



Units 8, 10 & 12 Harnham Trading
Estate

Planning, Design and Access Statement

August 2026
Q260061

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1 Executive Summary

- 1.1 Callen-Lenz is seeking to refurbish 3no. existing units and associated yard (Use Class E(g)(iii) and B8) to deliver a single consolidated Use Class B2 (General Industrial) facility at Units 8, 10 and 12, Harnham Trading Estate, Salisbury, SP2 8NW ('the Site').
- 1.2 The proposed development will improve the economic efficiency of the Site and wider Harnham Trading Estate, whilst delivering the following key benefits:
- Refurbishment of existing units to deliver a total of 1,123 sqm of high-quality Use Class B2 floorspace;
 - Further strengthen the Harnham Trading Estate through the delivery of a high-quality development;
 - Dedicated private parking and provision of cycle parking to reduce demand on wider Harnham Trading Estate and encouragement of sustainable modes of transport; and,
 - Retain Callen-Lenz in the authority, a Salisbury-based business specialising in the design and development of Uncrewed Aerial Systems ('UAS'), which has served as a key supplier and advisor to the UK Government within the UAS sector since 2012.
- 1.1 The proposed development will be delivered to a high quality and will be considerate of the surrounding context to ensure that there is no detrimental impact upon neighbouring amenity area. The proposed development will retain the Site in employment use, with no loss of employment floorspace, and will deliver a modernised, purpose-designed facility to accommodate the continued growth of Callen-Lenz.
- 1.2 As demonstrated in this Planning, Design and Access Statement ('PDAS') the proposed development will not result in any unacceptable impacts in respect of design, highways, amenity, noise, air quality, odour, biodiversity or flood risk, having regard to the findings of the accompanying Plant Noise Impact Assessment and Air Quality and Odour Assessment, together with the mitigation measures identified.

2 Introduction

Introduction

- 2.1 This Planning, Design and Access Statement ('PDAS') has been prepared by Quod on behalf of Callen-Lenz ('the Applicant') in support of a full planning application ('the Application') to Wiltshire Council ('WC') to enable the units on site to be used in a Use Class B2 (General Industrial) at Units 8, 10 and 12, Harnham Trading Estate, Salisbury, SP2 8NW ('the Site').

The Proposed Development

- 2.2 The description of development is as follows (the 'Proposed Development'):

"Refurbishment of the existing units and associated yard on site and change of use from Use Class E(g)(iii) / Use Class B8 to Use Class B2."

- 2.3 A full description of proposals is provided in Section 3 of this Statement.

The Applicant

- 2.4 Callen-Lenz, established in 2007 and now operating as part of BAE Systems, specialise in the design and development of Uncrewed Aerial Systems ('UAS'). They develop adaptable drone platforms for a wide range of uses, from small systems to larger, long-endurance aircraft. Their two principal products, Koios and Fregata, are used for applications such as surveillance, border security, infrastructure monitoring and search and rescue. Since 2012, Callen-Lenz has served as a key supplier and advisor to the UK Government within the UAS sector.

Structure of this Planning Statement

- 2.5 **Appendix 1** of the submitted Cover Letter provides a drawing and document guide and will be updated and submitted to WC should any new drawings or documents be submitted during the determination period.
- 2.6 The remainder of this Planning Statement is structured as follows:
- **Section 3: The Site, Surrounding Area and Planning History** details the Site and surrounding area, including an overview of the relevant planning history;
 - **Section 4: The Proposed Development** provides a summary of the application proposals.
 - **Section 5: Planning Policy Overview** provides an overview of the relevant planning policies.
 - **Section 6: Planning Assessment** sets out the key planning considerations associated with the Proposed Development.
 - **Section 7: Conclusion** provides a summary of the key issues and overall conclusions.

- 2.7 This PDAS should be read in conjunction with the Application drawings and supporting documentation, which are fully listed within the cover letter submitted with the Application.

3 The Site, Surrounding Area and Planning History

Introduction

- 3.1 This section of the PDAS describes the Site and the surrounding area before providing a summary of the Site's planning history.

The Site and Surrounding Area

- 3.2 The Site, as shown in **Figure 1**, comprises a brownfield parcel consisting of 3no. units and associated yard and parking, located within the Harnham Trading Estate. The Site measures approximately 0.25ha in size and currently consists of a cluster of 3no. industrial units which vary in size.

