
Planning Statement

Construction of an emergency only gated vehicle access onto Quakers Road and internal temporary access track at Wiltshire Police Headquarters, London Road, Devizes, SN10 2DN.

**Prepared on behalf of Wiltshire Constabulary
October 2025**

Planning Statement

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Site Name:	Police Headquarters, Wiltshire Constabulary, London Road, Devizes, SN10 2DN
Client Name:	Wiltshire Constabulary
Type of Report:	Planning Statement
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1 Introduction

- 1.1 This Planning Statement is prepared by Strutt & Parker / BNP Paribas on the instructions of Wiltshire Constabulary to support a planning application for a new emergency only vehicle access onto Quakers Road and a temporary emergency access track within the site. The proposed emergency access is broadly in accordance with the proposed masterplan of the site which was the subject of pre-application advice from Wiltshire Council in 2024.
- 1.2 The Council provided pre-application advice (ref ENQ-2024-00371) on the wider redevelopment of the site which is attached as **appendix 1**. This advice has helped to shape the planning application as submitted.
- 1.3 This planning statement sets out the development proposal, relevant planning history and appraises the scheme against relevant national and local policy.
- 1.4 This application is supported by the following documents and reports:

Topic	Document	Author / responsibility	Reference
Planning	Application form and completed Certificate B copy Notices as served	Strutt and Parker / BNP	
Planning	CIL form	Strutt and Parker / BNP	
Planning	Planning statement	Strutt and Parker / BNP	Planning Statement - Devizes 3rd access 290925 FINAL
Architecture	OS Location plan (1:1250)	Ridge and Partners LLP	5029516-RDG-ZZ-ZZ-D-C-110003-P01 Location Plan Drawing
Architecture	Block Plan (1:500)	Ridge and Partners LLP	5029516-RDG-ZZ-ZZ-D-C-110005-P01 Proposed Block Plan
Architecture	General arrangement plan	Ridge and Partners LLP	5029516-RDG-zz-ZZ-D-C-110001-P03- General Arrangement Plan
Architecture	Proposed Gate – Elevation	Ridge and Partners LLP	5018779-RDG-010951-P01- PLANNING - SITE ELEVATIONS
Architecture	Design & Access Statement	Ridge and Partners LLP	5029516 - Wiltshire Police - Quakers Way Vehicular Access DAS

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Highways	Transport Report including tracking and swept path drawings.	Ridge and Partners LLP	5018779 - Wiltshire Police Transport Statement - For Planning Submission
Drainage	Drainage strategy	Ridge and Partners LLP	5029516 SW Drainage Technical Note P01
Ecology	Preliminary Ecology Appraisal (PEA)	Cotswolds Ecology	Preliminary Ecological Appraisal Police HQ- Rev 0 -C651
Ecology	PEA update reports and BNG net gain assessment	ACD Environmental	PRI24923 ACD PEA&BNG
Ecology	Small sites metric	ACD Environmental	PRI24923 Small Sites Metric
Landscaping	Landscape proposals	ACD Environmental	PR124923-11
Landscaping	Soft landscape specification	ACD Environmental	PRI24923 Spec
Arboriculture	Arboricultural Report	Wooton Tree Consultancy	WTC_1574.01.revA-Tree.report
Archaeology	Archaeology report – September 2025	Tetra Tech	Archaeology DBA Police HQ -02Nov23-Final
Archaeology	Archaeology Addendum report – September 2025 - 784-B075465	Tetra Tech	784-B075465 Devizes Police HQ Emergency Access 170925
Operational Statement	PCC / Police Operational Statement	Wiltshire Police / PCC for Wiltshire	Operational Statement Sept 2025FINAL v1 (002)

2. Site Description

- 2.1 The application site comprises part of the Wiltshire Police Headquarters site, which is a busy operational administrative facility serving Wiltshire and Swindon. There are no buildings on the application site which forms part of an area within the Headquarters site that is used for police dog training. It is predominantly mown grass with a mature tree line on the western boundary which is subject to tree preservation order E/330/G2. The front (northern) boundary has a dense hedgerow and includes several small trees as shown on the submitted Tree Survey. To enable construction of the proposed new emergency only gated vehicle access, the application site includes part of Quakers Road and its footway, which we understand is part of the adopted highway but remains in the freehold ownership of Taylor Wimpey.
- 2.2 The wider Police Headquarters site fronts onto London Road (the A361) at its eastern boundary and Quakers Road at its northern boundary. The Headquarters site is situated in a predominantly residential area with Devizes Sports Club adjacent to the west and south.
- 2.3 The existing HQ complex comprises a principal building fronting on to London Road and several ancillary buildings, the oldest of which was constructed in 1964. The site provides accommodation for various Police uses including offices/administration, specialist operational functionality including emergency response, the recently relocated Devizes Borough Community Police Station, training, and recreation. The buildings provide a mix of building styles but are mainly brick elevations, with pitched tiled roofs or asphalt coverings.
- 2.4 The site has extensive surface car parking for 563 vehicles, with another 50 spaces offsite at the Devizes Sports Ground that the police have the use off as and when required. The total car parking provision for the existing site is therefore 613 spaces (on and off site).
- 2.5 The site is a ten-minute walk from Devizes Town Centre and London Road is on the 1C, 2, 42 and 49 bus routes.
- 2.6 In terms of the adopted development plan, the Police Headquarters site (5.85ha) is subject to two designations in the adopted Wiltshire Core Strategy. First, 4.65 hectares of the site is allocated as employment land (Core Policy 35), whilst the remaining 1.2 hectares to the west is designated as sport and recreational land ('Saved' Policy TR17). An extract of the adopted policies map is shown below in Figure 1. The proposed new access to Quakers Road is within the CP35 Police HQ Principal Employment Area. The temporary emergency access track is partly within this designation but also crosses TR17 land.

