

Highway Development Control Consultation Response

Planning Application Ref : Outline Permission – All matters Reserved for residential development for up to 175 dwellings

Description /Location : Land South of Coate Road , Devizes

Date of response : 20/05/2026

Dear Lucy

I have considered the information provided and liaised with colleagues across the Highway service areas to compile a holistic response.

Location

Via the Appeal process a residential development of 200 houses to the north of Coate Road was granted planning permission. As part of this approval the development has bought forward a revised junction onto Windsor drive. In terms of Active Travel, the site has provided a constructed link directly from the site onto the Canal as well as a dedicated Shared use path on the route of the old Coate road. The site also provided a significant amount of contributions towards Active Travel with contributions towards the LCWHIP and directly to the Canal And Riverside Trust for improvements to the strategic Canal route.

Based on the Appeal Decision it is acknowledged that the principle of residential development at this location on Coate Road has been established.

Due to the proximity to the Canal, as well being situated within a combination of PROWs and Sustran cycle routes (which link the site to facilities such as the town centre, shops and local schools), the site benefits immensely from the ability for residents to access Active Travel routes. Details of walking and cycling distances are include in the Transport Assessment page 34 Table 3.3).

As such, it is recognised that there is likely to be less of an impact on the adjacent road network in relation to associated vehicular traffic.

Traffic Impact

I have read thoroughly the Transport Assessment provided by PFA. I am content with the remit and tools they have used to undertake the assessment. I specifically note that they have also provided modal data (page 43 Tables 5.3 and 5.4) in relation to the choice of travel methods which helps to inform how the development will be served by both vehicle and non- vehicle accessibility within the context of the wider travel choices of residents of Devizes. .

The applicant has used Temprow as the tool for assessment. This is recognised as a valid tool and the use of a growth period of 5 years is standard and accepted. From Page 42 (Section 5) the applicant outlines the Trip Generations for Peak Am and Peak Pm hours. I am content that the numbers provide align with those outlined under the previously approved Northern development.

At page 48, Section 6 the Applicant provides details of the Traffic Assessments. Table 6.1 outlines the 4 scenarios utilised and I am content that these cover the potential eventualities

(committed development) , including a potential development off Windsor Drive which is still embryonic. The applicant provides a detailed breakdown of assessment across the 4 scenarios and over various junctions.

I am content that the modelling provided indicates that the impact of traffic is not likely to add any additional pressures to the road network and or junctions. As part of my assessment, I have considered all the junctions outlined but I have decided to highlight the following junctions particularly as most impactful.

Table 6.15 and 6.16 (Windsor Drive/Coate Road) (Scenarios 2 and 3). The information provided indicates that Windsor Drive is expected to be busy in the northerly direction but the difference in queuing length with development added is less than 1 vehicle.

Tables 6.17 and 6.18 (Windsor Drive/Coate Road) (Scenario 4) indicate that even with all development factored in, the junction is still operating within capacity.

Tables 6.25 to 6.30 look at the Signalised junction of Windsor Drive/London Road. The information provided (via LinSig V3) highlights that in modelling there is a slight increase in the queue length on all approaches. However, this sits in and around 1 vehicle, which is not considered significant and indicates that the junction, with factored development, will operate in capacity.

Tables 6.43 – 6.54 look at the Horton Road roundabout and surrounding road network. The modelling notes a small pressure on the roundabout (London Rd North) at Am and Pm Peak hours within Scenario but still indicates that that the gyratory will still operate within capacity.

Public Rights Of Way

I note that you have received comments directly from my colleague in the PROW Team. I support their approach and summarise my expectations below:

DEVI 65 passes through the site North/South. The applicant is choosing to have separate accesses to the two parcels of the development which allows for the route of DEVI 65 to remain on its defined route. However, it forms a strategic link (to the South and the School) and as such the applicant will be expected to improve its condition to allow an all-year access. As part of an agreement with the Council the applicant will be expected to resurface DEVI 65 from its junction with Coate Road to the point where it meets the Allotments, the surface will be of a consolidated material and to the LHA's satisfaction. The works can be integrated into the associated S278/S38 agreement for the development. To ensure that the route is protected for non-vehicular traffic users the applicant will be required to pay a contribution towards the Legal orders (Prohibition of Driving Order – subject to any access requirements). Bollards at each end will be required.

DEVI 66 passes in an east/west direction at the southern side of the path. It does not appear to fall within the site. The PROW Team are currently processing changes to the status of the path under the definitive map with the recognition that there is also a desire for access by horse riders. My PROW colleague will detail the requirements in relation to improvements, but the applicant should note that a contribution will need to be taken to cover the costs of the works and associated Legal Orders.

Any hedgerow adjacent to the PROWs will need to be added to the landscape management program in place for management of the open space areas within the site.

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Active Travel (Including Canal and Riverside Trust)

You will receive a separate submission from my Transportation colleague which will provide more detail in relation to assessments; however, I wish to also outline the LHA's position and how it supports the Active Travel input as integral to bringing forward any development at this location.

