

STATEMENT OF COMMUNITY INVOLVEMENT

PROPOSED ERECTION OF 35 DWELLINGS AND PROVISION OF ASSOCIATED INFRASTRUCTURE

LAND SOUTH OF BADMINTON ROAD, OLD SODBURY

May 2021



APPLICATION ON BEHALF OF REDCLIFFE HOMEES

**PROPOSED ERECTION OF 35 DWELLINGS AND PROVISION OF ASSOCIATED
INFRASTRUCTURE**

STATEMENT OF COMMUNITY INVOLVEMENT

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Ref: 477/A3/MJK
Date: 11th May 2021

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1.0 **INTRODUCTION**

- 1.1 On behalf of Redcliffe Homes, Grass Roots Planning Ltd has been preparing a detailed planning application for 35 new homes and supporting infrastructure on a parcel of land which lies to the south of Badminton Road, on the western edge of Old Sodbury, South Gloucestershire. This Statement of Community Involvement (SCI) outlines the public consultation that has been undertaken to inform the proposed development and where appropriate, how the responses received has guided the finalised scheme now submitted.
- 1.2 The purpose of the SCI is to provide details of the engagement and consultation process; activities undertaken to consult with local residents and neighbours, key stakeholders and the wider public; an analysis of the feedback from the responses to the consultation; and describe the applicant's response to the comments received.
- 1.3 Records of all the material that was issued to advertise this consultation, the display content and responses that were received from the consultation are contained in the appendices of this document. These comprise:
- Appendix A – Pre-Application Submission Feb 2019
 - Appendix B – Pre-application Response received March 2019
 - Appendix C – Public Consultation Letter
 - Appendix D – Consultation Website Details
 - Appendix E – Consultation Responses Received

2.0 **POLICY**

2.1 The Government encourages applicants to engage with the local community prior to submitting a planning application and locally this is detailed in South Gloucestershire Council's SCI (2015), paragraph 1.6:

'The council considers the benefits of continuous involvement are that it can:

- *Help people understand the planning process*
- *Work with groups and individuals who would otherwise not get involved, including on individual planning applications*
- *Identify issues of concern*
- *Provide an opportunity for negotiation on representations made on the emerging Local Plan and planning applications*
- *Achieve better outcomes – both in terms of the setting of Local Plan policy and determining Planning Applications; and*
- *Provide a forum for explaining the reasons behind planning policy'.*

2.2 The applicants have undertaken a formal consultation programme to engage with the community about its plans and this report outlines the activities undertaken, the issues raised and how they were addressed for consideration with the planning application. This report meets the requirements as laid out in South Gloucestershire Council's SCI.

3.0 **ENGAGEMENT AND CONSULTATION PROGRAMME**

3.1 The applicants and relevant agents have sought to involve the Local Planning Authority (LPA), the local community, key stakeholders and the wider public in the preparation of proposals for this development.

3.2 The engagement and consultation programme consists of two distinct phases:

- Pre-application engagement with South Gloucestershire Council (SGC); and
- Wider public consultation with members of the public, Sodbury Town Council and other key stakeholders via online website consultation and online presentation.

Pre-application Submission

3.3 A pre-application submission was submitted to South Gloucestershire in February 2019 which proposed a development of 28 dwellings on a slightly smaller site area than the current application proposes.

3.4 A full response (Ref: PRE19/0180) to this enquiry was received from SGC on the 22nd March 2019 and the salient points of the response can be summarised as follows:

- Due to the Council being able to demonstrate a 5-yr Housing Land Supply, with deliverable sites being available which are preferable on sustainability grounds, conflict with policy CS5 was identified;
- Access to everyday facilities and employment by walking or cycling was considered to be limited;
- An FRA should demonstrate how the drainage proposed considers infiltration and follow the SUDs hierarchy as high up as possible;
- Given presence of nearby listed buildings a heritage assessment would need to support any application submitted – comments were also given setting out that while the northern boundary screen planting may be appropriate to protect the setting of the nearby listed Toll House, rear garden encroachment may affect the effectiveness of this measure;
- Ecology surveys would be required and the development should seek to offer biodiversity enhancements such as bat roosting, bird nesting and refugia;
- General mix of housing proposed was considered appropriate and a mix of affordable housing was suggested;

- Issues regarding the high speeds associated with the A432 were identified and the need for safe crossing points set out – full requirements for a transport assessment were given; and
- The site would be more appropriately pursued via the call for sites process.

3.5 Due to the factors identified the officer dealing with the pre-application enquiry advised against a planning application being submitted at that time and instead suggested the site be pursued via a call for sites submission.

Call for Sites Submission

3.6 Following receipt of the Pre-application response a call for sites submission was made in October 2020. However, given the withdrawal of the JSP progress, the preparation of the emerging development plan has been slow, and accordingly the submission of a planning application for the site was again considered in 2021.

Network Rail Discussions and Changes

3.7 As the site drains into ditches that lie adjacent to, but not within, the site boundary that are maintained by Network Rail (in respect to the ditch that runs along the southern boundary) a meeting was arranged with them to discuss how surface water from any development might be drained into these features. This meeting and subsequent discussions identified that Network Rail would be resistant to this and whilst riparian rights to drain into these ditches exist, we sought an alternative solution to surface water runoff.

3.8 Following receipt of SGC's pre-application response the issues raised were considered by the technical team who have prepared the development proposals and a number of changes made to the proposals. The largest change relates to the inclusion of some additional land to the south west to create a more logical layout and provide an alternative route for surface water runoff, given the concerns that had been raised by Network Rail.

3.9 This change meant that the number of dwellings proposed on the site increased to 36 because the additional land allowed for a much more logical layout that utilised the site more efficiently.

Wider Public Consultation

- 3.10 Consideration was then given to the methods by which the wider public could make comments and respond to the emerging proposals, while keeping respondents safe during the COVID19 Pandemic at a time when there was no immediate hope of restrictions being lifted.
- 3.11 The best route was agreed to be via an internet-based consultation event and a website was prepared accordingly. Details of this can be found at Appendix D.
- 3.12 A letter (Appendix C) was prepared which included brief details of the proposed development and how further details could be obtained via the website. This was issued to nearby residents of the village.
- 3.13 The website was launched on the 26th January 2021 with the consultation period running until the 18th February.

Direct Discussions with Neighbours

- 3.14 The development has two immediate neighbours, Chestnut House to the east and the Sodbury Hotel to the west. Although not directly adjacent, Hartley House is a business premise that lies close by.
- 3.15 Direct contact was made with the occupants of all of these properties to inform them of the proposals and this has included via email, telephone and a site visit in respect to Sodbury House. It was apparent that the owner of Chestnut House was the most concerned and therefore more extended dialogue with the occupants of this property has been undertaken. This resulted in the layout being changed after public consultation with a pair of semi-detached and a single detached house that was located in the eastern part of the site, being replaced with a pair of single storey bungalows to reduce the impact on the property.
- 3.16 These changes were made without prejudice to the position that the original proposals were acceptable in terms of the density and separation distances proposed in this part of the site. They were instead made in an effort to allay the neighbour's fears about the impact of the development on his property and retain parts of their existing view, although there is no planning protection of such private views.

Public Meeting

- 3.17 Prior to the launch of the consultation website we spoke directly to Sodbury Council to inform them of what we were doing in terms of public consultation and inform them of the development proposed.
- 3.18 As part of these discussions, they asked us to hold a public meeting, online via Microsoft Teams due to COVID19 restrictions and we agreed to do this.
- 3.19 Accordingly, details of a virtual public meeting was circulated via the website, interested parties that had already been in contact and via Sodbury Council. This was held on the 3rd February 2021 where the development team presented the proposals to attendees and then held a Q&A session to directly answer any comments or queries that attendees had. We believe around 25 people attended this event although it was not possible to register all attendees to get an accurate number.

4.0 **CONSULTATION RESPONSES SUMMARY**

4.1 As discussed in the previous section, the community was invited to view the website and leave comments via the website or by post. An analysis of the comment form responses is given below.

Number of Responses

4.2 The website records 48 visits by separate users and 21 written responses were received via the website.

4.3 Of these respondents it is considered that 15 are against the development, while 6 were more supportive of housing development in this location.

Comments Raised

4.4 Full details of the comments submitted have been presented in Appendix E. However, to summarise, the most significant comments raised by respondents were as follows:

- 57% of respondents thought that housing was not required in this area and 29% thought it was needed, the remainder did not provide a view on this question;
- The biggest concern raised by nearly all respondents is the traffic issues that currently affect the village;
- Many were concerned that the development would increase the size of the village by too significant an amount;
- Some respondents thought the mix of housing was varied and appropriate;
- Generally comments made on the design were positive but some thought that the site would be overdeveloped and one wanted to see ribbon development on the site like that found in other parts of the village;
- Energy efficient measures were requested by some;
- The retention of hedges and new landscaping was identified as being important;
- The level of available infrastructure in the village is not suitable to accommodate development; and
- Insufficient car parking is provided and concern that there will be overspill parking on the Badminton Road.

4.5 The Town Council confirmed that they object to the development on the following basis:

1. Lack of infrastructure
2. Overdevelopment of site
3. Highway concerns
4. Overlooking/loss of privacy
5. Support sustainable development

Amendments

- 4.6 In response to a number of matters identified as part of the consultation the consultant team considered changes to the scheme, obviously more fundamental issues such as whether housing is required did not result in any changes.
- 4.7 As described in the previous section a very detailed and specific response was received from the nearest neighbour and after a telephone conversation with them it was agreed to amend the scheme as described. This resulted in the number of dwellings being proposed reducing from 36 to 35.
- 4.8 The energy efficient measures proposed were reviewed in light of concerns that they did not go far enough and all open market dwellings are now to be provided with electric vehicle charging points; photovoltaic panels on south facing slopes will be implemented and a travel plan will be secured via S106 agreement which will seek to include bus and bike vouchers (to include the potential to obtain an electric bike).
- 4.9 Given the comments about additional planting we have also increased the amount of landscaping proposed on the site, including the provision of a hedge on the southern boundary.

6.0 **CONCLUSION**

- 6.1 One of the key objectives of the engagement and consultation strategy for the proposed residential development at land south of Badminton Road, Old Sodbury, was to ascertain the concerns and issues the local community might have had with the emerging proposals. It also ensures that there have been sufficient opportunities for individuals, key stakeholders, and community groups to comment on the emerging proposals, and, if they wanted to, help shape the emerging proposals.
- 6.2 As a result of the feedback from the pre-application engagement, including public consultation and advice received from South Gloucestershire Council during the pre-application process, amendments have been made to the proposals and the scheme submitted with the planning application incorporates changes, where possible, as a result of the comments received.
- 6.3 The consultation website and connected presentation and Q&A was a practical way of reaching a broad range of people who could respond with a more pragmatic approach and, as a result, some positive views were identified and the needs of local individuals were presented in a more balanced way. The applicants consider that an online consultation process allowed more people access to the necessary information, particularly as due to COVID-19 restrictions it was not possible to attend a physical exhibition. The website allowed access to information at all times without restriction.
- 6.4 A significant number of website views were obtained which identified that a broad number of people were reached by the consultation exercise. The applicants have sought to address the comments received in the finalised plans for the site as described.
- 6.5 Consequently, it is proposed that a robust and comprehensive engagement and consultation process has been undertaken as required by South Gloucestershire Council's Statement of Community Involvement (2015).

APPENDIX A
PRE-APPLICATION SUBMISSION FEBRUARY 2019



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South Gloucestershire Council
Planning
PO Box 1954
Bristol
BS37 0DD

Our Ref: 477/A3/CC/MK
Date: 13th February 2019

Dear Sir / Madam,

REQUEST FOR PRE-APPLICATION ADVICE FOR PROPOSED RESIDENTIAL DEVELOPMENT OF UP TO 28 DWELLINGS, ACCESS, PUBLIC OPEN SPACE, ACCESS AND ANCILLARY WORKS

LAND SOUTH OF BADMINTON ROAD, OLD SODBURY

On behalf of Clifton Homes, Grass Roots Planning Ltd have been instructed to prepare and submit a pre-application for a proposed residential development of up to 28 dwellings, public open space, access and ancillary works, at land south of Badminton Road, Old Sodbury (the site).

A site location plan (Appendix A) and emerging masterplan (Appendix B) is enclosed with this letter.

The Application Site and Surrounding Area

The site lies to the west of the centre of Old Sodbury and is bound by a railway line to the south (albeit this significantly drops away in level into a deep cutting), Badminton Road to the north, a transport yard to the east and a B&B to the west. The surrounding area comprises a mix of residential development and agricultural fields. The Frome Valley Walkway intersects the site.