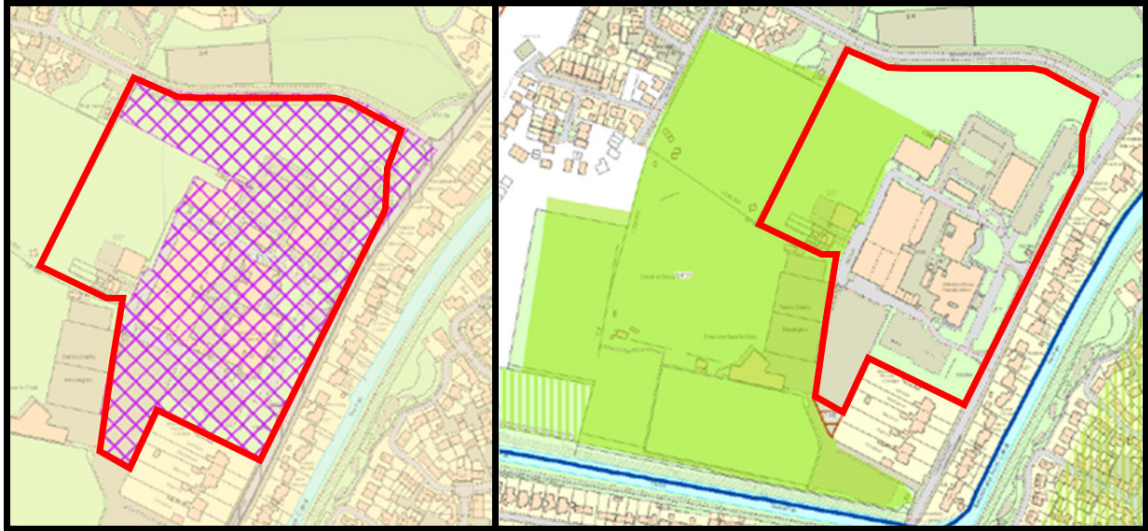


Figure 1: Wiltshire Core Strategy (January 2015) Core Policy 35 Existing Employment Land

- 2.7 In the emerging Wiltshire Local Plan the entire Police Headquarters site is designated as an existing employment site and a Principal Employment Area (Policy 65), please see paragraph 6.4 below.
- 2.8 The Headquarters site is entirely within a 'very low' flood risk zone (Flood Zone 1) in terms of flooding from water courses and is also at 'very low' risk of flooding from surface water.
- 2.9 None of the buildings on the Police Headquarters site are listed.
- 2.10 There are two Tree Preservation Orders in the area surrounding the application the site, but not within it. These include the tree line on the western boundary of the wider Police Headquarters site E/330/G2 and several trees on the eastern boundary E/330/G5.
- 2.11 The Police Headquarters site lies within the Limits of Development defined for Devizes which is identified as a 'Market Town' by the Settlement Strategy of the WCS. The development strategy for the Devizes Community Area supports Devizes' role as a significant service centre providing jobs, homes and attractive retail opportunities within east Wiltshire whilst recognising existing constraints within the highway network and the town's rich built and natural environment.