Devizes is subject to a significant level of vehicular traffic with associated impact on both car/vehicle drivers as well as pedestrians and cyclists. This has been recognised in the past through changes to strategic junctions and the application of an AQMA. Any development within Devizes should be managing and mitigating the requirement for vehicle use. The development is located directly adjacent to the canal and within a network of PROWs and on a National Cycle route. Access to the Canal, will offer residents a vehicle free and direct route into the town centre.

In this context the LHA choose to focus on ensuring that the development actively provides improvements to Active Travel access by both brining forward physical connections as well as providing financial contributions for wider improvements.

Linking South and north sites.

The Transport Assessment recognises that a connection to the canal via the Northern site is imperative. The Masterplan appears to show a link in a central location of both sites, however, there is no established route on the northern side. The applicant is welcome to discuss a new link with the owner to create a central link but if this does not come forward there should be a designed connection through to the emergency access /path to the eastern corner that allows for eventual access to the canal at the north/east corner of the site. The northern site also converts part of the Old Coate Road to a 3m cycle path, it is noted that there is a direct connection from the southern site to this path. The northern site is also brining forward a pedestrian link at the western corner on Coate Road and a connection to this link is being indicated.

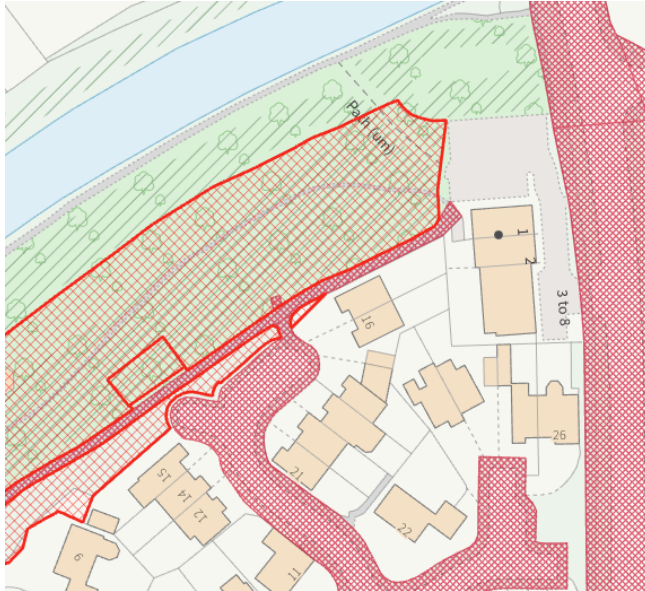
The applicant is proposing the introduction of a new footway from Navigation Road to the cul-de-sac entrance, and this is welcomed, however, I would like to see this widened to 3m and this length of 3m path to be mirrored on the western side of Windsor Drive. The applicant will be expected to bring this forward via construction of the path widening and not via a contribution. This will support the location of a new crossing (please see below),

Off Site path - to be constructed by applicant - West of Windsor Drive

The Canal and Riverside Trust note in their submission a requirement to improve cycle connections to the canal towpath on the western side of Windsor Drive. They refer to a path to the western side, currently informal but recognised as being utilised. The more formal direct link (adjacent to the bridge) is a steep path which is not conducive to all cycle users and pedestrians. However, as it is still to be used by those more able the applicant will be expected as part of their S278/S38 agreement to bring forward a re-surfacing of this link.

To the west of Windsor Drive there is an informal link which has been formed across land owned by the CRT and within the control of the Council's Strategic Property. It is provided

with less onerous levels and in turn easier to utilise. The below extract shows the CRT land (green/grey hatched) and the Strategic Property (red hatched) with the adopted path (pink hatched to the south). The informal path can be seen as a grey dotted line. The photo shows the link from the towpath side.



You will note that the path currently alights onto a car park. Though pedestrians may choose to walk this route the formal path can't directly connect to the car park so the applicant will need to create the link to join the currently adopted path to the south.

Via a S38 agreement the applicant will be requested to bring forward this link as part of the over all construction. As the applicant does not own the land the Canal and Riverside Trust will need to be party to the agreement (they are already party to the northern site agreement so there is a precedent for this) and the Council will be party to a dedication agreement across their land. The Canal and Riverside Trust will also need to be party to the S106

agreement as they have been previously. The path will need to be constructed to 3m in width and of a consolidated material.

I note that the Canal and Riverside Trust are making a separate request for contributions. Having considered the above, as well as the connections already being brought forward on the Northern site, I have concluded that there will not be a separate request for contributions towards the Canal and Riverside Trust but they will be provided with some funding from the wider Active Travel contribution (please see below).

TOUCAN CROSSING – Windsor Drive

At a point on Windsor Drive between Navigation Road and the cul-de-sac entrance the applicant will provide a TOUCAN crossing. As part of this application, I invite the applicant to provide a drawing detailing a TOUCAN crossing and on the same drawing the widening of both sides of Windsor Drive footway to the crossing. This will be in addition to the already constructed (via the Northern application) informal crossing point immediately adjacent to Navigation Road.