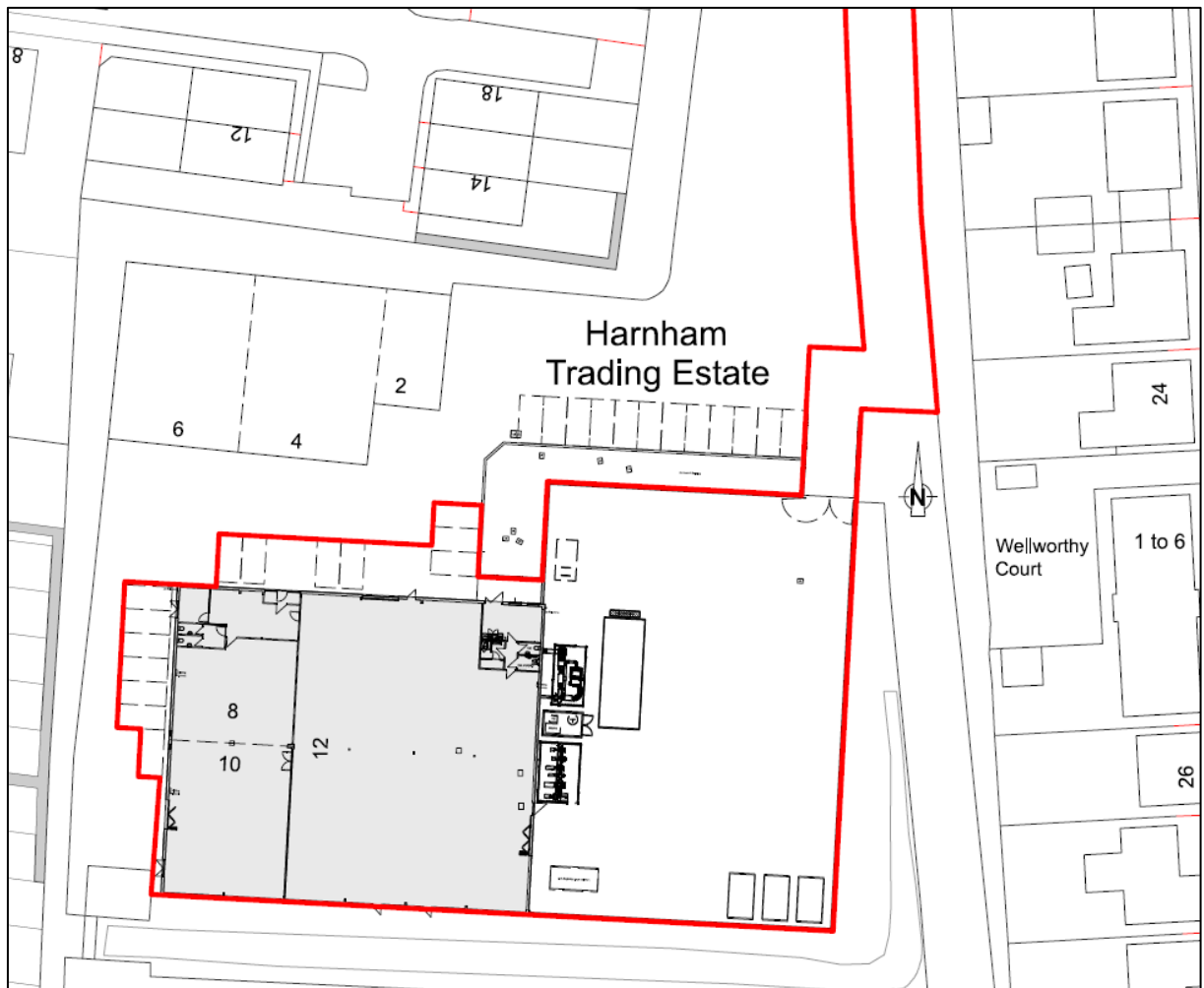


Figure 1. Site Location Plan

- 3.3 According to the WC Local Plan Policies Map, the Site is subject to the following designations (as shown in **Figure 2** below):

- **Affordable Housing Zone**



Figure 2. Wiltshire Council Local Plan Map Extract

- 3.4 The Site forms part of the Harnham Trading Estate, which is almost exclusively operated under E(g)(iii), B2 and B8 uses. To the north and south of the Site are clusters of units operated by several industrial and commercial businesses, including the Harnham Business Park to the southwest. To the east and west of the Site are residential properties.
- 3.5 The Site is located in Flood Zone 1 as per the Environmental Agency's flood risk map for planning, meaning that the Site has a low probability of flooding from rivers and the seas. The Site also has a low risk of surface water flooding.
- 3.6 The Site is not, nor within the setting of, any listed buildings and is not located within a Conservation Area. There are also no Tree Preservation Orders ('TPO') within or adjacent to the Site.

Transport

- 3.7 The Site is located approximately 1.5km southwest of Salisbury Railway Station which provides frequent Great Western Railway and South Western Railway services to destinations including London, Cardiff, Exeter, Romsey, Yeovil and Reading.

- 3.8 The Site is also well served by public transport, with bus stops located approximately 75m from the Site providing access to the Red5 bus service, which operates between Salisbury City Centre and West Harnham.
- 3.9 The Site benefits from direct access to the local highway network via Harnham Trading Estate Road, which connects to Netherhampton Road (A3094), providing convenient access to Salisbury city centre and the wider strategic road network.

Planning History

- 3.10 There is an extensive planning history applicable to the Site. The most relevant applications are provided below in **Table 1**.

