

January 2021



Devizes

Wiltshire Council LOCAL PLAN

Looking to the future

■ Planning for Devizes



Wiltshire Council

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Introduction

1. What will Devizes be like in the future?
 - How much should the town grow?
 - What priorities should we tackle?
 - Where should development take place?
2. Answers to these fundamental questions affect how the town develops over the next 15 years.
3. The Council is thinking about these questions planning Wiltshire's future. It's an important stage in the Council's review of the current Wiltshire Core Strategy and the development of the Local Plan.
4. The Wiltshire Core Strategy is the basis for determining most planning applications. It also identifies land for development that provides for new homes, jobs and infrastructure for our growing communities whilst balancing the need to protect the environment. The Local Plan will continue this role and therefore help shape the places the community of Wiltshire live and work within.
5. The Council has come to some initial answers to these three questions. It is sharing them and wants your views.

Scale of growth

How much should the town grow?

6. The Council assesses what amount of new homes are needed between 2016 and 2036, the period of the Local Plan. It does the same for how much land will be needed for new jobs and business. Detail on these requirements can be found in the 'Emerging Spatial Strategy' paper.

Additional homes

7. Assessments estimate levels of need for new homes within housing market areas, as these reflect where the majority of the local population live and work, where the majority of home moves take place and where there is a common range of private sector rents. There are four housing market areas in Wiltshire and each area includes many settlements. Devizes is in the Chippenham Housing Market Area.
8. The Council has considered how best to accommodate needs for new homes, setting scales of growth by testing different distributions. The result of this work suggests the scale of growth should change from what is currently planned as shown on the right.



¹In Devizes 370 dwellings have been built between 2016-2019 and, at 1 April 2019, 629 homes are already in the pipeline (i.e. they have planning permission, resolution to grant planning permission or are allocated for development in the Devizes Neighbourhood Plan (2015)). This includes 182 dwellings on sites allocated in the Devizes Neighbourhood Plan.

11. When the number of homes built and in the pipeline is deducted it leaves a further 330 homes to be accommodated up until 2036. Both the Local Plan and neighbourhood plan can allocate sites for development. Each community is encouraged to help determine where development takes place through the preparation of a neighbourhood plan. The Local Plan will only allocate land where necessary to ensure supply of deliverable land to meet strategic housing needs and for large or complex sites.
12. The current Devizes Neighbourhood Plan allocates land for development within the built up area of Devizes. The Devizes Neighbourhood Plan is currently being reviewed and covers a wider geographical area encompassing the neighbouring parishes of Bishops Canning and Rowde. At present the strategic housing need in the town will be met through allocations in the Local Plan.
13. Needs for development land should be met as far as possible on brownfield sites in order to help minimise the loss of greenfield land. The Council suggests that a target of 150 homes should be built on brownfield sites over the next 10 years².
14. The Local Plan ensures that the proposed scale of growth will be accommodated. It must be certain that there is a land supply sufficient to meet assessed need. It cannot rely on the brownfield target being met by as yet unidentified windfall redevelopment, the scale or timing of which is uncertain.
15. Meeting a brownfield target will reduce the need for greenfield sites in future reviews of the Local Plan. This could be positively addressed through the revised neighbourhood

plan. Sites identified formally, with sufficient certainty, either in the development plan or by granting planning permission, reduce the need.

16. Alongside neighbourhood plans, development briefs for individual sites and master plans for larger areas, are a means for the community, with developers and land owners, to help bring forward brownfield opportunities and achieve appropriate designs.

The Local Economy

17. The Council has assessed what additional land is needed for business in each of the economic zones of the County. These zones encompass many settlements. It has considered how best to accommodate needs for new business by testing different distributions².
18. On current evidence, further employment land is not needed at Devizes. Land is already allocated in the Local Plan. Employment land supply has been reviewed and the existing supply is available and capable of meeting the needs.

Questions

DE1. What do you think to this scale of growth? Should there be a brownfield target? Should it be higher or lower?

²Further detail can be found in the Emerging Spatial Strategy (2021) paper.

Place shaping priorities

What priorities should we tackle?