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3. Planning History

3.1 There is limited planning history on the site which is as follows:

Application Reference	Description	Decision	Decision Date
PL/2023/10662	Discharge of Condition 3b relating to application PL/2022/04413 (Modular Storage building to be erected alongside the existing Facilities Management building to support operational policing.)	Granted	14/12/2023
PL/2022/08448	Non-Material Amendment to PL/2022/04413 – The original proposed finished building height was 3400mm; the new proposed finished building height is 3740mm. Change from 2.7m to 3m floor to ceiling height.	Granted	01/11/2022
PL/2022/08408	Discharge of Condition 3 on PL/2022/04413 (Modular Storage building to be erected alongside the existing Facilities Management building to support operational policing.)	Granted	31/10/2022
PL/2022/04413	Modular Storage building to be erected alongside the existing Facilities Management building to support operational policing.	Granted	08/06/2022

4. Description of Development

- 4.1 This application seeks full planning permission for the construction of an emergency only gated vehicle access onto Quakers Road and internal temporary access track to connect the proposed new access to the Police Headquarters' existing internal estate roads.
- 4.2 The temporary access track would have a typical width of 7m, widening to 9m at the proposed bell mouth onto Quakers Road. The bell mouth includes a 2m pavement with a pedestrian access gate. The area of hardstanding / asphalt will measure 117sqm.
- 4.3 A Frontier Pits bi-fold gate is proposed to secure the perimeter of the site and provide access in and out of the site in an emergency situation. The bi-fold gate and pedestrian gate will be 1.8m high to match the existing perimeter fence.
- 4.4 The emergency access road would have an area of 1,028sqm and would be constructed from Groundtrax Cellpave which will conserve the appearance of the site and reduce impact on biodiversity.
- 4.5 The proposed development would require the removal of one small tree (T1) and a section of hedgerow (H1) to enable to provision of the access with suitable visibility splays.

5. Planning Policy Context

- 5.1 This section of the report summarises the national and local policy context relevant to the determination of the proposed development.
- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, where the Development Plan contains relevant policies, an application for planning permission should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 5.3 The Local Plan is formed of the Wiltshire District Council (WDC) Core Strategy Development Plan Document, adopted in January 2015, and the Allocations and Development Management Plan, adopted in February 2015.
- 5.4 The emerging SDC Local Plan was submitted for examination (Reg 22) in November 2024 and hearing sessions (Reg 24) are currently being undertaken.
- 5.5 The emerging Local Plan will hold some weight following the issuing of the Inspector's report (Reg 25), however at present holds little weight in decision making.
- 5.6 The National Planning Policy Framework (NPPF) as amended in December 2024 is also a material planning consideration in assessment of this site.

Wiltshire Core Strategy (2015)

- 5.7 Core Policy 1 (Settlement Strategy) – Policy CP1 lists Devizes as Market Town. Market Towns have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self-containment and viable sustainable communities.
- 5.8 Core Policy 2 (Delivery Strategy) – Policy CP2 states within the defined limits of development (Villages) there is a presumption in favour of sustainable development.
- 5.9 Core Policy 12 (Spatial Strategy - Devizes Community Area) Policy CP12 identifies specific issues development proposals should seek to consider. These include traffic congestion, air quality, improvements to local infrastructure, protecting heritage assets in the area, increasing a range of employment opportunities, reducing the loss of green spaces and other planning considerations.

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- 5.10 Core Policy 35 (Existing Employment Land) – Policy CP35 states *“Wiltshire’s Principal Employment Areas (as listed in the Area Strategies) should be retained for employment purposes within use classes B1, B2 and B8 to safeguard their contribution to the Wiltshire economy and the role and function of individual towns. Proposals for renewal and intensification of the above employment uses within these areas will be supported”*.
- 5.11 Core Policy 50 (Biodiversity and Geodiversity) requires development proposed to demonstrate how they protect features of nature conservation and geological value as part of the design rationale.
- 5.12 Core Policy 52 (Green Infrastructure) states development shall make provision for the retention and enhancement of Wiltshire’s green infrastructure network and shall ensure that suitable links to the network are provided and maintained.to demonstrate how they protect features of nature conservation and geological value as part of the design rationale. Developers will be required to retain and enhance existing on-site infrastructure and put measures in place to ensure appropriate long-term management of any green infrastructure directly related to the development.
- 5.13 Core Policy 55 (Air Quality) requires certain development proposals (by way of their scale, nature or location) to demonstrate that measures can be taken to effectively mitigate emission levels in order to protect public health, environmental quality and amenity.
- 5.14 Core Policy 57 (Ensuring High Quality Design and Place Shaping) provides general design requirements for development proposals. These include the retention and enhancement of existing important landscaping and natural features, making opportunities for enhancing biodiversity, ensuring that the public realm including new roads and right of ways are designed to create places of character, and other development considerations.
- 5.15 Core Policy 60 (Sustainable Transport) state the council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. This includes assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.
- 5.16 Core Policy 61 (Transport & Development) lists general requirements which should form part of a transport assessment. Consideration should be given to the needs of all transport users,

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where relevant according to the following hierarchy: a) Visually impaired and other disabled people; b) Pedestrians; c) Cyclists; d) Public transport; e) Goods vehicles; f) Powered two-wheelers; g) Private cars. A Transport Assessment should also demonstrate that the proposal is capable of being served by safe access to the highway network (ii) and fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.

