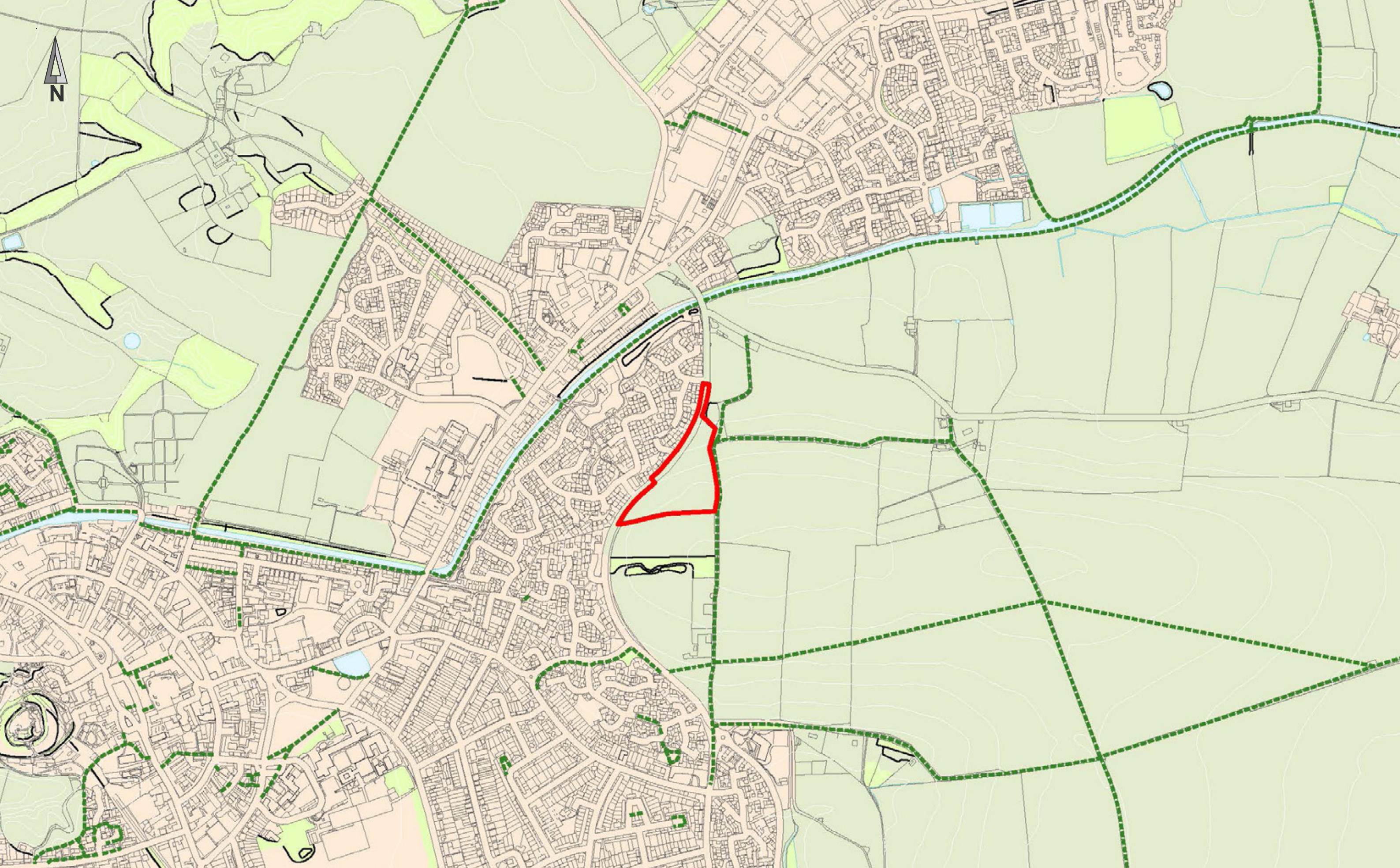


Land off Windsor Drive Devizes

Design & Access Statement
March 2026



Robert Hitchins
The Complete Development Solution



Wider Context Plan

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KEY



PROPOSED VEHICULAR ACCESS INTO THE SITE



PROPOSED RESIDENTIAL



MAIN ROAD WITH GREEN VERGE AND STREET TREE PLANTING



PRIVATE DRIVEWAY



EXISTING VEGETATION



PROPOSED WOODLAND PLANTING



EXISTING PATH



PROPOSED PLAY AREA



PROPOSED ATTENUATION

Illustrative Masterplan

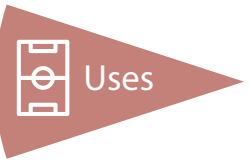
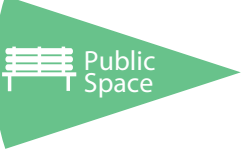
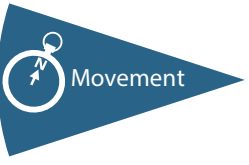
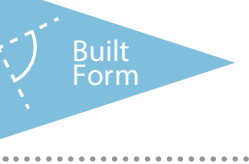


DESIGN REVIEW

The proposals in overview will provide:

- 1** 40 new properties (including a proportion of affordable and 2 storey dwellings), varied in size, type and height
- 2** Access from Windsor Drive
- 3** Publicly accessible open space with play provision
- 4** Retain existing hedgerows with additional tree and shrub planting
- 5** Tree lined streets
- 6** Inclusion of SUDs
- 7** Substantial Landscape buffer along eastern boundary to protect views from AONB to the east

Design Objectives

 Context	Create a place that respects and responds to its surroundings and locality	 Identity	Create a place with a positive and recognisable identity
 Uses	Provide a range of uses to create a well-contained community	 Public Space	Create public spaces for both new and existing residents
 Movement	Provide a well-integrated community with a strong movement strategy	 Nature	Enhance existing ecology and create a network of sustainable drainage
 Built Form	Create a legible, memorable, and attractive place for people to live	 Resources	Ensure a sustainable development that will benefit both residents and the environment
 Homes & Buildings	Provide a diverse range of high-quality new homes	 Lifespan	Ensure the longevity through robust sustainable development

Scheme Vision

The vision for land off Windsor Drive is to create an attractive place for future generations, which sits comfortably within the surrounding countryside and creates a positive sense of place that fosters well-being, inclusion and overall community cohesion.

This proposal will build on the special characteristics and features of Devizes whilst taking design cues from the consented and newly built schemes to deliver a high-quality development that is appropriate to its location and setting, and that contributes to the quality and character of the area.

INTRODUCTION

Purpose of the Statement

This statement has been prepared by Robert Hitchins Limited and their successors in title to the land to accompany the outline planning application for residential development on land off Windsor Drive, Devizes.

The proposal is for: **Outline Planning Permission for residential development of up to 40 dwellings plus associated infrastructure and access - all matters reserved.**

The application is in outline with all matters reserved for subsequent approval.

In line with requirements set out within the National Planning Practice Guidance, the purpose of this Design and Access Statement (DAS) is to:

- a) explain the design principles and concepts that have been applied to the proposed development; and
- b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

(Paragraph: 031, Reference ID: 14-031-20140306, PPG)

This Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places.

The DAS also explains the approach to access and: how relevant policies have been taken into account; how any consultation relating to access has informed the design; and, how any specific issues which might affect access to the proposed development have been addressed.

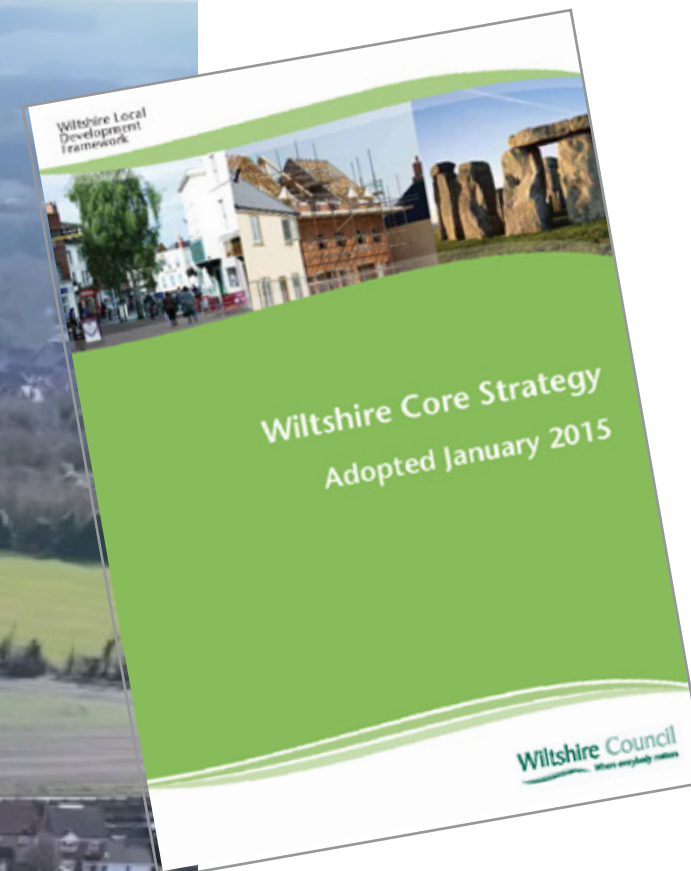


Document Structure

This document is structured as follows:

- **Section 1:** Introduction – outlines the purpose of the statement, a brief planning history along with the objectives for the scheme;
- **Section 2:** Planning Policy – assesses relevant national policy and access related local planning policies to ensure the site accords with current guidance;
- **Section 3:** Evaluation – summarises the findings of the technical studies undertaken and considers the site and its surrounding in terms of its physical and social context;
- **Section 4:** The Design Story – presents the design principles derived from a combination of government policy and site assessment, along with stakeholder consultation undertaken. All of which culminates to form the evolution of the design proposals from conceptual work leading to the final concept masterplan.
- **Section 5:** Design Proposals – presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance;
- **Section 6:** Conclusion – provides a concise summary of the key features and benefits of the proposals.

This DAS forms part of, and should be read with, the comprehensive package of information submitted in support of this application including relevant technical and environmental reports.





PLANNING CONTEXT

National Planning Policy

The Government places a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 126, as follows:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.” (Para. 126, NPPF 2021)

The NPPF is clear at paragraphs 127 and 128 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies grounded in an understanding of each area’s defining characteristics should be prepared in conjunction with local communities to reflect local aspirations.

Paragraph 130 of the NPPF states that with regard to design planning policy, decision making should ensure that developments;

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131 of the NPPF places emphasis on the important contribution that trees make to the character and quality of urban environments. It goes on to state that planning policies and decisions should ensure that new streets are tree-lined, and that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards) (Para. 131, NPPF).

Paragraph 134 of the NPPF states that development that is not well designed should be refused permission, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design codes and guides (Para. 134, NPPF).

Paragraph 110 of the NPPF states that in assessing sites for development, it should be ensured that

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

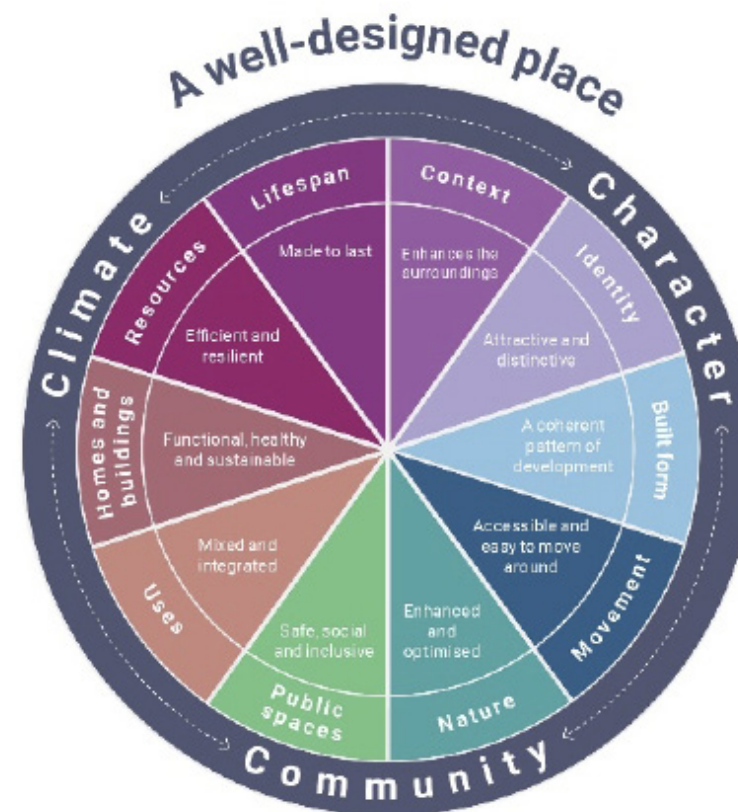
Planning Practice Guidance

The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

Paragraph 1 of the Design PPG reinforces the Government and NP-PFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage” (Para. 001, ID: 26-001-20191001, PPG, October 2019)



National Design Guide

The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in October 2019 (updated in January 2021) further reinforces the way in which the design process can be used to ensure the delivery of beautiful, enduring and successful places:

In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place. (Para. 13, NDG 2021)

The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework. (Para 36, NDG, 2021)

National Model Design Code

“The National Model Design Code forms part of the government’s planning practice guidance and should be read as part of the National Design Guide, and Manual for Streets, and other forthcoming guidance relating to the natural and environmental characteristics of development” (Para 6, NMDC, 2021)

The National Model Design Code sets a baseline standard of quality and practice which local planning authorities are expected to take into account when developing local design codes and guides and when determining planning applications, including;

- How the design of new development should enhance the health and wellbeing of local communities and create safe, inclusive, accessible and active environments;
- How landscape, green infrastructure and biodiversity should be approached including the importance of streets being tree-lined;
- The environmental performance of place and buildings ensuring they contribute to net zero targets;
- The layout of new development, including infrastructure and street pattern;
- The factors to be considered when determining whether façades of buildings are of sufficiently high quality, and;
- That developments should take account of local vernacular, character, heritage, architecture and materials.