19. The Local Plan will contain a set of place shaping priorities for each main settlement. They play a central role in developing planning policies and proposals for development. They will be the basis for an overarching planning policy for Devizes that will guide development and the direction of growth.

20. Some priorities apply equally everywhere, notably the need to address climate change and achieve carbon reduction. Place shaping priorities are intended to be those distinct to a particular place. They may include:

- Important local objectives or issues and how they can be addressed
- Opportunities that have been identified that can help support a local community's vision
- Infrastructure requirements for which there are local aspirations and capable of delivery or that are necessary to support likely future growth

21. They must relate to the development and use of land and so should revolve around specific outcomes and their benefits

22. They are also a starting point for policies that can be in neighbourhood plans. The Council will continue to work with Town and Parish Councils to find the priorities best suited to delivering sustainable development and town centre improvements. At this stage of the plan making process these are the

draft priorities that have been identified for Devizes:

- i. 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 Natural Beauty, extent of best and most versatile agricultural land and air quality issues.
- ii. Development should contribute towards the improvement of air quality and support the Air Quality Management Area (AQMA) in Devizes town centre.
- iii. Deliver jobs to maintain a buoyant local economy in Devizes, including bringing forward the employment allocations and employment development through mixed uses.
- iv. Encourage town centre and tourism-led regeneration including through the delivery of the Devizes Wharf Regeneration Scheme.
- v. Ensure new development has high design standards to reflect the high-quality built form in Devizes.
- vi. 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.

Questions

DE2. Are these the right priorities? What priorities may be missing? How might these place shaping priorities be achieved?

Potential Development Sites

Where should development take place?

23. Land around much of Devizes is being promoted for development by land owners or prospective developers. From this larger amount of land, the Council is focusing its own assessment on a smaller pool of potential development sites that are shown on the map below. How these sites have been chosen is explained in a separate 'site selection report', published alongside this document. Not all these sites will be needed to meet the housing requirement in Devizes, further assessment will be carried out following the consultation to identify which site or site(s) will be proposed for allocation in the draft plan.
24. The Local Plan ensures the proposed scale of growth will be accommodated. The amount to be planned for takes account of development that is already certain and in the pipeline, including as many brownfield sites as can be relied on, such as those with planning permission.
25. At Devizes the Local Plan will identify a site(s) to meet the strategic housing need. The difficult question focuses on where and how the built up area may need to extend to accommodate change.
26. Each potential development site has its own individual characteristics. Rarely is one site very clearly the best choice. There are a range of different constraints and opportunities associated with each. Some are common to several or even all potential development sites. The information below shows what features, possibly both good and bad, set each one apart from others under consideration using current evidence. This pool of sites can be used to allocate sites in the Local Plan. One or more sites in whole or part will be selected and the rest of the pool of the potential development sites will remain as they are – i.e. potentially available for consideration in any subsequent plan review. The results of this consultation might remove some sites, might restore others that were rejected or might even throw up new ones that have not so far been considered.