- 5.17 Core Policy 62 (Development Impacts on the Transport Network) states developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

Kennet Local Plan (Saved policies)

- 5.18 Policy TR17 (Existing outdoor sport and recreation sites) advises that Development of existing outdoor sport and recreational space for other uses within the Limits of Development of towns and villages, as identified on the Inset Maps, will only be permitted where it can be demonstrated that:-

- a) the development of a small part of the existing facility provides improvements to the remaining facilities and provides for their greater use;
- b) or a suitable alternative site, of comparable size and facilities, is provided in an acceptable location; or
- c) the proposal is for an alternative recreational or community use of benefit to local residents. In this case the overall recreational value of the open space available to local residents must be maintained.

Wiltshire Local Plan (Regulation 19)

- 5.19 The Wiltshire Local Plan was submitted for examination on the 28th of November 2024. Hearings commenced in July 2025. The program officers letter dated the 27th June 2025 concluded that the Local Plan examination could proceed to Stage 2 hearings which will consider the soundness and legal compliance of the Local Plan. At present these policies hold no weight in the determination of applications, however relevant policies are referenced below:

- Policy 1 – Settlement Strategy.
- Policy 2 – Delivery Strategy.

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- Policy 14 – Devizes Market Town.
- Policy 65 - Existing employment land
- Policy 70 - Sustainable Transport.
- Policy 71 - Transport and New Development.
- Policy 72 - Development Impacts on the Primary and Major Road Networks.
- Policy 84 – Open spaces and play facilities.
- Policy 88 - Biodiversity and Geodiversity
- Policy 89 - Biodiversity Net Gain.
- Policy 90 – Woodland, hedgerows, and trees.
- Policy 98 - Ensuring High Quality Design and Place Shaping.
- Policy 101 – Air Quality.

The Devizes Area Neighbourhood Plan (DANP) (July 2015 Referendum Version)

- H1 Strategic Policy Intent - Settlement Framework Boundary
- H2 Strategic Policy Intent – Built Environment & Sustainability
- T1 Strategic Policy Intent - Getting Around
- ESD1 Strategic Policy Intent - Environment & Sustainability

Supplementary Planning Documents

- Wiltshire Local Transport Plan 2011 – 2016: Car Parking Strategy (March 2011).
- Air Quality Strategy for Wiltshire 2011-2015, Appendix 2: Air Quality Management Areas in Wiltshire
- Wiltshire Design Guide Shaping the future: My Place, Your Place, Our Place, (2024)

National Planning Policy Framework (December 2024)

5.20 Chapter 2 of the NPPF focuses on achieving sustainable development. Paragraph 11 states that at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

5.21 Paragraph 81 confirms that planning policies and 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.

5.22 Paragraph 84 requires policies and decisions support the sustainable growth and expansion of all types of businesses in rural areas, including the development of agricultural businesses.

Paragraph 101 of the NPPF states:

“To ensure faster delivery of other public service infrastructure such as health, blue light, library, adult education, university and criminal justice facilities, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted. Significant weight should be placed on the importance of new, expanded or upgraded public service infrastructure when considering proposals for development.”

5.23 Paragraph 110 confirms that in assessing specific applications for development, it should be ensured that:

- *“Appropriate opportunities to promote sustainable transport modes can be, or have been taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network, or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

5.24 Paragraph 111 confirms that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

6. Planning Assessment

6.1 This section of the report considers relevant planning policy relating to the proposed Construction of an emergency vehicle access onto Quakers Road at Wiltshire Police Headquarters. It will consider the following issues:

- a) Principle of development
- b) Operational need
- c) Transport / Highways considerations
- d) Impact on the character of the area and landscape and visual impact considerations
- e) Ecology, landscaping & Biodiversity net gain
- f) Trees
- g) Archaeology
- h) Impact on neighbouring amenity
- i) Drainage

a) Principle of Development

6.2 Planning permission is sought for the construction of an emergency only gated vehicle access onto Quakers Road and internal temporary access track.

6.3 The proposals are necessary for the resilience of the police service to provide an alternative means of emergency access and egress from the site. Core Policy 35 the Wiltshire Core Strategy seek support existing businesses and infrastructure providers to expand and develop with paragraphs 81 and 84 of the NPPF requiring decisions to support economic growth and productivity and support the sustainable growth and expansion of all types of businesses. This proposal to upgrade existing public service infrastructure is reasonably necessary for the resilience of the police service to provide an alternative means of emergency access and egress from the site in accordance with NPPF paragraph 101, adopted Wiltshire Core Strategy Policy CP35 and emerging Wiltshire Local Plan Policy 65.

6.4 The emerging local plan shows the entirety of the site allocated as a Principal Employment Area (Policy 65). The submission version initially excluded part of the site, however the main modifications (November 2024) now include the western area of the site as shown in Figure 2 below.

