



Devizes Town Council

www.devizes-tc.gov.uk

PLANNING COMMITTEE

You are summonsed to attend a meeting of the Planning Committee at the following, place and date.

Date: 6 December 2022

Time: 7pm

Place: Assembly Room, The Town Hall, St John's Street, Devizes

Enquiries: Tel: 01380 723333

Chairman: Deputy Mayor, Councillor Stevens

Mayor: Councillor Corbett

Councillors:	Bridewell	Britten	Brown
	Burton	East	Gay
	Geddes	Giraud-Saunders	Greenwood
	Hopkins	Hoult	Hunter
	Nash	Oliver	Ormerod
	Pennington	Rose	Wallis
	Wooldridge		

AGENDA

1. MINUTES

To approve as a correct record and authorise the Chairman to sign the minutes of the meeting held on 22nd November 2022 and which have been circulated alongside the agenda.

2. APOLOGIES FOR ABSENCE

3. DISCLOSURE(S) OF INTEREST

To receive any disclosure(s) of interest by a Councillor or an officer in matters to be considered at this meeting, in accordance with provisions of Sections 94 or 117 of the Local Government Act 1972 or the National Code of Local Government Conduct.

4. PUBLIC PARTICIPATION

At the Chairman's discretion, members of the public attending the meeting will be allowed to ask questions, make a statement or address the Council upon a matter of concern to that person which is relevant to the Council. A time limit of 5 minutes per person will be permitted, but this may be extended at the Chairman's discretion and a maximum period of 20 minutes has been allocated by the Council for this item of business.

5. REPORT FOR DECISION – PLANNING APPLICATIONS FOR CONSIDERATION

Details of Planning Applications for Consideration are attached ([doc 5/1](#)).

Members wishing to make enquiries about any of the applications listed or inspect plans before the meeting are advised to do so online at Wiltshire Council.

6. REPORT FOR INFORMATION – WILTSHIRE COUNCIL'S NOTICE OF PLANS GRANTED OR REFUSED

Attached ([doc 6/1](#)) a list of plans granted, refused or withdrawn.

7. REPORT FOR DECISION – DOUBLE YELLOW LINES IN THE AVON ROAD AREA

This Item has been placed on the Agenda by Cllr Mrs Rose

Recommendation

That the committee considers if it will endorse a request for instillation of double yellow lines around the corners of both Salisbury Street, Beauclerc Street and Avon Road

Purpose of the Report

To consider enforcement of the parking prohibition created by these yellow lines in the Avon Road Area.

Background

Officers have received a Highway Improvement Form from Cllr Rose ([Doc 7/1](#)) advising that recently there has been much concern by Avon Road residents about the inappropriate parking at the corner of Salisbury Street and Beauclerc Street with Avon Road. They feel that cars on all streets park far too close to the junction, making it very difficult to turn safely from one street into another.

The Avon Road resident opposite Salisbury Street now keeps her car either on her drive or in her garage due to the likelihood of damage . Both streets on the canal side entry to Avon Road have many more

cars than those belonging to residents, which maybe either commuter related from those who wish to avoid parking charges, or Bath Road residence unable to park safely outside their houses without any off-street parking. During a recent house fire in Avon Road the fire brigade had great difficulty in getting into Avon Road via Salisbury Street because of the parked cars.

Residents are asking that there is the instillation of double yellow lines around the corners of both Salisbury Street, Beauclerc Street and Avon Road including the entrance to Avon Road by the canal, followed by enforcement, to ensure that they deliver the intended safety outcomes.

Options Considered

The committee needs to decide if it supports this request for the instillation of double yellow lines around the corners of both Salisbury Street, Beauclerc Street and Avon Road

Implications and Risks

Financial and Resource Implications

The Town Council makes financial provision within its budget for requests of this nature, as it is required to make a financial contribution of 25% of the cost

Legal Implications and Legislative Powers

The Council will be considering this matter under its General Power of Competence

Environmental Implications

Officers are unaware of any environmental implication for the Council associated with this decision.

Risk Assessment

Officers are unaware of any risk implication for the Council associated with this decision.

Crime and Disorder

Officers are not aware of any issues the Council should consider under Section 17 of the Crime and Disorder act 1998.