The site is currently used for grazing, previously it has been used as a site compound for the nearby railway works to the cutting and embankment that lies to the south. As part of this the access was improved for use by large scale HGVs, cranes and contractors.

Old Sodbury has a number of local facilities and services, including a church, primary school, village hall, pub, small industrial area, service station which includes a small convenience store, and estate agents. The character of development generally comprises semi-detached and detached dwellings which are built in Cotswold stone and red clay tiles, exhibiting a traditional form.

The Proposed Development

The proposed development in relation to which we are seeking this pre-application advice for comprises up to 28 dwellings; access from Badminton Road; public open space; and ancillary works. An emerging masterplan is provided in Appendix B. This has sought to arrange development around a single primary route with small cul-de-sacs forming off this main access road, this is similar to existing built form found in Old Sodbury.

Dwellings are either short terraces, semi-detached or detached and will all be two storeys in height, with adequate off-street parking. There is a range of 1 to 4 bedroom properties proposed. Subject to the council's advice, dwellings will be traditional in form and will utilise traditional materials.

Sufficient parking / turning has been provided for within the site.

Planning Policy Status

The site lies outside of the settlement boundary of Old Sodbury but no other specific protective designations apply, such as the Green Belt designation, AONB (this lies to the north and east), Flood Zone, Conservation Area, SSSI, SAC, or otherwise. In addition, the site lies between two forms of existing development to the east and west; namely the transport yard and the hotel / B&B. There are two listed buildings opposite the site which are both Grade II. The Frome Walkway is considered to be an 'Active Travel Route' under PSP10 and a SNCI lies to the south-west of the site approximately 150m away (the River Frome).

Planning History

According to SGC's website, the site has not been subject to any planning applications. As set out the site was used as a construction compound connected to the railway for a significant period of time over the last 10 year, however we assume this was undertaken utilising permitted development rights.

Planning Policy Context

Core Strategy

SGC's adopted Core Strategy covers the plan period 2006 – 2027 and seeks to deliver a minimum of 28,355 dwellings under policy CS5. Policy CS15 seeks to distribute that development via strategic scale allocations in the north and east of Bristol; further allocations in Yate and Thornbury, and small site windfall allowance.

A cursory assessment of the relevant policies to any forthcoming application for residential development on this site would include the following:

- CS1 – High Quality Design
- CS2 – Green Infrastructure
- CS5 – Location of Development
- CS6 – Infrastructure and developer contributions
- CS8 – Improving Accessibility
- CS9 – Managing the Environment and Heritage
- CS15 – Distribution of Housing
- CS16 – Housing Density
- CS17 – Housing Diversity
- CS18 – Affordable Housing

Policies Sites and Places DPD

The Policies, Sites and Places DPD was adopted in November 2017 and relevant policies are the following:

- PSP1 – Local Distinctiveness
 - PSP2 – Landscape
 - PSP8 – Residential Amenity
 - PSP10 – Active Travel Routes
 - PSP11 – Transport Impact Management
 - PSP16 – Parking Standards
 - PSP17 – Heritage Assets and the Historic Environment
 - PSP19 – Wider Biodiversity
-

- PSP20 – Flood Risk, Surface Water and Watercourse Management

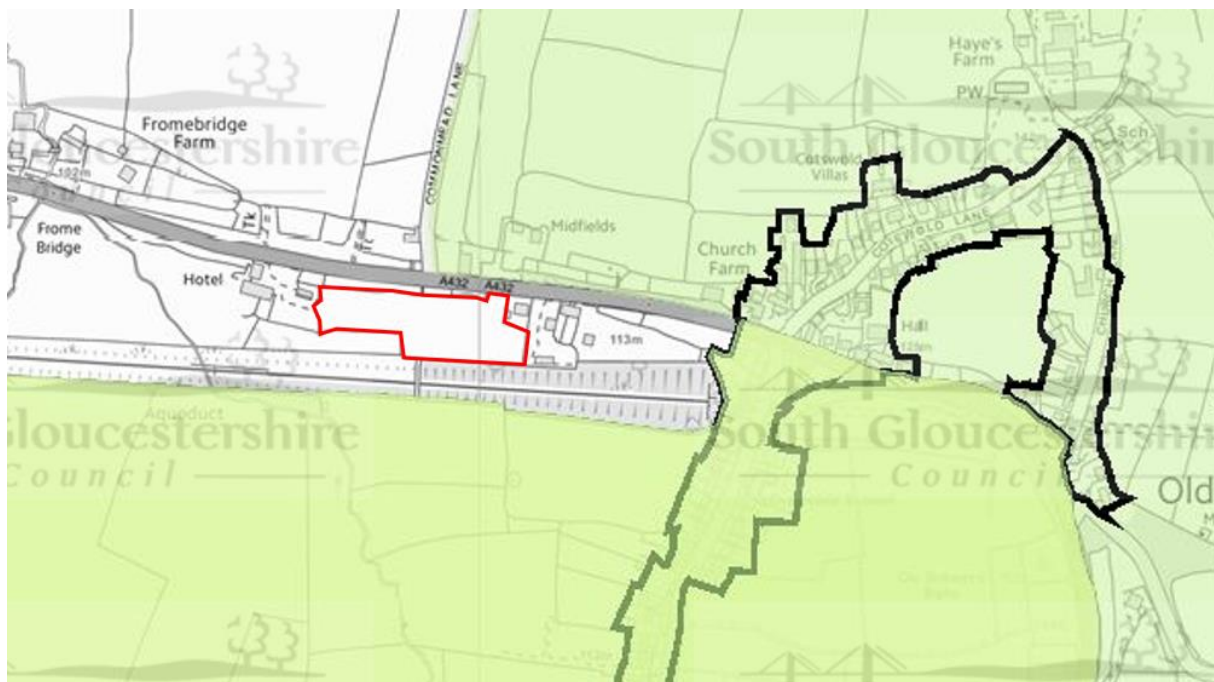
New Local Plan / JSP

In addition to this, SGC are currently preparing a new Local Plan which will follow on from the emerging West of England Joint Spatial Plan. The JSP will provide an overall housing figure (currently anticipated at 32,500 homes in SGC) and allocate strategic scale development locations. As part of this, it is anticipated that 1,300 homes will be delivered via non-strategic growth in South Gloucestershire, which the Council will allocate through the new Local Plan.

An Issues and Options Consultation was undertaken in February 2018 and a number of options were presented for the distribution of non-strategic growth. Old Sodbury was highlighted as a settlement for investigation within all three options published and therefore we assume that SGC will be looking to begin discussions with landowners soon to determine whether there are any opportunities for smaller-scale non-strategic development in this location.

We consider that the site south of Badminton Road is a suitable location for sustainable development and is an optimal option to pursue for non-strategic growth envisaged in the JSP.

In particular, when considering options for growth at Old Sodbury, the existing designations and constraints of the site means that the site at Badminton Road is the best opportunity for delivering this growth, as to the north and east lies the AONB; whereas to the south and west lies the Green Belt designation. This is shown below in an extract of the planning policy maps.



Five Year Housing Land Supply

SGC have recently claimed a five year housing land supply of 6.24 years in an early release of the Annual Monitoring Report (AMR) in December 2018. This is based on the new method of calculation which indicates that they are a 5% authority and bases this against the standard methodology which means that no shortfall can be taken into account. This is due to be tested at appeal over the coming months (Application Ref: 17/2006/O – Land at Gloucester Road, Thornbury) in which the Inspector is likely to ratify these figures and supply.

In light of this, SGC are no longer applying the tilted balance to proposals for residential development and instead the 'normal' planning balance is undertaken in relation to the assessment of planning applications for residential development.

Notwithstanding this the new methodology results in significant uplifts to the housing requirement for Bristol City, given the geographical constraints that apply to the city cross boundary work will require that unmet need arising from the city will need to be accommodated in adjacent authorities. It is our view that SGC needs to proactively address this issue now, which will include attempting to find new sustainable locations for housing growth now to ensure that they do not slip back into not being able to claim a five year housing land supply.

The Principle of Development

The site lies outside of the settlement boundary of Old Sodbury where the principle of development is normally restricted. However, the adjacent site is under construction for housing development and it will therefore be logical in due course that the settlement boundary be extended to include this, this will mean the pre-application site lies directly adjacent to the settlement boundary of Old Sodbury.

Policy CS5 seeks to deliver a minimum of 28,355 dwellings over the plan period and national planning policy requires authorities to significantly 'boost' the supply of housing and address issues of worsening affordability. Appeal decisions have confirmed that just because a site lies outside of a settlement boundary it is not automatically refused permission, as long as the land and proposals for it are sustainable.

The site lies in a sustainable location being in close proximity to everyday facilities and services which development can sustain and provide additional footfall to ensure they do not close due to falling usage. The service station which includes a small convenience store lies approximately 400m away from the centre of the site and the Church, Pub, Community hall and Primary school all lie within an easy walking distance of the site with pavements providing safe and secure access to them.

Additionally, to this there are two bus stops which lie 160m away on the north and south side of Badminton Road. These carry services including the 41, 85 and 620 to Yate, Old Sodbury, Malmesbury, and Bath City Centre.

Therefore, everyday facilities are all located within walking distance and new residents will be able to utilise non-car forms of transport in accordance with the requirements of the NPPF. Previous baseline work connected to the development plan identified that Old Sodbury represents a sustainable location for development and accordingly development here can be supported.

The site is not subject to any other restrictions or designations which preclude development in this location, such as the Green Belt or AONB. There is existing development to the east and west; a railway line to the south; and the A432 to the north. On the northern boundary of the site there are existing allotments. The site therefore constitutes infill development.

In light of the pressing need to deliver housing in South Gloucestershire, and the site's sustainable location, we consider that the principle of development is acceptable and the proposals can be supported by policy CS5 and CS15 of the SGC Core Strategy.

Affordable Housing

Policy CS18 requires 35% affordable housing to be provided on sites of 10 or more dwellings. The current masterplan is showing 28 dwellings; therefore this equates to 9.8 or 10 dwellings on this site. Policy compliant affordable housing will be provided on site and advice from the Council's Housing Enabling Officer would be appreciated with respect to type and tenure on site.

Highways and Access

Badminton Road is a two-way road with pavements on both sides. There is an existing access point into the site which has previously accommodated significant transport movements associated with rail works to the nearby cutting, when the site was used as a construction compound connected to these works.

Key Transport were instructed at an early stage to advise on suitable access solutions for the site.

A week's speed survey was undertaken commencing on 9th January 2019 at the proposed site access, recording vehicle speeds and flows in both directions. The recorded 85th percentile speeds were 40mph westbound and 36mph eastbound.

Therefore, the appropriate standard for any access design is Design Manual for Roads and Bridges, which for 40mph requires a 120m visibility distance in each direction from a setback of 2.4m.

The visibility plays were plotted onto the proposed access as shown on the enclosed plan (appendix C). In order to avoid third party land to the west, and an existing boundary wall to the right, it was necessary to move the kerbline out into the carriageway by some 670mm. This narrows the through lane in this location to some 6.8m, which is considered appropriate given that the road is within a 30mph speed limit through a village, and the narrowing might help in reducing vehicle speeds which are currently exceeding this limit.

If these proposals are implemented our highways consultants have determined that this provides adequate visibility plays to ensure safe and policy compliant access into the site is provided. Any forthcoming application would be supported by a Transport Statement.

Flood Risk and Drainage

The site lies within Flood Zone 1 and is therefore deemed to be at low risk of flooding; furthermore there are no surface water issues on the site. As the site is over 1 hectare so any application would be supported by a Flood Risk Assessment and preliminary drainage strategy. We do not foresee any overriding issues in relation to drainage which would preclude development in this location.

Noise / Vibration

We note SGC's validation requirements and SPGs which refer to noise and vibration assessments. As the site lies within proximity to the railway line (albeit engineering works means that the land drops away by a significant amount), with the A432 on the northern boundary, it is recommended that a noise and vibration assessment is undertaken. These assessments will make any necessary recommendations for mitigation and support for the proposals.

Given that the adjacent site would have been subject to the same issues arising from the railway and adjacent road, and was found to be acceptable, we currently envisage no noise issues which would preclude development in this location.

Landscape

The site does not lie within the AONB or any other specific protective designation; there are some short range views to the south. Any forthcoming application will therefore be supported by a Landscape and Visual Appraisal (LVA). We would welcome the landscape officer's initial thoughts on the proposals and a suggestion of viewpoints to be covered in an LVA.

