

Payments for approval – January 2021

Wickwar Parish Council

Expenditure transactions - payments approval list **Start of year 01/04/20**

Tn no	Cheque	Gross	Vat	Net Invoice date	Details	Cheque
195	BACS21011 3Z1	£14.39	£2.40	£11.99 29/11/20	ZOOM VIDEO COMMUNICATIONS INC - Subscription 29/11/20 - 28/12/20	£14.39
197	BACS21011 3WTC	£275.00	£0.00	£275.00 03/12/20	WOTTON TREE CONSULTANCY - Tree Condition Survey closed and open cemeteries Nov 20	£275.00
199	BACS21011 3ALCA	£15.00	£0.00	£15.00 05/12/20	ALCA - Risk Management training 04/12/20	£15.00
194	BACS21011 3TG	£137.00	£0.00	£137.00 19/12/20	TONY GARDNER PROPERTY MAINTENANCE - Town Hall noticeboard refurb	£137.00
196	BACS21011 3Z2	£14.39	£2.40	£11.99 29/12/20	ZOOM VIDEO COMMUNICATIONS INC - Subscription 29/12/20 - 28/01/21	£14.39
198	BACS21011 3DH	£2,112.00	£352.00	£1,760.00 30/12/20	D HOWSE -	£2,112.00
Area	1	£648.00	£108.00	£540.00	PF Grass cutting Wickwar Play 2020 (18 cuts)	
	2	£960.00	£160.00	£800.00	CNCL Grass cutting Wickwar x 20 cuts	
	3	£24.00	£4.00	£20.00	CNCL Grass cutting closec x 2 cuts	
	4	£480.00	£80.00	£400.00	CNCL Chemical spray X 4	
	200 DD210113P N	£21.60	£3.60	£18.00 01/01/21	PLUS NET - Town Hall b/b Dec 2020	£21.60
	201 DD210101W BPav	£7.50	£0.00	£7.50 01/01/21	WATER BUSINESS - Water pav Dec 2020	£7.50
	191 BACS21011 3PG	£180.00	£30.00	£150.00 05/01/21	PRESTIGE GROUNDS - Grass cutting x 2 28/09& 12/20	£180.00
	192 DD210114O EPav	£35.38	£1.68	£33.70 06/01/21	Octopus Energy - Pav Dec 20 electricity	£35.38
	193 DD210114O ETH	£14.85	£0.71	£14.14 06/01/21	Octopus Energy - TH Dec 20 electricity	£14.85
		£1,507.17	£0.00	£1,507.17	Confidential	
Total		£4,334.28	£392.79	£3,941.49		

Signature

Signature

Date

Paid between meetings

Direct debit payments paid between meetings

Octopus Energy – Electricity pavilion, Nov 20 - £31.68 (09/12/20)

Octopus Energy – Electricity Town Hall, Nov 20 - £18.03 (15/12/20)

Tesco Mobile - Nov 20 - £10.00 (22/12/20)

Appendix – 1

Wickwar Parish Council response to public consultation

Proposed development of 150 houses on land east of Inglestone Road, Wickwar

The Parish Council's position is that the proposed development of 150 new houses is speculative and conflicts with the objectives and policies of South Gloucestershire Council's adopted Core Strategy and Policies, Sites and Places plan. It fails to address the Core Strategy's objective to develop 'communities with better integration between housing, jobs, services, public transport and facilities, so that people lead healthier lives and have the opportunity to reduce their CO2 footprint and adapt to the impact of climate change'. Wickwar does not have the infrastructure to support yet more housing development, and thus this proposal will increase carbon emissions and accelerate climate change.

Furthermore, the proposal conflicts with Core Strategy policy CS5 which states that small scale development may be permitted within the settlement boundaries of villages defined on the Policies Map. Policy CS5 also states that defined settlement boundaries will be maintained around rural settlements. The proposed development falls outside of the defined settlement boundary for Wickwar, and is therefore premature because a review of the boundary has yet to take place via the Policies Sites and Places DPD, or a replacement Core Strategy/ Local Plan or Neighbourhood Plan. Neither can a development of 150 houses be considered small scale. If this development goes ahead the housing stock will have increased by 45% since 2019 (pre new approved developments) without any related infrastructure being put in place. This development would represent another 16% increase on the housing stock after all of the approved new development - 189 houses - has been completed.

