

PLANNING STATEMENT

**PROPOSED NEW POLICE HUB
AT
MITRE WAY, OLD SARUM, SALISBURY SP4 6GW**

**PREPARED ON THE INSTRUCTIONS OF
THE POLICE AND CRIME COMMISSIONER FOR
WILTSHIRE**



**September 2026
Final**

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Site Name:	Land at Mitre Way, Old Sarum, Salisbury SP4 6GW
Client Name:	The Police and Crime Commissioner for Wiltshire
Type of Report:	Planning Statement
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Date:	September 2026

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1. INTRODUCTION

- 1.1 This Planning Statement has been prepared by Strutt & Parker on the instructions of the Police and Crime Commissioner for Wiltshire (PCC) to support the PCC's planning application to Wiltshire Council (WC). The PCC's planning application seeks Outline Planning Permission (OPP) to develop a new Police Hub (the proposal) at Mitre Way, Old Sarum, Salisbury SP4 6GW (the site) with all matters except means of access being reserved.
- 1.2 This Planning Statement sets out background information on the site, its planning history, details of the proposal and why it is needed. It then identifies relevant national and local planning policy considerations and makes an assessment of the overall planning case at the current outline planning application stage based on survey work and information generated by the by the PCC's Project Team. The Planning Statement concludes that this application is consistent with the relevant development plan and national decision-making policies and that the planning balance weighs in favour of granting OPP.
- 1.3 The PCC's outline planning application comprises the following:

Forms and Fee
Completed Outline Planning Application (some matters reserved) Form including Certificate B as submitted on Planning Portal
Copies of Notices served
Completed CIL Form
Planning application fee of £16,683 payable to WC (plus Planning Portal Fee payable separately.
Plans and Drawings
<u>Architecture – Ridge</u>
5032745-RDG-XX-ST-D-A-000002-P02- SITE LOCATION PLAN
5032745-RDG-XX-ST-D-A-000003-P02- EXISTING SITE BLOCK PLAN
5032745-RDG-XX-ST-D-A-950001-P07- ILLUSTRATIVE SITE PLAN

<u>Transport Planning – Ridge</u>
5032745-RDG-XX-XX-DR-0001-P01 - Proposed Vehicular Swept Path Analysis - Large Car
5032745-RDG-XX-XX-DR-0002-P01 - Proposed Vehicular Swept Path Analysis - Large Van
5032745-RDG-XX-XX-DR-0003-P01 - Proposed Vehicular Swept Path Analysis - Fire Tender
5032745-RDG-XX-XX-DR-0004-P01 - Proposed Vehicular Swept Path Analysis - Rigid HGV
5032745-RDG-XX-XX-DR-0005-P01 - Proposed Vehicular Swept Path Analysis - Articulated HGV
5032745-RDG-XX-XX-DR-0006-P01 - Proposed Vehicular Swept Path Analysis - Refuse Vehicle
5032745-RDG-XX-XX-DR-H-0007-P01- PROPOSED PRIMARY SITE ACCESS DESIGN AND VEHICLE SWEPT PATH ANALYSIS (16.5m HGV & WILTSHIRE REFUSE VEHICLE)
5032745-RDG-XX-XX-DR-H-0008-P02- PROPOSED EMERGENCY SITE ACCESS DESIGN AND VEHICLE SWEPT PATH ANALYSIS (SPRINTER VAN & FIRE TENDER)
<u>Civil Engineering – Ridge</u>
5032475-RDG-ZZ-ST-D-C-520501-P02 Surface Water Drainage Plan Sheet 1
5032475-RDG-ZZ-ST-D-C-520502-P02 Surface Water Drainage Plan Sheet 2
5032475-RDG-ZZ-ST-D-C-520510-P03 Foul Water Drainage Plan
Reports / other Documents
Estates and Operational Statement, Police and Crime Commissioner for Wiltshire, September 2026
Statement of Community Involvement, Police and Crime Commissioner for Wiltshire, September 2026
Design and Access Statement, Ridge, September 2026

Transport Assessment, Ridge, September 2026
Framework Travel Plan, Ridge, September 2026
Ecological Impact Assessment, GE Consulting, August 2026
Biodiversity Net Gain Statement and Assessment, GE Consulting, August 2026
Statutory Biodiversity Metric Old Sarum Police Hub, GE Consulting, August 2026
Archaeology Technical Note, Tetra Tech, August 2026
Heritage Impact Assessment, Tetra Tech, August 2026
Arboricultural Impact Assessment, Wotton Tree Consultancy, June 2026
Flood Risk Assessment and Drainage Strategy Report, Ridge, August 2026
Air Quality Screening Assessment, Tetra Tech, August 2026
External Lighting Strategy Report, Ridge, September 2026
Ground Condition Assessment Report, Ridge, February 2025
Geo-Environmental Desk Top Study, Ridge, August 2026
Noise Impact Assessment, Acoustic Consultants Ltd, August 2026
Draft section 106 Heads of Terms, Police and Crime Commissioner for Wiltshire, August 2026

2. BACKGROUND

- 2.1 The PCC is seeking OPP for the development of a proposed new Policing Hub on the site with all matters except means of access being reserved.
- 2.2 The submission of the PCC's outline planning application follows extensive informal pre-application dialogue between the PCC's Project Team and Nic Thomas, Richard Hughes and Adam Madge of WC's Planning Team between July 2025 and August 2026. The PCC's Project Team has also had pre-application engagement with WC's Ecology and Highways Teams, also with WC acting in its capacity as LLFA. These informal conversations have helped to shape the development proposals that are the subject of this outline planning application. They have also assisted the PCC with identifying and addressing relevant planning issues and the information that is required to be submitted in support of the outline planning application.
- 2.3 This Planning Statement is supported by an **Estates and Operational Statement** which sets out why the proposed new Policing Hub at Old Sarum is required with explanation of the estates and operational justification for the scheme.
- 2.4 In preparation for submitting the application for OPP, the PCC and Wiltshire Police (WP) have undertaken a range of public and stakeholder engagement activities in order to seek feedback on the proposed Policing Hub. These activities, the feedback received and the PCC's response to the main issues raised are summarised in a **Statement of Community Involvement (SCI)** which is submitted support of the PCC's outline planning application.
- 2.5 The PCC's application is for OPP only with all matters except means of access being reserved for future determination because the proposed Policing Hub has not yet been designed. However, in order to inform the public and stakeholder engagement exercise and the preparation of other supporting material the PCC's Architects (Ridge) have prepared an illustrative site plan, aerial view and concept perspective. These plans and images are submitted in support of the application along with a high-level **Design and Access Statement (DAS)** prepared by Ridge which together set out a potential approach that may be taken by the PCC in the future to the general layout and design of the proposed

development. It is emphasised that the design for the Policing Hub will be put forward for consideration at a later date under Reserved Matters. The DAS also includes the PCC's initial high level Sustainable Energy Strategy and Construction Waste Strategy.

2.6 In addition to the above three supporting documents (bold text above) and this Planning Statement, a number of other reports and documents covering various planning issues / matters arising from the proposed Policing Hub development are being submitted in support of the PCC's outline planning application, in accordance with the informal pre-application discussions. These include:

- **Transport Assessment (TA)** – detailing the transport impacts of the proposed development and referring to the existing and proposed access drawings for which planning permission is being sought.
- **Framework Travel Plan (FTP)**
- **Ecological Impact Assessment (ECIA)** – referring to the results of all ecological surveys undertaken and also addressing Phosphorus and Nitrogen mitigation.
- **Biodiversity Net Gain Statement and Assessment (BNGSA)** – including a baseline BNG metric.
- **Archaeological Technical Note (ATN)**
- **Heritage Impact Assessment (HIA)**
- **Arboricultural Impact Assessment (AIA)**
- **Flood Risk Assessment and Drainage Strategy Report (FRA)**
- **Air Quality Screening Assessment (AQSA)**
- **External Lighting Strategy Report**
- **Geo-Environmental Desk Top Study**
- **Noise Impact Assessment (NIA)**
- **Draft section 106 Heads of Terms** - covering the PCC's proposed approach to securing BNG, the FTP and a contribution towards Public Art

2.7 The findings of all of the above documents and reports (the above abbreviations for which are used below) are taken into consideration in this Planning Statement and, in particular, within the Planning Assessment and Conclusion sections 8.0 and 9.0 below.

2.8 As part of the informal pre-application dialogue with WC, in March 2026 an email exchange took place with WC's Planning Team in which it was agreed that an Environmental Impact Assessment (EIA) is not required in support of the PCC's outline planning application for the following reasons:

1. *The proposed development does not fall within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, therefore provision of an EIA with the proposed outline planning application is not a mandatory requirement.*
2. *Being c 2.58 hectares, the site PCC's proposed outline planning application will be well below the 5 hectare threshold specified in Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. It is not within a Sensitive Area for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.*
3. *The proposed police development will be taking place on allocated employment land which has been granted planning permission and is a small part of the wider Old Sarum development, which was supported by an EIA and which has to a large extent now been built out.*
4. *In terms of the nature, size and location of the proposed police development there are no indications that the provision of an EIA with the proposed outline planning application is a discretionary requirement.*

2.9 Accordingly, an EIA is not being submitted in support of the PCC's application for OPP.

3. SITE DESCRIPTION

- 3.1 The outline planning application site comprises approximately 2.58 ha of undeveloped greenfield land at Mitre Way, Old Sarum which is allocated in the development plan for employment development. The application site also includes 0.11 hectares of Mitre Way, so the overall planning application site area as shown edged in red on Figure 1 below is 2.69 hectares.

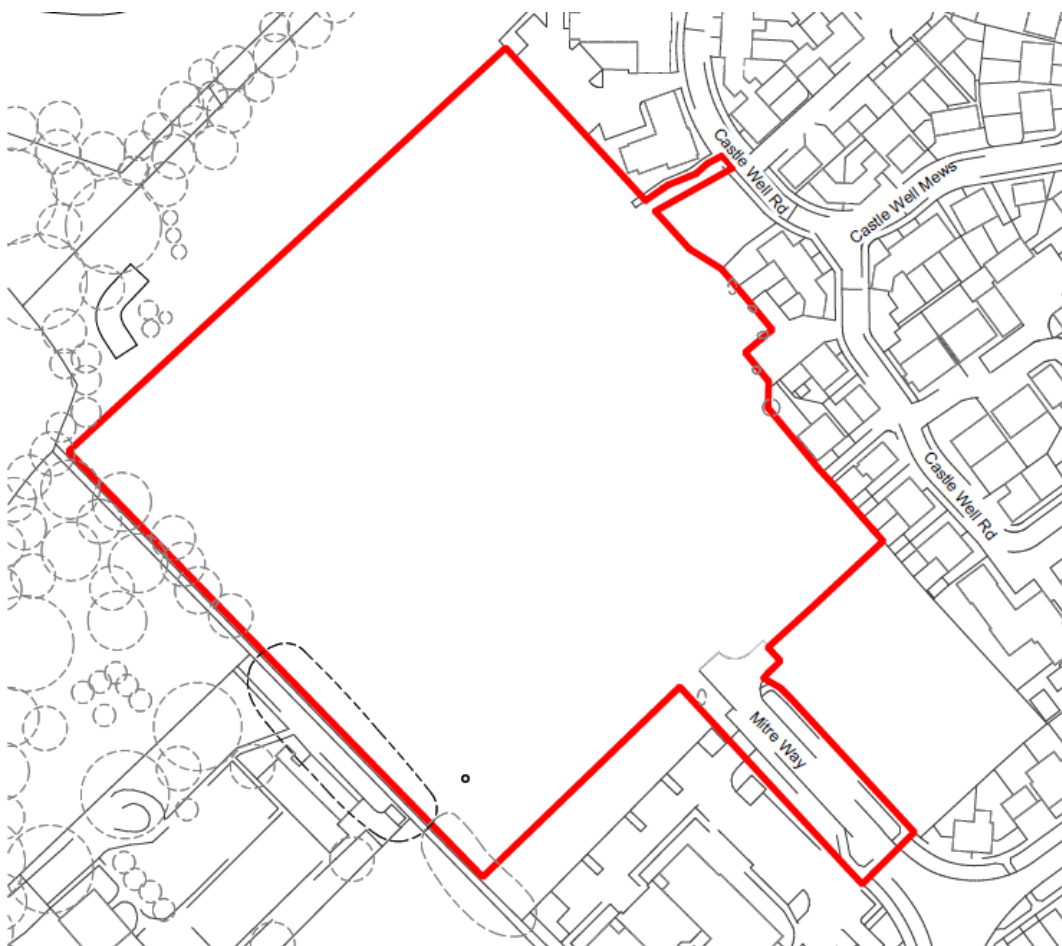


Figure 1: Plan Red line boundary of the PCC's outline planning application site (area 2.69 hectares)

- 3.2 A conditional contract to acquire the land at Mitre Way has been entered into by the PCC with the landowner, Persimmon Homes.

- 3.3 The application site is located approximately 5 km north of Salisbury city centre to the east off Portway and the A345, which provides direct vehicular access to Salisbury and connections to the A36 and wider strategic road network.
- 3.4 The site is within Old Sarum, a recently constructed residential led mixed use development. The surrounding area comprises a mix of residential and commercial development and open countryside with heritage assets including the Scheduled Monument of Old Sarum Hillfort c 1.2 km to the west. Salisbury's historic city centre and Cathedral lies to the south. The DAS provides describes relationship of the site to the surrounding area.



Photograph 1: Aerial view looking SE towards Mitre Way and Ramsbury Drive (July 2025)



Photograph 2: Aerial view from Mitre Way looking NW towards Skate Park (July 2025)

- 3.5 The application site is reasonably flat with levels that fall away marginally from the site entrance towards the north. It has an existing vehicular access from Portway via Ramsbury Drive and Mitre Way. It forms part of the employment allocation within a strategic mixed use Local Plan allocation (saved Policies from the Salisbury District Local Plan 2011) (SDLP) for which OPP was granted in 2007, since which time all of the residential development has been built out along with a residential Care Home on an adjacent section of the employment development land. Consequently, the application site is now within the existing built form of Old Sarum.
- 3.6 The application site is accessed from the Public Highway at Portway and Ramsbury Drive via Mitre Way. Mitre Way is partially adopted highway and is in the process of being wholly adopted by WC as the Highways Authority. The application site includes the un-adopted section of Mitre Way and part of the adopted section of Mitre Way. It also includes a small section of Castle Well Road which is adopted.
- 3.7 The site is undeveloped grassland that sits to the southwest of the Old Sarum residential development. The site's eastern boundary is formed by residential properties accessed

from Castle Well Road, some of which are owned by Aster Communities. The northern boundary is with the existing Old Sarum Skate Park, owned by Laverstock and Ford Parish Council. The western boundary is partially formed with land owned by WC in used as Old Sarum Garden Centre with a wooded area to its north and a further area of undeveloped employment land owned by Persimmon Homes to its south. The southern boundary is formed with a further area of employment land owned by Persimmon Homes which separates the application site from the Avonbourne Care Home which is to the west of Mitre Way. The application site's boundary to the east of Mitre Way is to another area of undeveloped employment land that is in the ownership of WC.

- 3.8 The site has a 'Heras' type fence around or inside much of its perimeter which was erected by Persimmon Homes in 2024. There is close boarded fencing to the Castle Well Road residential units on the eastern boundary.
- 3.9 The site is well connected in terms of transport, with bus routes serving the wider Old Sarum area and Salisbury Railway station which is located approximately 3 miles to the south. WC's Beehive Park & Ride is located c 0.5 km from the application site, there is pedestrian access to the application site from the Park & Ride on exiting footways.
- 3.10 The existing use of the application site is undeveloped employment land.
- 3.11 There is no right of public access to the application site for any purpose, temporary or otherwise. However, we understand that unauthorised access by members of the public has occurred during the c 19 year period over which it has been awaiting development.
- 3.12 The DAS provides an analysis of the site and its constraints and opportunities along with information on nearby heritage assets.

4. RELEVANT PLANNING HISTORY

- 4.1 Annex 1 sets out the relevant planning history information of the outline planning application site, also for adjoining sites within employment allocation.
- 4.2 The PCC's outline planning application site is part of a wider site of c 39 ha that was granted OPP in June 2007 for mixed use development comprising new residential, employment uses and community facilities and associated infrastructure (planning permission reference 2005/0211). The masterplan for this planning permission shows the PCC's outline planning application site as being within the employment land element of this mixed use scheme. The section 106 Agreement for this planning permission refers to "6 hectares of employment land principally comprising B1 and B2 uses."
- 4.3 It is relevant to note that WC has granted planning permission for two non-employment uses within the Old Sarum employment land:
- A Care Home (S2012/0521) granted in April 2013, built out and in operation as Avonbourne Care Home.
 - A Children's Nursery (S2018/12102) granted in May 2019, which has expired without being built out.