Ecology

A phase 1 habitat survey was performed by Grass Roots Ecology in July 2018. The site represents a semi-improved field of limited ecological value with boundary features comprising occasional trees, some scrub and hedgerows.

Further visits were undertaken as part of reptile surveys of the field margins which confirmed absence.

In relation to other protected species, records are known for great crested newts corresponding to ponds located approximately 200m to the south and southwest of the application site. However, these ponds are separated from the application site by the River Frome and the railway line, both of which are considered to inhibit the dispersal

of amphibians. In terms of the likelihood of encountering this protected species within the application site, this is judged to be very low given the barriers to dispersal. Indeed, no amphibians were found beneath the artificial refugia distributed as part of the reptile survey.

A number of recommendations will be made within the forthcoming ecological impact assessment to ensure that there is no net loss for biodiversity, including measures to provide opportunities for a range of other faunal groups, such as bats and birds.

Any forthcoming application will be supported by a Phase 1 ecological assessment and the site-specific surveys. The ecology officer's views on the scope of surveys required would be appreciated.

Conclusion

In our view, the principle of development at land south of Badminton Road is supported by relevant policies of the Core Strategy and Policies, Sites and Places DPD and its sustainable location means there is no impediment to it being delivered for housing now. Given its scale and the applicants good working relationships with local development companies we consider that the site could be developed within 3 years of planning permission being granted.

The site could also come forward as an allocation for residential development at Old Sodbury as part of the need to deliver a minimum of 1,300 dwellings as non-strategic growth in the new Local Plan required by the JSP and we request that SGC consider this as an option within the next stage of the plan preparation.

We would also appreciate SGC's view on the following matters:

- Whether the principle and quantum of development is acceptable in this location;
- Whether the design solution / layout adopted for the site is acceptable;
- Advice on materials – i.e. traditional or contemporary;
- Advice on technical matters such as highways, ecology, landscape and flood risk / drainage;
- Confirmation of the scope of the outline application, which we consider should comprise the following:
 - Application Forms and Certificates;
 - Planning Statement;
 - Heritage Statement;
 - Design and Access Statement;
 - Landscape and Visual Appraisal;
 - Transport Statement;
 - Phase 1 Ecological Assessment and reptile surveys;
 - Flood Risk Assessment and Preliminary Drainage Strategy (Surface Water);
 - Noise / Vibration Assessment;
 - Affordable Housing Statement;
 - Energy / Sustainability Statement;
 - Draft S106 Heads of Terms;
 - Site Location Plan, Illustrative Masterplan.

Please let us know if any other documents or plans will be required.

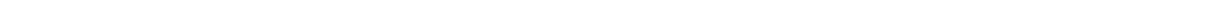
Should you require any other information, please do not hesitate to contact us; otherwise we look forward to receiving your pre-application response to this enquiry at your earliest convenience.

Yours sincerely



MATTHEW KENDRICK
Director

APPENDIX A
SITE LOCATION PLAN

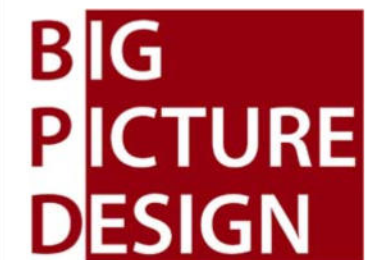
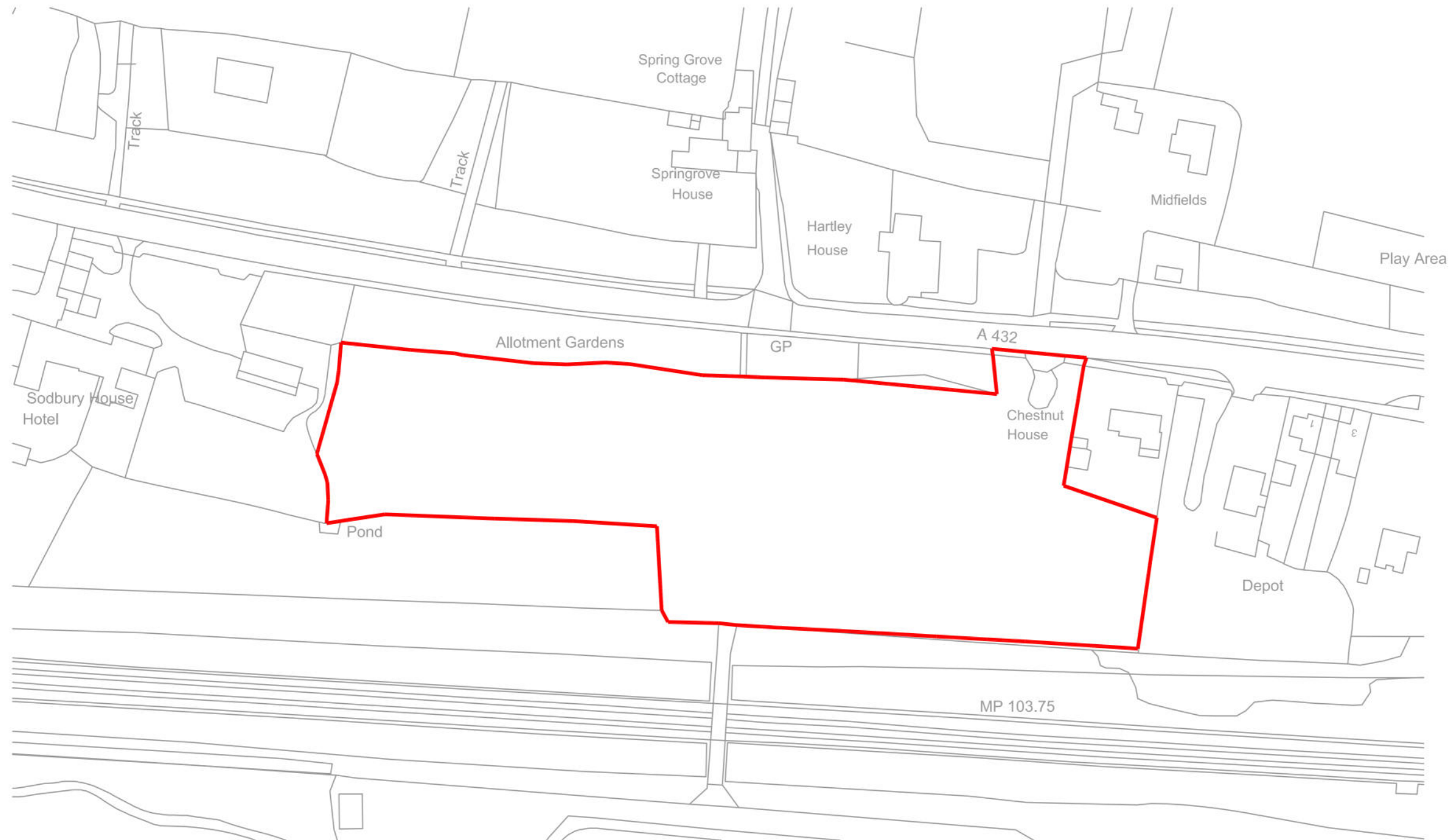




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Legend



CLIENT:
Clifton Homes

PROJECT:
Land off Badminton Road, Old Sodbury

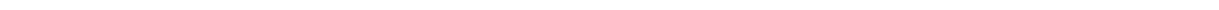
DRAWING TITLE:
Site Location Plan

SCALE: 1:1250@A3 **DATE:** 12/02/2019 **DRAWN:** JNM

DRAWING NUMBER: 13125/001 **REVISION:**



APPENDIX B
EMERGING MASTERPLAN





Additional notes:
1. Survey station values using GPS detail pole and double-window averaging. Level values adjusted with a total station.
2. Grid and datum relate to National Grid and OS datum Newlyn (OSTN15 and OSGM15) established using network RTK GPS (Leica Smartnet). Scaled to Scale factor = 1 centred on station D.
3. A 3D mesh of the ground surface is provided in a frozen layer of the DWG.
4. The adjacent highway, verges and footways were surveyed in outline only for visibility analysis, detail such as service covers and gullies were not surveyed.



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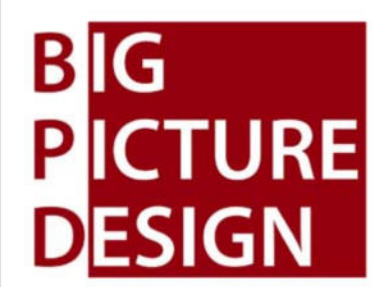
NORTH

Legend

- Site Boundary
- Indicative shared surface area
- Parking court/private drive
- Indicative existing tree/hedge planting
- Indicative proposed tree planting
- Indicative proposed front lawn/POS

13125/SK01- Old Sodbury, Schedule

Housetype	Number	Type	M2	Total m2	Sqft	Total sqft
Schedule						
A	7	2 bed house	68.5	479.5	737	5161
B	3	3 bed house	75	225	807	2422
C	8	3 bed house	95.5	764	1028	8224
D	5	4 bed house	138	690	1485	7427
E	1	4 bed house	141	141	1518	1518
F	1	3 bed house	105	105	1130	1130
G	2	4 bed house	111.5	223	1200	2400
Fog	1	1 bed flat	56	56	603	603
Total		28		2684		28885



CLIENT:
Clifton Homes

PROJECT:
Land off Badminton Road, Old Sodbury

DRAWING TITLE:
Sketch Site Layout

SCALE: 1:500@A2 DATE: 18/12/2018 DRAWN: JNM

DRAWING NUMBER: 13125/SK01 REVISION:

APPENDIX C
PROPOSED ACCESS PLAN



KEY TRANSPORT CONSULTANTS LTD
26 BERKELEY SQUARE
BRISTOL
BS8 1HP
Tel : 0117 920 9430
E-mail : info@key-transport.com

OLD SODBURY VISIBILITY AT ACCESS

1:500 @ A3
8271-OLD SODBURY

APPENDIX B
PRE-APPLICATION RESPONSE MARCH 2019

Matthew Kendrick
Grass Roots Planning
86-88 Colston Street
Bristol
BS1 5BB

Please ask David Stockdale
for: 01454 866622
Tel: PRE19/0180
Our ref: (Please quote at all times)

Your ref:
Date: 22nd March 2019

Dear Mr Kendrick

LOCATION: Land South Of Badminton Road Old Sodbury
DESCRIPTION: Proposed Erection of 28 Dwellings and Ancillary Works
REFERENCE NO: PRE19/0180

RE:

Further to your pre-application planning enquiry. I have had the opportunity of looking at the scheme. The enquiry asks for advice as to the suitability of erecting 28 new houses with associated works on land to the South of Badminton Road Old Sodbury, between the A432 and the railway.

Planning policies:

National Guidance

National Planning Policy Framework February 2019

National Planning Guidance

Development Plans

South Gloucestershire Local Plan Core Strategy Adopted December 2013

CS1	High Quality Design
CS2	Green Infrastructure
CS5	Location of Development
CS6	Infrastructure and Developer Contributions
CS7	Strategic Transport Infrastructure
CS8	Improving Accessibility
CS9	Managing the Environment and Heritage
CS16	Housing Density
CS17	Housing Diversity

CS18	Affordable Housing
CS19	Rural Housing Exception Sites
CS23	Community Infrastructure and Cultural Activity
CS24	Green Infrastructure, Sport and Recreation Standards
CS34	Rural Areas

South Gloucestershire Local Plan Policies Sites and Places Plan Adopted November 2017

PSP1	Local Distinctiveness
PSP2	Landscape
PSP3	Trees and Woodland
PSP6	Onsite Renewable and Low Carbon Energy
PSP8	Residential Amenity
PSP10	Active Travel Routes
PSP16	Parking Standards
PSP17	Heritage Assets and the Historic Environment
PSP19	Wider Biodiversity
PSP20	Flood Risk, Surface Water, and Watercourse Management
PSP21	Environmental Pollution and Impacts
PSP40	Residential Development in the Countryside
PSP43	Private Amenity Space Standards

Supplementary Planning Guidance

Trees on Development Sites SPG (Adopted) Nov. 2005.

South Gloucestershire Design Checklist (Adopted) 2007)

South Gloucestershire SPD: Residential Parking Standards (Adopted) 2013

Affordable Housing SPD (Adopted) Sept.2008.

