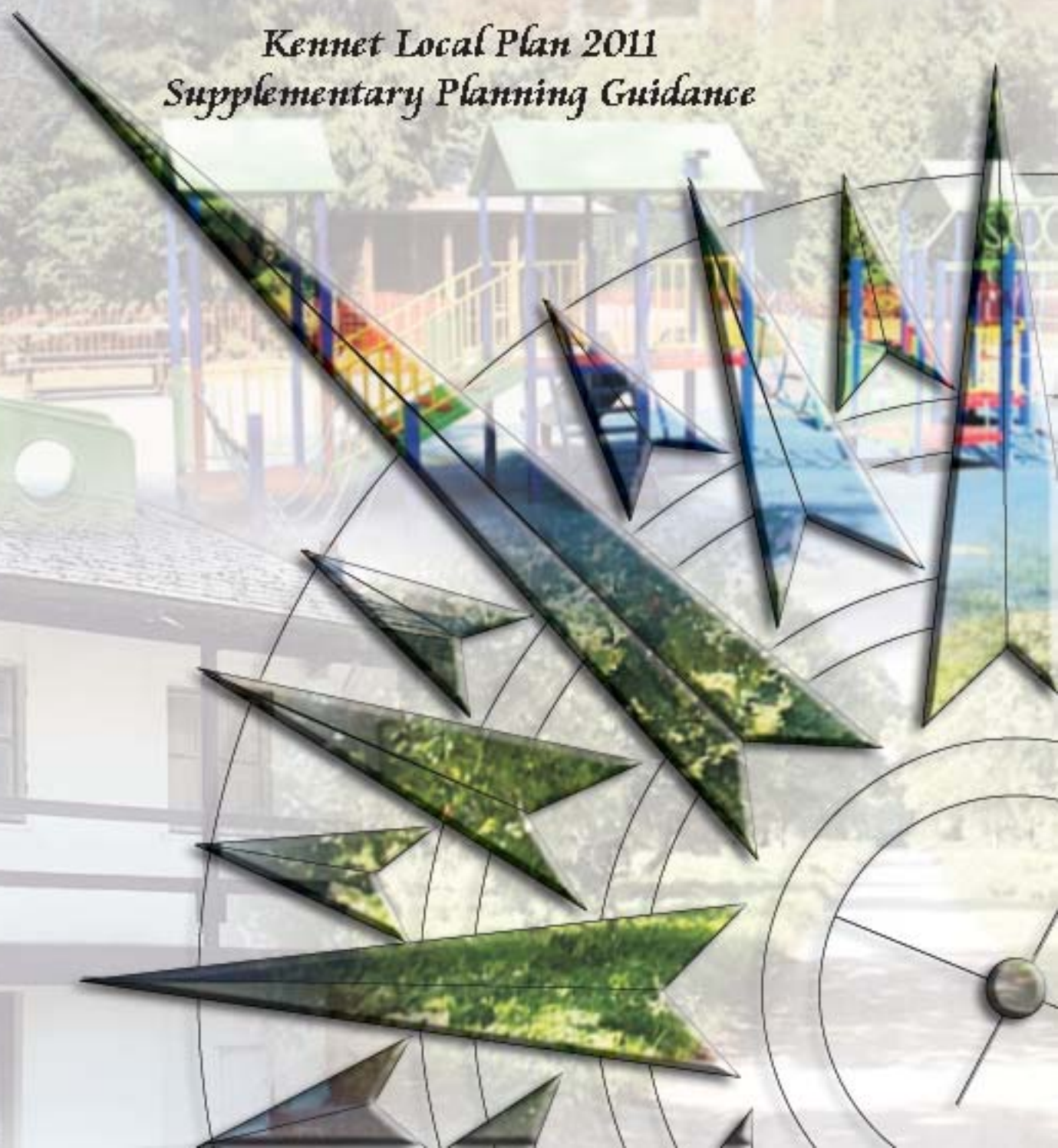


Devizes Strategic Development Brief

March 2004
(Annex added May 2005)

Kennet Local Plan 2011
Supplementary Planning Guidance



Devizes Strategic Development Brief

**A Co-ordinated Approach to the Negotiation of Planning Obligations
in relation to Allocated Housing Sites in Devizes in the Kennet Local
Plan**

Kennet Local Plan 2011 Supplementary Planning Guidance

March 2004

(Annex added May 2005)

Foreword

In the Kennet Local Plan 2011, Policy HC8 seeks to ensure that the potential impact of housing development on local services and facilities is taken into account when considering development proposals. In relation to Devizes the policy highlights the potential cumulative impact of new housing on local services and facilities given that the housing allocations in Devizes are in close proximity to each other.

The sites discussed in this Brief are Quakers Walk, Roundway Mill, Naughton Avenue, Le Marchant Barracks, the Northgate, Wharf and Devizes Hospital. The services and facilities addressed are education (primary and secondary), recreation space, community buildings, sustainable transport and affordable housing. It is recognised that this list of services and facilities is not comprehensive when looking at Devizes as a whole but they are the services and facilities that have direct links to Kennet Local Plan 2011 policies.

In the supporting text to Policy HC8 the Council commit to preparing a Devizes Strategic Development Brief in conjunction with landowners, service providers, local interest groups and the relevant town and parish councils. Two phases of consultation were carried out on draft versions of the Brief throughout 2003 involving these stakeholders and wider public consultation. The Brief was then considered by Planning Policies Executive Committee on 4th March 2004 where Member's resolved to adopt the Devizes Strategic Development Brief as Supplementary Planning Guidance for the purposes of development control.

The resolution was subject to any change in wording required as a result of the outcome of ongoing discussions with Wiltshire County Council as Highway Authority in relation to the need for a full traffic modelling exercise for Devizes. Subsequently, at a meeting of the Planning Policies Executive Committee on 26th May 2005, an Annex to the SPG setting out how contributions towards updating a traffic model for Devizes will be sought was considered by Members and approved. The Annex is included in this SPG but has not been subject to consultation because the highway authority did not raise the issue of developer contributions for producing the traffic model until after the original SPG had been produced. The annex will, therefore, not have the same status as the main body of the SPG but will, nevertheless, be regarded as a material consideration in determining planning applications.

For more information about the Kennet Local Plan or how the Devizes Strategic Development Brief will be used as part of the development control process please contact Carolyn Gibson (Forward Planning & Transportation) or Richard Cosker (Development Control South Team Leader) on 01380 724911 ext 862 or 832.

Contents

1. Purpose of the Strategic Development Brief.....	1
2. Relevant Replacement Kennet Local Plan Policies.....	2
3. Consultation.....	2
4. New Population.....	3
5. Assessing the Impact on Services & Facilities.....	4
6. Summary of Costs included in the Brief.....	4
7. Education – SUMMARY.....	6
8. Sport & Recreation.....	9
9. Community Buildings.....	11
10. Sustainable Transport.....	13
11. Highway Improvements.....	15
12. Affordable Housing.....	16
13. Utilities Infrastructure.....	19
Annex:	
Contributions towards updating the Devizes S.A.T.U.R.N Traffic Model.....	21
Appendix 1 – Education.....	25
Appendix 2 – Sport & Recreation.....	31
Appendix 3 – Community Buildings.....	35
Appendix 4 – Sustainable Transport.....	37
Appendix 5 – Housing Needs Survey 2001 Executive Summary.....	43

1 Purpose of the Strategic Development Brief

- 1.1 The Replacement Kennet Local Plan (RKLP) allocates sites to accommodate about 560 houses in Devizes. This is a significant number of houses. The RKLP recognises that there could be a cumulative impact on local facilities and services as a result of this scale of development. The plan states that the best way to assess the potential cumulative impact of these developments is through the preparation of a Strategic Development Brief (Policy HC8, paragraph 2.19).
- 1.2 The purpose of the Devizes Strategic Development Brief is to bring together the various policies of the RKLP that may have a bearing on each of the housing sites. It should then be possible to identify where sites can jointly mitigate the impact of development. A good example is the provision of a new school. Because a school site falls within one development area it should not fall to that individual development to provide the new school – the shortfall in existing school places has arisen because of the impact of several new housing sites.

Planning Briefs & Windfall Sites

- 1.3 This Brief does not replace the need for individual Planning Briefs for each of the housing allocations. It should also be noted that the Devizes Strategic Development Brief has been prepared because of the specific impact of the allocations on Devizes and the need to provide information to each site's developers quickly. The Council are also preparing a Planning Obligations Supplementary Planning Guidance for the whole of District that will set out how the impact of development on local infrastructure and services will be calculated on a level basis across the District. This Supplementary Planning Guidance will be used when planning applications for large windfall sites that fall within the thresholds of the policies dealing with local services and facilities are received. Ideally the general paper on Planning Obligations should have been available before the Devizes Strategic Development Brief but, because of the time scales involved, this was not possible. The Planning Obligations Supplementary Planning Guidance should remove concerns that the allocated housing sites in Devizes are being asked to cover the costs of mitigating the impact of any housing development in the town. In the interim, large windfall sites that come forward in Devizes will be treated on its individual merits using the guidance in the Devizes Strategic Development Brief as an indication of the range and scale of planning obligations the Council will seek to negotiate.
- 1.4 Also included in this Brief are examples of the cost of providing different facilities and services. These are rough estimates for the purposes of discussion based on prices at January 2004. Actual costs will need to be negotiated at the time of individual planning applications.

2 Relevant RKLP Policies

- 2.1 This is a Strategic Development Brief NOT a Planning Brief. It is therefore, appropriate from the outset, to establish which policies are relevant to consider. (This does not mean to say all will be applicable.)

Table 2.1 : Policies relevant to the Devizes Strategic Development Brief

Policy HC8	Potential Impact of Development
Policy HC30	Affordable Housing on Large Sites
Policy HC34	Recreation Provision on Large Housing Sites
Policy HC37	Demand for Education
Policy HC38	New Primary School Devizes
Policy HC42	Additional Social & Community Needs
Policy HC43	Off Site Service Infrastructure
Policy AT1	Transport Appraisal Process (part)
Policy AT2	Transport Assessments

- 2.2 Many policies of the Plan will be relevant to site Planning Briefs, for example, Policy PD1 (Development & Design), Policy HC5 (Net Housing Density), Policy HC7 (Housing Layout), Policy AT19 (Cycling Facilities), Policy NR4 (Nature Conservation Outside Designated Sites), Policy HH5 (Development in Conservation Areas) and Policy TR22 (Public Art). It is the role of the Planning Briefs to establish which policies are relevant in each individual site.

3 Consultation

- 3.1 There have been two stages of consultation in relation to this brief. Early consultation with targeted stakeholders and general consultation. The targeted consultation took the form of two meetings. The first was a Stakeholder Meeting held on Friday 26th September and involved service providers and landowners and their agents. The second meeting involved a discussion with members of the Devizes Town Centre Working Party on Monday 13th October. Both of these meetings discussed the content and range of the Devizes Strategic Development Brief. Comments received during those meetings were taken into account when preparing a Consultation Draft of the Devizes Strategic Development Brief for general public consultation. The Consultation Draft was published for comments over an 8 week period commencing 8/12/03. (8 weeks were allowed because the consultation period spans the Christmas break) A report of each of the targeted stakeholder meetings and a report on the responses received during the general public consultation is available under separate cover entitled – ‘Devizes Strategic Development Brief – Statement of Consultation’.

4 New Population

- 4.1 It is not the number of houses built that will have the impact on services and facilities in Devizes it is the number of people who will live in the houses that will create pressure on services and facilities. An estimate of the number of people likely to move into the area is therefore needed.
- 4.2 To establish the number of people likely to be generated by these developments it is important to first establish the number of houses likely on each site. The location of each site is identified on Map 1. The estimate of houses arising from the local plan allocations is based on average gross densities of 30 dwellings per hectare. As has already been seen, housing densities are increasing in line with advice in PPG3. Recent negotiations with owners of the former Le Marchant Barracks housing site has indicated 120 dwellings can be achieved on the site, more than twice that estimated in the local plan.
- 4.3 During discussions at the Stakeholder Meeting the view was expressed that to derive an estimate of the number of houses on each site a simple formula should be used based on site area, current negotiations and guidance on net housing density in PPG3. For Roundway Mill, Le Marchant Barracks and Naughton Ave these three factors are available and have been used to produce the estimates in Table 2 below. There are no major infrastructure costs associated with these sites so it has been assumed that the gross and net site areas are the same. For Quakers Walk the Inspector has given firm guidance on the number of houses to be permitted on the site which should not be amended by this Brief. For North Gate/the Wharf/Devizes Hospital the site area for housing is unknown as housing will be brought forward as part of mixed-use schemes. A Planning Brief for the North Gate element of the site has already been approved and a Planning Brief for The Wharf/Devizes Hospital is at an advanced stage. These two documents have been used to assess the number of houses likely to be achieved – in the end no greater than the original local plan allocation.