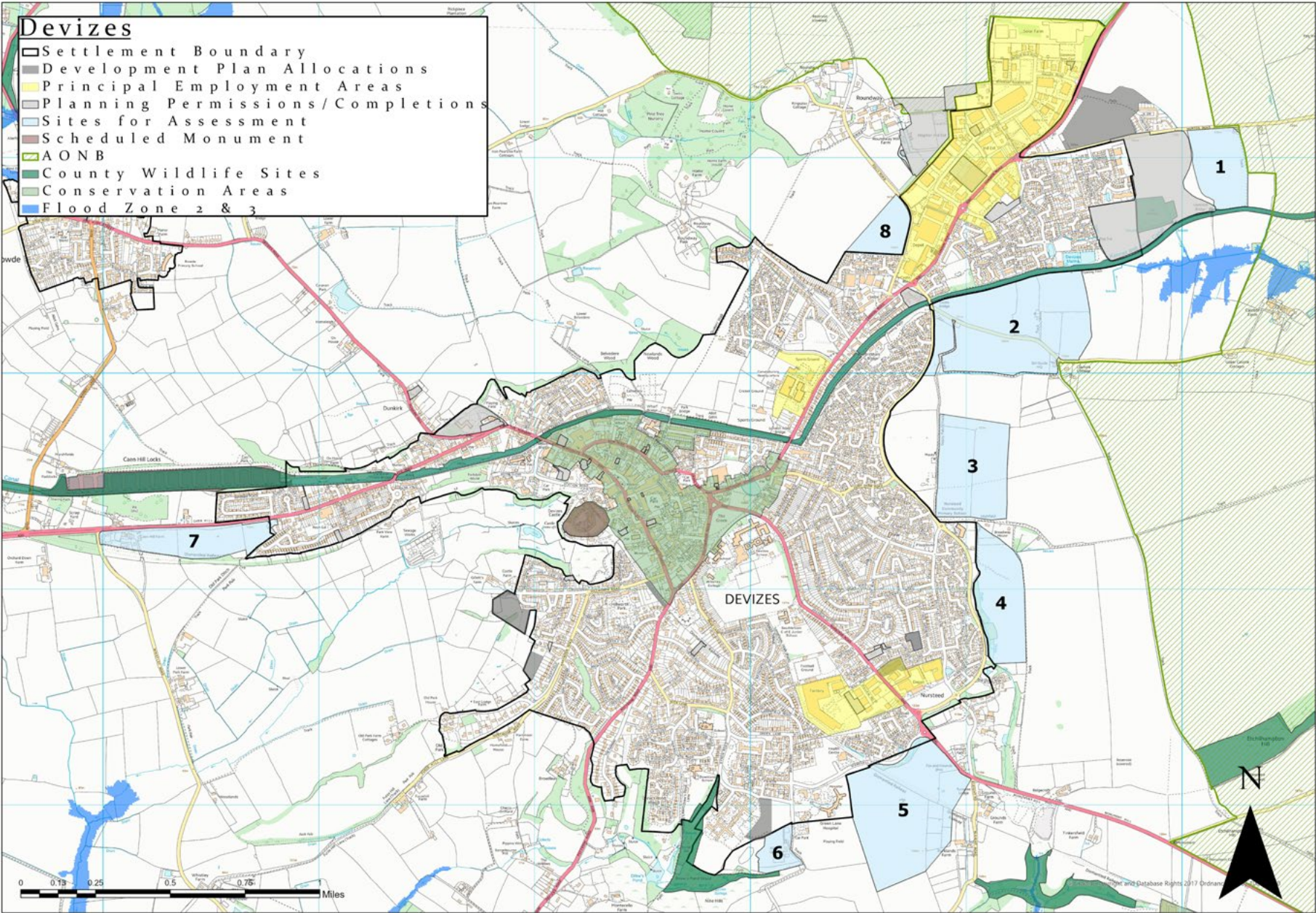
Questions

DE3. Is this the right pool of potential development sites?
Are there any other sites we should be considering?

DE4. What land do you think is the most appropriate upon which to build?
What type and form of development should be brought forward at the town?

DE5. Are there important social, economic or environmental factors you think we've missed that need to be considered, generally or in respect of individual site?

Figure 1 Map showing potential development sites for assessment



27. Eight potential sites have been identified at Devizes for further assessment of development potential. Not all of these sites will be allocated for development. Key considerations for these potential site options are provided below.

Considerations relevant to all the sites:

- Sites should be connected to the town centre by methods other than private transport to help improve air quality in the town.
- Contributions would be required to expand the existing secondary school and a safe walking route would need to be provided from a site to the school.
- Land for a new nursery site would be required.
- Groundwater investigations required for all sites except site 3. Surface water drainage would be considered for all sites.

**Site 1: Land adjoining Lay Wood
(Part of SHELAA site 662)**

- Any development should take account of the setting of Grade II listed Leywood House and setting of the Kennet and Avon canal.
- Bounded by the Kennet and Avon Canal offering opportunities to enhance blue and green infrastructure and use for recreation.
- High surface water and groundwater flood risk.
- Access to the site would be onto the A361 which suffers from congestion and delays. Transport solutions would need to be explored.
- The site is not physically well related to the town centre.