(Para 11, NMDC, 2021)

Other National Policy

Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010); and
- Building for a Healthy Life (Homes England, July 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG.

Local Policy

Wiltshire Core Strategy (January 2015)

The Wiltshire Core Strategy sets out a flexible and realistic framework within which local communities can work. The following policies relate to design and access issues of the proposed scheme:

Core Policy 41: Sustainable Construction and Low Carbon Energy – identifies how sustainable construction and low-carbon energy will be integral to all new development in Wiltshire. This includes ensuring development is well insulated and designed to take advantage of natural light and heat from the sun and use natural air movement for ventilation, whilst maximising cooling in the summer;

Core Policy 43: Providing Affordable Homes – states affordable housing of at least 30% will be required on sites within the 30% affordable housing zones and at least 40% will be required on sites within the 40% affordable housing zone. Affordable housing units will be dispersed throughout a development and designed to a high quality, so as to be indistinguishable from other development.

Core Policy 45: Meeting Wiltshire’s Housing Needs – states new housing, both market and affordable must be well designed to address local housing need, incorporating a range of different types, tenures and sizes of homes to create mixed and balanced communities.

Core Policy 57: Ensuring High Quality Design and Place Shaping – outlines the following

“A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality. 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:

- i. enhancing local distinctiveness by responding to the value of the natural and historic environment, relating positively to its landscape setting and the existing pattern of development and responding to local topography by ensuring that important views into, within and out of the site are to be retained and enhanced
- ii. the retention and enhancement of existing important landscaping and natural features, (e.g. trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development
- iii. responding positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting
- iv. being sympathetic to and conserving historic buildings and historic landscapes
- iv. being sympathetic to and conserving historic buildings and historic landscapes

- v. the maximisation of opportunities for sustainable construction techniques, use of renewable energy sources and ensuring buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, in accordance with Core Policy 41 (Sustainable Construction and Low Carbon Energy)
- vi. making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area
- vii. 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)
- viii. incorporating measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area through the creation of visually attractive frontages that have windows and doors located to assist in the informal surveillance of public and shared areas by occupants of the site
- ix. ensuring that the public realm, including new roads and other rights of way, are designed to create places of character which are legible, safe and accessible in accordance with Core Policy 66 (Strategic Transport Network)
- x. the sensitive design of advertisements and signage, which are appropriate and sympathetic to their local setting by means of scale, design, lighting and materials

- xi. taking account of the needs of potential occupants, through planning for diversity and adaptability, and considering how buildings and space will be used in the immediate and long term future
- xii. the use of high standards of building materials, finishes and landscaping, including the provision of street furniture and the integration of art and design in the public realm
- xiii. the case of major developments, ensuring they are accompanied by a detailed design statement and masterplan, which is based on an analysis of the local context and assessment of constraints and opportunities of the site and is informed by a development concept, including clearly stated design principles, which will underpin the character of the new place
- xiv. meeting the requirements of Core Policy 61 (Transport and New Development)”

Core Policy 60: Sustainable Transport - states the council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

Core Policy 61: Transport and new development - outlines that new development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

Core Policy 62: Development impacts on the transport network - outlines that developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated.

Devizes Area Neighbourhood Plan 2015

The Devizes Neighbourhood Plan sets out the vision for the area with a housing strategy that reflects the vision of local people. Those policies that relate to the design and access issues of the scheme are outlined as follows:

The neighbourhood plan states “Devizes remains largely a medi-eval town in terms of its street layout. It serves a rural community which is, in parts, very remote indeed. Services do not come to the people; in many instances, they have to travel considerable distances to access them. Devizes was considered as a suitable centre for housing development in the past and its population has greatly increased, but its infrastructure has not been developed. Transport and traffic and the effects of traffic, together with the stress on the local infrastructure are therefore significant concerns.”

Wiltshire Local Transport Plan 2011-2026

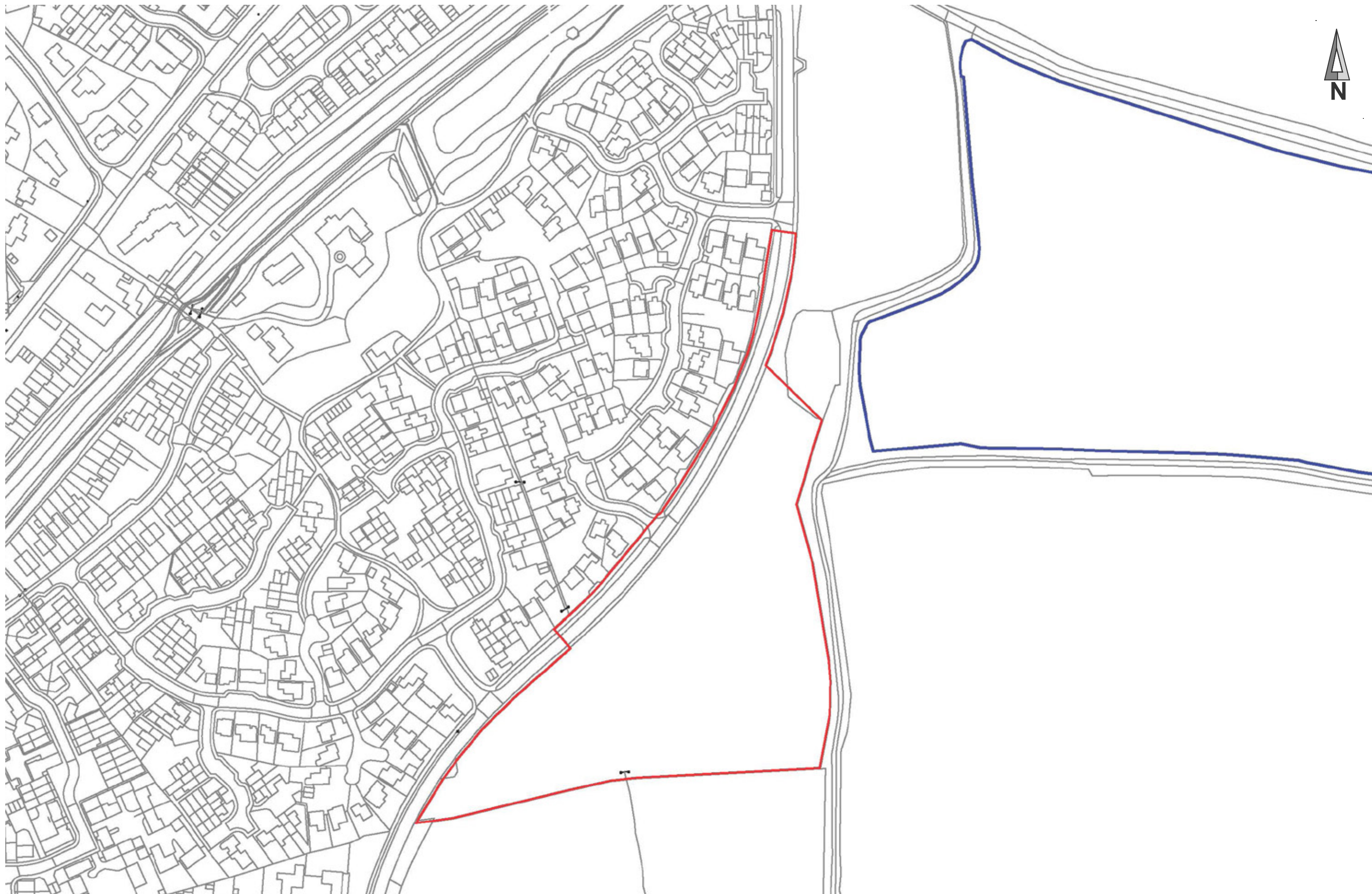
The Wiltshire Local Transport Plan outlines the following minimum parking standards within Wiltshire

Number of Bedrooms	Minimum External Car Parking Spaces
1 Bedroom Units	1 Car Parking Space
2-3 Bedroom Units	2 Car Parking Spaces
4 + Bedroom Units	3 Car Parking Spaces
Visitor Parking	0.2 spaces per dwelling (unallocated)

Wiltshire Open Space Study 2015-2026

The Wiltshire Open Space Study outlines the following standards for on-site provision required from new development in Urban Areas.

Typology	Quantity standards (ha/1000 population)	Access standard
Allotments	0.20ha	480 metres or 10 minutes’ walk time
Amenity Green Space	1.5ha	480 metres or 10 minutes’ walk time
Parks, Sport and Recreation Grounds	1.2ha to include both public and private grounds (excluding education sites)	600 metres or 12-13 minutes’ walk time
Play Space (Children)	0.05ha	480 metres or 10 minutes’ walk time
Play Space (Youth)	0.02ha	600 metres or 12-13 minutes’ walk time



Site Location Plan

EVALUATION



Site Location and Description

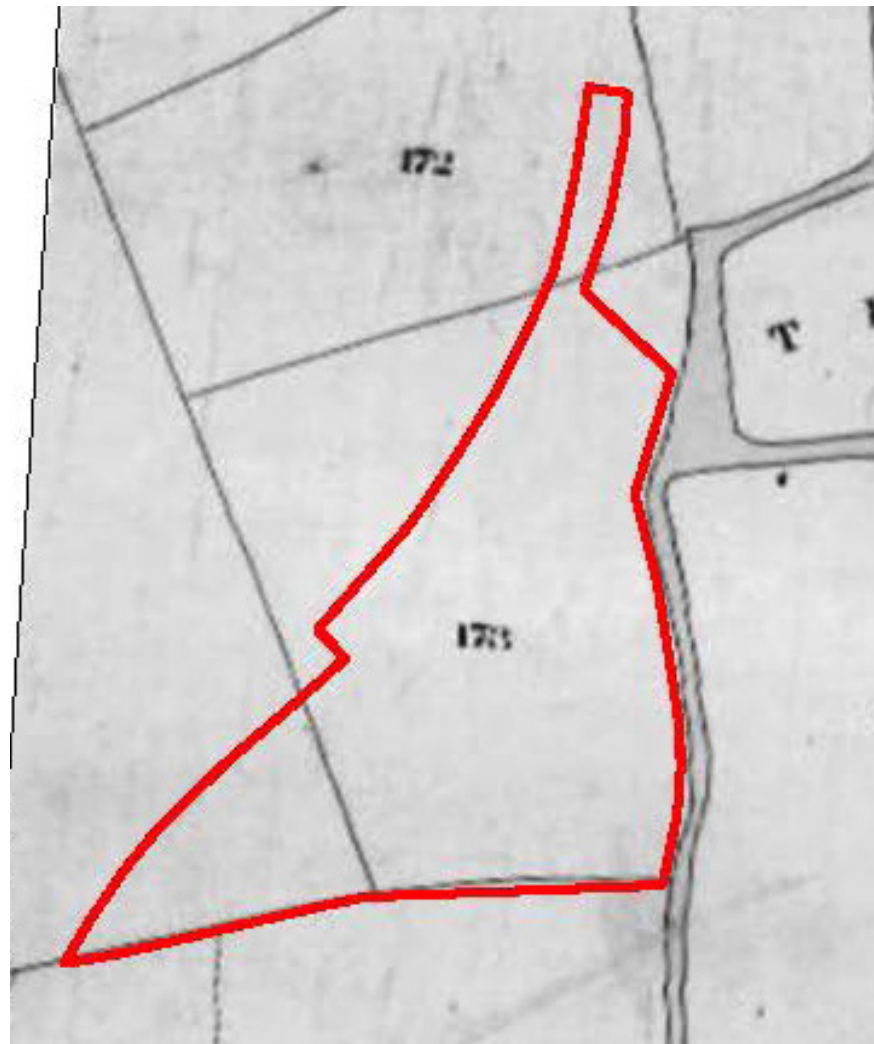
The site is located within the parish of Devizes, Wiltshire. It comprises a single agricultural field and borders Windsor Drive and existing residential development to the west.

The site slopes from approximately 150m AOD to the south falling to approximately 140 AOD to the north.

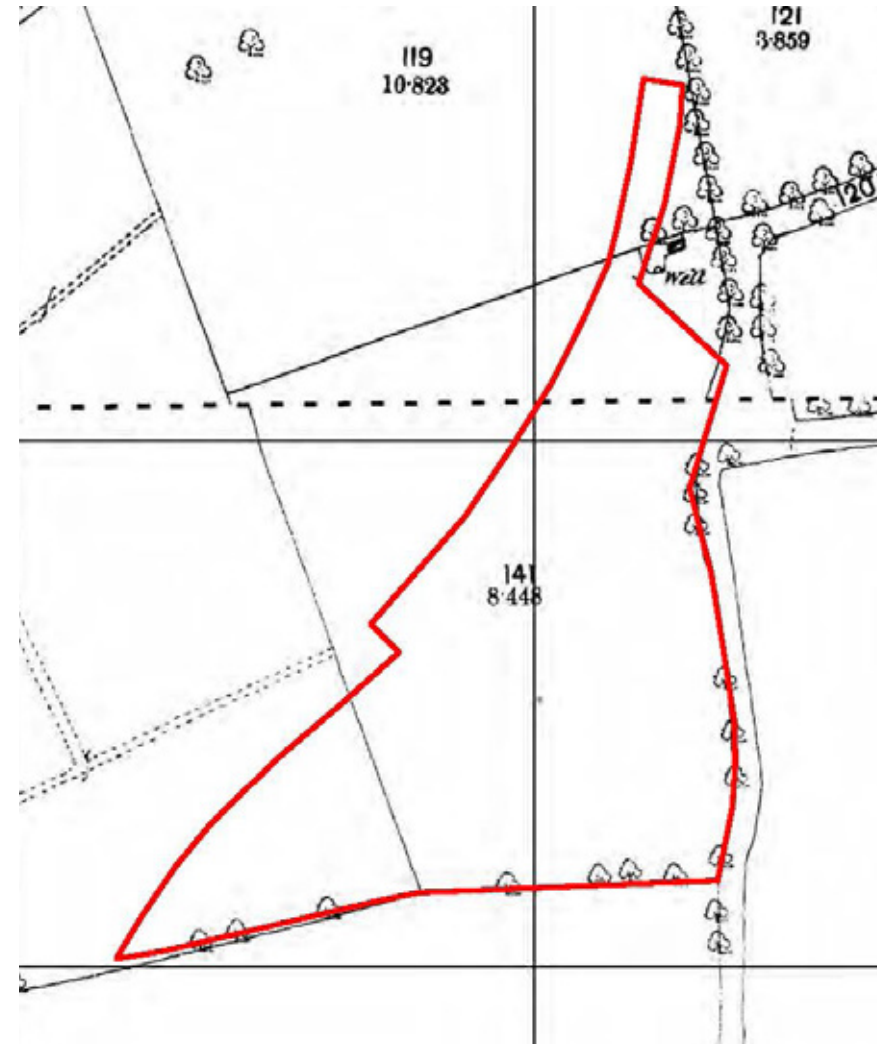
The site is located some 250m south of Coate Road where residential development is currently under construction to the north. This new development includes up to 200 new dwellings and a local centre. It is bound by the Kennet and Avon canal along its northern boundary with residential development beyond.