Table 4.1: Estimated No. of Houses and New Population

Site	Site Area	No. houses	No. people	% of Total
Quakers Walk		about 230	about 550	36%
Naughton Avenue	3.00 ha	about 100	about 240	16%
Le Marchant Barracks	2.86 ha	about 120	about 290	19%
Roundway Mill	1.07 ha	about 30	about 70	5%
North Gate/Wharf/ Hospital		about 150	about 360	24%
Total		about 630	about 1510	100%

- 4.4 The 2001 Census has indicated that average household size in Kennet is 2.40. Devizes North Ward is 2.06, Devizes East Ward is 2.42, Roundway Ward is 2.29 and Bishops Cannings Ward is 2.42. The low average household size in Devizes North Ward reflects the high concentration of flats in the Ward (33% of all households compared to 4% in Bishop Cannings, 7.5% in Devizes East and 5.5% in Roundway). Discounting the anomaly in Devizes North, as it is unlikely such a high proportion of flats will be built as part of the housing allocations, the district average of 2.40 has been used as an initial estimate.

5 Assessing the Impact on Services and Facilities

- 5.1 Using the housing and population estimates above the following pages of the Devizes Strategic Development Brief summarise the policies, the need, the proposed provision, and the estimated cost of meeting the additional demands generated by the allocated housing sites in Devizes on different services and facilities. Where exemptions to particular types of housing or in relation to an individual site are proposed these are highlighted. Each topic area is supported by a technical appendix that sets out the detailed justification for each planning obligation being sought.
- 5.2 The Devizes Strategic Development Brief only relates to those sites allocated for housing in the Replacement Kennet Local Plan. It does not relate to unforeseen windfall sites involving 25 houses or more. However, many of the policies included in this Brief will apply to these sites and guidance within the Brief on the nature and scale of planning obligations the Council will seek to negotiate will assist officers when considering individual windfall site applications in the interim period between adoption of the Devizes Strategic Development Brief and District-wide Supplementary Planning Guidance on Planning Obligations.

6 Summary of Costs included in the Brief

- 6.1 The following data places a considerable cost on development. The Council believes these costs to be a reasonable based on the impact of development. The estimate of costs are based on prices at January 2004 and will need to be reviewed as individual planning applications are submitted to reflect prices current at the time of application. The estimates indicate the amounts the Council will be seeking to negotiate when discussing individual planning applications. However, the Council recognises that other material considerations may come to light during the planning process that will have to be taken into account when negotiating with individual applicants as it is impossible to know exactly what should be negotiated until an individual development proposal has been made.
- 6.2 It has not been possible to identify a 'cost per house' for every element. For example, in relation to affordable housing the contribution from each site will be based on the evidence of local housing need available at the time of an individual application. This is a requirement of Policy HC30 of the Replacement Kennet Local Plan. Additionally, in accordance with Circular 01/97 in the body of the document certain 'exemptions' are identified where elements of the contributions will not be sought in relation to certain types of housing or because of the location of existing facilities.

Table 6.1 : Summary of Contributions

Service/facility	Cost per house (on a pro-rata basis of 630 homes)
New primary School	£3000
Extension to Secondary School	£1100
Equipped play areas	£1000
Casual Play Areas	£405-480
Adult Sport & Pitches	£380
Social & Community Buildings	Included in school costs.
Sustainable Transport	£1200 + individual schemes negotiated at time of applications
Highway Improvements	To be negotiated at time of application, where necessary.
Affordable Housing	To be negotiated at time of application based on the proportions set out in Policy HC30 of the Kennet Local Plan.
Utilities Infrastructure	Water supply to be negotiated with Wessex Water Other utilities provision to be negotiated with relevant provider, eg drainage, gas, electricity.
Total costs included in this Brief	£7160

7 Education

7.1 Policy:

Policy HC38 NEW PRIMARY SCHOOL DEVIZES

The Local Plan allocates land for educational purposes at Devizes as indicated on Inset Map 1 to meet the primary education needs arising from the new population generated by housing proposals at Quakers Walk/Police HQ, Roundway Mill, former Le Marchant Barracks, Naughton Avenue, and the North Gate/the Wharf/Devizes Hospital. Proposals for alternative forms of development, other than community uses, will not be permitted within this area. Each



Nursteed Community Primary School

of these housing sites should contribute to the development of the new school.

Policy HC39 DESIGN OF NEW SCHOOLS

New schools in the District should be designed with the principles of dual use of facilities in mind. They should include independent access to changing and indoor sports facilities.

7.2 Estimate of Need:

Site	No. houses	Primary	Secondary
Quakers Walk	about 230	71	51
Naughton Avenue	about 100	31	22
Le Marchant Barracks	about 120	37	26
Roundway Mill	about 30	10	7
North Gate/Wharf/ Hospital	about 150	47	33
Total	about 630	196	139

It has been assumed that housing sites already with planning permission or under construction and small windfall sites (ie those below the 25 house threshold in Policy HC37) within Devizes will utilise existing capacity within primary schools.

It has also been assumed that unforeseen windfall sites involving 1 hectare of land or 25 or more houses that come forward during the Plan period should contribute towards the new school on the same pro rata basis.

7.3 Proposed Provision:

The Devizes Strategic Development Brief proposals for education are based on the principle that the planning and education objective is to provide adequate primary school place provision within Devizes, (ie the whole urban area of the town) so that

there is the sustainable option to walk to school. The Inspector supports this approach stating that *'it would not accord with government policy to plan, deliberately, to meet demand for primary school places by relying on transporting pupils significant distances by road'*, (para 2.196, Inspectors Report).

Primary School - Option 1

A new 7 form entry primary school at Quakers Walk in the location shown in Map 1 in accordance with Policy HC38.

Primary School – Option 2

A new 10 form entry primary school to the south of Quakers Walk which will cater for children arising from the new housing allocations and the transfer of existing St Peter's C of E School on Bath Road, Devizes.

A review of the traffic impacts of this solution would need to be carried out which may have implications for the schemes identified in Section 10 of the Brief.

For both options, the school should be designed to allow full dual use during and after school, that is including separate access to dual use facilities. Design should also include a floodlit multi use games area similar to that recently provided at Nursteed School, Devizes and should consider the potential for public art (Policy TR22) within the development to provide interest and character. When designing the new school the potential to use the building to improve the delivery of health care and advice to local communities should be considered.

Devizes Secondary School

There will be a shortfall at the existing Secondary School of at least 120 places. This will require additional teaching space to be provided. Details of where this will be within the Devizes School site have yet to be finalised in negotiation with the school headmaster and Education Authority.

7.4 Estimate of Costs

For Option 1 it has been estimated that the primary school will cost in the region of £2 million (January 2004 prices), approximately £3000 per house. This estimate includes the land valued at 'community' value, full dual use, multi-use games area and a contingency for unforeseen site constraints. It assumes there are no major infrastructure costs.

If Option 2 is pursued the costs of certain elements of the new primary school will be shared ie core facilities such as hall, staff room, external play areas. The proportion of costs for the new school to be attributed to St Peter's School and developers will be based on an estimate of pupil numbers arising from each source.

To provide the additional teaching space at the **Secondary School** it has been estimated that in the region £750,000 will be needed allowing 100m² additional floorspace per teaching space. It is estimated 5 new teaching spaces will be needed.

For the purposes of estimating costs it has been assumed that the total number of units proposed in housing allocations ie 630 will be built. It is anticipated that any shortfall in funding arising from the number of houses exempt from making contributions (see below) will be made up from contributions from windfall sites involving more than 25 houses.

7.5 Exemptions

A contribution towards primary or secondary school improvements will not be sought from housing schemes which restrict occupancy of the units to people aged 55 or over or developments of 1 bed units.

SEE APPENDIX 1 FOR MORE DETAILED INFORMATION

8 Sport & Recreation

8.1 Policy:

Policy HC34

RECREATION PROVISION ON LARGE HOUSING SITES

In new residential developments of 20 or more dwelling units recreational open space will be required to be provided on the basis of 2.43 ha/1000 people, comprising:

- a. equipped play space - 0.31ha/1000 people
- b. casual play space - 0.41ha/1000 people
- c. formal sports/pitches - 1.71 ha/1000 people

8.2 Estimate of Need:

Site	Equipped PA	Casual PA	Formal sports/pitches
Quakers Walk	1705 sqm	2255 sqm	9350 sqm
Naughton Avenue	744 sqm	984 sqm	4080 sqm
Le Marchant Barracks	892 sqm	1181 sqm	4925 sqm
Roundway Mill	217 sqm	287 sqm	1190 sqm
North Gate/Wharf/Hospital	1116 sqm	1476 sqm	6120 sqm
Total	4674 sqm	6183 sqm	25665 sqm

8.3 Proposed Provision:

Equipped Play Areas Each site includes equipped play areas (minimum size 400 sqm) within detailed Planning Briefs

Casual Play Areas Upgrade existing Le Marchant Play Area to provide activities for secondary school age children.
New facilities within North Gate/Wharf/Hospital development area for secondary school children.
New site within Quakers Walk to provide activities for secondary school age children.



Le Marchant Play Area

Adult Sports & Pitches Off site contributions to improve existing provision in Devizes, including at Green Lane, Devizes Sports Club, Hillworth Park & Leisure Centre based on equivalent cost of providing 4 football pitches

8.4 **Estimate of Cost:**

- Equipped Play Areas Equipped play area of 400 sqm - £57,300 (Jan 2004). This is a play area targeted at primary school age children and includes cost of equipment, installation, safety surfaces, fencing, gates, insurance and maintenance. Approx £1000 per house
- Casual Play Areas Le Marchant Casual Play Area - £105,000
Funded by contributions from Le Marchant Barracks and Naughton Avenue. Approx £480 per house.
- Quakers Walk Casual Play Area - £105,000
Funded by contributions from Quakers Walk and Roundway Mill. Approx £ 405 per house.
- Town Centre Casual Play Area - £25,000
Funded by contributions from North Gate, Wharf and Devizes Hospital. Approx £170 per house
- Estimate of cost includes the provision of equipment, appropriate surfacing & fencing and an element for 20 year maintenance. It also assumes that land will be transferred to the Council on completion of the play area.
- Adult Sports & Pitches £240,000 or £380 per house. All sites to contribute on a pro-rata basis. The basic unit being individual dwellings.

8.5 **Exemptions:**

A contribution towards equipped and casual play space will not be sought from housing schemes which restrict occupancy of the units to people aged 55 or over or developments of 1 bed units. Such housing will be expected to contribute to improvements in the provision of adult sports and pitches, ensuring the provision negotiated reflects the age and recreational needs of the new residents.

The Society for the Merchant Venturers have already made a contribution towards extended facilities at Devizes Sports Club. This will be taken into account during negotiations.

SEE APPENDIX 2 FOR MORE DETAILED INFORMATION

9 Community Buildings

9.1 Policy

Policy HC42

ADDITIONAL SOCIAL AND COMMUNITY NEEDS

In the case of new housing developments involving 25 or more dwellings or 1 hectare of land (irrespective of the number of dwellings) the local planning authority will need to be satisfied that the social and community needs of the new residents can be met. Where the local planning authority has evidence to demonstrate that these needs cannot be met by existing infrastructure, appropriate provision to meet the needs arising from the development will be sought.'



Corn Exchange, Devizes

9.2 Estimate of Need:

The revised wording places the onus on the local planning authority to provide evidence that the social and community needs of the new residents will not be met by existing provision.

Existing provision is concentrated in Devizes Town Centre, more than 600 metres from Quakers Walk, Roundway Mill, Le Marchant Barracks and Naughton Avenue. Town Centre sites at North Gate, Wharf and Devizes Hospital are already well served by social and community buildings.

9.3 Proposed Provision:

Design the new primary school so that it provides for dual use both during school hours and in the evenings.

When designing a new community building the potential to use the building to improve the delivery of health care and advice to local communities should be considered.

9.4 Estimate of Cost:

Dual use of the Primary School designed into the scheme from the outset – no additional cost of construction.

9.5 Exemptions:

As existing provision within the Town Centre is varied ranging from small community rooms to large conference or exhibition space a contribution towards

social and community buildings will not be sought from the North Gate, Wharf or Devizes Hospital sites.

SEE APPENDIX 3 FOR MORE DETAILED INFORMATION

10 Sustainable Transport

10.1 Policy

Policy AT1

TRANSPORT APPRAISAL PROCESS

All development proposals should adequately address the issues listed below, where they are relevant to the development under consideration:-

- a) minimise travel through careful siting and design;
- b) the provision of alternative access to the development other than by the private car including by public transport, cycling and walking (with proper provision for people with disabilities and careful attention to cyclist and pedestrian safety);
- c) the incorporation of facilities such as secure cycle parking, bus stops or taxi pick up/drop off points to encourage a choice of travel mode;
- d) the provision of traffic calming measures including using imaginative design and layout wherever appropriate;
- e) the provision of off-site highway or public transport improvements in the locality where extra traffic generated by the development would have identifiable adverse effects on highway safety or convenience;
- f) the provision of car parking spaces in accordance with the Council's adopted maximum car parking standards; and
- g) the provision of cycle parking spaces in accordance with the Council's adopted minimum cycle parking standards.

10.2 Estimate of Need:

This section of the Brief provides information for developers on the transport schemes that will improve access to services and facilities for residents of future development and those accessing development for commercial reasons (employees, visitors, shoppers). The aim of improving access by sustainable means such as walking, cycling and public transport use is to reduce congestion within the town of Devizes, provide greater choice as to how people can choose to travel and to develop a sustainable transport system that integrates with other modes, whereby providing sustainable development.