**8. REPORT FOR DECISION – CYCLE PARKING REVIEW,
NOVEMBER 2022**

Recommendation

That the committee considers the report and recommendations set out into the review of cycle parking in Devizes, report dated November 2022, prepared by Cycle Friendly Devizes

Purpose of the Report

To consider the recommendation within the cycle parking review November 2022.

Background

The committee will recall that earlier in the year, following a report received from Cycle Friendly Devizes, additional cycle parking was placed in the Market Place, with four stands being placed by the Market Cross and Four being placed on the Bus Island. The style of stands was suggested by a working party and agreed by committee.

Cycle Friendly have now reviewed the effectiveness of these new stands and presented a report to members which is set out in [Doc 8/1](#)

The report reviews the following issues:

- Has the cycle parking been used
- Is it in the correct location
- Were there any issues

The report goes on to say, whilst there was no formal audit arranged, members of CFD frequent the Market Place area several times a week, have seen the parking near the fountain used by several bicycles at a time, and all days of the week. The parking at the bus stop has also been used with maybe one bike at a time.

Any view on whether the cycle racks are in the correct place has been left to feedback and one issue has been reported where a person left their bike at the fountain cycle parking and on return interrupted someone removing the wheel from their bike. When checking the town's CCTV, it was discovered that the trees obscured the cycle parking.

Since the feedback has been receive the trees have had work done to lift the crown in the hope it will make the cycle racks more visible.

The report goes on to make reconditions around permanent cycle parking in the Market Place. The report suggests that the number of cycle stands by the bus island should be reduced by half.

In terms of cycle stand style; the report is critical of the style of stand chosen and promotes a more traditional Sheffield stand.

In terms of the next steps, Cycle Friendly Devizes are asking the Town Council to consider placing cycle stands outside the Shambles in a parking bay, but this may have an impact on the Market Layout and the Brittox.

In conclusion the report suggests that the temporary parking are now moved to different locations to trial where it might be needed, as set out in the next steps.

Options Considered

The committee needs to decide if and how it wishes to respond to the recommendation set out in the cycle parking review report as prepared by Cycle Friendly Devizes.

Implications and Risks

Financial and Resource Implications

Currently no provision has been made within the budget for this specific type of project by the council. It does have a sustainability budget and a town centre budget, both of which are significantly committed in the current year.

Legal Implications and Legislative Powers

The Council will be considering this matter under its General Power of Competence

Environmental Implications

Officers are unaware of any environmental implication for the Council associated with this decision.

Risk Assessment

Officers are unaware of any risk implication for the Council associated with this decision.

Crime and Disorder

Officers are not aware of any issues the Council should consider under Section 17 of the Crime and Disorder act 1998

9. REPORT FOR DECISION – MAKING CYCLING IN DEVIZES SAFER AND INCLUSIVE

Recommendation

To consider a report from Cycle Friendly Devizes on making cycling in Devizes safer and inclusive and to decide if it wishes to support the recommendations it makes.

Purpose of the Report

To consider a report from Cycle Friendly Devizes on making cycling in Devizes safer and inclusive and decide what if any actions it wishes to take.

Background

Officers have received a report from Cycle Friendly Devizes seeking to promote making cycling in Devizes safer and inclusive.

The report ([Doc 9/1](#)) focuses on trying to develop a new safe cycle route adjacent to the London Road Corridor and whilst it is recognised that the draft Local Cycling and Walking Infrastructure Plan (LCWIP) does identify a route from Hopton Industrial Estate into the Town Centre, Cycle Friendly believe significant financial support will need to be applied for before it could be delivered.

To address the immediate safety issues and increase the uptake of cycling quickly, Cycle Friendly Devizes would like to bring focus back onto an alternative London Road Corridor route, which is already in existence and only needs small improvements to make it accessible for all legitimate users, including those who use a non-standard bike. It is felt these could be easy, quick wins with big gains. Cycle Friendly also believe improving this route would also benefit those with disabilities by removing barriers to cycling and walking.

To progress this initiative Cycle Friendly Devizes is asking Devizes Town Council and hopefully Bishops Cannings Parish Council to support them to develop this initiative further and looking for funding through the LHFIG and the Air Quality and Sustainable Transport Groups.