Beyond the eastern site boundary is Gypsy Patch Byway DEVI65 and further undeveloped land. Undeveloped land lies to the south and residential development is to the west on the other side of Windsor Drive.

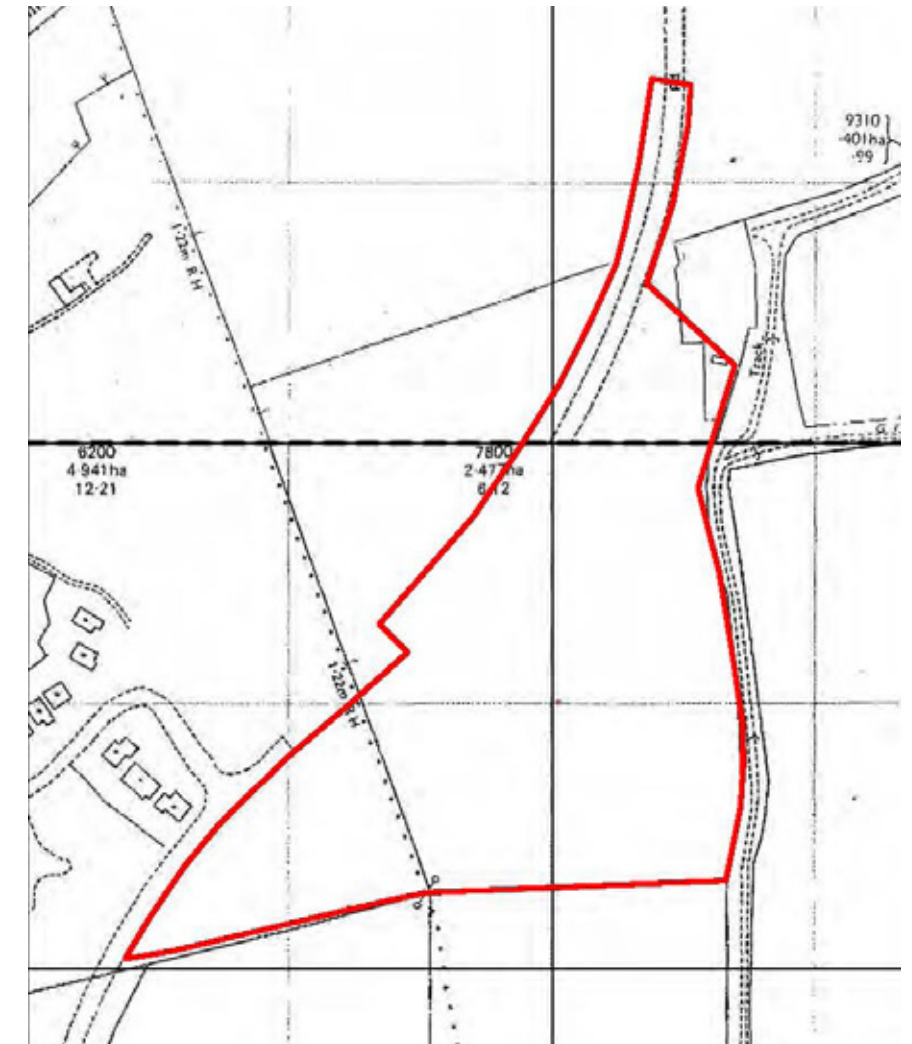
“An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion.” (Para. 39, NDG 2021)



1841 Saint James Tithe Map



1886 Ordnance Survey



1984 Ordnance Survey

Historic Character

“When determining how a site may be developed, it is important to understand the history of how the place has evolved. The local sense of place and identity are shaped by local history, culture and heritage, and how these have influenced the built environment and wider landscape.” (Para. 45, NDG 2019)

Devizes is a market town in Wiltshire under the jurisdiction of Wiltshire Council. It developed around Devizes Castle, an 11th-century Norman castle, and received a charter in 1141.

Standing at the west edge of the Vale of Pewsey, Devizes is about 10.5 miles (16.9 km) southeast of Chippenham and 11 miles (18 km) north-east of the county town of Trowbridge. The town has nearly five hundred listed buildings, some notable churches, a town hall and a green in the centre.

During the 12th and 13th centuries, the town of Devizes developed outside the castle with craftsmen and traders setting up businesses to serve the residents of the castle. The first known market in Devizes was in 1228. The original market was in the large space outside St Mary's Church, rather than in the current Market Place, which at that time would have been within the castle's outer bailey. The chief products in the 16th and early 17th centuries were wheat, wool and yarn, with cheese, bacon and butter increasing in importance later.

From the 16th century, Devizes became known for its textiles: initially white woollen broadcloth but later the manufacture of serge, drugget, felt, and cassimere or Zephyr cloth. In the mid 18th century, Devizes held the largest corn market in the West Country of England and also traded hops, cattle, horses and various types of cloth. Before the Corn Exchange was built in 1857, the trade in wheat and barley was conducted in the open, with sacks piled around the market cross.

Prosperous wool merchants built town houses in St. John's and Long Street, and around the market place. From the end of the 18th century the manufacture of textiles declined, but other trades in the town included clock-making, a bell foundry, booksellers, milliners, grocers and silversmiths. In the 18th, century brewing, curing of tobacco and snuff-making were established in the town. Brewing survives in the Wadworth Brewery, but the tobacco and snuff trades have now died out.

The pond known as The Crammer, east of the town centre, is claimed to be site of the 18th-century Moonrakers story which led to a colloquial name for Wiltshire people.

The town was a coaching stop for mail coaches and stagecoaches on the road from London to Bristol, as evidenced by the number of coaching inns in the town. The Kennet and Avon Canal, fully open by 1810, passes close to the centre of the town. Near Devizes the canal rises 237 feet (72m) by means of 29 locks, 16 of them in a straight line at Caen Hill. The town gained a railway station in 1857 but the line was closed in 1966. The canal fell into disuse after the coming of the railways in the 1840s, but was restored between 1970 and 2003 for leisure uses.

Built Heritage

This Built Heritage Statement has been researched and prepared to assess the impacts upon identified built heritage assets arising from the proposed residential development on land off Windsor Drive, Devizes, Wiltshire.

The Statement concludes that there is no reason why development should not proceed in built heritage terms. The proposed development is considered to result in no material impact to two identified heritage assets, namely the Grade II listed former Gatehouse to the Le Marchant Barracks and the non-designated heritage asset, the Main Accommodation Building for the Le Marchant Barracks. The Main Accommodation Building for the Le Marchant Barracks is identified on the Wiltshire Historic Environment Record and therefore merits consideration as non-designated heritage assets. Paragraph 214, 215 and 216 of the NPPF are therefore not engaged in this instance.

This Built Heritage Statement meets the requirements of the NPPF and local planning policy and provides sufficient information in regard to Built Heritage considerations relating to the proposed development on land off Windsor Drive, Devizes, Wiltshire.



Local Character

New development is influenced by an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;" (Para. 52, NDG 2021)

An assessment of the typical characteristics such as the pattern of development and special features that are distinct to the surrounding area, have been identified in order to help inform the character of the proposals.

Traditional Character

Devizes' town centre architecture is defined by its rich history, featuring over 500 listed buildings, prominent Georgian facades, medieval remnants, and a large Market Place, demonstrating a well-preserved historic market town feel with structures from Norman times (castle) through to Victorian rebuilds.

Much of the Town Centre retains its original medieval street pattern and there is a prominence of red brick, natural stone fronted and coloured render with mansard roofs consisting of brown and grey tile or slate. The differing architectural styles seen within the centre of Devizes are often prominent 2.5 and 3 storeys, with wide fronted Georgian houses sitting within a terrace next to 2 storey, narrow units. There is great variety within the streets, whether it is a change in height or materials or gable fronting elevations. The roofscape is punctuated by chimneys and dormers, which create interesting and important features to the local buildings. Buildings within the town centre, typically sit at the back edge of the footway, creating a continuous frontage. These properties are serviced from the rear through courtyards or through carriageway arches that punch through the building frontage in limited locations.

More traditional buildings are present fronting Northgate Street, which is the main route to Devizes Town Centre. These stone and red brick buildings incorporate symmetrical facades, double height bays and ground floor bay windows. They are positioned close to the back edge of the footway (within 2m) with shop facades at ground floors. Chimneys and render are also a common architectural material to properties along this road along with multi-paned and sash windows.



Recent development

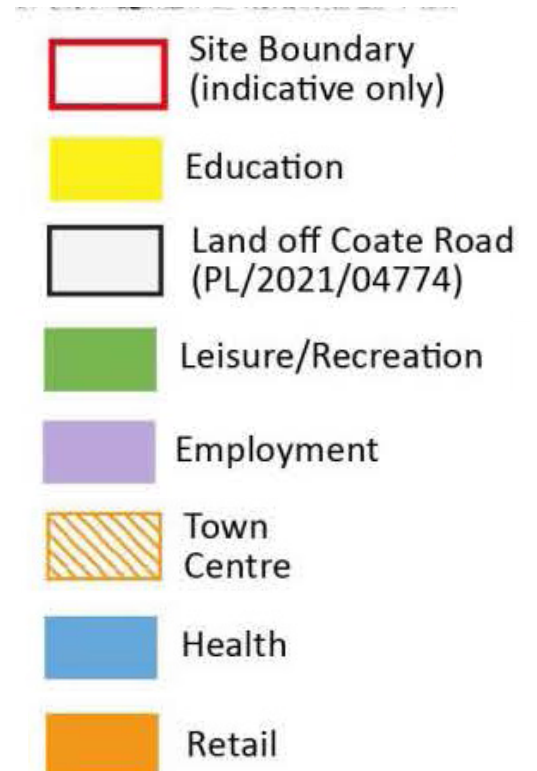
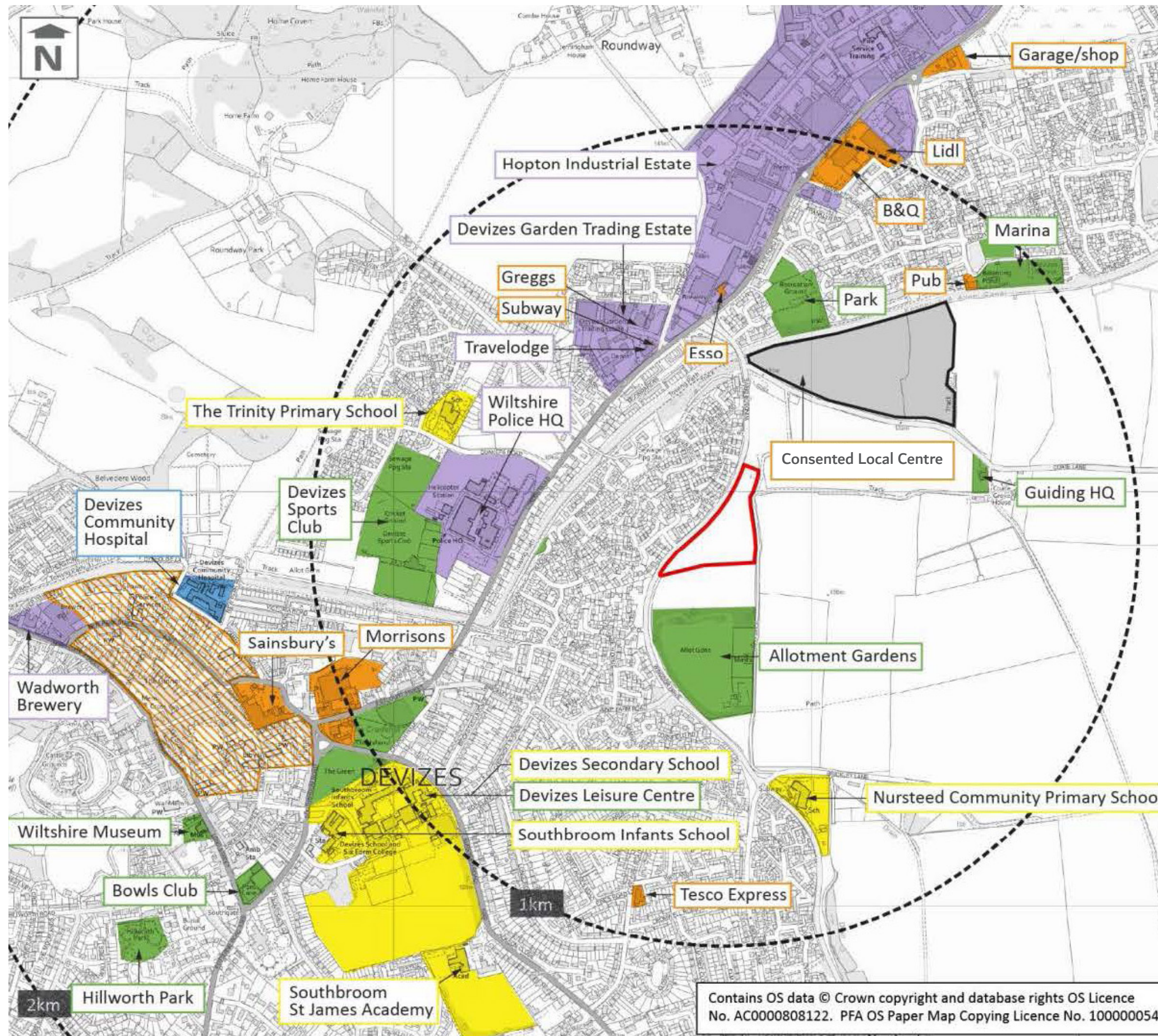
The site has a strong visual relationship with new residential development that has been recently developed to the west off Windsor Drive and the approved land for development (ref: PL/2021/04774) north of Coate Road.

