

PLANNING COMMITTEE
14th February 2023

Present: Chairman: Councillor Greenwood, Deputy Chairman
Town Mayor: Councillor Corbett

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

Officers: Simon Fisher, Town Clerk
Taylor Minty, Committee Administrator

Members of the Public: 13

439. MINUTES

The minutes of the meetings held 17th January and 31st January 2023 were circulated to all Members. Upon amendment of the minutes to highlight Councillor Hopkins' absence and apologies for meeting 31st January 2023, both sets of minutes were confirmed as correct records and signed by the Deputy Chairman.

440. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Rose and Stevens. Councillor Hunter had also given his apologies in advance of the meeting, but this was not highlighted at the meeting.

441. DISCLOSURES OF INTEREST

Councillors Nash and Wallis declared an interest in minute item no.443 as members of Wiltshire Council's Eastern Area Planning Committee. Councillor Hoult declared an interest in item no.446 as a member of Cycle Friendly Devizes.

442. PUBLIC PARTICIPATION

There were 13 members of the public present.

443. REPORT FOR DECISION – WILTSHIRE COUNCIL'S NOTICE OF PLANNING APPLICATIONS FOR CONSIDERATION

PL/2022/05360 – Councillor Ormerod set out his concerns regarding the application. He expressed that it failed to meet the 'Build Beautiful' designing requirement, that the scope of the application is too ambiguous, and that the

transport statement is misleading. It was thus proposed by Councillor Ormerod and second by Councillor Geddes and AGREED

THAT The Council objects to the application on the following three grounds:

1. Building Beautiful. Both the NPPF §130 and Core Strategy policy 57 require that this development should add to the quality of the area and make a positive contribution to it. It should therefore meet the quality of the development on the opposite side of Green Lane, at least. It should reflect the pattern of frontage development along both Green Lane and Newman Road (as well as Marshall Road further East). The Town Council supports the attempt to form a terrace of housing around the junction, but this is not followed through, and no consistent built form emerges (the 3rd key characteristic in the National Design Guide). There is a jarring discontinuity between the 5 houses backing onto Green Lane and the terrace fronting it, returning around the junction. The fragment of hedgerow on the Green Lane frontage, and the proposal to retain it, are noted. However, it seems to the Town Council disproportionate to allow a rather minor landscape feature, which may well not survive the development in good condition, to dictate the layout, and to override the street frontage pattern set on the opposite side of the road. We would suggest, instead, that a few of the better tree specimens be retained as street trees in front of a terrace of housing fronting Green Lane. There are then two terraces at right angles to Marshall Road, which both fail to reflect the pattern of frontage development. The longer terrace to the east is fronted by continuous 'nose-in' parking, which will seriously detract from the street scene in this prominent position. In our view, the built form should as far as possible to create a continuous frontage development along both Green Lane and Marshall Road, with access and parking to the rear, and pierced only by the access road, and possibly by the proposed open space.
2. Scope of the Application. This application is expressed to be for outline planning permission, with all matters reserved except for means of access. The intention appears to be to fix the position of the junction with Green Lane, but that is not entirely clear. 'Access' could include the entire road layout, which would effectively determine the built form (see 2. below). Revised building layout drawings have been submitted. They are stated to be indicative. In any case, the effect of these drawings will be (and may be intended to be) to set a benchmark for the development, which is well below the quality

level expected by the NPPF and the Core Strategy. Presumably, the NHS will sell the land to a housebuilder, with the benefit of outline planning permission. If indicative layouts form a part of the package, they should set a benchmark consistent with the NPPF, the National Design Guide and the Core Strategy.

3. The Transport Statement Table 2.2 is misleading in relation to bus services. The last weekday 1A service leaves Marshall Road for the town centre at 15:01. There is then a 50 min gap (15:51) before the 1 service takes over, with a 40 min frequency, and a long detour via the Marina before returning to the Market Place. It is very misleading to call this an 'evening' service, and to ignore the 50 min gap between 15:01 and 15:51. The Devizes Air Quality & Sustainable Transport Group has repeatedly reminded Wiltshire Council about this substandard service, in relation to the Integrated Care Centre and the proposed housing development to the S of Marshall Road, but no firm contribution from these developments has been sought or offered, so far as we are aware. It is essential that the substantial developments in this area remedy this unacceptable situation.

PL/2023/00583 – No objection.

PL/2023/00709 – It was proposed by Councillor Ormerod, seconded by Councillor Houlton and AGREED

THAT The Council requests further clarity as to the purpose of the extension. The concern was shared that the application is not suitable for a separate dwelling. In its current formulation, a condition to state that another entity cannot live in it may be necessary.

PL/2023/00918 – No objection.

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

The Committee received and noted the report.

445. REPORT FOR DECISION – EV CHARGING POINTS

Councillors discussed the suitability of different locations for EV charging points. A member of the public addressed the Committee to advocate for their implementation, suggesting that they may also support local tourism.

Ultimately, it was proposed by Councillor Nash, seconded by Councillor Ormerod and unanimously AGREED

THAT Devizes Town Council agrees in-principle to the installation of these facilities at two locations, namely Central Car Park and West Central Car Park, subject to further clarity with regard to the project's costing.

446. REPORT FOR DECISION – IDENTIFIED ALTERNATIVE LONDON ROAD CYCLE ROUTE

Following a general discussion of cyclist and pedestrian safety in Devizes, it was proposed by Councillor Wallis, seconded by Councillor Corbett and unanimously AGREED

THAT It is noted that Devizes Town Council thanks Cycle Friendly Devizes for their work. Going forward, Councillors would like an assessment of the demand for a London Road cycle route. However, at first instance, the Council is to consider LCWIP's report (once published) on its current consultation.

447. REPORT FOR DECISION – WILDLIFE WARNING SIGNS NEAR THE CRAMMER OUTSIDE MORRISONS

Councillors discussed the request for wildlife warning signs at length. The majority favoured the approach of not installing signs due to the concern that signs would not make a significant impact on negating the issue at hand. Members of the public addressed the Committee to stress the seriousness of the issue and asked that Councillors offer solutions as soon as possible. It was proposed by Councillor Wallis, seconded by Councillor Hault and AGREED

THAT The Committee did not believe that the installation of signage, as set out in the request, was the right solution to the problem. However, the remit of the Crammer Working Party should be widened to include the mitigation of wildlife impact. Furthermore, for the purpose of expediency, Councillors will consider possible solutions at the next Recreation & Properties meeting (28/03/23).

448. QUESTION TIME

There were no questions.

CHAIRMAN