

## LAND SOUTH OF COATE ROAD, DEVIZES

### PLANNING APPLICATION: PL/2026/01963/OUT

## TRANSPORT MITIGATION

### Document Control

| Issue | Ref       | Prepared By | Checked By | Date       | Comments             |
|-------|-----------|-------------|------------|------------|----------------------|
| 1     | H728-TN06 | J Alexander | T Paine    | 29.06.2026 | For submission to WC |

### Introduction

This Technical Note has been prepared by PFA Consulting in response to Wiltshire Council's (WC) highways consultation response dated 20 May 2026, in relation to outline planning application PL/2026/01963/OUT for residential development comprising up to 175 dwellings on land south of Coate Road. Subsequent meetings with the local highway authority have taken place to discuss the proposals and the required transport mitigation which have informed this response.

The local highway authority has confirmed that it raises **no objection** to the outline planning application subject to the provision of appropriate transport mitigation.

### Transport Mitigation

Following discussions with local highway authority, a package of transport mitigation has been agreed having regard to Regulation 122 of the Community Infrastructure Levy Regulations 2010, which states that a planning obligation may only constitute a reason for granting permission if it is:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development

The local highway authority's consultation response summarised those items required to mitigate the transport impacts of the proposed development through the provision of both physical interventions and financial contributions. These are set out in turn below with the commentary reflecting what was discussed and agreed at the meeting held on 24 June 2026.

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

The proposed site access arrangements include a 3.0m foot/cycleway on the east side of Windsor Drive between the proposed site access and Navigation Way extending the existing provision into the application site. In addition, a 3.0m foot/cycleway has been added to the western side of Windsor Drive, through an extension of the existing provision to Harebell Way.

This will in conjunction with the proposed Toucan Crossing (see 2. below) ensure pedestrians and cyclists from the proposed development can safely cross Windsor Drive and access the surrounding network of footways and cycleways, and importantly the residential streets to the west of Windsor Drive via Harebell Way which provides onward connections to the canal and other trip attractors to the west.

The updated site access arrangements drawing H628/01 Rev F is reproduced at **Appendix A**.

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

The updated site access arrangements drawing at Appendix A includes the provision of a Toucan Crossing on Windsor Drive as requested to provide a safe crossing for pedestrians and cyclists.

**3. *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.***

As the 1C town circular service only operates a southbound service on Windsor Drive, a bus stop on the east side of Windsor Drive only is considered necessary. The revised site access arrangements drawing therefore shows a bus stop (with Kassel kerb and flag pole) on the east side of Windsor Drive between the site access and Navigation Road. The exact location and details of the bus stop will be agreed with WC public transport team at the detailed design stage.

**4. *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.***

The request for a path connecting the canal towpath to Cranesbill Road would involve construction work within third party land controlled by the Canal & River Trust (CRT) and WC. It would be unreasonable for the applicant to be required to deliver such works; particularly given that the application is to provide a 3.0m foot/cycleway on the western side of Windsor Drive to Harebell Way, as shown on the updated site access arrangements drawing, which would provide an alternative route to the canal and destinations west of Windsor Drive via Harebell Way.

To help improve connections to the canal on the western side of Windsor Drive, the applicant has offered to provide a financial contribution of £25,000 towards upgrading the surfacing of the existing paths which connect with the canal towpath.

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

It is understood that there is an agreement with Bellway and the CRT to utilise a portion of the s106 funds that the CRT secured from land north of Coate Road to improve the existing ramped access on the western side of Coate Bridge. The contribution offered in 4. above could also be used for this if necessary.

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

It was agreed that a financial contribution would be appropriate towards upgrading the surfacing of Public Right of Way (PRoW) Byway DEVI65 between Coate Road and the allotments which is circa. 815 metres in length. This will improve active travel connections north/south through the site and provide a car free route to Nursteed Community Primary School.

A PRoW contribution of £70,500 has been offered by the applicant for upgrading the PRoW surfacing of Byway DEVI65 comprising 3m wide timber edged self-binding gravel construction.

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

WC confirmed that a contribution of £311,115 is required towards active travel to mitigate the associated traffic impacts of the development proposals, with the calculation based on a £ per trip per dwelling. A significant proportion of this funding will be for use by the CRT to improve the K&A Canal, with funding also towards projects outlined in the Devizes LCWIP.

Subject to it meeting the CIL Regs tests the applicant has confirmed this to be acceptable.