5. THE PROPOSED DEVELOPMENT AND WHY NEEDED

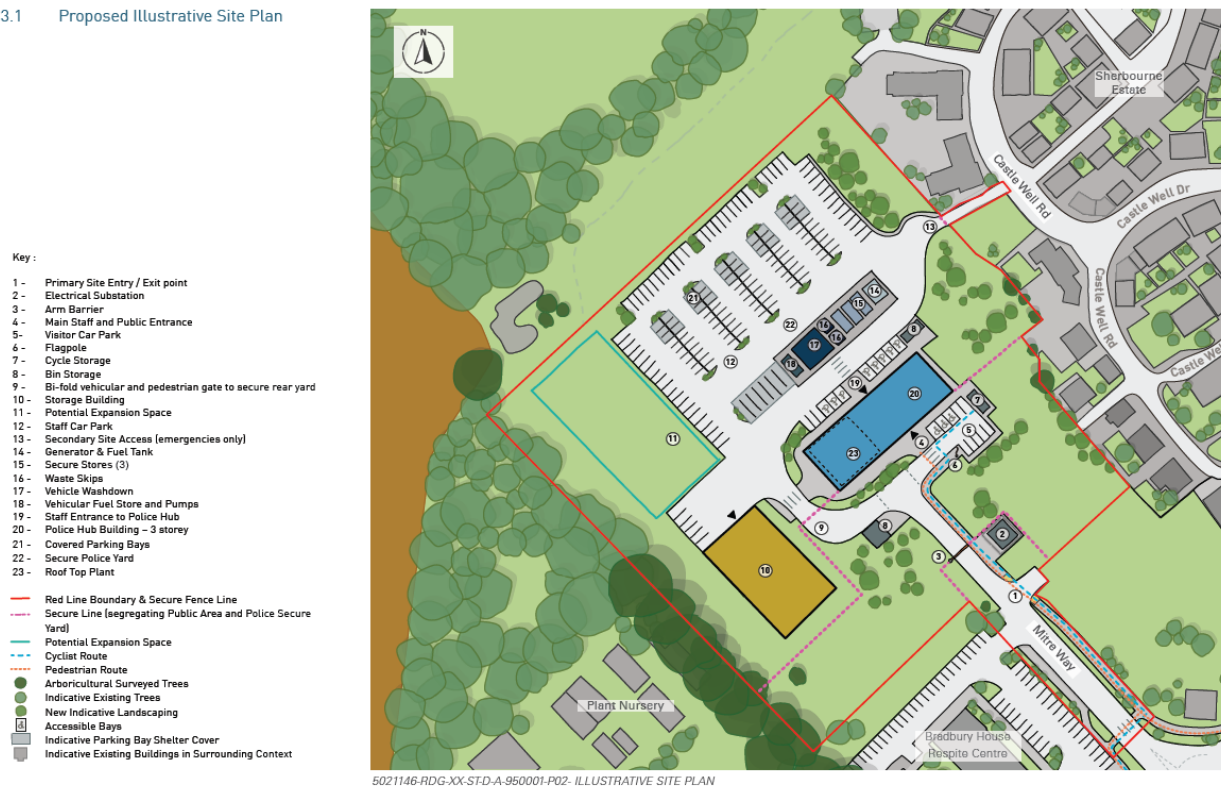
5.1. Description of the Development

- 5.1 The PCC's application seeks OPP (all matters except means of access being reserved for future determination) for the development of a new Southern Policing Hub to serve Salisbury and the south of Wiltshire.
- 5.2 The Policing Hub buildings have not yet been designed. The current outline planning application is intended to establish the principle of the PCC's proposed development and its means of access with all other matters except means of access being reserved for future determination.
- 5.3 Requirements for police infrastructure evolve to meet the ever-changing demands of operational policing to meet the needs of communities. However, at this point in time, the PCC's proposed Southern Policing Hub is likely to include the following elements:
- A 3 storey Policing Hub building c 3,200 sq m GIA.
 - A 2 storey police storage building with mezzanine level c 1,490 sq m GIA.
 - A vehicular washdown building.
 - Vehicular fuel store and pumps.
 - Secure external stores building totalling c 100 sq m GIA in total.
 - Parking for c 182 police vehicles including c 30 covered parking bays and 8 accessible spaces.
 - Land for potential future expansion.
 - Public car park with 10 bays including 3 accessible spaces.
 - 20 covered cycle parking spaces for staff and public.
- 5.4 The proposed Policing Hub, comprising the above elements, will provide modern fit for purpose accommodation for a range of operational policing functions to serve the communities of Salisbury and southern Wiltshire. The proposed Policing Hub will enable

efficient and effective policing, improved public-facing provision, enhanced staff welfare, and resilience to future change.

- 5.5 The proposed Policing Hub building will have vehicular, cycle and pedestrian access from Mitre Way, with a secondary emergency only access to Castle Well Road. The Policing Hub site will be required to have a secure fence line, however there will be a publicly accessible area affording managed public access to an Enquiry Office within the Policing Hub building by car, cycle and on foot.
- 5.6 The proposed development is a sui generis use, including an ancillary police storage building.
- 5.7 The below extract from the PCC's Illustrative site plan shows one potential approach to laying out the above elements:

3.1 Proposed Illustrative Site Plan



Old Sarum Police Hub | Wiltshire Police | August 2026

Figure 2: Illustrative site plan for proposed Policing Hub

- 5.8 The illustrative site plan at Figure 2, which is also included as a planning application plan (ref 5032745-RDG-XX-ST-D-A-950001-P07), demonstrates that the site can accommodate the proposed development as listed in its key.
- 5.9 Recognising that any future design will need to minimise impact on the amenity of adjacent residential properties and the Avonbourne Care Home, this potential layout approach positions the Police Hub and ancillary buildings with set back from eastern and southern site perimeters and utilises landscaping to provide buffer to the neighbouring residential properties.
- 5.10 There are no current proposals to build on the future potential expansion land as identified on Figure 2. This area provides operational flexibility and resilience and it will be left undeveloped as part of the PCC's short and medium term development goals.
- 5.11 The DAS sets out information on the PCC's potential approach to designing the police hub facility following the grant of OPP. It considers the proposed use, the amount of development, the layout, local amenity, scale, ecology and high-level landscaping. The DAS also references design precedents from recent examples of police and non-police buildings and provides information on the potential appearance of the main Police Hub building. The PCC's Project Team will consider all of these factors and influences when designing the Southern Policing Hub in the future, following the granting of OPP.
- 5.12 The proposed Mitre Way Policing Hub will generate and support significant employment, accommodating circa 200–220 officers, staff and contractors on site, representing an increase in headcount of up to 117 from the existing number of staff and officers working at Bourne Hill.

5.2. Why is the new Police Hub needed

- 5.13 Full details and justification of why the PCC's proposed Policing Hub at Mitre Way is needed is set out in the Estates and Operational Statement.

- 5.14 At a statutory level the new Policing Hub is required in order to discharge the PCC's duties under the Police Reform and Social Responsibility Act 2011 and the Policing Protocol Order 2023 to secure the maintenance of an efficient and effective police force, by ensuring that the police estate in the south of the county is capable of supporting modern operational delivery.
- 5.15 The existing Bourne Hill Police Station accommodation cannot be adapted to meet current and future policing requirements due to its constrained footprint, shared nature and inherent security and safeguarding limitations. Therefore, relocation to a new site is necessary.
- 5.16 The Mitre Way site was selected by the PCC following an extensive site search of over four years by the PCC as a suitable location for the development of a new Policing facility for Salisbury to replace Bourne Hill Police Station alongside other police functions. Details of the site search and the other sites that were considered by the PCC between November 2021 and December 2025 are included within the Estates and Operational Statement.
- 5.17 The Mitre Way site was identified as the only suitable and deliverable site that could meet operational policing requirements.
- 5.18 The Mitre Way site has good connectivity to Salisbury and the wider southern policing area and public transport to Salisbury and southern policing area.
- 5.19 The proposed Policing Hub development at Mitre Way will provide a secure, purpose-built facility designed around operational need, enabling efficient and effective policing, improved public-facing provision, enhanced staff welfare and resilience to future change. There will be substantial benefits for the public and for Police Officers and staff.
- 5.20 The proposed Southern Policing Hub at Mitre Way will also help to deliver relevant objectives within the PCC's Police and Crime Plan (including the commitment to provide the police with the right tools for the job) and will implement the PCC's Estates Strategy / Estate Model by delivering a secure, fit-for-purpose community Policing Hub for Salisbury and southern Wiltshire.

6. PUBLIC AND STAKEHOLDER ENGAGEMENT

- 6.1 Reference Figure 3 below, in order to help inform the Southern Policing Hub proposal as it has evolved and the site selection for it, the PCC has undertaken public and stakeholder engagement over the last c 4 years.
- 6.2 The PCC's engagement approach has included sustained dialogue with elected representatives, local authorities, parish, town and city councils, Area Boards, residents, neighbouring communities and other stakeholders.
- 6.3 The PCC's outline planning application is accompanied by a SCI prepared by the PCC which sets out the engagement undertaken in the whole pre-application period. The SCI sets out information on the engagement that took place during the PCC's site search and evaluation process that took place between 2021 and 2025 and on the structured programme of engagement which has taken place during June 2026 ahead of submission of the outline planning application.

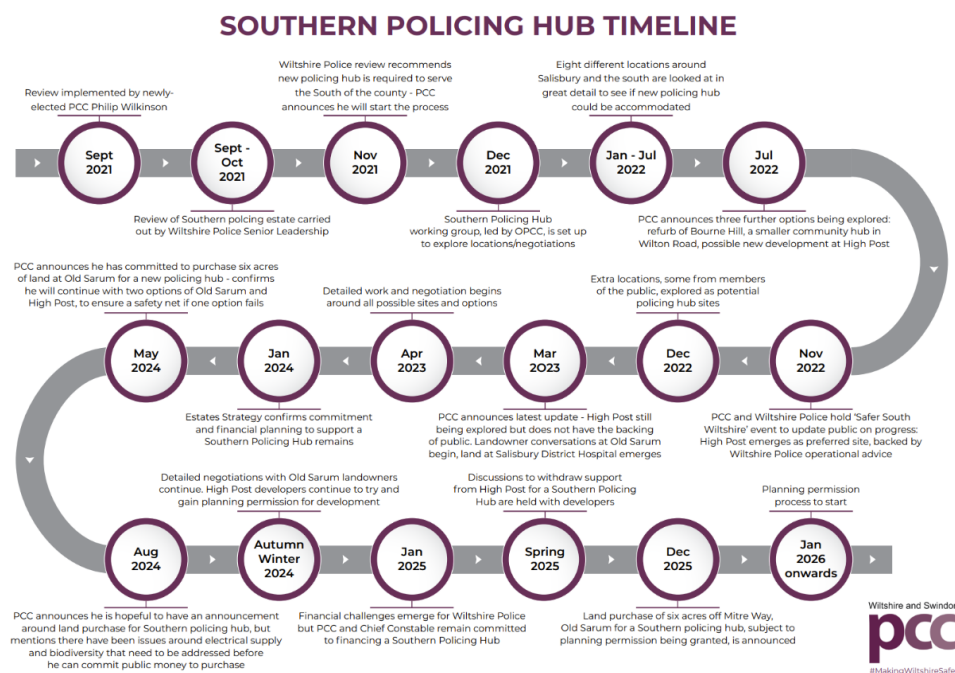


Figure 3: Timeline of key milestones and communication points from 2021 to 2025

- 6.4 The SCI explains how the PCC has sought to engage proactively with stakeholders, local communities and partners at an early and formative stage.
- 6.5 The PCC's engagement strategy has been designed to ensure that residents and stakeholders were informed of the proposals and provided with appropriate opportunities to participate in the engagement process.
- 6.6 Targeted local engagement during June 2026 focused on residents, businesses, community groups and stakeholders within Salisbury and the wider South Wiltshire area. The objective was to ensure that those communities with the greatest proximity to, and interest in, the proposed Southern Policing Hub were made aware of the engagement and opportunities to participate in it.
- 6.7 The SCI details that the PCC's programme of engagement during June 2026 has included:
- Three public engagement events at Salisbury Football Club, where residents and stakeholders were able to view indicative plans and speak with the PCC's Project Team.
 - Publication of materials online to support wider accessibility.
 - Opportunities for residents, businesses and stakeholders to provide feedback.
- 6.8 The engagement has been supported by a coordinated communications programme including:
- Media engagement and press activity.
 - Social media and digital promotion.
 - Community messaging and partner channels.
 - Local networks including Councillor and Parish communications.
- 6.9 The engagement has provided an opportunity for communities to understand:

- How the site would operate.
- How impacts such as traffic, noise and visual considerations are being addressed.
- How the development supports long-term policing capability.

6.10 In addition to the formal engagement events, the PCC and/or representatives of WP attended Area Board meetings across South Wiltshire during May and June 2026 to discuss the emerging proposals for the Southern Policing Hub.

6.11 Overall, the engagement programme achieved substantial local reach, combining digital engagement, media communications and face-to-face events to maximise awareness of the proposals and provide a range of opportunities for participation and feedback.

6.12 The SCI records the principal themes raised during the engagement exercise. The engagement exercise identified a number of recurring themes as summarised below together with the PCC's response:

Theme	What people said	Strategic Narrative / PCC Response
Custody Provision	The most frequently raised issue was the absence of a custody suite within the current proposal.	The PCC explained that there are currently no plans for a custody suite at Old Sarum based on the current operational assessment and advice provided by the Chief Constable. It was highlighted that WP continues to operate with custody facilities in Swindon and Melksham, while the six-acre site provides flexibility for future custody provision should operational requirements change and planning permission be secured. The OPCC also acknowledged the strength of feeling regarding the former Wilton Road custody suite and confirmed these views would be recorded as part of the consultation process.
Support for Modern Policing Facilities	Some respondents supported investment in a modern policing base and recognized the need for facilities beyond Bourne Hill.	The PCC outlined that operational reviews had concluded Bourne Hill was no longer fit for purpose due to space limitations, security constraints and the inability to adapt the building to meet modern policing requirements. The proposed Southern Policing Hub was presented as a long-term investment in policing infrastructure for South Wiltshire.

Accessibility and Public Access	Questions were raised regarding road access, public transport, walking and cycling links, and the impact on local traffic.	The PCC advised that the proposed hub benefits from strong transport links including proximity to the Park and Ride network. It was also explained that WP would explore maintaining a city centre policing presence through future arrangements as part of wider service planning.
Environment and Sustainability	Respondents suggested renewable energy features, biodiversity enhancements and sustainable design measures.	The PCC confirmed that ecological surveys, biodiversity assessments, lighting studies and environmental assessments had already been completed. It was explained that detailed sustainability measures would be considered during future design stages following outline planning approval.
Cost and Value for Money	A number of comments focused on project costs and vast majority around previous policing estate decisions.	The PCC explained that the decision to close Wilton Road pre-dated the current administration and that operational reviews had shown Bourne Hill was no longer capable of meeting future policing requirements. The proposed hub was presented as a long-term investment intended to future-proof policing provision in South Wiltshire.
Future Policing Arrangements	Some residents questioned whether it was appropriate to proceed given potential future police reforms and discussions regarding PCC governance arrangements.	The PCC explained that the Southern Policing Hub is intended to provide a long-term operational base capable of supporting policing requirements well into the future and adaptable to changes in policing structures or operational demands.
Being 'good neighbours'	Some residents questioned noise and traffic issues including lighting of the site, exiting the site in police vehicles and planting to ensure a less impactful boundary.	The PCC and WP representatives explained the use of police car lights and sirens is always proportionate to the situation being faced, and in accordance with the associated professional practice for emergency use. They advised around remedial planting to reduce boundary impacts.

Emergency Access road	One resident wanted reassurance around fencing which she would see from her window	The PCC explained it was for emergency access only, that fencing and barriers formed the next part of the phase of design but her concerns would be fed back to the teams and consideration would be given.
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- 6.13 The SCI confirms that all responses have been reviewed and shared with the PCC's Project Team. All of the engagement feedback has been considered in a proportionate and transparent way and will continue to be considered alongside operational requirements, technical assessments, planning policy and statutory consultee responses as the scheme evolves and progresses towards submission of the outline planning application.
- 6.14 Lastly, the SCI confirms that engagement with local residents and community representatives will not conclude with the submission of the outline planning application for the Southern Policing Hub, but will continue through subsequent stages of project development, construction and delivery.

7. RELEVANT PLANNING POLICY CONSIDERATIONS

- 7.1 The PCC has had regard to the national and local planning policy context as relevant to the determination of the proposed development.
- 7.2 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.
- 7.3 The site lies within WC's administrative area, which includes the former Salisbury District Council area.

7.1. National Planning Policy

- 7.4 The National Planning Policy Framework (August 2026 Plan-making and national decision-making policies) (the NPPF) is a material consideration of critical importance which the PCC has considered in developing the proposal. Key NPPF Policies of relevance include DM1, DM6, HC4, P2, P3, P6, E2, S3, S4, TR3, TR4, TR6, CC2, CC3, DP3 N2, N3, HE4, HE5, N2, F4, F5, F7 and F8.
- 7.5 In addition to the NPPF, the Government's Planning Practice Guidance (PPG) is a material consideration to the PCC's outline planning application. The PCC has considered relevant sections of the PPG in developing the proposals for the Mitre Way Policing Hub.
- 7.6 The full list of relevant policies and guidance within the NPPF and the PPG is summarised in Annex 2. The consistency of the PCC's proposed Southern Policing Hub with key elements of national guidance is assessed in section 8. Planning Assessment below.

7.2. Local Planning Policy

- 7.7 The development plan consists of the 'Saved' Policies from the SDLP 2011 (Adopted in June 2003. "Saved in September 2007) the Wiltshire Core Strategy (WCS) (adopted in January 2015) covering the period to 2026 and the Laverstock and Ford Communities Neighbourhood Plan (LFCNP) 2021 – 2036 (October 2022).
- 7.8 The most relevant development plan policies from each of these Local Plan documents that have been considered as part of the preparation of the proposals are detailed in Annex 3 together with extracts from relevant plans. These are listed below:

SDLP 2011 (Adopted June 2003, 'Saved' in September 2007):

- Saved Policy E1 (Land at Old Sarum).
- Saved Policy H2D Housing (Land at Old Sarum).

WCS (Adopted January 2015):

- Paragraphs 1.6, 2.15, 2.19
- Strategic Objective 1 Delivering a thriving economy.
- Strategic Objective 4 Helping to build resilient communities.
- Strategic Objective 5 Protecting and enhancing the natural, historic and built environment.
- Strategic Objective 6 Ensuring that infrastructure is in place to support communities.
- Core Policy 1 Settlement Strategy.
- Core Policy 3 Delivery Strategy.
- Infrastructure Priority Theme 1 Essential Infrastructure.
- Infrastructure Priority Theme 2 Place-shaping Infrastructure.
- Core Policy 20 - Spatial Strategy for Salisbury Community Area.
- Core Policy 23 Spatial Strategy for the Southern Wiltshire Community Area.
- Core Policy 35 Existing employment land.