Newer residential development is accessed off of Windsor Drive along Harebell Way, Tornio Close, Proudman Road and Jump Farm Road. This development consists of predominantly 2 storey detached units along with some semi-detached and terraced smaller houses. These properties typically date from 1980's onwards and showcase a range of materials including: red, buff and multi-coloured brick walls; render; and, pink/grey/brown/orange pantiles. Decorative features include brick detailing such as diamond shapes and banding, and tudor timber detailing to front elevations. Some properties front gable end onto the streets which along with varying roof heights and chimneys create interesting juxtapositions to the streetscape.

Properties tend to have small front gardens with off road parking and garages to the side. Planting is well established with street trees, shrubs and low boundary hedgerows present.

Along Steele Close are a number of semi-detached and detached bungalows that offer living arrangements more suited to the elderly. These are red/dark red bricked buildings and some have overhangs to the front that allow for shaded seating areas. While off the Patchway there are greater number of terraced and semi-detached pink/red bricked units that are stepped on the sloping topography.





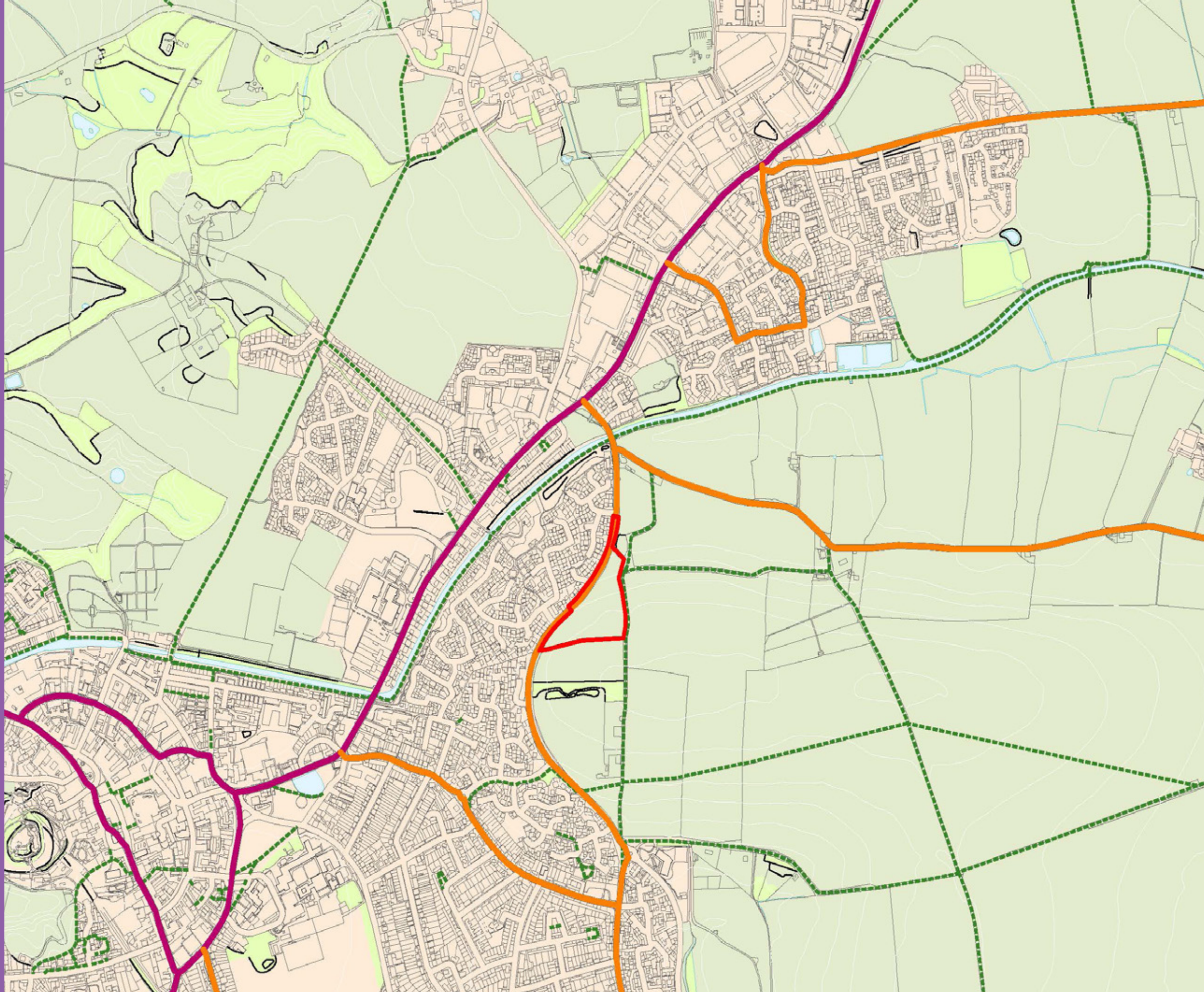
Amenities and Facilities Plan

Amenities and Facilities

The site is situated within a location that benefits from good accessibility to a range of existing community amenities. The market town centre of Devizes is located some 2km to the west of the site and contains local facilities and services such as convenience stores, a doctor's surgery, schools, supermarket, public houses, café/restaurants, car parks, pharmacies, banks, churches and community halls. These can all be reached by walking or cycling. Those facilities and services within the vicinity of the site include:

- Education – The Trinity Primary School (900m), Nursteed Community Primary School (1km), Southbroom St James Academy (1.5km) and Devizes School (1.5km);
- Retail – Lidl (1.2km), Morrisons (1.3m), Sainsburys (1.5km), Post Office (1.5km);
- Bus Stops - London Road Stops (600m), Windsor Drive Stop (250m);
- Healthcare – Ferndale Dental and Implant Clinic (1.2km), The Market Place Dental Practice (1.7km), High Street Dental Clinic (1.8km), St James Surgery (1.6km) and The Southbroom Surgery (1.2km), Devizes Community Hospital (1.6km);
- Employment - Garden Trading Estate (750m), Hopton Industrial Estate (1.3km), Banda Industrial Estate (1.9km); and
- Leisure – Guiding HQ (1km), Devizes Sports Club (1.2km), Devizes Leisure Centre (1.5km), Allotments (500m), Devizes Football Club (1.8km).





KEY

- APPLICATION SITE
- A ROAD
- SECONDARY ROAD
- PROW
- WATER COURSE

Movement Plan

Movement and Access

A Transport Statement has been prepared to support this application and has been prepared with reference to the Government's Planning Practice Guidance and NPPF. The Assessment outlines the existing provision for all modes of travel.

Local Highway Network

The local highway network comprises Windsor Drive and the A361 London Road.

Windsor Drive - Windsor Drive is to the west of the site and routes north to south between the A361 London Road and the A342 Nursteed Road providing traffic with a route around the eastern edge of Devizes that avoids the Town Centre. Windsor Drive is a single carriageway road that is street lit and has a footway to the west side to the south of Coate Road and footway/cycleways to both sides to the north. In the vicinity of the site, the carriageway width of the road is circa 6.7m and the footway on the west side of the road is 2m wide and separated from the carriageway by a grass verge, which is around 3m wide. The speed limit on the road is 40mph reducing to 30mph to the north of the bridge over the Kennet and Avon Canal on the approach to the A361 London Road to the north and on the approach to Brickley Lane to the south.

A361 London Road - The A361 London Road is a radial route providing access to Devizes Town Centre to the south and towards the M4 and Swindon to the north. It is a single carriageway road that is street lit and has footway/cycleways to both sides to the north of the A361 London Road/Windsor Drive Junction and footways and advisory cycle lanes to both sides to the south. The advisory cycle lanes terminate at the bridge over the canal to the south. The

speed limit on the road is 30mph from approximately 80m to the south of the A361 London Road/Hopton Road Roundabout into the Town Centre. As set out in Section 2, following the adoption of the Devizes LCWIP, it is proposed by Wiltshire Council to create a shared use path to enhance opportunities for active travel along this key corridor.

Pedestrian and Cycling Facilities

National cycle network route 4 (NCN Route 4), which is a long-distance cycling route from London to Fishguard in west Wales, routes along Coate Road north of the site and along the canal towpath, which has been the subject of a phased series of improvements by the Canal & River Trust. Financial contributions have been agreed towards the improvements of the canal path as part of the previously approved scheme "Land off Coate Road, Devizes" (planning ref: PL/2021/04774) via a Section 106 agreement.

It identifies the canal towpath and the A361 London Road as cycle routes towards Devizes. There are multiple routes into Devizes for pedestrians and cyclists including along the canal towpath; sections of the A361 London Road in combination with sections of the towpath; or via the quiet streets to the west of the site, the canal towpath/A361 London Road or by crossing the A342 Nursteed Road at one of the Toucan crossings next to Church Walk or Rose-land Avenue.

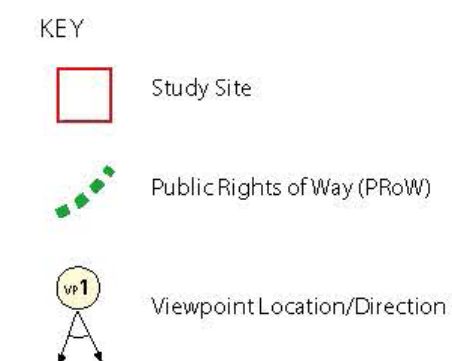
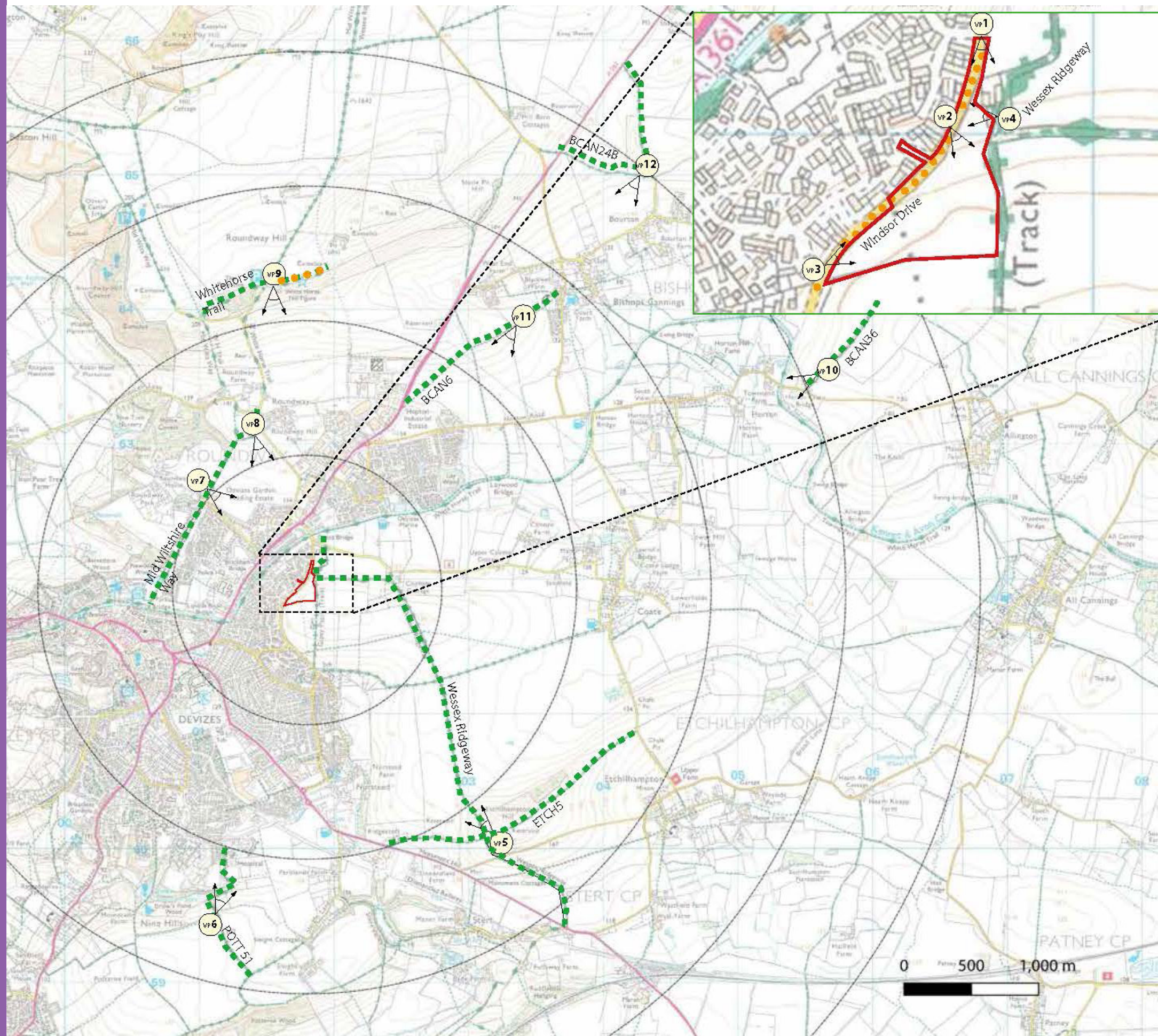
Public Rights of Way

A Byway Open to All Traffic (DEVI65) routes along Gypsy Patch between Coate Road and Brickley Lane to the south and a Footpath (DEVI6) routes along the canal towpath to the north of the site. These public rights of way connect to further public rights of way in the surrounding area providing access to the surrounding countryside and other parts of the town.