**8. PROW contributions of £8,000 towards the Legal Order for a Prohibition of Driving on DEVI65**

The applicant has confirmed that the requested contribution of £8,000 is acceptable.

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

It was agreed that a financial contribution towards public transport services was not appropriate and would not meet the CIL Regs tests. The proposed development will only add passengers and associated revenue with no diversion to existing bus services. The existing bus services in the locality are not at capacity, with existing bus stops well within walking distance with good pedestrian links offering regular frequent bus services to the town centre and other destinations. As set out in 2. above, a new bus stop on Windsor Drive is to be delivered as part of the site access arrangements.

**10. 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.**

Funding improvements to the surfacing of PROW footpath DEVI66 is not considered reasonable for this application as it will primarily be used by residents for recreational and leisure purposes for which the existing surfacing is considered appropriate. A circular path is proposed within the development with a possible link to DEVI66 in the south eastern corner of the site; this would enable residents to access the wider PROW network; it would also provide improved access to the guide hut as an alternative to walking in the carriageway on Coate Road.

**11. Ability to provide ped/cycle connection into land north of Coate Road.**

The highways response questioned the ability of this application to provide a connection into Bellway's site on land north of Coate Road via the proposed central ped/cycle crossing. It was confirmed that Robert Hitchins Ltd has retained rights from Bellway to enable the provision of a foot/cycleway link to connect with the 3.0m foot/cycleway running along the southern boundary of land north of Coate Road.

Extracts from the land sale contract are provided at **Appendix B**; this shows that the applicant has legal rights to connect a foot/cycleway within the land north of Coate Road.

### Summary

This Technical Note identifies the transport mitigation that has been agreed with the local highway authority to satisfactorily address the transport impacts of the proposed development on land south of Coate Road (PL/2026/01963/OUT). The proposed site access arrangements drawing has been updated to include 3.0m foot/cycleways on both sides of Windsor Drive, a new toucan crossing and southbound bus stop on Windsor Drive. In addition, financial contributions are to be provided for upgrades to PROW, improvements to the K&A Canal, and towards active travel.

**Table 1** below summarises the s106 contributions which will be secured by way of a S106 agreement.

**Table 1: S106 Summary**

| Mitigation Area                                                                         | Amount   |
|-----------------------------------------------------------------------------------------|----------|
| To improve connections to the K&A canal on the western side of Windsor Drive.           | £25,000  |
| To upgrade surfacing on PROW Byway DEVI65                                               | £70,500  |
| Active Travel improvements to include funding for use by the Canal and Riverside Trust. | £311,115 |
| Legal Order for a Prohibition of Driving on PROW DEVI65                                 | £8,000   |

