

Wiltshire Local Plan

Planning for Devizes

September 2023

Wiltshire Council

1. Introduction

1. 'Planning for Devizes' is a guide to how the Local Plan Review, which will replace the Wiltshire Core Strategy, will affect the town over the coming years. It sets out the evidence and processes that have informed the policies of the Local Plan that relate to Devizes, as follows:

Table 1: Wiltshire Local Plan Policies for Devizes Market Town

Policy	Title
14	Devizes Market Town
15	Land at Devizes Wharf, Assize Court and Wadworth Brewery, Devizes

2. A table containing the Wiltshire Core Strategy policies and saved planning policies for Devizes that have been reviewed through the Local Plan Review is included in Appendix 1, together with an explanation of whether they have been deleted or revised. The review of the Wiltshire Core Strategy and saved planning policies has been undertaken to ensure the Local Plan is consistent with up-to-date national planning policy, can continue to support delivery of sustainable development and can effectively inform planning decisions in Wiltshire over the new Local Plan period.
3. The Local Plan sets what local priorities will shape development and future growth in Devizes ('Place Shaping Priorities'). They include taking opportunities to improve the town for the local community and protecting important assets.
4. The Local Plan also sets a scale of growth, as part of a wider spatial strategy for Wiltshire, by which the town will expand over the Local Plan period (2020-2038). This is expressed in additional homes and land for new businesses. It then identifies land to be built on not just for new homes and business, but also for supporting infrastructure.
5. This document explains the context and rationale for these decisions. It summarises what significant change has taken place recently, what protections and constraints upon growth will continue and what is already set to take place. Local priorities need to be seen in this context. Shaping the town's future, to help deliver these priorities, this document explains what role growth will play; why some areas have been earmarked for development and others not; the direction

for the town centre; and how the Local Plan supports the services and facilities the community requires. Altogether it tells how the Local Plan moves forward the existing planning framework for the town to meet fresh challenges and additional needs.

6. This document therefore combines many strands of evidence gathered over the preparation of the Local Plan. It pulls together the comments and advice received from, amongst others, local residents, landowners, business and service providers who also influenced the Local Plan content through consultation.

2. Devizes - Context and challenges

Table 2: Strategic context for Devizes Market Town

Population	16,900 ¹	7 th largest of the County's 16 main settlements
Strategic role	Market Town	Potential for significant development that will increase the jobs and homes in each town to help sustain, and where necessary enhance, their services and facilities, promoting better levels of self-containment and viable sustainable communities

7. Figure 1 below shows the settlement of Devizes, along with the key environmental constraints at the settlement.

¹ Census 2021, ONS, available at: <https://www.ons.gov.uk/visualisations/customprofiles/draw/>

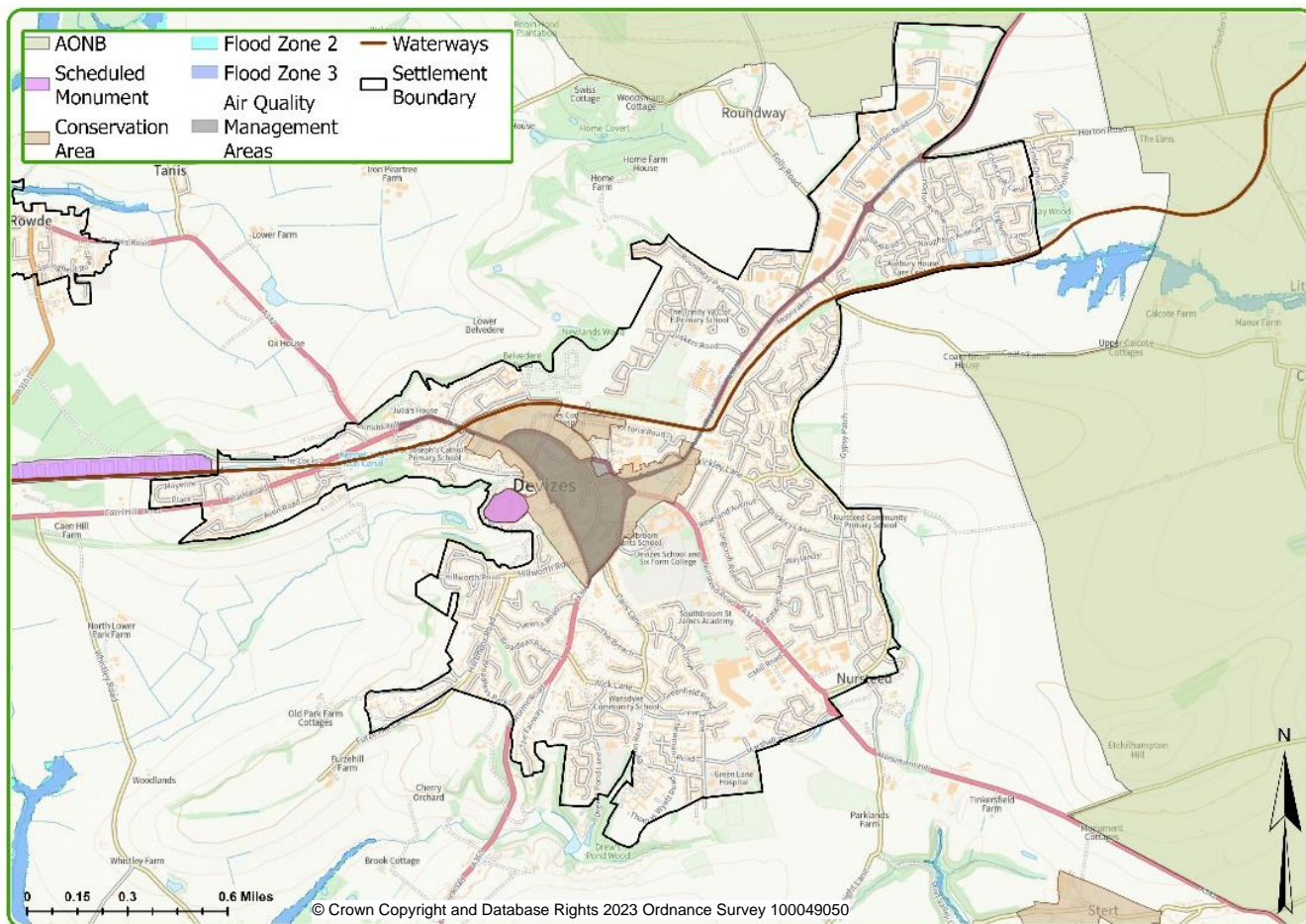


Figure 1. Environmental constraints and designations at Devizes

8. Devizes has a very high quality natural and built environment. Physically the outskirts of the town are surrounded by a number of environmental designations and their settings which must be considered in any development proposals. The North Wessex Downs Area of Outstanding Natural Beauty (AONB) is located to the north and east of the town. The land between the AONB and Devizes provides an important setting for the AONB. To the north of the town sits Devizes White Horse and Roundway Hill and to the northeast is Caen Hill and the associated Scheduled Ancient Monument of Caen Hill locks. The Scheduled Ancient Monument of Devizes Castle and grounds sit to the west of the town. All of these features have associated topography which provides a setting to the town, and this makes expansion to the north and west complicated.

9. Devizes has a rich heritage and a wealth of historic buildings. As well as Devizes Castle and Caen Hill locks the town centre is covered by a Conservation Area and contains over 500 listed buildings. The marketplace is the focus of the town and is surrounded by historic buildings. Devizes Wharf, Assize Court and the Wadworth Brewery provide a further area of historic importance. The regeneration of that area could enhance those heritage assets.

10. The Kennet and Avon Canal flows through the town from Caen Hill locks to the northeast and via the Devizes Wharf in the centre of the town. The wharf is the location for Devizes to Westminster Canoe race and this is one example of the Canal and Wharf bringing tourists to the town. There is scope to improve this already important Green and Blue Infrastructure for transport, biodiversity and recreation purposes.
11. Devizes is not located on the council's strategic road network, but it is at the crossroads of the A361, A360 and the A342. These routes link the town to Chippenham, Salisbury, Swindon and the M4. The town and town centre experiences longstanding traffic congestion and related air quality issues and this has been the case for many years. There is an Air Quality Management Area (AQMA) identified at Shane's Castle to the west of the town. Traffic congestion and air quality continue to be a key issue for the town and any development at the town should contribute towards alleviating these issues.

How has Devizes developed?

12. Devizes is one of the largest market towns in Wiltshire and has been the historic focus for growth in the East Wiltshire area.
13. Housing development has occurred to the north east of the town in the London Road area. In recent years development has also occurred on brownfield land at Le Merchant Barracks and Quakers Walk. Land has also been allocated in the Devizes Area Neighbourhood Plan (made September 2015) and this has focused on smaller brownfield sites within the existing built form of the town. Some of these allocations are still to come forward.
14. The scale of growth at the town had already started to slow down through the Wiltshire Core Strategy plan period to reflect the environmental constraints at the town and the issues related to town centre traffic congestion and air quality. This context remains the same and the scale of growth going forward reflects these constraints and issues.
15. The following diagram (Figure 2) shows how much housing has been delivered in Devizes from 2006 to 2022, compared to annual rates in the Wiltshire Core Strategy.

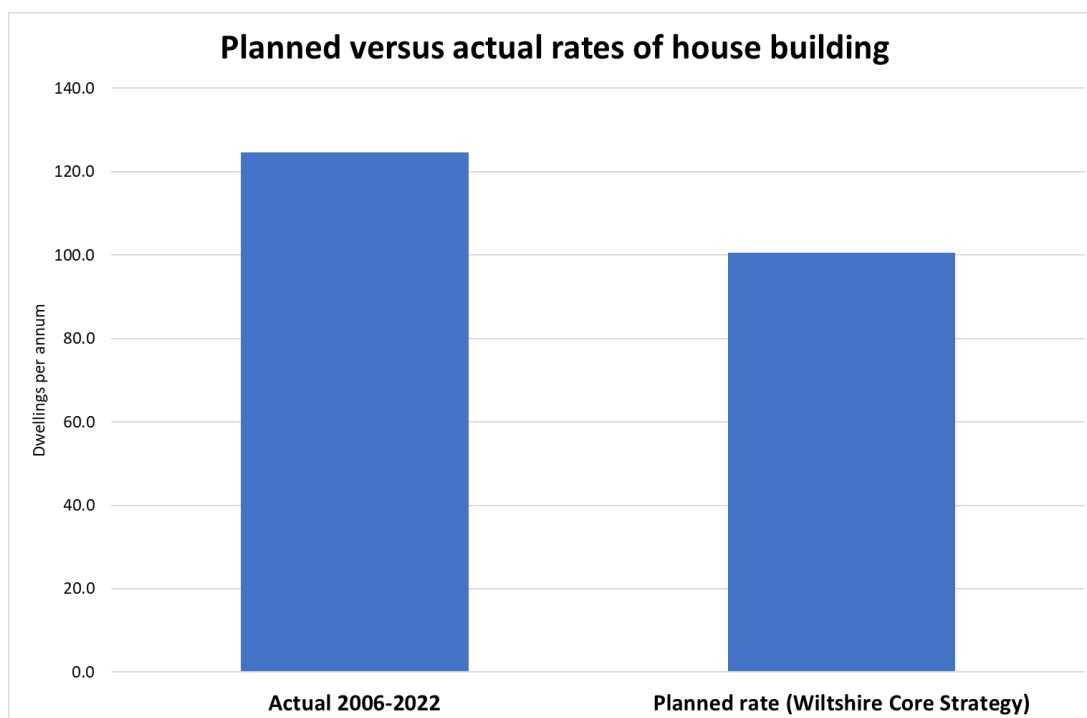


Figure 2. Wiltshire Core Strategy planned growth versus actual rates of house building at Devizes from 2006 to 2022

16. Devizes has a large and varied employment base with a number of key employers who have remained in the town long term. It has a good record of attracting employers. There are a number of industrial estates to the northeast of the town including Hopton Park and Le Marchant Barracks Industrial Estate where there is a concentration of larger manufacturing businesses. The Employment Land Review 2023² found there has been strong growth in jobs in recent years with a high concentration of jobs in the public administration sector. The Wholesale, Retail and Manufacturing sector were also found to have above average levels of employment. Recent investments have included a second production facility for MSA Latchways, Cross Manufacturing's expansion and growth at Bakkavor. Businesses have reported strong demand for sites.
17. Devizes has Principal Employment Areas identified at Banda Trading Estate, Folly Road, Hopton Industrial Estate, Hopton Park, Le Marchant Barracks, Nursteed Industrial Estate and the Police Headquarters; which are shown on Figure 3 below.
18. The Wiltshire Core Strategy allocated two sites for new employment land. These include 1.5ha of employment land at Nursteed Road, which now has planning permission for a car and lorry crane testing area. A total of 8.4ha of employment

² Wiltshire Employment Land Review – Figure 2.4 (Hardisty Jones Associates, 2023)

land was also allocated on land between the A361 and Horton Road. This employment allocation has not yet been delivered but there is interest in bringing it forward for employment uses. There is clear demand for employment sites in the town.

19. Devizes has an attractive and vibrant town centre. The Wiltshire Retail and Town Centres Study (WRTCS)³ found it to be a healthy town centre with a limited but strong catchment area. The centre attracts a large majority of main and top-up food shopping trips from residents of the town and the surrounding area, along with a reasonable amount of food shopping trips from Pewsey. The town centre has a strong market penetration rate for a settlement of its size and the very high quality of the built environment is a key benefit for Devizes. Devizes town centre has a higher-than-average proportion of comparison goods retailers across a mix of local independent and national multiple retailers (with the balance in favour of the former). There is some capacity for additional convenience goods retail and a sufficient supply of comparison goods retail floorspace. An appropriate site for new convenience goods retail has not been identified by the Local Plan, however it should be located within or on the edge of the town centre.
20. There are two sites in Devizes that were identified as potential regeneration sites in the Wiltshire Core Strategy. These were saved from the Kennet Local Plan (adopted 2004). These are The North Gate, The Wharf and Devizes Hospital (saved policy ED21) and the Lower Wharf (saved policy ED22). They have presented an opportunity to enhance and develop the heritage of these areas through development that will include tourism, recreation and community uses as well as incorporating other uses. The regeneration of the Devizes Wharf has been a long-term policy aim and these saved policies set out the parameters and site footprint of the regeneration of the area identified. The Wiltshire Core Strategy suggested a Supplementary Planning Document should be produced to comprehensively plan for this area, but this has not come to fruition. However public consultation was carried out in 2011 by Wiltshire Council on a planning brief for the Devizes Wharf area. In 2017 New Masterplanning and PER Consulting were appointed by Wiltshire Council to undertake a redevelopment and feasibility study that built on this earlier work by Wiltshire Council. The Devizes Wharf Area Redevelopment and Feasibility Study was completed in September 2017 and set out the regeneration priorities, design principles and options for regeneration. The area this study covers is different to that set out by the saved policies (the area closer to the town centre has been removed and it includes Wadworth Brewery and additional land to the southeast).

³ Wiltshire Retail and Town Centres Study (Avison Young, 2020)

Planning for Devizes

21. Wadworth Brewery has operated in Devizes from its landmark building in the centre of the town since 1885. Recently the company has sought to relocate the brewery away from this historic building to a new modern brewing facility. This new site is also within the town at Folly Road ensuring that Wadworth remains a key part of Devizes and an employer in the town.
22. The relocation of Wadworth Brewery frees up a significant site within the town centre boundary of Devizes. As well as the iconic Grade 2 Listed Wadworth Brewery this includes land behind the brewery adjacent to the Kennet and Avon Canal. The brewery site links up the extant Devizes Wharf allocation and the Assize Court Museum site. The combination of these sites provides an opportunity for the regeneration of this part of Devizes offering mixed use development of homes, tourism potential, cultural facilities, employment, public realm, green/ blue infrastructure improvements and the enhancement of the heritage assets in the area. These sites will also provide opportunity to link to the High Street and key shopping area of Devizes. The availability of the Wadworth Brewery site will act as a driver to enable the long-standing regeneration opportunities at Devizes Wharf to come to fruition bringing many benefits to the town. A further study by New Masterplanning has been carried out to update the 2017 work and includes the potential redevelopment of the Wadworth site as part of the wider Devizes Wharf redevelopment. This study by New Masterplanning – Devizes Wharf Area Redevelopment and Feasibility Study 2022 Update (May 2022) - supersedes the previous study and will be published alongside the Local Plan Review consultation.
23. Assize Court, a former courthouse, is a Grade II listed building on the Historic England's Heritage at Risk Register and has been vacant for over 30 years. It is an iconic building located on the main road as you enter the town centre from the northeast. It is owned by the Devizes Assize Court Trust whose intention is to restore the building and relocate Wiltshire Museum to the site, becoming a key visitor venue for the town. The site forms part of the wider Devizes Wharf regeneration opportunities.
24. There is a long-term aspiration to secure a railway station to serve Devizes. Proposals are being developed to bring forward a Devizes Parkway Station located at Lydeaway to the south-west of the town. There is scope for this to bring further visitors into the central area. It should be ensured that sustainable transport routes such as walking, cycling and bus provision are provided to ensure that the town centre can be easily accessed.

