

14/05/2026

The proposal is for a development of 175 dwellings served off the southern side of Coate Road, with a vehicular access directly off Coate Road serving the majority of dwellings and a secondary vehicular access off Windsor Drive. A proposed cycle / pedestrian route is shown to connect the two portions of the site, which crosses an existing PROW - DEVI65. The site is opposite a development located on the northern side of Coate Road for 200 dwellings and local centre, which is currently under construction.

It is noted that the development opposite is subject to the following planning obligations for transport improvements, secured under S106 (PL/2021/04774) as follows:-

- £170k towards the improvement of the A361 London Road / Hopton Road roundabout.
- £152k towards an improved local walking and cycling route along Windsor Drive.
- £5k towards improved signage for pedestrians and cyclists.
- £500k towards the Towpath Improvement Area to provide/ improve accessibility for pedestrians and cyclists from the development.

I am aware that Coate Road has been realigned as part of the northern site access works and that the “old” Coate Road section will be retained as a cycleway linking with Windsor Road and connecting to an informal crossing point on Coate Road. It also joins with the byway DEVI65 which runs north/south through the southern development site.

Drawing no. H728/01 Rev D ‘Proposed Site Access Arrangements’ as provided in the TA at Appendix G, shows a proposed pedestrian/cyclist access and uncontrolled crossing on Coate Road to connect with the site opposite. Whilst a link between the sites is absolutely essential to enable residents from the southern site to access the local centre facilities on the northern site and to access the path which connects to the towpath in the north, I understand that there is no link proposed through the hedgerow opposite. Therefore, a continuous route at this point cannot be guaranteed and an alternative location should be investigated – possibly to the northeast of the proposed site.

Whilst I note that this site was originally co-joined with the northern site in former planning submissions, they are now two separate sites. The contributions towards infrastructure improvements as detailed above relate to the northern site, as a standalone development, to accommodate the associated sustainable travel needs of future residents of the northern development. The southern site, being closely related to the northern site, will benefit from the improvements but will give rise to an increase in travel demand by all modes and add further trips to the network.

Given the significant potential of this site to achieve a high cycle, and walking, mode share, further improvements / contributions are requested (as follows) to upgrade the existing infrastructure, to further enhance the improvements already made, and to provide routes that meet the key objectives of local and national sustainability policies.

There is a potential Toucan crossing shown on Windsor Road. This should be provided to further enhance the active travel network and is identified in the Devizes LCWIP cycling route 9 (DC9) as “install a cycle friendly crossing”.

The canal towpath is a key off-road walking and cycling route which passes through Devizes close to the town centre and near a large number of high population areas. It is a prioritised route in the Devizes LCWIP (route DC19) and improvements have been identified to enhance the level of service for all users. It is noted that there is a planning obligation on the northern development for a contribution towards the towpath improvement scheme. The Canal & River Trust (CRT) have provided a separate representation which details a request for additional funding towards the Windsor Drive end of the towpath. This funding will improve access to the towpath for all users and accords with current local and national policies requiring developments to support sustainable, low carbon, travel options and reduce car dependency. Having regard to the link with Devizes LCWIP, specifically route DC 19, I support the Canal & River Trust in their proposal for funding towards towpath improvements. A large proportion of the overall requested contribution for this development will be allocated to the towpath improvements as detailed below.

It is proposed that the developer will carry out some of the towpath connection work themselves, to include necessary work to the steep ramp leading from Windsor Drive to the towpath and an improved link from the towpath to the existing housing estate to the

west of Windsor Drive (around Cranesbill Road), subject to the required agreement with CRT.

There are 2 PROWs in the vicinity of the site. Byway DEVI65 dissects the site north/south and provides an off-road connection from Coate Road to Nursteed Community Primary School. This route would greatly benefit from upgrading to achieve an all-weather, consolidated surface for cyclists travelling between the site and the primary school or beyond to link with the A342. It will connect with the cycleway improvements already be delivered in conjunction with the northern development. As discussed with Paul Millard from the Countryside Access Team, it would be preferred if the developer could commit to undertaking the necessary work themselves. Also, DEVI66 which runs along the southern boundary of the site requires a hoggin surface (or similar) improvement.

As set out above, a contribution is requested towards active travel infrastructure improvements, this has been calculated as £311,115 (index linked). The contribution will be split between the identified LCWIP routes DC9 & DC19. A larger proportion will be allocated to the CRT for continuing improvements to the towpath to further enhance the work taking place in connection with the northern development (LCWIP route DC19). The remainder will go towards active travel improvements in the vicinity of Windsor Drive (LCWIP route DC9) and improve connections from the canal through the estate west of Windsor Drive.

Kind regards,

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