Bus Services

Key bus services in Devizes are operated by Faresaver and Stagecoach. The nearest bus stops to the site are located on Windsor Drive, adjacent the site, and London Road, approximately 700m to the north from the centre of the site. The bus stops located on London Road are served by Services 1/1C (Faresaver) and 49 (Stagecoach). The bus stops located on Windsor Drive are served by Service 1/1C.

Buses 1/1C and 49 provide a regular service to and from Devizes town centre as well as providing access to key destinations further afield such as Swindon and Trowbridge. In addition, a prebookable community bus service (No.101/102) operated by Salisbury Reds is accessible from the nearby bus stops, this provides access to Pewsey and surrounding villages.



Viewpoint Location Plan

Landscape and Visual

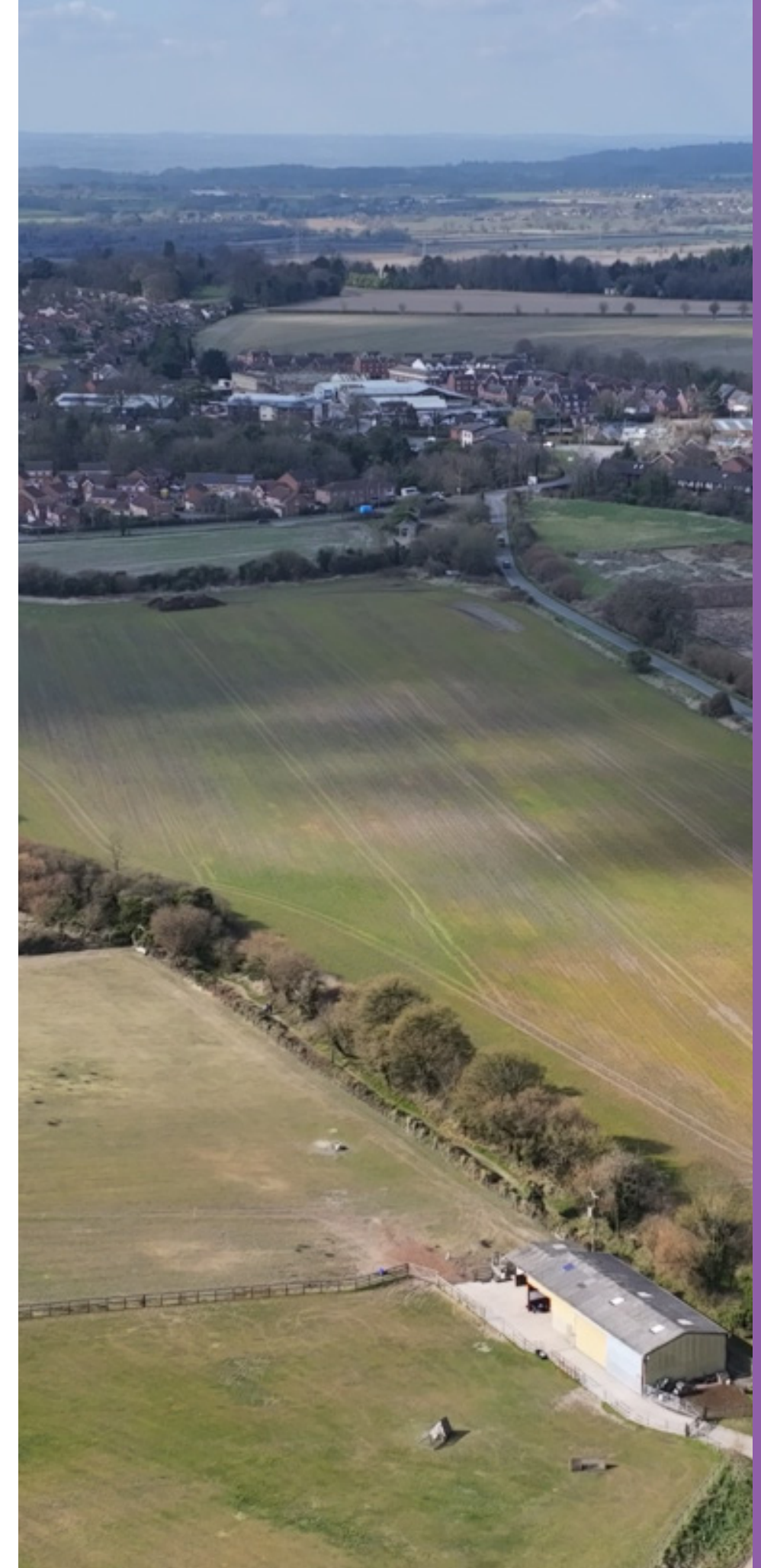
A full Landscape and Visual Impact Assessment (LVIA) has been undertaken to inform the preparation of this application. The aim of this assessment is to inform an appropriate landscape strategy and assess the landscape and visual effects of the proposals for the site. The assessment outlines the following in regards to the proposed scheme.

In summary, the site is not within a nationally protected landscape. There are no local landscape designations that attribute extra protection or value above and beyond open countryside. For example, the site and its features are not protected by recreational, or amenity land, greenbelt, listed park and garden, or ancient woodland and it is not open access land, there is however a right of way passing through the site. As such development of the site should protect the landscape character in this edge of settlement location and protect the visual amenity of local views. The study site lies within the setting of the North Wessex Downs National Landscape so development must also ensure that views to and from the National Landscape are not harmed by development.

The character of the study site is influenced by features of the existing settlement and sloping landform. The site is well contained by established hedges with mature trees to the south and east, sloping landform to the south and residential dwellings to the west with a limited sense of openness to the north due to the sites elevated position. Due to its containment by existing built form to the west and sloping landform to the south and east there is a sense of separation from the surrounding agricultural landscape and strong sense of connection with the settled edge of Devizes. The site has limited sense of time depth and has strong associations with an active landscape.

The site is generally well contained to the south west and east. Visibility is contained to elevated land to the north of the site and receptors immediately adjacent to the study site. Visual receptors are assigned an overall medium high sensitivity to the proposed development.

The Assessment concludes that overall, a residual slight adverse/negligible significance of effect is assessed from the development proposals. These potential slight adverse effects arise from the introduction of residential development resulting in a change to the character of the site from rural edge to urban and the potential for some visibility of this to be retained within the national landscape. In the context of the settled and active landscape and visual baseline and undesignated nature of the landscape, this harm is not assessed to be significant. The level of harm assessed to all landscape and visual receptors falls below the threshold of significant harm.



← Study Site →



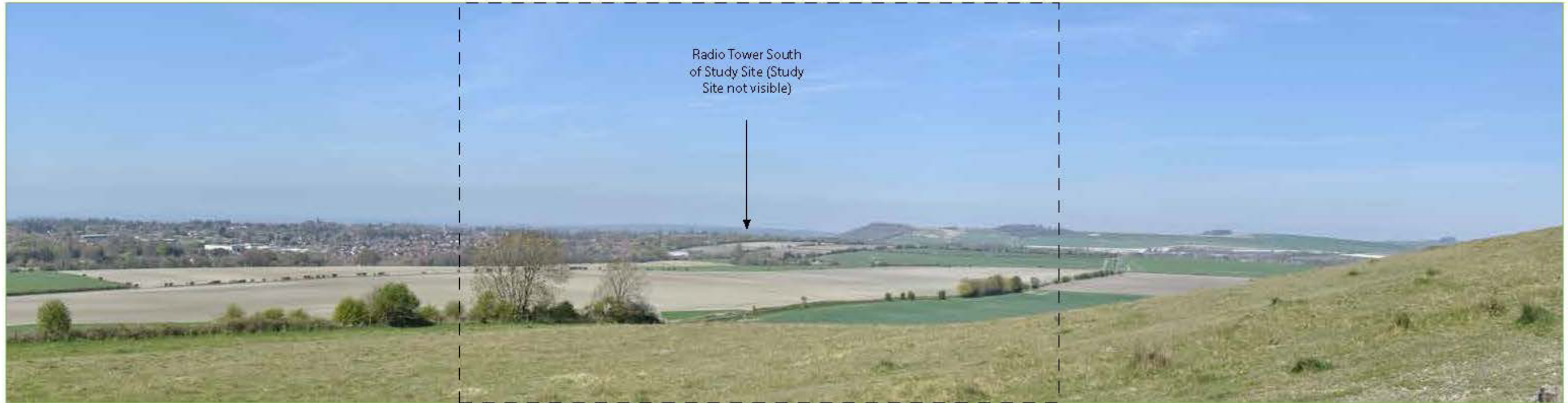
Extent of Single Frame View

Viewpoint 02



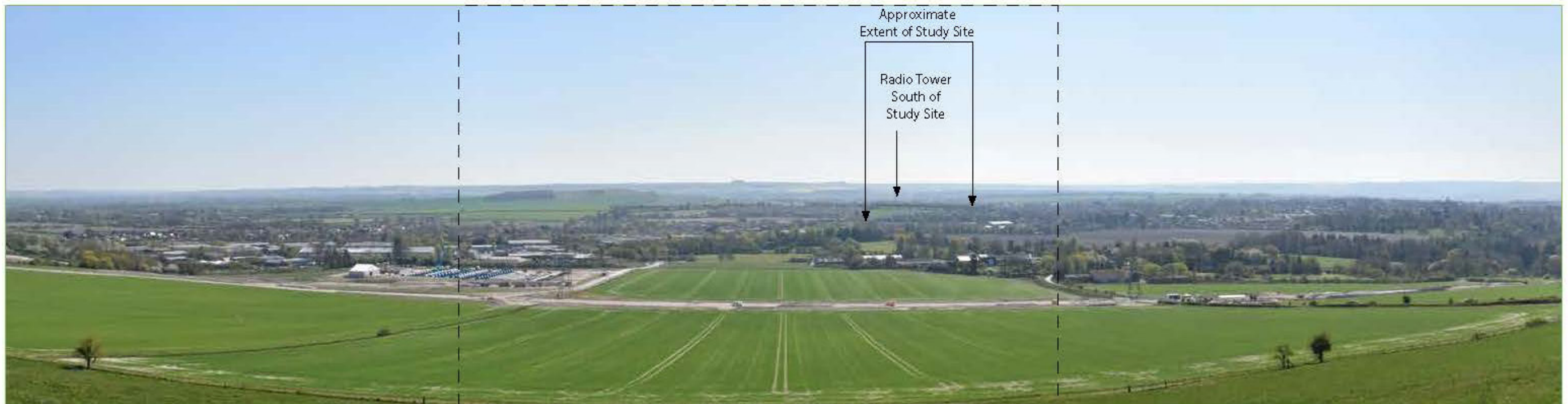
Extent of Single Frame View

Viewpoint 04



Extent of Single Frame View

Viewpoint 05



Extent of Single Frame View

Viewpoint 09



Arboricultural Plan

Noise

A Noise Assessment was prepared to accompany this planning application for the proposed residential development.

The application site is located on land off Windsor Drive, Devizes. Noise levels within the site are noted to be principally influenced by road traffic on the surrounding roads.

Noise monitoring has been carried out to establish the noise levels within the site attributable to the traffic passing along the two roads.

Noise levels within the site were noted to be relatively high along the western, Windsor Drive, boundary. A preliminary assessment of the noise levels along this boundary indicated a medium to high risk from noise, when assessed against the ProPG guidance.

At this stage, the assessment has been based upon the illustrative layout to demonstrate that, in principle, the site is suitable for residential development. A further noise assessment would be prepared to support a reserved matters application, which would consider the final layout for the development.

Care will need to be taken within the design of the site to ensure an acceptable standard of noise was achieved within the dwellings. The assessment of the noise levels based upon the illustrative layout, indicated the following areas would need to be considered during the detailed design:

- Careful orientation of properties, particularly along the western site boundary, to ensure a good acoustic design is implemented to minimise noise levels within habitable rooms and gardens of properties;

- Consideration of higher fences / walls around the gardens of properties constructed alongside Windsor Drive. To provide a balanced approach, it has been recommended that the height of the fencing does not exceed 2.1 metres;
- Glazing with a high acoustic specification is likely to be required for façades of dwellings constructed closest to Windsor Drive; and
- Appropriate ventilation is likely to be required for dwellings constructed along the Windsor Drive boundary. Options to be considered include the provision of MVHR in the worstaffected plots and assisted ventilation for bedrooms.

Air Quality

An Air Quality Assessment has been prepared that assesses the impacts on air quality associated with the proposed residential development.

The assessment has considered the impacts of the proposed development on local air quality in terms of dust and particulate matter emissions during construction, and from operational emissions from road traffic generated by the completed and occupied development. It has also identified the air quality conditions that future residents will experience.

The construction works have the potential to create dust. During construction it will therefore be necessary to apply a package of mitigation measures to minimise dust emissions. Appropriate measures have been recommended and, with these measures in place, it is expected that any residual effects will be 'not significant'.

Air quality conditions for future residents of the proposed development have been shown to be acceptable, with concentrations well below the air quality objectives throughout the site.

The traffic generated by the proposed development will be below industry screening thresholds and the proposed development will not introduce any combustion sources. Thus, the proposed development will have a negligible impact on local air quality conditions. The overall operational air quality effects of the proposed development are judged to be 'not significant'.