25. The map below illustrates the Wiltshire Core Strategy land use policies along with significant development sites at the town.

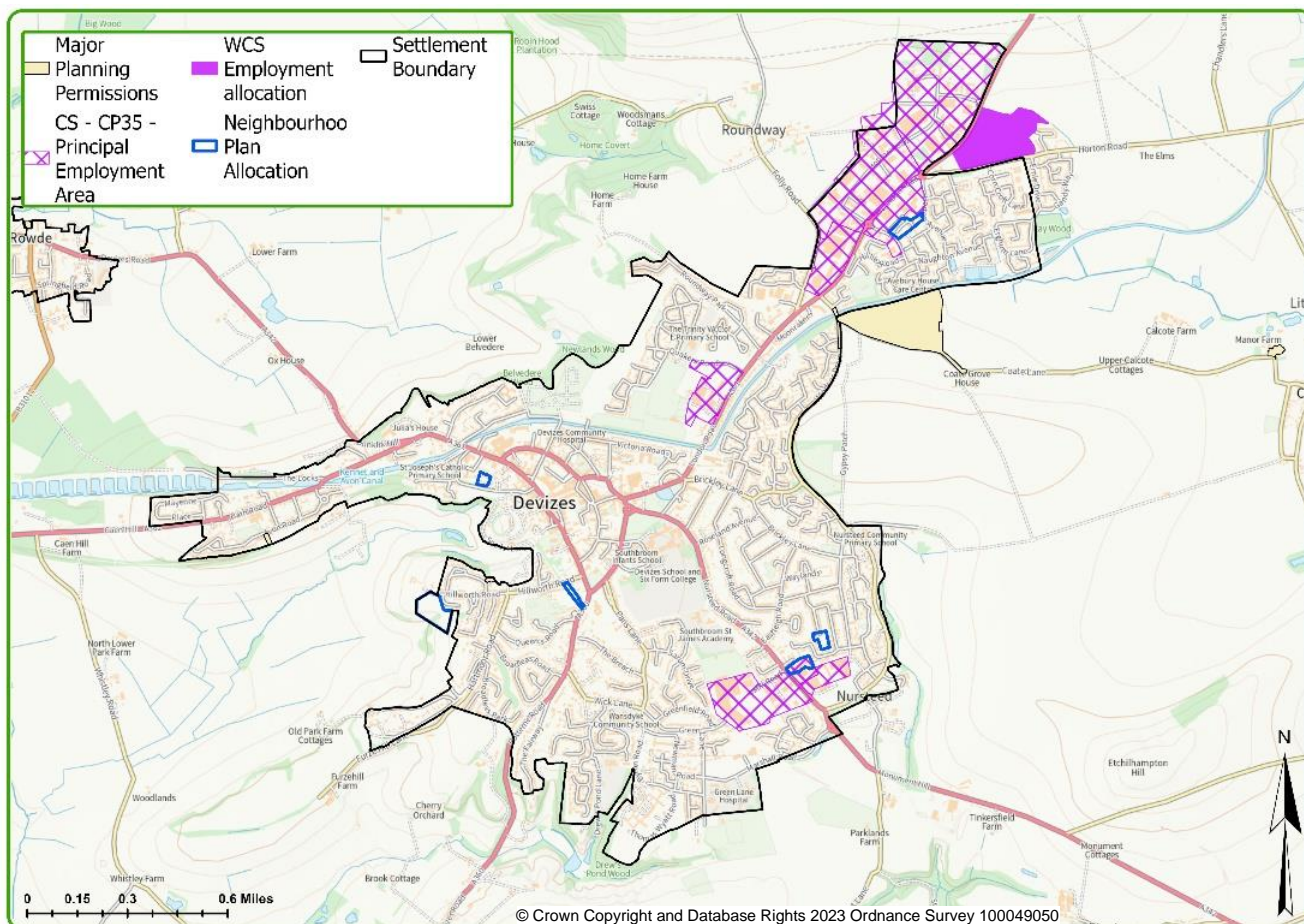


Figure 3. Existing development plan allocations and major planning permissions at Devizes

Planning to 2038

26. Looking ahead, against the backdrop of its environmental context, the strategic direction that flows from how Devizes has developed over recent years is in summary:

Devizes is constrained by the physical landscape and topography surrounding the town as well as by ongoing traffic congestion and air quality issues that need to be improved. For these reasons the level of housing growth will be reduced from what has previously been planned for. The town performs well economically with a number of key employers, and this will be maintained. It has a high-quality built environment and there is a long term aim to regenerate the Devizes Wharf and Assize Court site. Wadworth Brewery now also forms part of this regeneration site providing a driver to bring this brownfield site forward delivering commercial, residential, recreation and cultural use. Housing development alongside this can be delivered by the Devizes Area Neighbourhood Plan Review.

27. A set of Place Shaping Priorities (PSPs) addresses matters first highlighted in the Wiltshire Core Strategy and new issues that now also need to be tackled as set out above. They result from working with Devizes Town Council and wider consultation with the community and other stakeholders carried out in 2021. They are as follows:

Table 3: Place Shaping Priorities - Devizes

PLACE SHAPING PRIORITIES
<p>PSP1 Housing needs Deliver homes to respond to local needs that are within the environmental constraints of the town recognising the proximity of the North Wessex Downs Area of Outstanding Beauty, the unique topography, historic fabric and setting of the town, the extent of best and most versatile agricultural land and air quality issues.</p>
<p>PSP2 Air quality Development should contribute towards the improvement of air quality and support the Air Quality Management Area (AQMA) in Devizes town centre.</p>
<p>PSP3 Employment Deliver jobs to maintain a buoyant local economy in Devizes, including bringing forward the employment allocations and employment development through mixed uses.</p>
<p>PSP4 Town centre regeneration and Devizes Gateway Encourage town centre and tourism-led regeneration including through the delivery of the Devizes Wharf Regeneration and Assize Court Scheme, and support for the Devizes Gateway train station proposal.</p>
<p>PSP5 High quality design Ensure new development has high design standards to reflect the high-quality built form in Devizes.</p>
<p>PSP6 Sustainable transport Ensure new development is well connected to the town centre to encourage the use of sustainable transport methods, particularly walking and cycling, and help alleviate traffic congestion.</p>
<p>PSP7 Green and blue infrastructure Ensure new development connects to and protects green and blue infrastructure and assets in the town. Protect and enhance important bat habitats around the town.</p>

Planning for Devizes

28. PSPs sit alongside the spatial strategy for Devizes. One of their purposes is to describe what growth intends to help deliver and how change should be managed. They form the basis for an overarching planning policy within the Local Plan for Devizes that guides development and the direction of growth.
29. PSPs therefore provide a succinct strategic context within which to better understand the spatial strategy for the main settlements. They also set a framework to co-ordinate the high level and strategic role of the Local Plan with the function of neighbourhood plans prepared by town and parish councils that set more detailed visions for the future of each community. The two sets of plans therefore work in harmony.
30. PSPs are also used to influence how and where development will take place as an important part in the selection of sites for new development. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Others are more specific to a particular place. PSPs aim to address unresolved issues that were previously highlighted in the Wiltshire Core Strategy plus new issues that need to be tackled during the next plan period.
31. Scales of growth at the town, as set out in the Revised Spatial Strategy⁴, respond to concerns about the population increasing more than anticipated rates, coupled with job growth not corresponding to the recent increase in new homes built at the town.
32. The spatial strategy for Devizes reflects the findings of an Employment Land Review⁵, which concludes there is an indicative forecast demand for around 5ha of employment land at the town (comprising 0.7-1.8ha for office and 3.2 for industrial).
33. The new strategy identifies a requirement of 980 homes for the Local Plan period 2020 to 2038. This is a much lower level of house building at Devizes compared to the Wiltshire Core Strategy.

⁴ Wiltshire Local Plan Review Revised Spatial Strategy (Wiltshire Council, September 2023)

⁵ Wiltshire Employment Land Review, paragraph 6.2.13 and Figure 6.7 (Hardisty Jones Associates, 2023)



Figure 4. Wiltshire Core Strategy growth compared with Wiltshire Local Plan Review growth at Devizes

34. The growth planned for Devizes will help to support the vitality and viability of the town centre, increasing the available pool of local spending. Where development takes place is also a consideration. If it can be located as near to the centre as possible this will help it to capitalise on growth. If there are opportunities to improve connections to and between the centre and sites for new development, this can also help. Improvements to footpaths, cycleways and public transport can be provided in conjunction with developments. Growth can be guided to ensure continued investment in the town centre through the Devizes Wharf, Wadworth Brewery and Assize Court Regeneration site, in accordance with PSPs 4 and 6 (above) that seek these outcomes.
35. The evidence⁶ suggests there will not be strong demand to develop additional retail floorspace. Opportunities for investment in the town centre may need to be driven by other sectors and through the regeneration of Devizes Wharf, Wadworth Brewery and Assize Court

⁶ Wiltshire Retail and Town Centres Study (Avison Young, 2020)

3. Local Plan Proposals

Protecting the environment

36. Devizes is constrained in environmental terms when compared with other towns in Wiltshire. The outskirts of the town comprise The North Wessex Downs AONB to the north and west, Roundway Hill and Devizes White Horse to the north and Caen Hill, the locks and Devizes Castle to the west. These landscape considerations and associated topography all make growth of the town more difficult. To the south there are ecological constraints linked to Drews Ponds Wood priority habitat. There are a high number of bat records throughout the Devizes area including records of Annex 2 bat species (the rarest in the UK and those of greatest conservation concern). The Kennet and Avon canal and the disused railway line in Devizes are important areas for bats. Bats have also been recorded moving between woodland to the south and east of Devizes and these flight lines should not be disrupted by development at the town.
37. There are ongoing traffic congestion and air quality issues including the designated AQMA at Shane's Castle that currently further constrains growth at the town without solutions to address these issues. Careful consideration must be given to the potential impacts of any new development on traffic congestion and air quality issues in the town centre and on the A361. Any development must contribute to the Devizes Transport Strategy.
38. For these environmental reasons, and to reduce congestion in the town development proposals must be as well connected to the town centre as possible, enabling the provision for sustainable transport and active travel routes to the town centre, such as new and improved bus routes and pedestrian and cycling routes. Any longer-term proposals for a train station at the Lydeaway will need to be well connected to the centre of the town by sustainable transport options.

How many more homes?

39. From the growth over the Local Plan period (980 homes) can be deducted homes already built and those already in the pipeline. What is left and necessary to plan for is called the residual requirement. When the number of homes built and in the pipeline is deducted it leaves a further 40 homes to be accommodated at Devizes up until 2038. This has substantially reduced recently following planning permission being granted including at appeal for: 57 homes, land North of Quakers Road; 170 homes, Marshall Road; and 200 homes at Coate Bridge.

40. At constrained settlements, such as Devizes, a contribution of homes from small sites within the urban area is factored in to help minimise the level of greenfield land allocated and ensure it is only allocated where it is essential to do so⁷. The level for Devizes is 140 homes. While this is higher than the residual amount it provides for contingency over the plan period.

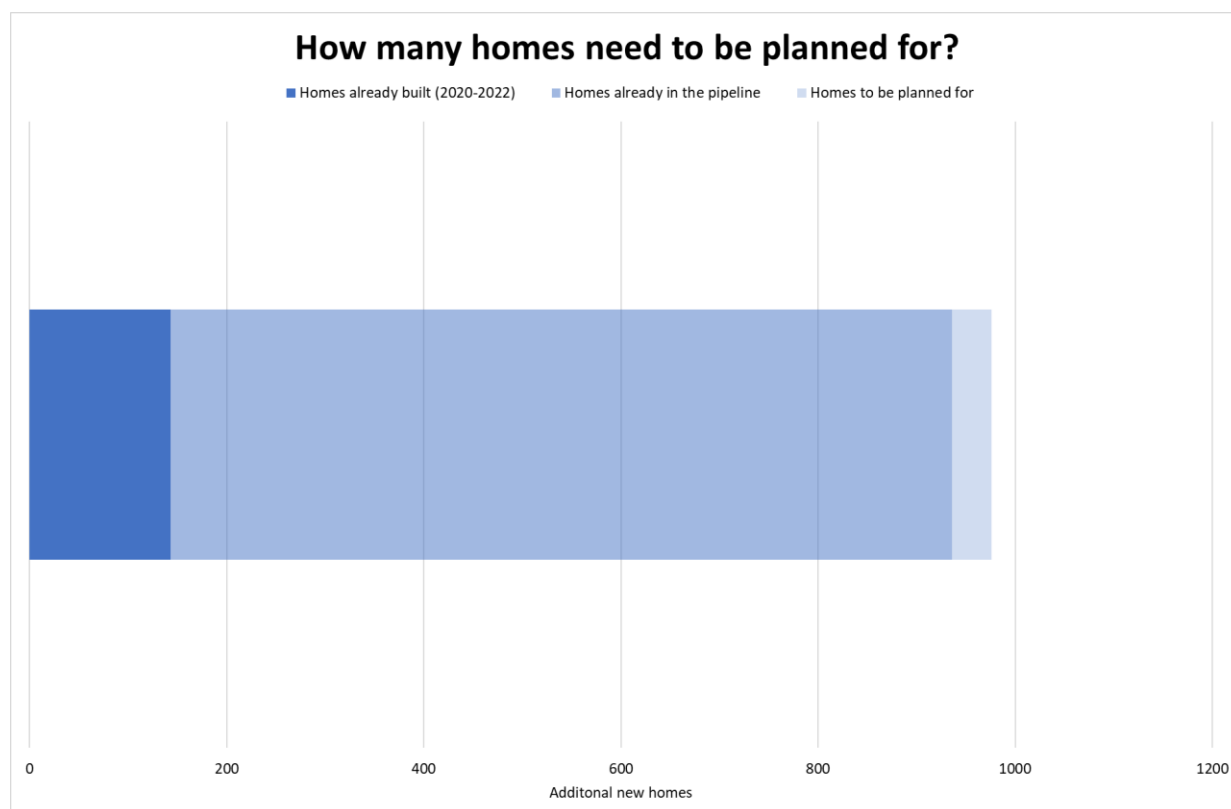


Figure 5. Calculating how many homes need to be planned for at Devizes

How much employment land?

41. The Employment Land Review⁸ concludes there is an indicative forecast demand for around 5ha of employment land at the town (comprising 0.7-1.8ha for office and 3.2ha for industrial). A total of 8.4ha of employment land was allocated on land between the A361 and Horton Road in the Wiltshire Core Strategy. This employment allocation has not yet been delivered. However there has been some market interest in the site and it is well located near other employment land to the north east of the town. The forecast demand will be met by this saved employment land allocation.

⁷ Wiltshire Local Plan Housing Delivery Paper, September 2023

⁸ Wiltshire Employment Land Review, Figure 6.15 and Figure 6.17 (Hardisty Jones Associates, 2023)

Selecting sites

42. Until the approval of the Coate Bridge appeal, consideration was being given to the need to allocate sites and the identification of a reserve site. This is set out below.
43. The supporting Site Selection Methodology⁹ sets out the process that was undertaken to select preferred sites. Appendix 2 outlines the detailed outcomes from this process for Devises and is briefly summarised below.
44. The starting point for assessing sites is Wiltshire Council's Strategic Housing and Economic Land Availability Assessment¹⁰ (SHELAA), which is a register of land promoted for development by landowners and prospective developers. Only sites that were not spatially separated from the built-up edge were considered. Stage 1 of the site selection process carried out an initial review to remove sites from further consideration that were known to be unavailable or unsuitable, for example by being already built out or being entirely within an overriding constrained area, such as a flood zone. The assessment of sites at Stage 1 is listed in Table 6 within Appendix 2, setting out the reasons why sites were removed at this stage. Twenty-nine sites were removed from further consideration through Stage 1.
45. Stage 2 of the site selection process involved a high-level assessment of the suitability of each remaining site, based on a range of criteria, including potential for landscape impacts, heritage impacts and accessibility. Sites were excluded from further consideration at Stage 2 where it was judged likely that there would be significant likelihood of harm resulting from development of a site that could not be mitigated. Ten sites were excluded from further consideration through Stage 2, the details of which are set out in Table 8 within Appendix 2.