- 7.9 Annex 3 lists other relevant core policies of the WCS that have been considered by the PCC in preparing the outline planning application.
- 7.10 Regard has also been had to WC's Infrastructure Delivery Plan 2011 – 2026 (IDP 2011-2026) dated December 2016 which has a chapter on Emergency Services.

LFCNP 2021 – 2036 (Made October 2022):

- Area 4a.
 - The Aims of the Neighbourhood Plan.
 - Section 7.2.1
 - Paragraph 7.2.3
 - Policy 1a (Protection of the distinctive settlement pattern of the Parish – Old Sarum).
 - Policy 4 (Design of future development).
- 7.11 Wiltshire Local Plan (2020-2038) and its draft Infrastructure Delivery Plan (September 2023) have not been addressed in this statement following this plan's withdrawal by WC.

Old Sarum Development Brief (Adopted January 2005):

- 7.12 The PCC has had regard to this Development Brief (OSDB 2005), the details of which are summarised at Annex 4.

Relevant Supplementary Planning Documents (SPDs):

SPDs that are of relevance to the subject outline planning application are identified at Annex 5.

8. PLANNING ASSESSMENT

- 8.1 This section of the Planning Statement assesses relevant material considerations, planning policy and planning guidance relating to the PCC's proposed new Southern Policing Hub at Mitre Way, Old Sarum. It also refers to relevant statutory requirements, regulations and standards.
- 8.2 In total fifteen site-specific planning issues and other matters are identified and assessed separately below, starting with the principle of the proposed development:
- 1) Principle of development;
 - 2) Highways and Transport;
 - 3) Impact on residential amenity;
 - 4) Ecology and Biodiversity Net Gain;
 - 5) Phosphorus and Nitrogen Mitigation;
 - 6) Archaeology and Heritage;
 - 7) Sustainable Energy;
 - 8) Construction Waste;
 - 9) Arboriculture / Trees;
 - 10) Flood risk and Drainage;
 - 11) Air Quality;
 - 12) Lighting;
 - 13) Geotech and ground contamination;
 - 14) Noise;
 - 15) Planning conditions and obligations.
- 8.3 For each of these topics the most relevant planning policies and guidance are listed and summarised at the outset, against which each topic is assessed having regard to survey work and information generated by the by the PCC's Project Team

8.1. Principle of development

Relevant Planning Policies and Guidance:

NPPF Policies DM1, HC4, P6, E2, S3, S4

SDLP Policies E1 & H2D

WCS Strategic Objectives 1, 4 & 6

WCS Policies CP3, CP23, CP35

IDP 2011 -2026

LFCNP – Area 4 a, 6.1 Our Vision, 6.2 Aim and Objectives F, G, Policy 1a, Policy 4

OSDB 2005

- 8.4 Details of the above key planning policies and guidance relevant to the principle of development are provided in Annexes 2 to 5.

Why needed

- 8.5 The Estates and Operational Statement sets out why the proposed new Policing Hub at Mitre Way is needed. The existing police Station at Bourne Hill, Salisbury is not fit for purpose and cannot be made fit for purpose, so relocation to a new site is necessary. The PCC conducted an extensive site search which identified and considered fourteen potential relocation sites. In July 2025 the employment land at Mitre Way Old Sarum became the PCC's preferred option for the development of the Southern Policing Hub. It has good connectivity to Salisbury and the wider southern policing area and it meets WP's operational policing requirements. Old Sarum has excellent public transport links to Salisbury and southern policing area for staff and members of the public by bus (to Ramsbury Drive and Beehive Park and Ride) by bicycle and on foot. It has quick access to the A345 and easy access to the A36 and the city centre.
- 8.6 The proposed new Policing Hub at Mitre Way Old Sarum will be an important new piece of emergency service infrastructure that will deliver a range of operational, public, staff wellbeing, sustainability, efficiency and financial benefits. In the PCC's Estates and

Operational Statement the proposed Mitre Way Policing Hub has been clearly shown to be necessary and in the public interest.

Existing planning use / relevant planning history

- 8.7 As referenced in the Planning History section above and at Annex 1, the employment element of planning permission 2005/0211 is understood to no longer be extant, so the PCC's outline planning application site comprises part of the 6 hectare employment land element of the SDLP Policy E1 (Land at Old Sarum) mixed use allocation which does not have planning permission for employment development.
- 8.8 Taken as whole, the proposed new Southern Police Hub at Mitre Way will have a sui generis use. The Policing Hub will be a specialised and secure operational facility with managed public access to part of its site. Whilst a significant number of people will be employed at the new Policing Hub, it does not fall within Use Classes B2 (General Industrial), B8 (Storage or Distribution) and E (Commercial, Business and Service) which cover conventional employment uses.
- 8.9 As referenced in the Planning History section above and in Annex 1, WC has granted planning permissions (ref S2012/0521 and S2018/12102) for two non-employment uses within the SDLP Policy E1 employment land at Old Sarum, on another part of which the PCC is now seeking OPP for the proposed policing sui generis Policing Hub. Both these planning permission sites are wholly or partially outside the WCS Core Policy CP1 Settlement Framework Boundary.

National Planning Policy context

- 8.10 In line with NPPF Policy DM1: Preparing development proposals the PCC has had extensive informal pre-application engagement with WC Planners, also contact with WC's Highways and Ecology Teams and local stakeholders. In addition, the PCC has communicated with stakeholders and the public the intention to develop the Mitre Way site into a Southern Policing Hub, commencing engagement as early as practicable. Feedback from the engagement and how the PCC has responded to it has been recorded

in the SCI. The feedback received by the PCC has been generally supportive and engagement will continue through subsequent stages of project development, construction and delivery.

- 8.11 In context of NPPF Policy HC4 limb 2. the PCC has had productive informal pre-application engagement with Officers of WC's Planning and Highways Departments between July 2025 and August 2026. This contact has been positive and proactive throughout in seeking to plan for and deliver the PCC's proposed new Policing Hub, which will assist with improving the economic, social and environmental conditions of Old Sarum and southern Wiltshire.
- 8.12 The proposed development constitutes public service infrastructure as it is a blue light use. Accordingly, in line with NPPF Policy HC4, substantial weight should be given to the benefits arising from the PCC's proposed new Southern Policing Hub at Mitre Way as are set out in the Estates and Operational Statement and referenced in this Planning Statement.
- 8.13 The PCC's proposed new Southern Policing Hub at Mitre Way will help deliver public safety and security, so substantial weight should be given to its importance in line with limb 1. a. of NPPF Policy P6: Land and operations for defence and public safety.
- 8.14 The PCC's proposed Southern Policing Hub, although a sui generis use, will as indicated in the Estates and Operational Statement, generate and support significant employment, accommodating circa 200–220 officers, staff and contractors on site. This will be an increase in headcount of up to 117 from the existing number of staff and officers working at Bourne Hill. It will serve an employment function on the Mitre Way site and will deliver long-term public investment in Salisbury and Wiltshire, supporting the economic development in the area. In view of this, substantial weight should be given to the economic benefits of PCC's proposed Policing Hub in line with limb 1. a. of NPPF Policy E2: Meeting the need for business land and premises.
- 8.15 The PCC's outline planning application site is outside the WCS Core Policy CP1 Settlement Framework Boundary which bisects the SDLP Policy E1 (Land at Old Sarum)

allocation, of which the application site forms part. The NPPF's Annex B Glossary definition of settlement *"includes land which is allocated or has permission for development which will form part of the built-up area once the development is complete."* Accordingly, NPPF Policy S4: Principle of development within settlements applies to this site and the PCC's outline planning application should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects when assessed against the national decision-making policies in the NPPF. Policy S4 is further considered in the conclusion section below, after assessing other identified site-specific planning issues and other matters.

Local Planning Policy context

- 8.16 Reference paragraph 8.14 above, the PCC's proposed development will introduce a stable, year-round operational use that supports the functioning of the wider local economy. It will release the existing Bourne Hill Police Station accommodation in central Salisbury for alternative economically beneficial use/s.
- 8.17 In the context of WCS Policy CP35 (which provides flexibility for non-employment uses within employment allocations), the proposed police hub is appropriate within the SDLP Policy E1 employment land allocation. It will enhance, not prejudice, the delivery of the WCS's economic led strategy for delivering sustainable development and will assist with delivering WCS Strategic Objective 4 – helping to build resilient communities, which includes community safety.
- 8.18 As an emergency services scheme, the PCC's outline planning application for a proposed Southern Policing Hub at Old Sarum Strategic is essential infrastructure for the purposes of WCS Strategic Objective 6. It will help to deliver infrastructure requirements in line with WCS Policy CP3 Delivery Strategy and accordingly should be afforded the highest priority in line with this policy.
- 8.19 The PCC's Policing Hub proposal at Mitre Way is consistent with the emergency services section of the IDP 2011 – 2026, though this document and the policing plans and strategies to which it refers are no longer up to date.

- 8.20 The fact that the PCC's outline planning application site lies outside the WCS CP 1 Settlement Boundary is not considered to be a planning issue because this boundary is out of date having been drawn prior to adoption of the WCS in January 2015, since which time the majority of the Old Sarum SDLP Policy E1 and H2D allocation has been built out. The WCS was prepared to cover the period to 2026 and will shortly be out of date. As has been established in the PCC's informal pre-application dialogue with WC, the outline application site now located within the built form of Old Sarum.
- 8.21 The OSDB 2005 is still relevant guidance and the PCC's proposals are not contrary to it, however this Development Brief is now outdated following the building out of the wider Old Sarum allocation. The PCC's Policing Hub proposal is lower density than the form of employment development shown in the Concept Statement for this document, so is arguably less likely to result in impact on the amenity of the surrounding residential communities.
- 8.22 Lastly, the proposed Policing Hub supports the vision for the LFCNP Neighbourhood Plan Area 4a and Aim and objectives F (making the best use of business and industry land), G (infrastructure to support development) and H (provision of community services and facilities which benefit the Parish).
- 8.23 On LFCNP Policy 1, the PCC's proposal does not impact on the ability to retain Old Sarum as a discrete settlement and is compliant with this Neighbourhood Plan Policy. The PCC will have regard to LFCNP Policy 4 (Design of Future Development) in the future designing of the Police Hub for approval as Reserved Matters.
- 8.24 Finally, the PCC has had engagement meetings with the local public and stakeholders during June 2026. As summarised in Section 6 above and detailed in the SCI, none of the feedback has challenged the principle of developing the Policing Hub at Mitre Way.

8.2. Highways and Transport

Relevant Planning Policies and Guidance:

NPPF Policies TR3, TR4, TR6, CC2, DP3

WCS Strategic Objective 6

WCS Policies CP60, CP61, CP62, CP63, CP64

LFCNP – Aim and Objectives 6.2 K, Community Actions 1 and 2 b)

- 8.25 NPPF Policy TR3 guides that development should be located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure. Policy TR4 guides on street design, access and parking, whilst Policy TR6 sets out a requirement that development proposals that are likely to generate significant amount of movement should be supported by a Transport Statement or a TA and a Travel Plan. The NPPF contains other policies that are relevant to the PCC's Southern Policing Hub proposal, namely Policies CC2 and CC3 on the mitigation of and adaption to climate change. Lastly, elements of NPPF Policy DP3: Key principles for well-designed places are also relevant.
- 8.26 WCS Core Policy 60 (Sustainable Transport) states that WC 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.
- 8.27 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, 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 TA should also demonstrate that (i) the proposal is capable of being served by safe access to the highway network and (ii) fit for purpose

and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.

- 8.28 Core Policy 62 (Development Impacts on the Transport Network) states that developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.
- 8.29 LFCNP Aim and Objectives 6.2 K encourages the implementation of schemes which reduce the impact of traffic within the Parish without compromising other objectives. The Neighbourhood Plan's Community Action 2 (Improvements to infrastructure for future housing development) at sub paragraph b) relates to the Portway Old Sarum. Though not directly applicable to the PCC's proposed Policing Hub at Mitre Way (which takes access from Portway via Ramsbury Drive), it is relevant to note the Laverstock and Ford Communities' requirement that any significant proposed development adjacent shall be contingent on providing agreed improvements to the local highways network aimed at increasing pedestrian and cyclist safety and reducing traffic speed, noise and pollution.
- 8.30 As indicated in section 3. above, the Mitre Way site is well connected in terms of transport, with bus routes serving the wider Old Sarum area and Salisbury Railway station which is located approximately 3 miles to the south. WC's Beehive Park & Ride is located approximately 0.5 km from the application site. Pedestrian access between the Park & Ride and the site is available via an established network of existing footways, providing a convenient and direct walking route for staff and visitors.
- 8.31 The site is located approximately 5 km north of Salisbury city centre to the east off Portway and the A345, which provides direct vehicular access to Salisbury and connections to the A36 and wider strategic road network. When assessed against the objectives of the NPPF Policy TR3, the Mitre Way site is considered a sustainable and appropriate location for development. The site is well connected to the surrounding area by sustainable transport modes and offers good accessibility to key services and facilities, reducing reliance on the private car.

8.32 This outline planning application submission is supported by a TA and a FTP prepared for the PCC by Ridge. In addition, as per the above plans and drawings list, the following as proposed access plans are submitted as part of the outline planning application:

- 5032745-RDG-XX-XX-DR-0001-P01 - Proposed Vehicular Swept Path Analysis - Large Car
- 5032745-RDG-XX-XX-DR-0002-P01 - Proposed Vehicular Swept Path Analysis - Large Van
- 5032745-RDG-XX-XX-DR-0003-P01 - Proposed Vehicular Swept Path Analysis - Fire Tender
- 5032745-RDG-XX-XX-DR-0004-P01 - Proposed Vehicular Swept Path Analysis - Rigid HGV
- 5032745-RDG-XX-XX-DR-0005-P01 - Proposed Vehicular Swept Path Analysis - Articulated HGV
- 5032745-RDG-XX-XX-DR-0006-P01 - Proposed Vehicular Swept Path Analysis - Refuse Vehicle
- 5032745-RDG-XX-XX-DR-H-0007-P01- PROPOSED PRIMARY SITE ACCESS DESIGN AND VEHICLE SWEPT PATH ANALYSIS (16.5m HGV & WILTSHIRE REFUSE VEHICLE)
- 5032745-RDG-XX-XX-DR-H-0008-P01- PROPOSED EMERGENCY SITE ACCESS DESIGN AND VEHICLE SWEPT PATH ANALYSIS (SPRINTER VAN & FIRE TENDER)

8.33 The TA confirms that a pre-application consultation has taken place with WC Highways Team at which the scope of the TA was agreed and WC Highways Team confirmed broad support for the Mitre Way site as a suitable location for the Policing Hub from a Transport perspective.

8.34 Ridge's TA reviews the above relevant NPPF Policies, local plan policy and other relevant standards including Wiltshire's Local Transport Plan (LTP4) 2005- 2038 and the Wiltshire Cycling and Walking Infrastructure Plan (September 2024). The below table summarises compliance of the development proposal against relevant policies and standards:

Policy / standard	Requirement / theme	Compliance summary
NPPF Policy TR3	Locating Development in Sustainable Locations.	• Sustainable Transport Modes are covered in Section 3 of the TA. • Site is well connected to the wider pedestrian and cycle network in Old Sarum and is accessible by active travel modes and public transport. • Good walking and cycling distances to core amenities. • Accessibility Index classed as Moderately Good. • Pedestrian and cycle access strategy promotes accessibility, enabling convenient and legible routes to the site for non-motorised users. • Close proximity to strategic highway network.
NPPF Policy TR4	Street Design, Access and Parking.	• Design, Access and Parking are covered in Section 4 of the TA. • The proposal includes a new shared foot and cycleway into the Site through a widening of the existing footway on the eastern side of Mitre Way. • Primary vehicular access to the site will be taken via Mitre Way from Ramsbury Drive. • A secondary vehicle access (crash gate) is proposed onto Castle Well Road to be used primarily by emergency vehicles, including fire tenders and police vans if required. • Vehicle swept path analysis has been undertaken. • There is operational need for 192 spaces against the 'optimum' standards for similar land uses which would allow circa 160 spaces. It is considered that 192 spaces as proposed will accommodate the uses on site, while allowing operational

		flexibility and aligning with the adopted standards. - Both the primary and secondary vehicle accesses have been the subject of a Stage 1 Road Safety Audit which concludes that both are safe (Appendix E of the TA). - Secure and covered parking for 20 cycles is to be provided.
NPPF Policy TR6	Assessing Transport Impacts.	- Transport Impact is covered in Section 6 of the TA. - A FTP accompanies the planning application. - The proposed development will generate 62 two way vehicle movements in the AM peak and 59 two way vehicle movements in the PM peak. - The junction modelling undertaken demonstrates that the proposed development will result in a de minimis impact on the operation of the local highway network.
NPPF Policy CC2	Mitigation of climate change.	<i>Please see TR3 and TR4 above.</i>
NPPF Policy DP3	Key principles for well-designed places.	<i>As per DP3, 2.D.</i> - Design, Access and Parking are covered in Section 4 of the TA.
WCS Core Policy 60 (Sustainable Transport)	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.	- Sustainable Transport Models covered in Section 3 of the TA. - Access and servicing are covered in Section 4. - Reducing the need to travel and modal shift supported by submitted FTP.
WCS Core Policy 61	Consideration should be given to the needs of all transport users, where	- Sustainable Transport Modes are covered in Section 3 of the TA. - Safe and Suitable Access is covered in Section 4.4 of the TA and Appendix E.

(Transport & Development)	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.	Servicing and Loading is covered in Section 4 and Appendix D of the TA.
WCS Core Policy 62 (Development Impacts on the Transport Network)	Provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.	- Transport Impact is covered in Section 6 of the TA. - De minimis impact. - No physical mitigation proposed. - Site supported by FTP.
LFCNP Aim and	Encourages the implementation of schemes which reduce	Reducing the need to travel and modal shift supported by submitted FTP.