Community Infrastructure Levy (CIL) & Section 106 Planning Obligations Guide SPD – (Adopted) March 2015

Waste Collection Guidance for new developments January 2015 SPD

Planning applications for this site:

There is no relevant planning history

Assessment of pre-application enquiry:

The details provided with this pre-application planning enquiry includes a planning statement, “emerging masterplan”,

Principle of Development

Growth Strategy

Policies relevant to an application outside the settlement, in this location boundary include adopted Core Strategy policies CS5 and CS34. Major residential growth in this location

could be considered to be in conflict with the growth strategy set out by CS5. The pre-app does not refer to adopted policy CS34.

Application Site and 5 Year Housing Supply

With effect from December 2018, in relation to maintaining a supply and delivery of housing under paragraph 73 of the NPPF, **the council is able to demonstrate a five year supply of housing**. The presumption in favour of sustainable development that should be applied for decision-making purposes is therefore paragraph 11(c) of the NPPF, this states that proposals that accord with an up-to-date development plan should be approved without delay. In other words, the ordinary planning balance should be applied, as set out in paragraph 47 of the NPPF.

As the council can demonstrate that overall there are sufficient sites available with planning permission in locations which are preferable on sustainability grounds, a speculative proposal of the nature and scale proposed your scheme may not be justified as providing an additional source of supply, when in conflict with adopted policy CS5 and other policies in the development plan.

Information on the confirmed housing supply and delivery position can be found in the Authority Monitoring Report Early Extract (21/12/2018) [here](#)

Sustainable Access

In considering the relative sustainability of the proposal, as it relates to Sustainable Access to key services and facilities, adopted policies CS8 and PSP11 carry great weight. Evidence to assist consideration of walking, cycling and public transport access from Old Sodbury is set out in the Sustainable Access Profile, available to view [here](#)

- There considered to be very limited walking and cycling access to key services and facilities (only public house, and petrol station with food convenience items) from Old Sodbury.
- In 2018 there was considered to be a minimum level (specified in PSP11) of public transport connectivity to Yate, which could assist mitigating the lack of walking and cycling sustainable access. However, I defer to transport DC and the case officer, to determine whether the available public transport connections (timing and frequency) could be considered sustainable to avoid a car dependent development, given the proposed scale of development in this location, and whether relevant bus stops can be safely and reasonably accessed from the development site.

As Old Sodbury as a place has potential to meet a minimal level of sustainable access required by PSP11, Old Sodbury was put forward as location for investigation for Non-Strategic Growth in the Local Plan Consultation Document, Feb 2018. However, limited weight should be attached to fact that Old Sodbury is being investigated, in determination of a current planning application, as the Local Plan is still at early (regulation 18) stage.

Drainage/Flood Risk (Comments received from the Lead Local Flood Authority)

Our comments at this stage would be that to support any future planning applications and satisfy our requirements as Lead Local Flood Authority (LLFA) a Flood Risk Assessment (FRA) and Surface Water Drainage Strategy will need to be submitted, these will need to include information which clearly describes pre and post development conditions including flood risk appraisal at the site and its vicinity and any existing drainage arrangements.

The FRA should also provide an assessment on how flood risk from a range of potential sources may or may not affect the development proposals, provide details on how surface water from the development will drain based on sustainable principles and without increasing flood risk elsewhere. As the site is within close proximity of Network rail land we would recommend that they are also consulted. In addition for information only an indication on the proposed foul drainage design should be provided.

It should be noted that any existing land drainage features will need to be retained on site.

Some general comments/observations we would have at this stage regarding the proposal are as follows;

- We would expect to see infiltration/percolation test results within the Flood Risk Assessment (FRA). This is in line with the requirements of Building Regulations and the surface water discharge hierarchy. Any departures from the hierarchy need to be justified and supported by evidence to ensure best practice and sustainable development.
- Surface water disposal should aim to follow the Sustainable Drainage (SuDS) hierarchy as high up as is reasonably practicable.
- Confirmation as to whether any existing hydrological features on the site will be utilised as part of the proposed drainage system and/or how any of them would be affected by the proposed development.
- Drainage design should reflect no flooding on site in 1 in 30 year storm events; and no flooding of buildings or off site in 1 in 100 year plus 30% climate change allowance. Any flows of 100 year events or over must be contained on site and flood exceedance routes must be identified by the submission of an appropriate plan.
- Where surface water disposal seeks to utilise any existing drainage infrastructure, we would expect to see the discharge rate for the development limited to the Greenfield Qbar rate or any approved rate by the sewage undertaker if one is available. We would also require evidence of an agreement for the proposed connections along with a survey proving the condition and capacity of that system and a positive outfall identification.

- Additionally, any existing drainage networks to be utilised including any attenuation ponds or basins will be required to be surveyed to show that there is sufficient capacity to accommodate any proposed discharge volumes including an allowance for a freeboard where applicable.
- Information on current ownership and maintenance along with details of the future maintenance regime in relation to any attenuation features such as ponds or basins and any existing surface water network must also be provided.

For additional information on our requirements please visit our website <http://www.southglos.gov.uk/environment/drainage-and-flood-risk-management/planning-development-related-drainage/>

Heritage Issues

The application site falls within the setting of the Grade II Listed Hartley House. In the determining planning applications, the council will give considerable importance and weight to the desirability of preserving the setting of listed buildings when carrying out the balancing exercise.

Applications affecting heritage assets or their settings will, in most cases, require the submission of a Heritage Statement under the Local Requirements for Planning Applications.

Development proposals involving or affecting heritage assets should demonstrate:

- the significance of the heritage asset(s) affected;
- the impact of the proposal on the significance of the heritage asset(s) and their setting(s); and
- how the development will protect, enhance or better reveal the significance of the heritage asset(s) and their setting(s).
- The level of detail should be proportionate to the significance of the heritage asset(s) affected and the nature of the works.

New development within the setting of designated or non-designated heritage assets should ensure that their setting is not compromised. New developments should preserve positive settings, and enhance settings which are poor.

This should be achieved through appropriate positioning, layout, design and landscaping.

Elements which are likely to contribute positively to the setting of heritage assets are:

- The historic arrangement and layout of buildings
- Attractive views in to, from and through sites
- The relative levels of enclosure or openness of a site
- The use of landscape features to frame or enhance buildings or as a method of screening poor quality structures.

- The type and quality of surface treatments and historic surfacing.
- Historic boundary treatments

The following comments have been received from the Conservation/Listed Building Officer:

Any perceived urbanisation of this site would result in a change in the setting of the listed building, the experience of which in its relatively prominent position within a rural landscape can be considered to make an important contribution to the setting and in turn significance of this former toll-house.

The site layout indicates the northern boundary will be screened. I would defer to the landscape officer on the value of the existing planting and any proposed reinforcement but it is an important design objective that the development is screened as much as possible. However, I can see that a number of plots have their rear gardens enclosed by this planting. From experience this is never a satisfactory arrangement with the result being the gradual taming and loss of hedge and erection of more formal domestic boundary treatment. What is proposed therefore represents a long-term threat of the objective of screening the development in a natural way. I would therefore advise that the design be amended to ensure this arrangement is avoided. There also appears to be some hard edges to the development – the southern boundary in particular. It is noted that post and wire fences are proposed but how effective this would be is questionable and so again a far more formal treatment would be expected.

The overall character of the development appears very suburban in character and dominated by the access roads/ turning heads. The open space also appear equally formal and out of character. I would of course defer to the Council's Urban Design Officer but I struggle to see how the layout can be considered to reflect with any conviction its rural context.

Ecology

Detailed comments have been received from the Council's Ecologist as set out below.

The National Planning Policy Framework 2019 states that “*The planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity wherever possible*”. It goes on to state that “*when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity*” and “*opportunities to incorporate biodiversity in and around developments should be encouraged*”.

The applicant will need to commission an ecological survey to establish the potential impacts on habitats and protected species that may be present. As protected species are a ‘material consideration’, South Gloucestershire Council cannot determine an application of this nature until all the survey, mitigation and compensation information is received. The

Council will also expect the applicant to include opportunities for biodiversity enhancement (e.g. bird nesting, bat roosting, pollinator homes, hedgehog houses and amphibian/reptile refugia).

Please note that information pertaining to the presence and location of badgers must be submitted as a report supplement and marked 'confidential'. Information regarding badgers will not be published as part of the planning process.

Please also note: late autumn and winter is not optimal for surveys for vegetation surveys and most resident protected species; the best which may be achieved will be scoping surveys which identify the likely presence of protected species and the further surveys required to determine mitigation. In most cases scoping surveys will not be sufficient to satisfy the ecological criteria for planning approval. You may wish to consider delaying or withdrawing an application pending completion of these surveys.

With regard to nearby sites designated for nature conservation, the ecological report should assess the impact of the proposals on nearby sites of nature conservation interest (SNCI), traditional orchards and ancient woodlands (both of which are Habitats of Principle Importance under the NERC Act 2006), and SSSIs.

The report should conform to the standard defined by BS 42020:2013 Biodiversity: Code of practice for planning and development standards. South Gloucestershire Council can refuse permission if the applicant does not provide adequate information on protected species, as it will be unable to meet the requirements of the NPPF or the Wildlife & Countryside Act 1981, the Conservation of Habitats & Species Regulations 2010 and South Gloucestershire Council's Local Plan (Policies, Sites and Places adopted November 2017) PSP3, 18 and 19.

The ecological survey must include sufficient surveys to establish species present as well as population sizes; information on exact roosting sites and flight lines for bats will be needed for sites where they are found to be present. The report must detail mitigation, compensation and enhancement measures (including landscape design or retention) in accordance with the NPPF and South Gloucestershire Council's Local Plan (Policies, Sites and Places adopted November 2017) PSP3, 18 and 19. An assessment and mitigation strategy for nesting birds should also be forthcoming.

As identified in NPPF and the Council's Core Strategy all developments should offer biodiversity enhancements. I would request that full details of the proposed biodiversity enhancements that should include consideration of enhancing - bat roosting, bird nesting, pollinators/invertebrate homes, hedgehog, reptile and amphibian refugia; and be incorporated with green infrastructure such as native hedgerows, hedgerow trees and other native planting in a detailed landscaping plan with a 5 year establishment plan and a subsequent 5 year management plan.

Any proposed external lighting should also be detailed - as the development should not increase sky illumination levels above existing and no additional illumination of boundary features or biodiversity enhancement features is acceptable to preserve nocturnal commuting and foraging by protected species and other wildlife. (DEFRA: "Artificial Light in the Environment" Policy Update December 2013 and other relevant wildlife legislation).

Recommendations

That all ecological information referred to by the covering letter is included within the application to include all of the above (where relevant)

Regarding my comments relating to great crested newt, while surveys may or may not be necessary, more information will need to be provided to ensure that no negative impact will come to this species.

Information relating to bats and how they will not be impacted by development should also be included.

The centre of the site appears to be a barren grazing pasture which could mean that significant ecological enhancement can be provided through development. It is recommended that a larger emphasis on green infrastructure is included within the scheme with ecological crossings across the centre of the site as well as around the boundaries. The development appears to involve the loss of high quality agricultural land and this would be a material consideration.

Design/Layout

The overall density is fairly low and there will be considerations of making the best use of the available land, versus responding to the context and character of the area, which appears to be low density. Properties are shown generally backing onto either the southern boundary of other gardens, with fairly good definition of the public realm. There appears to be a good range of property types shown (from a single 1-bedroom flat up to 4 bedroom houses) and a range of garden sizes.

One of the key features of the plan is the provision of POS around the centre of the site, incorporating the PROW. Again there will be a debate around the need to provide this area of open space, given the existing surrounding rural setting and the direct footpath which connects the site to the surrounding green areas. There would be numerous reasons to seek at least some on-site provision of open space but one downside could be on-going maintenance issues and who would be responsible for this space. Management companies can be setup to deal with these issues but they can load additional costs onto home-owners. The total area of vehicular access in this area seems to be high and the width of the overall vehicle access route shown could be narrowed, particularly for the section which serves plots 13 – 16.

There are various more details points to raise at this stage. Plot 1 is positioned very close to the existing rear garden boundary of the adjacent existing property to the east and very close to the existing mature tree. We should not rely on that tree as a screening feature given the changing nature of vegetation cover across the year and the possibility that this tree could be removed at any time.

The area to the fronts of plots 4 to 7 could be made more secure by simplifying the layout. The design of this area provides an awkward scattering of properties which each face different ways. There are a number of concerning side garden boundaries which are exposed and surrounded by either parking areas or access. The amount of land taken up by vehicle access is high, relative to the land provided for houses and their gardens. I would suggest that a row of properties which generally follow the building line of units 1 and 2 (possibly set back further though) would make far better use of land. Parking would be provided to the fronts of properties or to the sides in garage form. This would effectively secure most of the properties and allow larger rear gardens.

