

List of questions from Wickwar Parish Council regarding Land West of Sodbury Road, Wickwar

1. What feedback submitted via the consultation would persuade you that an online public meeting would be productive?

Further information about the proposals can be provided in writing by the project team. It would be the same information that would be conveyed at any meeting. At present technical work is underway to support the proposed planning application. This is not yet completed but will be publicly available on South Gloucestershire Council's online planning portal on their website once the planning application is submitted and validated. We would welcome further information or comments throughout this process.

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?

No formal pre-application advice has been sought from the Council in relation to this site. We understand that the Council currently have some significant resourcing issues and that this is impacting on the timescales involved with obtaining pre-application advice. We are seeking the views of the local community and Wickwar Parish Council and will be taking these responses and information gathered into account as the project is progressed.

3. What evidence has been collected about the level and type of local housing needed in the village?

The project team has taken South Gloucestershire Council's housing projections, in current and emerging local policy (Local Plan) into consideration. We have been informed by the latest Strategic Housing Market Assessment prepared in 2019, and the emerging West of England Combined Authority Strategic Development Strategy (including the published evidence which will support this). Reflective of the nationally acknowledged 'housing crisis', these various sources demonstrate that there is a clear need of housing in the West of England region and in South Gloucestershire itself. This includes a significant evidenced need for affordable housing.

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?

The emerging scheme being consulted on includes a local shop. This would most likely be a convenience store, and whilst no specific marketing of this has yet been undertaken (as this would not be appropriate at this stage of the planning / development process) there is known interest from the market in appropriate new retail provision in this location. As part of the planning process, input from South Gloucestershire Council and other statutory consultees would be expected to ascertain which local services may need improvement as a result of the proposed development. Community Infrastructure Levies (CIL) would be payable by Bloor Homes, of which Wickwar Parish Council would receive a percentage to spend on local community infrastructure at their own discretion.

5. Can you explain how the proposal to include a shop as part of the development would work?

The proposals include a building comprising commercial floorspace, including a car and bicycle parking area, situated along Sodbury Road. Should it be decided and confirmed that such a building with associated infrastructure be put forward in the proposals to South Gloucestershire Council, Bloor Homes would market the opportunity to national chains as well as independent providers in order to bring forward this part of the development.

6. What infrastructure to provide safe pedestrian/ cycle access to the essential services listed, will be provided as part of this development?

The development would provide safe internal footpaths to the proposed shop and suitable bicycle parking would be provided, at a level deemed appropriate by the Highways Authority. Connections would be made into the existing highway network, including footpaths which link into the other parts of the village.

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?

Bloor Homes will provide Section 106 / CIL funding as appropriate, and this is something that will be determined by South Gloucestershire Council as the Local Planning Authority. It is likely that these monies will include financial contributions towards highways improvements but whether this will include the abovementioned route is yet to be determined.

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)?

Bloor Homes has engaged the services of a professional independent traffic consultant who will undertake the required traffic assessment in compliance with national and local policy. Methodology is agreed with the Highways Authority which takes general trends in traffic movements, such as those generated during weekdays or weekend days, school holidays and lockdowns into consideration. The traffic assessment will be available for public viewing on South Gloucestershire Council's planning portal once the application has been submitted and validated.

(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?

The traffic implications of the proposed development will be discussed with the Highways Authority and Bloor Homes will be required to provide financial contributions which may well include local road improvements. The detail of these contributions has not yet been assessed. However, the proposed development's impact on the local highway network will be carefully considered as part of the determination of the application by the Local Planning Authority and permission will not be granted if there is assessed to be an unacceptable highways impact.

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?

We undertook a traffic survey of the junction of the High Street and Downs Road (B4060 and B4059) in September 2021. The survey was undertaken two months after all COVID-19 restrictions were lifted and traffic volumes were returning to a 'new normal'. Traffic levels were recorded as lower than pre-pandemic levels. The results were used to model the junction in scenarios in 2021 and a future assessment year of 2027, with committed developments, and the proposed development. The results found that the maximum RFC experienced would be 0.82, or 82% capacity and queues and delays were low. These results will be discussed with the Highways Authority in due course.

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?

The traffic impact associated with the development proposals will be calculated and set out in a Transport Assessment that will be submitted with the planning application documents. If there are predicted to be highways issues associated with the development, then mitigation will be proposed to address this. At the present time there is no mitigation proposed.

12. How many construction vehicles will be travelling along Sodbury Road per day during the construction phase?

A Construction Management Plan will be provided to South Gloucestershire Council which will be a planning condition of the consent for the proposed development, and which will set out how construction will be undertaken, which will include routes and type and number of vehicles. Impact on local residents will be avoided as much as possible, for example by ensuring that the main deliveries to site are not undertaken during traffic peak hours.

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?

The Construction Management Plan will set out the detail on these matters in due course. This document will need to be submitted to South Gloucestershire Council for consideration and will, at that time, be made available for public comment. Any specific local issues or requests relating to construction can be raised at this point and appropriate controls will be imposed as deemed necessary by the Council.

14. What is the proposed housing mix- 2/3/4/5 bedroom homes?

The exact mix will be decided in discussion with the Local Planning Authority and reflect local need as well as Bloor Homes detailed knowledge of the housing market. The Parish Council's input on this, as part of the consultation exercise, would be very much

appreciated. However, the upcoming application will be in 'outline' form rather than detailed and is just seeking approval in principle; the exact mix will be determined at Reserved Matters stage.

15. What proportion of the 180 homes will be affordable? What will the affordable options be, and how will affordability be assessed?

Bloor Homes aim to deliver a policy-compliant level of affordable homes which is 35% of the total, these will be delivered on the site itself if possible. The usual mix is a 70%-30% divide in social rent / sale and a model such as shared ownership will most likely be proposed. Affordability is usually at least 20% below the local market price, for both rent and sale. The definition is set out in national and local policy and the affordable units that will be delivered on this site will likely be in accordance with these policies.

16. What contribution will the new development make towards the primary school to enable it to accommodate additional pupils?

If required to make the development acceptable, this will be part of the offsite financial contributions that will be required from Bloor Homes by South Gloucestershire Council, the level of which will need to be determined as part of the planning process.

17. Which secondary school catchment will the new development fall within?

School admissions are the responsibility of the Local Authority and catchments / boundaries are subject to change, as well as parental preferences and other criteria being taken into account when deciding on admissions. The nearest Secondary School to the site is Brisham Green School. As stated above South Gloucestershire as the Local Planning Authority will dictate what contributions may be required to new or expanded services and infrastructure to serve proposed development.

18. There is the need for pupils to travel to secondary schools. What contribution will the development make to these ongoing costs?

See the answer to question 16.

19. Will electric vehicle charge points be installed at each property?

Yes – it is expected that EV charging will be included within the development.

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?

Bloor Homes' arboriculturist and the Council's Tree Officer will manage this process and ensure that trees which are to be retained are appropriately protected by designing enough buffer space for the root structures and ensure the trees are protected during the construction stage. The intention will be to retain trees where possible, where not possible replacement trees or other mitigation may be proposed. Some trees will be removed to create the proposed northern access, and there is ample space in this location for suitable replacement (and additional) planting.