Table 1. Site Planning History

Application Ref	Description of Development	Decision/Date
80/1314	Unit 12 Harnham Trading Estate, Salisbury, SP2 8NW Light industrial / warehousing, conversion of part of printing works for light industrial / warehousing, provision of car parking and widen of access	Approved February 1981
06/2563	Unit 8 and 10 Harnham Trading Estate, Salisbury, SP2 8NW Change of use of unit 10 to B2 and installation of 2 paint spray booths. Alterations to front elevations of units 8 & 10	Approved February 2007
S/2009/0152	Units 36 and 12 Harnham Trading Estate, Salisbury, SP2 8NW Demolition of part industrial building, erection of security fencing and recladding of remaining building	Approved March 2009
S/2010/1825	Unit 12 Harnham Trading Estate, Salisbury, SP2 8NW Alter Condition 2 of 80/1314 to remove restriction on operating hours	Approved February 2011
PL/2024/10455	Unit 12 Harnham Trading Estate, Harnham, Salisbury, SP2 8NW Variation of condition 4 of S/2009/0152 to allow agricultural and construction vehicles and equipment to be stored on the site to a maximum height of 5.5m. Nothing else shall be stored, stacked or deposited to a height exceeding 2.4m and variation of condition 5 of S/2009/0152 so that no delivery of plant or equipment shall take place on Sundays or public holidays outside the hours 07:30 to 18:00 weekdays and 08:00 to 13:00 on Saturdays	Approved February 2025

4 The Proposed Development

Introduction

- 4.1 This section sets out the proposals which form this Application and the key benefits of the Proposed Development.

Description of Development ('DoD')

- 4.2 The DoD for this planning application is as follows:

"Refurbishment of the existing units and associated yard on site and change of use from Use Class E(g)(iii) / Use Class B8 to Use Class B2."

- 4.3 Full details of the design and layout of the proposals for the Site are set out in the accompanying drawings and should be reviewed alongside this PDAS.

Key Benefits

- Refurbishment of existing units to deliver a total of 1,123 sqm of high-quality Use Class B2 floorspace;
- Further strengthen the Harnham Trading Estate through the delivery of a high-quality development;
- Dedicated private parking and provision of cycle parking to reduce demand on wider Harnham Trading Estate and encouragement of sustainable modes of transport; and,
- Retain Callen-Lenz in the authority, a Salisbury-based business specialising in the design and development of Uncrewed Aerial Systems ('UAS'), which has served as a key supplier and advisor to the UK Government within the UAS sector since 2012

Proposed Development

- 4.4 As outlined above, this Application seeks full planning permission to refurbish the existing units and associated yard on Site and change the use from Use Class E(g)(iii) / Use Class B8 to bring the entire Site under Use Class B2.
- 4.5 Specifically, the refurbishment works of the Proposed Development comprise the following:

Unit 12

- Installation of paint booth enclosure and compressor housing within the yard
- Installation of Local Exhaust Ventilation ('LEV') systems and associated acoustic timber fencing
- Provision of dedicate waste storage areas within storage yard
- Provision of 12no. car parking spaces and dedicate cycle parking within the yard

- Minor alterations to external alterations, including redecoration and general improvements to existing cladding

Unit 8 & 10

- Replacement of existing personnel doors and windows
- Minor alteration to external elevation to modernise appearance of unit

4.6 **Table 2** below sets out the floorspace quantum breakdown of the Proposed Development in further detail.

Table 2. Proposed Development Quantum

Type	Description of Development
Total Floorspace (GEA)	1,257 sqm
Total Floorspace (GIA)	1,123 sqm
Car Parking	17no. external car parking spaces, plus overflow parking in the yard where required
Cycle Parking	4no. Sheffield stand spaces

Design, Layout and Appearance

- 4.7 The proposed change of use will be facilitated through minor refurbishment works to Units 8, 10 and 12, with the Proposed Development retained wholly within the existing footprint and associated yard. Unit 12 currently operates in Class E(g)(iii) use and its yard in Class B8 use, whilst Units 8 and 10 already operate under Use Class B2. No increase in building height, footprint or massing is proposed, and the existing pitched roof form and portal frame construction of the units will be retained throughout.
- 4.8 As shown on the accompanying Proposed Elevations (ref. 12318-RLA-26-XX-DR-A-P2200-P04) and Proposed Section Detail (ref. 12318-RLA-26-XX-DR-A-P0001-P04) drawings, the Proposed Development also includes a series of extraction flues and Local Exhaust Ventilation ('LEV') systems, which rise through the roof of Unit 12 and terminate 1.5m above ridge height. These are required to serve the specialist manufacturing and testing processes associated with the proposed Use Class B2 operation and represent an essential, functional element of the Proposed Development. The flues and associated ductwork are positioned on the east elevation, within the service yard to minimise any impacts on neighbouring amenity.
- 4.9 The principal external works comprise the installation of an externally sited paint booth enclosure and compressor housing within the service yard to the rear of Unit 12, together with acoustic timber fencing around external plant. These structures will be finished in a colourway consistent with the existing palette of profiled metal cladding used across the wider Harnham Trading Estate. The service yard itself is enclosed by an existing 2.4m high palisade fence, which will be retained.
- 4.10 Works to Units 8 and 10 are limited to minor external refurbishment, including redecoration of existing wall finishes and, where necessary, the replacement of existing personnel doors and windows to improve the appearance and thermal performance of the units.