⁹ Wiltshire Local Plan Site Selection Methodology, September 2023

¹⁰ Information about the Strategic Housing and Employment Land Availability Assessment can be found on the Council website, available at: <https://www.wiltshire.gov.uk/planning-policy-monitoring-evidence>.

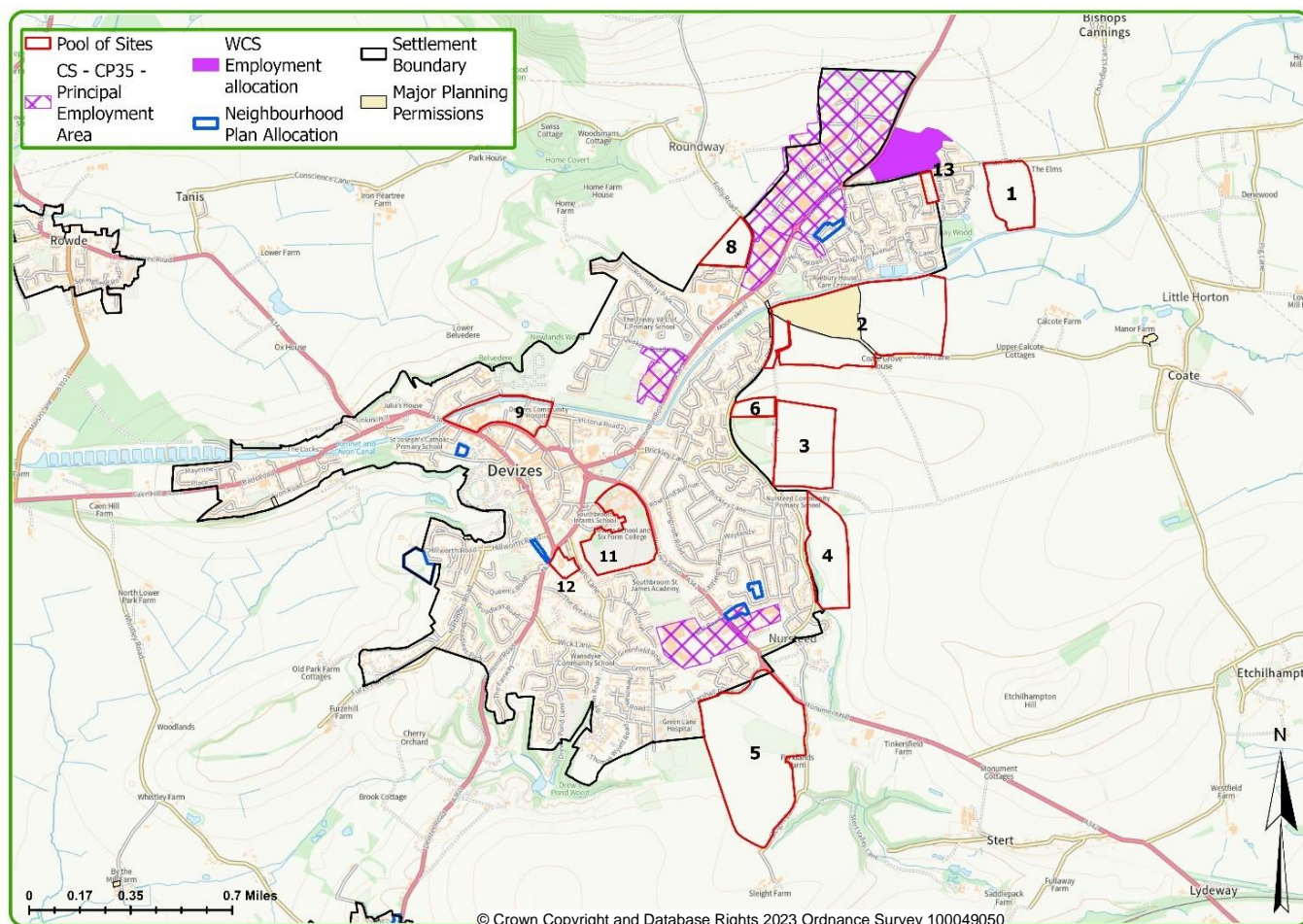


Figure 6. Pool of sites assessed through sustainability appraisal at Dezives

46. At Dezives 11 sites were suitable for further consideration and assessed as ‘reasonable alternatives’ for development and these have been assessed through Stage 3 of the site assessment and have been assessed through sustainability appraisal (see Figure 6). Of these, 4 are brownfield sites within the town and 7 are greenfield sites on the edge of the town.
47. The sustainability appraisal assessed what likely significant effects development of a site would incur, both positive and negative. Those sites that performed better in sustainability terms were those that were considered likely to have fewer significant adverse environmental effects and greater social and economic benefits. The sustainability appraisal process ranked sites by their social, environmental and economic effects. The outcome from the sustainability appraisal is shown in Table 11 and Table 12 within Appendix 2, which shows that Site 13 was the most sustainable site from those that were assessed. The full Sustainability Appraisal Report assessments are contained within a separate

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report¹¹, and a broad summary of its outputs is set out in the table below. The sustainability appraisal showed all 11 sites had a range of negative effects.

48. The sustainability appraisal showed that all the sites had a range of negative environmental effects. As outlined above, Devizes is a constrained settlement and the seven greenfield sites available on the edge of the settlement are mainly constrained by landscape considerations, ecological issues and being high grade agricultural land. Of the brownfield sites assessed three ranked highest through the sustainability appraisal process. This comprised Site 13 Horton Road Depot, then Site 9 Devizes Wharf, Wadworth Brewery and Assize Court, followed by Site 12 Southgate House. These three sites score well for reuse of previously developed land and because they have less impact on the sensitive landscape surrounding Devizes. Site 9 Devizes Wharf, Wadworth Brewery and Assize Court also scores well for economic and regeneration opportunities and because it is centrally located with excellent access to the town centre and employment opportunities.
49. Following the Stage 3 sustainability appraisal the sites were then assessed by their performance against the Place Shaping Priorities through the Stage 4 assessment – which can be found at Table 13 in Appendix 2. Preferred sites were identified through a combination of assessment against the sustainability appraisal (Stage 3) and the Place Shaping Priorities assessment (Stage 4). The process of assessment against the Place Shaping Priorities slightly altered the ranking of the top three sites, but the two that scored best remained Site 9 Devizes Wharf, Wadworth Brewery and Assize Court and Site 13 Horton Road Depot.
50. Site 13 Horton Road Depot is less well connected to the town centre and is also a very small site that would only accommodate a small amount of housing. Site 12 Southgate House is also a small brownfield sites that could be delivered through the development management process or through the neighbourhood plan. The other brownfield site – Site 11 Devizes School would necessitate the loss of school playing fields and should be protected for recreation use.
51. Site 9 Devizes Wharf, Wadworth Brewery and Assize Court scored well in both the sustainability appraisal and Place Shaping Priority assessment. It is a large complex site offering numerous wider regeneration benefits for the town. It would therefore benefit from the certainly that allocation will provide for the market process. Therefore, although Site 13 scored well, this can come forward via development management through other policies in the Plan or be positively identified through the neighbourhood plan. Due to the strategic importance and

¹¹ Wiltshire Local Plan Review Sustainability Appraisal Report (Wiltshire Council, September 2023)

benefits it can offer the town Site 9 Devizes Wharf, Wadworth Brewery and Assize Court should be allocated for development.

52. Careful masterplanning will be required to enhance the heritage of the area and protect priority habitat of the Kennet and Avon Canal. It will be essential that the development connects to the town centre using sustainable transport measures and that the proposals does not exacerbate traffic congestion in the centre. Allocating such sites will increase certainty for market processes and enable key objectives for their redevelopment to be set in policy.
53. The scale of growth for Devizes is relatively low and this reflects the constrained nature of the town with landscape and topography sensitivities, traffic congestion and air quality issues and emerging evidence of protected bat populations and their flightpaths in the area. The Devizes Wharf, Wadworth Brewery and Assize Court will include housing, but it is not possible to quantify what this is, as this will be determined by a detailed masterplan.
54. The methodology and detailed assessments made in the site selection process are all explained in Appendix 2. The sustainability appraisal process and its results are contained in a separate report¹².

What development is proposed?

55. Following the site selection process it is proposed to allocate the Devizes Wharf, Assize Court and Wadworth Brewery site for regeneration to act as a mixed-use quarter in the town that will deliver commercial, residential, recreation and cultural uses.
56. The allocation is split into three distinct areas as shown in Figure 7 below¹³. These comprise the Lower Wharf, Central Wharf and Upper Wharf. The three areas combine for a large regeneration project for Devizes, which will be guided by a masterplanned approach. Further work to progress the scheme will take account of the New Masterplanning (May 2022) Devizes Wharf Area Redevelopment and Feasibility Study 2022 Update.

¹² Wiltshire Local Plan Review Sustainability Appraisal Report (Wiltshire Council, September 2023)

¹³ Figure 7 taken from the New Masterplanning (May 2022) Devizes Wharf Area Redevelopment and Feasibility Study 2022 Update.



Figure 7. Map of Devizes Wharf areas

57. A review of the Devizes Area Neighbourhood Plan is intending to continue to allocate sites for housing development. Neighbourhood planning lends itself to identifying small to medium sized sites for housing and other forms of development. Sites in the neighbourhood plan will supplement the allocation of the regeneration site at Devizes Wharf, Assize Court and Wadworth Brewery. The land allocated for development in the Local Plan will contribute towards housing delivery for the town as well as bringing wider benefits. The potential from this site together with the small site allowance and role of the neighbourhood plan mean that it would not be appropriate to identify a reserve site as well.
58. Land at Devizes Wharf, Assize Court and Wadworth Brewery: Regeneration and redevelopment of Devizes Wharf on land at the Lower Wharf, Central Wharf and Upper Wharf Areas, including Assize Court and Wadworth Brewery, will secure the conservation and viable use of heritage assets and provide mixed commercial, residential, recreation and cultural uses.

Table 4: Requirements for land at Devizes Wharf, Assize Court and Wadworth Brewery

Use	Scale/Area
Commercial mixed use residential, recreation and cultural	<p>Scale and area to be informed by the New Masterplanning – Devizes Wharf Area Redevelopment and Feasibility Study 2022 Update (May 2022)</p> <p>Proposals could well deliver at least as many as 100 dwellings depending on the wider mix of uses. However, since proposals are yet to be crystallised, while work continues, it would not be helpful if the Local Plan prescribed a number of homes as this might pre-judge an outcome or prejudice the regeneration of the site to meet a range of different needs.</p>
Green space	Protection of the Kennet and Avon Canal corridor
<p>Development of the three wharf areas combined must ensure:</p> <p>Land use and Masterplanning Requirements</p> <ul style="list-style-type: none"> • The three wharf areas must be developed in combination to ensure that that the full wharf area is regenerated in line with the New Masterplanning (May 2022) Devizes Wharf Redevelopment and Feasibility Study Update. • The Wadworth Brewery site should be redeveloped to contain a mix of uses including securing the restoration and reuse of the historic brewery building in its optimum viable use. • The community hospital site and police station should be redeveloped to contain a mix of uses including securing the retention and reuse of non-designated heritage assets. • The Lower Wharf area should be redeveloped to secure the future use of Assize Court as the new Wiltshire Museum and to create an attractive interface with adjacent development and the canal. All new development should retain active frontages onto the sides and rear of Assize Court. • Development in the three wharf areas must ensure that linkages are extended from the current town centre to create an integrated network of streets and public space from the market square to the canal. • A continuous footpath will be provided along the south side of the canal including between the Central and Lower Wharf area. • Development on New Park Street will be carefully designed to provide an attractive gateway into the Devizes Wharf development. • The pedestrian routes between the town centre and the canal, between key destinations and from the car parking will be improved to ensure better and safe access throughout the site. • Access to the canal through the brewery building is opened up. 	

- Redevelopment should be of high-quality design which enhances existing heritage assets and creates positive interfaces between key buildings and sites within the area.
- A review of car parking requirements at the Wharf and Station Road car parks should be carried out as part of the planning application process to consolidate that use where possible and to open up development opportunities at the Wharf.
- Moderate offsite infrastructure reinforcement for both water supply and foul water disposal will be provided where necessary.

Heritage Requirements

- Listed buildings which are currently vacant or underused, including the former Wadworth Brewery and Assize Court must be retained, restored and converted to viable new uses. Their settings should be conserved and enhanced and development on adjacent sites should not impact negatively on the viability of their future uses.
- Non designated heritage assets that make a positive contribution to the character of the Conservation Area should be retained including the Kennet and Avon Visitor Centre, Wharf theatre and historic buildings at the former community hospital.
- Redevelopment of the area must respect the settlement pattern, character and appearance of the town and the settings of heritage assets inside and outside the area, including Assize Court, brewery and canal.
- The alignment of New Park Street in relation to the outer bailey of Devizes Castle should be respected.
- Investigation will be needed to identify the presence and significance of unknown archaeological remains across the site. Mitigation should include avoidance of high value archaeological remains where preservation in situ is likely to be required.

Transport Requirements

- A funding contribution should be made toward measures in the Devizes Transport Strategy Refresh, including upgrades to the A361/A342/A360 junction in the town centre, improvements to the Market Place/Long Street for pedestrians and cyclists and works to improve air quality around Shane's Castle.
- Funding contributions for secondary education and early years provision may be required dependent on available places at the time of the application.

Protection of the canal and its uses

- The Kennet and Avon Canal borders the north of the site and must be retained along with all hedgerows and /trees along with a wide buffer and ecological protection zone. This should include the root protection zone of the tree line on the northern edge of the site. The canal is a well-used commuting and foraging route for bats, otters, water voles and birds and the buffer and ecological protection zone should be maintained to avoid light spill onto the canal corridor either from external lights or interior lighting within buildings.
- Public space alongside the canal should be safeguarded.

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59. The Devizes Wharf Regeneration Site covers three areas each which have their own character and development potential:

- **The Lower Wharf** – this includes a number of key buildings comprising the Wadworth Brewery site, former courthouse Assize Court, the canoe club, forge and New Park Street.
- **The Central Wharf** – this area is characterised by public access to the Kennet and Avon Canal. It includes public canal activity space, car parking, the Wharf theatre, visitor centre, police station and residential.
- **The Upper Wharf** – this mainly comprises Devizes Community Hospital.