10.3 Proposed Provision:

The following schemes are proposed from a North and North Eastern Devizes Sustainable Transport Improvements:

- a) Improved access to towpath at Victoria Road,
- b) A new pedestrian/cycle crossing to link Kingsmanor Wharf to London Road, the towpath and Quiet Lanes network,
- c) Improved pedestrian/cycle crossing links at London Road canal bridge,
- d) New crossing for pedestrians and cyclists on London Road in the vicinity of the school site/canal bridge to Brickham Rd.
- e) Passenger transport enhancements.

Other schemes are included in the Devizes Strategic Development Brief that will be negotiated on a site by site basis.

Other significant new sites that come forward for development, not included in the Devizes Strategic Development Brief, whether for housing or other land uses, will be regarded as windfall sites. The transport impacts of these developments will be assessed on an individual basis and measures to mitigate these impacts will be sought by the Highway Authority.

10.4 Estimate of Cost:

It is estimated that to provide all of the schemes in the North and North Eastern Devizes Sustainable Transport Improvements it will equal approximately £1200 per house.

10.5 Exemptions:

None.

SEE APPENDIX 4 FOR MORE DETAILED INFORMATION

11 Highway Improvements

11.1 Policy

Policy AT2
Transport Assessments

Applications for significant new development or proposals on allocated or significant windfall sites, will be required to submit a Transport Assessment to consider the likely modal split of journeys to and from the site and to establish proposals to improve public transport, walking and cycling.

11.2 Estimate of Need

Each development site will be asked to complete a Transport Assessment (TA). The TA is a comprehensive and consistent review of all the potential transport impacts of a proposed development. Preparing a Transport Assessment is part of the process of securing planning permission. It should enable decision-makers to understand how the proposed development is likely to function in transport terms. It should set out proposed methods of mitigation designed to reduce adverse transport impacts. This will include the impact of vehicular movements on the local highway network and the consideration for the provision of sustainable transport.

The TAs should enable decisions to be made upon a planning application with the full understanding of the likely transport impacts of a proposed development. The process of preparing a TA should highlight ways in which the development can be made more sustainable. In particular, means of reducing the impact of vehicular traffic should be introduced as part of the assessment. By ensuring that such issues are addressed early in the planning process speedier decisions should be possible, since the best possible provision for non-car access will be built into the design rather than added later.

The Highway Authority will require that individual TAs for each development site will take account of background traffic growth. The additional traffic on the highway network that is a result of the other allocated development sites will be included in the background traffic growth. Computer modelling will form part of the TA process and will assess highway capacity at key junctions in the vicinity of the development sites.

11.3 Proposed Provision

Until detailed modelling work is undertaken and the results known, it is not possible to prepare a list of works that will be necessary to mitigate the transport impacts of the individual development sites in highway capacity terms.

11.4 Estimate of Cost

Through the planning process, the Highway Authority will be seeking contributions from each development site that is sufficient to pay for improvements required to mitigate traffic impacts on the existing highway network.

12 Affordable Housing

12.1 Affordable housing will be negotiated at the time of individual planning applications. However, for the purposes of the Devizes Strategic Development Brief a brief discussion is needed to establish

- ❑ Evidence of local housing need for the scale of development proposed
- ❑ The type, size and tenure of affordable housing needed in Devizes.



New Affordable Homes

12.2 Policy

Policy HC30 of the Kennet Local Plan 2011 is reproduced below for information. The estimate of the number of affordable homes on each site reflects the estimate of the number of houses included in Policy HC2 of the Local Plan. In reality the number of houses on some of the sites is increasing in line with PPG3. As indicated in the local plan the Council will seek to negotiate a commensurate rise in the number of affordable houses on each site based on the principle in Policy HC30 that 30% of homes should be subsidised affordable homes and 20% should be low cost market homes.

Policy HC30

AFFORDABLE HOUSING ON LARGE SITES

Where a local need has been established, the local planning authority will negotiate with developers to secure an element of affordable housing on each of the allocated housing sites listed in Policy HC2 and unforeseen housing sites involving 25 dwellings or more or 1 hectare (irrespective of the number of dwellings) of land that come forward in Devizes, Marlborough, Tidworth, Pewsey, Market Lavington and Ludgershall. Additionally, within Marlborough, where acute pressure for affordable housing can be shown, the local planning authority will also seek to negotiate an element of affordable housing on sites involving 15 or more houses or half a hectare of land (irrespective of the number of dwellings).

The Local Planning Authority will seek to negotiate about a 30% 'subsidised' affordable housing contribution and a 20% low cost market housing contribution on appropriate unforeseen housing sites subject to evidence of local housing need supporting this level of provision and individual site characteristics.

In relation to the sites listed in Policy HC2 the Local Planning authority will seek to negotiate the following levels of provision:

	Subsidised	Low Cost
Quakers Walk/Police HQ, Devizes	about 70	about 45
The North Gate/Wharf/Hospital, Devizes,	about 45	about 20
Roundway Mill, Devizes	about 10	
Former Le Marchant Barracks, Devizes	about 15	about 10
Naughton Avenue, Devizes	about 30	about 20

(Devizes Sites only included)

The Local Planning Authority will need to be satisfied that the subsidised affordable housing provided under this policy will always be available for defined local needs, both initially and on subsequent change of occupant through the involvement of a Registered Social Landlord, village trust or similar body and secured by the use of planning conditions or obligations.

12.3 Estimate of Need

The Kennet Housing Needs Survey 2001 identifies an annual subsidised affordable housing need in the District of 313 homes for the next 5 years, of which 56 homes per year specifically arise in the Devizes Community Area. The Executive Summary of the Housing Needs Survey is attached at Appendix 6.

In relation to low cost market housing, house prices in Kennet in November 2002 were approximately £125,000 for a new 2 bedroom terrace house (based on recent developments in Devizes). The average annual income in Kennet was £21,611 (New Earnings Survey 2003). A salary which can command a mortgage of approximately £76,619 for a 1 bed unit (3.5 x annual income + 5% deposit for a single purchaser) or £102,368 for a 2 bed unit (4.5 x annual income + 5% deposit for joint incomes).

12.4 Proposed Provision

There is a total stock of 1480 affordable rented homes in Devizes including a wide range of general needs dwelling types together with sheltered and supported housing. As at April 2003 this represented 28.2% of the overall housing stock. A total of 232 vacancies or 15.7% of the stock occurred in 2002/03.

In negotiating new subsidised provision the Council gives particular emphasis to:

- meeting the priority need for additional family homes with gardens
- two bedroom homes to give flexible accommodation suitable for young couples
- a significant element of shared ownership as well as rented provision

Based on these criteria the provisional breakdown of subsidised provision for the sites is:

- 20% Two Bedroom Flats or Houses
- 45% Two Bedroom Houses
- 30% Three Bedroom Houses
- 5% Four Bedroom Houses

12.5 Basis of Negotiation

To be determined as individual applications submitted based on available subsidy and criteria set out in the Affordable Housing Policy Guide. Land price for subsidised provision will be restricted to a nominal £1.00 per site

In relation to low cost market provision, where an affordability gap of more than 5% is revealed the Council will seek to negotiate arrangements with developers to sell low cost market provision at discounted prices subject to a Resale Covenant or similar to secure the benefit of the discount for subsequent purchasers.

12.6 Exemptions

Policy HC30 only seeks 30% subsidised affordable housing on the Roundway Mill site in recognition of the abnormal costs associated with redeveloping the Surecast premises. No low cost market housing is sought for this site.

In relation to the Le Marchant Barracks site the cost implication of retaining the main barracks building was acknowledged by the Local Plan Inspector and is being acknowledged in the Brief in recognition of the importance of retaining this building. If the applicant can demonstrate that retention of the barracks building and the provision of 50% affordable housing is not commercially feasible a reduced contribution towards affordable housing will be considered by the Council. Should a scheme be proposed that involves demolition of the main barracks building a 50% affordable housing contribution will continue to be sought on the whole site.

A contribution towards subsidised affordable housing will not be sought from housing schemes which restrict occupancy of the units to people aged 55 or over in recognition of the management problems associated with letting units to people of similar age and mixed tenure within a communal scheme. Low cost market housing should still be negotiated.

SEE AFFORDABLE HOUSING POLICY GUIDE AND FULL REPORT OF HOUSING NEEDS SURVEY FOR MORE DETAILED INFORMATION, BOTH ARE AVAILABLE UNDER SEPARATE COVER.

APPENDIX 5 INCLUDES A SUMMARY OF THE HOUSING NEEDS SURVEY

13 Utilities Infrastructure

13.1 Policy

Policy HC43

OFF SITE SERVICE INFRASTRUCTURE

Development which increases the demand for off-site service infrastructure, such as water supply, surface water, foul drainage or sewage treatment, will not be permitted unless sufficient capacity already exists or extra capacity will be provided in time to serve the development without harm to the environment.

When improvements in off-site infrastructure are programmed, the commencement of development will be co-ordinated with its provision. Where necessary improvements in off-site provision is not programmed, developer contributions towards the upgrading of existing provision to meet the requirements of the new development will be sought.

13.2 Estimate of Need

Wessex Water has indicated the improvements they anticipate as necessary to service the proposed housing developments. This is set out below. Separate negotiations will be needed with individual service providers for drainage, gas, electricity etc at the time of individual applications. The Environment Agency are particular keen to see developers to incorporate Sustainable Drainage Systems and water efficiency measures in their schemes

Water Supply

Three water supply groundwater sources at Shepherds Shore, Bourton and Bishops Cannings provide the bulk of water resources to the Devizes distribution zone. These sources feed two service reservoirs (SR), Shepherd Shore SR and Devizes SR, both of which are located to the east of the town.

Supply to the town is supplemented by an import of water from the northern area of the region via the Bowden SR to the Devizes SR. To service the additional total demand and maintain adequate supplies to the town it will be necessary to significantly increase the transfer from Bowden SR to the Devizes SR.

In addition, the Devizes SR supplies the town through a single 12 inch diameter outlet main. This main will be too small to service the projected demands from the new development and will need to be reinforced to maintain adequate pressures and supplies to the town.

13.3 Proposed Provision

To increase the transfer from the Bowden SR to the Devizes SR will require the installation of a new booster pumping station. This will not be required immediately. It is anticipated that the works will not be required until year 2007/08 but this will depend on the rate of development in the town and increase in demand.

To reinforcement to maintain adequate pressures and supplies to the town will comprise laying a new length of larger diameter main from the reservoir outlet

towards the town. This work will be required to service the strategic sites when the first site commences construction.

These proposals are based on the level of housing currently expected (ie 630 houses), if this number increases it would entail additional transfer of resources and the works required will need to be re-appraised.

In addition to these contributions for off site reinforcement works each site will require on site mains and links to the existing distribution system.

13.4 Estimate of Cost

Wessex Water will charge each developer a proportion of the total cost of providing the main required to serve the total development on the basis of the number of houses being built on each site. These arrangements are considered equitable and charges will be recovered under the usual water supply requisition procedure.

The second phase of improvement works. To install a new booster pumping station to increase the transfer from the Bowden SR to Devizes SR, will be required later. Costs for this will not be charged until it is required.

All of these charges for off site works will be recovered under the usual water supply requisition procedure set out in the Water Industry Act 1991. They will not need to be secured under planning legislation nor subject to a Section 106 Agreement.

There will be site specific costs for on site mains and links to the existing distribution system.

13.5 Exemptions

None.

THIS INFORMATION HAS BEEN PROVIDED BY WESSEX WATER. FOR FURTHER DETAILS PLEASE CONTACT WESSEX WATER DIRECTLY.

Mike Cox
Developers Group Manager
Claverton Down Road
Claverton Down
Bath BA2 7WW

Telephone: 01225 526301
E-mail : mike.cox@wessexwater.co.uk

13 April 2004
F:\PLA\Forward Planning\LP\SPG\Replacement Plan SPG\Development Briefs\Devizes\Devizes Strategic Development Brief\DSDB Approved Version.doc

ANNEX

CONTRIBUTIONS TOWARDS UPDATING THE DEVIZES S.A.T.U.R.N TRAFFIC MODEL

1 Introduction

- 1.1 The Kennet District Local Plan recommends that a Strategic Development Brief should be prepared for the concentration of sites to the north of the town and that the Brief should set out the range of obligations that developers might be expected to meet. After considerable consultation the Brief has been adopted by the District Council. Contributions toward secondary education, primary education, cycling and walking facilities, and public transport was requested by the County Council and included in the Brief.
- 1.2 The County Council also requested that the Brief included a section on Highway Improvements. In order to assess the level of highway improvements required to mitigate the traffic impacts of each site on the existing highway network, the Brief requires that each individual site has to conduct a Transport Assessment.
- 1.3 Since adoption of the Brief by the District Council, the allocation of housing in the London Road corridor of Devizes has led to some considerable reaction from local people, including in particular, local Members of the District Council who have expressed concerns about the impact of development traffic on the wider town road network and who do not now appear to be satisfied that the site transport assessments agreed in the Brief are appropriate in themselves.
- 1.4 The County Council has no identified budget to undertake town wide traffic studies for any of the local market towns. Devizes is no exception in this regard. However, in order to try and address the District Council Members' concerns over the wider impact of traffic in Devizes the County Council is prepared to accept a reduced scope for the individual transport assessments relating to individual sites in favour of individual contributions from each site towards the specific purpose of a town traffic modelling exercise.
- 1.5 The purpose of this Annex to the Brief is to highlight the necessary funds required to update the existing SATURN¹ traffic model for Devizes. The existing traffic model was developed in 1995 and updated in 1997 and 2001 to assist with the proposed land uses as stated in the draft deposit Local Plan. The model is held to be current until 2011 and further updates will forecast up to 2016 to tie in the Structure Plan. It should be noted that this Annex is not part of the Brief because it has not been subject to the consultation required by Planning Policy Guidance 12 and, more recently due to the Planning and Compulsory Purchase Act 2004, Planning Policy Statement 12.