Scale and Intensification

- 4.11 The Proposed Development is limited to internal refurbishment and reconfiguration works, together with the installation of externally sited plant within the existing service yard. As such, the overall footprint and scale of the buildings will remain unchanged, with no increase in built floorspace proposed.
- 4.12 Whilst the change of use of Unit 12 to Use Class B2 will result in a modest intensification of activity on the Site compared to its previous Class E(g)(iii) and Class B8 use, this will be appropriately mitigated through the incorporation of acoustic fencing and enclosures around external plant, ensuring that the proposals remain wholly appropriate for their setting within the established Harnham Trading Estate.

Access, Parking and Servicing

- 4.1 The Site will continue to be accessed via the existing vehicular access from Harnham Trading Estate Road, with no alterations proposed to the existing site access arrangements. As set out in **Table 2**, the external parking provision will remain in line with the existing situation, comprising 17no. car parking spaces, with signage to be installed identifying these spaces as allocated for the development use only. While the service yard will no longer include marked parking bays, staff will be permitted to park within the yard where no external spaces are available, preventing uncontrolled parking on the wider highway network. Cycle parking will also be provided in the form of Sheffield stands providing 4no. spaces, to encourage sustainable modes of travel to and from the Site.
- 4.2 Servicing of the Site will take place from the dedicated service yard to the east of the Site which will also accommodate the general and hazardous waste storage areas, compressor housing and paint booth enclosure. This arrangement will ensure that servicing activity is contained away from the public realm and any neighbouring occupiers.

Hours of Operation

- 4.3 The Site will continue to operate within the same hours as the existing situation, with the operational activity taking place between 07:30 and 18:00, Monday to Friday and 08:00 to 13:00 on Saturdays. No change to the Site's hours of operation is proposed as part of the Proposed Development.

5 Planning Policy Review

Introduction

- 5.1 This section sets out the planning policy context for the Proposed Development, together with relevant material considerations.
- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, where the Development Plan contains relevant policies, applications for developments which are in accordance with the Plan should be permitted unless material considerations indicate otherwise.

Development Plan Overview

- 5.3 The Site is located within the administrative boundary of WC, who act as the Local Planning Authority ('LPA'). The WC Development Plan is comprised of the following documents:
- **Wiltshire Core Strategy (2015)**
 - **Salisbury District Local Plan (2003) (Saved Policies)**
- 5.4 The key Development Plan policies which are relevant to the Proposed Development are set below. There are no saved policies within the Salisbury District Local Plan (2003) considered directly relevant to the Proposed Development; this document is retained as part of the statutory Development Plan for completeness.
- 5.5 Other material considerations include the National Planning Policy Framework ('NPPF') (2024), the National Planning Practice Guidance ('PPG'), and relevant Supplementary Planning Documents ('SPD').

Emerging Local Plan

- 5.6 The emerging Wiltshire Local Plan Review was formally withdrawn from examination on 21 May 2026, following a resolution by Wiltshire Council on 19 May 2026 after the appointed Inspectors identified significant concerns regarding the soundness of the Plan.
- 5.7 Wiltshire Council subsequently published a Notice of Intention to Commence Plan-Making on 30 June 2026, confirming that a new Wiltshire Local Plan will be prepared under the revised national plan-making system. Accordingly, the withdrawn Local Plan Review does not form part of the statutory development plan and carries no weight in the determination of planning applications.

Wiltshire Core Strategy (2015)

- 5.8 **Policy 1 (Settlement Strategy)** sets the overarching spatial framework for Wiltshire, directing development towards sustainable, defined settlements. Harnham Trading Estate lies within the Salisbury settlement boundary.
- 5.9 **Policy 2 (Delivery Strategy)** supplements Core Policy 1 by setting out how growth, including employment growth, will be delivered across Wiltshire's settlements, with particular focus on the principal settlements including Salisbury.

- 5.10 **Policy 35 (Existing Employment Land)** supports the retention, and re-use or regeneration, of existing employment sites and premises for employment-generating uses, and resists the loss of employment land other than in defined circumstances.
- 5.11 **Policy 36 (Economic Regeneration)** supports development that regenerates and diversifies the local economy, including enabling flexibility in premises to respond to changing occupier and market needs.
- 5.12 **Policy 55 (Air Quality)** requires development proposals to have regard to the impact of development on air quality, including cumulative effects, and to avoid or mitigate any unacceptable impact on air quality.
- 5.13 **Policy 57 (Ensuring High Quality Design and Place Shaping)** requires all new development across Wiltshire to achieve a high standard of design and sets out a series of criteria against which proposals are assessed. These include responding positively to the existing townscape and landscape context, having regard to building layout, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and roofline, so that development integrates effectively into its setting and protects the amenity of neighbouring occupiers and users. This policy also requires proposals to ensure that appropriate levels of amenity are achievable including the consideration of privacy, vibration and pollution (light, noise, smoke, etc).
- 5.14 **Policy 60 (Sustainable Transport)** outlines that the Council will support applications which reduce the need to travel by private car and those which encourage sustainable transport alternatives.