Plot 12, although allocated with a generous garden, will suffer from overlooking from the adjacent plots (8-11 and 13-16).

In general, if plans could be labelled with indicative parking numbers which relate to each property, that would make it easier to understand which spaces relate to which properties. The area around units 13 and 14 could be made more legible in terms of a more direct relationship to parking.

Again, the area of vehicle access to the front of plots 21-23 is excessive. Unit 23 could be moved further forwards to step away from the existing tree and to provide a larger garden. Providing sufficient parking in that area needs to be considered, making sure that each small space is considered. People tend to seek to park anywhere where it is possible given the right conditions so it is better to design in usable parking and restrict potential parking in other areas.

Given the proximity of the site to the existing settlement, I would be seeking some kind of character and contextual analysis to be submitted with any application, to inform the design. Key elements to pick up and analyse would include the local use of materials (including public realm) boundary treatments, property forms, fenestration, position of built forms within plots, landscaping elements etc.

Affordable Housing

Based on a scheme of 28 homes this will generate an affordable housing requirement of 35% i.e. 10 affordable homes. A tenure split of 73% Social Rent and 27% shared ownership must be provided i.e. 7 social rent homes and 3 shared ownership homes providing a range of houstypes to meet identified housing need (Wider Bristol SHMA as set out in the below tables:

There will also be a 8% wheelchair requirement i.e. 1 wheelchair home. Please note that other affordable housing requirements must be met in terms of development standards and clustering requirements.

Social Rent Tenure

Percentage	No.of housetypes	Type	Min Size m ²
15%	1	1 bed 2 person flats	50
15%	1	2 bed 4 person flats	70
28%	2	2 bed 4 person houses	79
34%	2	3 bed 5 person houses 2 storey	93
8%	1	4 bed 6 person houses 2 storey	106

Shared Ownership Tenure

Percentage	No. of housetypes	Type	Min Size m ²
8%	0	1 bed 2 person flats	50
16%	0	2 bed 4 person flats	70
35%	2	2 bed 4 person houses	79
41%	1	3 bed 5 person houses 2 storey	93
0%	0	4 bed 6 person houses 2 storey	106

Highways/Transportation

Sustainability - The site is located outside of the settlement boundary of Oldsobury where the principle of development is normally restricted. Old Sodbury has [some limited] walking and cycling access to local educational facilities, including two Primary Schools within two miles and two Secondary Schools within 3 miles. There is limited bus service passing the site and bus stops exists within acceptable walking distance of the site. However, the route to some of these involves crossing a busy and fast road and there is inadequate pedestrian crossing.

Community facilities within the settlement are limited to two public houses within a 1200m walking and cycling distance. There is a service station which includes a small convenience store within 800m of the site but due the relatively small range of food items it sell cannot be considered to assist in meeting everyday food needs. However, there is no cycling or walking access to a dedicated community centre, post office, wider retail

facilities or larger food stores. There are also no major employers or safeguarded employment areas within a 2km walk or cycle.

Given its relative rural location and being well away from many of facilities which are likely to be required for day today uses, we consider that the new residential development at this location would wholly car-dependent. It is not therefore considered that the proposal is in accord with the requirements of Policy PSP11 of the adopted South Gloucestershire Local Plan: Policies, Sites and Places document in terms of its location to necessary facilities and access by all modes.

Highway, Access and Road Safety - Due to relatively high speed on the main road and due to existing road alignment, provision of suitable access with appropriate visibility splays seems problematic - it is noted that the proposal includes the applicant's suggestion to alter the existing kerbline out into the carriageway which would result in narrowing the existing road on the approach to the new access. Reducing the width of this strategic road (i.e. part of The A432 a principal classified road where vehicular speeds can be high is unlikely to be supported by the Highway Authority. Lack of suitable crossing facility along this section of highway is a real issue given the nature of the development proposed. I consider that the relatively high vehicular speeds at this location to be a significant 'barrier' to safe crossing particularly by more vulnerable road users such pedestrians and cyclists.

Having checked the accidents records at this location, it is noted that there are a number of 'Injury Recorded Accidents' along this stretch of highway network. If the applicant is to submit a planning application for development on this site then, he is expected that full details of the existing accidents and analysis of these are submitted for consideration.

After due consideration of the scale and location of this development proposal – and if the applicant is seeking to submit a planning application for this then, we consider that it is particularly important to ensure that safe access to the development is provided without endangering the safe operation of the existing highway network as well as those future users of the proposed development. This follows the requirements of Policy CS8 of the South Gloucestershire Local Plan Core Strategy.

To this end, we would wish to see any planning application of this site supported ideally by a 'Transport Assessment' including but not necessarily limited to, the following information:

- a. A full assessment of access to the site by all modes of transport.
- b. A full forecast of the number of vehicular movements associated with the site together with an assessment of the potential impact on the local highway network and its junctions.

c. A demonstration the manner in which these traffic movements will affect the local highway network and how any impacts will be mitigated. If mitigation is required, then full details of this must be supplied.

d. Full details of the proposed site access arrangements for vehicles, cyclists and pedestrians.

e. Full details of proposals to serve this site by public transport.

f. Full details of the travel planning and sustainable transport measures to be adopted to minimise vehicular the demand arising from this development.

g. Full details of the proposed parking provision for this development. This must accord with policy PSP16 of the Council's [minimum] Residential Parking Standards.

h. A full assessment of the arrangements to allow refuse to be collected from the site. There would be a requirement for the provision of suitable turning space to allow service vehicles to turn round on-site before joining the adjacent highway network. In which case, Auto-track details are likely to be required to demonstrate this can be successfully accomplished.

i. The detail of all new on-site highways and any off-site amendments, especially if it is intended that they be adopted. All highways which are to be adopted must be the subject of approval by the Council and must also be subject to appropriate safety audit procedures. We would also seek information on

1. sufficiency and quality of the existing walking and cycling routes as well as the existing crossing points to and from the site to key local facilities needs to be audited to establish if there are barriers to access for future residents.

2. Facilities at the local bus stops should be audited and be improved if necessary to provide high quality facilities as indicated in the NPPF. Additionally we may seek a '**Stage 1 Road Safety Audit**' report on this. This will be a decision for the Transport Case officer once the application has been submitted.

Other Matters

Local Plan - Call for Sites and Site Assessment

In your enquiry letter you requested information regarding the "Call for Sites" process/procedures.

For the site to considered for Non-Strategic Growth in the new Local Plan and assessed through the councils Housing Economic Land Availability Assessment (HELAA), the promoter of the site should contact the Planning Policy team

(planning.policy@southglos.gov.uk) to discuss submitting a Call for Site Form, Site Plan and any supporting information.

Conclusion/Recommendation:

For the reasons set out above, it is strongly recommended that you do not proceed with this application as the proposal is contrary to the locational strategy set out in the Development Plan and represents an unsustainable form of development. As a result the submission of an application would result in an officer recommendation of refusal. You may wish however to pursue the matter through the “Call to Sites” process as set out above.

I hope this has been helpful. Please accept this is an informal Officer opinion and not binding on the Council. Any formal application would be subject to public consultation, and representations received must be taken into account.

Yours sincerely

David Stockdale
Principal Planning Officer

APPENDIX C
LETTER TO RESIDENTS



Grass Roots Planning Ltd

Unit 106

86-88 Colston Street

Bristol

BS1 5BB

t: 01179 300413

e: matthew@grassroots-planning.co.uk

w: www.grassroots-planning.co.uk

The Occupier

Ref: 477/A5/MJK/CC

Date: 26th January 2021

Dear ,

PUBLIC CONSULTATION IN RESPECT OF DEVELOPMENT PROPOSALS FOR LAND SOUTH OF BADMINTON ROAD, OLD SODBURY

On behalf of Redcliffe Homes, Grass Roots Planning write to inform you of a public consultation process being held in respect to development proposals for housing (36 dwellings) and community infrastructure at the above site. As local residents who live in close proximity to the site we felt it important to contact you and provide you with an opportunity to discuss the forthcoming proposals with us, as your comments are important.

We have published a website which provides details of our consultation including site information, technical information regarding highways and flood risk, our emerging masterplan proposals, and how to get involved in the process.

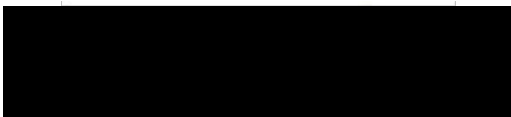
The website is live and you will be able to find it via the following address: www.oldsodbury-redcliffehomes.co.uk. Comments can be made via the website or via email / letters to the above address; these will be accepted until the **18th February 2021**.

We will also be shortly discussing with the Town Council the possibility of a live presentation occurring over the next two weeks; we will update the website to inform residents of when this will be in due course, and if you email us we will add you to the mailing list to keep you informed.

If you struggle to use, or do not have access to the internet, please let us know via telephone and we will endeavour to issue a hard copy pack of the information on the website and a paper questionnaire for you to fill out. Please note, due to the pandemic we are not currently in the office but if you call the landline our mobile numbers are given out there for you to contact us.

We hope the above is self-explanatory, but if you wish to discuss the proposals in any way, or require any clarification, please do not hesitate to contact us. Otherwise, we look forward to receiving your comments by the 18th February.

Yours faithfully



MATTHEW KENDRICK

Directo

APPENDIX D

WEBSITE DETAILS

Land south of Badminton Road, Old Sodbury

Public Consultation
26th January - 18th February 2021

ENTER

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[Privacy Policy](#)



Introduction

Overview

Welcome to our public consultation for **land south of Badminton Road, Old Sodbury**. We want to share our emerging plans for this site with you, understand what issues are important to the community, and get feedback on our proposals for the area.

Find out more details about how to submit your comments on the '**Have your Say**' page.

[HAVE YOUR SAY](#) >

Background to Redcliffe Homes

Redcliffe Homes is an independent house building company, creating desirable homes in the most sought after locations throughout the South West.

We are based in the High Street of nearby Chipping Sodbury and are therefore very aware of the local context and individuality of homes in this area, including within Old Sodbury.

We are passionate about good design and quality of our homes. We are proud, not only to create stunning developments in wonderful locations, but also homes that integrate with the rest of the community where individuals are proud to belong.



Planning Context

The Site and Surrounding Area

The site lies to the west of the centre of Old Sodbury and is bound by a railway line to the south (albeit this significantly drops away in level into a deep cutting), Badminton Road to the north, a transport yard to the east and a B&B to the west. The surrounding area comprises a mix of residential development and agricultural fields. The Frome Valley Walkway intersects the site.

The site is currently used for grazing; previously it has been used as a site compound for the nearby railway works to the cutting and embankment that lies to the south. As part of this the access was improved for use by large scale HGVs, cranes and contractors.

Considering the rural context, Old Sodbury has a number of everyday facilities and services, including a service station (including convenience store), church, pub, community hall, primary school and nursery, all of which lie within walking distance of the site with pavements providing safe, convenient and secure access to all of them. We consider Old Sodbury to be a thriving village community and new homes in this location will help it continue to be this way.

In addition to this, there are two bus stops which lie 160m away on the north and south side of Badminton Road. These carry services including the 41, 85 and 620 to Yate, Old Sodbury, Malmesbury, and Bath City Centre.

We therefore consider that Old Sodbury is capable of accommodating some small-scale development to ensure that the existing facilities in the village are supported and maintained.

Planning Policy Context

There is a pressing need to deliver housing across England, as acknowledged by all political parties across the spectrum. We see Old Sodbury as a great opportunity for some new, small-scale growth which is of high quality design and build.

The site lies within South Gloucestershire Council's boundaries; the Council has acknowledged that whilst they believe they can demonstrate a five-year supply of housing land, this is marginal. Their Core Strategy is also more than five years old and as such, policies which control the location and supply of housing should be given less weight when deciding whether to approve applications for new housing or not.

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Masterplan



Key



Application boundary



Adoptable Highway (see Engineers details)



Adoptable Footpath (see Engineers details)



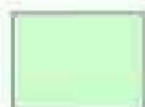
Fire Appliance Standing Area



Private Path



Private Drive



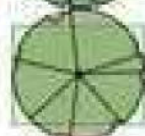
Private Front gardens



Public Verge/Landscape



Existing Trees (see Landscape Architects details)



Proposed Trees (see Landscape Architects details)



Removed Trees



Removed Vegetation



Attenuation pond (see Engineers details)



Rear gate



Public bench



Affordable Housing - Rented



Affordable Housing - Shared Ownership



Refuse and Recycling Bins



Storage Shed



Bin Collection Point



Plot Number / Parking Number / Visitor Parking



PROW Route

The masterplan envisages a development of 36 homes with front and rear gardens and allocated parking spaces or garages, public open space, drainage (the attenuation pond shown in the south-west of the site) and landscaping.