Taking into account these conclusions, it is judged that the proposed development is consistent with Paragraph 198 of the NPPF, being appropriate for its location both in terms of its effects on the local air quality environment and the air quality conditions for future residents. It is also consistent with Paragraph 199, as it will not affect compliance with relevant limit values or national objectives.

The proposed development is also consistent with Core Policy 55 in WC's Core Strategy and Policy 101 of the draft Local Plan as it will not exacerbate conditions in areas of poor air quality.

It is considered that the development complies with the requirements to deliver achievement of the AMCT and PERT by 2040 as appropriate action has been taken to minimise emissions of PM2.5 and its precursors as far as is reasonably practicable.



Archaeology

During August 2025, an Archaeological Evaluation was undertaken at land off Windsor Road, Devizes, Wiltshire.

A Desk-Based Assessment and geophysical survey, undertaken in support of the application, noted the potential for Roman and post-medieval archaeological remains to be present within the boundary of the development area. Accordingly, The County Archaeologist at Wiltshire County Council (the Curator), considered that the proposed development had the potential to impact upon sub-surface heritage assets preserved within the development area and requested a phase of evaluation trenching to be undertaken in order to determine the date, preservation and significance of any archaeological remains preserved on the Site in accordance with paragraph 207 of the National Planning Policy Framework (NPPF).

The Archaeological Evaluation set out the following project aims to undertake sufficient fieldwork to:

- determine the presence or absence of archaeological deposits beyond reasonable doubt;
- identify their location, nature date and preservation;
- assess their significance;
- assess the likely impact of the proposed development.

17no. evaluation trenches were excavated across the c. 3ha site, revealing archaeological evidence from three distinct phases, the Roman, medieval and post-medieval periods.

The shallow linear features identified in Trenches 4, 5 and 13 produced both Roman pottery and a form comparable with features of a Roman date within the adjacent site at Coates Hill, excavated by Cotswold Archaeology (CA 2014), to the immediate north-east. The very shallow form of the possible Roman features revealed at

Windsor Drive, coupled with the sparse evidence for domestic occupation suggests that the Roman activity present on the Site is likely to be agricultural in function and very peripheral to any centralised settlement activity. The single, weathered cattle bone recovered from gully (1303) may hint at pastoral farming taking place on the Site during the Roman period.

A seemingly isolated medieval pit of 13th century date was recorded in Trench 11, on the northern slope of the Site, together with localised evidence of agrarian land-use dating from the post-medieval period onwards, including a field boundary, visible on the 1st Edition 1888 OS Map, visible in Trenches 14 and 16.

The geophysical anomalies, revealed during the magnetometry survey, varied considerably from the archaeological evidence revealed in the trenches. This may be due to the survey identifying anomalies in the subsoil and plough horizon, geological variations or insufficient magnetic contrast between the archaeological fills and the natural substrate; a concern noted by the geophysical specialist during the evaluation undertaken by Cotswolds Archaeology at Coates Hill.

The methods adopted allow a high degree of confidence that the aims of the project have been achieved. Conditions were suitable in all of the trenches to identify the presence or absence of archaeological features. It is considered that the nature, density and distribution of archaeological features provides an accurate characterisation of the development site as a whole.

Flood Risk and Drainage

A Flood Risk Assessment and Drainage Strategy has been prepared to accompany this planning application in respect of the proposed development. This strategy outlines the following in regards to the site.

The site is in Flood Zone 1 with a low flood risk (less than 1:1,000 or 0.1% annual probability of flooding from rivers).

The proposed residential development is classified as 'More Vulnerable' and is in Flood Zone 1; the proposed residential development is suitable in this zone and the NPPF Sequential and Exception Tests are not required.

Development levels will be designed to route surface water flows away from dwellings to protect them from flooding.

Flood risk from fluvial, pluvial, sewers, surface water, groundwater and artificial sources have been assessed, and it has been demonstrated that the proposed development will not be at risk from flooding from all sources.

Surface water from the proposed development will discharge into the existing highway drain alongside Windsor Drive. Overland run-off from the site currently runs on to Windsor Drive and into this highway drain. The discharge will be limited to Qbar for events up to and including the 1:100 + 45% climate change/urban creep allowance event with 30% betterment provided compared with existing greenfield rates. This will ensure that flood risk is not increased in the drainage system downstream of the development for the lifetime of the development.

Attenuation will be provided in a pond or basin with sewers discharging directly into it via precast concrete headwalls. Bank slopes will be 1 in 3 in accordance with The SuDS Manual Ciria C753. The discharge will be controlled by a vortex control device, and an overflow gate will be provided for more extreme events.

Flood routes will be provided for exceedance events, or for local failure of the drainage system (blockage, damage, etc.), and will ensure that flood flows are directed safely through or around the development to the downstream drainage system. Details will be provided with the reserved matters application.

Cutoff channels and Drains will be provided to intercept flows from the higher land to the south and will discharge to the pond.

The use of SuDS will remove pollution from surface water run-off and improve water quality with additional SuDS features provided with practical.

The foul flows from the site will connect to the existing sewage network to the north in Tornio Close as confirmed by Wessex Water; full details of the connection will be agreed with Wessex Water.

The foul sewers will be adopted by Wessex Water or other approved Water/Sewerage Undertaker to ensure that they will be maintained for the lifetime of the development.

The Flood Risk Assessment and Drainage Strategy demonstrate that the proposed development meets with all the national and local policy requirements and satisfies all the criteria of the Planning Authority, Lead Local Flood Authority, and Environment Agency.

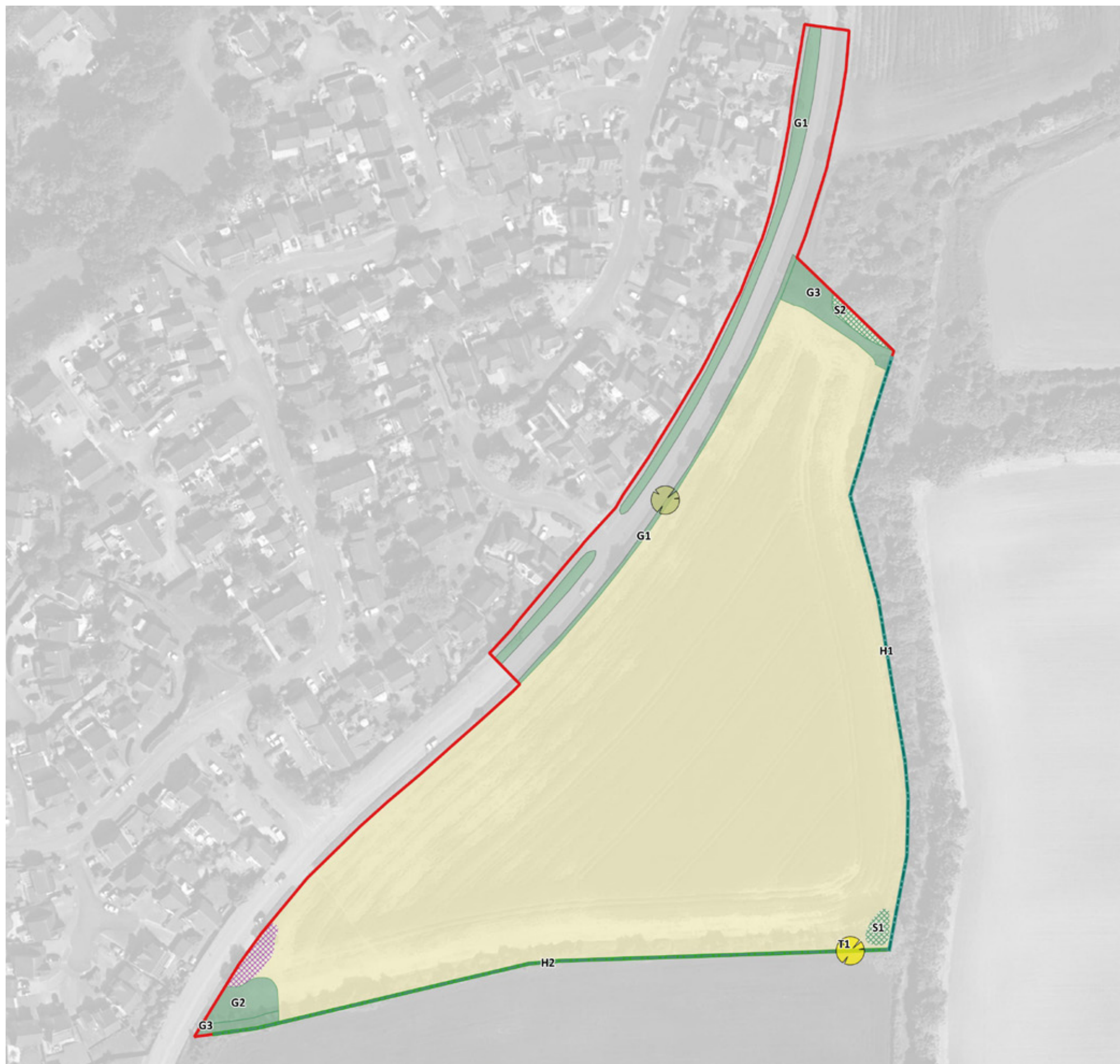
The Flood Risk Assessment concludes that the site can be safely developed without flood risk and without increasing flood risk elsewhere using an appropriately designed and maintained Sustainable Drainage System.

Arboriculture

An Arboricultural Survey, Impact Assessment and Protection Plan accompanies this planning application and assesses the impact of the proposed development on existing trees.

The survey concludes that the site is suitable for development, provided that the design process reasonably incorporates relevant arboricultural constraints that are indicated on the Tree Survey and Constraints Plan; for the following key reasons:

- The vast majority of the site is devoid of any arboricultural features that would be a material development constraint.
- Development will include considered new planting that will increase tree cover in the vicinity.
- Collaborative layout design and appropriate tree protection measures can incorporate adequate space for the retention of high and moderate quality trees, tree groups, and hedgerows.



Key:

-  Site Boundary
-  c1c5 winter stubble
-  g4 modified grassland
-  h3d bramble scrub
-  h3h mixed scrub
-  u1b developed land; sealed surface
-  h2a native hedgerow
-  h2a native hedgerow - associated with bank or ditch
-  Tree with Potential to Support Multiple Roosting Bats
-  Tree

Habitats and Ecological Features Plan

Ecology

An Ecological Appraisal accompanies this planning application and assesses the ecological interest and importance of the habitats within the site based on the results of a desktop study, habitat survey and breeding bird surveys.

The site was surveyed in March 2025 with mapping of habitats based on the UK Habitat Classification system. In addition, a general appraisal of fauna was undertaken to record the potential presence of any protected, rare or notable species, with specific surveys conducted in respect of bats and Badger. Desk study information has also been gathered from the local records centre and online resources.

The site itself is not subject to any statutory or non-statutory ecological designations. The nearest statutory designation is Roundway Down and Covert Site of Special Scientific Interest (SSSI), approximately 1.8km north-west of the site. The nearest European designation is Salisbury Plains SAC and SPA, approximately 6.6km south-east of the site. The nearest non-statutory designation is Kennet & Avon Canal Local Wildlife Site (LWS), which is located approximately 0.2km north of the site. All the ecological designations in the surrounding area are physically well separated from the site and are unlikely to be adversely affected by the proposals.

The site is dominated by arable land not forming an important ecological feature. Features of ecological importance include the two native hedgerows at the boundaries which qualify as BAP Priority Habitat hedgerows. Hedgerows are fully retained under the proposals and will be protected during construction. Enhancements to the site hedgerow resource will be implemented through the landscaping proposals, in line with Biodiversity Net Gain requirements.

Habitats within the site are suitable to support protected and notable fauna including roosting bats, Dormouse, Hedgehog and Brown Hare. The site also supports a number of Red Listed bird species however none of these were recorded breeding within the site. With respect to roosting bats, a single tree was identified with the potential to support multiple bats however this is to be both retained and buffered within the proposals through proposed woodland planting. In addition, appropriate mitigation measures are proposed to safeguard such species during construction and maintain the suitability of habitats in the long-term.

Ecological enhancements proposed to secure a biodiversity net gain will be set out further in the BNG strategy as a separate submission. Faunal enhancements are also proposed, to be detailed as part of a faunal enhancement plan which can be secured via a suitably-worded planning condition.

In summary, the proposals have sought to minimise impacts on biodiversity and subject to the implementation of appropriate avoidance, mitigation and compensation measures, the proposals would not result in significant harm to biodiversity.

Biodiversity Net Gain

A Biodiversity Net Gain Assessment has been prepared to support this planning application to determine the level of BNG that can be achieved under the scheme.

BNG is a process that is considered both during the determination of planning applications, and then post planning via a number of set documents (including a Biodiversity Gain Plan and, where required, a Habitat Management and Monitoring Plan). Following on from the amendments to Schedule 7A of the Town and Country Planning Act 1990, government advice has been published which sets out the information that LPAs require in order to consider BNG as part of a planning application. The necessary information is included within this report, therefore the LPA's statutory requirements under the BNG legislation have been satisfied.

In addition, going beyond the scope of the statutory requirements, a preliminary BNG assessment of the post-development value has been undertaken, which concludes that the proposed development will result in net gains in habitat units and hedgerows units within the site boundary, which are in excess of the relevant figure of 10%.



KEY

-  PROPOSED VEHICULAR ACCESS INTO THE SITE
-  RESIDENTIAL DEVELOPMENT
-  PUBLIC OPEN SPACE
-  CONTOURS
-  EXISTING VEGETATION
-  EXISTING PROW
-  ATTENUATION BASIN
-  PLAY AREA

Site Features Plan

Overview of site and context

The following presents an analysis of the site and its context and the design influences that inform the structure of the development proposals.