Options Considered

The committee needs to decide if it wishes to support this initiative and if so, how it wishes to do that.

Implications and Risks

Financial and Resource Implications

If the committee agrees to support the initiative, work will need to be undertaken to identify the financial or resource implications for the project and the Council.

Legal Implications and Legislative Powers

The Council will be considering this matter under its General Power of Competence

Environmental Implications

Officers are unaware of any environmental implication for the Council associated with this decision.

Risk Assessment

Officers are unaware of any risk implication for the Council associated with this decision.

Crime and Disorder

Officers are not aware of any issues the Council should consider under Section 17 of the Crime and Disorder act 1998.

10. REPORT FOR DECISION – IMPROVED HIGHWAY SAFETY FOR DUNKIRK HILL

Recommendation

To consider a request by a resident of Dunkirk Hill for improved highway safety on Dunkirk Hill and agree if the committee wishes to endorse it to the Local Highways and Footpath Improvement Group

Purpose of the Report

To consider a request for highway improvement on Dunkirk Hill.

Background

Officers have received a Highways Improvement Request Form ([Doc 10/1](#)) from a resident of Dunkirk Hill who is very concerned about the number of accidents that have occurred along this stretch of road. She believed that it is a dangerous steep road with blind bends and concealed drives. The pavement is only on one side of road, so pedestrians have to cross over which includes school children. With no clear view of oncoming traffic and the current speed limit of 40mph, this gives drivers no chance to stop in an emergency. The recent accident was between a car and pedestrian involving a local pedestrian who was familiar with the road.

New houses have now been built on Dunkirk Hill, each of which have two vehicles and a new large house is nearing completion.

There is a request that the speed limit is reduced to a maximum 30 mph and concealed drive warning signs are placed at the bottom of the hill, with traffic calming measures for traffic coming down the hill near public footpath to Bath Road be implemented.

Options Considered

The committee needed to decide if support the request and recommends that the LHFIG reviews the matter.

Implications and Risks

Financial and Resource Implications

The Town Council makes financial provision within its budget for requests of this nature, as it is required make a financial contribution of 25% of the cost.

Legal Implications and Legislative Powers

The Council will be considering this matter under its General Power of Competence

Environmental Implications

Officers are unaware of any environmental implication for the Council associated with this decision.

Risk Assessment

Officers are unaware of any risk implication for the Council associated with this decision.

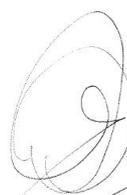
Crime and Disorder

Officers are not aware of any issues the Council should consider under Section 17 of the Crime and Disorder act 1998.

11. QUESTION TIME

A short time is allowed at the discretion of the Chairman for councillors to ask questions on matters which are not on the current agenda but which are related to matters which have been previously discussed on an agenda relevant to the committee.

At least 24 hours' notice must be given to officers of the intended question. All other matters should be raised on an agenda and the request should be submitted through the Town Clerk



TOWN CLERK

Devizes Town Council
PLANNING COMMITTEE

Committee Members :

#1

5/1 . 1	PL/2022/06061	Plot Ref :-	Type :- FULL
	Applicant Name :- Mr J Butler		Date Received :- 15/11/2022
	Parish :- Roundway Ward		Date Returned :-
	Location :- Roundway Farm House	Agent	
	Roundway		
	Proposals :- Demolition of barns at Roundway Farm and erection of 3 dwellings.		
	Observations :-		
<hr/>			
5/1 . 2	PL/2022/07443	Plot Ref :-	Type :- FULL
	Applicant Name :- Aster Group		Date Received :- 18/11/2022
	Parish :- Soth Ward		Date Returned :-
	Location :- Elm Court	Agent	
	Byron Road		
	Proposals :- Proposed new bike store		
	Observations :-		
<hr/>			
5/1 . 3	PL/2022/08168	Plot Ref :-	Type :- FULL
	Applicant Name :- Mrs J Duke		Date Received :- 14/11/2022
	Parish :- South		Date Returned :-
	Location :- Claremont	Agent	
	Pans Lane		
	Proposals :- (RETROSPECTIVE) Erect a single storey timber garden building on a concrete base as a replacement for the previous 16 year old wooden building.		
	Observations :-		
<hr/>			
5/1 . 4	PL/2022/08402	Plot Ref :-	Type :- FULL
	Applicant Name :- Mr J Lee		Date Received :- 11/11/2022
	Parish :- North Ward		Date Returned :-
	Location :- Wilts Regiment Cottages	Agent	
	(Land to the rear of)		
	1 & 2 London Road		
	Proposals :- Erection of two dwellings and alterations to gardens of two existing dwellings.		
	Observations :-		