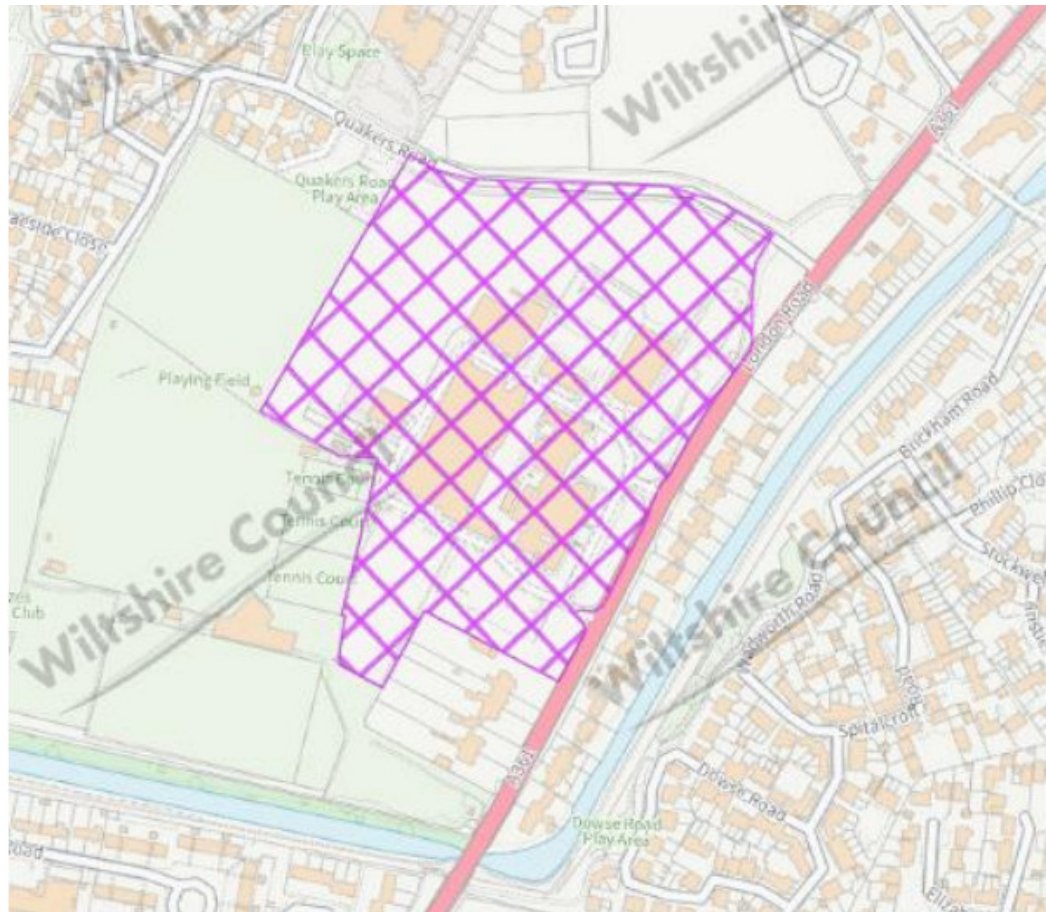


Figure 2: SD41A Schedule of proposed changes – November 2024

- 6.5 In addition to the emerging Principal Employment Area land designation, another section of the site is designated as green space that is protected by Policy TR17 'Existing Outdoor Sport & Recreation Facilities'. Ref emerging local plan – no TR17 and PEA
- 6.6 The designated area, as shown on Inset Maps 1 and 2 of the former Kennet Local Plan and identified by the light green shaded area within Figure 2 above, is immediately adjacent to the wider area of designated recreational land to the west of the Police Headquarters.
- 6.7 The saved policies of the former Kennet Local Plan under review, however Policy TR17 currently remains as an adopted policy.
- 6.8 Pre-application advice was recently sought for the wider redevelopment of the headquarters complex, and this issue was considered by the case officer as follows:

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The erection of the dog compound was approved in 1981 and helicopter hangar in February 2000, both prior to the designation of this area of land for sport and recreation within the made Kennet Local Plan (April 2004). The use of land has clearly been associated with the onsite policing operations pre-dating the allocation within the Kennet Local Plan and it is therefore considered, given the restrictions and constraints of the site that the existing land is not currently used for outdoor sport and recreation uses. It is further considered that the fact that this area of land falls within the TR17 designation is likely an anomaly in this instance.

6.9 This discrepancy has sought to be resolved within the emerging Local Plan by the inclusion of the whole Police Headquarters site in the Principal Employment Area (Policy 65).

6.10 The saved policies of the former Kennet Local Plan under review, however Policy TR17 currently remains as an adopted policy.