60. The map below shows the site area – (map taken from the New Masterplanning Devizes Wharf Area Redevelopment and Feasibility Study 2022 Update):

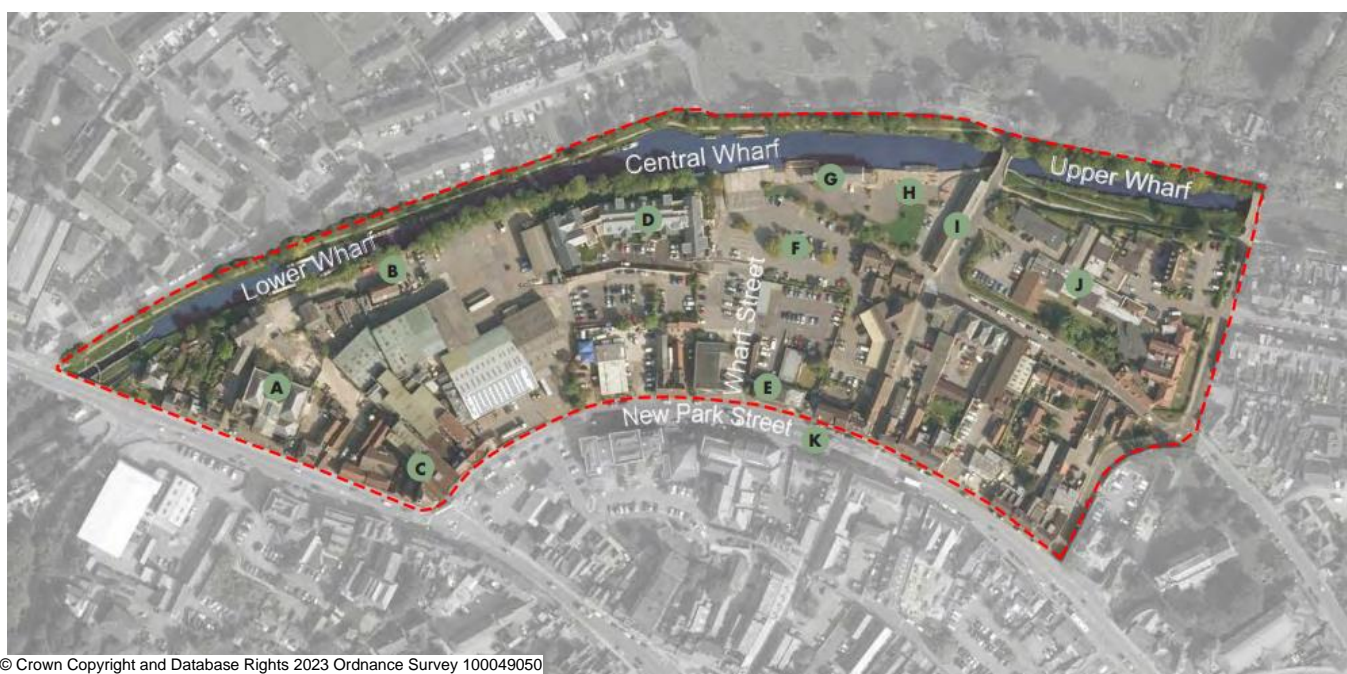


Figure 8. Site area from the New Masterplanning Devizes Wharf Area Redevelopment and Feasibility Study 2022

61. The regeneration of the three areas covers a number of potential uses and The New Masterplanning Devizes Wharf Area Redevelopment and Feasibility Study 2022 Update sets out the following land use strategy:

Leisure and culture

- Historic former Brewery buildings retained and re-purposed as visitor destination.
- Tap room, brewery tours and creation of further food / drink / leisure associated activities.
- Internal courtyard spaces and public access through to the canal side
- Assize Court converted for museum use with associated rear cafe space.
- Waterside leisure uses to address the canal, including the existing Canoe Club.
- Canalside theatre with outdoor performance space
- Lively ground floor uses to encourage positive frontages to public realm

Commercial mixed use

- Repair built frontage to New Park Street.
- Commercial / retail ground floor activity to extend the town centre.
- Uses to benefit from passing trade potential.
- Potential for upper floor residential or commercial uses.
- Potential for hotel use within Central Wharf

Residential

- Residential uses to benefit from more tranquil aspect and canal side views.
- Potential to extend established residential warehouse character at Anstie Court.
- Potential residential uses within refurbished historic buildings
- Potential for other ground floor uses and waterside leisure activities to address the canal, including the existing Canoe Club.
- Potential to include later living accommodation.

Figure 9. Land use strategy

62. This allocation is split into three distinct areas as outlined on the map above. The three areas combined will form a large regeneration project for Devizes taking account of The New Masterplanning Devizes Wharf Area Redevelopment and Feasibility Study 2022 Update to provide mixed use commercial, residential, recreation and cultural uses as shown in Figure 10 below. The map shows potential land uses (map taken from the draft New Masterplanning Devizes Wharf Area Redevelopment and Feasibility Study 2022 Update):



Figure 10. Potential land uses from the draft New Masterplanning Devizes Wharf Area Redevelopment and Feasibility Study 2022

63. Figure 11 shows key opportunity sites within the Devizes Wharf (map taken from the draft New Masterplanning Devizes Wharf Area Redevelopment and Feasibility Study 2022 Update):

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67. PSP4 aims to deliver the long-held aim of regenerating the Devizes Wharf site and this proposal clearly meets that.
68. PSP4 high quality design, PSP5 sustainable transport and PSP Green and Blue Infrastructure are all interwoven into the proposals for the development of this regeneration site. The high heritage value of the site and numerous landmark buildings as well as linked to Devizes Castle necessitate high quality design. There is the opportunity for heritage and regeneration teams to work together for this site. The location of the site on the edge of the primary shopping area will enable key routes to be built on and ensure provision on the site to connect the marketplace via sustainable means. The site is located on the Kennet and Avon Canal which will be both protected to ensure biodiversity is protected and enhanced, whilst enabling better access for travel and recreation.
69. Evidence establishes potential for a range of negative effects that could be mitigated as follows:
- All development can be located within Flood Zone 1 but a more detailed Flood Risk Assessment will ensure there is no flood risk to the site and that development of this site will not exacerbate flood risk elsewhere.
 - Traffic associated with this development will add to the congestion on London Road and Bath Road in Devizes, which are within the AQMA. Specific measures would need to be put in place to prevent further deterioration of the AQMA and enable improvement of the AQMA or CIL/S106 contributions would be required to enable actions for the revocation of the Air Quality orders. Air Quality assessment would be required of the cumulative effects of development on relevant receptors in the AQMA in Devizes.
 - The site is located in a Conservation Area and there are numerous Listed Buildings including the Grade 2 Listed Wadworth Brewery. Careful design and masterplanning will be essential to ensure these buildings are conserved and enhanced.
 - The site has a number of medium and high value archaeological considerations. This includes the outer bailey boundaries from Devizes Castle. The site is heavily constrained by archaeological remains and further investigation will be needed during a planning application process to identify the presence and significance of as yet unknown archaeological remains across the site. Mitigation could include avoidance of high value archaeological remains where preservation in situ is likely to be required. Should preservation be part of a mitigation strategy, opportunities

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to interpret and enhance understanding and / or improve land management regimes could be taken forward. Mitigation strategy could include preservation by record where relevant.

- The site is in proximity to the Scheduled medieval Devises Castle. Mitigation will need to consider the continuity and sensitivity of the medieval settlement core. Changes to the site may need to consider the potential impacts on the Scheduled Devises Castle, as associated bailey/settlement remains may be within the site.
- Any impact on biodiversity in the Kennet and Avon Canal can be mitigated by allowing at least 10m between the edge of development and the canal bank at the northern edge of the site. Layout and lighting should be designed so that the 10m buffer strip can be kept at a lit level of 0.5 Lux or lower.
- There will be some loss of habitat through loss of trees but as the majority of the site is already hard standing the scope for significant biodiversity net gain is high. There may be scope to design in a minimum of 20% net gain.

70. Principal Employment Areas are retained at Banda Trading Estate, Folly Road, Hopton Industrial Estate, Hopton Park, Le Marchant Barracks, Nursted Industrial Estate and the Police Headquarters.

71. 8.4ha of employment land is retained as a Local Plan Employment Allocation at land between the A361 and Horton Road.

Supporting the town centre

72. The Local Plan contains a framework that describes how all the different uses found in the central area function together. It provides context and certainty to business and services. It indicates how the area will operate over the Local Plan period.

73. Policy 68 (Managing Town Centres) and Appendix 5 of the Local Plan Review defines a hierarchy of town centres and the extent of town centres and primary shopping areas. The role of each centre correlates to the role of the wider settlement within the settlement hierarchy. The town centre hierarchy defines Town Centres Boundaries and Primary Shopping Areas within Principal Settlement, Market Towns and Local Service Centres. Within this hierarchy, Principal Settlements provide strategic centres; Market Towns are large shopping and service focused centres with smaller catchments; and Local Service Centres

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provide a range of shops and services for the local population, thus serving a village centre function.

74. The Town Centre Boundaries and Primary Shopping Area Boundaries were identified in the 2015 Retail Review. The 2020 Wiltshire Retail and Town Study reviewed these boundaries and found them to be up to date.
75. Devizes is defined as a Market Town in the town centre hierarchy. The town centre boundary and primary shopping area can be found on the policy map.
76. Devizes is one of the main historic and cultural centres within the eastern part of Wiltshire and provides an attractive and unique retail environment with a strong presence of independent businesses. It is well regarded, and the town has a high level of self-containment. It has many heritage assets including the market square and listed buildings within it, a historic street pattern, the Wadworth Brewery building and the setting of the Norman Castle that is located to the west of the town centre.
77. Devizes is considered to have a healthy town centre with a limited but strong localised catchment area. The centre is able to attract a large majority of main and top-up food shopping trips from residents of the town centre and the surrounding area. The town centre also has a strong market penetration rate for a settlement of its size and the overall quality of the built environment adds to this.
78. The Retail and Town Centres Study 2020 indicates some capacity for additional convenience goods retail and a sufficient supply of comparison goods retail floorspace. An appropriate site for new convenience goods retail has not been identified by the Local Plan, however it should be located within or on the edge of the town centre. Ensuring market competition and avoiding potential impacts on existing food stores within the town centre will be a key consideration for any proposals. There could be potential to grow the food and beverage market over the Local Plan period.

4. How will growth be delivered?

79. Landowners, business and housebuilders are the main drivers of development over the Local Plan period. Service providers will also come forward with proposals to invest in new facilities that support growth in new homes and local business. Wiltshire Council as local planning authority determines planning

applications in accordance with the Local Plan. It also determines them in accordance with policies of a neighbourhood plan that serves to guide the shape and form of non-strategic aspects of development, such as developing locally distinctive policies on design.

Role of neighbourhood planning

80. The Local Plan sets the overarching context for neighbourhood planning in Wiltshire. Strategic policies of the Local Plan are high level and limited to those necessary to address strategic priorities in Wiltshire. At a local level, communities can play an important role in shaping their areas by producing neighbourhood plans which direct where new development should take place, and how it should look. Neighbourhood plans must be in general conformity with the strategic policies set by the Local Plan but can add further locally specific requirements that reflect the wishes of the local community.
81. The Local Plan sets out a series of Place Shaping Priorities for Devizes that have been devised in consultation with Devizes Town Council. The Place Shaping Priorities set a range of outcomes for the town over the lifetime of the Local Plan to 2038. The Place Shaping Priorities also provide a context that can influence the direction of neighbourhood plans.
82. In order to assist in the production of neighbourhood plans, Wiltshire Council is also required to provide a scale of housing to plan for, for each one. Sites allocated through neighbourhood plans contribute towards meeting the overall of scale of growth set by the Local Plan, as well as meeting local needs identified through the evidence gathering process for the neighbourhood plan. An element of the Local Plan strategy is therefore to be delivered by neighbourhood plans.
83. There are likely to be opportunities for the neighbourhood planning process to identify small to medium scale sites to deliver a modest level of growth over the Local Plan period. This could include brownfield sites or land within the built edges of the settlement where potential impacts on the historic environment are likely to be reduced.
84. To set an appropriate scale of growth to be planned for through neighbourhood plans at the main settlements (Principal Settlements and Market Towns), a range of factors have been considered:

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- Neighbourhood planning lends itself to identifying small to medium sized sites for housing development; and national planning policy sets a target of 10% of overall requirements to be met on sites no larger than a hectare¹⁴.
- The stage a neighbourhood plan has reached in its preparation, the community's appetite to plan for new homes and its focus all affect the degree to which neighbourhood planning can contribute. The neighbourhood plan can help to meet housing needs in a form that matches local needs.
- The nature and extent of the area designation and what scope there is to identify sites for housing development may be limited, for example, if boundaries are drawn tight to the built-up area and most opportunities will be windfall and difficult to identify.

85. Ten per cent of the scale of growth identified at Devizes suggests a neighbourhood area requirement for Devizes of approximately 100 dwellings. The neighbourhood area designation provides scope within and on the edge of the urban area to allocate suitable sites.
86. The current Devizes Area Neighbourhood Plan (DNP) was 'made' (adopted) in September 2015. It sets out the vision, objectives, and policies for Devizes for the period 2015 to 2026. The DNP focuses on delivering smaller scale brownfield sites that are closer to the town centre, some of these have already been delivered. The DNP is currently being reviewed and will need to consider the existing outstanding allocations as well as the need to allocate other sites to deliver their neighbourhood requirement.
87. The DNP will also include a town centre masterplan that will connect to the Devizes Wharf site. The neighbourhood area has also been expanded to include the parish of Rowde, which is a Large Village in the Local Plan.
88. The neighbourhood area also includes the Large Village of Rowde, which is subject to a separate housing requirement of 67 dwellings for the purpose of neighbourhood planning¹⁵. This will also need to be accommodated in planning for the designated neighbourhood area.
89. The neighbourhood area requirement should be considered in combination with other evidence of local needs as determined by the neighbourhood planning

¹⁴ National Planning Policy Framework (2021), Paragraph 69, MHCLG

¹⁵ Neighbourhood area requirements for the rural parishes are calculated separately, as set out within the Rural Housing Requirements Methodology paper.

group. The neighbourhood area requirement is for the Local Plan period up to 2038, and therefore may be delivered over one or more iterations of a neighbourhood plan within this period.

Devizes neighbourhood area requirement (2020 to 2038)	170
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Local Infrastructure

90. The growth of Devizes needs to be supported by the correct infrastructure, services and facilities. When planning for growth, it is important to consider the characteristics of the town in terms of key services and infrastructure (e.g., community facilities, green/blue infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following summarises the key measures required to be put in place to address growth proposals for Devizes as well as known infrastructure issues, what additional provision is necessary to support growth and what other opportunities there may be.

Education

91. Housing development at this site could generate the need for 13 early years places, 31 primary school places and 22 additional secondary places. However existing surplus could meet primary needs and some secondary needs. Up to 22 secondary school places may be required to be funded. A maximum of 13 early year spaces would need to be funded.

Highways and sustainable transport

92. The Devizes Wharf site is within close walking distance to the town centre, health facilities, potential employment areas and schools. The Kennet and Avon Canal is accessible to the north of the site at Couch Lane, which functions predominantly as a recreation route. Development of the site provides opportunity to increase sustainable transport connections from the site.
93. Current transport constraints/concerns include a declared Air Quality Management Area (AQMA) in place at Shanes Castle. New development, including at the Devizes Wharf site, should contribute to the Devizes Transport Strategy including upgrades to A361/A342/A360 junction in the town centre, possible improvements to Market Place/Long Street for pedestrians and cyclists and junctions either end, and works to improve air quality around Shane's Castle.

Health and social care

94. The Devizes Wharf site is relatively close to GP provision within Devizes at St James Surgery. Devizes has one of the lowest amounts of primary care support in Wiltshire. A new integrated care centre is permitted and would create additional primary care capacity and replace the community hospital. Financial contributions would be required to overcome the additional pressure that this site would place on local health care.

Utilities

95. The electricity infrastructure is constrained across much of Wiltshire. The Grid Supply Points in Wiltshire, located in Minety and Melksham are both constrained. The Bulk Supply Points across Wiltshire are also constrained.
96. There will need to be a positive strategy for energy from developers for example, solar panels and energy efficiency measures. According to SSEN's generation availability map, the substation in Devizes is constrained, therefore could potentially struggle to withstand additional energy generation connections to the grid, if the site were to produce its own energy. According to SSEN's Network Capacity (demand) Map, the substation in Devizes is constrained, therefore could potentially struggle to withstand further demand. Further conversation with SSEN would be required to ensure connectivity to the grid.
97. The approach to securing infrastructure provision from new development is set out within Local Plan Policy 5 (Securing Infrastructure Provision from New Development), with site specific requirements that are applicable to Devizes and its proposed allocation site set out within Policy 14 (Devizes Market Town) and Policy 15 (Land at Devizes Wharf, Assize Court and Wadworth Brewery, Devizes).

Appendix 1 Policy Review

Table 5: Wiltshire Core Strategy policy review for Devizes policies

Policy	Title	Retain, Replace or Delete
<i>Wiltshire Core Strategy (WCS)</i>		
WCS Core Policy 12	<p>Spatial Strategy: Devizes Community Area.</p> <p>This includes an extant strategic employment allocation of 8.4ha on land between A361 and Horton Road which will be carried forward into the Local Plan Review.</p> <p>Principal Employment Areas: Banda Trading Estate Folly Road Hopton Industrial Estate, Hopton Park, Le Marchant Barracks Mill Road Nursted Industrial Estate and Police Headquarters.</p>	<p>Deleted and Replaced by LPR Policy 15 Devizes.</p> <p>This carries forward the strategic employment allocation of 8.4ha on land between A361 and Horton Road and retains the Principal Employment Areas.</p> <p>It sets out a new housing requirement.</p>
<i>Kennet District Local Plan, saved policies</i>		
KDC Policy ED19	Devizes and Marlborough Town Centres	Deleted and Replaced by LPR Policy 68 Managing Town Centres. The policy now also covers changes to use classes and national policy and hence has been updated.
KDC Policy ED20	Retail Development in Devizes Town Centre	Deleted and Replaced by LPR Policy 68 Managing Town Centres. The policy now also covers changes to use classes and national policy and hence has been updated.