The development will be accessed from the A432 (Badminton Road); the layout has sought to arrange development around a single primary route with small cul-de-sacs forming off this main access road, which is similar to existing built form found in Old Sodbury. Where possible, road widths have been reduced to reflect the more rural nature of the area. 96 car parking spaces have been provided on the site; this comprises 5 visitor spaces, 73 driveway spaces and 18 garage spaces. This will ensure that residents have sufficient off-street parking space.

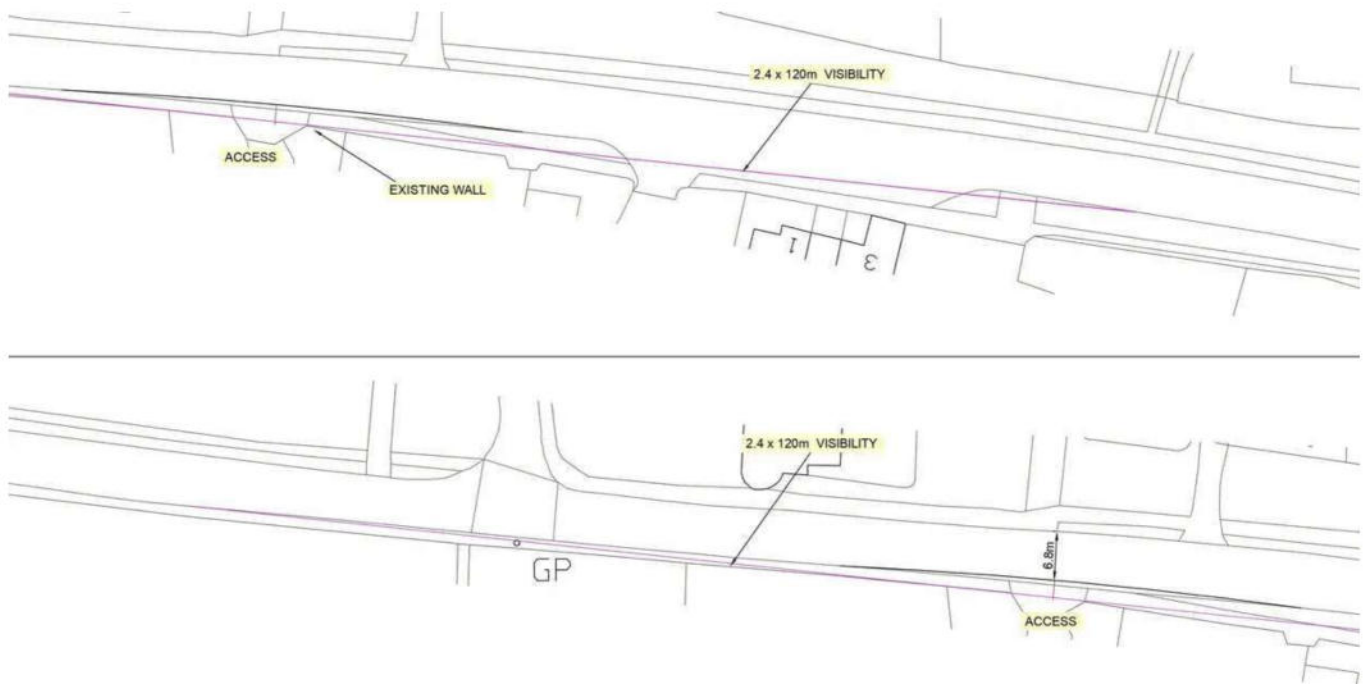
Dwellings are either in short terraces, semi-detached or detached properties and will all be two storeys in height. There is a range of 1 to 4 bedroom homes proposed. The homes proposed would be traditional in character and utilise traditional materials, such as Cotswold stone and red clay tiles. Examples of previous Redcliffe Homes developments are shown at the bottom of the page.

Of the 36 dwellings, 13 will be affordable, the majority of which will be rented via a Registered Social Provider, with a proportion shared ownership, aimed at first time buyers.

A landscape buffer strip has been provided all the way around the southern, western and northern boundaries of the site to allow for maintenance; this would be managed by Redcliffe Homes via a private management company.

The Frome Valley Walkway which intersects the site will be retained and enhanced through resurfacing into a formal path and increased natural surveillance for walkers and cyclists.

Highways and Access



Badminton Road is a two-way road with pavements on both sides. There is an existing access point into the site which has previously accommodated significant transport movements associated with rail works to the nearby cutting, when the site was used as a construction compound connected to these works.

A speed survey of Badminton Road has been undertaken which recorded vehicle speeds and flows in both directions. The recorded 85th percentile speeds were 40mph westbound and 36mph eastbound.

The access has therefore been designed on this basis and ensures there is sufficient visibility for drivers exiting the site who will be able to see cars coming towards them from a safe distance.

Redcliffe Homes suggested that some traffic calming measures could be implemented along the A432 Badminton Road to help reduce speeds in this area to the legal limit. Officers at the Council were not keen on this suggestion as part of pre-application discussion but we would be interested in the local community's views on whether they would like to see a formal crossing put in, which can be designed and delivered by Redcliffe Homes.

Lastly, as can be seen on the masterplan, 96 car parking spaces have been provided on the site; this comprises 5 visitor spaces, 73 driveway spaces and 18 garage spaces. This will ensure that residents have sufficient off-street parking space.

Flood Risk & Drainage



The site lies within Flood Zone 1 and is therefore at a low risk from flooding. Extensive work has been undertaken to ensure that adequate surface drainage strategy can be adopted for the site.

As such, an attenuation pond has been proposed in the south-western corner of the site which will then discharge to the west to the River Frome. The level of water running off the site must, and will be restricted to greenfield levels (i.e. the pre-development rate), plus an allowance for climate change.



Benefits of the Proposals

If the development receives planning permission, there are a number of wide-ranging benefits that would be delivered. This includes the following:

- Provision of market housing to meet need in South Gloucestershire;
- Provision of affordable homes to meet need in Old Sodbury - this will comprise a mix of affordable rent and shared ownership properties;
- Opportunities for two self-builders to build their own home on site;
- Re-surfacing of the existing Frome Valley walkway to create a formal path;
- The proposals would be built out by Redcliffe Homes, a local housebuilder based in Chipping Sodbury who pride themselves on good quality design and build;
- Sustain existing facilities through the provision of new housing;
- Provision of a formal crossing across Badminton Road to allow pedestrians / cyclists to cross more safely and slow traffic speeds;
- Providing jobs during construction to help sustain the economy; and
- Provision of Community Infrastructure Levy (CIL) payments of circa £270,000, of which 25% will go directly to the Parish Council to support their projects and aspirations, with the rest going to the South Gloucestershire to fund infrastructure such as roads, education, medical and sport / recreation facilities.

Have Your Say: 26th January - 18th February 2021

Please fill in our online survey:

Name*

Email*

Do you consider housing is required in this location?

What are your thoughts on the proposed design of the development?

Is there any infrastructure which the development could potentially help fund?

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

Thank you for taking your time to read our proposals for Old Sodbury.

Your views are important and we hope that you will positively engage with us to help shape the proposals that we believe could be a sustainable extension to the existing village.

Please fill out the questionnaire to the left, or if you would prefer, contact us on the details below.

If you are aware of anyone that struggles to use the internet, please let us know and we will issue hard copies of the information available on this site as well as a paper questionnaire.

Grass Roots Planning - Lead Consultant

86-88 Colston Street, Bristol, BS1 5BB

T: 01179300413

E: enquiries@grassroots-planning.co.uk

An online meeting is taking place on the **3rd February**, from **7pm**. If you would like to join, please click on the link below at the time. Please use a laptop to access the online web version of Microsoft Teams; you do not need to download the app.

https://teams.microsoft.com/l/meetup-join/19%3ameeting_ZWZIOGJIYWQtNDk2Zi00ZjU5LTgyNjQtNzc3MGI0NmY4MGQ1%40thread.v2/0?context=%7b%22Tid%22%3a%22d8f71de7-ad99-4fa9-8226-88a89f7e49ac%22%2c%22Oid%22%3a%229a9e1fb8-712e-488d-bafe-7393c805c456%22%7d

APPENDIX E
CONSULTATION RESPONSES RECEIVED

Name

Julie moreton

Email

Do you consider housing is required in this location?

I think there are plenty of run down and empty properties that could be used instead

What are your thoughts on the proposed design of the development?

I think it's a bad idea and killing off village life

Is there any infrastructure which the development could potentially help fund?

No

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

This is something the council should have done along time ago

What sort of landscaping would you like to see as part of the Public Open Space?

I think you should leave it alone and natural like it already is

Do you have any other comments on the emerging proposals?

There is no need to take away more of the lovely green fields as there are many places that could be reused rather than Destroying the lovely village views and the slowly diminishing country side

Name

Ben Pruden

Email

Do you consider housing is required in this location?

Yes

What are your thoughts on the proposed design of the development?

I believe the designs are sensitive to the local area and make excellent use of a degraded parcel of land.

Is there any infrastructure which the development could potentially help fund?

Traffic calming measures and/or a pedestrian crossing would add significant value to the village. As a popular through route for cyclists amenities to suit this cohort would also be advantageous.

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

This is an excellent idea and would add significantly to the village. As your pages highlight, traffic regularly speeds through the village and any steps to improve this are very welcomed.

What sort of landscaping would you like to see as part of the Public Open Space?

Planting of native species in keeping with the local environment would be welcomed.

Do you have any other comments on the emerging proposals?

I believe developments of this nature have the potential to hugely improve the village and its amenities and may even encourage the permanent placement of a shop/cafe for example.

Name

Dr Pietro Grandesso

Email

Do you consider housing is required in this location?

Absolutely NOT

What are your thoughts on the proposed design of the development?

Traffic. The impact on the local traffic will be unsustainable. The main road is already very dangerous as it is. Local transport is insufficient and there are no local shops to support the growth.

Massing. Too many houses in a very small area. they will not be in line with the local village way of living and will have too many people living in a small area and close to the main road and main railway line (London Paddington - Bristol Parkway)

Is there any infrastructure which the development could potentially help fund?

A Tunnel to be build under the main road (?)

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

They will still be insufficient for the local residents because 36 houses with residents and cars will have too many vehicles and people using the main road

What sort of landscaping would you like to see as part of the Public Open Space?

Green area with trees and walking paths for pedestrians with their pets

Do you have any other comments on the emerging proposals?

Why has this plan been submitted now? Why 36 dwellings and not only 10

spaced and smaller ones? Do you know that a lot of local residents walk their dogs using the public footpath and go over the railway bridge? have you considered that the local residents are having enough problem with the heavy traffic on the main road and would like to enjoy the local village life?

Name

Philip van Bergen

Email

Do you consider housing is required in this location?

I do. We desperately need housing for the children of residents, who can't afford to remain in the village, but we don't want 2nd homes. Local housing for locals.

What are your thoughts on the proposed design of the development?

No problem.

Is there any infrastructure which the development could potentially help fund?

Pedestrian crossings. A roundabout at Church Rd and Chapel Lane. This would act as both a safe access and slow the traffic on the main road.

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

See above.

Name

Stephen Spooner

Email

Do you consider housing is required in this location?

Due to the need for housing across South Glos it is appropriate that all towns and villages accept the need for some new homes. The piece of land identified has certain advantages in that it has easy access to the A432 and could be built upon in a way that minimises impact on current residents. Key considerations for any development in a rural community is how it will fit with the existing village, what facilities exist and transport links. What is proposed for this piece of land does not adequately address these issues.

What are your thoughts on the proposed design of the development?

The design is inappropriate for the location, establishing a housing estate on the edge of a village. There are only a 122 homes in Old Sodbury, according to the South Glos local plan, so this development represents a 30% increase, which is disproportionate.

The layout of the development, not only being too many houses of a style which does not fit in with the history and character of the village, also is very inconsiderate of the immediate neighbour in Chestnut House. As a local company Redcliffe Homes need to put forward a proposal which is sympathetic to both existing residents and the existing character.