2 SATURN Traffic Model

- 2.1 The County Council has asked Mouchel Parkman to provide an estimate to undertake a number of tests to assess the affect of future traffic volumes, flows and circulation of the town's highway network using a 2016 forecast year, which ties in with the Structure Plan until Regional Spatial Strategies are developed and adopted. The existing model was originally developed in 1995 for both the AM and PM peaks. This model was updated in 1997 using new traffic count data and the matrix estimation (ME2) process within SATURN.
- 2.2 The County Council proposes that the allocated sites identified in the Brief contribute sufficient funds for the completion of the following work:

¹ "Simulation and Assignment of Traffic to Urban Road Networks" a technical modelling process used by Highway Authorities to asses existing and future traffic flows.

- i. Network and Zone Plan updates;
- ii. Update the existing model to the appropriate base year for both AM and PM peaks;
- iii. The development of an Inter-Peak model for the base year, (traffic generation between the AM and PM peaks);
- iv. Validation and Calibration of the model;
- v. Development of a Forecast Model to 2016 for the AM and PM peaks and Inter-Peak;
- vi. Option testing (options considered for the highway network can include land use changes, modal shift, infrastructure solutions e.g. junctions changes);
- vii. Written report.

3 Cost of Modelling Work

- 3.1 Mouchel Parkman has indicated that the basic work required to update the SATURN Traffic Model for Devizes, e.g. updating the network, traffic counts, new housing numbers etc, would cost in the region of £60,000 at 2004 prices.

4 Contributions Required

- 4.1 The County Council is seeking a sum of around £150 per house for the update of the SATURN Traffic Model from each of the allocated sites in the Brief. However, the County Council has agreed to discount this figure for sites that have already prepared full transport assessments and sites that will have a more limited traffic impact on the overall town highway network. The County Council has therefore agreed to discount this figure by around 15% for the Le Marchant site, 75% for the Northgate/Wharf/Hospital site and by 50% for the Spitalcroft allotment site. The contributions are noted in Table 1 below.
- 4.2 Based on £150 per house, the allocated sites would contribute £76,425 towards updating the Traffic Model. This would be sufficient to conduct the basic work required to update the existing model and provide a future year model to be tested. The remaining funds could be directed towards testing and comparing more complicated future traffic scenarios such as the provision and effects of new transport infrastructure e.g. new junctions etc.
- 4.3 In addition to the allocated housing sites, any other housing development comprising 10 or more dwellings will be required to contribute a maximum of £150 per house towards the update and potential testing of the Devizes SATURN Model.

Table 1: Contributions Required for SATURN Modelling Update

SITE	HOUSES	CONTRIBUTION AGREED	PROPOSED CONTRIBUTION
QUAKERS WALK	230		34500
NAUGHTON AV	100		15000
LE MARCHANTS BARRACKS	130	16800	16800
ROUNDWAY MILL	30		4500
NORTHGATE/WHARF/HOSPITAL	150		5625
SUB TOTAL	640		£76,425
WINDFALL SITES			
SPITAL CROFT	130		8400
KVERNELAND	130		19500
TOTAL	900		£104,325

*These figures would be indexed linked as with the Brief.

5 Timescale

- 5.1 OPTION 1:- Updating of the SATURN Traffic Model requires traffic data to be collected. To ensure the robustness of the update work the time between the data collection exercise and modelling work should be kept to a minimum. Due to the uncertain nature of the timing of potential funding sources for this work it is prudent to commence work on updating the model when sufficient funds have been obtained to fund the entire model update. Hence the trigger to commence the model update would be £60,000. Any future funds would be used to test more complicated options for Devizes including new infrastructure requirements or more detailed modelling of individual junctions.
- 5.2 OPTION 2:- Updating of the SATURN Traffic Model requires traffic data to be collected. To ensure the robustness of the update work the time between the data collection exercise and modelling work should be kept to a minimum. The accuracy of the Model Update will be largely dependent on the information used to update the model. Consequently, the optimal option for accuracy will be to wait until all of the houses on the allocated sites are occupied. This would reduce the need to rely on assumptions as to the origins and destinations of unknown trips as household surveys could be undertaken to ascertain this information. The disadvantage of this option is that the modelling work trigger will be occupation driven and consequently be farther in the future than Option 1.
- 5.3 The chosen trigger for commencement of the SATURN Modelling update will depend on how the development proceeds.

Appendix 1 – Education

Existing Provision Primary

- A1.1 There are currently six schools that provide primary aged education in the town. These are: Southbroom Infant, Southbroom Junior, Wansdyke Primary, Nursteed Primary, St Peter’s Voluntary Aided Church of England Primary and St Joseph’s Voluntary Aided Roman Catholic Primary Schools. Their locations are indicated on the enclosed map.
- A1.2 The table below indicates the number on roll as at April 2003, forecast number on roll for April 2006, capacity measured by the DfES net capacity methodology and number of places in temporary accommodation.

Table A1.1: Estimated Number of Pupils on Roll, April 2003

School	NOR April 2002	Projected NOR April 2006	Net Capacity	Places in Temporary Accommodation
Southbroom Infants	184	175	270	120
Southbroom Junior	307	277	356	60
Wansdyke	254	242	259	0
Nursteed	100	165	210	0
St Peter’s	121	126	231	60
St Joseph’s	224	222	238	60
Totals	1190	1207	1564	300

Existing Provision Secondary

- A1.3 Devizes is served by one secondary school – Devizes School. There is currently very little capacity in the school to accommodate additional pupils, particularly in the sixth form.

Calculating the Pupil Product

- A1.4 The ‘pupil product’ used by Wiltshire Education Authority has been calculated by tracking how many pupils from new housing developments across Wiltshire have taken up places in Wiltshire maintained schools using post code data. Clearly figures may vary slightly from one development to another but the figures used are intended to provide a long term average. The Wiltshire County Council ‘pupil product’ is within the broad range used by other Local Education Authorities, again based on their local research.

Primary School ‘pupil product’ 31/100
Secondary School ‘pupil product’ 22/100

Existing Housing Commitments

- 1.4.1 Using the base date for data included in the Inspector’s Report of April 2001, figures indicate that, within Devizes, a total of 450 houses have yet to be started or completed on brownfield or greenfield sites which have planning permission (See Table A2.2). Using the LEA’s standard pupil product of 31 primary pupils per 100 houses, these developments will be expected to produce a further 140 primary aged pupils. Most of these sites are in the south west quadrant of the town and can thus be

expected to take up the spare places at Wansdyke and Nursted Primary Schools and some of those at Southbroom Infant and Junior Schools.

A1.5 Using the Kennet Urban Housing Capacity Study (UHCS) 2001 as a basis, it is possible to estimate an additional 376 houses could come forward in Devizes on windfall sites (See Table A2.2). Only one of the UHCS sites estimates a capacity of 25 or more houses, the threshold for seeking contributions towards education in Policy HC38 of the Replacement Kennet Local Plan. Discounting the site of 25 houses and using the same pupil product figure, this would lead to a further 109 pupils. Clearly, no assumption can be made about exactly where such sites will be within the town, but that figure is sufficient to use up any remaining “spare” places at the infant and junior schools which are also taking up some “spare” places at St Peter’s and St Joseph’s Primary Schools.

N.B. A couple of sites in the UHCS are indicated as having a capacity of 20-23 dwellings. Given increasing densities on many sites, if these are developed, they could be subject to Policy HC37. The Kennet UHCS, as a principle, excludes sites that would be contrary to policies in the Kennet Local Plan, eg all strategic employment sites are excluded from the study.

Table A1.2: Housing Completions, Commitments & Allowances, April 2001

	Districtwide agreed by Inspector	Proportion in Devizes
No houses on sites completed or under construction @ April 2001	3675	1432 (39%)
No houses on sites not started or subject to S106Ag @ April 2001 - Brownfield	613	301 (49%)
No houses on sites not started or subject to a S106Ag @ April 2001 - Greenfield	192	154 (80%)
Total Commitments	4480	1890 (42%)
Allowances	1472	376 (26%)
Allocations	1125	555 (49%)
Overall Housing Land Supply	7077	2821 (40%)

Source: Kennet Urban Housing Capacity Study 2001, amended by Inspector’s Report

NB. This table, to accord with recommendations in the Inspector’s Report, does not include increased number of houses now proposed at Le Marchant Barracks.

Replacement Kennet Local Plan Allocations

A1.6 Turning now to the Local Plan allocations, these are understood to be as follows: Quakers Walk 230, North Gate etc. 150, Roundway Mill 30, Le Marchant 120, Naughton Ave 100. This gives a total of 630 new houses on the major allocated sites. All of these developments are situated either centrally within the town or are within the North East quadrant. Using the same pupil product, these allocations will be expected to produce an additional 196 new primary aged pupils secondary school aged pupils, (see Table A1.3).

Table A1.3: Estimate of Additional School Places Needed

<i>Site</i>	<i>No. houses</i>	<i>Primary</i>	<i>Secondary</i>
Quakers Walk	about 230	71	51
Naughton Avenue	about 100	31	22
Le Marchant Barracks	about 120	37	26
Roundway Mill	about 30	10	7
North Gate/Wharf/ Hospital	about 150	47	33
Total	about 630	196	139

- A1.7 What is the best way forward to provide **primary school** places for these additional larger allocations? On the basis of the preceding paragraphs, it can be seen that known developments within the south west quadrant of the town and assumed small windfall developments will have used up much or all of the projected spare capacity at Wansdyke and Nursteed Primary Schools and Southbroom Infant and Junior Schools. St Joseph’s Primary School, as a catholic aided school, serves a wider geographical area than the town, giving preference to those parents seeking a catholic education. It is highly likely that the general growth of the population of the town will ensure that this school is always full.
- A1.8 The school with the most spare capacity within the Devizes urban area is St Peter’s Church of England Aided Primary School located on the western edge of the town. The Local Plan Inspector accepted the point that this school is not well-placed to serve major new housing developments either in the centre of the town or within the north east quadrant. To use the spare capacity of the school would inevitably lead to an increase in car traffic in the town as parents use cars on the “school run”.
- A1.9 Likewise expansion of any of the other primary schools is likely to be problematic. The potential to expand the paired Southbroom Infant and Junior Schools is limited by the potential to expand the infants school. A significant proportion of the existing accommodation for the infants school is temporary, and it is noted that a previous proposal to expand the paired infant/junior schools actually involved a reduction in capacity of the current Southbroom Infants School and the construction of a new infants school. Nursteed School has no further potential for expansion because of the constrained shape of the school site. Lastly, while the gross site size of Wansdyke Primary School suggests that some further expansion could be possible (not tested through a feasibility study however), any further expansion would require extensive remodelling of the existing buildings. This school is also poorly located to serve new housing developments in the north east quadrant of the town.
- A1.10 All of this leads to the conclusion that there is a good case for the provision of an additional small primary school in the town to serve the major new development taking place principally in the north east quadrant of the town. This case was accepted by the Local Plan Inspector. He concluded that Quakers Walk was a suitable location for a new school (para 2.552 of Inspector’s Report). On the assumption that it would serve all of the major new allocations, it is likely to need to provide for roughly 190 new pupils.
- A1.11 During consultations two further options were raised:
- The possibility of using the spare capacity in primary schools in villages surrounding Devizes to meet increased demand, or
 - The possibility of St Peter’s School relocating to a new site to the south of Quakers Walk and a larger school to be built for children currently at St Peter’s School and children generated by the new developments.

- A1.12 The question of using spare capacity in surrounding villages was raised at the Local Plan Inquiry. There is undoubtedly some spare capacity at Bishops Cannings school. However, the planning and education objective has always been to provide adequate primary school place provision within Devizes, (ie the whole urban area of the town) so that there is the sustainable option to walk to school. The Inspector supported this approach stating that *'it would not accord with government policy to plan, deliberately, to meet demand for primary school places by relying on transporting pupils significant distances by road'*, (para 2.196, Inspectors Report). To accept that the 68 pupils anticipated to be generated by the Naughton Avenue and Le Marchant Barracks sites should travel to Bishops Cannings each day to go to school would be contrary to the planning objective of seeking to create more sustainable communities. Parents will always have the choice to choose to use Bishops Cannings School in preference to a closer school in Devizes
- A1.13 Building a new school at Quakers Walk could be a threat to the continued existence of St Peter's school, as pointed out by the School Governors in their comments. However, there is insufficient capacity in the school and the grounds are constrained in such a way that extension of this school could not meet the anticipated additional demand from all of the developments. Arising from discussions the suggestion has come forward that the new school should be made by way of a transferred and extended St Peter's Primary School on the southern edge of the Quakers Walk site. This is a way forward acceptable to the Education Authority, the school governors at St Peter's School and the owners of the Quakers Walk site. It would have the benefit of reducing costs for developers, ensuring the future of an existing school in Devizes in modern premises and provide an immediate transfer of experienced administration/staff.
- A1.14 Discussions in relation to a possible transfer of St Peter's School are at the early stages. There are formal , legal procedures to follow for any significant change to the school system which requires consultation, public notice and a final decision by an independent committee. The Education Authority will pursue this independently of the planning system. However, the possibility of relocating St Peter's School should be included in the Devizes Strategic Development Brief.
- A1.15 In relation to the **secondary school** there is likely to be a shortfall of at least 120 places. In order to increase the net capacity of the secondary school by 120 places at least there will need to be an extra 5 teaching spaces. Allowing 100m² for each teaching space (to include circulation, toilets, storage, office accommodation etc) would suggest 500m² of additional space giving a building cost of the order of £750,000 (based on fourth quarter 2003 prices).
- A1.16 The need for 190 primary school places and 140 secondary school places is based on the assumption that all of the estimated 630 houses generated by the Devizes housing allocations will be family homes or capable of accommodating a small family. This may not be the case. It is proposed that housing which has an occupancy condition attached to the permission restricting the sale of the houses to those over 55 and one bedroom accommodation should be exempt from contributing to the new school.