Objectives 6.2 K	The impact of traffic within the Parish without compromising other objectives.	
WC LTP Car Parking Standards	1 space per 30 sq m for E (g) i or professional services E (c) i.	• Not applicable as sui generis use with specific operational policing requirements for car parking, proposed car parking provision. • Parking compliance and justification covered in Section 2.3 and Section 4.5 of the TA.
WC Local Cycling and Walking Infrastructure Plan (September 2024)	Enhanced walking and cycling connections to the Salisbury city centre and surrounding destinations.	• Improved walking and cycling access as detailed in Section 4 of the TA and submitted access drawings (Appendix C of the TA).

- 8.35 The TA provides detailed information on the application site's accessibility by walking cycling, public transport and by car. It reviews the PCC's indicative development proposals as set out in the illustrative site layout (including the likely number of car parking spaces that will be provided within the Policing Hub for operational, staff and public vehicles) and then assesses the most likely travel demand arising from it. The TA confirms that a Traffic Impact Assessment has been carried out, stating the methodology used, including assessments of the likely impact of the proposed Policing Hub on four nearby junctions which were agreed for assessment with WC's Highways Team.
- 8.36 A FTP is submitted with the outline planning application and will be finalised and implemented on occupation, to be secured under a section 106 Agreement.
- 8.37 As indicated in section 2.4 of the TA, Ridge conclude that the PCC's proposed development complies with all the identified relevant planning policy and local transport policy guidance.

8.38 On Highways and Transport matters Ridge further conclude that:

- The proposed development is likely to generate 62 two way vehicle movements in the AM peak and 59 two way vehicle movements in the PM peak. The junction modelling demonstrates the proposed development would result in a de minimis impact on the operation of the local highway network. The traffic modelling presents a robust worst-case scenario, as no allowance has been made for the potential modal shift and associated reductions in car travel that are expected to result from the implementation of the FTP post-occupation.
- In transport and highway terms the development proposal is acceptable given that the proposals comply with the relevant policies, is accessible by a range of sustainable transport modes and can be accommodated on the local transport network.

8.39 Prior to submission of the planning application WC's Highways Team has been consulted on the proposed access drawings, the draft TA and FTP. Ridge's conclusions have been generally corroborated by WC's Highways Team, which has re-confirmed support from a Transport perspective for the Mitre Way site as a suitable location for the PCC's proposed Policing Hub.

8.3. Local amenity

Relevant Planning Policies and Guidance:

NPPF Policies DP3, P3

WCS Policies CP51, CP57

LFCNP – 6.1 Our Vision, 6.2 Aim and Objectives.

Policy 4

8.40 In relation to local amenity, as indicated above the PCC's proposed Southern Policing Hub has not yet been designed but the future design will have full regard to NPPF Policy DP3: Key principles for well-designed places which requires that development proposals respond to their context and integrate with an enhance their surroundings. Policy P3:

Living conditions and pollution establishes criteria to ensure that new developments are safe and suitable for their locations regarding health, environmental quality and amenity.

- 8.41 WCS CP57 (Ensuring High Quality Design and Place Shaping) sets out the requirement for good design and at sub paragraph vii. requires new development to make a positive contribution to the character of Wiltshire by having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g. light intrusion, noise, smoke, fumes, effluent, waste or litter).
- 8.42 WCS CP51 (Landscape) outlines that development should protect, conserve and where possible enhance landscape character and must not have a harmful impact upon landscape character. Proposals should consider the locally distinctive character of settlements and their landscape settings.
- 8.43 The Our Vision and Aim and Objectives of the LFCNP echo these objectives in non-specific terms. As referenced above, Policy 4 (Design of future development) requires that future development must aim to improve the quality of the built environment of the Parish, maintain or enhance its semi-rural character and help to address the climate emergency. Policy 4 limb b. highlights the need for applicants to work closely with those affected by their proposals to evolve designs that take account of the views of the community. *“Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.”*
- 8.44 Firstly, on potential for amenity impact, as indicated in the PCC’s Estates & Operational Statement, it is relevant to note that the PCC’s existing Bourne Hill community policing facility has been operating in an urban area since 2014 without detrimental amenity impact on the surrounding area.
- 8.45 Once again, it is emphasised that the PCC is not (as part of this outline planning application) putting forward a design of for the proposed Mitre Way Southern Policing Hub. All matters except means of access are being reserved at this stage. A design for

the Policing Hub will be put forward for consideration at a later date under Reserved Matters or a detailed planning application. The illustrative site plan, Concept Perspective and Aerial view are only indicative of one potential approach that the PCC may take in the future to the layout and design of the proposed Policing Hub.

- 8.46 The PCC is very mindful of the predominantly residential nature of the surrounding area. The minimisation of impact on the amenity of local residents and businesses will be a foremost consideration when it comes to designing the Policing Hub for determination at the Reserved Matters stage.
- 8.47 In line with LCCNP Policy 4, the PCC has carried out an extensive public and stakeholder engagement exercise which is summarised in the SCI as submitted in support of the PCC's outline planning application. Feedback from the pre-application submission public and stakeholder engagement has been generally supportive. It has identified the importance of the new Policing Hub being a good neighbour to nearby residents having regard to noise and traffic in particular. Amongst matters to be addressed at the design stage is the need for tree planting / screening to the residential side of the site, as was identified during the engagement exercise.
- 8.48 As referenced above, a DAS has been prepared in support of the PCC's outline planning application, however as the Policing Hub has not been designed yet this statement is necessarily high level but is indicative of the PCC's awareness of the need to preserve and enhance local amenity.
- 8.49 As indicated in the DAS, the illustrative site plan, Concept Perspective and Aerial view reflect the following measures which will be intended to minimise impact on local amenity and respond to feedback received from engagement as recorded in the SCI:
- a. Additional vegetation is proposed to the eastern boundary to reduce visual and audial impact of the proposed Police Hub and Secure Police Yard from the surrounding residential dwellings.*

- b. The northern boundary is located south of the Skate Park to enable pedestrians to access to Skate Park via existing pedestrian route bordering Rhodes Moorhouse Way Residential Area.*
- c. To maintain and protect the existing bat corridor along the site's western boundary, minimal light to be introduced within adjoining areas with any light omission to be sensitively directed away from existing habitats.*
- d. Waste storage is located outside of the secure line to mitigate delays to waste removal vehicles.*
- e. Improved existing pedestrian and cyclist routes into the site from Mitre Way.*

8.50 The above Highways and Transport section of the Planning Assessment confirms the results of the TA as being de minimis. This is as a worst-case assessment prior to implementation of the FTP. Implementation of the FTP would reduce the impact further, subject to modal shift.

8.51 Assessment of the potential air quality impacts from the construction of the Policing Hub has concluded with appropriate mitigation measures in place, the risk of adverse effects due to dust emissions from the construction phase will not be significant. In relation to the operational phase the assessment concluded that operational phase air quality impacts are not significant.

8.52 To assist with mitigation of any adverse impacts on community amenity arising from increased travel to and from the site, WP operates within a clear regulatory and professional framework governing emergency response driving.

8.53 Policies and procedures will be retained and used to mitigate any potential adverse effects on community amenity arising from the day-to-day operation of the proposed Mitre Way Policing Hub. Although there is no fixed time of day when the use of sirens is prohibited, their use is tightly governed by Regulation 99 of the Road Vehicles (Construction and Use) Regulations 1986, which permits audible warnings only when it is necessary or desirable to do so. Officers are required to exercise restraint, particularly during night-time hours. In addition, emergency response driving standards and the existing speed limits

on surrounding roads will provide a further practical control on the speed and noise impacts of vehicles responding to emergencies.

- 8.54 Please refer to the section on noise impact below. The PCC has commissioned a NIA and report which confirms that the Mitre Way site is considered suitable for the PCC's proposed Policing Hub development in terms of noise. The NIA report also concludes that when specified plant noise limits are met the development will be acceptable in terms of plant noise.
- 8.55 Please also refer to the external lighting strategy section below which sets out information on PCC's approach to the future lighting strategy for the Policing Hub. As indicated, the report arrives at an initial lighting zone layout and lighting design layout which identify the parts of the site that are proposed be lit in order to provide effective lighting for the Policing Hub whilst minimising light spill into adjacent residential properties.
- 8.56 With regard to the potential for amenity impacts during the construction phase, it is proposed that a Construction Environmental Management Plan (CEMP) will be prepared, to be secured by an appropriately worded planning condition. This will address and manage potential impacts during the construction phase, including traffic (workforce and materials) noise and dust, and provide mitigations as appropriate. The CEMP will include measures for community engagement during the construction process, which the appointed contractor will be required to undertake.
- 8.57 As is indicated in the SCI, engagement with local residents and community representatives will not conclude with the submission of the outline planning application, but will continue through subsequent stages of project development, construction and delivery:

The PCC will continue to provide updates at key project milestones, including:

- *Determination of the outline planning application;*
- *Progression to detailed design and Reserved Matters stages;*
- *Development and refinement of landscaping, access and site design proposals;*

- *Procurement and appointment of a construction contractor;*
- *Commencement of enabling works and site preparation;*
- *The start of construction works;*
- *Significant construction milestones;*
- *Completion and occupation of the Southern Policing Hub.*

8.58 Updates will be provided through existing communication and engagement channels, including the project website, media briefings, Community Messaging, social media platforms, stakeholder briefings, local authority meetings, Parish and town council meetings, area boards and other community forums as appropriate.

8.59 The SCI confirms that the PCC has consistently engaged with local communities throughout the development of the Southern Policing Hub proposals and remains committed to doing so.

8.60 To conclude in assessing amenity, the Southern Policing Hub has not been designed as part of this outline planning application, however the PCC and the Project Team are fully aware of the need to protect the amenity of adjoining residential properties and businesses and in particular the requirements of NPPF Policies DP3, P3 and WCS CP57. As described above, all reasonable steps are and will continue to be taken to minimise impact on local amenity in line with the relevant identified planning policies and guidance.

8.4. Ecology and Biodiversity Net Gain

Relevant Statutory Requirements, Planning Policies and Guidance:

Environment Act 2021

TCPA 1990 Schedule 7A

NPPF Policies N2, N3 and N6

WCS Strategic Objective 5

WCS Policy CP50 and CP52

LFCNP – 6.2 Aim and Objectives C, Policy 2

- 8.61 NPPF Policy N2: Improving the natural environment sets out the national decision-making expectations for how development proposals must contribute positively to the natural environment and support nature's recovery from development. Policy N3: Trees in new development encourages tree management to support biodiversity. NPPF Policy N6 guides on area of particular importance for biodiversity and geodiversity.
- 8.62 WCS Strategic Objective 5 is the protection and enhancement of the natural, historic and built environment.
- 8.63 WCS CP50 (Biodiversity and Geodiversity) pre-dates the advent of BNG and has been superseded by the above national requirements. WCS CP52 addresses Green Infrastructure.
- 8.64 Objective C of LFCNP 6.2 Aim and Objectives is to “protect and improve biodiversity in the Parish and respond to the climate crisis.” Policy 2 of the LFCNP (Protection and enhancement of the distinctive landscape character, wildlife habitats and heritage assets) requires developments to provide an overall improvement to wildlife habitats.
- 8.65 In relation to Ecology and BNG the PCC has had regard to all of the above statutory requirements, planning policies and guidance in so far as is possible at this outline planning application stage and in advance of designing the proposed Policing Hub facility.
- 8.66 The PCC's outline planning application is supported by an ECIA and a BNGSA prepared by GE Consulting, the latter being an indicative assessment based on the PCC's illustrative site layout plan as submitted in support of the PCC's outline planning application.

8.67 The ECIA:

- identifies and describes the habitats and species likely to be affected by the proposed development and assess the ecological value of these features;
- Identifies key ecological constraints to the proposed development and evaluate the significance of any potential effects and,
- provides recommendations for mitigation and enhancement opportunities in accordance with relevant planning policy, legislation and other published guidance.

8.68 The ECIA has been prepared following extensive ecological surveys and evaluation of the PCC's outline planning application site by GE Consulting for the PCC commencing in October 2023 comprising:

- Desk-based study.
- Extended UK Habitat Classification survey.
- Botany surveys.
- Badger surveys
- Bat activity surveys.
- Reptile surveys.

8.69 The above ecological survey and evaluation work has been carried out having regard to the Hampshire River Avon Catchment SAC (within which the site lies) and all relevant nearby Designated Sites which have potential to be impacted by the proposed development.

8.70 In terms of the baseline habitat, the ECIA confirms that the PCC's outline application site comprises a single other calcareous grassland field bound to the south-west by a line of trees and woodland boundaries and to the south by an area of bramble scrub. The report also confirms that the site is suitable as a habitat for badgers, bats, breeding birds, hedgehog and invertebrates.

8.71 GE Consulting have concluded in the ECIA that:

- 1. The development of the site has the potential to impact on a variety of protected species as a result of direct impacts due to loss of habitats as well as indirect impacts caused by disturbance factors both during construction and operation, particularly in regard to lighting.*
- 2. Mitigation and compensatory measures have been designed to ensure that the proposals and work programme have minimal adverse impacts on ecological features.*
- 3. Enhancement features have also been described with the aim of providing an increase in wildlife opportunities on Site post-development, contributing to the aims of NPPF and local policy.*
- 4. An indicative Biodiversity Metric has been supplied which shows that off-setting is required. The assessment will be updated based on final plans for the development, as part of the pre-commencement BNG condition.*

8.72 As can be noted from the BNG Assessment Summary of the BNGSA, the indicative BNG assessment has identified that the minimum 10% net gain requirement will not be achievable on site. It is anticipated that the requisite 10% gain will be delivered by both on site BNG and off-site habitat bank units. It is proposed that the on-site BNG will be secured under a planning condition, with the off-site BNG units being secured under a section 106 Agreement.

8.73 Also submitted in support of the outline planning application are draft Heads of Terms for a section 106 Agreement to secure a number of planning obligations including off site BNG.

8.74 The Planning Advisory Services' template for planning conditions to secure on site BNG last updated in April 2025 may offer a helpful reference point for WC in considering the wording for the planning condition.

8.75 The below table summarises the compliance of the development proposal with relevant NPPF and WCS policies on ecology and biodiversity:

Policy / Standard	Requirement / theme	Compliance summary
Policy N2	Improving the natural environment.	- BNG has been undertaken to evaluate and then conserve and enhance the existing habitats where possible. - Opportunities have been taken to provide connecting habitats through the site to the wider area. - Established woodland and large areas of existing calcareous grassland have been retained/ conserved within the proposals. - Green infrastructure has been used as a main drainage discharge method for surface water management. - Sensitive lighting has been proposed to conserve dark corridors for bats and other nocturnal wildlife, and bat and bird boxes are proposed to provide enhanced opportunities. - Green infrastructure has been designed in conjunction with the Drainage consultants. Management of the habitats within the SuDS will be maintained under the HMMP. - No significant harm to biodiversity will result from the development providing the mitigation and enhancement measures as proposed are followed.
Policy N3	Trees in new development.	- Individual trees proposed within the grassland and car park areas. - Management of the trees will be maintained under the HMMP.
Policy N6	Areas of particular importance for biodiversity and geodiversity.	No impacts to designated sites as a result of the development.
WCS CP50	Biodiversity and Geodiversity.	- All retained habitats will be protected via Heras fencing or similar. - Losses of calcareous grassland will be compensated via the purchase of BNG units. - No Natura 2000 sites or local designated sites will be impacted.

		Retained calcareous grassland will be enhanced via an appropriate seed mix.
WCS CP52	Green Infrastructure.	Retention of the wide corridor along the western boundary will contribute towards the local green infrastructure network. This area will be maintained in the long-term via the HMMP.

8.5. Phosphorous and Nitrogen Mitigation

Relevant Regulations, Planning Policies and Guidance:

The Conservation of Habitat and Species Regulations 2017 (as amended)

NPPF Policy N2

WCS Strategic Objective 5

WCS Policies CP68 CP69

LFCNP 6.2 Aim and Objective B

- 8.76 As above, NPPF Policy N2: Improving the natural environment sets out the national decision-making sets expectations for how development proposals must contribute positively to the natural environment and support nature's recovery from development. There is no reference to nutrient neutrality in this policy. The Conservation of Habitat and Species Regulations cover nutrient neutrality.
- 8.77 WCS Core Policy 68 requires that development does not prejudice the relevant River Basin or Catchment Management Plan and Core Policy 69 guides on the protection of the River Avon SAC.
- 8.78 LFCNP 6.2 Aim and Objectives B is to conserve and enhance the River Bourne and its environs. The River Bourne is in the catchment of the Hampshire Avon. The PCC's Project Team has had regard to these policies, WCS Strategic Objective 5 and the guidance within NPPF paragraph 198 as summarised above.

- 8.79 Nutrient neutrality involves the calculation of a nutrient burden from a development. If there is an increase, mitigation is needed to remove nutrients and counterbalance the output from development. Mitigation can be delivered on site by the developer or through strategic mitigation schemes where applicable.
- 8.80 As is confirmed in the ECIA, the PCC's outline planning application site lies inside the Hampshire River Avon catchment where phosphorous and nitrogen neutrality may be required in certain instances. Any development proposal resulting in a net addition of overnight accommodation is affected. In general, commercial development can be exempted.
- 8.81 As set out in the PCC's Estates & Operational Statement and in the DAS, the proposed Policing Hub for which OPP is sought will not include any overnight accommodation.
- 8.82 As is referenced in the ECIA, in October 2025 an informal consultation took place with WC's Ecology Team in relation to nutrient neutrality as part of the Hampshire River Avon SAC which indicated that:
- it is likely that a Test of Likely Significance would conclude that there is no pathway for adverse effects on the SAC, and
 - given the nature of the proposal (employment use) and the separation distance of approximately between the SAC and the application site, the development would likely be screened out of requiring Appropriate Assessment under the Habitats Regulations.