National Planning Policy Framework (2024)

- 5.15 The Government published the revised NPPF in December 2024. It sets out the Government's planning policies for England and these are expected to be applied in decision-taking.
- 5.16 **Paragraph 8** stresses the overarching economic, social and environmental objectives of the planning system to achieve sustainable development. Decisions should apply a presumption in favour of sustainable development and that means approving development proposals that accord with an up-to-date Development Plan without delay (**Paragraph 11c**).
- 5.17 It sets out the Government's planning policies for England and how these are expected to be applied. The NPPF stresses the importance of having a planning system that is genuinely plan-led (**Paragraph 15**).
- 5.18 **Paragraph 39** requires that local planning authorities *"work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area"*.
- 5.19 The NPPF states that an early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties (**Paragraph 40**).
- 5.20 **Paragraph 85** places significant weight on the need to *"support economic growth and productivity, taking into account both local business needs and wider opportunities for development"*.

- 5.21 **Paragraph 86c** requires planning policies to *“pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics”*.
- 5.22 **Paragraph 87b** highlights the need to recognise and address the specific locational requirements of different sectors and *“make provision for storage and distribution operations at a variety of scales and suitably accessible locations that allow efficient and reliable handling of goods, especially where it is needed to support the supply chain, transport innovation and decarbonisation”*.
- 5.23 **Paragraph 125** underlines that decisions should promote *“the development of underutilised land and buildings... where land supply is constrained and available sites could be used for effectively”*.
- 5.24 **Paragraph 161** states that *“The planning system should support the transition to net zero by 2050 and take full account of all climate impacts... it should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure”*.
- 5.25 **Paragraph 164** supports new development that *“help to reduce greenhouse gas emissions, such as through its location, orientation and design”*. This policy also sets out that new development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change.
- 5.26 **Paragraph 181** sets out that when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.
- 5.27 In relation to habitats and biodiversity, **Paragraph 193** requires that when determining planning applications *“if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.”* The paragraph also seeks to integrate opportunities to conserve or enhance biodiversity in and around the development *“especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate”*.
- 5.28 Regarding ground conditions and pollution, **Paragraph 196** seeks to ensure that new development is appropriate for its location, taking into account the likely effects of pollution on health, living conditions and the natural environment. This includes noise and light impacts.

Emerging National Planning Policy Framework (2025)

- 5.29 It is anticipated that when this application is determined, a new NPPF will have been published, following the issuing of the draft NPPF for consultation in late 2025. Continuing the positive trend, the emerging NPPF (2025) represents a significant and deliberate shift in national planning policy, placing renewed emphasis on economic growth, supply chain resilience, and the strategic importance of the freight and logistics sector.
- 5.30 **Policy E1 (Providing the conditions)** for long term economic growth is clear that *“given changing commercial property requirements, development plans should not be overly prescriptive about the types of uses that would be acceptable on particular sites”*.

- 5.31 **Policy E2** (Meeting the need for business land and premises) retains substantial weight to *“the economic benefits of proposals for commercial development which allow businesses to invest, expand and adapt”*.
- 5.32 **Policy E3** (Freight and logistics) is clear that freight and logistics uses and associated infrastructure should *“have good access to transport networks (including via sustainable transport modes where possible)”* and should be *“sited and designed to limit environmental impacts (such as through the co-location or intensification of facilities to limit vehicle movements, and sensitive building design and landscaping)”*.
- 5.33 **Policy TR3** (Locating development in sustainable locations) sets out development proposals should apply principles according to the type of development and its location, noting that *“In rural areas, opportunities to improve wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed”*.
- 5.34 **Policy S4 (Principle of development within settlements)** states that developments within settlements should be approved unless the benefits would be substantially outweighed, placing a high bar on refusing any development in urban areas

Planning Practice Guidance

- 5.35 Planning Practice Guidance (‘PPG’) is published by Government to provide further detailed guidance on the application of policies set out in the NPPF. It provides guidance in relation to (amongst other matters) decision making, planning conditions and obligations, EIA, the historic and the natural environment, and design.

6 Planning Assessment

- 6.1 This section of the Planning Statement assesses the Proposed Development against the Development Plan and relevant planning guidance set out in **Section 5**.
- 6.2 Relevant policy and development management considerations are set out below:
- **Principle of Development;**
 - **Design, Layout and Appearance;**
 - **Highways, Access and Parking;**
 - **Amenity Impacts;**
 - **Noise;**
 - **Air Quality;**
 - **Biodiversity and Landscaping; and**
 - **Flood Risk and Drainage**