Finally, the proposal conflicts with Core Strategy policy CS34 'to protect, conserve and enhance the rural areas' distinctive character, beauty, wildlife, landscape, biodiversity and heritage'. The proposed site is adjacent to the Little Avon River and the Lower Woods Nature Reserve, a site of special scientific interest which is managed by Gloucestershire Wildlife Trust and Avon Wildlife Trust. It is one of the largest ancient woodlands in the south-west of England and is home to over 2600 species of wildlife. The development is likely to have a negative impact on this site and will undoubtedly increase disturbance to local wildlife notably dormice and bats.

Previously approved ribbon developments on the edge of the village have already eroded the rural setting and distinctive character of the village. Further development outside the settlement boundary will do yet more harm.

Wickwar Parish Council is aware that National Policy directs local authorities to boost the housing supply but in this case the development benefits are outweighed by the harm such a development would cause without new major infrastructure in place.

On this basis Wickwar Parish Council wishes to raise the following specific infrastructure concerns, and put forward the following mitigations that need to be addressed by the developers before consideration is given to support the proposed development.

Increased commuting for employment by car

Wickwar has already grown beyond its ability to supply employment meaning that the majority of residents have to commute to and from their place of work. According to the draft Wickwar Data and Access Profile,

which draws on 2011 Census data (so does not include the impact of new approved development), of the 1000 'working residents' living in the area, at least 70% commute outside of the area. With no train station within 2km of Wickwar and a very poor bus service, the vast majority of residents use their cars to access their place of employment. The Data and Access Profile indicates that only Filton, Yate and Wotton-Under-Edge can be reached by bus services that meet the minimum criteria set out in policy PSP11: Transport Impact Management. With 14% of people employed in Bristol, it is not possible to reach large parts of the city and the surrounding area by bus for work. There is a small amount of light industrial employment in the village, but this is not significant and not set to expand. In fact, the recent closure of Wickwar Brewery has reduced the already small amount of employment in the village.

It can be concluded that the vast majority of new residents moving into the proposed development will commute to their place of employment by car. This would increase traffic levels and directly contradicts PSP11.

Increased journeys by car to access essential services unavailable in the village/ not accessible by walking/ cycling

Essential facilities are lacking within the village and furthermore are not accessible by walking or cycling (according to the draft Data and Access Profile for Wickwar). There are no health facilities (GP surgery, pharmacy, dentist) in the village nor within walking/ cycling distance. There is no convenience store or supermarket in the village and the nearest designated town centre (Yate) is not within walking/ cycling distance. There is no Post Office or library in the village nor within walking/ cycling distance. Finally, the nearest secondary school is further than three miles away and is not accessible by walking/ cycling.

The vast majority of new residents will be forced to use their cars to access the everyday essential services listed above, which will add significantly to traffic exiting and entering the village on a daily basis.

Inadequate road network and increased traffic congestion

Wickwar (and all villages in the area) are served by narrow country lanes and B-roads. The necessity to commute from South Gloucestershire to Bristol and the southwest via the M5, means that there is already significant traffic flow through the village along the High Street at peak times in the morning and evening, and at other times of the day. This adds to the already high number of Wickwar residents travelling in and out of the village to commute to their place of work or to access essential services. The recent expansion of Wickwar and nearby Yate has already added to the burden on the B4060. Further planned development in Yate and surrounding villages will further increase traffic along this route. The impact on road safety in the village has been recognised and initial consultation has taken place on extensive traffic calming measures for the High Street. These have yet to materialise, so that road safety continues to be a major concern for residents. The proposed new development will further increase commuter traffic and journeys to access essential services along the High Street.

The local road network is not adequate for the current traffic levels. There is no plan for increasing the road capacity through Wickwar, nor into the wider area. Traffic congestion along the High Street and Sodbury Road will not solely impact upon Wickwar, but along the Sodbury Road to Yate. It is not just the volume of traffic going through the village but the resulting pollution from cars especially at peak times when queues form, as well as the subsequent noise, which will directly affect the residents of the High Street and indirectly the rest of the village.

Of particular concern is the already congested intersection of the High Street and Downs Road (B4060 and B4059), which forms part of the route to the M5. A traffic analysis carried out in 2017 by Stirling Maynard Transportation Consultants as part of application PK17/4552/O for the 90 dwellings on land South of Horwood Lane, concluded that this intersection would be at a maximum of 99% capacity (or RFC 0.99) by

2022. The report explains that if the RFC (ratio of flow to capacity) value exactly equals 1.0 then flow equals theoretical capacity. The Parish Council notes that the ratio of flow to capacity provides a measure of the utilised capacity of a junction approach arm. Arms exceeding a ratio of 0.85 (i.e. 85% capacity utilised) are generally considered to be approaching capacity and characteristically have light-to-moderate levels of queued traffic flow. Arms exceeding a ratio of 1.00 (i.e. 100% capacity utilised) are considered to be over capacity and are characterised as having heavy volumes of queued traffic. It is highly likely that the accepted maximum capacity limit of 85% has already been reached, and that any further development will result in unacceptable congestion at this intersection.