This area (allocated under TR17) accommodates the following uses:

1. the former Helicopter Hangar (used for police training),
2. the police dog unit building and kennelling, plus external dog training area, and
3. a new modular police storage building erected in 2023 (planning permission ref 2022/04413) to facilitate the relocation of storage to allow enable refurbishment of the new training facility. Please note that this building has been constructed but is not showing on aerial mapping at this moment in time.

6.11 The TR17 allocated land includes built form, and a grassed area used for police dog training, which adjoins the Devizes Sports Club playing fields and tennis courts to the west and south outside of the ownership of the police. Parts of its western boundary to the sports club and its eastern boundary to the HQ internal access road are marked by mature trees covered by TPO. The grassed area is mowed every 3-4 weeks during the growing season by a contractor to facilitate dog training use. There is a high voltage sub-station to the north-east corner of the TR17 allocated land.

6.12 As set out in our representations to the Regulation 19 consultation on the emerging Local Plan, the TR17 allocated land is (in common with the part of the site currently allocated as employment land) in daily use for operational police purposes and is not publicly accessible. As there is no distinction between the use of land across the site, all activities across the site, within both the employment land (CP35) and TR17 allocated land are solely related to police

operations. The site therefore operates as a single planning unit (i.e., falling within one development boundary).

- 6.13 As the site operates as a single planning unit, all police operations, including the relocation of the Neighbourhood Policing Team and Response Team from Devizes Borough, support the policing of the local community. The proposed emergency access and internal temporary access track will be used by community policing teams. The proposed development is therefore not a material departure from 'Saved' Policy TR17 (c) as it proposes a community use which will be of benefit to local residents. Furthermore, whilst abutting the Devizes Sports Club, this part of the HQ site is fenced off, and separate from the Devizes Sports Club in ownership, management, and land use. As TR17 allocated land is not in recreational use and there is no public access, there would be no change in recreational value available to local residents post the proposed redevelopment and therefore is in accordance with 'Saved' Policy TR17(c).
- 6.14 This TR17 discrepancy has sought to be resolved within the emerging local plan with the TR17 policy designation being replaced by Policy 84 (Open Space and Play Facilities). Whilst the submission local include land within the police headquarters within Policy 84, the Wiltshire Local Plan Submission Policies Map erratum sought to remove the land within the police station from Policy 84 which has been carried through to the examination of the Local Plan.



Figure 3 – Removal of land within Policy 84

b) Operational Need

6.15 This application is accompanied by a detailed Estates and Operational statement prepared by OPCC Wiltshire and Swindon and Wiltshire Police which outlines various current issues and development pressures on the site and the surrounding area which highlight the significant need to secure this new emergency junction onto Quakers Road.

6.16 These issues are as follows:

- 1) Operational resilience - From an operational policing perspective it is important and in the public interest that the PCC has the ability to construct the proposed new gated emergency only access at Police HQ site Devizes to Quakers Road. The proposed new emergency only access is important to maintaining resilient future policing response in Wiltshire and is in the public interest. It is also important to the PCC in meeting his obligations under the Police Reform and Social Responsibility Act 2011 and is a step towards delivering elements of the PCC's Estates Strategy 2023-2027.
- 2) Consistency within masterplan - Wiltshire Police sought pre-application advice regarding the wider redevelopment of the headquarters site. Although the wider redevelopment of the site is unlikely to come forward in the next 5 years, in the wider site masterplan the proposed access onto Quakers Road would be in the same position on the site. The pre-application advice received from the council stated *"It is acknowledged that there is no objection to the principle of a new access being taken off Quakers Road, utilising the junction onto London Road"*.



Figure 4 – Extract from masterplan

3) Development and capacity issues on Quakers Road

- 6.17 Quakers Road and London Road have known issues with capacity and the Devizes area is located within an Air Quality Management Area (AQMA). The council recently consulted on accessibility improvement to Quakers Road and London Road to improve traffic flow, pedestrian / cyclist safety and other benefits. One of the major reasons is the increase in development occurring in the area resulting in more pedestrians and vehicle movements. To the north of Quakers Road is a large residential development of 57 homes (21/02477/OUT) under construction, decreasing capacity near to the proposed emergency access point. The land to the west of the police HQ is also a recently constructed development adding pressure to the road network in the area.
- 6.18 Bringing forward this emergency access is therefore paramount of the operational resilience of the police site and will enable emergency vehicles to egress from the site quickly in the event London Road is closed or grid-locked with vehicles. This was a major design factor in the wide masterplan of the site and the need for a point of access onto Quakers Road, given the other two accesses are both on London Road.