8.6. Archaeology and Heritage

Relevant Planning Policies and Guidance:

NPPF Policies HE4 and HE5

WCS Strategic Objective 5

WCS Policy CP58

LCNP – 6.2 Aim and Objectives A

- 8.83 NPPF Policy HE4: Securing the conservation of heritage assets sets out measures to achieve conservation of heritage assets in a manner appropriate to their significance. Policy HE5: assessing effects on heritage assets requires development proposals that affect heritage assets to provide a proportionate assessment of significance and potential impacts, categorising effects as clearly as a positive effect, no effect, harm or total loss. Under WCS Strategic Objective 5, Core Strategy policy CP 58 requires that development protects, conserves and where possible enhances the historic environment. This requirement is echoed in 6.2 A of the Neighbourhood Plan which sets the objective of “*protecting, and where possible enhancing, the existing open spaces, landscape and heritage assets much valued by residents and visitors.*” Policy 2 of the LFCNP (Protection and enhancement of the distinctive landscape character, wildlife habitats and heritage assets) addresses information requirements where heritage assets are affected.
- 8.84 Responding to this policy, the PCC has commissioned an ATN and a HIA, both of which are were prepared by Tetra Tech and are submitted in support of the PCC’s outline planning application.
- 8.85 The ATN summarises the archaeological investigations that have taken place to date and the informal pre-application contact with WC’s Archaeological Service. It confirms that:
- *the application site has been found to contain potential for previously unrecorded archaeological remains relating to the Roman, early medieval and the Modern period activity of the area due to the known evidence found on the application site and surrounding areas,*
 - *the site has previously been subject to limited archaeological evaluation in 2005 (Wessex Archaeology, 2013),*
 - *a new geophysical survey was commissioned in 2025, as part of this current assessment process, and*
 - *based on the results of both evaluation events, Wiltshire Council Archaeology Service (WCAS) has confirmed that further archaeological evaluation works were not required to support a planning application and that any further mitigation works could be secured under condition following any planning consent that is granted.*

8.86 The HIA notes that the PCC's outline planning application site is located in a rich heritage landscape that includes identified archaeological remains on and around the site, as well as a number of designated heritage assets that include the Iron Age hillfort of Old Sarum, with the later medieval development of the castle and cathedral within the ramparts; evidence of turnpike roads, and the former RAF Old Sarum, an important site for its contribution to understanding the development of military aviation.

8.87 The HIA assessment found that:

- *The proposed development will have only negligible impact on the setting and significance of any conservation area or listed building within 1km of the site, primarily due to a lack of intervisibility.*
- *Despite some views being afforded from the site towards the Scheduled Monument of Old Sarum, the development is seen as a continuation of the existing, modern development to the north and north-east of the asset, which is considered to result in only minor change.*
- *The potential effects of the PCC's proposed new Policing Hub will have no more than slight adverse effects on the historic environment;*
- *These potential effects are deemed to have no effect in terms of NPPF and as such, no further mitigation is considered necessary.*

8.88 By reference to the ATN and the HIA the PCC's proposed Policing Hub at Mitre Way has been shown to be in line with the above relevant planning policies and guidance, including Policy HE5 limb 2.

8.7. Sustainable Energy

Relevant Planning Policies and Guidance:

NPPF Policies CC2, CC3 and DP3,

WCS Strategic Objective 2

WCS Policy CP41

LFCNP – Area 4 a, 6.1 Our Vision, 6.2 Aim and Objectives

- 8.89 Sustainability is a core theme of the NPPF with its presumption in favour of sustainable development, its environmental objective including mitigating climate change (NPPF Policy CC2: Mitigating climate change) and the creation of sustainable places (the objective of NPPF chapter 14. At the heart of this is the increasingly pressing need to address climate change in the development process.
- 8.90 Policy CC2 of the NPPF requires use of design approaches which conserve energy and other resources. This is echoed in NPPF Policy DP3 at limb 2. b. which requires that development contributes to climate change mitigation and the adaptation to net zero by using layouts, building orientation, massing, landscaping and materials which conserve energy and other resources and which minimise risks from the impacts of climate change including overheating. The need to use design approaches that minimise risks from flooding and overheating are also addressed in NPPF Policy CC3: Adaption to climate change and DP3: Key principles for well-designed places.
- 8.91 WCS Strategic Objective 2 (to address climate change) and WCS CP 41 (Sustainable construction and low-carbon energy) are relevant here. WCS Policy CP41 requires all new non-residential development from 2019 onwards to achieve BREEAM Excellent. New development, including, building conversions, refurbishments and extensions are encouraged to incorporate design measures to reduce energy demand.
- 8.92 The PCC's outline planning application is supported by a high-level Sustainable Energy Strategy section within the design section of the DAS which sets out the PCC's intended high-level sustainability and energy strategy for the proposed Policing Hub. This

references that PCC and WP have developed an Environmental Sustainability Strategy (2022 – 2025) to support them in their aim to reach net zero carbon by 2050, with interim reductions at the following intervals:

- 26% reduction by 2025
- 52% reduction by 2030
- 78% reduction by 2035

8.93 The high-level Sustainable Energy Strategy section of the DAS identifies that some of the key themes of the sustainability strategy for the Policing Hub could include:

- *Building design to follow a 'Be, Lean, Be Clean. Be Green' energy hierarchy approach to minimise carbon emissions throughout.*
- *Project sustainability strategy would be guided by WCS and Wiltshire PCC & Police's Environmental Sustainability Strategy.*
- *Project Target of BREEAM 'Excellent' to be achieved.*
- *Building design is to be guided by the Low Energy Transformation Initiative (LETI) Climate Emergency Design Guide to ensure a highly energy efficient building in operation and low embodied carbon impact.*
- *The available roof space allows for photovoltaic (PV) solar panels to be maximised.*
- *Presence of electric vehicle charging stations means that future inclusion of useful battery storage is very feasible.*

8.94 The Sustainable Energy Strategy within the DAS confirms that these principles will be applied as the design for the proposed development evolves, setting performance targets and identifying further sustainability related actions as the scheme progresses.

8.95 The DAS at section 3.8 addresses climate change and NPPF Policies CC2, CC3 and DP3. It indicates that the proposed Southern Policing Hub development will be designed to enhance resilience to the future impacts of climate change, including consideration of climate adaptation measures such as reducing overheating risk, managing surface water and flood risk and ensuring the long-term durability and performance of buildings and

infrastructure under future climate scenarios. The DAS confirms that these matters will be informed by relevant technical assessments and will be developed further through subsequent design stages to support a sustainable and resilient development.

- 8.96 The PCC's high level Sustainable Energy Strategy demonstrates that (in so far as is possible at the current outline planning application stage and in the absence of a designed scheme), the PCC and the Project Team are aware of the need for energy sustainability and that there is a strategy being worked up to enable the Southern Policing Hub scheme to be designed to adapt to and mitigate climate change, thus meeting the above relevant planning policies and guidance.

8.8. Construction Waste

Relevant Planning Policies and Guidance:

NPPF paragraph 8 c) and Policy P3

WCS Strategic Objective 5

WCS Policy CP56

- 8.97 Returning to NPPF paragraph 17. limb c. of relevance again is the NPPF's environmental objective which includes minimising waste and pollution. This underpins WCS Strategic Objective 5 (protecting and enhancing the natural, historic and built environment). NPPF Policy P3: Living conditions and pollution and WCS CP56 are also of potential relevance in addressing mitigation of pollution and contamination.
- 8.98 The DAS includes a section providing an initial and high-level construction waste strategy for the PCC's proposed Southern Policing Hub at Mitre Way, Old Sarum which sets out the following potential aims, objectives and measures:
- *Construction waste arisings will be minimised by targeting BREEAM credit Wst 01, with at least 80% of construction waste diverted from landfill.*
 - *A resource management plan would be prepared to identify opportunities to reduce waste which would include:*

1. *Aim to promote resource efficiency and to prevent illegal waste activities. Resource efficiency includes minimising waste at source and ensuring that clients, designers and principal contractors assess the use, reuse and recycling of materials and products on site and off site.*
2. *A target benchmark for resource efficiency, i.e. m³ of waste per 100 m² or tonnes of waste per 100 m².*
3. *Procedures and commitments to minimise non-hazardous waste in line with the target benchmark.*
4. *Procedures to minimise hazardous waste.*
5. *A waste-minimisation target and details of waste minimisation actions to be undertaken.*
6. *Procedures to estimate, monitor, measures and report on hazardous and non-hazardous site waste and demolition waste, where relevant, arising from work carried out by the principal contractor and all subcontractors.*
7. *Procedures to sort, reuse and recycle construction waste into defined waste groups, either on site or through a licensed external contractor.*

8.99 The PCC's initial and high level construction waste strategy evidences that (again, in so far as is possible at the current outline planning application stage and in the absence of a designed scheme) the PCC and the Project Team are aware of the requirement to minimise waste and pollution during the construction process and that a construction waste strategy is being worked up to enable the Southern Policing Hub scheme to meet the above identified relevant planning policies and guidance.

8.9. Arboriculture / Trees

Relevant Planning Policies and Guidance:

NPPF Policies N2, N6

WCS Strategic Objective 5

WCS Policy CP51

- 8.100 NPPF Policy N2: guides on improving the natural environment and supporting nature's recovery from development. At limb 1. d. this policy requires that existing natural features of visual, historic or conservation value (such as established trees and hedgerows) are conserved or enhanced where possible. Also of relevance is Policy N6: Areas of particular importance for biodiversity and geodiversity at limbs 2. and 3 which protects against loss of ancient woodland and veteran trees on land inside or outside designated areas. Under WCS Strategic Objective 5, CP 51 (Landscape) stipulates that development proposals will need to demonstrate that landscape character is conserved and where possible enhanced through sensitive design, landscape mitigation and enhancement measures including trees and hedgerows. The Neighbourhood Plan references the importance of the local landscape at Our Vision, 6.2 Aim and Objectives A.
- 8.101 The PCC is seeking OPP with all matters except means of access being reserved. Accordingly, a landscaping scheme has not been prepared for submission with the outline planning application. However, the illustrative masterplan provides a potential high level approach to the provision of hard and soft landscaping on the site.
- 8.102 The PCC commissioned an AIA of the outline planning application site from Wootton Tree Consultancy, which is submitted in support of the PCC's application. This report contains:
- *A full tree survey compliant to the requirements of BS5837:2012 'Trees in relation to design, demolition and construction – recommendations'.*
 - *A Plan showing the site boundaries and the tree survey information.*
 - *An assessment of the impacts of the proposed development on the existing trees, including recommendations on which trees should be removed/retained and the proposed protection measures.*
 - *An arboricultural method statement (AMS) outlining appropriate methods of tree protection and any specific technical construction methods needed to implement the design proposals with minimal detriment to retained trees.*
- 8.103 The Arboricultural survey and report found that the majority of tree cover lies along the southwest boundary, to include A and B category mature trees. Occasional smaller, low category trees can be found along the north and east boundaries. There are no trees to

the interior of the site, and all trees will be retained and fully protected throughout the build with temporary fencing.

- 8.104 The report concludes that subject to the implementation of the tree protection and construction methodologies detailed within the report, the proposed development is considered to result in an overall low arboricultural impact. The illustrative site layout is sensitive to the existing tree stock and would enable full tree protection throughout the future build. This approach accords with the above relevant planning policies and guidance.
- 8.105 Following the granting of OPP, the PCC and the Project Team will have due regard to the findings and recommendations of the Arboricultural report when preparing the design of the proposed Policing Hub and submitting Reserved Matters.
- 8.106 Based on these arboricultural findings and having regard to the fact that the PCC is seeking OPP with all matters except means of access (including landscaping) being reserved, the proposed development is in line with the above planning policies and guidance as relevant to trees.

8.10. Flood Risk and Drainage

Relevant Planning Policies and Guidance:

NPPF Policies CC3, F4, F5, F7, F8, N2

WCS Strategic Objective 6

WCS Policy CP67

- 8.107 There are a number of NPPF Policies that are relevant to consideration of flood risk and drainage. Policy CC3 guides on adaption to climate change. Policy F4 sets out requirements for Flood Risk Assessments. Policy F5 applies a sequential test to steer new development to areas of low flooding risk. Policy F7 sets out guidance to seek to

ensure that development is safer from flooding for all users. Policy F8 specifies requirements for sustainable drainage systems.

8.108 WCS Strategic Objective 6 is to ensure that essential infrastructure is in place to support communities.

8.109 WCS CP67 mirrors the NPPF in requiring that the sequential approach is applied to development proposed in Flood Zones 2 and 3 and that all new development includes sustainable urban drainage.

8.110 The PCC's outline planning application submission is supported by a FRA prepared by Ridge. In preparing the FRA, Ridge has consulted the following Authorities:

- Environment Agency.
- WC in its capacity as Lead Local Flood Authority (LLFA).
- Leep Networks in its capacity as statutory undertaker, in relation to foul drainage connection.

8.111 The FRA refers to a Ground Condition Assessment Report relating to the PCC's outline planning application site, undertaken by Ridge in February 2025. This report is also submitted in support of the PCC's outline planning application.

8.112 The FRA confirms that the site lies in Flood Zone 1, which has the lowest probability of flooding and that the PCC's outline development proposals have been considered within the context of the NPPF's vulnerability classification for police stations and is deemed as appropriate.

8.113 The FRA's drainage strategy section details the approach to be taken to manage both surface water runoff and foul water, in so far as is possible at the current early stage in the project and with all matters except means of access being reserved for future development.

- 8.114 The proposed surface water drainage strategy makes use of multiple SuDS components, in line with the guidance set out by the LLFA.
- 8.115 As indicated in the FRA's conclusion section, the approach to the proposed foul water drainage strategy makes use of the natural topography of the site and discharges flows via gravity to an existing foul water sewer network, located to the east of the site in Castle Well Road. It is compliant with both Building Regulations Part H and all other relevant local and national standards and the inclusion of a foul water sewer network would further protect the groundwater from contamination.
- 8.116 The existing and proposed flood risk and drainage regimes of the site have been assessed. The proposals do not increase the risk of flooding. As such, this site is suitable from a flood risk and drainage perspective and is compliant with all relevant planning policies and other standards. Compliance with the identified relevant NPPF policies is summarised on the table below:

Policy / standard	Requirement / theme	Compliance summary
Policy CC3 1. a and c.	Adaption to Climate change.	Located within Flood Zone 1. Incorporates SuDS to manage surface water flows and reduces runoff where possible.
Policy F4	Assessing flood risk for decision-making.	Up-to-date flood risk assessment has been prepared in support of the outline planning application.
Policy F5	Sequential Test.	The site is located within Flood Zone 1 and therefore complies with the sequential testing requirements.
Policy F7	Ensuring safety from flooding.	Early engagement with the LLFA has been undertaken and documented within the FRA & DS Report.
Policy F8	Sustainable drainage systems and water courses.	- SuDS is to be incorporated to provide multifunctional benefits. - The proposed SuDS are designed in accordance with the National

		Standards for Sustainable Drainage Systems. • A SuDS maintenance schedule has been included within the appendices of the FRA & DS Report. • Wiltshire Council as LLFA has reviewed the proposed plans and raised no concerns.
Policy N2	Improving the natural environment.	• Green infrastructure has been used as a main drainage discharge method for surface water management.

8.117 Pre-application consultations have taken place with WC acting in its capacity as LLFA. The feedback confirms that the LLFA is generally content with the proposed foul and surface water drainage strategies.

8.11. Air Quality

Relevant Planning Policies and Guidance:

NPPF Policy P3

PPG – Air quality

WCS Strategic Objective 5

WCS Policy CP55

LFCNP – Area 4 a, 6.1 Our Vision, 6.2 Aim and Objectives, Policy 4

8.118 NPPF Policy P3: Living conditions and pollution at Limb 2. b. requires that development does not give rise to, or contribute to, unacceptable levels of air pollution on or beyond the site and adverse impacts on nature should be avoided or mitigated to an acceptable degree. Limb c. of this Policy requires that development sustains and contributes to compliance with relevant limit values or national objectives and targets for air pollutants including PM2.5. It also requires that developments take account of Air Quality Management Areas (AQMAs).

- 8.119 WCS 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.
- 8.120 The Mitre Way site is not within an AQMA. It is:
- 2.58 km from Salisbury London Road AQMA.
 - 2.62 km from Salisbury City Centre AQMA.
 - 3.08 km from Salisbury Wilton Road (A36) AQMA.
- 8.121 The PCC has commissioned an AQSA for the proposed Policing Hub at Mitre Way, this was undertaken by Tetra Tech and is submitted in support of the outline planning application. The AQSA has addressed potential air quality impacts of the proposed Southern Policing Hub during its construction and operational phases, having regard to baseline conditions and identified sensitive receptors including nearby residential areas and ecological receptors, identifying mitigation measures that may be implemented.
- 8.122 The AQSA report concludes in relation to the construction phase of the proposed Policing Hub that with appropriate mitigation measures in place, the risk of adverse effects due to dust emissions from the construction phase will not be significant. The identified air quality mitigation measures for the construction phase can be addressed in the contractor's CEMP as a requirement in a planning condition. In relation to the operational phase, the AQSA concludes that the screening undertaken demonstrates that operational phase air quality impacts are not significant.
- 8.123 Overall, the AQSA finds that the proposed Policing Hub is not considered to be contrary to any relevant planning guidance relating to air quality, subject to the implementation of mitigation during the construction phase.