Mitigations

1. There is only one main road going through Wickwar so a bypass for Wickwar must be provided to accommodate the increased traffic flow.
2. As identified in the Data and Access profile for Wickwar there is no safe route for cyclists and pedestrians to travel to the market town of Yate to access essential services and connect to the wider public transport network. Therefore, a dedicated multi user path must be provided along a two mile stretch of the road to Yate to join up with the existing path. A less satisfactory second option would be dedicated cycle lane. Note: South Gloucestershire Council have identified this need in their local transport priority list under FV50 that a Cycleway is required from Frith Lane Wickwar to Peg Hill Yate North.
3. Ongoing subsidies must be provided to enhance bus services for commuters and for access to essential services.
4. A mini supermarket/Post Office must be provided in the village.
5. A location for satellite health services must be provided in the village.
6. Ongoing provision of bus services to local secondary schools is required.

Affordable housing

Wickwar has expanded significantly in the last two years with further development in progress. 80 houses have been completed or are near completion on the Tyndale Reach estate built by Bellway Homes and a further 90 homes are planned for the Linden Homes development. Small development will increase this by a further 19 units, so 189 in total. The number of households has/ will increase by 25% and this additional development will increase the housing stock in Wickwar by a further 16% (or in total, a 45% increase on the number of houses pre 2019).

It is the Parish Council's view that there is no demand for executive homes in Wickwar that is not already being met by the current two new developments, albeit the majority of the new homes that have been built or are being built are beyond the financial reach of young people wishing to buy their first home or those on lower incomes.

Furthermore, at this time South Gloucestershire Council has a Five-Year Land Housing Bank (5.28 years as confirmed in December 2020) meaning that there is no additional unmet demand for housing in the wider area.

If further development must be accommodated, then affordable housing is a priority followed by smaller houses of two and three bedrooms.

Mitigation

7. Provide a better mix of housing than in the two approved new developments, to include a significant amount of affordable housing as well as smaller houses suitable for first time buyers, with priority given to local residents.

Need for additional primary school capacity

There is a well-respected primary school in the village, but it is currently fully subscribed. The intake was reduced to 30 per year from September 2019. The funding, classrooms, equipment and teachers required to accommodate additional pupils are not in place.

Mitigation

8. Provide capital and other investment required to increase capacity at the existing primary school over a number of years.

Environmental and landscape impact

The proposed site is adjacent to the Little Avon River and the Lower Woods Nature Reserve, a site of special scientific interest. The extensive Lower Woods complex includes one of the largest areas of ancient woodland in the southwest of England and is of significant landscape and ecological importance within this area and the South Gloucestershire area as a whole, and provides habitat for a range of notable species including European Protected Species. (As noted in South Gloucestershire Council's own Landscape Character Assessment, 2014)

The development is likely to have a negative impact on this site and will undoubtedly increase disturbance to local wildlife, notably dormice and bats.

Additionally, this development conflicts with the Landscape Character Assessment for the Wickwar Ridge and Vale (2014). Section 7 of the Screening Report commissioned for the proposed development observes that the site lies within the Local Designation SGC Landscape Character Area (LCA) 5: Wickwar Ridge and Vale, and that intervisibility exists between the site and the nationally designated Cotswolds National Landscape to the east. Although the report suggests that the construction of the development will result in no significant effect if the design is well informed by an LVIA and landscape design mitigation plan, this is simply not true. The construction of any number of houses on the site, will result in loss of views down slope to the river and woods beyond, and will obfuscate views to the Cotswold Scarp to the east. Wickwar has already irretrievably lost important views to the Cotswold Scarp when entering the village from the south, through the imposition of two speculative developments. The Cotswold Scarp to the east forms a significant backcloth to Wickwar (as noted in the Landscape Character Assessment) and this view should not be further eroded.

Mitigation

9. Conduct an adequate environmental impact assessment. Provided that the impact is considered low, put in place appropriate mitigation measures to minimise the impact further of the development on the adjacent Little Avon River and Lower Woods Nature Reserve.

Approved by Wickwar Parish Council 13/01/20