Principle of Development

- 6.3 The Site forms part of the established Harnham Trading Estate, which has operated for employment purposes since the 1980's and comprises a mix of Use Class E(g)(iii), B2 and B8 floorspace. **Policy 35** supports the retention, and re-use or regeneration, of existing employment sites and premises for employment-generating uses (i.e. B2) and resists the loss of employment land other than in defined circumstances. As the Proposed Development retains the Site's floorspace in employment-generating use, consolidated under a single Use Class B2, with no loss of employment floorspace, the proposals accord with this policy.
- 6.4 **Paragraph 8** of the NPPF stressed the overarching economic, social and environmental objectives of the planning system to achieve sustainable development, including *"to help build a strong, responsive and competitive economy"* and *"making effective use of land"*. **Paragraph 11** of the NPPF requires that decisions should apply a presumption in favour of the sustainable development and **Paragraph 85** of the NPPF emphasises *that "decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."* **Draft NPPF Policy S4** also states that *"developments within settlements should be approved unless the benefits would be substantially outweighed."*
- 6.5 The 'agent of change' principle set out at **Paragraph 187** of the NPPF is also relevant, confirming that existing businesses should not have unreasonable restrictions placed upon them as a result of development permitted after they were established, and that where an existing business could have a significant effect on new development in its vicinity, it is for the applicant to provide suitable mitigation. As an established employment site which has operated since the 1980's, the Site benefits from this principle, further supporting the retention and modernisation of its employment use.

- 6.6 The Proposed Development will bring the entire Site under a single, consistent Class B2 use, providing modern, flexible industrial floorspace to accommodate the continued growth of Callen-Lenz, a Salisbury-based UAS manufacturer operating as part of BAE Systems. This is directly supported by **Policy 36** which supports development that regenerates and diversifies the local economy, including enabling flexibility in premises to respond to changing occupier and market needs.
- 6.7 The principle of the Proposed Development is clearly supported by both local and national planning policy.

Design, Layout and Appearance

- 6.8 **Policy 57** requires all new development to achieve a high standard of design, having regard to matters including building layout, built form, height, mass, scale, elevational design, materials and streetscape, whilst protecting the amenity of neighbouring occupiers and users.
- 6.9 The Proposed Development is limited to the refurbishment of the existing units and the installation of externally sited plant within the existing service yard and will not increase the footprint or massing of the buildings. With the exception of the extraction flues and LEV systems, which project a modest, localised height above ridge level to serve the specialist processes within Unit 12, no increase in building height is proposed. The proposed LEV systems have been located on the eastern façade within the existing yard in order to both suit the operational requirements of Callen-Lenz and also to protect amenity. The LEV's are located over 40m from any sensitive receptor and have embedded mitigation in terms of its location and through the use of acoustic fencing.
- 6.10 The paint booth enclosure, compressor housing and associated extraction flues and LEV systems required to serve Unit 12 will be finished in prefinished, insulated metal panels in a colourway consistent with the existing palette of materials used across the Harnham Trading Estate. These elements are located within the service yard, screened by the existing 2.4m high palisade fence and further softened by the proposed acoustic timber fencing, minimising their visual impact.
- 6.11 The works to Units 8 and 10 are limited to minor external refurbishment, including redecoration and the replacement of existing personnel doors and windows where required, and will not alter the established building line or character of the units when viewed from Harnham Trading Estate Road or the surrounding estate. The proposed works represent a clear visual improvement over the current condition of the units, addressing existing wear to external finishes and bringing the buildings up to a modern, well-maintained standard.
- 6.12 On this basis, the Proposed Development is considered to comply with **Policy 57** as it will achieve an operational and visual improvement and will not adversely impact the amenity of the neighbouring occupiers.

Highways, Access and Parking

- 6.13 **Policy 60** outlines that the Council will support applications which reduce the need to travel by private car and those which encourage sustainable transport alternatives. This is reinforced by **Paragraph 110** of the NPPF, which states that development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. **Paragraph 116** of the NPPF further confirms that development should only be prevented or refused on highways grounds if there would

be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe.

- 6.14 This Application is supported by a **Transport Technical Note** ('TTN'), which sets out full details of the transport and highways implications of the Proposed Development and demonstrates the proposals' compliance with WC's local transport standards.
- 6.15 The TTN confirms that WC's maximum parking standard for B2 General Industrial use is 1 space per 50sqm. Applying this standard to the 747sqm uplift in B2 floorspace results in a maximum parking provision of 15 spaces. As set out in **Table 2**, the external parking provision will remain in line with the existing situation, comprising 17no. car parking spaces, with signage to be installed identifying these spaces as allocated for the development use only. In addition, staff will be permitted to park within the service yard where no external spaces are available, preventing uncontrolled parking on the wider highway network. With a total of 10 FTE staff employed at the Site, this parking provision is considered sufficient to accommodate demand and remains comfortably within the maximum WC parking standard. The Proposed Development will also provide cycle parking in the form of two Sheffield stands, delivering 4no. cycle spaces within a secure store in the on-site service yard. This exceeds WC's minimum cycle parking standard for B-class uses and will encourage sustainable modes of travel to and from the Site.
- 6.16 The TTN includes swept path analysis of both an 8m delivery vehicle and a standard design car, which confirms that both vehicle types are able to access and egress the on-site service yard and car parking spaces comfortably and in forward gear. Delivery and refuse collection activities will continue to be undertaken on-site within the existing service yard, with no change to the types of vehicles accessing the Site.
- 6.17 On this basis, it is considered that the Proposed Development accords with **Policy 60** and **NPPF Paragraphs 110 and 116**.