Site 2: Land at Coate Bridge (SHELAA sites 693a and b)

- Bounded by the Kennet and Avon Canal offering opportunities to enhance blue and green infrastructure and use for recreation. Any development should take account of the wider rural setting to the canal.
- Access to the site would be onto the A361 which suffers from congestion and delays.

Transport solutions would need to be explored.

**Site 3: Land east of Windsor Drive
(SHELAA site 624)**

- Located east of Devizes between allotments on Windsor Drive and a public right of way. It is accessible via a bridleway but segregated from residential areas by an allotment site.
- Good access to a wider network of footpaths east of the town.
- Part of a gentle hill rising to the east of the town, the site has medium landscape sensitivity with higher sensitivity to the north of the site. Any development should be located away from the most sensitive areas.
- Ditches on site could indicate medieval activity and further investigation would be needed.
- Land may be needed to expand an existing primary school.

Site 4: Broadway Farm (SHELAA site 524)

- Located at the base of a sloping landform, consideration would need to be given to development being prominent on a rising landform and potential impact on the rural setting to the town.
- On the southern part of the site any development should take account of the impact on the setting of Grade II listed Nursteed Farm.
- Land may be needed to expand an existing primary school.

**Site 5: Land off A342 and Sleight Road
(SHELAA site 543)**

- Dismantled railway embankment on site. The legibility of the railway should be maintained.
- Any development on the site should take account of the impact on the setting of the Grade II listed Fox and Hounds pub.

Site 6: Greenacre nursery (SHELAA site 3259)

- Any development on the site should take account of impact on the setting of the Grade II listed Roundway Hospital.

- Reuse of previously developed land.
- The sites is on a disused railway line which is a commuting route for bats. Any adverse impacts on bats known to be present in Drews Pond Wood must be explored and avoided.

Site 7: Caen Hill Farm and part of Garden trading Estate (SHELAA sites 3374 and 537)

- Access to the A361 is not achievable and Avon Road can only accommodate a small increase in traffic flows. The site is beyond reasonable walking distance to a bus stop. Transport solutions would need to be explored.
- The site is on a disused railway line which is a commuting route for bats. Any adverse impacts on bats known to be present in Drews Pond Wood must be explored and avoided.

Site 8: Land to the North East of Roundway Park (SHELAA site 549b)

- Any development on the site should take account of the impact on setting of the former Roundway Park Estate, which includes a number of Grade II listed buildings.
- Access to the site would be onto the A361 which suffers from significant congestion and delays. Transport solutions would need to be explored.
- Good pedestrian and cycling links.

Settlement profiles

When planning for growth it is important to consider the characteristics of the town in terms of important services and infrastructure (green infrastructure, health, education, transport and utilities), as well as housing need and the local economy. The following profiles therefore summarise measures in place or being put in place to address known infrastructure issues and their timing, what additional provision would be needed to support growth and what other opportunities there may be.

Questions

DE6. Are there any other issues or infrastructure requirements that should be identified?

Topic	Comment
Education	<p>Early years education in the town is subject to planned expansion but will likely be operating at capacity following this. Further provision will be needed.</p> <p>There are some surplus primary school places across the town. Trinity Primary School and Wansdyke Academy could be expanded by 105 places each. St Joseph's Primary and Nursteed Primary cannot be expanded. However, the latter and Southboom Infant and Junior are subject to most of the town's surplus provision. Southboom Junior could also be expanded by 60 places to bring it to 3Form Entry. Devizes Academy is subject to some surplus places, but an expansion is likely in meeting the needs arising from new housing development.</p>
Energy	<p>According to Scottish and Southern Electricity Network's (SSEN) Network Capacity Map, the substation and supply points in and around Devizes are currently unconstrained. Some of the infrastructure is unconstrained whereas some is constrained in relation to energy generation, according to SSEN's Generation Availability Map. This means new generators may require investment in the infrastructure to be able to connect to the grid.</p>
Green and blue infrastructure	<p>A multi-functional 'Local Green Blue Infrastructure (GBI) Network' has been identified and is shown on the map in Figure 2 below. The Map indicates areas where improvements will need to be sought – i.e. in the form of functional and sufficiently scaled corridors within which the aim would be to consolidate and incorporate new green and blue spaces into the existing GBI networks.</p> <p>The map in Figure 3 below identifies biodiversity and heritage assets which are also GBI assets. These features are important waypoints within the existing landscape and should be considered as being integral to how new development areas are sensitively planned.</p>
Sport and Leisure Facilities	<p>At Devizes there is a need for the following, as identified by the Wiltshire Playing Pitch Strategy:</p> <ul style="list-style-type: none"> • A 3GATP (3rd generation artificial turf pitch) as required by the Wiltshire Playing Pitch Strategy is being built at Green Lane, Devizes. There is no further requirement for additional pitches. However, there is a need to upgrade existing grass pitches. • There is a need for a replacement ATP at Devizes Leisure Centre. This facility is shared by the school. <p>Leisure Facilities</p> <ul style="list-style-type: none"> • Wiltshire Council is in the process of undertaking a Leisure Facility Needs Analysis. Any requirements relating to Devizes Leisure Centre will be informed by this work, which will include planned growth and demand.