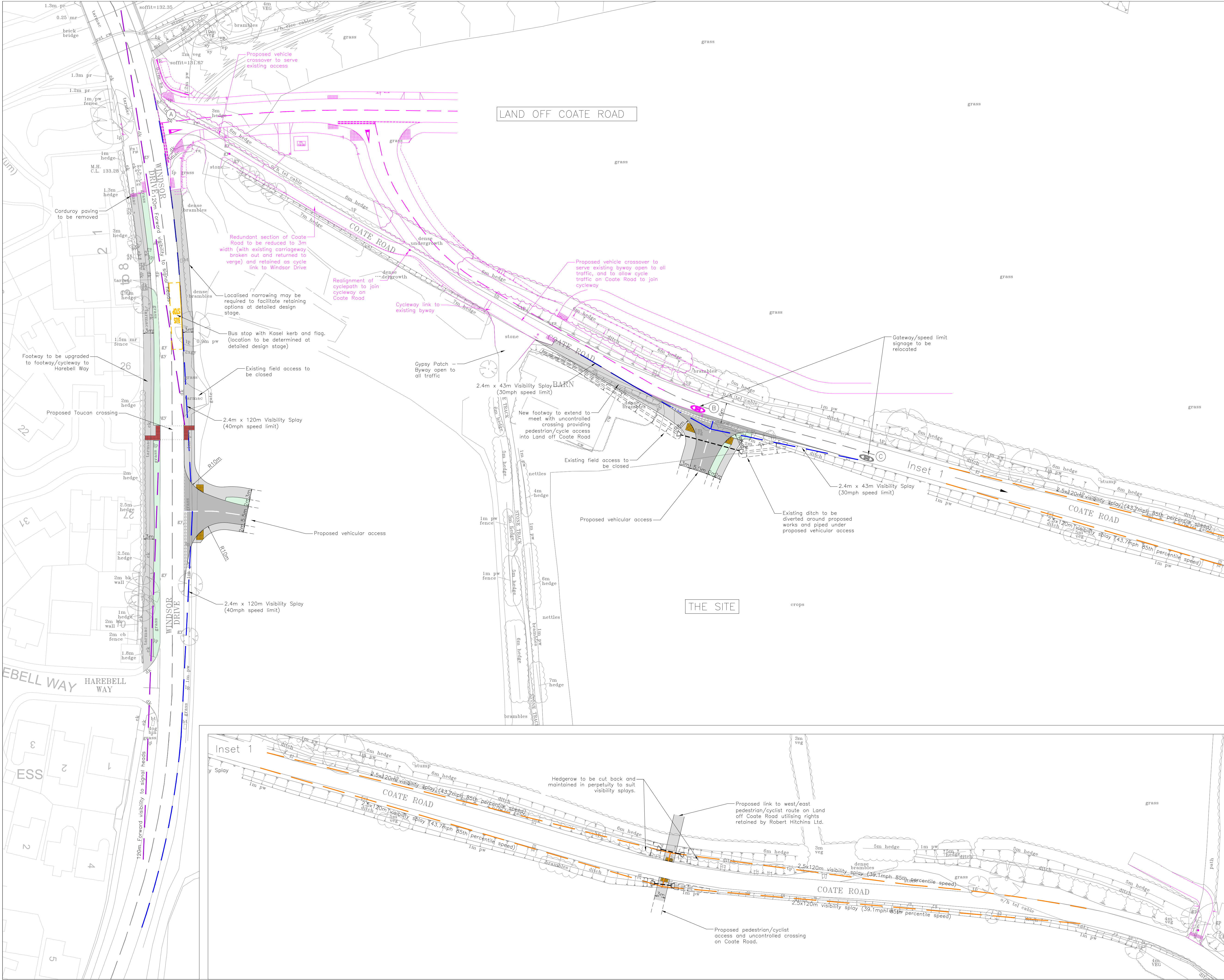
## **APPENDICES**

***Appendix A: PFA Drawing H628/01 Rev F 'Proposed Site Access Arrangements'***

***Appendix B: Extracts from the Land North of Coate Road Land Sale Contract***







Status

PRELIMINARY

This drawing is produced for initial discussion and illustrative purposes only, and should not be relied upon for tender or pricing purposes.

0m25m

Scale 1:500

NOTES

1. This drawing is based on the Topographical Survey undertaken by Ruxton Surveys, number 20075/01, dated June 2020, and PFA Consulting drawing number 8804/01 Rev F, dated January 2025. Supplemented by OS data © Crown copyright and database rights. PFA OS Paper Map Copying Licence No. 10000054.

2. All adoptable highway works to be constructed in accordance with the current version of the Specification for Highway Works (SHW), published by The Stationery Office as Volume 1 of the Manual of Contract Documents, as amended and Wiltshire Council's (WC) Specification and Notes for Guidance for Highway Works by Developers Under Agreement, Eighth Edition, dated May 2003.

3. The works shown on this drawing could affect Statutory Undertaker's apparatus and the location and depth of all such apparatus should be verified prior to commencement of the works and to take any precautions necessary when working in the vicinity of any such apparatus.

4. All dimensions shown in metres (m) unless otherwise stated, and all levels relate to Ordnance Datum.

5. Visibility splays shown on the basis that vegetation is cut back and maintained to visibility line.

KEY

Carriageway

Footway or Shared Footway/Cycleway

Verge

Tactile Paving, colour buff

Tactile Paving, colour red

Junction visibility splays

Pedestrian/cyclist visibility splays

Forward visibility to signal heads

A B

Proposed 30mph speed limit between points A and B in connection with Land off Coate Road

B C

Proposed extension to 30mph speed limit in connection with Land South of Coate Road

Development on Land off Coate Road

| Rev | Date     | Description                                                                                 | Drawn | Check |
|-----|----------|---------------------------------------------------------------------------------------------|-------|-------|
| F   | 25/06/26 | Amended following Wiltshire Council comments                                                | TLH   | JA    |
| E   | 04/06/26 | Proposed Toucan crossing added and foot/cycleway added to the Western edge of Windsor Drive | TLH   | JA    |
| D   | 22/10/25 | Annotation added.                                                                           | ML    | TP    |
| C   | 24/09/25 | Amendments following client comment.                                                        | ML    | TP    |
| B   | 20/08/25 | Pedestrian/cyclist crossing on Coate Road added.                                            | ML    | TP    |
| A   | 23/01/25 | Revised to reflect latest layout of development on Land off Coate Road.                     | JR    | JA    |
| #   | 12/11/24 | First issue                                                                                 | JR    | JA    |

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Client

Robert Hitchins Ltd.