Any new development needs to be in a location that is within walking or cycling distance of local amenities. This site is not within the recommended distance to a convenience store (the shop at the garage cannot be classified as a convenience store based on the range of items sold). There is no safe crossing place from this site to the north side of the A432 and there is no safe cycling route to Chipping Sodbury.

Is there any infrastructure which the development could potentially help fund?

Not unless there is a proposal for a dedicated cycle lane to Chipping Sodbury or a local shop (if somebody was prepared to run it).

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

I'd be interested to hear what Redcliffe Homes propose for a busy A road that carries a lot of HGVs, and what the views of South Glos council would be to any proposals.

What sort of landscaping would you like to see as part of the Public Open Space?

There needs to be less houses and more open space.

Do you have any other comments on the emerging proposals?

The proposal is not acceptable in its current form and needs to be widely discussed with local residents to shape it into some that current villagers would deem appropriate.

Name

philip rumney

Email

Do you consider housing is required in this location?

No ,The village has no shops ,post office ,the village school is full and the main road access to the site is dangerous with no safe crossings and very heavy traffic .There is poor public transport and these houses will just add to the traffic problems .It is also ribbon development away from the village and creeping up on Chipping Sodbury

What are your thoughts on the proposed design of the development?

You have been able to squeeze as many houses as possible into the site .If people want to live in a rural setting they want decant gardens and not a main railway line one side of them and a very busy main road the other

Is there any infrastructure which the development could potentially help fund?

Village Hall extension as it is the only community building in the village

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

I dont know how they can reduce traffic .the A432 is the link between the industrial /warehouses and thousands of homes in Yate to the M4 and is greatly over loaded .getting in and out of the site will be a major problem unless a

roundabout is made .(it would have to be a big one because of the size of the trucks using the road)

What sort of landscaping would you like to see as part of the Public Open Space?

Left as an open field !

Do you have any other comments on the emerging proposals?

As some one who has lived in Old Sodbury for over 50 years this development that increases the number of houses in the village by 25% is not needed and in the wrong place

Device

desktop

Language

en-GB

Submitted from

Have your say

Name

Joan harris

Email

Do you consider housing is required in this location?

Maybe houses are needed everywhere, but first I think you need to make sure that the road, which is already at full capacity because of neighbouring developments, has the traffic re-directed. It would obviously be a better idea if the new road from the motorway was in development before your plans come to fruition.

What are your thoughts on the proposed design of the development?

My thoughts are that there are too many, close together, to integrate into this village. Seeing the plans one has to wonder how emergency vehicles would gain access when there will obviously be many cars parked on the roads there. To say that the houses have parking spaces seems to have little foresight as most houses have 2 or more vehicles at their disposal

Is there any infrastructure which the development could potentially help fund?

The road system

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

Absolutely but re-direction would be ultimately better

What sort of landscaping would you like to see as part of the Public Open Space?

I don't believe that this question is relevant at this stage

Do you have any other comments on the emerging proposals?

No

Name

Clare Baldock

Email**Do you consider housing is required in this location?**

New housing has been built in the Chipping Sodbury and Yate area in considerable numbers over recent years, so I consider this development in Old Sodbury inevitable, rather than required.

What are your thoughts on the proposed design of the development?

The proposed design looks reasonably in keeping with the area, but it is hard to tell simply from a single masterplan and associated descriptions of the build materials.

Is there any infrastructure which the development could potentially help fund?

I note you refer to the petrol station as providing a local convenience store, which it absolutely is not. Best you can expect from there is a pint of milk. If the village is to expand, a genuine local store (Spa style) will be needed, but where?

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

Absolutely welcome traffic calming measures on the Badminton Road through the village. Very disappointed with the councils reaction to proposed crossing. The road is super busy and dangerous to cross. The path to Chipping Sodbury is far too narrow in places too and there is no space for safe cycling between the village to Chipping Sodbury, which would be a great addition as some children cycle from the village to Chipping Sodbury school. Your development is family housing. More children in the area will need their safety considered.

What sort of landscaping would you like to see as part of the Public Open Space?

This development is within the area of outstanding natural beauty, so sympathetic landscaping that does something to support the wildlife you will be disrupting is appropriate. That patch of land is home to a community of rabbits. Happy to see the proposed tree planting. Hedgerows should be incorporated as they offer good shelter for wildlife.

Name

Hannah McMurray

Email**Do you consider housing is required in this location?**

No

What are your thoughts on the proposed design of the development?

The design incorporates far too many houses, an absolutely ridiculous number for the infrastructure of the small village we live in. The local school cannot be expanded and the traffic is dangerous at times without any additional cars.

Is there any infrastructure which the development could potentially help fund?

Nothing that could counteract the building of this many houses.

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

Traffic calming measures would not be enough to reduce the pollution from at least 36 cars but realistically 72.

What sort of landscaping would you like to see as part of the Public Open Space?

Landscaping that doesn't involve building over our green spaces.

Do you have any other comments on the emerging proposals?

I do not support the proposal due to a lack of infrastructure in the village and the huge impact this site would have on the pollution levels within the village.

Name

Stephen Long

Email

Do you consider housing is required in this location?

Absolutely not this would destroy a quaint old village with a very close community.

What are your thoughts on the proposed design of the development?

This is out of keeping with the surrounding area.

Is there any infrastructure which the development could potentially help fund?

No

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

We do not need anybody interfering with the roads this is the main route to the motorway and will always be busy the last thing we need is more housing and a lack of parking. Thirty six houses a minimum of seventy two cars not counting how many work vans.

What sort of landscaping would you like to see as part of the Public Open Space?

The simple answer is no development.

Do you have any other comments on the emerging proposals?

Having destroyed Chipping Sodbury with too much building there is absolutely no need for anymore housing in Old Sodbury. If you look at the number of properties in Old Sodbury this is a big increase that cannot be warranted.

Name

Sue Long

Email

Do you consider housing is required in this location?

Absolutely not.

What are your thoughts on the proposed design of the development?

The design of the proposed development would be an eyesore for this village, so out of keeping with the surrounding area.

Is there any infrastructure which the development could potentially help fund?

No. It's a quiet village and should stay that way, those who live here understand that. Perhaps you should sort out other areas nearby who currently have insufficient infrastructure rather than build on what is considered "spare land". How many more houses would be built once this development starts!

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

This would be just to accommodate the new development, no other reason. Very short sighted to think that the Villagers would sit back and be happy about this?

What sort of landscaping would you like to see as part of the Public Open Space?

What landscaping, what spare open space. The development would sit on the side of a railway line.

Do you have any other comments on the emerging proposals?

Build these houses somewhere else, this is a small village and should remain that way.

Name

rodney gleed

Email

Do you consider housing is required in this location?

I believe that the original plan for the adjacent transport yard for 9 houses is sufficient for this location

What are your thoughts on the proposed design of the development?

I have no problem with the design. but feel it is not suitable for this location

Is there any infrastructure which the development could potentially help fund?

not really

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views

on this?

if these plans were to be passed a zebra crossing with traffic lights would be needed

What sort of landscaping would you like to see as part of the Public Open Space?

If passed the landscaping appears to be adequate on the proposed plans

Do you have any other comments on the emerging proposals?

I feel that due to the amount of traffic that would be coming and going on to the main road that it would create an accident black spot, the entrance to the site has only been used by network rail in recent times and has not been accessed by agricultural vehicles for many years, and i feel that the infrastructure in the village would not support this sort of development, as we do not have a local convenience store, and also the school is not large enough to accommodate a lot more children.

Name

Darren Hales

Email

Do you consider housing is required in this location?

I would imagine houses in this area are not in high demand, as the properties that have been for sale in the village over the past few years (mix of terraced, semi-detached and detached) have in general taken an incredibly long time to sell, many taking more than 12 months, and several taken back off the market. Only recently with the drop in stamp duty have several homes sold.

What are your thoughts on the proposed design of the development?

Apart from the ariel sketch on this website, I've not seen any other images to be able to form a real opinion of the design.

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

Traffic calming measures are in desperate need on Badminton Road as it comes through the village, whether this development goes ahead or not. You state on your proposal that a recent speed survey shows cars travelling at 40mph and 36mph, but I find this very hard to believe and would be interested in how this survey took place, for how long and at what time, as I know from crossing this road daily and seeing the local speed watch data that cars and lorries travel much fast through this section of the village. I believe adding this amount of homes in this section of the road would cause further accidents to this already dangerous section of road.

It's pleasing you are seeking input on this, but I'm unsure if you would be bound to introducing traffic calming before you start any development. If you are not, I would think this would be an area that people would oppose this development.

What sort of landscaping would you like to see as part of the Public Open Space?

This field regularly has muntjacs, pheasants, rabbits and other wildlife, which I think will completely disappear, no matter what landscaping takes place.

Do you have any other comments on the emerging proposals?

Currently, without hearing more about your proposal, I would object to your development based on the number of homes and residents you are looking to add to this small village. Adding 36 homes I would imagine would bring around 100 new residents to the village, roughly 20% of the current population, and the village is so underserved currently, I can not see how the village would cope.

The village does not have a shop, with the exception of sweets and ice creams at the local garage. You can not get basic supplies, such as bread, meaning every new resident you add will have to travel to Chipping Sodbury or Yate for even the smallest of shops.

The school is small, only has room for split classes with a maximum of 15 children per year, and the two families who moved into the village in December and November (2020) have had to put their children into school in Bristol and Chipping Sodbury as there is not a single space in the year groups their children fall into.

The nursery in the village has had a waiting list for several years, and parents who live on the same road as the nursery have to take their children to Chipping Sodbury for their nearest childcare as there is no space.

With all these things considered, I believe the village is in no way set up to increase by a further 20% when it can't even cater for its current residents.

There is no cycle path in any direction, the footpath to Chipping Sodbury is not lit, and the incredibly limited bus service means it's almost impossible to take a return journey to Chipping Sodbury or further a field (I have tried on several occasions), so with the lack of facilities and suitable transport (or safe method of walking/cycling), I believe the 36 homes will add a huge amount of traffic to an already busy and dangerous section of the village, and these new homes will have to take substantially more car journeys than if they were located in a village with suitable amenities or near a town such as Chipping Sodbury.

On a final note, walking through the field today where the proposed development will be, the whole area was completely waterlogged, so would question what effect this will have on flooding of the railway line, which is already an issue.

Name

Dawn Osborne-Tiller

Email**Do you consider housing is required in this location?**

I think some sympathetically built housing would be okay.

What are your thoughts on the proposed design of the development?

It is far too many. There are 122 dwellings in the village of Old Sodbury. An increase of 36 houses, an extra 30%, is too many. There are not the facilities to sustain that amount of housing and it is out of context and character with the existing dwellings.

Is there any infrastructure which the development could potentially help fund?

No, just leave the land as it is.

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

That promises made by developers are normally broken.

What sort of landscaping would you like to see as part of the Public Open Space?

I would like the land left as it is.

Do you have any other comments on the emerging proposals?

Too many. Old Sodbury doesn't need big detached houses with three cars each that locals cannot afford. A few in character houses that local people can afford would be okay.

Name

Andy Sage-Bell

Email**Do you consider housing is required in this location?**

I do not consider housing is required at this location. The proposal for building 36 houses, in addition to the 16 already being proposed adjacent on the old transport depot site, would drastically increase the overall size of the village. I am also not in favour of the ribbon development along the Badminton Road, gradually filling in the gap separating Old Sodbury from Chipping Sodbury, plus the additional traffic and vehicles which would be associated with these homes.

What are your thoughts on the proposed design of the development?

The designs in themselves look fine, but no different from anything you see at Florence Gardens, Barnwood, Wickwar or any of the other developments over recent years,

Is there any infrastructure which the development could potentially help fund?

The removal of the overtaking lane on the hill leading up to the A46, since this serves no purpose other than to encourage speeding in the 30 MPH zone, poor driving behaviour and a danger to anyone crossing the road or trying to enter or exit Church Lane.

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

There is certainly a need to traffic calming through the village, since so many drivers including HGV's ignore the 30mph limit. I would not however be in favour of speed bumps, as these have little impact for lorries in particular. I am also against the continual urbanisation of the village with road infrastructure such as signage, cameras, bollards etc. As above, removing the overtaking lane on the hill would go some way to reducing the speeding up the hill.

What sort of landscaping would you like to see as part of the Public Open Space?

I would like to see more trees and retention of the hedgerows.

Do you have any other comments on the emerging proposals?

I think the proposal is for too many homes which would have a detrimental effect on the village and not enhance it, as your proposal suggests.