Topic	Comment
Health	<p>Devizes has one of the lowest amounts of primary care support in Wiltshire. In September 2016 it had the second largest gap in provision in the Wiltshire Care Commissioning Group (-612m2). This was predicted to increase to -820m2 by 2026. A new health centre is due to be completed in 2021. NHS Treatment Centre is located next door. An Integrated Care Centre has been approved which will provide additional required primary care capacity and allow old Devizes Hospital site to be sold.</p>
Housing needs	<p>In the years 2016-2036 the older population is expected to increase by 27% in the 60-74 age group and 80% in the 75+ age group. At the same time the 0-14 age group is expected to decrease by 6% and the 15-29 age group to decrease by 2%. Finally, the 30-44 age group is expected to decrease by 1% and the 45-59 age group to decrease by 14%.</p> <p>Local household income</p> <p>The annual average gross income is £35,400 and the net income after housing costs is £29,200.</p> <p>Affordability Ratio (based on 2 bed property)</p> <p>Median price is £181,400</p> <p>Annual gross income £35,400</p> <p>Affordability ratio is 5.2</p>
The local economy	<ul style="list-style-type: none"> • High concentration of employment in the public administration and defence, manufacturing and construction sectors • Significant investments at Hopton Road Trading Estate including expansions at MSA Latchways, Cross Manufacturing and Bakkavor. • Market interest in the town. • Low levels of unemployment • Limited supply of employment sites and premises, particularly affordable sites • There are regeneration opportunities, e.g. Devizes Wharf, and there is high tourism offer, e.g. Wadworth Visitor Centre and Kennet and Avon Canal • Town centre unit vacancies are below the national average. • There is minor capacity for additional convenience and comparison retail floor space up to 2036. • A good variety of food retail is noted and additional floorspace will need to be tested against their impact on town centre vitality and viability.
Transport	<p>Key Features</p> <p>Geographically positioned in the centre of the county, the main highway routes radiate outwards providing links towards the north, east, south and west of Wiltshire via the A361, A342 and A360.</p> <p>Devizes benefits from a town bus service and is linked by the key bus network to Trowbridge and Swindon and has buses to Chippenham, Salisbury, Bath and a number of neighbouring villages.</p> <p>Current constraints/local concerns</p> <ul style="list-style-type: none"> • Highway congestion causes delay and significantly contributes towards poor air quality. • A designated Air Quality Management Area (AQMA) is in place. • Peak hour delays on the A361 and into key destinations affect bus services (partly as a result of a lack of bus priority measures). • Devizes does not have a railway station and bus links to nearby rail stations are not ideal.