Project

Land South of Coate Road  
Devizes

Drawing Title

Proposed Site Access  
Arrangements

Sheet 1 of 1

Drawing No. H728/01

Rev F

E-Mail: mlodwick@pfaconsulting.co.uk

A1



Dated

2024

ROBERT HITCHINS LIMITED (1)

and

BELLWAY HOMES LIMITED (2)

Contract for Sale

relating to

Land North of Coate Road, Devizes

THIS AGREEMENT is made the                      day of                      2024

BETWEEN

- (1) ROBERT HITCHINS LIMITED incorporated and registered in England and Wales with company number 0686734 whose registered office address is at The Manor Boddington Cheltenham Gloucestershire GL51 0TJ (hereinafter called "the Seller")
- (2) BELLWAY HOMES LIMITED incorporated and registered in England and Wales with company number 00670176 whose registered office is at Woolington House, Woolington, Newcastle Upon Tyne NE13 8BF (hereinafter called "the Buyer")

“Development  
Footpath/Cycleway”

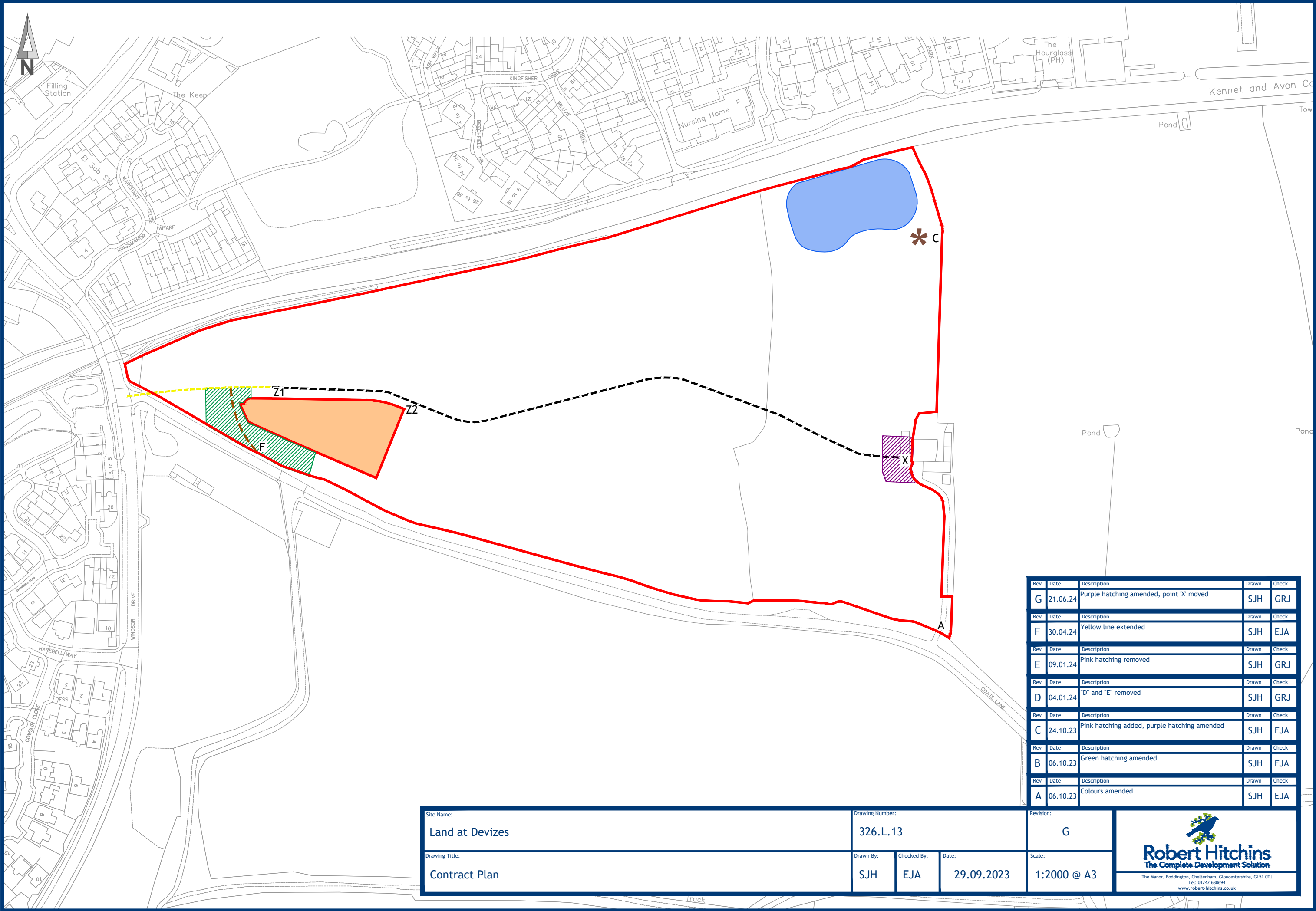
a pedestrian footpath and cycleway together with any associated lighting and other structures located:

- a. and running parallel to the entirety of that part of the eastern boundary of the Property between the points marked “A” and “X” on the Plan (and connecting to Main Street within the Highway Access Flexibility Zone X); and
- b. within the Public Open Space and located no further than 20 metres from (and running parallel to the entirety of) that part of the southern boundary of the Property located between the points marked “A” and “F” on the Plan (and connecting to the footpath and cycleway referred to at a. above at the point marked “A” on the Plan and connecting to Development Road F)

both in general accordance with the route(s) indicatively shown on the Illustrative Masterplan or as otherwise agreed prior to construction between the Buyer and the Seller (both acting reasonably and without delay and having regard to any requirements of the Relevant Authority);

“Development  
Footpath/Cycleway  
Connection Zone”

a strip or two strips of land, each being a minimum 5 (five) metres wide, between the southern boundary of the Property and the southern boundary of the Development Footpath/Cycleway (and immediately abutting each of them so as not to create any ransom) in such locations as are indicatively marked ‘potential cycle link’ on the Illustrative Masterplan or at such other locations along the southern boundary as the Buyer and the Seller shall agree (both acting reasonably and without delay and having regard to any requirements of the Relevant Authority) to enable the Seller to connect (via the highway known as Coate Road) any footpath/cycleway on the Retained Land to the Development Footpath/Cycleway;



| Rev | Date     | Description                                  | Drawn | Check |
|-----|----------|----------------------------------------------|-------|-------|
| G   | 21.06.24 | Purple hatching amended, point 'X' moved     | SJH   | GRJ   |
| Rev | Date     | Description                                  | Drawn | Check |
| F   | 30.04.24 | Yellow line extended                         | SJH   | EJA   |
| Rev | Date     | Description                                  | Drawn | Check |
| E   | 09.01.24 | Pink hatching removed                        | SJH   | GRJ   |
| Rev | Date     | Description                                  | Drawn | Check |
| D   | 04.01.24 | "D" and "E" removed                          | SJH   | GRJ   |
| Rev | Date     | Description                                  | Drawn | Check |
| C   | 24.10.23 | Pink hatching added, purple hatching amended | SJH   | EJA   |
| Rev | Date     | Description                                  | Drawn | Check |
| B   | 06.10.23 | Green hatching amended                       | SJH   | EJA   |
| Rev | Date     | Description                                  | Drawn | Check |
| A   | 06.10.23 | Colours amended                              | SJH   | EJA   |

|                                 |  |                             |                    |                       |                                                                                                                                                                                                                                                                                         |
|---------------------------------|--|-----------------------------|--------------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Site Name:<br>Land at Devizes   |  | Drawing Number:<br>326.L.13 |                    | Revision:<br>G        | <br><b>Robert Hitchins</b><br>The Complete Development Solution<br><small>The Manor, Boddington, Cheltenham, Gloucestershire, GL51 0TJ<br/>Tel: 01242 680694<br/>www.robert-hitchins.co.uk</small> |
| Drawing Title:<br>Contract Plan |  | Drawn By:<br>SJH            | Checked By:<br>EJA | Date:<br>29.09.2023   |                                                                                                                                                                                                                                                                                         |
|                                 |  |                             |                    | Scale:<br>1:2000 @ A3 |                                                                                                                                                                                                                                                                                         |