Contributions for Wider Active Travel Improvements.

In addition to the above constructed connections and improvements the applicant will be expected to provide an amount of contribution to cover the wider Active Travel Improvements.

As part of the appeal decision for the Northern parcel of land (APP/Y3940/W/22/3312268) a figure of £2,963 per trip per dwelling was concluded upon. This figure considered the works being brought forward by the developer in relation to the junction and Coate Road conversion to the Shared use path. The number of trips per dwelling has been calculated as 0,6 per dwelling in the peak hours. Alongside this a specific contribution for the Canal and Riverside Trust of £500k was taken. There was no public transport contribution.

When applied to this development a figure of **£311,115** is required.

Given the importance of non-vehicular connectivity in enabling the site to mitigate the associated traffic impact the applicant will be asked to bring forward this contribution towards Active Travel. Which includes improvements to the Canal and a contribution towards the projects outlined within the Devizes LCWHIP.

Buses

The main public transport provision in the vicinity of the development site is the town service, a regular and well used bus service. Running along Coate Road between the Town and the wider villages is the Connect Wiltshire Service.

To facilitate access to the bus services for the residents of the new developments off both sides of Coate Road the applicant should be bringing forward bus stops (Kassel kerbs and flags) at the site frontage on Windsor Drive and I invite the applicant to provide a drawing detailing this provision. There will also be the requirement of a contribution towards the town service. Though Public Transport contributions were not taken on the Northern parcel of land, this application brings forward an additional 175 houses and associated residents which increases the potential level of demand upon the provision.

Internal Layout / Access/Reserved Matters

The application is at outline with all matters reserved as such the comments below are informative but should hold considerable weight in relation to any prospective Reserved matter application.

I am willing to accept a priority junction on to Coate Road, as shown. The traffic movements on Coate Road are such that a right-hand turn lane is not required and I am satisfied that the newly built Coate Road/Navigation Road junction can accommodate the additional vehicle movements, the same for the Windsor Drive/Navigation Road junction.

In regard to the direct access off Windsor Drive, this is close to an existing junction but not directly opposite and I am satisfied that the number of dwellings will not require anything more than a simple priority junction.

The development must meet adopted parking standards with spaces being a minimum 2.5m x 5m (garages a minimum of 3m x 6m internal). Visitor spaces will be the equivalent of 1 per 5 units and positioned in locations which allow them to be adopted by the LHA. On street allocated visitor parking is not accepted and provision should be within a layby design. All units should be provided with EV provision. Cycle parking should avoid the use of garages and meet the requirements under LTN1/20.

Road widths should be a minimum of 5.5m with at least one 3m (preferably 3.5m) Shared use path along one side.

The current design shows a shared use path through the centre of the development; there should also be another shared use path provided around the southern perimeter of the development with connections from the estate roads provided as well as connections into DEVI 66 (which may require gaps in the hedgerow to be provided). These paths should be a minimum of 3m (preferable 3.5m) surfaced in a consolidated material and lit. As noted above the paths should connect onto Coate Road in a location which allows easy forward progression into the Northern site (The emergency access to the eastern corner is suitable for this).

There is an understanding that there may be the requirement for the use of SUDS and if this is the case there should be an attempt to avoid SUDS being in adopted highway.

As with the Northern site there will be an expectation of the submission of Construction Management Statement/Plan. There is a requirement on the Northern development restricting all construction traffic to access from Windsor Drive and this will be an expectation mirrored within any approval for this development.

Summary /Commitments and Obligations

Based on the information provided I am minded to raise no highway objection to the principle of a residential development at this location and accesses as shown.

However, the applicant will be required to bring forward the following:

Via submission of a drawing for a approval (under this application) and constructed under agreement:

A 3m path on both sides of Windsor Drive from the junction with Navigation Road to the junction of the new housing parcel.

A TOUCAN Crossing on Windsor Drive located between Navigation Road and the access to the new housing parcel.

Bus stops both sides on Windsor Drive (including Kassel kerb and flag poles) located between Navigation Road and the access to the new housing Parcel.

A 3m wide path on the western side of Windsor drive to connect the towpath to the adopted highway path to the rear of Cranesbill Road.

Resurfacing of current western link to canal adjacent to the Coate bridge.

Re-surfacing, in a consolidated material, the length of DEVI65 from its junction with Coate Road to a point adjacent to the allotments.

Via contributions /obligations/conditions

A sum of £311,115 towards Active Travel improvements to include funding for use by the Canal and Riverside Trust.

PROW contributions of £8,0000 towards the Legal Order for a Prohibition of Driving on DEVI 65

Public Transport Contributions of £245,000 towards the wider Public Transport Services.

DEVI66 is a wide track which could provide suitable width for a 3m hoggin path to be provided and a softer surface left for equestrian users. A section 106 contribution will be sought to cover the costs of this. Amount to be confirmed by my PROW colleague.

With regards

Hannah

Hannah Jones

HDM