8.12. Lighting

Relevant Planning Policies and Guidance:

NPPF Policies P3 and DP3

WCS Strategic Objective 5

WCS Policy CP57

- 8.124 NPPF Policy P3: Living conditions and pollution at Limb 2. b. requires that development does not give rise to, or contribute to, unacceptable levels of light pollution on or beyond the site and adverse impacts on nature should be avoided or mitigated to an acceptable degree. This policy also guides that where possible opportunities should be taken to reduce pollution affecting the wider area, including external lighting. NPPF Policy DP3: Key principles for well-designed places at limb 2. f guides on lighting for public spaces.
- 8.125 Under WCS Strategic Objective 5 (protecting and enhancing the natural, historic and built environment), WCS CP 57 (ensuring high quality design and place shaping) requires that applications for new development must be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire through: having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g. light intrusion).
- 8.126 The PCC has commissioned an External Lighting Strategy Report from Ridge's Lighting Engineer which sets out the approach that will be taken to external lighting when the Mitre Way Policing Hub is designed
- 8.127 The External Lighting Strategy Report which is submitted in support of the PCC's outline planning application references the above planning policies and the relevant technical standards that will need to be adhered to in the lighting scheme for the proposed Southern Policing Hub. It then sets out the proposed lighting design strategy having regard to the

need to protect local ecology, identifying a series of lighting principles that would be followed. The report arrives at an initial lighting zone layout and lighting design layout which identify the parts of the site that are proposed be lit in order to provide effective lighting for the Policing Hub whilst minimising light spill into adjacent residential properties and potential for ecological impacts.

- 8.128 The lighting report concludes that the key deliverable at the design stage will be a lux plot calculation and report demonstrating that the site will be lit externally in accordance with the identified relevant policies and standards including NPPF Policies P3 and DP3 and that obtrusive light along the ecology corridors and to the residential developments will meet the relevant criteria.

8.13. Geotech and ground contamination

Relevant Planning Policies and Guidance:

NPPF Policies P2 and P3
WCS Strategic Objective 5
WCS Policy CP56

- 8.129 NPPF Policy P2 at limb a. requires that development sites are suitable for the proposed use taking account of ground conditions and any risks arising from land instability and contamination. WCS CP 56 addresses mitigation of contamination. NPPF Policy P3 guides on living conditions and pollution.
- 8.130 The PCC has previously commissioned ground investigation survey and advice from Ridge. This included an assessment of potential for ground contamination and any associated liabilities in accordance with Environment Agency guidance in its Land Contamination Risk Management 2023 document. This advice has been supplemented with an updated Geo-Environmental Desk Top study of the PCC's Mitre Way Policing Hub proposal by Ridge, dated May 2026, which is submitted with the PCC's outline planning application.

8.131 This Geo-Environmental desk top study concluded that:

- *Following site reconnaissance and a review of available records, no potential contamination sources have been identified on site and therefore no specific remediation is required.*
- *No viable pollutant linkages have been identified on site and therefore risks to site receptors are considered to be very low.*
- *Ground conditions are considered generally suitable for the proposed development in terms of foundations drainage, floor slabs.*
- *No evidence of solution features (such as sink holes) was encountered during the ground investigation.*
- *The site is generally level and not much regrading is expected to prepare the site for the proposed development.*
- *Natural arisings from the site could be used within areas of proposed soft-standing, subject to the appropriate assessment and testing.*
- *The site is not considered to be at risk from UXO.*

8.132 The above summarised conclusions evidence that the PCC's outline planning application site is suitable for its proposed use taking account of ground conditions and any risks arising from ground instability or contamination and thus meets the requirements of NPPF Policy P2. To this extent the requirements of WCS CP 56 in relation to mitigation of contaminated land do not apply. In relation to NPPF Policy P3, a risk assessment in accordance with Land Contamination Risk Management (LCRM) guidance determined no viable pollutant linkages present on site.

8.14. Noise

Relevant Planning Policies and Guidance:

NPPF Policy P3
WCS Strategic Objective 5
WCS Policy CP57

- 8.133 The NPPF at Policy NPPF Policy P3: Living conditions and pollution at Limb 2. b. requires that development does not give rise to, or contribute to, unacceptable levels of noise pollution on or beyond the site and adverse impacts on nature should be avoided or mitigated to an acceptable degree. Under Strategic Objective 5, WCS CP 57 (ensuring high quality design and place shaping) at sub paragraph vii. requires new development to make a positive contribution to the character of Wiltshire by having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants and ensuring that appropriate levels of amenity are achievable within the development itself, including noise.
- 8.134 Lastly, the Neighbourhood Plan's Vision is of relevance in seeking to "*protect and enhance, for the enjoyment of all, its semi-rural character, landscape, connected green spaces and access to the countryside*".
- 8.135 In order to address this relevant planning policy context the PCC commissioned a NIA from Acoustic Consultants Ltd which is submitted in support of the outline planning application. A noise survey was undertaken in line with the NPPF, the Noise Policy Statement for England (NSPE), PPG, British Standard 4142:2014+A1:2019 (BS4142) and British Standard 8233:2014 to establish typical baseline noise levels at a location representative of the nearby noise-sensitive dwellings. The NIA comments on the suitability of the site for development and provides plant limits that, if met, will satisfy the requirements of the relevant British Standard and WC.
- 8.136 The NIA has regard to the PCC's development proposals for the new Policing Hub and the illustrative site plan that is submitted in support of the outline planning application as an indication of a potential approach to the layout of the scheme.
- 8.137 The NIA report confirms that:
- *Measured daytime equivalent noise levels indicate a relatively quiet baseline environment which are acceptable in the context of the proposed use.*
 - *Internal ambient noise levels within the building can be controlled through standard construction techniques and façade design.*

- *Ventilation is likely to be able to be provided via open windows when considering BS8233 internal noise limits of a typical office space.*

8.138 The NIA concludes that in terms of noise the outline planning application site is considered suitable for the PCC's proposed Policing Hub development.

8.139 The NIA report also provides plant noise limits which if met will satisfy the conditions in the relevant British Standards. The report also concludes that when the specified plant limits are met the development will achieve the aims of the NPPF and will be acceptable in terms of plant noise.

8.140 Therefore, in so far as is possible at this early stage in the development process at which the Policing Hub buildings have not yet been designed and the associated plant has not been specified, the PCC's proposed development has been demonstrated to be fully capable of meeting relevant planning policy on noise.

8.15. Planning Conditions and Obligations

Relevant Planning Policies:

NPPF Policy DM6

WCS Policy CP3

8.141 NPPF Policy DM6 addresses the use of planning conditions and obligations. This policy requires that planning obligations should only be used where it is not possible to address potential unacceptable impacts through a planning condition.

8.142 As indicated in the Ecology and Biodiversity Net Gain assessment section above, it is assumed that on site BNG will be secured under a planning condition. The Planning Advisory Service's template for planning conditions to secure on site BNG (as last updated in April 2025) is referred to as a potentially helpful reference point for WC in considering the wording for a planning condition.

8.143 Also as indicated above, submitted in support of the PCC's outline planning application are draft Heads of Terms for a section 106 Agreement. The draft Heads of Terms cover the following proposed planning obligations which it is anticipated will not be possible to secure using planning conditions:

- Off-site BNG.
- Travel Plan.
- Public Art funding contribution.

8.144 In relation to off-site BNG, the draft section 106 Agreement Heads of Terms set out the PCC's suggested scope and approach to securing off site BNG for consideration by WC's Planning, Ecology and Legal Teams. It is understood from the informal pre-application dialogue that WC's Legal Team draw up section 106 Agreements after submission of planning applications.

8.145 The content within the draft section 106 Agreement Heads of Terms on the FTP relate to a requirement for the PCC to submit a full FTP and the responsibility for paying a contribution to WC towards the costs of monitoring the full FTP.

8.146 In relation to Public Art, reference section 3.6 iii of WC's Art and Design in the public realm in Wiltshire – 2024 Guidance, the PCC's informal pre-application discussions with WC Officers have identified that as a key new public building the proposed Policing Hub would attract a contribution towards Public Art. The PCC has confirmed openness to exploring the provision of a Public Art contribution and wishes in due course to meet with WC's Public Art Officer in order to progress this. Provision is made within the draft section 106 Heads of Terms for payment by the PCC of a Public Art Contribution to WC prior to commencement of the development.

8.147 With regard to Community Infrastructure Levy (CIL), as a sui generis use the proposed Policing Hub development would not be charged given that the development falls under 'All Other Uses' in the WC CIL Charging Schedule (May 2015) which has a £0 CIL charge per sq m. In March 2026, WC's CIL Officer confirmed that the PCC's Policing Hub proposal would not be CIL liable as it is sui generis and no residential floor space.

8.148 In line with the informal pre-application consultations that have taken place with WC's Planning and Ecology Teams, the draft Heads of Terms are submitted as a start point further dialogue between the PCC and WC and are intended to enable a section 106 Agreement to be drafted and finalised in line with NPPF Policy DM6 following submission of the outline planning application.

9. CONCLUSION

- 9.1 The PCC is seeking OPP with all matters reserved except for means of access in order to establish the principle of developing the proposed Southern Policing Hub at Mitre Way, Old Sarum and its means of access, with all other matters except means of access being reserved for future determination.
- 9.2 The PCC's Estates and Operational Statement demonstrates that the proposed development is necessary and in the public interest.
- 9.3 The PCC has (in accordance with relevant policies and guidance within the NPPF, the PPG and the LFCNP) had extensive informal pre-application consultation with WC's Planning Team, also pre-application contact with WC's Ecology and Transport Teams, WC acting in its capacity as the LLFA as well as proactive and proportionate engagement with the local public and stakeholders.
- 9.4 The PCC has communicated to the public the intention to develop the Mitre Way site to provide a new Policing Hub to serve southern Wiltshire, replacing the existing Bourne Hill Police Station in central Salisbury, seeking feedback throughout the engagement process. This engagement process was commenced by the PCC as early as practicable and has had substantial local reach. Feedback from the engagement has been informative and positive, the outputs have been recorded, responded to and will shape the PCC's development proposals as they progress into the design phase.
- 9.5 The PCC's outline planning application site is outside the WCS Core Policy CP1 Settlement Framework Boundary but it is within the SDLP's Old Sarum Policy E1 allocation for employment development. The NPPF definition of settlement *"includes land which is allocated or has permission for development which will form part of the built-up area once the development is complete."* Accordingly, Policy S4: Principle of development within settlements applies to this site. In line with Policy S4, the PCC's outline planning application should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects when assessed against the national decision-making policies in the NPPF.

9.6 In terms of the principle of the PCC's proposed development, the above assessment of the proposal in terms of need, relevant NPPF policies and the local planning policy context shows that the principle of the proposed development accords with the development plan that is in place at this point and thus is acceptable, subject to any site-specific planning issues or impacts also being acceptable.

9.7 Recognising that the PCC has yet to design the proposed Mitre Way Policing Hub and is presently seeking OPP with all matters except means of access reserved for future determination, the outcomes of all of the above assessments of the fifteen identified site-specific planning issues and other matters by the PCC's Project Team are summarised and categorised below in terms of acceptability against the relevant national decision-making policies of the NPPF:

	Planning issue / matter	Summary from assessment	Outcome from assessment
1	Principle of development (NPPF Policies DM1, HC4, P6, E2, S3, S4).	The site comprises part of the employment land element of the SDLP Policy E1 (Land at Old Sarum) mixed use allocation. It is located within the current built form of Old Sarum. The PCC has had extensive informal pre-application consultation with WC's Planning Team, also contact with WC's Transport, Ecology and LLFA Teams, plus engagement with the local public and stakeholders. The proposed sui generis Policing Hub is essential infrastructure that will improve the economic, social and environmental conditions of Old Sarum and Southern Wiltshire. It will generate and support significant employment,	Considered acceptable.

	accommodating circa 200–220 officers, staff and contractors on site which will be an increase in headcount of up to 117 from the existing number of staff and officers working at Bourne Hill. Thus, the proposed Policing Hub is appropriate as part of the saved SDLP employment allocation at Old Sarum, within which WC has previously granted planning permission for two non-employment use class developments. The Policing Hub proposal accords with other relevant policies and guidance within the NPPF, WCS and LFCNP as is set out in the Planning Assessment section above. As a public service development that will have a significant employment generating function, the proposal and the benefits arising from it should be afforded <u>substantial weight</u> in line with NPPF Policies HC4, P6 and E2. The proposed development is necessary to replace existing not fit for purpose policing infrastructure and it is in the public interest. The PCC's engagement approach over c 4 years has included sustained dialogue with elected representatives, local authorities, parish, town and city councils, Area Boards, residents, neighbouring communities and other stakeholders. Throughout the pre-application stage the proposed Policing Hub has generally received support from WC and public and relevant stakeholders.	
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2	Highways and Transport (NPPF Policies TR3, TR4, TR6, CC2, DP3).	When assessed against relevant NPPF policies, local planning policy guidance and other relevant standards, the site is considered a sustainable and appropriate location for the proposed development. A TA and detailed as proposed access plans have been submitted as part of the planning application. A FTP is submitted and will be finalised and implemented on occupation, to be secured under a section 106 Agreement. The proposed development will have a de minimis impact on the operation of the local highway network. In transport and highway terms, the development proposal is acceptable given that it complies with the relevant policies, is served by sustainable transport links and can be accommodated on the local transport network. WC's Highways Team has been consulted on the proposed access drawings, the draft TA and the FTP and has confirmed support from a Transport perspective for the Mitre Way site as a suitable location for the Policing Hub.	Considered acceptable.
3	Local Amenity (NPPF Policies DP3, P3).	Feedback from the pre-application submission public and stakeholder engagement has identified the importance of the new Policing Hub being a good neighbour to nearby residents. The PCC and WP are fully aware of the need to protect the amenity of local residents and of the	Considered acceptable subject to mitigation.

		relevant planning policy requirements within the WCS and LFCNP. Amenity protection mitigations and enhancement measures have been identified to minimise impact both in the future design and in how the Policing Hub will be operated, these are detailed in the DAS and the Estates and Operational Statement. All reasonable steps are and will continue to be taken to minimise impact on local amenity. Engagement with local residents and community representatives will not conclude with the submission of the outline planning application, the PCC will continue engagement through subsequent stages of project development, construction and delivery.	
4	Ecology and Biodiversity Net Gain (NPPF Policies N2, N3, N6).	The existing ecology and biodiversity of the site has been fully surveyed and evaluated by Ecologists since October 2023. The potential ecological impacts of the proposed development have been identified. Mitigation and compensatory measures have been designed to ensure that the proposal and work programme will have minimal adverse impacts on ecological features. Enhancement features have been identified to provide an increase in wildlife opportunities on site post-development, contributing to the aims of NPPF and local policy.	Acceptable subject to planning condition securing on site BNG and section 106 Agreement for off-site BNG (please see 15 below).

		An indicative Biodiversity Metric has been prepared which shows that off-setting is required in addition to on-site BNG. The indicative metric will be updated based on final plans for the development, as part of the pre-commencement BNG condition. No significant harm to biodiversity will result from the development providing the mitigation and enhancement measures as proposed are followed.	
5	Phosphorous and Nitrogen Mitigation (NPPF Policy N2).	The proposed Policing Hub has no overnight accommodation and there will be no adverse effects on the Hampshire River Avon SAC. The proposed development would likely be screened out of requiring Appropriate Assessment under the Habitats Regulations.	Considered acceptable.
6	Archaeology and Heritage (NPPF Policies HE4, HE5).	The site's archaeology has been investigated as part of outline application 2005/0211 with recent follow up survey. WCAS has confirmed that further archaeological evaluation works are not required and that any further mitigation works could be secured under a condition. Negligible heritage impact on the setting and significance of any conservation area or listed building, deemed to have no effect in terms of NPPF and as such, no further mitigation is considered necessary.	Considered acceptable.

7	Sustainable. Energy (NPPF Policies CC2, CC2, DP3)	The PCC and WC are fully aware of the need for building sustainability. A sustainable energy strategy is being worked up to enable the Policing Hub scheme to meet relevant planning policies and guidance.	Considered acceptable subject to mitigation.
8	Construction Waste (NPPF Policy P3).	The PCC and WC are fully aware of the requirement to minimise waste and pollution during the construction process. A construction waste strategy is being worked up to enable the Policing Hub scheme to meet relevant planning policies and guidance.	Considered acceptable subject to mitigation.
9	Trees (NPPF Policies N2, N6).	Subject to the implementation of identified tree protection and construction methodologies the proposed development is considered to result in an overall low arboricultural impact.	Considered acceptable subject to mitigation.
10	Flood Risk Assessment and Drainage (NPPF Policies CC3, F4, F5, F7, F8, N2).	The proposal will not increase the risk of flooding. As such, this site is suitable from a flood risk and drainage perspective and is compliant with all relevant planning policies, including within the NPPF and other standards. WC as LLFA has confirmed that it is generally content with the proposed foul and surface water drainage strategies.	Considered acceptable subject to mitigation.
11	Air Quality (NPPF Policy P3).	The site is not within an AQMA (the nearest one being 2.58 km distant). With appropriate mitigation measures in place, the risk of adverse effects due to dust emissions from the construction phase will not be significant. Operational phase air quality impacts are not significant. Not contrary to planning policy relating to air quality subject to implementation of mitigation during the construction phase.	Considered acceptable subject to mitigation.