PLANNING COMMITTEE
6 December 2022

5/1 . 5	PL/2022/08677	Plot Ref :-	Type :- FULL
	Applicant Name :- Mr Johnson		Date Received :- 16/11/2022
	Parish :- South		Date Returned :-
	Location :- 16 Broadleas Crescent	Agent	
	Proposals :- Side extension incorporating ancillary accommodation. Rear extension enlarging kitchen. Fencing and shed to the front.		
	Observations :-		

5/1 . 6	PL/2022/08753	Plot Ref :-	Type :- FULL
	Applicant Name :- Miss J Bird		Date Received :- 11/11/2022
	Parish :- North Ward		Date Returned :-
	Location :- The Brick Cottage	Agent	
	Dunkirk Hill		
	Proposals :- Two storey side extension. Velux roof windows to existing roof.		
	Observations :-		

5/1 . 7	PL/2022/08846	Plot Ref :-	Type :- TREE CONS
	Applicant Name :- Mr Powell		Date Received :- 15/11/2022
	Parish :- North Ward		Date Returned :-
	Location :- 7 Royal Oak Court	Agent	
	Proposals :- Hornbeam (T1) - fell to ground level as unsuitable for current location. Re plant with suitable replacement e.g. Mountain Ash.		
	Observations :-		

5/1 . 8	PL/2022/08923	Plot Ref :-	Type :- TPO
	Applicant Name :- Mr P Faircloth		Date Received :- 17/11/2022
	Parish :- Roundway Ward		Date Returned :-
	Location :- Parkfields Terrace	Agent	
	Adjasent (Roundway Park)		
	Proposals :- Atlas Cedar Tag 384		
	Tree forms part of historic avenue. Fungal fruiting body observed on main stem at 10m from ground level on eastern side with associated wound and woodpecker hole. Adjacent trees have been removed. Crown reduction being carried out to prevent limb failure.		
	Reduce tree height from 22m to 19m and reduce hyper extended lateral in mid North West of crown from 10m to 7m - see attachment 'Tag 384 annotated photo' for pruning points		
	Max cut diameter 100mm		
	Observations :-		

PLANNING APPLICATIONS WHICH WILTSHIRE COUNCIL HAVE EITHER
GRANTED OR REFUSED PLANNING PERMISSION

Reference	Details	Applicant	Devizes Town Council Response	Granted or Refused
PL/2021/04774	<p>Land off Coate Residential development (up to 200 dwellings), a local centre of 0.3ha (0.75 acres) (comprising commercial business and service uses (Use Class E), drinking establishment and hot food takeaway (Sui Generis) with a GIA limit of 1,000 sqm of which no more than 725 sqm (GIA) shall be used for retail (Class E(a)). No single retail (Class E(a)) unit shall comprise of more than 325 sqm (GIA)). Associated works, infrastructure, ancillary facilities, open space and landscaping.'</p> <p>Vehicular access from Windsor Drive with the western end of Coate Road re-aligned to form the minor arm of a junction with the site access road. Road</p>	Mr Phil Hardwick Robert Hitchins Limited	Object 16/05/2022	Refused 01/11/2022