Device

desktop

Language

en-GB

Submitted from

Have your say

Name

Nicola Bees

Email

Do you consider housing is required in this location?

I do not feel that this is an appropriate site for a housing development. The village has poor public transport and local facilities....the school is small, there is no shop. We drive everywhere! The access onto the dangerous badminton road by yet more cars is inappropriate and dangerous.

What are your thoughts on the proposed design of the development?

Although the estate looks aesthetically pleasing, in my opinion it lacks car parking for additional guests. There are too many houses in quite a narrow formation, with little kirbyside parking.

Is there any infrastructure which the development could potentially help fund?

The park opposite is only suitable for younger children. A hard court area with fencing for football tennis and basket ball for use by the community would be an asset. The garage is far from a shop.....it sells lots of sweets and sandwiches for passers by but nothing substantial.

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

This is a concern to me, the road gets blocked near to the garage on the double junction with cotswold and chaple lane. cars turn in and out of the narrowest part of badminton road, pulling out of cotswold lane towards yate is difficult and often dangerous

The additional cars using the development will cause even more congestion near this area.

Then there is the issue of the huge amount of people speeding in order to race up the hill, encouraged by the double lane. I would not feel safe using a crossing, especially with speeding DOWN the hill too. I would welcome clarification of your plans at an early date and justification for them in achieving traffic calming.

What sort of landscaping would you like to see as part of the Public Open Space?

Something in keeping in regards to the natural habitat and existing locality....trees, benches, bug houses, wild flowers etc

Do you have any other comments on the emerging proposals?

My children use the footpath opposite the site to walk or cycle to Chipping Sodbury School which is our local secondary school. More local children now attend this school and families in the new homes will no doubt have children. There is NO school bus. My children use it on a weekend to visit their friends. When the village has events or football matches people park their cars on the verges blocking the path. The complete lack of extra car parking spaces on your development will force people to do the same as there is no other option for public spaces without walking to or from village. This will also cause further congestion on badminton road and compromise safety of my children on their way to school which is unacceptable.

Name

Jill Paxton

Email

Do you consider housing is required in this location?

No

What are your thoughts on the proposed design of the development?

Good design but not the place to build a mini-estate.

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

This will not work The lorries need momentum to get up the hill and there will be a screeching of brakes at any pedestrian crossing for traffic coming down the hill.

Also there is a 'hub' of turnings at very close proximity i.e. the filling station, Cotswold Lane, The Dog Inn and Chapel Lane which is potentially hazardous.

What sort of landscaping would you like to see as part of the Public Open Space?

I would like to see more trees, not more houses

Do you have any other comments on the emerging proposals?

We do not have the facilities in the village for a 30% or more increase in the population.

Device

desktop

Language

en-GB

Submitted from

Have your say

Name

Marian Gilpin

Email

Do you consider housing is required in this location?

Yes. There has been little new housing in Old Sodbury in recent years, and

although some would argue that the school is at capacity, looking ahead, with an ageing population, the addition of some younger families would serve to sustain the school numbers. There is a need all over the country for housing of all kinds.

What are your thoughts on the proposed design of the development?

Because of the shape of the site, the style of the layout is limited to the design offered i.e. one long road with small turnings off. The houses are set at different angles which makes the estate more attractive. Parking is an inevitable problem. I'm sure Redcliffe has complied with the legal minimum, but please consider going above and beyond. Provide more parking spaces. Some families have 3 cars. Most will have 2. Buses are not frequent and cycling is too far from anywhere to be useful. If parking overflowed onto the main road it would be disastrous. PLEASE INCLUDE A DECENT SIZED ARRAY OF SOLAR PANELS ON EVERY HOUSE AND BEARING IN MIND THAT FOSSIL FUELS ARE TO BE PHASED OUT, PLEASE PROVIDE AIR HEAT PUMPS TO EVERY HOUSE.

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

Any traffic calming measures on the A432 would be welcome, Speeding traffic has always been a problem, I can't envisage any effective measure that would be acceptable by S Glos Council on a main A road though. A mini roundabout at the entrance to the site would be great.

What sort of landscaping would you like to see as part of the Public Open Space?

Surrounding hedges to be preserved, native species of bushes and trees planted, and wildflower meadows to be mown only twice a year.

Do you have any other comments on the emerging proposals?

I don't like the idea of a Management Company, with ongoing and eternally escalating costs to the residents. The privately owned houses should be freehold without financial encumbrance, and the residents left to form their own association to take care of the public spaces.

Name

Pauline and Richard Wilson

Email

Do you consider housing is required in this location?

The village must take its share of new housing proportional to the size of the existing village.

It must also be taken into account in the new Local Plan, due out in 2023.

This site allows safer access to and from the A432 than other parts of the village, most of which is within the Cotswolds A.O.N.B. It is not very suitable agricultural land because of previous compaction by Network Rail compounds.

What are your thoughts on the proposed design of the development?

The design is a good mix of housing types, though we query whether it needed as many 4 bedroomed houses.

We suggest that a spur is taken from the roadway to the development in the Transport Yard. This would reduce the need for two entrances on to the A432. It would also serve to buffer Chestnut House. The proposed houses behind Chestnut House are too near to that property.

It is not clear from the masterplan key why some houses are in grey and some in pink - if this reflects the colour of the roofs, we are pleased to see there are a good number of slate coloured roofs. We have looked around the village at the colour of the house roof tiles and they are almost all of a muted red brown or brown colour. We would not like to see bright red clay tiles being used similar to those at the Trinity Lane development, which stand out when viewed from the hills.

We would like to see more houses orientated so that the roof faces south for maximum benefit of solar generation.

We are surprised that so many parking places are allotted and wonder if this fits in with South Glos. Council's guidelines. Garages these days tend to be used for storage or converted to living or working accommodation. May we suggest reducing the parking spaces and supplying each home with an electric bike with the money saved. This would be excellent public relations and help meet the sustainability of the development.

We would hope that you would aim for A rating on the EPC evaluation. With modern day insulation, building techniques, solar panels and air source heating this should be possible.

The public right of way across the site is not a bridle path and bikes should not be encouraged to use it, as you have stated. We would not like bikes to cross the railway bridge and go into the Community Orchard and Woodland planned for that area. Where the Frome Valley Walkway (PROW) crosses the service road of the development and would need some traffic calming measure where it crosses.

Is there any infrastructure which the development could potentially help fund?

The pavement between your development and The Dog needs completing and upgrading. There is no footpath outside Chestnut House and from the Old Post Office to Chapel Lane the grass has grown in from the sides to cover part of the tarmac. The same thing has happened on the other side of the road. A wider path would allow pedestrians to pass safely.

Villagers would welcome a more comprehensively stocked shop.

The Village Hall committee are seeking to upgrade the catering facilities of the hall. The Village Hall is not managed by the Town Council.

The village newsletter, The Old Sodbury Times, would welcome sponsorship.

The roadside fence by the allotments became derelict and in such poor condition that it had to be removed. At present there is no barrier between the road and the allotments. The fence was square-sawn post and rail.

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

The village desperately needs a pedestrian controlled crossing e.g. Pelican. The location should not be by your development but near the crossroads where children cross to school and nursery, walkers cross using the Cotswold Way National Trail and others cross to the pub, shop etc.

This would help lower the traffic speed but a speed indicator sign telling motorists their actual speed would be a great help.

What sort of landscaping would you like to see as part of the Public Open Space?

The site is partly bounded by over-mature native hedges which should be laid in winter and extra native hedging planted where there are gaps.

We are pleased to see that the hedges will not form part of property boundaries and to be managed separately. In order to square up the site a considerable amount of hedging is to be removed.

New hedging should be planted on the southern boundary and should be of native stock and all of local provenance.

All trees planted within the development should be of native species.

There is a ditch running the length of the southern boundary on Network Rail land. If this was used it would not be necessary to take out the young hedge on the west side of the development. The ditch would also allow for the attenuation pond and open space to be sited near Chestnut House thus adding to the buffer zone in that area.

Do you have any other comments on the emerging proposals?

We would like to see that the properties have a covenant on them that they cannot be used as second homes or holiday lets. Similarly, in Dorset we saw new houses advertised for residents of the area of Purbeck only. Could something similar to this be built into the conditions.

Name

Suzanne Gore

Email

Do you consider housing is required in this location?

No

What are your thoughts on the proposed design of the development?

I think Old Sodbury will no longer be a village if this development goes ahead! The extra traffic on an already busy main road will be terrible noise wise and also make it a lot more dangerous! What about the strain on services including the chances are these houses will be bought by families and will need a school so could the local Primary school take the extra children.

Is there any infrastructure which the development could potentially help fund?

Maybe invest in local services, School, playing fields, Village hall and with tree planting schemes in the area.

Redcliffe Homes would like to propose traffic calming measures on the A432 which can be designed and delivered by them. What are your views on this?

The thought is there but the best way to calm the traffic would be to not build the development in the first place.

I can't see what traffic calming measures could be put on an already busy road that would make a difference! You couldn't use speed bumps, narrow lanes to one way in places yes but the

traffic build up from them would have a knock on affect along other parts of the road so wouldn't work and speed cameras generally work but still won't stop people speeding.

What sort of landscaping would you like to see as part of the Public Open Space?

Grassland and flowers, maybe a small playground.

Do you have any other comments on the emerging proposals?

It's such a shame that lovely villages like Old Sodbury which I lived in from a year old will soon no longer be a village but end up being joined to neighbouring villages!

From: Loren Curry

Date: 7 December 2020 at 11:07:32 GMT

To: Cate Davidson <enquiries@sodburytowncouncil.gov.uk>

Cc: Alex Curry

Subject: Resident feedback to Councillors on Development South of Badminton Road

Cate,

You mentioned at the last meeting that residents can provide comments on the development to be circulated to council members.

Here are our comments:

1) Accessibility

The development would bring between 100 - 120 people to the village. Under policy CS8 of South Glos Core Strategy Document, it states 'new developments which are car dependant or promote unsustainable travel behaviour will not be supported'.

With a very limited bus service and no cycle lane or continue walking route, the development would not support sustainable travel. There are very little local amenities, so residents will have no choice, but to travel by car.

2) Parking

There are 59 spaces for 36 dwellings. This is 1.6 spaces per house hold. The number of cars that this development will bring will only increase the parking congestion problems on Chapel Lane and Cotswold Road with an increased risk of illegal parking or parking on Badminton road causing congestion.

3) Increase traffic to the Badminton Road

With the Badminton Road being a very busy congested road for most of the day and night, this development will only increase the risk of blocking back to get into the development and increase safety risk to the local community.

There are no traffic calming measures or safe crossing route to support the current treacherous road and the large increase in residence will only increase this risk.

4) School Capacity

The site is designed to attract a younger generation with children. Old Sodbury Primary School is already near capacity and cannot sustain the increase number of children that this development would bring. This would force families into cars and increase congestion on roads.

5) High Density

The South Glos Planning Strategy 10.16 on page 89 states that 'where there is good access to local facilities by walking or cycling or good public transport, then higher density housing supports local businesses, services and infrastructure.' We have a village pub and a petrol station in Old Sodbury, so there is no further businesses for this development to support.

The strategy goes on to say that '...higher density housing that is poorly designed or poorly located, can have an adverse effect on a locality and on sustainability.' This will clearly be the case for this development.



On a personal perspective on locality and density. The above photograph is the view from the back of Chestnut House. The architect has chosen to place 3 houses between our boundary fence and the railway fence 38m away. The last property will have to be at least 5m from Network Rail's boundary, so that's 3 houses squeezed into a 33m space. The first house starts where I have placed the red arrow.

The architect clearly has disregarded us as potential neighbours by locating a double story right in the middle of our fence line. I would recommend as a starting point that the architect move the pond to this area to preserve our view and not to be overlooked.

6) Housing Diversity

The South Glos Planning Strategy policy CS17 states that 'a mix of housing should contribute to providing choice in tenure and type, having regard to the existing mix of dwellings in locality and character and relative accessibility of the location.'

The 36 dwellings do not show regard to the mix and diversity of the local houses and are not in keeping with the village. There is no other development of this nature within the village and is very out of character. We would recommend that the developments are of a similar appearance to the nearby cottages on Badminton Road or as per the terraced houses on Church Lane.

7) Wildlife Concerns

The area is littered with wildlife and habitats. We have regularly seen deer, rabbits, foxes, owls, and many other species that live in this area. This development would destroy these habitats and reduce the amount of wildlife in our surroundings to make way for urbanisation which is not supported by the local community.

Kind regards

Loren Curry and Alex Curry