11	Lighting (NPPF Policies P3, DP3).	An external lighting strategy has been identified for providing effective lighting whilst minimising potential for impact on neighbouring residential amenity and on ecology, in accordance with NPPF and other planning requirements.	Considered acceptable subject to mitigation.
13	Geotech and ground contamination (NPPF Policies P2, P3).	The site is suitable for its proposed use taking account of ground conditions and any risks arising from ground instability or contamination and meets the identified policy requirements.	Considered acceptable.
14	Noise (NPPF Policy P3).	The site is considered suitable for the proposed development. It has been demonstrated to be fully capable of meeting relevant planning policy and guidance on noise. When the specified plant limits are met the development will achieve the aims of the NPPF and will be acceptable in terms of plant noise.	Considered acceptable subject to mitigation.
15	Planning Obligations (for Off-site BNG, Travel Plan and Public Art funding contribution) and planning conditions (NPPF Policy DM6).	The PCC's outline planning application is supported by draft Heads of Terms for a Planning Obligation under a section 106 Agreement covering these three matters. The draft Heads of Terms are a start point further dialogue between the PCC and WC and are intended to enable a section 106 Agreement to be drafted and finalised following submission of the planning application. Draft planning conditions have not been put forward by the PCC, however the Planning Advisory Services' template for planning	Considered acceptable subject to section 106 Agreement and planning condition.

		conditions to secure on site BNG has been referenced as possibly offering a helpful reference point for WC in considering the wording for a planning condition for on-site BNG.	
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- 9.8 The PCC's proposed Policing Hub is on allocated land within the built form. It accords with the currently in place development plan, albeit which is soon to become out of date.
- 9.9 When assessed against the relevant national decision-making policies of the NPPF and other relevant planning policy guidance, the fifteen identified site-specific planning issues and matters arising from the PCC's proposed Southern Policing Hub at Mitre Way Old Sarum are either considered acceptable or considered acceptable subject to mitigation / section 106 Agreement / planning condition, as set out in section 8. of this Planning Statement and summarised in the table above.
- 9.10 For the purposes of NPPF Policy S4, the benefits of the proposed new policing hub outweigh any potential adverse effects and therefore a presumption in favour of sustainable development applies in accordance with NPPF Policy S3.
- 9.11 As a public service development that will have a significant employment generating function, the proposal and the benefits arising from it should be afforded substantial weight in line with NPPF Policies HC4, P6 and E2.
- 9.12 The PCC's proposed Southern Policing Hub development at Mitre Way Old Sarum is in the public interest and during the pre-application engagement exercise has received general support from the public and relevant stakeholders.
- 9.13 To conclude, this Planning Statement and the accompanying supporting documents evidence that the PCC's outline planning application (to establish the principle of the proposed Southern Policing Hub and its means of access with all other matters except means of access being reserved for future determination) is consistent with the relevant development plan and national decision-making policies and that the planning balance weighs in favour of granting OPP.

ANNEX 1 - RELEVANT PLANNING HISTORY

Outline Planning Application site:

2005/0211 - MIXED USE DEVELOPMENT COMPRISING NEW RESIDENTIAL, EMPLOYMENT USES AND COMMUNITY FACILITIES AND ASSOCIATED INFRASTRUCTURE

SP4 6BY

Applicant: Persimmon Homes.

Approved with conditions 19 June 2007

2005/0211 Planning application site:



2005/0211 Masterplan:



Reserved Matters approval conditions 1 - 3 state:

And subject to the following conditions:

1. Approval of the details of the siting, design and external appearance of the buildings, the means of access thereto (excluding the works to the Portway and the spur roads subject of this outline application) and the landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority in writing, for each housing and employment phase of the development prior to commencement of said phase
2. Plans and particulars of the reserved matters referred to in condition 01 above, relating to the siting, design and external appearance of any buildings to be erected, the means of access to the site (excluding the works to the Portway and the spur roads subject of this outline application) and the landscaping of the site, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.
3. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of six years from the date of this permission.

Based on the information that is presently available, there is no evidence of a Reserved Matters application for the employment land having been submitted and approved within the six-year period set out in condition 3 as above. This means that the employment element of planning permission 2005/0211 is likely to no longer be extant. On timescale for implementation condition 4 states:

4. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later. (A04A)

5. Prior to the submission of the first reserved matter application you shall submit to and have approved in writing by the Local Planning authority a phasing plan for the overall development approved in principle by this planning permission, and the phasing of development shall subsequently accord with the approved scheme unless subsequently agreed in writing by the Local Planning Authority.

In the section 106 Agreement dated 19 June 2007 between Salisbury District Council, Wiltshire County Council, Persimmon Homes Limited and Paul Graham Lodge, Employment Land is defined in this document as “6 hectares of employment land principally comprising B1 and B2 uses.” The section 106 Agreement required that an Employment Travel Plan is approved and implemented.

The EIA assessment prepared for 2005/0211 did not raise any significant impacts.

S2013/0305 - RESERVED MATTERS APPLICATION FOR THE DEVELOPMENT OF ROAD, FOOTPATH AND CYCLE WAY FOLLOWING OUTLINE APPROVAL S/2005/0211 (MIXED USE DEVELOPMENT COMPRISING NEW RESIDENTIAL, EMPLOYMENT USES AND COMMUNITY FACILITIES AND ASSOCIATED INFRASTRUCTURE)

Applicant: Persimmon Homes

Approved with conditions 23 April 2013

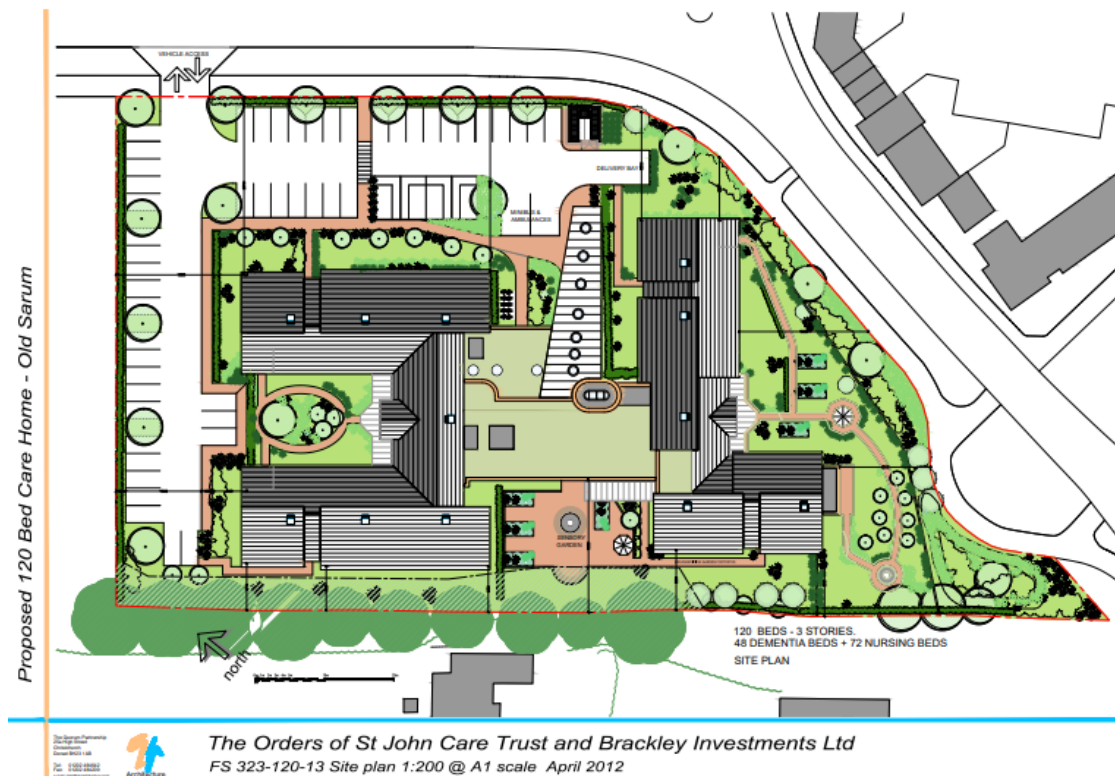


Adjoining sites within Employment allocation:

S2012/0521 - CONSTRUCTION OF A THREE STOREY, 120 BEDROOM CARE HOME (72 SPECIALIST NURSING BEDS AND 48 DEMENTIA BEDS) INCLUDING ASSOCIATED SITE WORKS, LANDSCAPING AND CAR PARKS

Applicant: The Order of St John Care Trust.

Approved with conditions 19 April 2013



The Officer's Report on this application stated that:

The employment site was granted consent in 2007. To the best of officer's knowledge, there have been no firm schemes or proposals to date to develop the employment area.

Saved Policy PS1 (of the previous Salisbury District Local Plan) is supportive of the development of health and social services within or adjoining settlements providing there is sufficient amenity space it is close to shops, community facilities and bus routes and saved Policy H24 has similar

aims. Old Sarum now forms a settlement in its own right with community facilities and shops planned and bus services are in place. Furthermore, the building is designed with amenity space. Therefore it is considered that the scheme would comply with both of these policies, and accords with more general sustainable development aims.

Therefore, although there is arguably some conflict with the current local employment policies, given the above factors, and in particular the number of jobs likely to be created, the apparent need for the care home use, and the likely visual and amenity benefits compared to a traditional employment use in this location, in this particular instance, it is considered that the scheme accords generally with aims of local and national planning policy,

S2018/12102 - SINGLE STOREY NURSERY AND OFF-ROAD PARKING

Applicant: Old Sarum Nursery.

Approved with conditions 20 May 2019.



An extract from the WC Officers' report on this planning application is below:

The site forms part of a larger area of land which formed part of the Old Sarum allocation (Policy E1), which was allocated for employment uses, in association with the mixed development immediately adjacent. The land does not however form part of the Principal Employment Site allocated around the adjacent industrial estate south of the Portway.



Masterplan for site and wider area (site arrowed)

Whilst the provision of a nursery is not a "traditional" employment use covered by the Core Strategy (ie B1, (Light industrial) B2 (General Industrial), or B8 (storage) uses), it will not only provide for 10 jobs and would also perform a positive role in providing child care facilities which will in turn allow local people to undertake work opportunities. A similar precedent was set with the approval in recent years of the care home adjacent the site, which also provided a number of employment opportunities.

Planning permission S2018/12102 expired on 20 May 2022.

ANNEX 2 - RELEVANT NPPF POLICIES AND PPG GUIDANCE

The NPPF states that the national decision-making policies within it are a material consideration in making decisions on planning applications and should be read alongside the policies in the development plan. Some of the national decision-making policies within the NPPF indicate how much weight the government would expect a particular consideration to be given, including cases where it is appropriate to give substantial weight to certain benefits, and the limited circumstances in which it is expected that permission would be refused.

At Chapter 1 paragraph 15, the NPPF states that the purpose of the planning system is ***“to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest.”***

Chapter 1 paragraph 17 guides that achieving sustainable development means that the planning system has three overarching objectives in providing for the homes, commercial development, facilities and infrastructure which society needs, these being economic, social and environmental objectives.

Chapter 3 of the NPPF provides policies to guide on decision-making. NPPF Policy DM1: Preparing development proposals at limb 1. a. guides that proposals for major development should be ***“informed by early engagement with neighbours and the local community, as well as with the local planning authority, statutory consultees, infrastructure providers, registered providers of social housing and other relevant bodies where appropriate, to identify and seek to resolve key planning matters prior to the submission of a planning application. This pre-application engagement should be proportionate to the nature of the proposal and those likely to be affected by it. “***

Policy DM1 also requires that proposals for major development should be accompanied by a concise planning statement setting out consistency with relevant development plan and national decision-making policies, the outcome of pre-application engagement and the extent to which the proposal has changed in response to this engagement; and the proposed use of any planning obligations to make the proposal acceptable in planning terms.

Other relevant NPPF Policies and content are identified below:

- Policy DM3: This policy provides guidance to local planning authorities in determining planning applications.
- Policy DM 6: Provides guidance on the use of planning conditions and obligations.
- Policy S3: This policy sets out a presumption in favour of sustainable development.
- Policy S4: Guides on the principle of development within settlements.
- Policy S5: Guides on the principle of development outside settlements.
- Policy CC2: Provides guidance on mitigation of climate change. On sustainable movement it requires accordance with Policies TR2 and TR4.
- Policy CC3: This policy guides on adaption to climate change and addresses related issues including flooding and drainage.
- Policy E2: Guidance on meeting the need for business land and premises.
- Policy DP3: Key Principles for well-designed places.
- Policy DP4: Guidance on the Design Process.
- Policy TR3: Locating Development in sustainable locations.
- Policy TR4: Street Design, access and parking.
- Policy TR6: Assessing Transport Impacts.
- Policy HC3: Community facilities and public service infrastructure serving new development.
- Policy HC4: Proposals for new and improved community facilities, public service infrastructure and development providing public health benefits.
- Policy P2: Ground conditions.
- Policy P3: Living conditions and pollution.
- Policy P4: Impact of development on existing activities.
- Policy P5: Maintaining public safety and security.
- Policy P6: Land and operations for defence and public safety.
- Policy F4: Assessing Flood risk for decision-making.
- Policy F8: Sustainable Drainage systems and watercourses.
- Policy N2: Improving the natural environment.
- Policy HE4: Securing the conservation of heritage assets
- Policy HE5: Assessing effects on heritage assets.

- NPPF ANNEX B Glossary defines Public service infrastructure for the purposes of the Framework as including facilities for blue light uses.
- NPPF ANNEX B Glossary defines Settlement for the purposes of the Framework as including land which is allocated or has permission for development which will form part of the built-up area once the development is complete. This includes areas defined as a settlement in the development plan (whether using defined settlement boundaries or equivalent terms, or criteria for identifying settlement extents where boundaries have yet to be defined).

Relevant guidance within the PPG to which regard has been had includes the sections on:

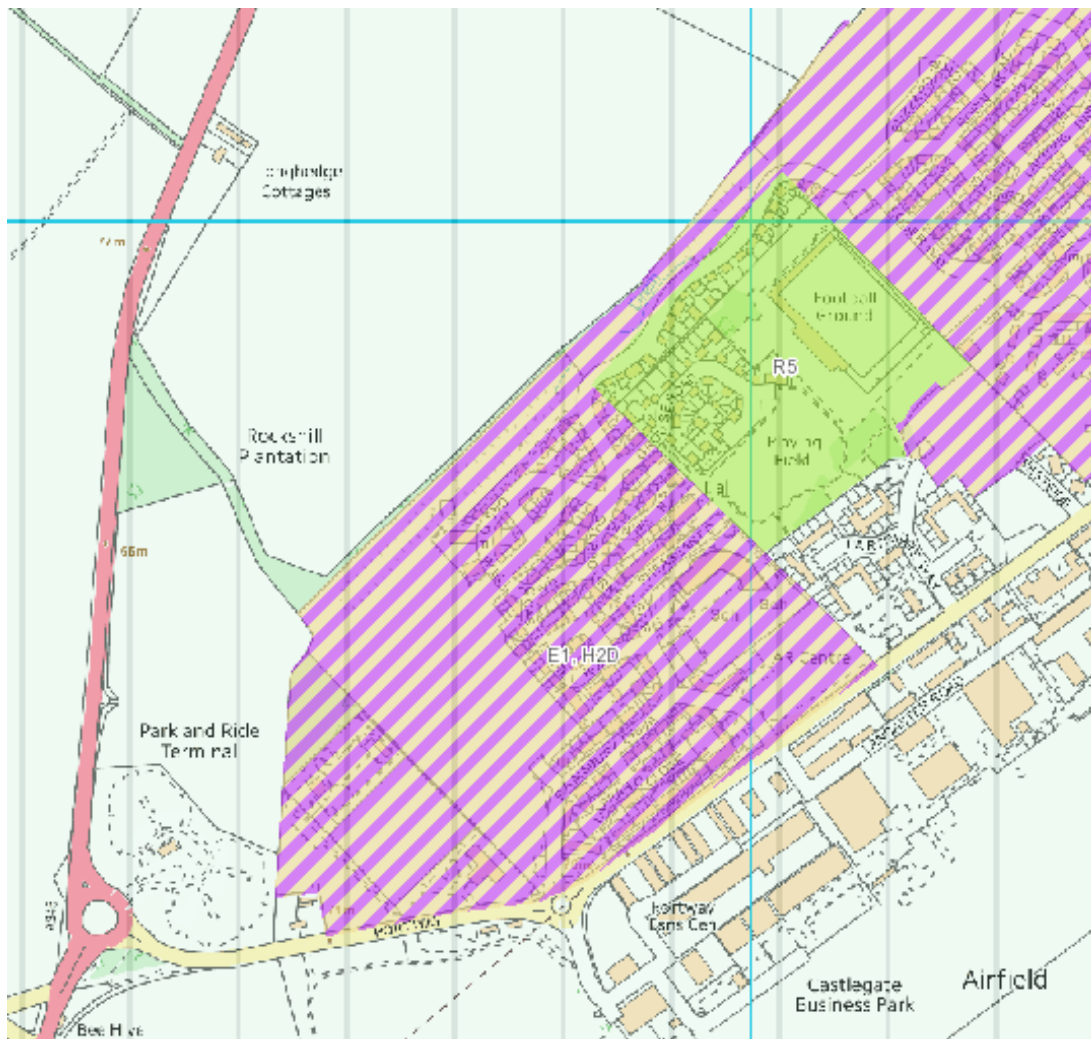
- Air Quality
- Before submitting and application
- Biodiversity net gain
- Effective use of land
- Fees for planning applications
- Flood risk and coastal change
- Historic environment
- Light Pollution
- Making and application
- Natural environment
- Noise
- Planning Obligations
- Renewable and low carbon energy
- Travel Plans, Transport Assessments and Statements
- Waste

ANNEX 3 - RELEVANT LOCAL PLAN CONTEXT

SDLP 2011 (Adopted June 2003, 'Saved' in September 2007)

The Salisbury Core Strategy replaced many of the saved policies in the SDLP.

Saved SDLP Policy E1 (Land at Old Sarum) allocated land (including the OPP application site) for mixed use development including employment and set out phasing requirements:



Old Sarum

Land to the north and south of The Portway is released for mixed development including new employment development. The total area available for future development is about 39 hectares (gross), but only part of the site will be released for development in this Plan period. The Council is taking a longer term view than this plan period alone by planning for a sustainable development which will incorporate a range of uses including residential, employment, and community, recreation, leisure and shopping facilities. Within the lifetime of this Local Plan the first phase of development will be limited to 550 houses, 6 hectares of employment land and associated facilities. A master plan will be prepared for the site which will incorporate issues such as phasing, landscaping, design and the provision of facilities. The site has archaeological interest and an archaeological evaluation will be required by the County Archaeologist. Initial investigations have indicated that there will be a requirement for some features to be preserved in situ, for example, Barrow Cemetery. This area will not be available for development, but may serve as an amenity site for the development. In accordance with Circular 1/97, planning obligations will be sought for improvements to any infrastructure or facilities which are necessary as a direct result of the development, including public transport. The release of further phases will be addressed in future reviews of the Local Plan.