PLANNING COMMITTEE
6 December 2022

PL/2022/05920	43 Eastleigh Road Division of existing house and garage and conversion of garage utility area to create a 3-bed dwelling	Mr L Hillier	No Objection 13/10/2022	Granted 07/11/2022
PL/2022/06849	The Laurels, Nursteed Removal of existing barn and erection of 1 no. dwelling	Mr & Mrs Perkins	No Objection 28/09/2022	Granted 07/11/2022
PL/2022/07128	1 Parkfield Terrace Various Tree Works	Mt Faircloth	No Objection 28/09/2022	Granted 07/11/2022
PL/2022/07176	Agricultural Building at Dunkirk Hill Farm Implementation of Planning Permission 20/02269/VAR for Change of Use of 1no. Existing Agricultural Building to Provide 1no. Dwellinghouse (Use Class C3) and Associated Operational Development in accordance with Condition 1.	Mr Basanta	No Comment 13/10/2022	Granted 09/11/2022
PL/2022/07360	47 Southbroom Road Internal alterations to reconfigure first floor landing, bathroom and cupboard spaces to create a smaller shower room and study, removal of first floor secondary chimney stack.	Tina Gabb	No Objection 13/10/2022	Granted 10/11/2022
PL/2022/07526	Devizes Castle Investigative and opening-up works to the historic building fabric of Devizes Castle and other associated works	Osprey Charging Network	No Objection 09/11/2022	Granted 23/11/2022
PL/2022/07258	The Glen Reduce three Yew trees in width and height.	Mr Bishop	Supported the application 13/10/2022	Granted 15/11/2022
PL/2022/07015	Maryport Street Baptist Chapel Remove existing painted timber front entrance double doors	Mr Yates	Object 04/10/2022	Granted 15/11/2022

PLANNING COMMITTEE
6 December 2022

	and replace with frameless glass double doors			
PL2022/07298	17 Kempsfield Extension to form new garden room, replacement garage and enlarged kitchen together with miscellaneous internal alterations including relocation of cloakroom, formation of workshop and related external works to driveway, terrace and paths.	Mr & Mrs Bailey	No Objection 13/10/2022	Granted 15/11/2022
PL/2022/07736	2 Landsdown Grove Various Tree Works	Mr Bouch	No Objection 26/10/2022	Granted 15/11/2022
PL/2022/07267	1 Jackson Close Rear conservatory	Mr Kirk	No Objection 13/10/2022	Granted 16/11/2022
PL2022/07249	9 Eastleigh Close Installation of front door and windows to the open porch area and single storey rear extension (revision of approved application PL/2022/00119)	Mr Moreton	No Objection 26/10/2022	Granted 16/11/2022

[Go To Report 7](#)

Highways Improvement Request Form

Contact Details

Name:	Councillor Judy Rose	Date:	21/11/2022
Address:	c/o Devizes Town Hall, St Johns Street, Devizes SN10 1BN		
Telephone No:	0777		
Email Address:	Judy.rose@devizes-tc.gov.uk		

Issue Details

Location of Issue:	Avon Road/Salisbury Street/Beauclerc Street
Community Area:	Devizes
Parish or Town Council:	Devizes Town Council
Nature of Issue:	Recently there has been much concern about the inappropriate parking at the corner of Salisbury Street and Beauclerc Street with Avon Road. Cars on all streets park far too close to the junction, making it very difficult to turn safely from one street to another. I have had to jam on the brakes recently whilst cautiously turning into Avon Road. Luckily, both I and the other vehicle were going carefully. The Avon Road resident opposite Salisbury Street now keeps her either on her drive or garage as it is a sitting target otherwise. Both streets and the canal side entry to Avon Road have many more cars than those belonging to residence. These are, I suspect commuters who wish to avoid parking charges, or bath road residence unable to park safely outside their houses without any off-street parking. In addition a resident recently had a fire in her house, the fire brigade had great difficulty in getting into Avon Road via Salisbury Street because of the parked cars. In the end I believe they entered in from the canal side entry to the road which was also made difficult
How long has it been an issue?	Years but worse over the last 2

What would you like done to resolve this issue?	
Instillation of double yellow lines around the corners of both Salisbury Street, Beauclerc street and Avon Road. Enforcement of the parking prohibition created by these yellow lines and those at the entrance to Avon Road by the canal.	
Have you been in touch with your local Wiltshire Councillor? (Yes/No)	No

This form needs to be completed and e-mailed or sent to your local Town or Parish Council.