Estimate of Costs for New Primary School

- A1.17 Firstly considering the option of a new school at Quakers Walk to cater for children arising from the proposed housing allocations. Wiltshire Education Authority has indicated that since the need for additional school places arises solely from housing expansion, they will seek to secure the full site and building costs for a new primary school in the community category from housing developers through Section 106 Agreements. It has been estimated that a new school will cost £2 million (January 2004 prices), approximately £3000 per house. (The amount per house would reduce if a number of unforeseen large windfall sites come forward not anticipated in the Kennet UHCS.)
- A1.18 The estimate includes land valued at 'community' or other appropriate institutional use value, 6 form entry, dual use integrated into the school, multi-use, floodlit games area. In the absence of detailed

survey information or details of services the estimate also includes a contingency to allow for uncertainties (for example, location of existing services in the ground and load bearing capacity of the site are unknown at this stage). It may be possible to reduce some of the contingency elements once more detailed information is known. It also assumes there are no major constraints to development, the school will be accessed directly from the main distributor road running through the Quakers Walk site and services for the school will be provided to a convenient point on the boundary of the site.

- A1.19 If the option to relocate St Peter's School to the new school is pursued the costs of certain elements of the new school will be shared ie core facilities such as hall, staff room, external play areas. However, the overall project will be greater as more pupils will need to be accommodated. The proportion of costs for the new school to be attributed to St Peter's School and developers will be based on an estimate of pupil numbers. Current estimates are 120 pupils from St Peter's School; 190 pupils arising from the new developments. This will clearly have implications for the contributions from individual developers.
- A1.20 With both options, it is anticipated that any unforeseen windfall sites that come forward involving 25 or more houses will be asked to contribute to the provision of the primary school.
- A1.21 For developers it is proposed that the sum payable will be indexed to the relevant BCIS public sector index, without outstanding sums to be bonded. There should be a sum payable on commencement of a development with the balance of payment to be payable on completion of the 30-50th unit depending on the size of the site. In the short term, the Section 106 Agreement attached to any permission will be phrased to include options for the two school scenarios, that is, the payment will be x if a new school is to be built solely as a result of new housing allocations or y if agreement is reached on relocating St Peter's School. Clearly once agreement is reached on the preferred option following the formal and legal procedures to be carried out by Wiltshire Education Authority the terms of the Section 106 Agreement will be much simpler (see paraA1.25, below).

Phasing

- A1.22 It is important that the Primary School is built and ready for occupation as new residents arise. As several sites are contributing towards the provision of the school it is likely that contributions will come forward erratically. It is proposed, therefore, that Wiltshire County Council introduce a phased approach to the construction of the school, work to commence as soon as access to the site is available.
- A1.23 There are obvious benefits if the second option to re-locate St Peter's School is pursued. A complete functioning school will be needed before the existing school site closes. Commencement of the new school can be accelerated by the injection of capital from the prospective sale of the existing school site.

Other Considerations

- A1.24 It should also be noted that there is a separate legal process that governs the establishment of any new school (or, indeed, any major change to any existing school). The process requires consultation with all those likely to have an interest in the proposed change. This would certainly include the existing schools in and around the town. In addition the publication of a public notice with a six week notice period is required; and, if there are any objections received, a decision by the local School Organisation Committee which is empowered to make decisions for the whole of Wiltshire. (In the relatively unlikely event of the School Organisation Committee being unable to reach a unanimous decision, reference to the national Adjudicator would take place.) The whole process is likely to take six months from the start of consultation. An informal meeting with the head teachers

of the Devizes cluster of primary schools took place in December 2003 in order to initiate discussion and consultation, the Education Authority propose to commence formal consultation on changes to primary and secondary education in Devizes in February 2004. A final decision could be made by the School Organisation Committee at either its July or September meeting in 2004 depending on the outcomes of the consultation.

Appendix 2 : Sport & Recreation

Background

- A2.1. Kennet District Council have established a good record of securing equipped and casual play space within individual housing developments. Existing Supplementary Planning Guidance on Sport and Recreation was adopted by the Council in February 1998. That Supplementary Planning Guidance supports the policies in the adopted Kennet Local Plan. The replacement Kennet Local Plan contains the same basic standards of provision. However, since the publication of PPG17 – Planning for Open Space, Sport and Recreation the Council have been reviewing it's standards in the light of revised guidance in the PPG which emphasises quality and accessibility as well as the quantity of open space and recreation space.
- A2.2. The following paragraphs outline some of the results of the review in relation to Devizes. As a general point the consultation exercise leading to the review of the existing Supplementary Planning Guidance has highlighted the importance attached to providing the right sort of outdoor play and informal recreation opportunities to meet the needs of all children – toddlers, older children and teenagers – as well as adults. The consultation exercise did not highlight concerns about the existing standards of provision.

Estimate of Recreation Space Provision.

- A2.3. The table below, indicates the amount of land theoretically needed to comply with the recreation space requirements in Policy HC34. The role of the Devizes Strategic Development Brief is to determine the need for this level of additional space, identify where new provision should be made and apportion costs where appropriate.

Est. Recreation Space Provision (based on RKLP Allocations & current negotiations)

Site	Equipped Play Area	Casual Play Area	Formal sports/pitches
Quakers Walk	1705 sqm	2255 sqm	9350 sqm
Naughton Avenue	744 sqm	984 sqm	4080 sqm
Le Marchant Barracks	892 sqm	1181 sqm	4925 sqm
Roundway Mill	217 sqm	287 sqm	1190 sqm
North Gate/Wharf/ Hospital	1116 sqm	1476 sqm	6120 sqm
Total	4674 sqm	6183 sqm	25662 sqm

N.B 25,665 sqm is equivalent to 4 pitches based on land area of 6,500 sqm per pitch.

Assessment of Need & Proposed Provision - Children

- A2.4. The Inspector has added to para 2.59 of the Plan 'full compliance with the standards may not be necessary where it can be demonstrated that existing provision will be sufficient to meet the needs of the new development as well as of existing development in the vicinity'. The enclosed map identifies the location of existing casual and equipped play areas in proximity to the proposed housing allocations.
- A2.5. The majority of existing **equipped play areas** close to the allocations are small and designed to meet the immediate needs of children within a 50 metre radius of home in accordance with the existing Supplementary Planning Guidance. These could not serve the needs of smaller children arising from

new development where immediate access and supervision are key considerations. Therefore, for the purposes of the Devizes Strategic Development Brief it has been assumed that each site should meet its own need for equipped play areas aimed at serving primary school children.

- A2.6. It is proposed that equipped play areas should be at least 400 sqm in size and accessible within 240 metres (ie 5 mins walk). To include minimum of 5 pieces of equipment and a small games area. This provision is aimed at providing for primary and pre-school children and locating individual sites based on walking distance based on NPFA guidelines.
- A2.7. The current Supplementary Planning Guidance minimum standard 160 sqm and within 50 m of the houses it serves. Housing developers have responded well to this standard but because of the distances involved, in practice, it has been difficult to achieve and where equipped play spaces they are very small areas of limited use. They have, however, been of very good quality and well maintained.
- A2.8. There are 3 **casual play areas** within a 15 minutes walk of the allocations indicated on Map 1. Of these only the Le Marchant site provides some equipment for older children. The others are flat areas of grass for casual games and do not really fulfil the function of meeting the needs of existing teenagers let alone the new demand from the allocations.
- A2.9. Given the proximity of the allocations to each other there is clearly scope to combine this element of children's provision onto fewer, larger sites. It is proposed that the existing Le Marchant Site could be upgraded to serve the additional needs of older children arising from the former Le Marchant Barracks site and Naughton Avenue. There should also be new provision within the Quakers Walk site to serve Quakers Walk, Roundway Mill and North Gate/Wharf/Hospital. This provision should complement the multi-sport facility proposed at the new school site, using the Nursteed School as an example of a recent successful school development. A third equipped casual play area should be provided within the North Gate/Wharf/Devizes Hospital development area.
- A2.10. It is proposed that a basic size casual play space should comprise an area of at least 750 sqm in size and accessible within 600 metres (ie about 15 mins walk). To include minimum of 8 types of equipment catering for the 11+ age group, that is, casual play spaces should be aimed at providing for secondary school children. The walking distance is based on NPFA guidelines.
- A2.11. Provision for teenagers was an issue repeatedly raised during consultation with stakeholders on existing recreation and open space provision in the District. Equipped casual play areas have always been identified as areas potentially suitable for teenagers (p6 existing Supplementary Planning Guidance) but in practice they have not fulfilled this role. For the revised standard it is proposed that these areas should not just provide play equipment (such as goal posts, BMX or skateboarding ramps or informal games areas) but also (given the target age range of 11-18) informal meeting areas for teenagers. It is also proposed to extend the catchment of such areas to reflect the greater independence of this age group.
- A2.12. In relation to the children's element of Policy HC34, a contribution towards casual play space will not be sought from housing schemes which restrict occupancy of the units to people aged 55 or over or developments of 1 bed units. Such housing will be expected to contribute to improvements to adult sports and pitches.

Assessment of Need & Proposed Provision - Adults

- A2.13. Unlike the equipped play areas and casual play areas that are meeting the needs of children locally, meeting the formal sports and pitches element of the policy is not as closely linked to the individual allocations. Adults expect to travel to play tennis/football/rugby; they also expect a minimum standard and quality (for example level well drained playing fields, accessible parking and changing facilities).
- A2.14. In relation to formal sports and pitches the Council completed a Playing Pitch Strategy in 1998. In relation to Devizes, the need identified in the Strategy for physical pitches has been provided at Green Lane playing fields although significant drainage problems persist. The construction of a dual-use artificial turf pitch at Devizes School and the addition of a second cricket and rugby pitch at Devizes Sports Club has helped meet other shortfalls identified in the Playing Pitch Strategy. This improved provision of sport and recreation facilities suggests that there is no outstanding need for new land for recreation in Devizes to meet current demand from the existing population. However, the additional demand arising from new developments will exacerbate existing concerns over the quality of existing provision through increased demand for those existing facilities.
- A2.15. It is proposed that the housing allocations should support additional investment in the Green Lane playing fields, Devizes Leisure Centre, Hillworth Park and/or Devizes Sports Club. Improvements to changing rooms, floodlit practice areas, levels and drainage and artificial pitches, for example, will increase the availability and use of these existing centres for sport and recreation in Devizes. This will enhance existing facilities and new users would have the immediate access to existing participation opportunities provided through the voluntary club infrastructures.

Estimate of Costs

- A2.16. It has been estimated that (based on September 2003 prices) the cost of providing a full size grass pitch on a virgin site is £60k. This cost includes the cost of levelling, draining, seeding and rolling the site but does not include the cost of maintenance. Based on the standards in Policy HC35 the cash equivalent of 4 football pitches could be sought as a contribution to improving facilities at existing centres for adult recreation in Devizes, approximately £380 per house. During discussion at the Stakeholder and Working Party consultation meetings there was general approach for this approach to providing improved adult sports and pitches.
- A2.17. The table below gives more detailed information on how the approximate cost for providing each of the additional sports and recreation facilities outlined above have been calculated. The approximate cost of providing a Multi Use Games Area (MUGA) has been based on Sport England Guide Prices at 2003 whilst the approximate cost of providing a 'social tarmac' (hard surface area for informal activities) is based on the economic costs of providing similar activity space in other rural Districts.

Detailed Requirements			
Site	Equipped Play Areas	Equipped Casual Play Areas	Formal sports pitches
Quakers Walk	1705 sqm	2255 sqm	9350 sqm
Roundway Mill	217 sqm	287 sqm	1190 sqm
Total	1922sqm	2552 sqm	10,540 sqm
Equivalent	4.8 EPAs		1.62 pitches
Cash Value	To be agreed	£105,000	£97,200
Possible Investment Areas	On site by agreement	- MUGA - 'Social tarmac'	- Sports Club - 60k - Leis Centre - 22k - Green Lane - 25k
Naughton Avenue	744 sqm	984 sqm	4080 sqm
Le Marchant Barracks	892 sqm	1181 sqm	4925 sqm
Total	1636 sqm	2065 sqm	9005 sqm
Equivalent	4 EPAs		1.4 pitches
Cash Value	To be agreed	£105,000	£84,000
Possible Investment Areas	On site by agreement	- MUGA - 'Social tarmac'	- Sports Club - 40k - Leis Centre - 19k - Green Lane - 25k
North Gate/Wharf/ Hospital	1116 sqm	1476 sqm	6120 sqm
Equivalent	3 EPAs		1 pitch
Cash Value	To be agreed	£25,000	£60,000
Investment Areas	On site by agreement	- 'Social tarmac'	- Hillworth Pk - 30k - Leis Centre - 15k - Green Lane - 15k
Total	4674 sqm	6183 sqm	25,665 sqm

Appendix 3 – Community Buildings

Existing Provision

- A3.1. The revised wording of Policy HC42 places the onus on the local planning authority to provide evidence that the social and community needs of the new residents will not be met by existing provision. The Table below contains a list of existing social and community buildings in North Devizes and the attached map shows the location of these buildings.