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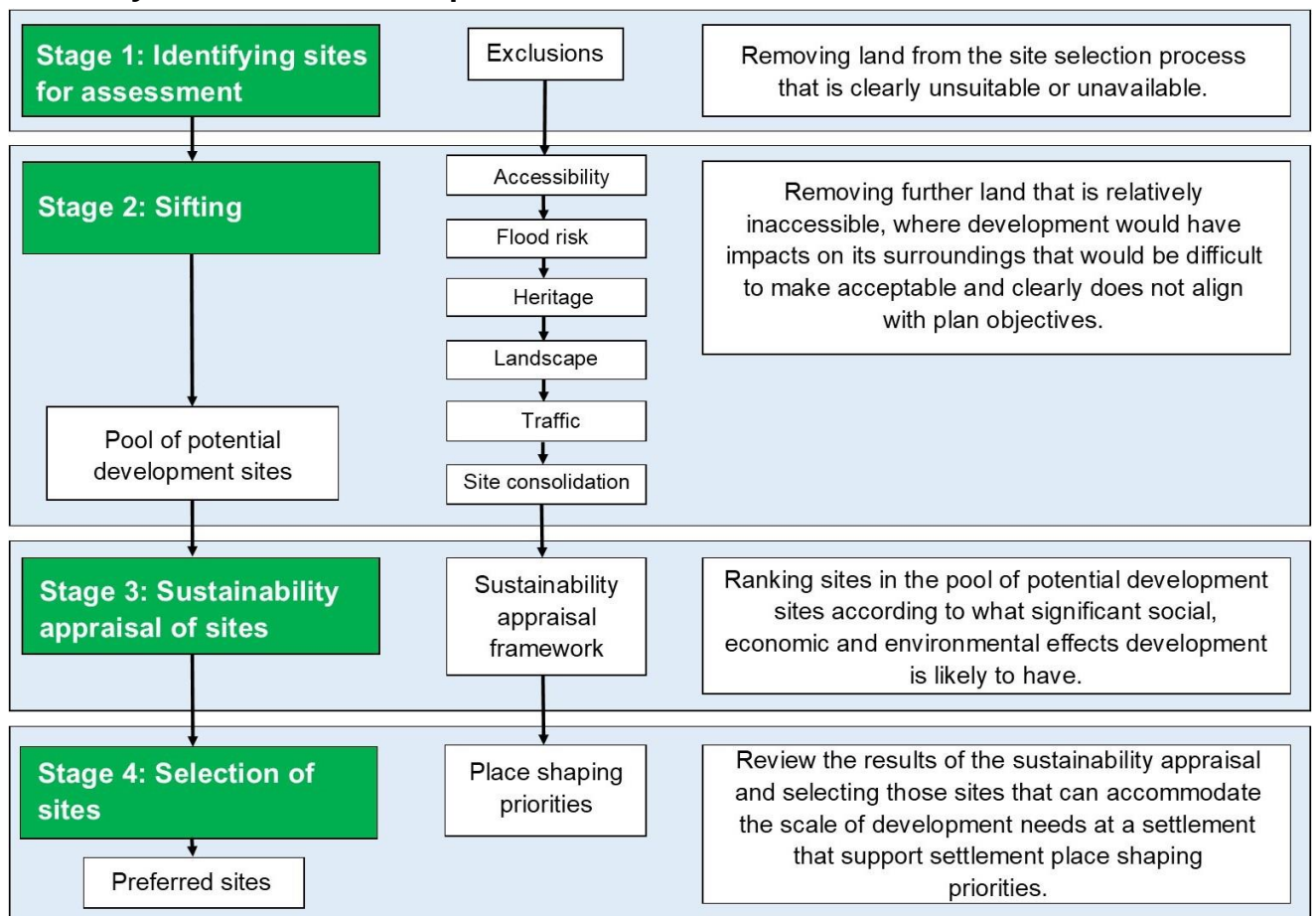
KDC Policy ED21	The North Gate, The Wharf and Devizes Hospital	Deleted and Replaced by new LPR Policy 15 Devizes Wharf Regeneration Site: Regeneration and redevelopment on land at the Devizes Wharf, Assize Court and Wadworth Brewery.
KDC Policy ED22	Lower Wharf, Devizes	Deleted and Replaced by new LPR Policy 15 Devizes Wharf Regeneration Site: Regeneration and redevelopment on land at the Devizes Wharf, Assize Court and Wadworth Brewery.

Appendix 2 Site Selection

Site Selection: Devizes

- A1. The purpose of this appendix is to explain the site selection process at Devizes, which takes place over four stages, as illustrated in the flow diagram below. The full methodology can be found in the supporting Site Selection Methodology report.
- A2. This appendix briefly describes the methodology, and explains the outputs that emerge from Stages 1-4, with the conclusions for Devizes set out within the main body of this paper.

Summary of the site selection process



Strategic Housing and Employment Land Availability Assessment

- A3. The Strategic Housing and Economic Land Availability Assessment¹⁶ (SHELAA) provides the initial pool of land from which sites may be selected. The SHELAA is a register of land promoted for development by landowners and prospective developers. Parcels of land are submitted to Wiltshire Council for consideration as potential allocations in the Local Plan, as well as Parish and Town Council neighbourhood plans¹⁷. Plan preparation and not the SHELAA determines what land is suitable for development through a process of selecting the most appropriate sites.
- A4. Only sites that were not spatially separated from the built-up edge were considered. The maps below show the SHELAA sites that were considered through the site selection process at Devizes.

¹⁶ The Wiltshire Council Strategic Housing and Economic Land Availability Assessment (SHELAA) is available from the council's website. The SHELAA was last formally published in 2017, but new sites submitted to the council since then have also been considered through the site selection process.

¹⁷ Other land, not included in the SHELAA, may possibly be capable of development but because neither a developer nor landowner has promoted the site for development, the site cannot readily be said to be available within the plan period.

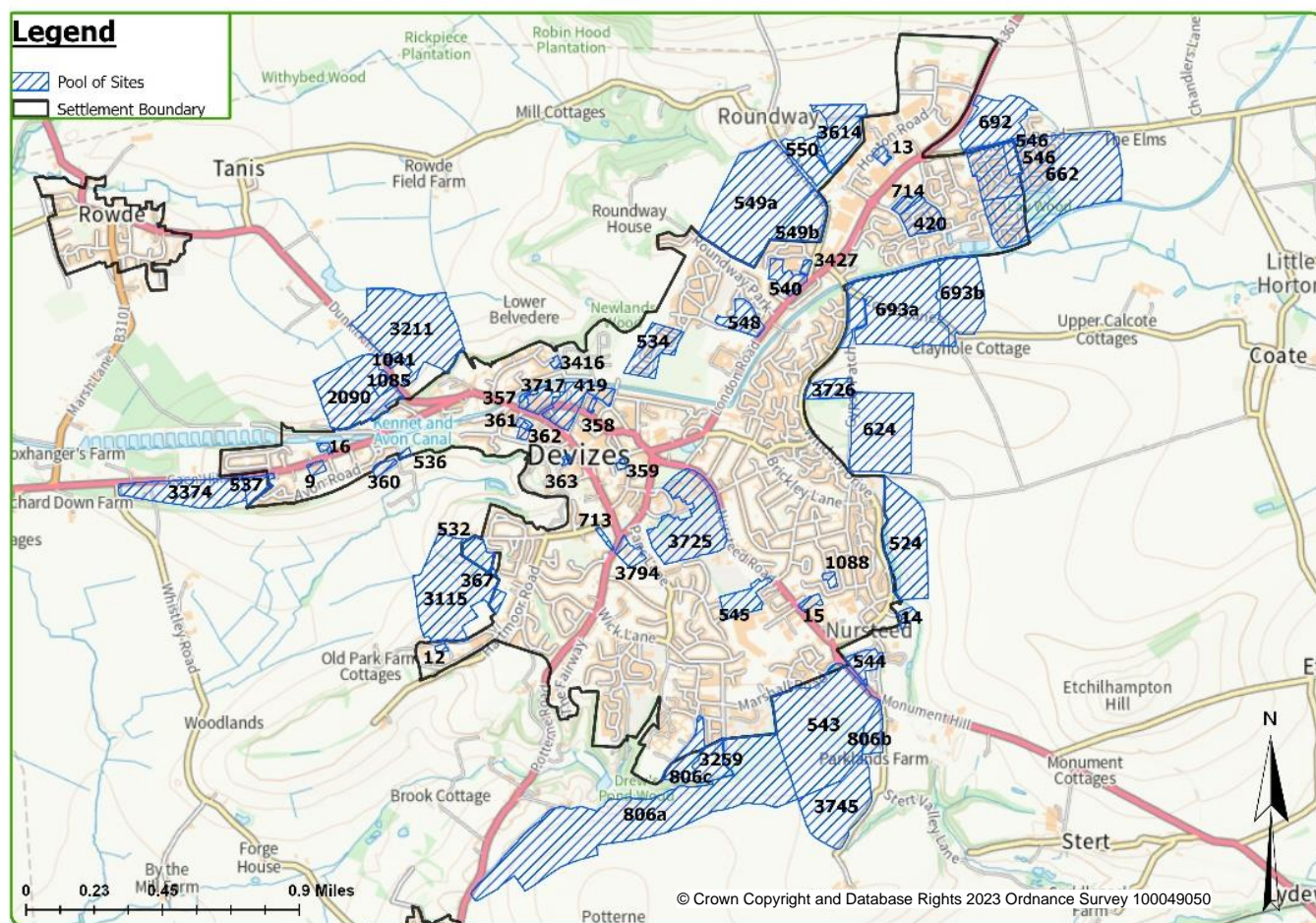


Figure 12. The pool of sites at Devizes

A5. The following paragraphs summarise the stages of assessment undertaken through the site selection process.

Stage 1 – Identifying Sites for Assessment

A6. The initial stage excluded SHELAA sites from further consideration that constitute unsuitable land for development if they are unavailable, separated from the built-edge or clearly unsuitable for development for a range of other reasons, as described within the Site Selection Methodology.

A7. Twenty-nine sites at Devizes were excluded at Stage 1.

Table 6: Sites removed at Stage 1 of the site selection process for Devizes

SHELAA site ref.	Reason for removal at Stage 1
9	Unsuitable. Below site size threshold.
12	Unsuitable. Below site size threshold.
13	Unsuitable. Part of Principal Employment Area.
14	Unavailable. Site built out.
15	Unsuitable. Part of Principal Employment Area.
16	Unsuitable. Below site size threshold.
358	Unsuitable. Below site size threshold.
359	Unsuitable. Below site size threshold.
360	Unavailable.
361	Unsuitable. Below site size threshold.
362	Unsuitable. Below site size threshold.
363	Unsuitable. Below site size threshold.
367	Unavailable.
420	Unavailable. Built out.
532	Unavailable.
534	Unavailable. Built out.
536	Unsuitable. Below site size threshold.
537	Unavailable.
540	Unavailable. Built out.
545	Unavailable. Football ground.
548	Unavailable.
692	Unavailable. Existing allocation.
713	Unsuitable. Below site size threshold.
714	Unavailable. Built out.
806c	Unavailable.
1041	Unsuitable. Below site size threshold.
1088	Unsuitable. Below site size threshold.
3416	Unsuitable. Below site size threshold.
3427	Unsuitable. Below site size threshold.

Stage 2 – Site Sifting

A8. Using the land that passed through Stage 1, a second assessment stage used a limited set of strategic criteria (proportionate evidence¹⁸) to further refine the list of sites to a set of *reasonable alternatives* for further assessment using sustainability appraisal. The criteria considered at Stage 2 were related to **Accessibility and Wider Impacts (Stage 2A)**, and **Strategic Context (Stage 2B)**, and can be summarised as follows:

Accessibility and Wider Impacts (Stage 2A)

A9. The merits of each site were assessed to understand strengths and weaknesses in terms of how accessible a site location may be and what wider impacts could result from their development. Evidence used to inform this judgement was based on assessment of travel times to key destinations including town centres, employment areas, schools, and healthcare services. This is further detailed in the Site Selection Methodology.

A10. In addition to accessibility, the following wider impacts were tested through Stage 2:

- **Flood Risk:** Sites were assessed to consider whether a source of flood risk, or combination of flood risks, would likely increase flood risks beyond the site assessed; and the degree to which this would be likely to be possible to mitigate.
- **Heritage:** A site that was within the setting of a heritage asset, that was likely to lead to substantial harm that could not be mitigated was rejected.
- **Landscape:** A site that was highly likely to lead to visual harm in the wider landscape, that was unlikely to be possible to be mitigated, was rejected.
- **Traffic:** A site that was likely to lead to an unacceptable degree of harm in terms of traffic and congestion impacts, and potential for exacerbation of poor air quality, was rejected.

A11. The outcomes from the Stage 2A assessment were categorised as: high risk of harm (red), medium risk of harm (amber) and low risk of harm (green). Sites with one or more red rating were likely to be rejected at Stage 2.

¹⁸ To meet national requirements, plans must be sound, justified by having an appropriate strategy, considering reasonable alternatives, and based on proportionate evidence.

Strategic Context (Stage 2B)

A12. This part of the Stage 2 assessment considered the pool of sites in relation to the strategic context of the settlement, having regard to:

- Long-term patterns of development
- Significant environmental factors
- Scale of growth and strategic priorities
- Future growth possibilities for the urban area

A13. In some cases, this part of the assessment influenced the judgement on what pool of possible sites constitute a set of reasonable alternatives for further consideration. This did not pre-judge more detailed testing through sustainability appraisal but enabled sites that were clearly at odds with the strategic context for the settlement to be ruled out.

Table 7: Strategic context analysis of Devizes

Context criteria	Detail
Long-term pattern of development	<p>The town is located at the crossroads of the A361 and A342 which enables good road links to Chippenham, Swindon and the M4. Funding has recently been awarded to assess the viability of reinstating a railway station at Lydeaway, south east of the town, which would potentially improve public transport offer to and from the town.</p> <p>Housing development has also occurred to the north east of the town in the London Road area. There are a number of large industrial estates to the north east of the town.</p> <p>In recent years development has also occurred on brownfield land at Le Merchant Barracks and Quakers Walk. Land has also been allocated in the Devizes Area Neighbourhood Plan and this has focused on smaller brownfield sites within the existing built form of the town. Some of these allocations are still to come forward.</p> <p>Physically Devizes is constrained to the west of the town by Caen Hill and the associated locks. It is constrained to the north by the setting to Roundway Hill and Devizes White Horse. The North Wessex Downs Area of Outstanding Natural Beauty to the north and east provides a further landscape consideration for growth. It is also constrained to the west by Devizes Castle, its grounds and the gradient of the land in this area.</p>
Significant environmental factors	<p>The North Wessex Downs Area of Outstanding Natural Beauty (AONB) is located to the north and east of the town and land on this side of the town provides an important setting for the AONB.</p>

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	<p>There have been air quality issues in recent years linked to traffic congestion in the town. There is an AQMA designated around Shane’s Castle.</p> <p>The Kennet and Avon Canal runs through the town providing green and blue infrastructure and opportunities for recreation.</p> <p>Roundway Hill and Devizes White Horse sit to the north of the town and land to the north of the town provides an important setting for this landscape.</p> <p>Devizes has numerous heritage assets including the castle, Caen Hill locks, an attractive and well-regarded town centre and Devizes Wharf.</p>
<p>Scale of growth and strategic priorities</p>	<p>The scale of housing growth in Devizes is relatively low reflecting its more constrained nature.</p> <p>The town has a strong and varied economic base with key employers in the town centre, including Wadworth's Brewery and large industrial estates to the north east of the town. This area includes a strategic employment allocation from the Wiltshire Core Strategy on land at Horton Road. There is a good degree of self-containment within the town.</p> <p>Devizes has rich cultural heritage and there is a long-term development project to regenerate the Devizes Wharf and Assize Court.</p> <p>The following strategic priorities have been identified for the town:</p> <ul style="list-style-type: none"> • Deliver homes to respond to local needs that are within the environmental constraints of the town recognising the proximity of the North Wessex Downs AONB, extent of best and most versatile agricultural land and air quality issues. • Development should contribute towards the improvement of air quality and support the Air Quality Management Area (AQMA) in Devizes town centre. • Deliver jobs to maintain a buoyant local economy in Devizes, including bringing forward the employment allocations and employment development through mixed uses. • Encourage town centre and tourism-led regeneration including through the delivery of the Devizes Wharf Regeneration Scheme. • Ensure new development has high design standards to reflect the high-quality built form in Devizes. • Ensure new development is well connected to the town centre to encourage the use of sustainable transport methods, particularly walking and cycling, and help alleviate traffic congestion.
<p>Future growth possibilities for the urban area</p>	<p>There are opportunities for some growth at the town. For the reasons outlined above most sites for consideration are located on the eastern, north eastern and south eastern edge of the town with just a couple of sites to the west. The A361 which suffers from significant congestion and delays so transport solutions would need to be explored for any sites that access onto the A361.</p>

A14. A table comprising the Stage 2A RAG ratings and a concluding commentary formed part of an overall judgement for Stages 2A and 2B combined. The overall judgement on each site could refer to the conclusions reached in the strategic context where this affected a decision to reject or take forward land.