	<ul style="list-style-type: none"> Increased pressure on highway network as a result of significant development growth could exacerbate the existing AQMA and encourage rat running. <p>Opportunities</p> <ul style="list-style-type: none"> Devizes Transport Strategy highlights key junction improvements on the A361. Developer funding will be used to implement these schemes. There are long term aspirations to provide a railway station near Lydeway on the Berks and Hants railway line to improve connectivity to and from the town.
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Figure 2 Map showing Devizes Green and Blue Infrastructure Network and improvement corridors (numbered).
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)

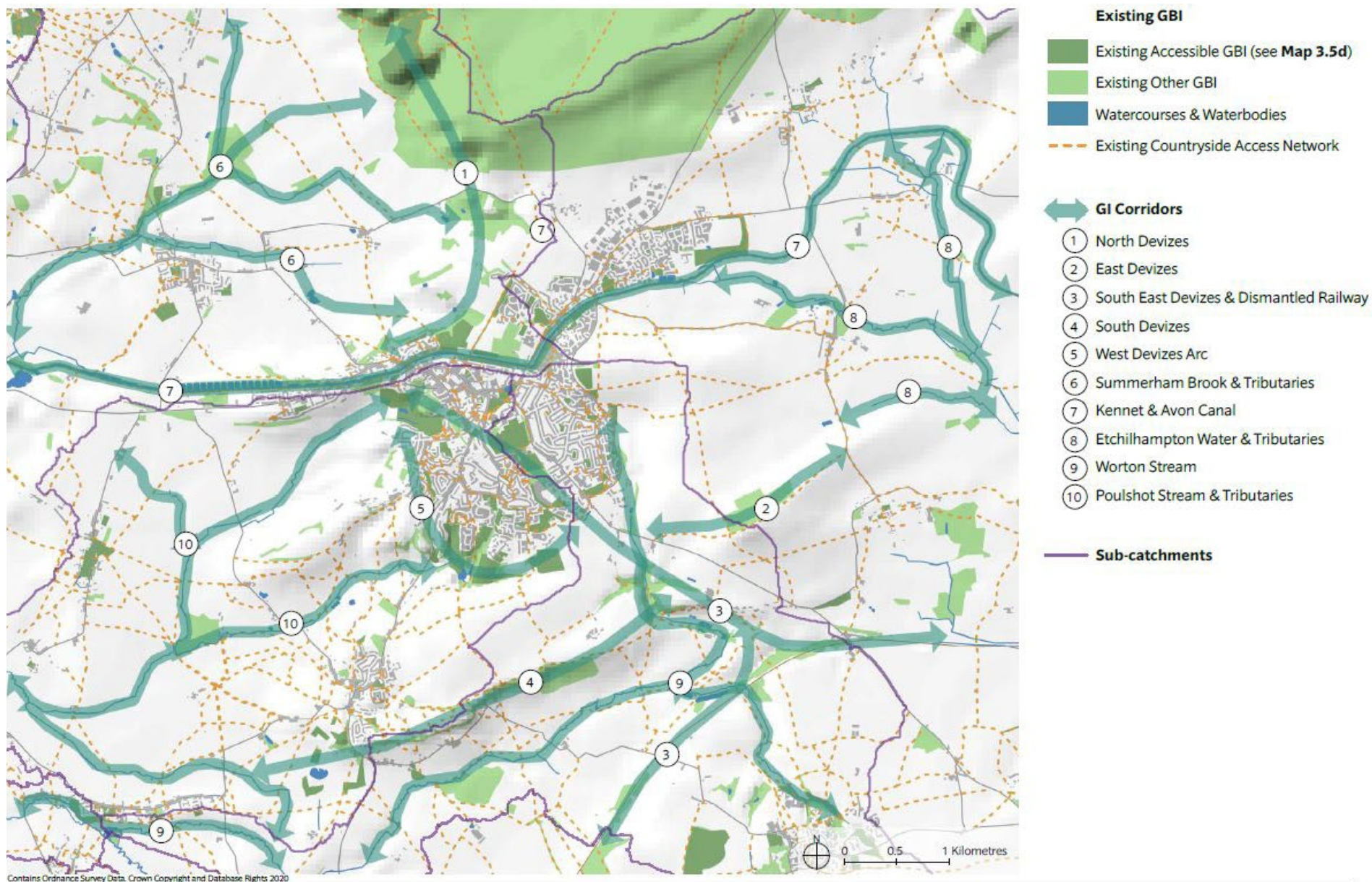
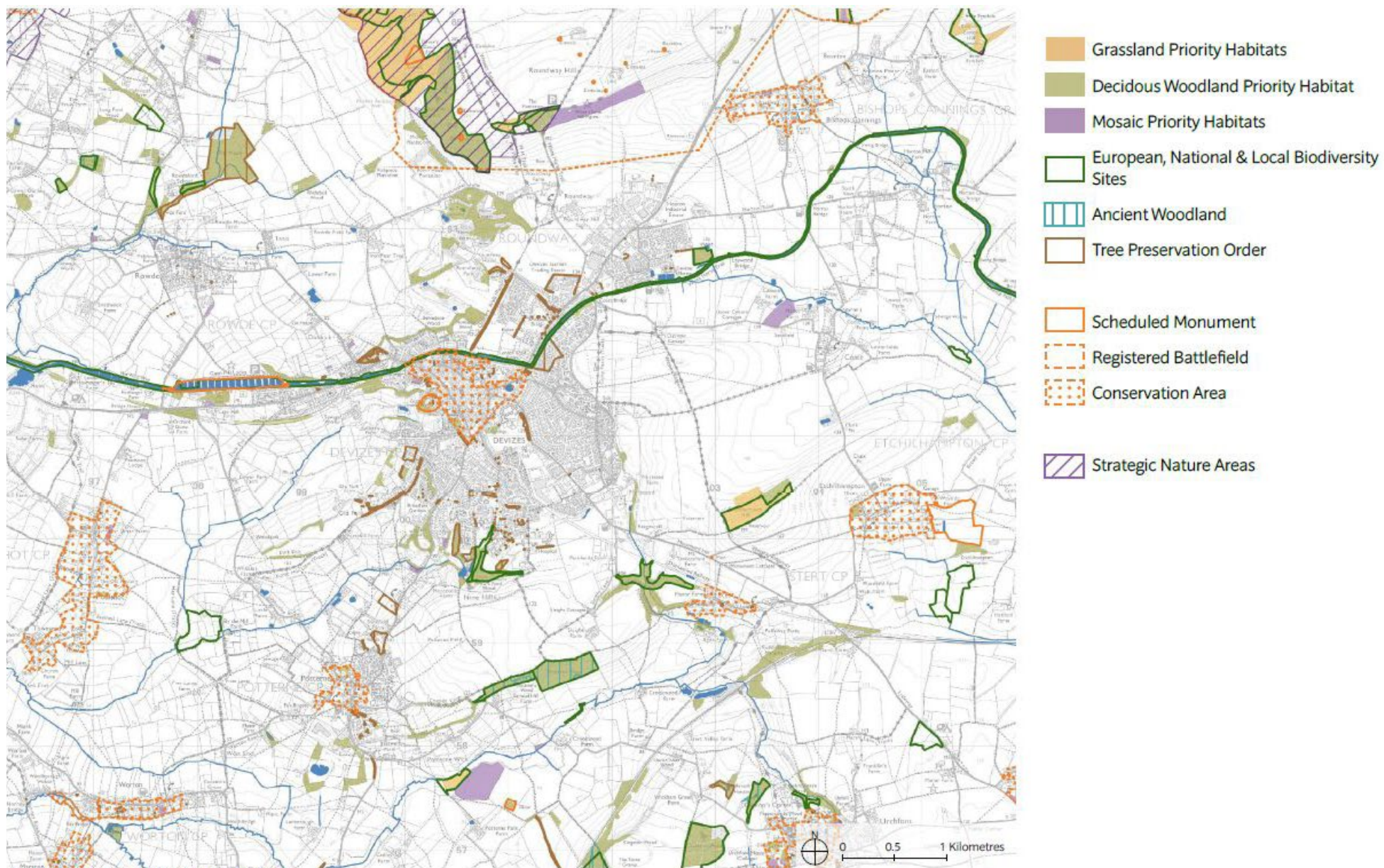


Figure 3 Map showing Devizes Green and Blue Infrastructure Assets in relation to Biodiversity and Heritage.
(These are draft plans from the emerging Green and Blue Infrastructure Strategy and may change)



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**This document was published by the Spatial Planning Team,
Economic Development and Planning, Wiltshire Council**
For further information please visit the following website:
www.wiltshire.gov.uk