Location	Facilities	Comments
Corn Exchange, Market Square	Kitchen and bar facilities, PA system, conference and function facilities.	66% full but focus on corporate market during day. Generally not used Mon-Thurs evenings. Large facility.
Devizes Town Hall, St John's St	Kitchen and bar facilities, PA system, conference and function facilities.	66% full. Well used during evenings but under used during the day.
Friends Meeting House, Sussex Wharf	Two meeting rooms, one large	50% full but focus on support groups etc. No smoking/drinking. Limited market.
Sheep Street Baptist Church	Meeting Rooms for hire	75% full. Regular meetings throughout the week with limited time slots available
Southbroom & London Road Youth Development Centre	No details	Only available on Saturdays
The Wharf Theatre, Wharfside	Theatre available for productions, conferences etc, lounge area suitable for smaller meetings. Workshop, teaching, rehearsal facilities	No details
St James Parish Centre	Seating for 80	75% full. Regular meetings throughout the week and remaining 25% capacity deliberately left free for church events

Estimate of Need

- A3.2. It is difficult to derive a 'standard' of provision for social and community buildings. South Somerset District Council has adopted a standard that aims for 1 small hall for every 250 people. George Torkildsen in his book 'Leisure and Recreation Management' suggests that a hamlet/village of between 100-500 people should have a village/community hall. In terms of new development, earlier guidance provided by Sport England argues that a housing development of 500 houses could support a small sports hall of 1 badminton court size. Using the South Somerset example 5 small halls should be expected to serve a population of 1500 (the estimated population arising from new housing). In contrast the Sport England argument suggests 1 larger hall.
- A3.3. A sensible approach would be to look at the location and distribution of existing social and community buildings and assess their accessibility, taking into account major barriers to walking (canals, rivers, railway lines, major roads). A 15 minute walk (approximately 600m radii taking into account you rarely walk in a straight line) could be seen as a reasonable distance, although for the elderly and parents with pushchairs/prams this could be quite challenging. A 5 minute walk could be more appropriate for these groups. Map 1 indicates that Quakers Walk, Roundway Mill, the former Le Marchant Barracks and Naughton Avenue are poorly served by existing social and community buildings.

Proposed Provision

- A3.4. To address this shortfall to the north of Devizes it was originally proposed that social and community provision be improved by –
- a) Designing the new primary school so that it provides for dual use. However, need to recognise that this will have limited appeal because of access arrangements/limitations on time of use, for example, a creche or ‘senior citizens’ club could not take place during the day. There are benefits to this type of provision as there is daily supervision and on site management of out of school use.
 - b) New provision to serve both the Naughton Avenue and Le Marchant Barracks allocations. The Inspector acknowledged in his report on the Inquiry that a community hall would be welcomed in this area and, during the Inquiry, objectors to the non-allocation of this site ‘offered’ to include a community building if the site were allocated. Future management would need to be resolved as no ‘on site’ staff or easily identified future owners.
- A3.5. During initial consultation meetings it was suggested that the new Primary School could be built to allow dual use both in the evenings and during the day without conflict with the school’s activities. This would incur additional costs in relation to the construction of the school but could remove the need for an additional site. It was also suggested during the consultation meetings that the new Cadet HQ may be used for other activities. Although there may be issues in relation to national security that may need to be resolved in order to use this building it is another option to consider.
- A3.6. Comments received in relation to the wider public consultation indicated full support for the new primary school to be designed to enable full dual use. In relation to a new facility to the east of the London Road there was very little support from consultees. To establish the existing need for a new community building additional residents consultation took place. This was in the form of a questionnaire included in the local Parish newsletter. The results were inconclusive. In the light of little evidence of an existing perceived need for a new community building that would be exacerbated by the introduction of 220 houses, and the fact that it would be difficult to argue that 220 houses alone generate sufficient demand for a new community building (see para A3.2, above), this option has been deleted from the Brief. Instead it is proposed that the Council seek to identify a reserve site for a new community building in this area which could be developed over time if new windfall site development comes forward. It should be noted that the residents consultation did highlight local support for the retention of the amenity area at Naughton Avenue. Respondents were clear that this site should not be developed.
- A3.7. It is therefore proposed that the Devizes Strategic Development Brief should promote the full dual use of the new primary school during the evenings and daytime. An additional community building to the east of London Road should not be pursued through the Devizes Strategic development Brief.

Estimate of Cost

- A3.8. The estimated cost of the new primary school, £2 million, includes an estimate for an enhanced design to enable the dual use of its facilities throughout the day and into the evening.

Appendix 4 – Sustainable Transport

Introduction

- A4.1 This section of the Brief provides information for developers on the transport schemes that will improve access to services and facilities for residents of future development and those accessing development for commercial reasons (employees, visitors, shoppers). The aim of improving access by sustainable means such as walking, cycling and public transport use is to reduce congestion growth within the town of Devizes, provide greater choice as to how people can choose to travel and to develop a sustainable transport system that integrates with other modes, whereby providing sustainable development.
- A4.2 It details a number of schemes that have arisen as a result of reviewing the Local Plan produced by Kennet District Council, the Planning Authority and the Local Transport Plan produced by Wiltshire County Council, the Highway Authority. It also provides details of the way schemes have been proposed. Consideration is given to the likely developer contributions that will be required and how those figures have been calculated.

Background

- A4.3 The information provided in this paper is in line with both national and local policies. These policies are summarised below to provide further understanding of the requirements detailed.

Kennet Local Plan 2011

- A4.4 Policies stated here are in line with the Kennet Local Plan 2011 and are discussed further below.

Local Transport Plan

- A4.5 The Devizes Community Area Transport Plan was submitted as an area based programme in Wiltshire County Council's (WCC) first Local Transport Plan (LTP). The primary aim of the plan was to develop within the context of future development options associated with the Replacement Local Plan a sustainable and integrated transport strategy for the Devizes Community Area that is consistent with the Government transport objectives. The plan's aims include:
- Assist in maintaining the local economy;
 - Reduce the rate of road traffic growth;
 - Facilitate the use of public transport, walking, and cycling;
- A4.6 The development of the Transport Plan utilised the latest computer modelling techniques and tests to forecast traffic growth, in the region of 26% by 2011 in a do-minimum scenario. Lack of viable alternative modes to the car would perpetuate reliance on the car and this would increase traffic congestion, pollution and have a detrimental effect on the economy and vitality of the Community Area. The results of consultations with stakeholders, businesses, elected representatives and the public, have shown that this level of traffic growth is undesirable. Through a programme of consultation and testing, a preferred strategy has been developed that includes:
- Parking;
 - Traffic management;
 - Pedestrians;
 - Cyclists;
 - Public transport ;
 - Taxis;
 - Travel awareness and
 - Safe routes to school.

A4.7 A five year programme is included in the LTP that shows the breakdown of expenditure for implementation of the Plan. The LTP has begun to fund specific elements of the strategy such as the London Road cycle and pedestrian improvements, but it does not consider the individual development sites. The schemes detailed below are designed to give the occupiers of the dwellings at each development site a viable transport alternative to the car and thus contribute to the reduction of car trips from each development site. The schemes are designed to improve accessibility to the town and passenger transport stops by providing walking, cycling and passenger transport infrastructure.

PPG13

A4.8 Planning Policy Guidance Note 13 on Transport provides national guidance on the requirements of transport and development, it says:

“Accessibility: A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling”. (para 19)

“Local authorities should seek to ensure that strategies in the development plan and the local transport plan are complementary” (para20)

“Planning Obligations may be used to achieve improvements to public transport, walking and cycling, where such measures would be likely to influence travel patterns to the site involved, either on their own or as part of a package of measures. Examples might include improvements to a bus service or cycle route”. (para 84)

“In relation to transport developers will be expected to contribute more to improving access by public transport, walking and cycling for development locations away from town centres and major transport interchanges”. (para 85)

The Proposed Sustainable Transport Schemes

A4.9 Wiltshire County Council has considered the highway impacts of future housing development allocations in Devizes contained within the Kennet Local Plan 2011. An assessment of the sites has been carried out to determine the nature, location and estimated costs of works involved. The schemes have been placed in two categories:

Site Specific: to be funded by the development directly causing the need

North & North Eastern Devizes Sustainable Transport Improvements: to be funded through combined contributions from different development sites to ensure integrated access to services and facilities.

A list of transport schemes to serve the additional populations arising directly from new development has been identified. These are detailed and justified in Table A4.1 and are identified on Map 1.

A4.10 It should be noted that a nominal sum of £173,000 has been included to account for a suitable scheme on map reference 15, London Road Canal Bridge. An additional investigation into possible solutions at this site is required. Wiltshire County Council will ensure that this further investigation is carried out and the results of this work can be fed into this process at a later date.

A4.11 During the Technical Stakeholder consultation there was some concern expressed about the lack of justification of the need for some of the schemes included in Table A4.1. It was particularly emphasised that the improvements must be necessary to the developments and reasonable in scale to the size and nature of the developments. 21 projects were included in the initial list discussed with stakeholders. The Highway Authority have reviewed the list and developed clearer explanations of

the relationship between the proposed schemes and the housing allocations proposed in the RKLP. Specifically 4 schemes have been removed from the Devizes Strategic Development Brief and the proposed public transport improvements have been developed further.

Contributions

- A4.12 The estimated total cost of these transport facilities arising as a result from development is approximately £1,136,000. 32% will be made up of Site Specific contributions and 68% from contributions towards North & North Eastern Devizes Sustainable Transport Improvements. The 68% for North & North Eastern Devizes Sustainable Transport Improvements equates to £1200 per house (767/630). Contributions will be indexed linked.
- A4.13 The contributions stated in this document are related to sustainable transport. It may be likely that contributions to improve highway provision for car and lorry uses will be required separately.
- A4.14 The District Council will hold the money and forward it on to the county when works are scheduled for implementation. This allows the district council to ensure that the contributions received are spent in good time and in line with the progress of development, through working in Partnership with the County Council.

Calculations

- A4.15 The table below shows a summary of the areas and site specific schemes with estimated costs. It also details the housing allocations for these areas.

Location	Scheme Description	Estimated site specific costs in £000	Housing allocations	Site specific cost per house
Quakers Walk	Schemes 1, 2, 6, 8 and 17	135	230	£587
Quakers Walk & Devizes Hospital	Schemes 7 & 9	138	280 (assumes 50 on Devizes Hospital)	£490
Le Marchant Barracks, Naughton Avenue & Roundway Mill	Schemes 10-12 and 19, 20	96	250 (100+120+30)	£380
North & North Eastern Devizes Sustainable Transport Improvements	Schemes 5, 13, 14, 15, and passenger transport enhancements	767	630	£1217 (765/630=1.22)
	Total	1136		

*The information provided is subject to change due to scheme costs and changes in the number of dwellings that are permitted.