Table 8: Stage 2 site assessment conclusions

SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
524	Broadway Farm						<p>The site is located to the east of Devizes but is well screened by extensive tree planting from Windsor Drive to the west and by landform to the east. There is potential heritage impact on the setting of listed Nursteed Farm southern half of the site.</p> <p>Take forward for further assessment.</p>	✓
543	Off A342 and Sleight Road						<p>The site is located to the south of Devizes, the site is well screened from the north west with good planting along Marshall Road. The north eastern boundary along the A342 is more open and would require significant mitigation. The southern boundary of the site is also open with intermittent views along Sleight Lane and to the wider landscape beyond and would require significant mitigation to reduce the urban encroachment into the rural setting.</p> <p>The site has medium groundwater flood risk.</p> <p>There would be potential impact on setting of the grade II listed Fox and Hounds and this should be considered along with risk of coalescence of Devizes with Nursteed village which contains several listed buildings.</p> <p>Take forward for further assessment.</p>	✓
544	Off A342 (behind Fox & Hounds)						<p>The site is the last remaining greenfield site to separate the hamlet of Nursteed from the outskirts of Devizes and thus risks losing its distinctive village character completely if developed.</p> <p>There is also potential heritage impact on the setting of the grade II listed Fox and Hounds as a</p>	X

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Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
SHELAA								
							<p>rural public house and likely significant impact on settings of Nursteed Place (formerly the Elms) and Nursteed Lodge.</p> <p>Exclude from further consideration on landscape and heritage grounds.</p>	
550	Land to the south of Roundway Hill Farm						<p>The site is located to the north of Devizes and is both highly visible from the White Horse Country Park, and North Wessex Downs AONB.</p> <p>Development of the site would also be likely to contribute to unacceptable coalescence with Roundway hamlet and impact on settings of listed buildings within it including Roundway Hill Farm.</p> <p>Access from the site would be onto the A361 London Road which suffers from significant congestion and delays. There is little opportunity to significantly improve the A361. There are good pedestrian and cycling links into Devizes town centre along the A361 corridor.</p> <p>Exclude from further consideration on landscape grounds.</p>	X
624	Land to the east of Windsor Drive						<p>This site is located to the east of Devizes and is separated from the built-up edge of the town by allotments. The site is generally well screened and the landform helps to shield it from most views. It is generally only visible from Windsor Drive as the site rises up the hill, but this can be mitigated with suitable planting, and is not a sensitive view in any case.</p> <p>Take forward for further assessment.</p>	✓
662	Land Adjoining Lay Wood						<p>This site is located to the north east of Devizes and the western part of site has planning permission for housing development which has been built out. The remaining part of the site on Horton Road is currently very exposed with little screening from both near views along Horton Road and from further views along the A361 to</p>	✓

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Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
SHELAA								
							<p>the North and Coate Lane to the south. The site also bounds the green infrastructure corridor of the Kennet and Avon Canal. There would need to be substantial mitigation to the boundaries of the development to prevent the site being seen as urban encroachment into the countryside.</p> <p>Take forward for further assessment.</p>	
806a	Land to the South East of Devizes						<p>This is a large site that runs along the southern edge of Devizes. The site is adjacent to the green infrastructure corridor of Drews Pond Nature reserve and the local streams and tree lines that link to this, as well as an allotment site. Landscape impacts likely to be very significant.</p> <p>Development would have potential to impact on listed buildings and their settings.</p> <p>There is high surface water flood risk on the site.</p> <p>Exclude from further consideration on landscape grounds.</p>	X
806b	Land to the South East of Devizes						<p>This is a large site to the south east of Devizes, and is remote in accessibility and landscape term, albeit may be more logically considered as part of a larger site.</p> <p>The site has medium groundwater flood risk.</p> <p>Take forward for further assessment.</p>	✓
1085	Former Dunkirk Hill Farm						<p>The site is located on the north western side of Devizes and has broken views to and from Dunkirk Hill due to its gentle rise up towards the edge of Devizes. Whilst there may be some scope for screening from near views, development here is likely to have a detrimental effect on views from the North Wessex Downs AONB and Olivers Castle. Whilst the skyline has already been broken on the hill crest by the housing development at High Lawn, any further development down this slope would cause further erosion to the urban edge defined by this crest and urban encroachment into this rural</p>	X

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Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
SHELAA								
							<p>setting. There is also potential impact on the setting of 12-14 Dunkirk Hill, Dunkirk House and Hillside.</p> <p>The site is close to Shanes Castle AQMA with a constrained junction at A361 Bath Road and A342 Dunkirk Hill. A junction improvement scheme has been developed at an estimated cost of £1m. The available pedestrian and cycling route is poor.</p> <p>Exclude from further consideration on landscape grounds.</p>	
2090	Dunkirk Hill Farm						<p>The site is located on the north western side of Devizes and has broken views to and from Dunkirk Hill due to its gentle rise up towards the edge of Devizes. Whilst there may be some scope for screening from near views, development here is likely to have a detrimental effect on views from the North Wessex Downs AONB and Olivers Castle. Whilst the skyline has already been broken on the hill crest by the housing development at High Lawn, any further development down this slope would cause further erosion to the urban edge defined by this crest and urban encroachment into this rural setting. Development would also affect the setting of 12-14 Dunkirk Hill, Dunkirk House and Hillside and Oxhouse Farm. There is high surface water flood risk on the site.</p> <p>Exclude from further consideration on landscape grounds.</p>	X
3115	Land at Hillworth Road						<p>This site is located to the west of Devizes and whilst the site is hidden from views from the town centre its position on a west facing slope would make its development highly visible from Whistley Road and North Lower Park Farm. Currently the development of Devizes is well screened from these views and development on</p>	X

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Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
SHELAA								
							<p>this site could be seen as urban encroachment into the countryside.</p> <p>The site is within Devizes Old Park (royal hunting park) which remains otherwise largely open. The west part of the site may impinge on wide views of Castle Mound (Scheduled Monument) and would reduce ability to interpret as defensive site in landscape. There could be possible impact on setting of the listed Old Park and the associated adjacent Old Park Farm.</p> <p>Exclude from further consideration on landscape and heritage grounds.</p>	
3211	Land bottom of Dunkirk Hill						<p>The site is located to the north of the town and is currently very open from Dunkirk Hill especially the south of the site that gently rises up towards the edge of Devizes. Whilst there may be some scope for screening from near views, development here is likely to have a detrimental effect on views from the North Wessex Downs AONB and Olivers Castle. There is potential impact on the setting of 12-14 Dunkirk Hill, Dunkirk House and Hillside.</p> <p>There is high surface water flood risk on the site.</p> <p>The site is located close to Shanes Castle Air Quality Management Area (AQMA) with a constrained junction at A361 Bath Road and A342 Dunkirk Hill. A junction improvement scheme has been developed at an estimated cost of £1m.</p> <p>Exclude from further consideration on landscape grounds.</p>	X
3259	Greenacre Nursery, Green Lane						<p>This brownfield site is located to the south of the town and is generally well screened although there is a potential restriction to the south where the existing trees lead to a stream and then on to the Drews Pond Nature Reserve. There is potential impact on the setting of the grade II</p>	✓

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Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
SHELAA								
							<p>listed former Roundway Hospital (former County Lunatic Asylum).</p> <p>Take forward for further assessment.</p>	
3374	Caen Hill Farm, Whistley Road						<p>The site is located to the east of the town on Caen Hill and is adjacent to the dual carriageway. It has interrupted views along much of its northern boundary to the A361 where the existing hedge and tree line would need reinforcement. The old railway embankment to the south makes an effective screen to all views from Whistley Road although care would need to be taken to ensure that rooflines do not crest this natural barrier.</p> <p>Access would be potentially required through the adjoining site which is not available, so this site should not be taken forward for further assessment.</p>	X
3614	Land at Roundway / Hopton Industrial Estate, Devizes						<p>The site is located to the north east of the town and is both highly visible from the White Horse Country Park, and North Wessex Downs AONB and if developed will cause the coalescence of the Hamlet of Roundway with the urban area of Devizes.</p> <p>There is also potential impact on the settings of listed buildings, Roundway Hill Farm in particular.</p> <p>There is high surface water flood risk on the site.</p> <p>Access from the site would be onto the A361 London Road which suffers from significant congestion and delays. There is little opportunity to significantly improve the A361 but there are good pedestrian and cycling links into Devizes town centre along the A361 corridor.</p> <p>Exclude from further consideration on landscape grounds.</p>	X
549a	Land to the North East of						<p>The site is located to the north of the town and is both highly visible from the White Horse Country</p>	X

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SHELAA Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
	Roundway Park						<p>Park, and North Wessex Downs AONB and if developed will cause the coalescence of the Hamlet of Roundway with the urban area of Devizes. It may also impact on settings of listed buildings within Roundway village and impinge on extensive designed setting of former Roundway House.</p> <p>Access from the site would be onto the A361 London Road which suffers from significant congestion and delays. There is little opportunity to significantly improve the A361 but there are good pedestrian and cycling links into Devizes town centre along the A361 corridor.</p> <p>Exclude from further consideration on landscape grounds.</p>	
549b	Land to the North East of Roundway Park						<p>This site is located to the north of Devizes but is more well related to the built form than other sites in this area. It has very little screening which makes it very exposed from Folly Road and the outskirts of the hamlet of Roundway.</p> <p>From a heritage perspective the key buildings in Roundway hamlet are farmsteads which have a fundamental relationship with surrounding land. Mitigation is therefore difficult although this site is closer to existing built area of Devizes could possibly be mitigated by establishing a new landscape boundary along established SW-NE building line. Only with major screening to the northeast could impact on Roundway, the North Wessex Downs AONB and White Horse Country Park be reduced.</p> <p>Access from the site would be onto the A361 London Road which suffers from significant congestion and delays. There is little opportunity to significantly improve the A361 but there are good pedestrian and cycling links into Devizes town centre along the A361 corridor.</p> <p>Take forward for further assessment.</p>	✓

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Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
693a	Land at Coate Bridge 1						<p>The site is located to the east of Devizes and bounds the Green Infrastructure Corridor of the Kennet and Avon Canal to the North with distant views of the North Wessex Downs AONB further to the north. There is also some potential impact on views further along Coate Lane looking back towards Devizes which currently have a rural character.</p> <p>Access from the site would be onto the A361 London Road which suffers from significant congestion and delays. There is little opportunity to significantly improve the A361 but there are good pedestrian and cycling links into Devizes town centre along the A361 corridor.</p> <p>Take forward for further assessment.</p>	✓
693b	Land at Coate Bridge 2						<p>The site is located to the east of Devizes and bounds the Green Infrastructure Corridor of the Kennet and Avon Canal to the north with distant views of the North Wessex Downs AONB further to the north. There is also some potential impact on views further along Coate Lane looking back towards Devizes which current have a rural character.</p> <p>Take forward for further assessment.</p>	✓
357	Lower Wharf / Assize Court						<p>The site is centrally located with good prospects for accessibility and opportunities for active travel. It has been identified for its potential to form part of a regeneration scheme in Devizes.</p> <p>There is medium groundwater flood risk on the site, which would require further consideration.</p> <p>The site contains a listed building and is within a conservation area, which would need careful consideration.</p> <p>The site is urban in nature and unlikely to lead to adverse landscape impacts.</p> <p>While the site already forms part of an allocation, there is potential for a wider regeneration</p>	✓

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Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							opportunity which could include this site. Take forward for further assessment.	
419	Land at North Gate/Wharf and Devizes Hospital						<p>The site is centrally located with good prospects for accessibility and opportunities for active travel. It has been identified for its potential to form part of a regeneration scheme in Devizes. The southern part of the site has already been development, so only the northern part of the site remains a potential opportunity.</p> <p>There is medium groundwater flood risk on the site, which would require further consideration.</p> <p>The site contains listed buildings and is within a conservation area, which would need careful consideration.</p> <p>The site is urban in nature and unlikely to lead to adverse landscape impacts.</p> <p>While the site already forms part of an allocation, there is potential for a wider regeneration opportunity which could include this site. Take forward for further assessment.</p> <p>The bottom third triangle of the site is already developed as shown in Figure 13. Take forward remaining site area for further assessment.</p>	✓
3794	Southgate House						<p>The site is centrally located with good prospects for accessibility and opportunities for active travel.</p> <p>The site is urban in nature. There is low flood risk on the site.</p> <p>The site adjoins a conservation area and is close to listed buildings, which would need careful consideration.</p> <p>Take forward for further assessment.</p>	✓
3717	Wadworth Brewery						<p>The site is centrally located with good prospects for accessibility and opportunities for active travel. It has been identified for its potential to form part of a regeneration scheme in Devizes.</p>	✓

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Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
SHELAA							<p>There is medium groundwater flood risk on the site, which would require further consideration.</p> <p>The site contains listed buildings and is within a conservation area, which would need careful consideration.</p> <p>The site is urban in nature and unlikely to lead to adverse landscape impacts.</p> <p>Take forward for further assessment.</p>	
3725	Devizes School						<p>The site is centrally located with good prospects for accessibility and opportunities for active travel.</p> <p>There is medium groundwater flood risk on the site, which would require further consideration.</p> <p>The site contains a listed building and adjoins a conservation area, which would need careful consideration.</p> <p>The site is urban in nature, albeit predominantly comprising playing field which could lead to some local landscape impacts; and potential increase in traffic.</p> <p>Take forward for further assessment.</p>	✓
3726	Land east of Windsor Drive (2)						<p>This site is located to the east of Devizes, in a peripheral location in terms of accessibility.</p> <p>The site benefits from some screening but is open from Windsor drive. Landscape impacts would require further consideration.</p> <p>There are unlikely to be flood risks on this site. Potential to increase traffic.</p> <p>Take forward for further assessment.</p>	✓
3745	Land south of Marshall Road						<p>The site is located extending to the south of Devizes, and is remote in accessibility and landscape term, albeit may be more logically considered as part of a larger site.</p> <p>The site has medium groundwater flood risk.</p>	✓

Reference	Site Address	Accessibility	Flood Risk	Heritage	Landscape	Traffic	Stage 2A and Stage 2B – Strategic context and overall judgement	Taken Forward
							Take forward for further assessment.	
546	Former Council Depot/Bureau West						<p>This site is in a relatively peripheral location in terms of accessibility; albeit enclosed by existing residential development.</p> <p>The site is at low risk from sources of flooding.</p> <p>There are unlikely to be heritage constraints in this location; the site is previously development and enclosed from a landscape perspective.</p> <p>Two thirds of the site is already developed as shown in Figure 13. Take forward remaining site area for further assessment.</p>	✓

A15. Of those sites that are taken forward, it was appropriate in some cases for to combine sites for the purpose of assessment, where this created more sensible or logical land parcels for further consideration.

Table 9: SHELAA sites combined for the purpose of further assessment

Sites combined	Reason
693a and 693b	The sites abut, having no strong physical barriers between them.
543, 806b, 3745	The sites abut, having no strong physical barriers between them.
3717, 357, 419 (part of)	The sites abut, having no strong physical barriers between them. The sites have potential for regeneration within Devizes central area. Part of site 419 has already been developed and can therefore be removed. A new site boundary encompassing these will be used for this site.