Access and Connectivity

- Access to the site will be off Windsor Drive. The location of this junction will allow for appropriate visibility splays.
- Cycling and Pedestrian traffic would be from the new access point off of Windsor Drive with an additional pedestrian access further south of the access.

Ecology and Biodiversity

- Incorporate landscaping proposals to allow for greater plant biodiversity and wildlife habitat enhancement.
- Retain and enhance on-site boundary hedgerows where possible.
- Plant new native woodland along the eastern site boundary.
- Connect wherever possible existing habitats to create a network of ecological corridors.

Surrounding land uses

- Respect the amenity of existing dwellings fronting Windsor Drive.
- Opportunity to create a development that relates to the various building heights & massing and materials of the surrounding built environment and that within the approved scheme (ref: PL/2021/04774) to the north.
- A scheme that reflects and takes design cues from local buildings within the surrounding area to create a sense of uniformity and cohesion with the development.

Landscape & Visual

- Utilise distance views out for amenity value and to aid wayfinding.
- Create a landscape buffer along the eastern boundary to protect views from the AONB.
- Provide an equipped children's play area alongside informal areas of open space for new and existing residents.

Hydrology and Drainage

- Provide an attenuation basin on site for surface water drainage.
- Connect to the existing foul sewer along Windsor Drive.

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Pegasus Group
33 Sheep Street
Cirencester
Gloucestershire
GL7 1RQ



CONTEXT

The application site as a whole extends to 2.9ha and is located to the northeast of Devizes, immediately to the southeast of Windsor Drive. To the west of the site is existing residential properties, whilst agricultural fields are located to the south and east of the site. There is also an existing Public Right of Way located immediately to the east of the site.

Devizes is identified in the Wiltshire Core Strategy as a market town. It is therefore a sustainable location for development. Devizes is an important service centre for a number of villages within the Devizes Community Area. It has a good range of shopping and recreational facilities. The town is located on the A361 and A342 and there are good linkages to Chippenham, Swindon and the M4. The town has a large and varied employment base and a good record of attracting small and medium sized businesses.

The site is proposed to meet the housing land supply shortfall of Wiltshire Council and will provide a range of affordable housing.

SUPPORTING DOCUMENTS

The application will be accompanied by a number of technical documents looking at matters including: transport, landscape, flood risk, drainage and ecology. Before the application is submitted to Wiltshire Council, we are seeking the views of the local community on the draft proposals.

WHAT HAPPENS NEXT

Following this pre-application consultation process, we will review all comments received from the local community and stakeholders to help guide the project and inform the final design and layout. Once the application has been submitted, the Council will carry out their own consultation process involving statutory consultees and stakeholders. At this point, members of the public will also have an opportunity to make their views known to the Council.



Land off Windsor Drive, Devizes PUBLIC CONSULTATION

INTRODUCTION

An Outline planning application for a residential development of up to 40 dwellings, associated infrastructure and landscaping with vehicular access Windsor Drive Devizes is being prepared. As part of this the views of local people are being sought on the proposals.



PROPOSED SITE

The site for the proposed development is situated to the northeast of Devizes, immediately to the southeast of Windsor Drive and is broadly triangular in shape. The site for the proposed development is situated to the northeast of Devizes, immediately to the southeast of Windsor Drive and is broadly triangular in shape. For the avoidance of doubt, this specific consultation and accompanying response form only relates to the site outlined within the red line in the Site Location Aerial Plan on this page. For any comments relating to the public consultation for the separate adjacent site (shown as hatched on the aerial photo), please refer to the separate consultation response form.



THE PROPOSAL

The illustrative masterplan for the proposed development shows an area to provide up to 40 dwellings. As shown on the illustrative masterplan the proposed development also includes landscaping enhancements, drainage attenuation, a new proposed play area and vehicular access from Windsor Drive.

The illustrative masterplan shows how the site could be laid out to accommodate the proposed development.

Land off Windsor Drive, Devizes PUBLIC CONSULTATION

WE VALUE YOUR OPINION

We welcome your thoughts and feedback on our proposals. If you have any comments feel free to contact us by email: windsordrive@pegasusgroup.co.uk or make use of the Freepost comments form. Further information is available on the project website www.windsordrive@pegasusgroup.co.uk

Comments form with lines for writing feedback.

All Comments must be provided by Monday 3rd March 2025



DESIGN STORY

Design Principles

The application of key urban design principles will ensure a high-quality layout is achieved, whilst the early identification of the site's features will ensure that the proposals are sensitively assimilated into the landscape and urban fabric.

Environmental Principles

- Opportunity for new areas to be grassed with meadow planting and amenity shrubs along the boundaries to increase biodiversity. Native tree and hedgerow species would be planted to enhance the biodiversity of the locality.
- Create ecological enhancements of an overall net gain in biodiversity and including:
 - Retention and enrichment of the existing hedgerows.
 - New trees to provide new foraging, refuge, roosting and nesting opportunities for birds and bats in particular.
- Creation of naturalistic open space within the site with species enriched grassland and native trees and shrubs, as appropriate, to provide commuting routes and foraging areas for animal species.
- Protect the best of the site's landscape assets (hedgerows) and to use features such as new trees and hedges to add character and value to the proposed development.
- Incorporate existing SuDs features such as ditches forming part of the drainage strategy to provide recreational, visual and ecological benefit.

- Where appropriate sustainable building construction techniques will be used in line with current building regulations. The proposed houses will be built to current Building Regulations standards and will meet Level 3 of the Code for Sustainable Homes.
- The development will be designed to minimise the use of resources, both during construction and use. This is set out further in the Waste Minimization and Waste Management Plan submitted with the planning application.
- Acknowledge the visibility of the site within the wider landscape and positively respond with a high quality, sensitive design strategy that works with the flat topography and does not seek to screen proposals but to offer a positive and fitting urban contribution to the landscape.

Built Form Principles

- Provide a diverse range and mix of high-quality homes set in an attractive environment with a strong sense of place.
- Take design cues from the immediate surroundings which include the existing settlement of Devizes, along with the proposal for the new scheme at Devizes to the north. Particular attention will be made in relation to development block form, scale, height and massing of these nearby settlements.
- Quality materials and finishes will be considered to complement those seen within the existing nearby development with energy use minimised through careful selection of appropriate materials.
- Make efficient use of the site by proposing a development with an appropriate density.
- Integration of the proposed development into the existing movement network of footpaths, cycleways, bus routes and vehicular routes, which allows ease of movement for all types of users.
- The proposed development will be carefully designed with reference to relevant documents including 'Safer Places: the Planning System' and 'Manual for Streets' as well as ACPO 'New Homes' guidance. Public safety within the proposed development has been considered by designing spaces adjacent to development with an active frontage to encourage natural surveillance.

Design Concepts

The design principles provide a framework by which to create a distinctive place, with a consistent and high-quality standard of design.

- One access route off of Windsor Drive which demonstrates appropriate visibility splays allowing access to the development.
- Inclusion of substantial landscaped buffer along the eastern boundary to protect the character of the AONB.
- Retention of existing hedgerows where possible, with additional tree planting, to strengthen vegetation around the site boundaries and within the site itself.
- Incorporation of a 2m verge along the main road entering the scheme to create an attractive green corridor and entrance into the development.
- Ensure all streets that serve more than 10 dwellings are tree lined within the scheme – this has been allowed through green verges and in between parking bays where frontage parking occurs.
- Provision of a LAP located in the south western part of the scheme.
- Creation of roads that are curving to create a more organic feel to the scheme.

Involvement and Consultation

“Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should 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.” (Para. 132, NPPF 2021)

To advertise the public consultation, approximately 2,569 leaflets were prepared and delivered to properties (residential and commercial) on Monday 10th February 2025. The leaflets provided local residents with information about the proposals, the concept Masterplan, a link to the consultation website and an opportunity to comment on the proposed development via freepost return.

Direct emails were sent to local Councillors and Ward members on Friday 7th February 2025, providing details of the consultation and proposed development as well as electronic copies of the information leaflets.

A notice was placed in the Wiltshire Gazette & Herald on the Thursday 13th February 2025 edition advertising the public consultation event and providing details of the proposed development.

The aim of the consultation was to provide local residents and stakeholders, including Devizes Town Council and Bishops Canning Parish Council, with the opportunity to comment on the potential new development proposals in their area, to raise any issues that might otherwise have been missed and to make any further suggestions to improve the layout.

From the responses received it is apparent that there are mixed views regarding the proposals.

The main concerns related to the principle of development, traffic and infrastructure matters. Residents raised specific concerns over the anticipated impact of the proposed development upon the existing traffic levels on Windsor Drive. Many residents expressed concern over the level of new development taking place in this location.

Those comments that pertain to the access issues of the proposed scheme have been summarised in the following table opposite.

A full account of all comments received, and relevant responses are provided in the Statement of Community Engagement which accompanies this application.

Traffic, Highways and Access	
Consultee Comment	
Concerns regarding traffic impact from the proposed development on Windsor Drive	A Transport Statement, which has been prepared in accordance with the Government's Planning Practice Guidance to the NPPF, has been produced to support the planning application. This has considered the traffic impacts of the proposed development on Windsor Drive and established that the additional traffic from the proposed development can be accommodated without causing an unacceptable impact on the highway network.
Concerns about traffic disruption during the construction period.	It is anticipated that the temporary impacts of construction traffic will be managed in accordance with a construction method statement, or similar document, that will be secured by way of a planning condition. This is likely to include a routing plan, number, size of vehicles and staff vehicle movements.
Concerns about how sustainable the transport/access to the development will be.	Access to local facilities and amenities by way of walking, cycling and public transport has been assessed as part of the Transport Statement to ensure that sustainable transport modes have been prioritised taking account of the vision for the site, the type of development and its location in accordance with paragraph 115 of the NPPF.
Concerns over an increase in cars speeding along Windsor Drive and queries over what measures are in place to ensure the new development can be accessed safely?	The proposed development would not increase speeds on Windsor Drive and the proposed site access arrangements onto Windsor Drive have been designed with due consideration to speed to ensure safe and suitable access can be achieved in accordance with paragraph 115 of the NPPF.

Traffic, Highways and Access	
Consultee Comment	
Suggestions that there should be two entrances to the site and not just one.	For the scale of development proposed, a single point of vehicular access is considered to be most appropriate.
Suggestions that a pedestrian crossing point is needed on Windsor Drive so that future residents can access the corner shop.	New lengths of footway and a pedestrian crossing point are proposed to ensure that residents will be able to cross Windsor Drive to gain access to local facilities.

The access concerns raised have been noted and considered and where appropriate addressed through the application and supporting documentation. Some of the comments have related to off-site matters and as such it has not been necessary to make any direct changes to the proposals as a result of the consultation.



KEY

-  PROPOSED VEHICULAR ACCESS INTO THE SITE
-  PROPOSED RESIDENTIAL
-  MAIN ROAD WITH GREEN VERGE AND STREET TREE PLANTING
-  PRIVATE DRIVEWAY
-  EXISTING VEGETATION
-  PROPOSED WOODLAND PLANTING
-  EXISTING PROWL
-  PROPOSED PLAY AREA
-  PROPOSED ATTENUATION

Illustrative Masterplan



THE SCHEME

Design Rationale

The Illustrative Masterplan (opposite) proposes residential development for up to 40 units, with associated infrastructure, open space and landscaping. It is anticipated that the residential areas will achieve an average net density of 30 dwellings per hectare (dph) allowing for a range of dwellings across the site.

The proposed development adjoins the eastern edge of Devizes and is well placed to avail of the facilities and services within the town centre.

A well-connected movement network, accessible by all users, is proposed which successfully integrates with the surrounding network of routes. Vehicular access into the site is off Windsor Drive along the site's western boundary. The primary route into the scheme will be tree planted to create a leafy boulevard. The secondary road is curving to create a more organic, informal character, whilst reducing vehicular speeds that will allow for safer pedestrian experiences.

Strong frontage is provided through continuous building lines along the roads to create a sense of enclosure. This continuity assists in defining the public realm, helps to promote an active street scene whilst creating a safe and attractive environment that is well overlooked. The primary route into the scheme will incorporate a green verge with tree planting to ensure a verdant, leafy character.

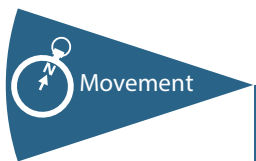
Building densities are higher closer to the existing settlement edge on the western edge. Along the southern and eastern fringes, building densities will be lower.

The site boundaries to the north, east and south will be well vegetated with a new attenuation feature in the northern part of the scheme. Public open space is provided in the south western part of the scheme allowing space for a small LAP (Local Area of Play).



- KEY
-  PROPOSED VEHICULAR ACCESS INTO THE SITE
 -  RESIDENTIAL DEVELOPMENT
 -  PUBLIC OPEN SPACE
 -  MAIN ROAD
 -  SECONDARY ROAD
 -  PRIVATE DRIVEWAY/COURTYARD
 -  EXISTING PROW
 -  PED LINK

Movement Hierarchy Plan



Access

A well-connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure. The development proposals have been influenced by “Manual for Streets 1 & 2” which encourages designers to move away from standardized prescriptive measures and adopt a more innovative approach to create high quality places for all users, ages and abilities.

Vehicular access will be a simple priority junction on Windsor Drive approximately 60m north of Tornio Close. The site access road would have a 6.5m wide carriageway on the approach to Windsor Drive with 10m corner radii and tapers to cater for large vehicles. The carriageway width would likely reduce to 5.5m within the development, subject to highway alignment to be determined at the reserved matters stage.

Private driveways and courtyards are proposed branching from the Primary route to form cul-de-sac type arrangements.

The scheme provides space for tree planting along the Primary road entering the site within a 2m width green verge. Within secondary streets and private driveways trees are included as either street tree planting in Public Open Space opposite one sided development; or street tree planting in between parking bays where frontage parking occurs.