Policy E1

Saved SDLP Policy H2D Housing (Land at Old Sarum) allocates and provides details of the housing element of the Old Sarum mixed use development.

Saved SDLP Policy D8 addresses Public Art. It guides that ***“The Local Planning Authority will seek its provision in appropriate development schemes, particularly where it would enhance public spaces or buildings which surround these spaces.”***

WCS (Adopted January 2015)

The WCS is the adopted strategic planning framework for Wiltshire to 2026. It was prepared as an economic led strategy, including ***“safeguarding a range of employment sites to allow for choice***

and making sure that potential barriers to investment, such as inadequate infrastructure, are overcome.” WCS paragraph 1.6.

The WCS set out to deliver resilient communities ***“Identifying the role that Wiltshire’s settlements have with regard to the sustainable location of services, jobs and housing is an important consideration in trying to balance the needs of promoting a sustainable pattern of growth with the needs of more rural communities”*** WCS paragraph 2.15.

On infrastructure provision, the WCS at paragraph 2.19 states that ***“The Core Strategy will ensure that adequate services and infrastructure provision, to meet the needs of Wiltshire’s growing population and economy, are brought forward in a timely and responsive manner alongside new development proposals.”*** Also ***“The Core Strategy and other LDF documents are supported by a detailed Infrastructure Delivery Plan, which broadly sets out what infrastructure is required to support growth.”***

WCS Strategic Objective 1 (delivering a thriving economy) states that ***“The Core Strategy enables development to take place and encourages economic vitality, providing local jobs for Wiltshire’s population, whilst ensuring that sustainable development objectives have been met. Residents within Wiltshire should have access to facilities and retail choice in convenient locations throughout Wiltshire.”***

Strategic Objective 4 refers to resilient communities and community safety ***“This strategy will provide support for Wiltshire’s communities, enabling them to help themselves and improve their quality of life, and foster a sense of community belonging, safety, social inclusion and self-sufficiency.”*** This objective is underpinned by strategic objective 6 as below: ***“to ensure that infrastructure is in place to support communities.”***

Strategic Objective 5 of the WCS is to protect and enhance the natural, historic and built environment including the need to protect heritage assets and archaeology from inappropriate development.

Strategic Objective 6: To ensure that infrastructure is in place to support communities.

Under the outcomes for Strategic Objective 6 Emergency Services infrastructure is referenced as ***“essential infrastructure” and will have been “coordinated and provided in a timely manner within all new development.”***

The WCS includes the spatial strategy for the Salisbury area and development management policies relevant to employment land, design, transport and mitigation of impacts.

In WCS Core Policy 1 Settlement Strategy, Salisbury is identified in the spatial strategy’s settlement strategy as a “Principal Settlement.”

In WCS Core Policy 3 Infrastructure Requirements, emergency services infrastructure is included in the list of essential infrastructure within Infrastructure Priority Theme 1 ***“which will be afforded the highest priority”***. This policy indicates that it will be delivered by ***“the direct provision of facilities and services by the council and its public and private sector partners, reflected in the Infrastructure Delivery Plan.”***

Infrastructure Priority Theme 2 is detailed as being Place-shaping infrastructure, which includes Public Art.

The Infrastructure Delivery Plan 2011 – 2026 (IDP 2022-2026) dated December 2016 has a chapter on Emergency Services. It identifies the need for emergency services providers including WP to provide adequate coverage of new housing and employment developments and cope with a higher number of incidents resulting from a growing population.

The PCC’s outline planning application site for the proposed new Policing Hub at Mitre Way falls within the Southern Wiltshire Community Area under Core Policy 23 as part of the Old Sarum (Salisbury) Allocation / Strategic Site:

There is no specific content on emergency services infrastructure in Core Policy 20 - Salisbury Community Area Spatial Strategy or in Core Policy 23 – Southern Wiltshire Community Area Spatial Strategy.

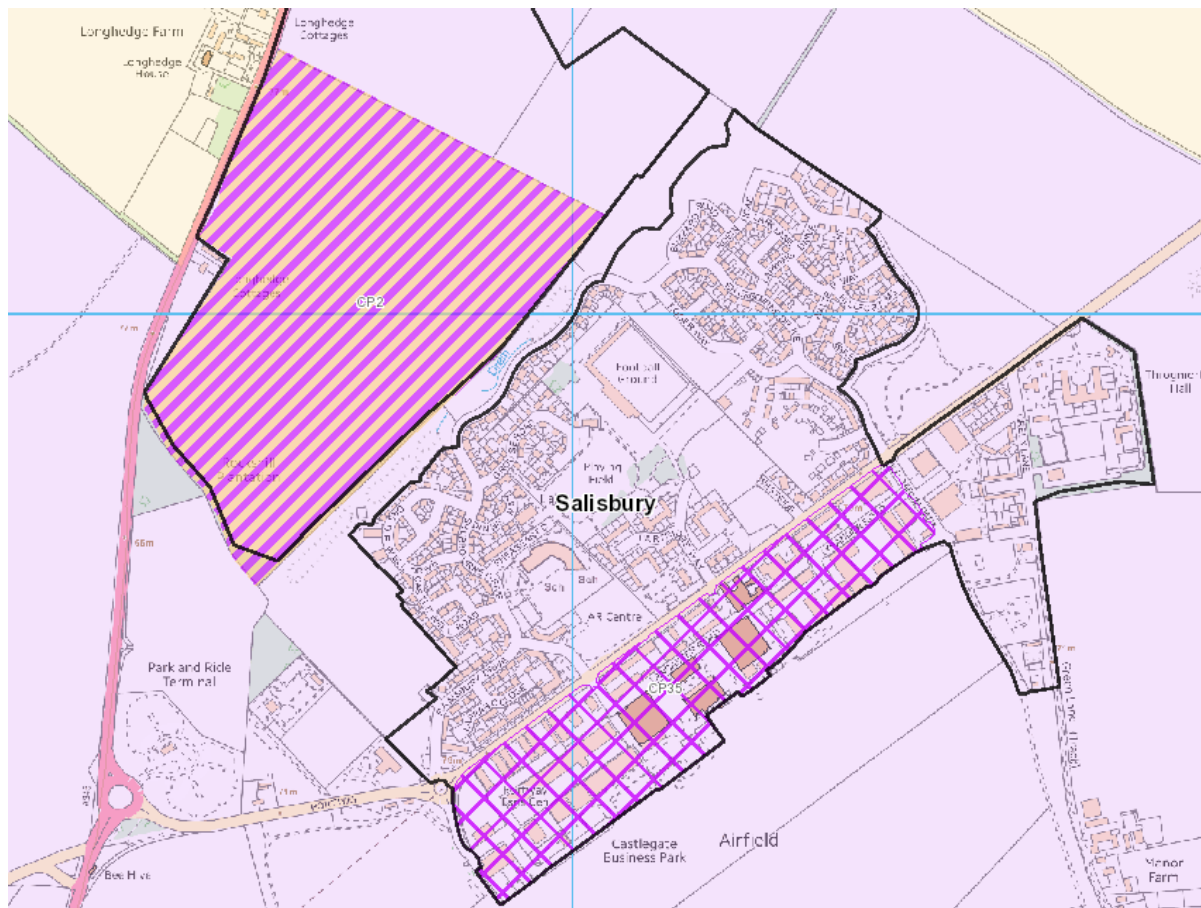
WCS Core Policy 35 addresses existing employment sites. Its explanatory text at paragraph 6.16 confirms:

“However, it is important to acknowledge that some older employment areas may no longer be fit for purpose or that their role has changed, for example, from a primarily employment site to a trade centre site. Changes of use within sites can invigorate an area and act as a positive catalyst for change. The overall employment land target includes an allowance for the replacement of some sites. Therefore, in some circumstances it may be appropriate to allow for the redevelopment (in whole or part) of existing employment sites for an alternative use, particularly where the site is not required to remain in its current use to support the local economy in the area.”

Other relevant core policies of the WCS that have been considered by the PCC and which are also addressed as required in section 8.0 Planning Assessment below are:

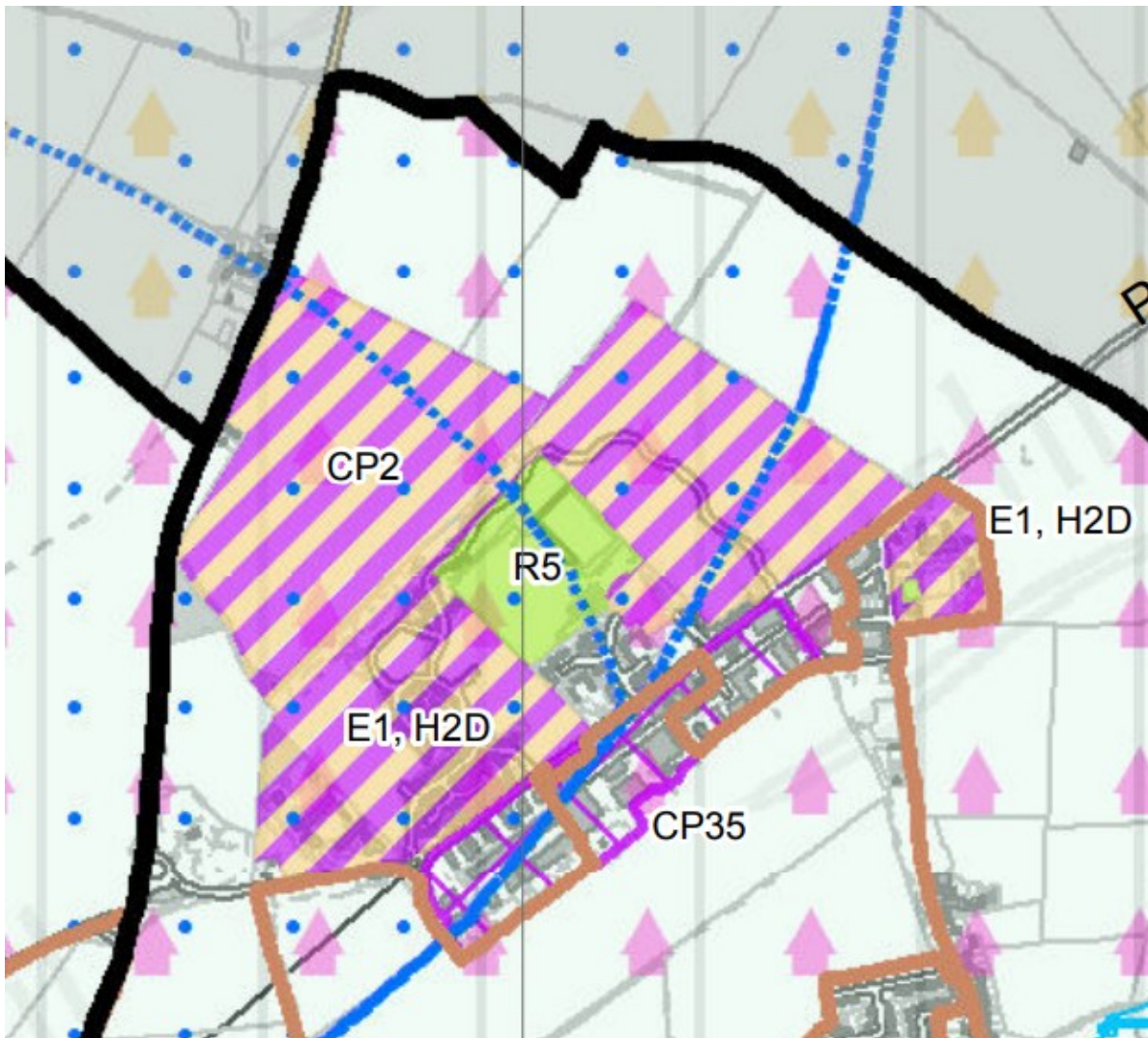
- Core Policy 2 Delivery Strategy
- Core Policy 25 Old Sarum Airfield
- Core Policy 41 Sustainable Construction and Low-Carbon Energy
- Core Policy 50 Biodiversity and Geodiversity
- Core Policy 52 Green Infrastructure
- Core Policy 55 Air Quality
- Core Policy 56 Contaminated Land
- Core Policy 57 Ensuring High Quality Design and Place Shaping
- Core Policy 58 Ensuring the Conservation of the Historic Environment
- Core Policy 60 Sustainable Transport
- Core Policy 61 Transport & Development
- Core Policy 62 Development Impacts on the Transport Network
- Core Policy 64 Demand Management;
- Core Policy 67 Flood Risk
- Core Policy 68 Water Resources
- Core Policy 69 Protection of the River Avon SAC

The proposals map to the WCS shows the PCC's outline planning application site as being outside the Core Policy CP1 Settlement Framework Boundary, which bisects the SDLP Policy E1 (Land at Old Sarum) allocation and also the site of the adjacent Avonbourne Care Home building:



The Longhedge residential allocation (Core Policy 2) to the north of the PCC's outline application is visible above, as is the Core Policy 35 Old Sarum Airfield Principal Employment Area to the south of the application site and Portway.

An extract from the combined SDLP and WCS proposals map is below:



Legend

-  Wiltshire Boundary
-  Community Area Boundary
-  CP1 Settlement Framework (WCS)
-  CP1 Small Village (WCS)
-  CP2, H2e, H3, H5, Residential Allocation (WCS & SDLP)
-  CP2, H4, H6, E1, E4, E5, E6, E14a, D4, S5 Mixed Use Allocation (WCS & SDLP)
-  CP2 Employment Allocation (WCS)

LFCNP 2021 – 2036 (Made October 2022)

The LFCNP was approved in October 2022. The PCC's outline planning application site falls within Area 4a of this Neighbourhood Plan the vision for which is stated as being:

“Our Parish will continue to be an outstanding place in which to live, work and study. Any future development will protect and enhance, for the enjoyment of all, its semi-rural character, landscape, connected green spaces and access to the countryside.”

The Aims of the Neighbourhood Plan is to preserve the character and sustainability of the semi-rural Parish. All of the stated objectives of the Neighbourhood Plan in have been taken into consideration by the PCC, having particular regard to the following ones:

“A. protect, and where possible enhance, the existing open spaces, landscape and heritage assets much valued by residents and visitors

C. protect and improve biodiversity in the Parish and respond to the climate crisis

E. ensure that the community has a say in the type, location, scale and design of future housing development in the Parish, whether to meet local needs or a strategic allocation under the Local Plan

F. encourage business and industry to make best use of the land in the Parish set aside for this purpose to the benefit of the Parish

G. seek to ensure that any future development in the Parish is supported by the implementation of a complementary and structured approach to infrastructure

H. support the provision of community services and facilities which benefit the Parish, including health and wellbeing aspects

J. support improvements to public transport and foot/cycle path links within and between the Parish and key destinations

K. encourage the implementation of schemes which reduce the impact of traffic within the Parish without compromising other objectives”

Section 7.2.1 of the Neighbourhood plan indicates that the Parish Council is open to the possibility of change of use of the employment land as designated within the Old Sarum development, of which the PCC's outline application forms part.

Of relevance to the PCC's proposed Policing Hub at Mitre Way, the Neighbourhood Plan at paragraph 7.2.3 highlights as a development issue within the Parish the proximity to Old Sarum scheduled Monument and views to and from it.

The PCC will have had regard to Neighbourhood Plan Policies 1a (Protection of the distinctive settlement pattern of the Parish – Old Sarum) and 4 (Design of future development).

LFCNP Policy 4 (Design of future development) requires that future development must aim to improve the quality of the built environment of the Parish, maintain or enhance its semi-rural character and help to address the climate emergency.

Policy 4 also highlights the need for applicants to work closely with those affected by their proposals to evolve designs that take account of the views of the community. ***“Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.”***

Lastly, the Neighbourhood Plan includes a Landscape Sensitivity Assessment carried out in 2020 it is noted that the PCC's outline planning application site is outside the study area.

Wiltshire Local Plan (2020-2038)

On 6 May 2026 WC's Cabinet agreed to recommend to Full Council that the draft Wiltshire Local Plan (2020-2038) was withdrawn to allow the preparation of a new Local Plan under the Government's new plan making system. This decision was ratified by Full Council on 19 May 2026. Notice of WC's Intention to Commence the preparation of a new Wiltshire Local Plan has been published with a timetable.

Given these WC decisions, in line with national planning policy, the policies contained within the emerging Wiltshire Local Plan are considered to hold very little or no weight and therefore are not addressed in this Planning Statement.

Similarly, WC's draft infrastructure Delivery Plan dated September 2023 which was prepared to inform the Wiltshire Local Plan has not been addressed in this Planning Statement as it carries very little or no weight.

ANNEX 4 - OLD SARUM DEVELOPMENT BRIEF (ADOPTED JANUARY 2005)

This Development Brief (OSDB 2005) was prepared as a collaboration between Salisbury District Council and Persimmon Homes to guide the Old Sarum mixed use development comprising c 40 hectares with a first phase of up to 630 houses and 6 hectares of employment land. The PCC's outline planning application site forms part of the 6 hectares of employment land.

For the 6 hectares of employment land the Development Brief at paragraph 7.15 states that ***“predominantly B1 uses would be most appropriate as part of the mixed use scheme i.e. light industrial of office uses.”***

An extract from the Concept Plan from the Development Brief is below, this shows the employment area in blue.



ANNEX 5 – RELEVANT SUPPLEMENTARY PLANNING GUIDANCE

The following SPDs are of relevance to the PCC's outline planning application:

- 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.
- Air Quality Supplementary Planning Document (Adopted July 2026).
- Wiltshire Design Guide Shaping the future: My Place, Your Place, Our Place, (2024).
- Revised Wiltshire Planning Obligations Supplementary Planning Document October 2016.
- Art and Design in the public realm in Wiltshire – 2024 Guidance.