A16. In preparation for Stage 3, the remaining sites were relabelled for ease of understanding, as follows:

Table 10: Sites renumbered for the purpose of further assessment

Site Number	Site Name	SHELAA reference
1	Land adjoining Lay Wood	662
2	Land at Coate Bridge 2 and Land east of 693b	693a, 693b
3	Land to the east of Windsor Drive	624

4	Broadway Farm	524
5	Off A342 and Sleight Road	543, 806b, 3745
6	Land east of Windsor Drive (2)	3726
8	Land to the North-East of Roundway Park	549b
9	Devizes Wharf, Wadworth Brewery and Assize Court	3717, 357, 419 (part of)
11	Devizes School	3725
12	Southgate House	3794
13	Horton Road Depot	546 (part of)

Stage 3 – Sustainability Appraisal

- A17. At Stage 3, each of the remaining sites in the pool of sites (reasonable alternatives) was examined through sustainability appraisal, by assessing the likely significant effects of potential development under a set of twelve objectives covering social, economic and environmental considerations. A full explanation of the sustainability appraisal methodology is provided in a separate report, which also includes the detailed assessments made for each site within a series of annexes¹⁹.
- A18. Sustainability appraisal enabled sites to be scored by their respective sustainability benefits and disadvantages. It also identified where it may be possible to mitigate adverse effects, as well as measures which could increase the benefits of development. Stage 3 enabled sites to be ranked in order of most sustainable to least sustainable, based on the sustainability appraisal criteria used.
- A19. Table 11 and Table 12 below shows the sustainability appraisal conclusions for the reasonable alternative sites that were assessed. The overall sustainability appraisal score is shown in column 2 of the table.
- A20. The sustainability appraisal weights all ‘objectives’ (shown in the top row, below) equally. There are more environmental objectives than social/economic objectives – scores against environmental objectives typically tend to be negative. The overall score resulting from the potential development of greenfield sites generally yield a negative value.

¹⁹ Wiltshire Local Plan Review Sustainability Appraisal Report (Wiltshire Council, September 2023)

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A21. Reasonable alternatives are rejected at Stage 3 where the sustainability appraisal concludes that development would result in one or more 'major adverse effect' (highlighted in red with a triple negative).

A22. Eleven sites assessed through sustainability appraisal at Stage 3, were taken forward for further consideration at Stage 4:

- Site 1: Land adjoining Lay Wood
- Site 2: Land at Coate Bridge 2 and Land east of 693b
- Site 3: Land to the east of Windsor Drive
- Site 4: Broadway Farm
- Site 5: Off A342 and Sleight Road
- Site 6: Land east of Windsor Drive (2)
- Site 8: Land to the North-East of Roundway Park
- Site 9: Devizes Wharf, Wadworth Brewery and Assize Court
- Site 11: Devizes School
- Site 12: Southgate House
- Site 13: Horton Road Depot

Devizes: Table showing summary of assessment scores listed in order of site sustainability performance (More > Less)

Key to likely significance of effects:					
+++	Major positive effect = +3 points	0	Neutral effect = 0 points	---	Major adverse effect = -3 points (mitigation unachievable - recommend that is not considered further)
++	Moderate positive effect = +2 points			--	Moderate adverse effect = -2 points (mitigation achievable but problematic)
+	Minor positive effect = +1 point			-	Minor adverse effect = -1 point (mitigation easily achievable)

Table 11: Sustainability appraisal scores for sites assessed at Devizes

SITE	Overall site score (sustainability rank)	SA obj 1 (Biodiversity)	SA obj 2 (Land + soil)	SA obj 3 (Water)	SA obj 4 (Air/poll'n)	SA obj 5 (Climate)	SA obj 6 (Energy)	SA obj 7 (Heritage)	SA obj 8 (Landscape)	SA obj 9 (Housing)	SA obj 10 (Inc comms)	SA obj 11 (Transport)	SA obj 12 (Economic)
Site 13	2 (1 st)	0	+	-	--	-	0	-	+++	+	+	-	++
Site 9	-3 (2 nd)	-	++	--	--	-	0	--	-	+	++	-	++
Site 12	-5 (3 rd)	-	+	-	--	-	0	--	-	+	+	-	+
Site 2	-6 (4 th)	-	--	--	--	--	0	-	--	+++	++	--	+++
Site 5	-7 (5 th)	--	--	--	--	--	0	-	-	+++	++	--	++
Site 11	-7 (5 th)	-	++	--	--	-	0	--	-	++	--	--	++
Site 3	-8 (7 th)	-	--	--	--	-	0	-	--	++	++	--	+
Site 4	-8 (7 th)	--	--	--	--	-	0	-	--	++	+++	--	+
Site 6	-8 (7 th)	-	-	-	--	-	0	-	-	+	+	--	0
Site 8	-8 (7 th)	-	-	--	--	--	0	--	-	+	+	-	++
Site 1	-9 (11 th)	-	-	--	--	--	0	-	--	+	+	--	++

Table 12: Sustainability appraisal key issues for sites assessed at Devizes

Site	SA score and ranking	Likely key issues for site
Site 13 Horton Road Depot	2 (1 st)	This is a small brownfield site on the north eastern edge of Devizes and ranks first in the sustainability appraisal of the sites. About 50% of the site is taken up with former depot buildings. The site is previously developed land and has few environmental constraints. However, it is located on the edge of the town further from the town centre and the facilities available there.
Site 9 Devizes Wharf, Wadworth Brewery and Assize Court	-3 (2 nd)	This is a large brownfield site in a centrally located area with scope for major regeneration and mixed uses. Part of the site is currently allocated in two saved Kennet Local Plan policies. This site ranks second in the sustainability appraisal. The site will reuse previously developed land and is extremely well connected to the town centre and to existing employment opportunities. It will also provide further employment and leisure uses. The site is located centrally and has good access to the A361 and bus network. From a heritage perspective the sites scores a moderate adverse effect due its location in the historic core of Devizes. There is potential impact on two Conservation Areas, grade 2 listed buildings at the Wadworth Brewery and Assize Court and there is high risk of important archaeology in the area. These heritage considerations will need to be carefully mitigated and built into any development scheme. The site has been classed by the Environment Agency as 'seriously water stressed' and mitigation would be required.
Site 12 Southgate House	-5 (3 rd)	This is a brownfield site reasonably close to the town centre of Devizes and it scores third in the sustainability appraisal. It would reuse previously developed land. From a heritage perspective it scores moderate adverse as it is adjacent to a Conservation Area.
Site 2 Land at Coate Bridge 2 and land east of 693b ²⁰	-6 (4 th)	This is a greenfield site located on the north east edge of Devizes. There is a high to medium groundwater flood risk on the site. The North Wessex Downs AONB abuts the site to the south east and east and the site is important for maintaining the sense of separation between the town, the AONB and the village of Coate. The site has been classed by the Environment Agency as 'seriously water stressed' and mitigation would be required. Mitigation will be needed to address transport impacts. For these site-specific reasons, the site was considered to be less sustainable.
Site 5: Off A342 and Sleight Road	-7 (=5 th)	This greenfield site is located to the south east of Devizes and the northern two thirds of the site are grade 1 agricultural land. The site scores moderate adverse for impact on biodiversity – there are two local wildlife sites located close to the site (Drews Pond Wood to the west and Nursteed Farm to the east). The dismantled railway line that

²⁰ The north west third of this site now has planning permission via the appeal process but the assessment applies to the full site. Planning application reference: PL/2021/04774. Appeal reference: AP-36633.

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		runs through the site to Devizes Castle provides an important commuting route for Annex 2 bats. There is a medium groundwater flood risk on the site. The site has been classed by the Environment Agency as 'seriously water stressed' and mitigation would be required. Mitigation will be needed to address transport impacts. For these reasons the site was considered to be less sustainable.
Site 11: Devizes School	-7 (=5 th)	This site is in use as school playing fields for Devizes School. Development on this site would therefore result in loss of important recreation land and open space. The site has been classed by the Environment Agency as 'seriously water stressed' and mitigation would be required. The site is adjacent to the Conservation Area and will impact on the setting of Grade II listed Southbroom House and the wider setting of Heathcote House, and mitigation may be difficult. Mitigation will be needed to address transport impacts. For these reasons this brownfield site is considered to be less sustainable.
Site 3: Land to the east of Windsor Drive	-8 (=7 th)	This sloping greenfield site is located east of Devizes. The North Wessex Downs AONB is located 450m to the east and development here could break the treed skyline and impact on the sense of rural separation between the town and the AONB. The landscape is also identifiable as a gentle hill rising towards the AONB. The site has been classed by the Environment Agency as 'seriously water stressed' and mitigation would be required. Mitigation will be needed to address transport impacts. For these reasons this brownfield site is considered to be less sustainable.
Site 4: Broadway Farm	-8 (=7 th)	This greenfield site is located on the eastern edge of Devizes. It comprises approximately 50% grade 1 agricultural land. The site scores moderate adverse for impact on biodiversity – the entire woodland belt on the western boundary is important for wildlife including as a commuting route for Annex 2 bats. The site has been classed by the Environment Agency as 'seriously water stressed' and mitigation would be required. The North Wessex Downs AONB is located to the east of the site and this site forms a flat site before the landform rises away from Devizes towards the AONB. Mitigation will be needed to address transport impacts. For these reasons this site is considered to be less sustainable.
Site 6: Land east of Windsor Drive (2)	-8 (=7 th)	This is a small greenfield site on the eastern edge of Devizes that links to Site 4. The site scores moderate adverse for impact on biodiversity – there is a disused railway running through the site that forms an important green corridor for wildlife including as a commuting route for Annex 2 bats. The site has been classed by the Environment Agency as 'seriously water stressed' and mitigation would be required. Mitigation will be needed to address transport impacts. For these reasons this site is considered to be less sustainable.
Site 8: Land to the North- East of Roundway Park	-8 (=7 th)	This is a small greenfield site on the northern edge of Devizes. There is a medium groundwater flood risk on the site. The site has been classed by the Environment Agency as 'seriously water stressed' and mitigation would be required. From a heritage perspective development here would impact on the setting of listed buildings in the hamlet of Roundway. For these reasons the site was considered to be less sustainable.

Site 1: Land adjoining Lay Wood	-9 (11 th)	This is a greenfield site located on the north east corner of Devizes. The site comprises grade 1 and 2 agricultural land and there is a high to medium groundwater flood risk. The North Wessex Downs AONB abuts the eastern boundary of the site and the site is important for maintaining the sense of separation and open rural nature between the town and the AONB. The site has been classed by the Environment Agency as 'seriously water stressed' and mitigation would be required. Mitigation will be needed to address transport impacts. For these reasons the site is considered to be less sustainable.
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Stage 4 – Selection of Sites

A23. Stage 4 enabled the results of the sustainability appraisal outcome to be qualitatively examined by consideration of sites in terms of their capability of supporting the Local Plan’s objectives for each community – in particular the identified ‘Place Shaping Priorities that are listed in Section 2 of this report. Stage 4 also provides discussion and analysis of the scale of growth that would be required to be drawn from the pool of the most sustainable site options, in or to meet the identified housing and employments needs for the settlement.

A24. The outcome of Stage 4 refined the results of the Stage 3 sustainability appraisal and identified preferred sites that are more sustainable and support the Local Plan objectives.

A25. The sites were evaluated against the Place Shaping Priorities, looking at their strengths, weaknesses, opportunities and threats (SWOT). This enabled decisions to be made between sites options where Stage 3 outcomes were finely balanced.

A26. The SWOT assessment concluded the following outcomes for each site and Place Shaping Priority:

Strength and/or opportunity	Strength and/or opportunity
No significant SWOTs	No significant SWOTs
Weakness and/or threat	Weakness and/or threat

A27. Broad proposals were then developed for the preferred site. Proposed uses were identified, including the infrastructure and mitigation necessary to enable development to proceed.

A28. The remaining site options was assessed against the Place Shaping Priorities, which are set out in the following table:

Table 13: Assessment of sites against Place Shaping Priorities

Site	PSP1 Housing, landscape and historic environment	PSP2 Air quality	PSP3 Employment	PSP4 Town centre and Devizes Wharf	PSP5 Design	PSP6 Sustainable transport	PSP7 Green Infrastructure and biodiversity
Site 1	Weakness	Neutral	Neutral	Neutral	Neutral	Neutral	Strength
	<p>This greenfield site is of a size that could deliver a range of housing to meet local needs, with supporting infrastructure.</p> <p>The site comprises approximately 50% best and most versatile agricultural land.</p> <p>The potential for significant adverse built heritage, archaeological and historic landscape effects are low. The site is bounded to the east and northern corner by the North Wessex Downs AONB, the site acts as a buffer between villages and</p>	<p>Devizes has an AQMA and traffic associated with this development will add to the congestion on London Road and Bath Road in Devizes in the AQMA, which would require mitigation.</p>	<p>This site will not directly deliver jobs except through construction. The site is unlikely to be big enough to support mixed use development.</p>	<p>The site is a greenfield site on the edge of Devizes and scored amber in the accessibility work at Stage 2. It has little relationship with the Devizes Wharf area although opportunities do exist to connect to the canal and existing public transport routes to both the town centre and Devizes Wharf.</p>	<p>This PSP is not directly affected by site allocation. Wider policy can ensure that development in Devizes achieves a high design standard that reflects the high-quality built form in Devizes.</p>	<p>This site scored amber in the Stage 2 accessibility work.</p> <p>Access to the site would be onto the A361 which suffers from congestion and delays.</p>	<p>The site is bounded to the south by the Kennet and Avon Canal offering opportunities to enhance blue and green infrastructure and use for recreation. There are existing footpaths to the east and south that connect out into the wider countryside.</p>

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Site	PSP1 Housing, landscape and historic environment	PSP2 Air quality	PSP3 Employment	PSP4 Town centre and Devizes Wharf	PSP5 Design	PSP6 Sustainable transport	PSP7 Green Infrastructure and biodiversity
	suburbs of Devizes. There is potential for new development to negatively impact the special landscape qualities of the AONB designation setting. On balance there are environmental constraints on this site that may limit the capacity of the site.						
Site 2	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Strength
	This is a large greenfield site that is of a size that could deliver a range of housing to meet local needs, with supporting infrastructure. The site adjoins the North Wessex Downs AONB to the southern site boundary. There is potential for new	Access to the site would be onto the A361 which suffers from congestion and delays. Devizes has an AQMA and traffic associated with this development will add to the	This site will not directly deliver jobs except through construction. The site is big enough to accommodate mixed use development.	The site is a greenfield site on the edge of Devizes and scored amber in the accessibility work at Stage 2. It has little relationship with the Devizes Wharf area although opportunities do	This PSP is not directly affected by site allocation. Wider policy can ensure that development in Devizes achieves a high design standard that reflects the high-	This site scored amber in the Stage 2 accessibility work. Access to the site would be onto the A361 which suffers from congestion and delays.	The site is bounded to the south by the Kennet and Avon Canal offering opportunities to enhance blue and green infrastructure and use for recreation. There are existing footpaths to the

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Site	PSP1 Housing, landscape and historic environment	PSP2 Air quality	PSP3 Employment	PSP4 Town centre and Devizes Wharf	PSP5 Design	PSP6 Sustainable transport	PSP7 Green Infrastructure and biodiversity
	<p>development to negatively impact the special landscape qualities of the AONB designation setting. The site is important for maintaining rural separation between the town and villages to the east.</p> <p>The potential for significant adverse built heritage effects is low, historic landscape effect is very low and archaeological effects is very low.</p> <p>On balance there are environmental constraints that may reduce the capacity of the site.</p>	<p>congestion on London Road and Bath Road in Devizes in the AQMA, which would require mitigation.</p>		<p>exist to connect to the canal and existing public transport routes to both the town centre and Devizes Wharf.</p>	<p>quality built form in Devizes.</p>		<p>east and south that connect out into the wider countryside.</p>

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Site	PSP1 Housing, landscape and historic environment	PSP2 Air quality	PSP3 Employment	PSP4 Town centre and Devizes Wharf	PSP5 Design	PSP6 Sustainable transport	PSP7 Green Infrastructure and biodiversity
Site 3	Weakness	Neutral	Neutral	Neutral	Neutral	Neutral	Weakness
	<p>This is a large greenfield site that is of a size that could deliver a range of housing to meet local needs, with supporting infrastructure.</p> <p>The North Wessex Downs AONB is 450m to the east of the site and the site is important for the feeling of separation between the town and AONB. The site does not directly adjoin the settlement boundary.</p> <p>The topography of the site may limit capacity.</p> <p>On balance there are environmental constraints that may</p>	<p>Devizes has an AQMA and traffic associated with this development will add to the congestion on London Road and Bath Road in Devizes in the AQMA, which would require mitigation.</p>	<p>This site will not directly deliver jobs except through construction. The site is unlikely to be big enough to support mixed use development.</p>	<p>The site is a greenfield site on the edge of Devizes and scored amber in the accessibility work at Stage 2. It has little relationship with the Devizes Wharf area.</p>	<p>This PSP is not directly affected by site allocation. Wider policy can ensure that development in Devizes achieves a high design standard that reflects the high-quality built form in Devizes.</p>	<p>This site scored amber in the Stage 2 accessibility work.</p>	<p>Annex II bats are known to commute close to existing development on the east of the town, where habitats are well connected. Hedgerows throughout the site may be significant parts of commuting and foraging routes for Annex II bats. Annex II bats are known to commute close to existing development on the east of the town, where habitats are well connected. There is scope to enhance GBI on this site.</p>