Table A4.1 : Schemes details and justifications

Map Ref.	Location	Scheme Description	Site Specific	General Pot	Estimated cost in £000	Reasoning
1	Roundway Park/Quakers Walk	Bus Gate	Y		40	The bus gate allows for buses to get in and out of the development. The south of the site is close to the town so people may walk rather than use public transport. This measure is only required to mitigate the impacts of the development and should be fully funded by the development.
2	Roundway Park/Quakers Walk	NO PARKING restrictions on Roundway Park	Y		5	Experience has shown that residents often park in bus gates blocking bus access therefore parking restrictions are required to limited this problems. Parking restrictions will only be placed around the junction This measure is only required to mitigate the impacts of the development and should be fully funded by the development.
5	Victoria Rd/Towpath link	Improve access directly onto Towpath		Y	2	This proposal would provide a link to the Towpath which forms the spine of most of the pedestrian and cycle links, hence its provision for funding from the General Pot. This will be used by all the developments detailed in the Local Plan
6	New Park Rd	Resident parking with limited waiting	Y		5	Route 6 provides a direct link to the development from the town. This measure is only required to mitigate the impacts of the development and should be fully funded by the development.
7	New Park Rd to New Park St	Lighting, footway improvements	Y		46	Both routes 6 and 7 provide for better access into Park Street by making it easier to reach town by walking and cycling from the development site. This measure is only required to mitigate the impacts of the development and should be fully funded by the development..
8	Quakers Walk	Improve surface for pedestrians, cyclists, mobility impaired and push-chairs users	Y		82	This improvement would upgrade the existing path to a shared use facility (for pedestrians and cyclists) and would link with proposed new housing development. These links are important to by make it easier to reach town by walking and cycling from the development site. This measure is only required to mitigate the impacts of the development and should be fully funded by the development.
9	New Park St/ New Park Rd	Upgrade existing pedestrian refuge	Y		92	This will provide a direct route from the development site to the town centre. A formal crossing point will improve safety and the attractiveness of the route. This measure is only required to mitigate the impacts of the development and should be fully funded by the development.
10	Le Marchant Barracks/London Rd	Crossing for pedestrians and cyclists	Y		23	At present there is not a crossing facility for residents of the Le Marchant development site. To access bus stops and improve access to local employment areas a pedestrian crossing facility is required. This measure is only required to mitigate the impacts of the development and should be fully funded by the development.
11	Le Marchant Barracks/London Rd	Bus stops both sides with shelters x2	Y		12	Coupled with the above, bus stops and shelters are needed to provide integrated transport facilities in this area, particularly linking up with the Trans Wilts Express Service, 49. This measure is only required to mitigate the impacts of the

						development and should be fully funded by the development.
12	Le Marchant Barracks/Kingsmanor Wharf	Cycle and pedestrian link directly to existing shared cycle/pedestrian link	Y		9	This proposal provides a link to the existing shared use path, assisting with sustainable access to services and facilities in the locality.
13	Coate Lane/Kingsmanor Wharf	Pedestrian/cycle crossing linking Kingsmanor Wharf to London Rd and Towpath and Quiet Lanes network		Y	46	This crossing link would provide access to the Towpath whereby providing access to London Road and the Town centre. It would also help to link with the Quiet Lanes project and access to the countryside.
14	London Rd/vicinity of school site/canal bridge to Brickham Rd	Crossing for pedestrians and cyclists		Y	46	A crossing is needed to provide safe access to the facilities on London Road. This is also close to the proposed site for a new school and therefore a crossing facility would be required. The provision of this facility should be provided in association with the school development and school travel plan to provide access to the school by non motorised means.
15	London Road/canal bridge	Pedestrian/cycle crossing links. Brief required		Y	173	This is an important connection point linking the development sites with the Town Centre, Towpath and employment to the north and south of the bridge, hence its reason for being placed in the General Pot allocation. At the moment the London Road cycle links end at the canal bridge so a brief to investigate how these can be incorporated is required. It is envisaged that these development contributions will supplement additional funding from the Local Transport Plan.
17	Roundway park PROW North	Improve PROW/upgrade access towards Roundway Hill	Y		3	This proposal would provide improved access to Roundway Hill for health, leisure and countryside access.
19	Naughton Ave (Le Marchant -former employment site)	Improve cycle and pedestrian access to canal towpath	Y		40	Two suggestions have been put forward: 1. to improve access onto the Towpath through a direct link or, 2. to provide access via an existing link
20	Naughton Ave (Le Marchant -former employment site)	Bus stops, shelters and raised kerbs x2	Y		12	Bus stops are required to provide an integrated transport system making use of pedestrian and cycle provisions linking with public transport in this area.
	North East Devizes	Passenger transport enhancements		Y	500	This is placed in the General Pot allocation as it is likely that improvements or increases in capacity in public transport will be required for all occupiers of the development sites detailed above, The passenger transport enhancements could include: £150,000 - for increasing capacity on service 49 (low floor Double Decked

						<p><i>buses cost about £50,000 more than Single Decks).</i></p> <p>£165,000 - to increase service 49 to operate later into the evening and run beyond Devizes to Trowbridge. <i>(£55,000 per year for 3 years)</i></p> <p>£ 75,000 - to provide more journeys on service 49 on a Sunday and run beyond Devizes to Trowbridge. <i>(£25,000 per year for 3 years)</i></p> <p>£110,000 - to improve peak hour bus services to/from/within Devizes. <i>(£36,600 per year for 3 years)</i></p> <hr/> <p>£500,000</p> <p>Our suggestion for possible Peak Hour improvements would be:</p> <p>7.50 am Devizes-Bath and 5.10 pm Improved Town service to Hopton Industrial Estate Improved evening service between Devizes & Salisbury</p>
		Total	410	765	1175	

APPENDIX 5

Housing Needs Survey 2001 Executive Summary

1. INTRODUCTION

This document provides a Summary Overview of a housing needs survey carried out on behalf of Kennet District Council by *Fordham Research*. The survey was carried out in conjunction with a stock condition survey, in order that a number of analytical links could be established between the two surveys.

Housing needs surveys have become, over the past decade, a standard requirement for local authorities across Britain. The publication by the *Department of Transport, Local Government and the Regions (DTLR)* of '*Local Housing Needs Assessment: A Guide to Good Practice*' (July 2000) has standardised the form of such assessments which are designed to underpin housing and planning strategies. Most importantly the guidance sets out a model for defining housing need.

2. KEY POINTS FROM HOUSING NEEDS GUIDANCE

The DTLR Guide provides a detailed basis for housing needs assessment. It culminates in an assessment of the net annual need for new affordable housing. The method put forward in the Guide is, in most important respects, similar to the approach previously used by *Fordham Research*. However the approach has been fine tuned so as to conform as closely as possible to the Guide.

The *Basic Need Assessment Model* suggested in the DTLR guidance sets out 18 stages of analysis to produce an estimate of the annual requirement for additional affordable housing. The model can be summarised as three main analytical stages with a fourth stage producing the final requirement figure. The stages are:

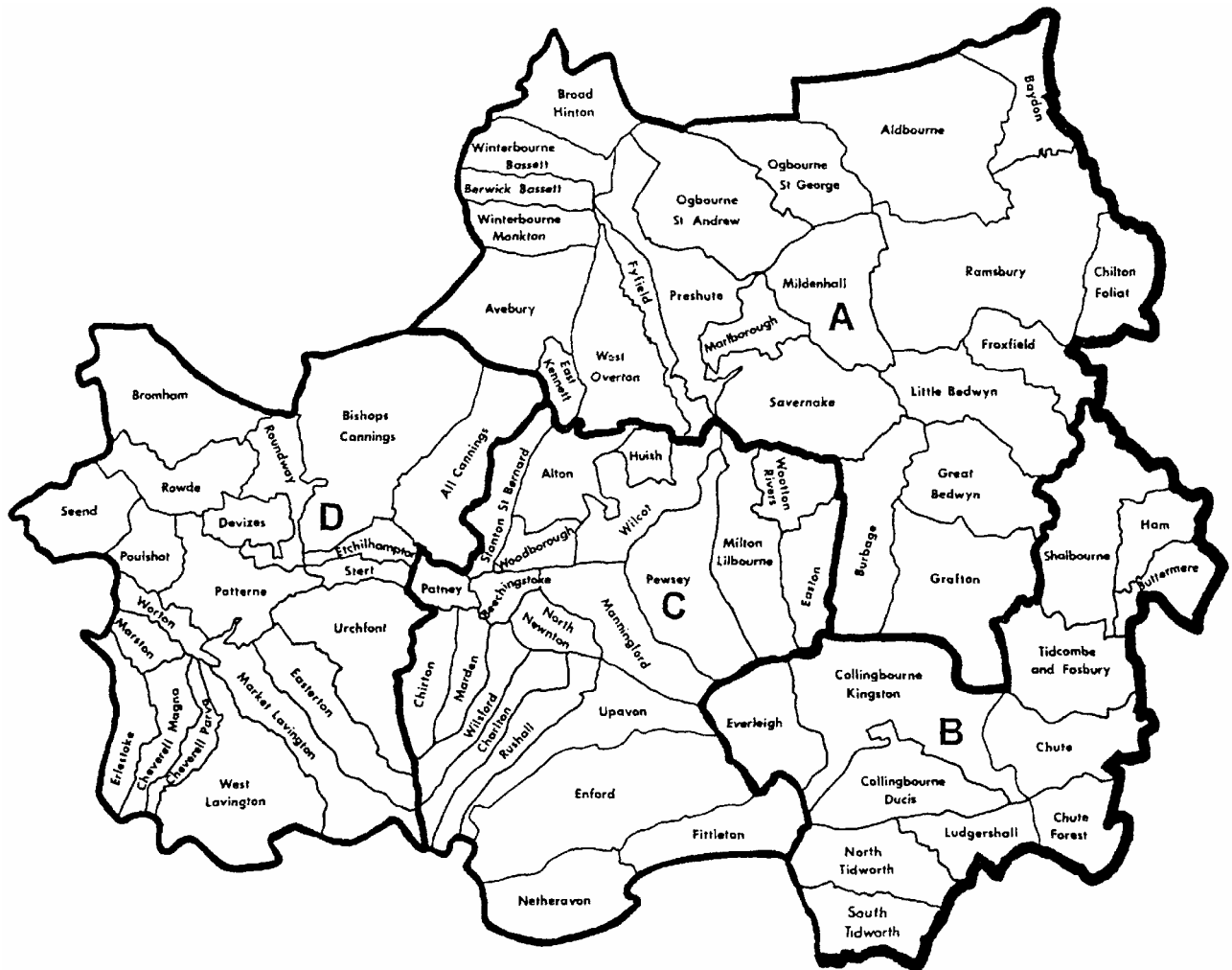
- Backlog of existing need
- Newly arising need
- Supply of affordable units
- Overall affordable housing requirement

The first two of these added together minus the third stage produce the fourth: an overall annual shortfall or surplus of affordable housing. A more detailed discussion of the model can be found in the main housing needs survey report.

3. SURVEY WORK AND VALIDATION

The survey covered all areas and tenure groups within the District, and the analysis of housing need is based on a total of 1,205 personal interviews. The survey sample – drawn at random from the Local Authority’s central database – was stratified in such a way as to allow analysis within the District of 4 sub-areas.

The survey data was weighted to make it representative of all households in Kennet – this was done in terms of the number of households in each sub-area and within six main tenure groups. It was estimated that there were 30,580 households in the District at the time of the survey; of these 64.2% are owner-occupiers, with 19.4% social renting tenants and 16.4% in private renting and other tenure groups (including M.O.D. properties).



4. UNSUITABLE HOUSING

Each survey household was assessed for housing suitability. This was done by a combination of questions (e.g. about mobility/health problems) and objective judgements from other survey information (e.g. about over-crowding). It has been estimated that in Kennet as a whole 3,284 households are living in unsuitable housing – representing 10.7% of all households in the District.

Not all households living in unsuitable housing require a move to affordable (or different affordable) housing. Some of the unsuitability can be met within households' current accommodation. The extent to which unsuitable housing can be addressed in households' current accommodation has been assessed by whether the unsuitably housed household has stated that they need to move over the next five years (in addition to information about whether or not a move could be avoided by carrying out repairs or adaptations). In total it is estimated that 53.8% of those households in unsuitable housing need to move home to solve their housing problems, this represents 1,768 households. Of these households 1,645 would be looking to remain living within the District.

5. LOCAL HOUSING MARKET STUDY

A crucial part of any housing needs survey is an assessment of households' ability to afford private sector housing. One of the main inputs for this is an assessment of local private sector housing costs for both purchase and rental. The Local Housing Market study was carried out by means of a series of interviews with local estate and letting agents. The main purpose of the exercise was to estimate the minimum (entry-level) prices of housing in the area, which is crucial when assessing whether or not a household can afford to access private sector housing.

Minimum prices/rents in Kennet

<i>Property size</i>	<i>Minimum price</i>	<i>Minimum rent (£/week)</i>
<i>1 bedroom</i>	£56,000	£80
<i>2 bedrooms</i>	£77,000	£103
<i>3 bedrooms</i>	£103,500	£117
<i>4 bedrooms</i>	£138,000	£151

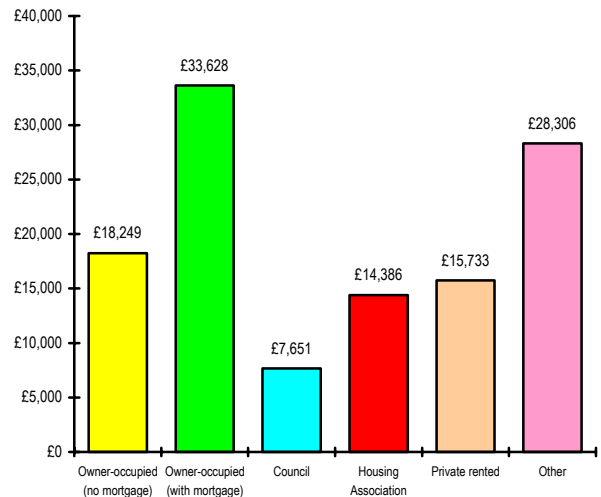
The survey estimated that entry-level prices ranged from approximately £56,000 for a one bedroom home to £138,000 for four bedrooms. Minimum rents were estimated to be from £80 to £151 per week. The minimum purchase prices were around 12% less than average prices in the area.

6. FINANCIAL INFORMATION

The survey estimated that average earned household income was £21,849 per annum. Excluding households with no earned income this figure was £24,713. The data excludes benefits; it is important in assessing housing need to exclude benefits, as they are ignored for mortgage lending purposes (and, in many cases, by prospective private landlords).

The survey data showed considerable differences in income levels between tenure groups. The lowest average incomes are those who rent from a Housing Association (at £7,651). Owner-occupiers with no mortgage have an average household income considerably lower than those with a mortgage. The survey also showed that pensioner and lone parent households had incomes significantly below the District average.

Average gross household income by tenure



7. AFFORDABILITY & HOUSING NEED

Bringing together the local housing market data and the financial information collected from each household (and including further information about size requirement) it has been possible to estimate the numbers of households living in unsuitable housing (and who need to move home within the District) who cannot afford to access the private sector housing market. This is done by assessing whether or not each household can afford either to buy or privately rent suitably sized housing in the District.