Town and Parish contact details are available via the link below:

<https://cms.wiltshire.gov.uk/mgParishCouncilDetails.aspx>

Town or Parish Council Comments: (To be completed by Town or Parish Council only)

[Go to Report 8](#)

Cycle Parking in Devizes

Review by Cycle Friendly Devizes, Nov 2022

Devizes Town Council agreed to purchase 2 stands of temporary cycle parking so that it could be moved to different locations around the town to see where it was needed.

In June 2022, temporary cycle parking was placed at 2 locations around the Devizes Market Place. One road side of the fountain and the other at the Bus Stop Island.

Some 5 months has passed and CFD feel now is the time to have a review of the locations

- Has the cycle parking been used
- Is it in the correct location
- Were there any issues
- Should permanent cycle parking replace the temporary
- Next location

Use of Parking

There was no formal audit arranged. Members of CFD frequent the Market Place area several times a week and have seen the parking near fountain used by several bicycles at a time, and all days of the week. The parking at the bus stop has also been used with maybe one bike at a time.

Correct Location?

Feedback from the public.

- A person left bike at fountain cycle parking. On return interrupted someone removing the wheel from bike. When checking the towns CCTV, it was discovered that the trees obscured the cycle parking.

Any Issues?

Feedback from public.

- slot for the tyres is too narrow, and the tyre was damaged

Replace with Permanent Cycle Parking

CFD would recommend that permanent cycle parking is located at the Market Place. The area near the fountain was well used and it is close to the seating area. However, there was an issue with it not being covered by CCTV, which may have been resolved since the pruning of trees. Suggest that permanent parking is located

PLANNING COMMITTEE
6 December 2022

as close to this position as possible, checking it is covered by CCTV. This was the more popular of the two and would need to be at least 4 stands.

The parking at the Bus Stop was also used, and should have maybe have 2 stands.

The permanent cycle parking needs to be of a design that doesn't damage tyres and can accommodate a range of different style of bicycles, including cargo and trailers.

Recommend a hoop style that you can lean the bicycle against which supports it and you can lock different, or all parts to the hoop. These also come in different lengths to accommodate longer bikes. As with car parking, a proportion of the cycle parking (typically 5%) should be provided for non-standard cycles to accommodate people with mobility impairments. (11.3.2 LTN 1/20). I believe there are close to 157 cycle parking, compared to 863 car parking spaces, (5.5x more car parking than cycle) of which 39 are blue badge spaces. So this would be an ideal opportunity to install cycle parking for non standard bikes to meet government recommendations.

[LTN1/20 Cycle Parking standards](#) Section 11

Next Location

Suggest one location is the other end of the market place nearer the shambles/bank, using a parking space, so as not to take up limited space available for pedestrians on the pavements. Another location for the second would suggest somewhere along the Brittox. Additionally, there is unused space to the north of the Market Cross. Those who have chosen to use a less polluting option of transport should be encouraged to continue to do so, by having priority parking.

CFD would like to thank Devizes Town Council for their support in making Devizes a friendlier, safer place to cycle. Putting in cycle parking is just one way of showing that cycling is encouraged in the town and that cyclists are welcome.

[Go to Report 9](#)

Making Cycling in Devizes Safer and Inclusive

Introduction

When Cycle Friendly Devizes engage with the public at events such as The Well Being on the Green, Devizes Sustainability Fair and LCWIP promotional event at Corn exchange, people tell us that they do not feel safe cycling around Devizes, in particular, along London Road. We decided to investigate an alternative route. This was mapped and assessed using the cycling level of service tool of LTN 1/20. The results were shared with the [Air Quality and Sustainable Transport Group](#) and passed to Highways to be assessed, July 2021.

Since the Draft LCWIP for Devizes has been initiated, I feel focus on the alternative London Road has been minimal. It is understood that the main purpose of the LCWIP is to have major cycle infrastructure schemes that Wiltshire Council can use to put in bids to Active Travel England to fund. These would be very large expensive projects and would take a long delivery time.

In order to address the immediate safety issues and increase the uptake of cycling quickly, I would like to bring focus back onto this alternative London Road Corridor route, which is already in existence and only needs small improvements to make it accessible for all legitimate users, including those who use a non-standard bike. These would be easy, quick wins with big gains. It would also benefit those with disabilities by removing barriers to cycling and walking.