c) Transport / Highways considerations

- 6.19 Pre-application advice was received from Wiltshire Council stating, "It is acknowledged that there is no objection to the principle of a new access being taken off Quakers Road, utilising the junction onto London Road".
- 6.20 The change of use would not result in an increase in traffic or other activity on the site due to the 'emergency only' nature of the proposal. The application is supported by technical plans and a Transport Assessment which demonstrates that the new access would include appropriate visibility splays (See plan 5018779-RDG-XX-XX-DR-C-001-P01) and would not have an adverse impact on highway safety. and there are adequate controls to ensure this is restricted to the space occupied by new tenants on the site.
- 6.21 The swept paths shown on plan 5018779-RDG-XX-XX-DR-C-2200/2201-P01 demonstrate that the site can be safely accessed by emergency and service vehicles.
- 6.22 The proposed site plan does not include any additional parking and there will be no net increase or decrease in on-site parking as a result of the development.

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- 6.23 The Transport Statement demonstrates that there are suitable visibility splays to ensure safe entry and exit from the site in accordance with County Council highway standards.
- 6.24 The proposal therefore complies with Policy 61 and 62 of the Wiltshire Core Strategy (2015). Further, there is no severe impact on highway safety and therefore the proposal accords with Paragraph 115 of the NPPF.
- 6.25 It is also relevant that Wiltshire Council is promoting Active Travel Proposals on London Road to improve cycle and pedestrian links with Devizes Town Centre with enhanced cycle / footways crossing both the existing Police Headquarters accesses on to London Road. As both these existing accesses are currently used by Wiltshire Police for emergency response here is a potential for conflict between this initiative both in terms of public safety and the potential impact on response times. This potential issue will need to be carefully managed by Wiltshire Council working with Wiltshire Police and the PCC. The addition of the proposed emergency access on to Quakers Road may assist with managing this. On behalf of Wiltshire Police and the PCC, Ridge submitted a formal consultation response on these proposals in September 2025 indicating that consideration may wish to be given by Wiltshire Council to an alternative route via Quakers Walk rather than improving this section of London Road.

d) Impact on the character of the area considerations

- 6.26 The site is located within a designated employment area which largely informs the character of the area. The character of the area has evolved, including new residential development to supplement to sports ground such as the Devizes RFC.
- 6.27 The proposed access will be largely hidden from view by the retained mature hedgerows, and will therefore have minimal impact on the street scene. The new access requires a small opening to be made in the mature hedgerow on the site fronting Quakers Road and the removal of two small trees.
- 6.28 The proposed access will be softened through planting of new trees as shown on the proposed landscaping plans.
- 6.29 The proposed access would conserve the character of the area and would not be prominent in the street scene. In addition, the loss of hedgerow will be mitigated through additional planting and wildflower within the site.

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e) Ecology, Landscaping and Biodiversity Net Gain (BNG)

- 6.30 A Preliminary Ecology Appraisal (PEA) update report has been submitted with the application which states there would also be no adverse impact on European Protected Species.
- 6.31 The development will result in the removal of small amount of hedgerow and two small trees which will initially result in the net loss of biodiversity on the site. This will be compensated by the planting of the new wildflower meadow to the west of the proposed temporary access road and the planting of new trees in the north-west corner of the site.
- 6.32 The proposed landscaping scheme will result in a net increase of 13.43% in habitat units and 13.40 hedgerow units within the RLB in line with the mandatory target for BNG. We would seek to have this secured through a BNG net gain condition attached to the decision notice.

Example condition

No development shall take place until a final written Biodiversity Net Gain Plan (The BNG Plan) in the form of the national BNG Plan template, for the provision of a minimum 10% biodiversity net gain, has been submitted to and approved in writing by the local planning authority. The BNG Plan shall relate to the development for which planning permission is granted, and include:

- (i) completed metric calculation tool;*
- (ii) pre-development and post-development plans (showing the location of on-site habitat, the direction of north and drawn to an identified scale);*
- (iii) biodiversity net gain register reference numbers (if purchasing off-site units); and*
- (iv) proof of purchase if purchasing statutory biodiversity credits.*

f) Trees

- 6.33 The proposed development will require the removal of T1 (Purple Beech) and a 20m section of the Hawthorn hedge on the site boundary (H1) to enable the provision of the new emergency access point onto Quakers Road. T1 is listed as grade C (Low) and is not protected under a TPO.
- 6.34 T1 is positioned within the existing mature hedgerow and faces into the police site. This tree has limited visibility in the street scene and do not contribute highly to the character and appearance of the area and therefore their removal is considered acceptable. These trees

will be replaced by the following trees as indicated on the landscaping proposals (PRI24923-11):

- 1No Quercus robur (English Oak).
- 2No Tilia cordata (Small leaved Linden).
- 1NoFagus sylvatica (Beech).
- Mixed native hedgerow (east and west of the proposed junction).
- Wildflower meadow (west of proposed emergency access road).