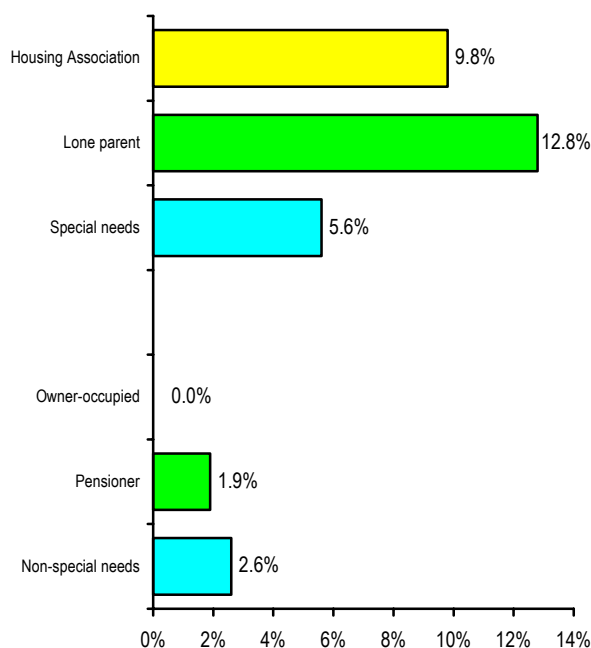
Of the 1,645 households living in unsuitable housing (and who need to move home within the District) it is estimated that 56.2% cannot afford to buy or privately rent a suitable home, representing 925 households (3.0% of all households in the District). Account was also taken of the ability of owner-occupiers to use their equity to afford a different home.

Mortgage affordability: A household is not eligible for a mortgage if it has a gross household income less than one third its mortgage requirement.

Private rental affordability: A household is unable to afford private rented housing if renting privately would take up more than 30% of its net household income.

The results showed that no owner-occupiers were in need of a move to different and affordable housing (although the survey did suggest significant numbers have problems with property condition). This compares with 9.8% of Housing Association and 9.5% of privately renting households who are estimated to be in housing need. Households containing children are noticeably more likely to be in need than other households (particularly lone parent households), whilst pensioner households have low levels of housing need – although this is influenced to a significant degree by the fact that pensioner households are less likely to express a need to move home. Special needs households are more than twice as likely to be in need than other households.

Household groups with high/low levels of housing need



When looking further forward to the additional affordable housing requirements of these households those currently living in social rented housing are removed from the figures to produce a final total of 345.

8. POTENTIAL HOUSEHOLDS

In addition to the existing households in housing need there will be potential households with a housing need. Potential households are persons who currently live as part of another household (typically with parents) but who state that they need to move to independent accommodation now. If a potential household is also unable to afford local private sector housing then they are considered to be in housing need.

The survey estimates that there are 187 potential households who state a need to move now. When account has been taken of those joining up with other persons and those who would be looking to remain within the District, this number is reduced to 74 households. Not all of the potential households are in need. Some will be able to afford suitable private sector accommodation. Using information about whether or not potential households could afford market housing, it has been estimated that a total of 43 potential households are in housing need. This represents 57.5% of potential households who need to move now (within the District).

9. HOMELESS HOUSEHOLDS

Homeless households in need are defined as those currently living in temporary accommodation who would not have been surveyed as part of the main interview element of the housing needs survey. Information about homeless households is taken from Section E6 of the Council's P1(E) homeless returns. The important point about this information is that it is a 'snapshot' of the numbers of households in temporary accommodation. For the purpose of this survey, an average from the last four quarters are used as a guide to the amount of additional homelessness.

Homeless households accommodated by local authority (year to 31st March 2001)	
1	<i>Average</i>
Category of temporary accommodation	
Directly with a private sector landlord	0
Private sector housing leased by authority	0
Private sector housing leased by RSLs	0
Within Council's own stock	2
RSL stock on assured shorthold tenancies	38
<u>Hostel</u>	<u>5</u>
<u>Women's refuges</u>	<u>0</u>
<u>Bed and breakfast</u>	<u>6</u>
<u>Other</u>	<u>4</u>
Homeless at home	81
TOTAL	135

included in the survey. These have been underlined in the table. The data shows that of the homeless households accommodated by Kennet District Council for the year ending March 2001, 15 would not have been included within the survey.

After considering the various categories, it was decided there were four categories which would not have already been

10. TOTAL BACKLOG NEED

Bringing together all the factors of the backlog of housing need it is estimated that there is an overall backlog of need for 403 affordable homes (345 from existing households, 43 from potential households and 15 from homeless households). Annualised, assuming a 20% reduction per year suggests an annual need to reduce the backlog of 81 dwellings.

11. NEWLY ARISING NEED

In addition to the backlog of existing need there will be newly arising need. This is separated into three main categories - each of these based on annual estimates of additional need. The three categories are as follows:

1. New household formation (× proportion unable to buy or rent in market)
2. Existing households falling into need
3. In-migrant households unable to afford market housing

It is estimated that there will be an additional 170 households forming per year in the District. Of these it is estimated that 38.3% cannot afford private sector housing (without housing benefit). This makes for 65 additional households in housing need per year.

The newly arising need from existing households is based on information about previous household moves. Groups excluded from potentially being in need are those who will move to owner-occupation (as they are able to afford market housing), those who previously lived with parents, relatives, or friends (included in the household formation element) and households moving within the social rented sector (additional needs arising from within the social rented stock will be net zero). It is estimated that the number of households falling into need within the District is 260 households per annum.

The final element of newly-arising need are households currently living outside the District but who are expected to move into the District but cannot afford suitable private sector housing. The survey estimates that a total of some 229 households per annum fall into this category.

<i>Elements of Newly Arising Need</i>	
Element	Total
New household formation	65
<i>plus existing h'holds falling into need</i>	260
<i>plus in-migrant h'holds unable to afford</i>	229
<u>equals Newly arising need</u>	<u>554</u>

Combining the various elements of the newly arising need together, the survey reveals a requirement for 554 units per annum.

12. SUPPLY OF AFFORDABLE UNITS

Having made estimates of the numbers of households both currently and projected to be in housing need it is important to assess the likely future supply of affordable housing to meet this need. Affordable housing is taken to be relets (excluding transfers) available from Registered Social Landlords (RSLs). Information for this has been taken from Housing Investment Programme (H.I.P.) returns for the last three years.

RSL lettings (1997 – 2000)	
<i>Year</i>	<i>Total lettings</i>
<i>1997-98</i>	<i>479</i>
<i>1998-99</i>	<i>472</i>
<i>1999-2000</i>	<i>428</i>
AVERAGE	460

The table shows an average of supply for the past three years. The overall average supply of relets over the last three years is 460 lettings per year with some evidence that the number of lettings has been declining over time. There is also some evidence that the proportion of lettings to homeless households is rising.

The estimated supply of affordable housing is therefore 460 dwellings. However from this figure it is also necessary to deduct lettings made to new dwellings. As one of the main purposes of the survey is to estimate any surplus or shortfall of affordable housing, it is important to avoid double counting by not including likely future supply through additions to the stock from RSLs (although these new properties will themselves in time produce some relets). Data provided by the Council suggests that over the past three years an average of 138 new RSL dwellings were made available per year (through both new build and other ways of increasing supply (e.g. conversions, acquisitions)). Therefore the estimated supply of affordable housing is 322 per year (460-138).

There is also the issue of whether vacant dwellings can be brought back into use. As of April 2000, there were 80 vacant dwellings in the social rented stock, this represents around 1.3% of all social rented stock in the District. This is considered to be an average frictional vacancy rate and so it is assumed that there is no pool of vacant units available for letting.

Finally it is important to consider likely changes in the future level of available affordable housing. For the purpose of this survey, it is assumed that the losses from the social rented stock (i.e. through right to buy) would be offset by the gains from additional relets from the RSL sector. In addition, on the basis of the information currently available it is assumed that the new build programme will continue at its present level.

It is assumed, therefore, that the future supply of affordable housing will be 322 units per annum.

13. BASIC NEEDS ASSESSMENT MODEL

Having made estimates of the numbers of households currently in need and those projected to fall into housing need in the future along with projected supply it is possible to arrive at an estimate of the total requirement for additional affordable housing to meet housing need.

The first element is the backlog of existing need. This is an estimated 403 households – made up of 345 existing households, 43 potential households and 15 homeless households. The final stage is to include a quota to progressively reduce this backlog. This is a somewhat novel concept introduced by the DTLR guidance. A reduction in the backlog of need of 20% per year has been assumed in Kennet. The annual need to reduce the backlog is therefore 81 dwellings per annum.

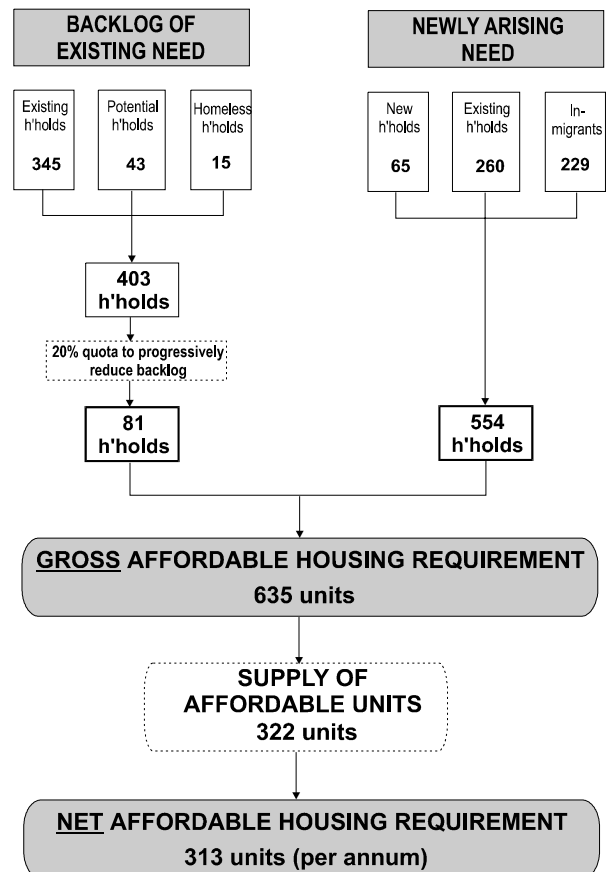
The newly arising need is estimated to be 554 households per year – this is made up of 65 from household formation, 260 from existing households currently living in the District and 229 in-migrant households.

In total it is estimated that there is an annual need over the next five years for 635 affordable homes (81+554). The supply to meet this need is estimated at 322 dwellings per annum. Therefore there is an estimated annual shortfall of 313 affordable homes.

The survey also considered the size requirement for additional affordable housing. The main shortfalls are for households requiring a minimum of one bedroom (270 units per annum) and also four bedroom accommodation (43 per annum).

It should be noted that the Council prefers to house adult couples in two bedroom dwellings rather than one bedroom if such dwellings are available. Hence although the majority of shortfall is shown for one bedroom homes it may be that the Council would expect to meet much of this shortfall through the provision of additional two bedroom homes.

Summary of housing needs situation (per annum 2001 – 2006)



The following table shows housing need and sub-area (for the four Community areas). The data shows that over the next five years all sub-areas are expected to face a shortage of affordable housing. Relative to supply, *Marlborough* appears to have the most significant housing need problem and *Devizes* the least significant. When using this data it must be remembered that this information relates to where housing need arises, not necessarily where it should be met.

Basic Needs Assessment Model and sub-area						
<i>Sub-area</i>	<i>Annual need to reduce backlog</i>	<i>Newly arising need</i>	<i>Affordable supply</i>	<i>Overall shortfall/ (surplus)</i>	<i>Estimated number of h'holds in sub-area</i>	<i>Percent shortfall/ (surplus)</i>
<i>Marlborough</i>	34	227	86	175	8,537	2.0%
<i>Tidworth</i>	10	107	62	55	5,139	1.1%
<i>Pewsey</i>	14	52	40	26	4,566	0.6%
<i>Devizes</i>	22	168	134	56	12,337	0.5%
<i>TOTAL</i>	<i>81</i>	<i>554</i>	<i>322</i>	<i>313</i>	<i>30,580</i>	<i>1.0%</i>

14. SUMMARY AND CONCLUSIONS

The housing needs survey in Kennet provides a detailed analysis of housing needs issues in the District. The survey followed the *Basic Need Assessment Model* suggested in DTLR guidance. This sets out 18 stages of analysis to produce an estimate of the annual requirement for additional affordable housing. The model can be summarised as three main analytical stages with a fourth stage producing the final requirement figure. The stages are:

- Backlog of existing need
- Newly arising need
- Supply of affordable units
- Overall affordable housing requirement

Using this 'model' it has been estimated that there is a requirement to provide an additional 313 affordable dwellings per annum if all housing needs are to be met (for the next five years). Over the five year period to 2006 this represents a need to provide an additional 1,565 dwellings.

Although the survey does not consider in any detail the possible solutions to the housing need problem it would be sensible to suggest in the light of the large requirement shown that the Council will need to maximise the availability of affordable housing from all available sources (including new-build, acquisitions, conversions etc.). Attention should also be paid to the cost (to occupants) of any additional housing to make sure that it can actually meet the needs identified in this survey.