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Site	PSP1 Housing, landscape and historic environment	PSP2 Air quality	PSP3 Employment	PSP4 Town centre and Devizes Wharf	PSP5 Design	PSP6 Sustainable transport	PSP7 Green Infrastructure and biodiversity
	reduce the capacity of the site.						
Site 4	Weakness	Neutral	Neutral	Neutral	Neutral	Neutral	Weakness
	<p>This is a greenfield site that is of a size that could deliver a range of housing to meet local needs, with supporting infrastructure.</p> <p>The North Wessex Downs AONB is 600m to the east, there is a sense of rural separation from the AONB.</p> <p>50% of the site is grade 1 agricultural land.</p> <p>The topography of the site may limit capacity.</p> <p>On balance there are environmental constraints that may</p>	<p>Devizes has an AQMA and traffic associated with this development will add to the congestion on London Road and Bath Road in Devizes in the AQMA, which would require mitigation.</p>	<p>This site will not directly deliver jobs except through construction. The site is unlikely to be big enough to support mixed use development.</p>	<p>The site is a greenfield site on the edge of Devizes and scored amber in the accessibility work at Stage 2. It has little relationship with the Devizes Wharf area.</p>	<p>This PSP is not directly affected by site allocation. Wider policy can ensure that development in Devizes achieves a high design standard that reflects the high-quality built form in Devizes.</p>	<p>This site scored amber in the Stage 2 accessibility work.</p>	<p>There is a tree belt on the western site boundary that may be of importance for Annex II bats commuting north-south. There is scope to enhance GBI on this site.</p>

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Site	PSP1 Housing, landscape and historic environment	PSP2 Air quality	PSP3 Employment	PSP4 Town centre and Devizes Wharf	PSP5 Design	PSP6 Sustainable transport	PSP7 Green Infrastructure and biodiversity
	reduce the capacity of the site.						
Site 5	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Weakness
	<p>This is a greenfield site that is of a size that could deliver a range of housing to meet local needs, with supporting infrastructure.</p> <p>>50% of the site is grade 1 agricultural land.</p> <p>On balance there are environmental constraints that may reduce the capacity of the site.</p>	<p>Devizes has an AQMA and traffic associated with this development will add to the congestion on London Road and Bath Road in Devizes in the AQMA, which would require mitigation.</p>	<p>This site will not directly deliver jobs except through construction. The site is big enough to accommodate mixed use development.</p>	<p>The site is a greenfield site on the edge of Devizes and scored amber in the accessibility work at Stage 2. It has little relationship with the Devizes Wharf area.</p> <p>This is the closest site to the Devizes Gateway proposals.</p>	<p>This PSP is not directly affected by site allocation. Wider policy can ensure that development in Devizes achieves a high design standard that reflects the high-quality built form in Devizes.</p>	<p>This site scored amber in the Stage 2 accessibility work.</p> <p>This is the closest site to the Parkway Gateway proposals.</p>	<p>There is a disused railway line that runs through the northern part of the site which is a known commuting route for Annex II bats. There is scope to enhance GBI on this site.</p>
Site 6	Weakness	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
	<p>This is a small greenfield site with a capacity for only 57-81 dwellings.</p>	<p>Devizes has an AQMA and traffic associated with this development will</p>	<p>This site will not directly deliver jobs except through construction.</p>	<p>The site is a greenfield site on the edge of Devizes and scored amber in</p>	<p>This PSP is not directly affected by site allocation. Wider policy can</p>	<p>This site scored amber in the Stage 2</p>	<p>This is a small site but there is scope to enhance GBI on the site.</p>

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Site	PSP1 Housing, landscape and historic environment	PSP2 Air quality	PSP3 Employment	PSP4 Town centre and Devizes Wharf	PSP5 Design	PSP6 Sustainable transport	PSP7 Green Infrastructure and biodiversity
		add to the congestion on London Road and Bath Road in Devizes in the AQMA, which would require mitigation.	The site is unlikely to be big enough to support mixed use development.	the accessibility work at Stage 2. It has little relationship with the Devizes Wharf area.	ensure that development in Devizes achieves a high design standard that reflects the high-quality built form in Devizes.	accessibility work.	
Site 8	Neutral	Neutral	Neutral	Neutral	Neutral	Strength	Neutral
	<p>This is a greenfield site that is of a size that could deliver a range of housing to meet local needs.</p> <p>The setting of Roundway Ridge would need to be considered although the site is well contained.</p> <p>On balance there are environmental constraints that may</p>	Devizes has an AQMA and traffic associated with this development will add to the congestion on London Road and Bath Road in Devizes in the AQMA, which would require mitigation.	<p>This site will not directly deliver jobs except through construction.</p> <p>The site is unlikely to be big enough to support mixed use development.</p>	The site is a greenfield site on the edge of Devizes and scored amber in the accessibility work at Stage 2. It has little relationship with the Devizes Wharf area.	This PSP is not directly affected by site allocation. Wider policy can ensure that development in Devizes achieves a high design standard that reflects the high-quality built form in Devizes.	This site scored green in the Stage 2 accessibility work.	There is scope to enhance GBI on the site.

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Site	PSP1 Housing, landscape and historic environment	PSP2 Air quality	PSP3 Employment	PSP4 Town centre and Devizes Wharf	PSP5 Design	PSP6 Sustainable transport	PSP7 Green Infrastructure and biodiversity
	reduce the capacity of the site.						
Site 9	Neutral	Neutral	Strength	Strength	Neutral	Strength	Strength
	<p>This is a large brownfield site in the central area of Devizes that is already part allocated under a saved Kennet Local Plan policy. Redevelopment of the site may provide some housing development as part of a mixed-use development scheme. Impact on landscape and historic landscape character is likely to be low. The site is in a conservation area and contains a number of listed buildings, the redevelopment of these buildings will be sensitive but there</p>	<p>Devizes has an AQMA and traffic associated with this development will add to the congestion on London Road and Bath Road in Devizes in the AQMA, which would require mitigation.</p>	<p>The site offers the potential to bring forward a mixed-use redevelopment with the opportunity of providing housing and employment uses. It has the potential to deliver jobs and employment opportunities through mixed uses.</p>	<p>This is a large brownfield site in the central area of Devizes that covers Devizes wharf and Assize Court. It is already partially allocated for mixed use redevelopment in a saved Kennet Local Plan allocation. The redevelopment of the area site could provide a mix of uses including housing, retail and visitor uses. It directly delivers the Devizes Wharf and Assize Court</p>	<p>This PSP is not directly affected by site allocation. Wider policy can ensure that development in Devizes achieves a high design standard that reflects the high-quality built form in Devizes.</p>	<p>This site scored green in the Stage 2 accessibility work.</p> <p>The site is extremely well connected to the town centre via sustainable transport methods and offers the opportunity to further strengthen walking and cycling links to the town centre.</p>	<p>The site is bounded to the south by the Kennet and Avon Canal offering opportunities to enhance blue and green infrastructure and use for recreation.</p>

Planning for Devizes

Site	PSP1 Housing, landscape and historic environment	PSP2 Air quality	PSP3 Employment	PSP4 Town centre and Devizes Wharf	PSP5 Design	PSP6 Sustainable transport	PSP7 Green Infrastructure and biodiversity
	could be the opportunity with careful design to protect enhance built environment.			element of this PSP.			
Site 11	Weakness	Neutral	Neutral	Neutral	Neutral	Strength	Weakness
	<p>This is a large brownfield site on the edge of the central area of Devizes where it may be possible to provide some housing development.</p> <p>The site is heavily constrained by archaeological remains. The site adjoins a Conservation Area and there are heritage assets that will reduce the capacity of the site.</p> <p>The site is in use as school playing fields</p>	<p>Devizes has an AQMA and traffic associated with this development will add to the congestion on London Road and Bath Road in Devizes in the AQMA, which would require mitigation.</p>	<p>This site will not directly deliver jobs except through construction. The site is unlikely to be big enough to support mixed use development.</p>	<p>The site sits to the south of the central area of Devizes with potential good connectivity to both the town centre and Devizes Wharf but does not directly deliver the PSP.</p>	<p>This PSP is not directly affected by site allocation. Wider policy can ensure that development in Devizes achieves a high design standard that reflects the high-quality built form in Devizes.</p>	<p>This site scored green in the Stage 2 accessibility work.</p> <p>It is well connected to the town centre via sustainable transport methods and offers the opportunity to further strengthen walking and cycling links to the town centre.</p>	<p>The land is currently in use as school playing fields and development of this would lead to loss of amenity space.</p>

Planning for Devizes

Site	PSP1 Housing, landscape and historic environment	PSP2 Air quality	PSP3 Employment	PSP4 Town centre and Devizes Wharf	PSP5 Design	PSP6 Sustainable transport	PSP7 Green Infrastructure and biodiversity
	<p>and contributes to green links within the urban area.</p> <p>On balance there are heritage constraints that may reduce the capacity of the site and it has value as green space.</p>						
Site 12	Neutral	Neutral	Neutral	Neutral	Neutral	Strength	Weakness
	<p>This is a brownfield site on the edge of the central area of Devizes where it may be possible to provide some housing development.</p> <p>The site is heavily constrained by archaeological remains.</p>	<p>Devizes has an AQMA and traffic associated with this development will add to the congestion on London Road and Bath Road in Devizes in the AQMA, which would require mitigation.</p>	<p>This site will not directly deliver jobs except through construction. The site is unlikely to be big enough to support mixed use development.</p>	<p>The site sits to the south of the central area of Devizes with potential good connectivity to both the town centre and Devizes Wharf but does not directly deliver the PSP.</p>	<p>This PSP is not directly affected by site allocation. Wider policy can ensure that development in Devizes achieves a high design standard that reflects the high-quality built form in Devizes.</p>	<p>This site scored green in the Stage 2 accessibility work.</p> <p>It is well connected the town centre via sustainable transport methods and offers the opportunity to further</p>	<p>A copse on site links to the disused railway line to the northwest of the site, which links to the habitats around Devizes Castle. The northern end of the site is likely to be important for Annex II bats. There is scope to enhance GBI on the site.</p>

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Site	PSP1 Housing, landscape and historic environment	PSP2 Air quality	PSP3 Employment	PSP4 Town centre and Devizes Wharf	PSP5 Design	PSP6 Sustainable transport	PSP7 Green Infrastructure and biodiversity
						strengthen walking and cycling links to the town centre.	
Site 13	Strength	Neutral	Neutral	Neutral	Neutral	Strength	Neutral
	This is a small brownfield site with a capacity for only 54 dwellings. It is less limited by environmental constraints.	Devizes has an AQMA and traffic associated with this development will add to the congestion on London Road and Bath Road in Devizes in the AQMA, which would require mitigation.	This site will not directly deliver jobs except through construction. The site is unlikely to be big enough to support mixed use development.	The site located to the north east of the town and scored amber in the accessibility work at Stage 2. It has little relationship with the Devizes Wharf area.	This PSP is not directly affected by site allocation. Wider policy can ensure that development in Devizes achieves a high design standard that reflects the high-quality built form in Devizes.	This site scored green in the Stage 2 accessibility work but it some distance from the town centre.	There is scope to enhance GBI on the site.

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A29. The table below illustrates how assessment of sites against the Place Shaping Priorities has altered the rankings that were established through the sustainability appraisal process.

Table 14: Summary of Place Shaping Priorities assessment

Site	Stage 4 Ranking	SA Ranking of Sites	PSP1	PSP2	PSP3	PSP4	PSP5	PSP6	PSP7	Change from SA Ranking
1	=4th	11th	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Green	↑
2	=3rd	4th	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	↑
3	=6th	=7th	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Red	↑
4	=6th	=7th	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Red	↑
5	=6th	=5th	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red	↓
6	=5th	=7th	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	↑
8	3rd	=7th	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	↑
9	1st	2nd	Yellow	Yellow	Green	Green	Green	Green	Green	↑
11	=5th	=5th	Red	Yellow	Yellow	Yellow	Yellow	Green	Red	↔
12	=4th	3rd	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Red	↓
13	2nd	1st	Green	Yellow	Yellow	Yellow	Yellow	Green	Yellow	↓

A30. The outcome of Stage 4 of the site selection process for Devizes can be summarised under the 'What development is proposed' section earlier in this paper; concluding that one site emerged as the preferred site at Devizes Wharf, Wadworth Brewery and Assize Court.

A31. Part of Site 2 has recently received planning permission through the appeal process meaning approximately one third of the site now has permission for housing²¹.

A32. The map below illustrates the outcome of the site selection process (Stages 1-4) at Devizes.

²¹ Planning application reference: PL/2021/04774 application for outline planning consent. Appeal reference: AP-36633.

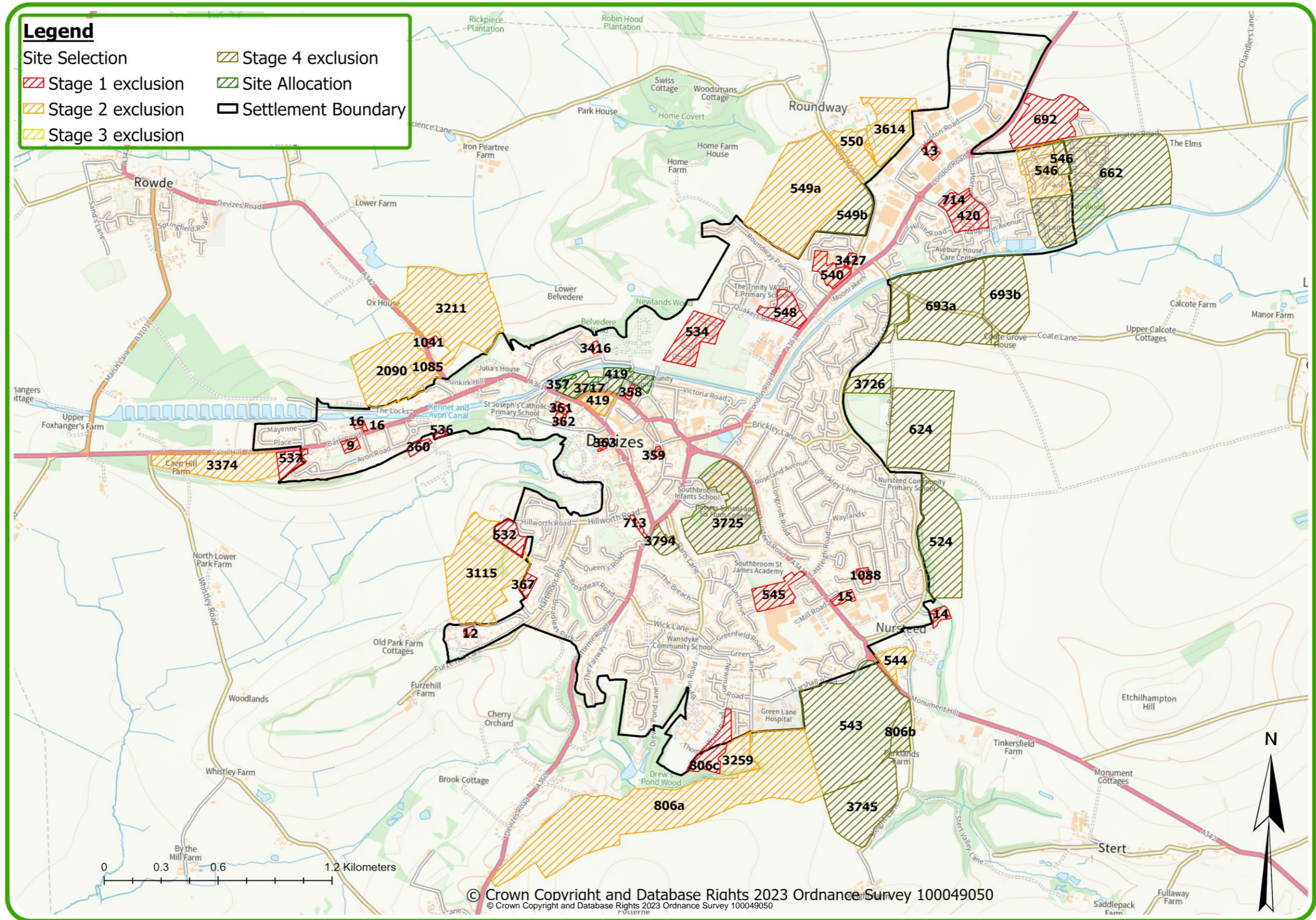


Figure 13. The results of the site selection process at Dezives