6.35 This application is accompanied by an Arboricultural Impact Assessment providing further justification for the removal of T1 and the partial removal of the hedgerow (H1). The AIA also demonstrates that the proposed development would have no impact on the protected trees (G1) to the west of the proposed development.

g) Archaeology

6.36 An Archaeological Desk-Based Assessment (ADBA) dated 2023 was prepared to support pre-application advice regarding the wider redevelopment of the site and an Archaeological Addendum (dated September 2025) has been prepared to support this planning application. The ADBA examines the archaeological potential of the site and the surrounding areas. The site was considered to have potential for previously unrecorded archaeological remains relating to periods from later prehistory to the post-medieval period activity in the area, as well as to the Modern use of the site.

6.37 The Wiltshire Historic Environment Record (HER) indicates the presence of three non-designated assets within the site. Medieval ridge and furrow (MWI72907) identified by RAF Aerial Photography and partly confirmed by geophysical survey in 2021 is located in the northern section of the site. A medieval/ postmedieval field system is also present towards the south-west of the site. The medieval to late 19th century deer park known as Roundway Park (MWA8812) once encompassed the site.

6.38 A Ground Penetrating Radar Survey (EWI10127) was undertaken in 2022 within the site boundary, to the north-west of the Facilities Management building. The survey was undertaken for ground investigation related to a new modular building, rather than archaeological purposes but did seek to determine the presence of a medieval drainage channel. The results of the survey indicated the presence of the linear feature (Warner Surveys, 2022).

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6.39 Archaeological monitoring (watching brief) was undertaken on the site of the proposed modular building. This work was in accordance with an archaeological planning condition on PL/2022/04413. The works were undertaken in from November 2022 to April 2023. No archaeological features or deposits were identified.

6.40 The ADBA states at section 12.1:

“The proposed site lies within an area of known archaeological potential; however, it should be noted that historic images relating to the construction of the Wiltshire Police Headquarters building in the 1950/50s depict extensive clearance of the site, as well as the digging of foundations. As a result, it is highly likely that this construction will largely have removed or significant truncated any archaeological features or deposits that had previously been present towards the southern site area. This construction-related groundwork is not likely to have covered the entire site, and LiDAR imagery suggests that possible field boundaries are present towards the northern boundary.”

6.41 Section 10 of the submitted Archaeological addendum concludes:

The proposed site lies within an area of known archaeological potential. LiDAR imagery, in addition to HER records, suggests that possible field boundaries are present across the site. The site has previously been assessed in a series of evaluations (EW110127). Due to the nature of the proposed development as a ‘no-dig’ anchored ground reinforcement paving tile, it is considered that there will be no impact on below-ground archaeological remains as a result of the proposed development. Therefore, no archaeological mitigation is proposed for the development.

h) Impact on amenity

6.42 The site is a designated employment site where a high level of activity and parking movements are expected. In terms of the impact on residential amenity near are no residential properties adjoining the site. The land to the north is currently under construction for 57 dwellings (PL/2024/03117), however there are no houses directly adjoining the southern site boundary and the main point of access into the site is positioned further east on Quakers Road therefore there would be no conflict with vehicles exiting the proposed emergency access.

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i) Drainage

- 6.43 This application is supported by a drainage technical note (5029516 SW Drainage Technical Note P01) showing how surface water will be drained from the proposed junction and temporary access road.

7. Summary

- 7.1 Wiltshire Police are seeking full planning permission for the construction of an emergency only gated vehicle access onto Quakers Road and internal temporary access track.
- 7.2 The proposed development is necessary for the resilience of operational policing and will provide a vital new access onto Quakers Road in accordance with the site-wide masterplan.
- 7.3 The proposed access is discretely located, distant from any residential properties meaning there would be no direct impact on the amenity of other properties.
- 7.4 The entirety of the Site is located within Flood Zone 1 and therefore is at a low risk of flooding. The proposal will not increase flood risk on the site or the adjoining land.
- 7.5 The proposal would result in an increase in on-site biodiversity of 13.43% in habitat units and 13.40% in hedgerow units, as demonstrated in the submitted biodiversity metric.
- 7.6 The Preliminary Ecological Appraisal demonstrates that there would be no adverse impact on protected species, and it includes recommendations for enhancements which the applicant would undertake following the grant of consent. The application is in accordance with relevant Policies of the Core Strategy and biodiversity requirement as outlined in the Environment Act 2021.
- 7.7 There will be no increase in traffic movements from the site which will not result in any adverse impact on the road network in this location due to the emergency only nature of the proposal. The proposed development therefore complies with all relevant policies of the Wiltshire Core Strategy, and all relevant paragraphs of the NPPF.
- 7.8 Overall, the planning balance is clearly supportive of this planning application proposal by the PCC for Wiltshire and Swindon and Wiltshire Police, which is in the public interest.