In line with Core Policy 66 (Strategic Transport Network) of the Wiltshire Core Strategy, the proposed development is designed to create a place which is legible, safe and accessible. Pedestrian movement is prioritised over motorised vehicles and the design and layout of the scheme promotes pedestrian safety and convenience through direct routes

2m footways would be provided to both sides of the access road with a new footway from the site access on the eastern side of Windsor Drive connecting with the existing footways at the soon to be upgraded Coate Road junction being delivered by the consented development on land off Coate Road.

An additional foot/cycle link is to be provided south of the vehicular access point, connecting the development with Windsor Drive via a new uncontrolled crossing to enable residents to access the existing footway which runs along the western side of Windsor Drive. As this footway is likely to be widened to a shared footway/cycleway at some point in the future, the proposed crossing has been shown to accommodate cyclists as well as pedestrians with a widened crossing.

The location of the site close to the proposed neighbourhood centre off Coate Road, the established community of Devizes Town Centre and close to public transport nodes, are positive characteristics which have been maximised through the provision of safe, direct, convenient and interesting pedestrian routes that link with the wider footpath network.

Parking

Vehicular parking will be designed in line with the guidance from the Wiltshire Council Local Transport Plan which recommends the following parking standards:

Number of Bedrooms	Minimum External Car Parking Spaces
1 Bedroom Units	1 Car Parking Space
2-3 Bedroom Units	2 Car Parking Spaces
4 + Bedroom Units	3 Car Parking Spaces
Visitor	0.2 spaces per dwelling (unallocated)

Ideally car parking will be within residential development and should be arranged within the curtilage of a dwelling which encourages ownership of the space, maintains defensible spaces, upholds the active frontage of the building and reduces the opportunity for vehicle crime. Hence allocated parking should be provided on-plot generally located to the side of dwellings within an individual parking bay or within a courtyard style arrangement.

Cycle parking should be sheltered, secure and easily accessible. A minimum of 1 space is needed per bedroom for up to 3 bedroom dwellings; 3 covered spaces per unit for 4 bedroom dwellings; 4 covered spaces per unit for 5 bedroom dwellings; and 1 visitor space per 20 bedrooms.



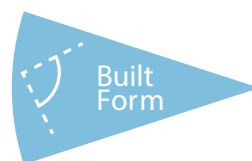
Uses

Use and Amount

The development achieves an average net density of 30dph dwelling per hectare (dph). This allows for the formation of differing densities across the development including: higher densities within the western area; and lower densities in the southern and eastern edges of the scheme.

The density will also allow for a range of dwellings across the site with varying sizes and tenures to accommodate a variety of household types. This will provide a hierarchy of dwellings from larger detached units with larger plots through to smaller terraced forms allowing for a greater variety in the proposed street scene.

It is proposed that 30% of the units will be affordable in accordance with Policy 43 of the Wiltshire Core Strategy. The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement with the LPA and will be set out in the Section 106 Agreement. Detailed design information regarding affordable housing provision will be submitted at the Reserved Matters Stage.



Continuity and Enclosure

The design for the scheme adopts traditional perimeter blocks with futures houses backing onto to one another, allowing privacy at rear elevations and a strong frontage to the public realm. This creates an efficient use of land with a clear distinction between private and public space. A continuous frontage assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment. The new development will front over the proposed areas of public open space providing overlooking and surveillance.

The scheme is designed to ensure that all routes through spaces within the scheme are faced by building frontage. This is to create a safe and pleasant environment whereby natural surveillance from the main habitable rooms in properties is achieved, and entrances to buildings are clearly visible from the public realm.

Building Heights and Massing

Residential building heights will range from 1 storey to 2 storey, with taller buildings located at key junctions or to terminate a key vista. This will create a varying building height and massing across the site according to the nature of the public realm to be created.



Functional, Healthy and Sustainable

The proposals will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of Devizes. The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.

House frontages can be carefully designed with generous windows from habitable rooms, that avail of key views in and out of the site. Private and public space frontages should be clearly defined with attractive front doors and planting that acts as a buffer between pavement and window.

Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.



KEY



CA1 - FRINGE DEVELOPMENT



CA2 - MAIN STREET DEVELOPMENT

Character Area Plan



Appearance and Character

Buildings and spaces will have a distinct character and will complement their surrounding context. The best on-site landscape features will be retained and incorporated into the new neighbourhood and will influence the character, identity and setting of uses around them.

Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. Each character area will contain its own individual design components which aid in making it distinct from other areas. These components of character include the built form elements referred to earlier will include built form principles, and in addition consideration of changes in building height, building setbacks, landscape treatments, architectural detailing and materials.

The site has been divided into 2 proposed character areas each with a clearly defined character relating to the site's context and surroundings. The character areas are detailed below as follows:



CA1 Fringe Development



CA2 Main Street Development



CA1 Fringe Development

Feature	Primary Functions
Land Use	Residential
Density	Medium/lower density
Building Line	Organic
Built Form	Informal development pattern, looser edge to assimilate the development into the rural setting. Detached and semi detached dwellings.
Building Heights	2 storey
Landscaping	Generous use of planting within the front gardens, setback to allow for planting
Street Typologies	Secondary Road and Private Drives
Architectural Style	Traditional or contemporary architectural style
Boundary Treatments	Softer, more informal shrubbery and hedgerow planting, estate railing and timber knee rails where appropriate

Key Landscape/public realm features

- Multi-functional green space which could connect to wider green corridor network
- Plots defined by high quality landscape boundaries to define public/private thresholds
- Organic landscape character to bleed into the development edges.

CA2 Main Street Development

Feature	Primary Functions
Land Use	Residential
Density	Medium/higher density
Building Line	Continuous and regular building line, buildings tighter to the street to create a greater sense of enclosure. Parking to the side in attached garages to maintain the building line.
Built Form	A mix of house types from detached to terraced with narrower set backs to roads with a mix of parking typologies
Building Heights	2 storey
Landscaping	Short setbacks from highway with on-plot hedgerows and shrub planting
Street Typologies	Primary Road and Secondary Road
Architectural Style	Traditional / contemporary architectural style
Boundary Treatments	Boundaries to be red brick walling, black railing, hedges and shrub planting.

Key Landscape/public realm features

- Streetscene/frontage parking to be broken up by landscaping to soften and enhance the streetscape.
- Low level landscaping to property thresholds.
- A pocket park to provide localised focus/hub for residents.





Public Spaces

Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

The amount of open space provided has been designed in order to cater for the recreational needs of the existing and new community at land off Windsor Drive and to meet the requirements of the Fields in Trust standards for on-site provision of new development. It is also intended that there will be a Local Area of Play (LAP) on site.

Typology	Quantity standards (ha/1000 population)	Access standard	Requirement (40 units x 2.3 = 92 people)	Provision
Allotments	0.20ha	480 metres	0.0184	-
Amenity Green Space	1.5ha	480 metres	0.138	1.159
Parks, Sport and Recreation Grounds	1.2ha	600 metres	0.1104	
Play Space (Children)	0.05ha	480 metres	0.0065	0.01
Play Space (Youth)	0.02ha	600 metres		
Total			0.2733ha	1.169ha



Nature

Alongside well-designed public spaces the proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.

New Structure of Planting

Planting within the scheme will be utilised to enrich biodiversity, assist in place making and create identity within the development. Along with the elevational treatments of the buildings, the landscape materials and planting proposals will reinforce the different character areas within the scheme and provide continual reference to the surrounding landscape.

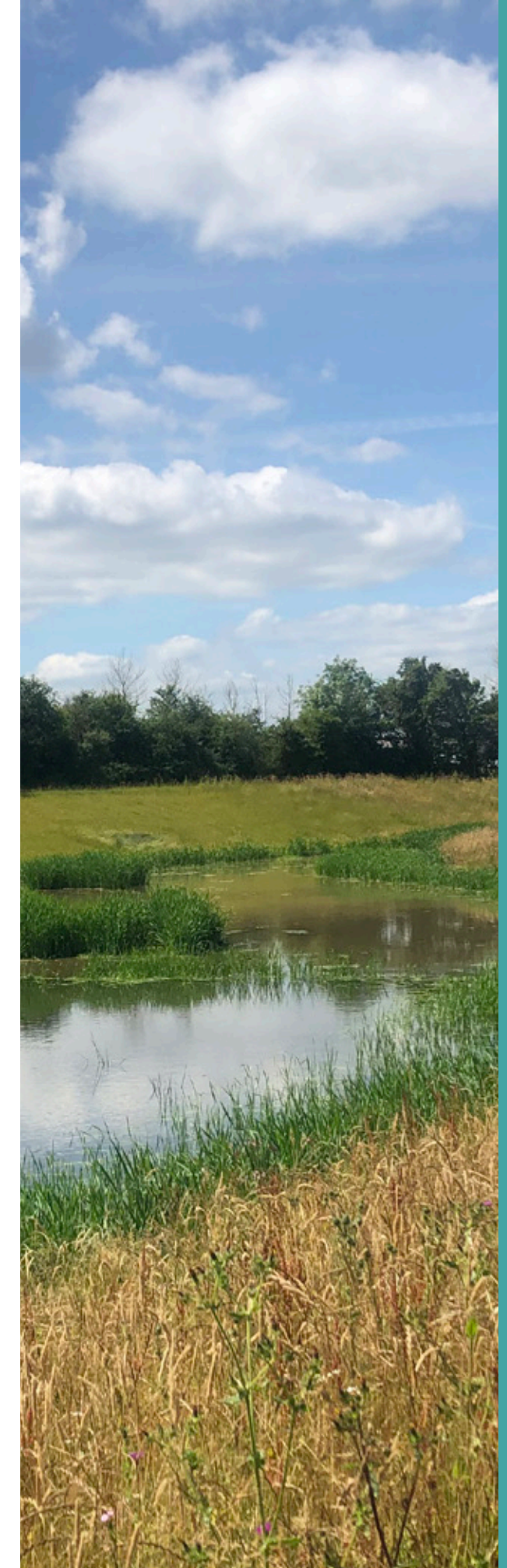
The proposed new structure of planting forms in particular the green verge along the primary street and important links as part of the green infrastructure network connecting into the existing landscape, hedgerows and tree belts.

Particular attention will be given to the definition of the road network within the development parcel hierarchy through suitable provision of street trees along streets. Specimen tree planting will be used to accentuate key nodal points, creating a distinctive street scene and aiding orientation/identity within the site.

Sustainable Drainage (SuDs)

The integration of a comprehensive Sustainable Drainage System (SuDs) has been considered from the outset and shaped the masterplan development of the scheme at land off Windsor Drive. The aim of SuDs is to maximise the existing potential of the site to attenuate and clean water, while providing valuable amenity by creating and integrating well designed landscaped features and promoting a greater diversity of flora and fauna. SuDs manage surface water run-off rates by mimicking natural drainage characteristics to achieve a sustainable drainage solution that balances water quality, water quantity, amenity and biodiversity.

The proposed attenuation basin within the residential scheme will provide areas for surface water from more severe storms to be accommodated and released at a controlled rate. This will provide an opportunity for the creation of new wildlife habitats and the enhancement of existing ones, whilst also presenting recreation and amenity opportunities.





Sustainable buildings and communities

The new neighbourhood will be designed to reduce its potential impact on the environment and its consumption of energy and resources, ensuring its long-term sustainability. The masterplan will facilitate a layout of buildings and spaces that can benefit from solar gain and natural light, with opportunities for thermally efficient buildings.

The proposed new neighbourhood is sustainable as measured by relevant local and national planning policies. There are three dimensions to sustainable development as set out by the NPPF: social, environmental, and economic. A summary of how the proposed new neighbourhood will focus on the three dimensions is provided below:

Social

- New residents on the site will be able to readily access local services, community facilities, infrastructure and employment opportunities the new scheme at Devizes and area of Devizes already has to offer;
- The site will provide a mix of dwelling types. A proportion of dwellings will be affordable, in line with Council's requirements, to create a truly varied and mixed community;
- Areas of green space have been incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space with play areas. This encourages opportunities for social and community cohesion.

Environmental

- The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. Detailed information regarding the proposed construction methods proposed to achieve buildings regulation compliance will be submitted at the detailed design stage.
- Dwellings should be carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.
- Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs), which is already incorporated on site, to ensure that the development does not impact on the surrounding area.
- The proposals make effective use of the site, with residential development located adjacent to the existing built form of Devizes, ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership

Economic

- Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable.
- Proposals will be delivered in line with current building regulations, and where appropriate be built with sustainable building construction techniques. Sustainable construction measures additionally have long term economic benefits and could comprise a combination of the following measures:
 - o Improved energy efficiency through careful building siting, design and orientation;
 - o Sustainable Drainage systems (SuDs);
 - o Considering fabric efficiency in the design of buildings;
 - o Use of building materials capable of being recycled; and
 - o An element of construction waste reduction or recycling.



Lifespan

Sense of Ownership

The proposals will create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

Adoption areas

When completed responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas;
- Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement);
- Private property ownership; and
- Shared maintenance areas such as shared private drives.

Adapting to changing circumstances

The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.







SUMMARY

Conclusions

The design proposals for the scheme demonstrate that a high quality, responsive and sustainable development is achievable and deliverable for land off Windsor Drive.

The overarching vision is to create a distinctive development with a strong identity that responds to the local character of the site, its position close to newly built development and environmental context to deliver a new development appropriate to its location and setting.

The proposed development will create much needed housing in Devizes in a sustainable location whilst improving public access across the site and to the wider pedestrian and cycle network.

The development proposals will be achieved by:

- The creation of a scheme that integrates within the existing residential community through a sensitive relationship with the existing residential development of Devizes fronting Windsor Drive;
- Ensuring good pedestrian and cycle access through the development.
- Ensuring a development that is well connected with appropriate access arrangements to the existing road hierarchy;
- The creation of a strong landscape structure that responds to the local area and provides biodiversity gain;
- Provide a range of dwelling sizes, types and tenures; and
- Promoting the objectives of sustainable development through the layout and building design.



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