In light of the policies below, increasing cycling in Devizes would bring benefits more widely to the community. If short journeys into town by car were replaced with cycling or walking, then air pollution and congestion would reduce. The communities well being would improve with more active and sustainable travel and business would benefit from increased [trade](#).

Policies

The government have a bold vision to increase active travel as set out in [Gear Change](#) and want to see a future half of all journeys in towns and cities are cycled or walked.

It has also set out in [Decarbonising Transport, a Better Greener Britain](#) how it will invest £2 billion over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030 plus deliver a world class cycling and walking network.

[The Equality Act](#) and public sector equality duty means that public bodies have to consider all individuals when delivering services so that it meets the needs of disabled persons and advances equality if opportunity.

[Wiltshire Health and Wellbeing Strategy 2019-2022](#)

This shared strategy aims to improve the health and wellbeing of the local population and reduce

PLANNING COMMITTEE

6 December 2022

inequalities. aid prevention of ill health and wellbeing, by enabling local accessibility and opportunities for active travel.

[Air Quality Strategy for Wiltshire 2019-2024](#) identifies 8 air quality management areas (AQMA), of which Devizes is one. It recognises the impacts of pollution on the health and wellbeing of residents and seeks to improve air quality by working with local communities and individuals to take action.

[Devizes Town Council Strategic Plan 2018-2023](#) sets a local objective to encourage community wellbeing by providing opportunities for the community to lead active lives has clear wellbeing benefits whatever their age.

[The Route](#)

Is described and assessed in the accompanying [document](#). The main improvements to draw attention to are

- Removal of barriers
- Widening shared paths
- All weather surfaces
- Signposting

Additionally, a speed limit reduction on Windsor Drive to 30mph, which is recommended in the draft Devizes LCWIP (Nov 2022) and a crossing to make safe where the alternative route and NCR4 meet Winsor Drive.

It is understood that the route transverses two Councils, Bishops Canning and Devizes Town. I also understand that BCPC are keen to promote cycling within the Parish and beyond for all residents who may live in one Parish, but shop or go to school in another.

The options to fund the improvements can come from Local Highways and Footpaths Improvement Group (LHFIG) or the Air Quality and Sustainable Transport Group as these small improvements would fit into the types of projects that they are set up to fund. [Chippenham](#) have worked with the area board and their LHFIG to make cycling more inclusive by removing barriers on cycle paths.

It is very much hoped that we can work together to make Devizes an inclusive cycling community and improve the safety of all those who chose to cycle or walk around our town.

Catherine Read

Lead for Cycle Friendly Devizes

Sustainable Devizes

Nov 2022

[Go to Report 10](#)

Highways Improvement Request Form

Contact Details

Name:		Date:	23/11/2022
Address:	Dunkirk Hill		
Telephone No:	01380		
Email Address:			

Issue Details

Location of Issue:	Dunkirk Hill, Devizes		
Community Area:	Devizes		
Parish or Town Council:	Dunkirk, part of Devizes		
Nature of Issue:	<p>Multiple accidents. Dangerous steep road, blind bends, concealed drives. Pavement only on one side of road so pedestrians have to cross over. Including school children. With no clear view of oncoming traffic. Current speed limit of 40mph gives drivers no chance to stop. Recent accidents have been car/pedestrian and involved local pedestrians familiar with the road. New houses have been built on Dunkirk Hill, each of which have two vehicles and a new large house is nearing completion.</p>		
How long has it been an issue?	Many years, now compounded by new housing.		
What would you like done to resolve this issue?	<p>Reduce speed limit, maximum 30 mph Concealed drive warning signs at the bottom of the hill Traffic calming measures for traffic coming down the hill near public footpath to Bath Road</p>		
Have you been in touch with your local Wiltshire Councillor? (Yes/No)	Yes		

This form needs to be completed and e-mailed or sent to your local Town or Parish Council.

Town and Parish contact details are available via the link below:

<https://cms.wiltshire.gov.uk/mgParishCouncilDetails.aspx>

Town or Parish Council Comments: (To be completed by Town or Parish Council only)

[Go to Question time](#)