Amenity Impacts

- 6.18 **Policy 57** requires proposals to ensure that the appropriate levels of amenity are achievable, including consideration of privacy, vibration and pollution. This is reinforced by **Paragraph 196** of the NPPF, which seeks to ensure that new development is appropriate for its location, taking into account the likely effects of pollution on health, living conditions and the natural environment, including noise and light impacts.
- 6.19 The Site forms part of the established Harnham Trading Estate, which is flanked by residential properties to the east and west, off Halfpenny Road and Riddell Way respectively. As these residential properties represent the most sensitive receptors in respect of amenity, the potential effects of the Proposed Development on privacy, vibration and pollution have been carefully considered as part of this Application. It is also relevant that the service yard, where the majority of the Proposed Development's external plant is to be located, sits at a significantly lower level than the neighbouring residential properties. This topographical relationship combined with the existing screening will reduce the visual and acoustic prominence of activity within the compound as experienced from neighbouring properties.
- 6.20 It is also relevant to reiterate the 'agent of change' principle set out at **Paragraph 187** of the NPPF, given the Site's long-established employment use predates the surrounding residential properties. It is also noted that Units 8 and 10, which are located closest to the residential properties to the east and west, already operate under Use Class B2 and this will remain

unchanged as part of the Proposed Development. The proposals are further supported by Policies 35 and 36, which promote the retention and regeneration of existing employment sites and premises

- 6.21 The Proposed Development is limited to the refurbishment of the existing units and the installation of externally sited plant within the existing service yard, which is set back from and screened from the neighbouring residential properties by the existing 2.4m high palisade fence and proposed acoustic fencing. The Proposed Development is therefore not anticipated to give rise to any loss of privacy or overlooking. The flues themselves are centrally located along the roof and set back from the site boundary by approximately 20m, and given this setback and their modest scale, will not appear overbearing when viewed from the neighbouring residential properties.
- 6.22 As demonstrated in the following Noise and Air Quality sections below, the Proposed Development, subject to the mitigation measures identified, is not anticipated to result in any unacceptable amenity impacts at the neighbouring residential properties and therefore accords with **Policy 57** and **NPPF Paragraph 196**.

Noise

- 6.23 **Policy 57** requires proposals to ensure that appropriate levels of amenity are achievable, including consideration of noise pollution. This is reinforced by **Paragraph 196** of the NPPF, which seeks to ensure that new development is appropriate for its location, taking into account the likely effects of pollution, including noise, on health and living conditions.
- 6.24 This Application is supported by a **Plant Noise Impact Assessment ('PNIA')**, which assesses the noise impact of the proposed process plant and building services plant against measured background noise levels, in accordance with BS 4142: 2014+A1:2019. The nearest noise-sensitive receptors are residential properties located immediately to the east and west of the Site, off Halfpenny Road and Riddell Way.
- 6.25 The PNIA identifies that, with appropriate mitigation in place, the proposals would be compliant with the relevant limits at all sensitive receptors during daytime hours. This mitigation comprises acoustic attenuators within the extract ductwork and a 2m high acoustic fence around the external plant compound, as reflected on the Proposed Elevations (ref. 12318-RLA-26-XX-DR-A-P2200-P04).
- 6.26 With this mitigation in place, the predicted noise levels are at least 2 dB below the proposed limits at receptors to the east, and equal to the proposed limits at receptors to the west, and are therefore compliant with the relevant British Standard thresholds at all sensitive receptors. This is considered an acceptable outcome, as good practice guidance confirms that where a proposed noise source does not exceed the typical background noise level, it is regarded as having a negligible impact on nearby occupiers.
- 6.27 The Proposed Development therefore accords with **Policy 57** and **Paragraph 196** of the NPPF.

Air Quality

- 6.28 **Policy 55** requires development proposals to have regard to the impact of development on air quality, including cumulative effects, and to avoid or mitigate any unacceptable impact on air quality. This is reinforced by **Paragraph 196** of the NPPF, which seeks to ensure that new

development is appropriate for its location, taking into account the likely effects of pollution on health, living conditions and the natural environment.

