

List of questions for Bloor Homes Project Team re Land West of Sodbury Road Wickwar, proposed site for 180 houses.

Wickwar Parish Council agreed the following list of questions at its meeting on 6th October 2021. Bloor Homes refused an invitation to attend the meeting to respond to questions in person, but agreed to respond to the following questions in writing.

1. What feedback submitted via the consultation would persuade you that an online public meeting would be productive?
2. Have you sought pre-application planning advice from South Gloucestershire Council? Will you make this advice public before you submit the planning application? If not, why not? Also with regard to the advice given, will you be implementing its recommendations?
3. What evidence has been collected about the level and type of local housing needed in the village?

Wickwar currently has a low level of support infrastructure. The following essential services are lacking in the village and the nearest services are not accessible by walking or cycling (according to the draft Data and Access Profile for Wickwar [Wickwar_DAP_2020.pdf \(southglos.gov.uk\)](#))

- Health facilities (GP surgery, pharmacy, dentist)
 - Convenience store or supermarket
 - Post Office
 - Library
 - Cycle way
4. Which of the facilities from the list above, will be provided as part of the proposed development?
 5. Can you explain how the proposal to include a shop as part of the development would work?
 6. What infrastructure to provide safe pedestrian/ cycle access to the essential services listed, will be provided as part of this development?
 7. The South Gloucestershire Local Transport Priority list includes a scheme FV50 to provide a Cycleway from Frith Lane to Peg Hill Yate for the benefit of the Wickwar Community. Will Bloor Homes provide funding for support of this scheme as part of their proposal of providing appropriate supporting infrastructure?

According to the draft Data and Access Profile for Wickwar [Wickwar_DAP_2020.pdf \(southglos.gov.uk\)](#) at least 70% of working residents commute outside of the immediate area. There is no train station within 2km of Wickwar, bus services are very poor and there is no safe route for cyclists. This means that the vast majority of residents who will occupy the proposed houses will commute to work by car. Additional car journeys are also anticipated to access the essential services listed above.

8. What is the anticipated impact of the new development on the volume of traffic passing through the village via the High Street at peak times, and in total?

- a) Will a traffic survey be carried out?
- b) Will you commit to conducting a traffic survey at a representative time (i.e. on a weekday, avoiding public holidays and not during a national lockdown)?

(The Tracsis High Street traffic survey carried out in 2017 recorded a weekday average traffic total of 9,028, with a weekly total of 58,405. This survey was conducted before significant developments were completed in Yate and Charfield, which will have increased these figures). There are also the two new Wickwar developments which, when fully occupied, will increase the traffic flow by approximately 340 vehicles.

9. Even with current traffic levels the High Street gets snarled up with traffic. What are you going to do about this problem, bearing in mind that you are putting additional cars onto the High Street?

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. 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.

10. Has a traffic analysis of the intersection of the High Street and Downs Road (B4060 and B4059) been conducted?
11. How will the likely heavy volumes of queued traffic at the intersection of the High Street and Downs Road (B4060 and B4059), caused by this development, be mitigated against?
12. How many construction vehicles will be travelling along Sodbury Road per day during the construction phase?
13. How will the impact of the construction phase – additional construction traffic and noise – be mitigated for residents living along the access route and residents living adjacent to the construction site?
14. What is the proposed housing mix- 2/3/4/5 bedroom homes?
15. What proportion of the 180 homes will be affordable? What will the affordable options be, and how will affordability be assessed?
16. What contribution will the new development make towards the primary school to enable it to accommodate additional pupils?

17. Which secondary school catchment will the new development fall within?
18. There is the need for pupils to travel to secondary schools. What contribution will the development make to these ongoing costs?
19. Will electric vehicle charge points be installed at each property?
20. How will access be provided to the site at the proposed northern entrance, where there are a number of trees with TPOs (Tree Preservation Orders) currently situated?