- 6.29 This Application is supported by an **Air Quality and Odour Assessment** ('AQOA'), which considers the potential impact of emissions associated with the proposed manufacturing and assembly processes, together with the potential for odour nuisance arising from the Proposed Development. The AQOA confirms that the Site is not located within an Air Quality Management Area ('AQMA'), with the nearest AQMAs, at Salisbury City Centre and Salisbury Wilton Road, located approximately 1.4km to the east. Local diffusion tube and automatic monitoring data, together with Defra background concentration mapping, confirm that concentrations of nitrogen dioxide and particulate matter in the vicinity of the Site are, and are predicted to remain, below the relevant National Air Quality Objectives.
- 6.30 The AQOA identifies a number of emissions associated with the proposed manufacturing processes, including welding and metal fabrication, soldering, spray painting and coating, and the use of solvents and adhesives. These will be managed through a series of dedicated LEV systems, incorporating filtration to control emissions to acceptable levels prior to discharge to atmosphere. The flue heights terminate approximately 1.5m above the confirmed ridge height of circa 5.5m, giving a total discharge height in the order of 7m above ground level, consistent with the recommendations of the Technical Guidance Note on Dispersion (TGN-D1).
- 6.31 The AQOA also considers the proximity of nearby residential properties, which represent the most sensitive receptors in respect of air quality and are located approximately 20m to the east and west of the Site. The Proposed Elevation (ref.12318-RLA-26-XX-DR-A-P2200-P04) confirm that the principal LEV flues are grouped together within an acoustic-fenced enclosure sited centrally along the roof, discharging well above ridge height and away from ground level, which will promote effective dispersion of emissions before they reach the dwellings. Taking account of this confirmed discharge height, the small scale of the process emissions and the filtration to be provided, the Proposed Development is not anticipated to give rise to any unacceptable air quality effects at the nearest residential properties.
- 6.32 An **Odour Assessment** has also been undertaken in accordance with IAQM Guidance. Given the proposed filtration and the confirmed design and location of the LEV extract points, the source odour potential is considered small, and the pathway to nearby sensitive receptors, including neighbouring residential properties and the West Harnham Chalk Pit SSSI, is considered ineffective. The overall odour effect on surrounding receptors is therefore assessed as negligible.
- 6.33 On this basis, and subject to the implementation of the LEV systems and mitigation measures identified in the AQOA, the Proposed Development is not anticipated to result in any unacceptable air quality or odour impacts and accords with **Policy 55** and **Paragraph 196** of the NPPF.

Biodiversity and Landscaping

- 6.34 **Paragraph 193** of the NPPF requires that significant harm to biodiversity resulting from a development should be avoided, adequately mitigated or, as a last resort, compensated for, and seeks to integrate opportunities to conserve or enhance biodiversity where appropriate.
- 6.35 The Site is a brownfield parcel comprising existing industrial buildings, hardstanding and yard areas, with no areas of priority habitat or other ecological value present. The Proposed Development is limited to the refurbishment of the existing buildings and the installation of

plant within the existing service yard, with no loss of vegetation, habitat or landscaping proposed and no increase in the developed footprint of the Site.

- 6.36 Given the limited scope of works, which are contained wholly within the existing built and hardstanding areas of the Site, the Proposed Development falls below the **de minimis** threshold for mandatory Biodiversity Net Gain and would not result in any harm to biodiversity, in accordance with **Paragraph 193** of the NPPF.

Flood Risk and Drainage

- 6.37 **Paragraph 181** of the NPPF sets out that, when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.
- 6.38 The Site is located within Flood Zone 1, as identified on the Environment Agency's flood risk map for planning, meaning it has a low probability of flooding from rivers and the sea, together with a low risk of surface water flooding. The Proposed Development is limited to the refurbishment of existing buildings and the installation of plant within the existing service yard, with no increase in the impermeable or built footprint of the Site, the existing surface water drainage arrangements will be retained, and no new drainage strategy is required.
- 6.39 The Proposed Development therefore accords with **Paragraph 181** of the NPPF.

7 Conclusions

- 7.1 This PDAS has been prepared by Quod, on behalf of Callen-Lenz in support of a full planning application to WC at Unit 8, 10 and 12 Harnham Trading Estate, Salisbury, SP2 8NW for the following Proposed Development:

“Refurbishment of the existing units and associated yard on site and change of use from Use Class E(g)(iii) / Use Class B8 to Use Class B2.”

- The Proposed Development will provide the following key benefits:
 - Refurbishment of existing units to deliver a total of 1,123 sqm of high-quality Use Class B2 floorspace;
 - Further strengthen the Harnham Trading Estate through the delivery of a high-quality development;
 - Dedicated private parking and provision of cycle parking to reduce demand on wider Harnham Trading Estate and encouragement of sustainable modes of transport; and,
 - Retain Callen-Lenz in the authority, a Salisbury-based business specialising in the design and development of Uncrewed Aerial Systems (‘UAS’), which has served as a key supplier and advisor to the UK Government within the UAS sector since 2012.
- 7.2 The Site forms part of the established Harnham Trading Estate, where Policy 35 supports the retention, and re-use or regeneration, of existing employment sites and premises for employment-generating uses. The Proposed Development retains the Site’s floorspace in employment-generating use, consolidated under a single Use Class B2, with no loss of employment floorspace, and will deliver a modernised, purpose-designed facility to accommodate the continued growth of Callen-Lenz.
- 7.3 It has been demonstrated throughout this PDAS that the Proposed Development will not result in any unacceptable impacts in respect of design, highways, amenity, noise, air quality, odour, biodiversity or flood risk, having regard to the findings of the accompanying Plant Noise Impact Assessment and Air Quality and Odour Assessment, together with the mitigation measures identified.
- 7.4 The Government has established a clear growth agenda, supported by recent NPPF updates, which weigh heavily in favour of granting permission for the Proposed Development. With regard to section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended), this Planning Statement has demonstrated that the Proposed Development is in accordance with the Development Plan, which is considered up to date, and with national planning policy and relevant supplementary planning guidance. We therefore request that planning permission is granted without delay.

