

# Public Questions and Answers to Hannick Homes for August and September 2024

## **1. There was a mention previously of traffic calming measures along Hodson Road. Is this still the case and what will they be?**

The details of the proposed traffic calming measures along Hodson Road are shown on the Traffic Calming Measures Plan submitted as part of the outline planning application (ref. R-23-0019-GA-002 Rev B). The specific traffic calming measures include new/updated road markings both entering and exiting the village and contrast coloured asphalt for the proposed pedestrian crossing. In addition to these our proposals also include the following highways improvements:

- a new footpath along the northern side of Hodson Road providing direct access to the existing bus stop.
- A dedicated crossing point which will enable future residents to cross Hodson Road and access facilities and services in the village, and also allow existing residents to cross Hodson Road more safely to access the bus stop.

## **2. How is the access in and out of the new development to work? There was previously mention of a roundabout?**

The proposed access is shown in the Site Access Arrangements Plan submitted as part of the outline planning application (ref. R-23-0019-GA-001 Rev C). The proposals involve upgrading and formalising the existing access arrangements to provide a suitable access for the residential development achieving the required visibility splays as set out in Manual for Streets.

The proposed upgraded access has been designed to ensure all vehicles anticipated to use the site are able to access and egress in forward gear. Swept path analysis has been undertaken (see Transport Statement Appendix D) which demonstrates how a large

refuse vehicle is able to access and egress the site access from all directions in forward gear.

The provision of roundabout was considered and discussed with Swindon Borough Council at the early stages but was not considered suitable given the speeds are relatively low and the visibility for all movements was achievable. Given the site would generate such little traffic in comparison to Hodson Road the provision of roundabout would be unusual and difficult to justify in highways terms.

**3. 42 houses could be potentially 60+ cars. How are they going to be able to enter and exit the new development safely on such a sharp bend.**

See response above with respect to the design of the proposed access.

The Transport Statement which forms part of the planning application sets out that the proposed development is anticipated to produce a total of 44 two-way person trips during the morning peak period and 42 person trips in the afternoon peak period. The level of increase is considered to have a limited impact on the local highway network, public transport network, and local walking and cycling infrastructure.

**4. I'm sure others will ask similar questions but I would like to ask if they intend to put these houses on a septic tank rather than connect them to the main sewage system in view of the fact that Thames Water (TW) themselves have admitted the pumping station needs upgrading. At present TW have no viable vehicle access to the pumping station to carry out repairs. Furthermore, the sewer that passes close by the proposed development site and continues down the path and under Cuckoo Bridge to the Washpool frequently leaks! A major sewage escape from that sewer would pollute the Washpool Stream which is upstream of Coate Water SSSI. Until TW can upgrade the village's sewage infrastructure, this is the last place where new homes should be put.**

The Flood Risk Assessment and Drainage Strategy that forms part of the outline planning application details that foul sewerage is to be dealt with via the existing mains sewerage system. In preparing the Flood Risk Assessment and Drainage Strategy our drainage consultant submitted a Pre-planning enquiry to Thames Water (see Appendix I

of the FRA) in which it was confirmed that they have sufficient capacity to accommodate the sewerage within the existing sewer network.

**5. My very specific question to them is why don't they build on one of the dozens of available brownfield sites across Swindon, and not concrete over more green space. I'm not being difficult, or a NIMBY, I genuinely want to know the answer to this question. I'd like them to tell us what other sites they've considered and rejected, and why.**

Whilst there are brownfield sites in Swindon which may come forward, these would not help to meet the housing need of the Chiseldon community. This scheme will deliver 42 dwellings, including affordable housing and bungalows, which will help to meet specific needs within the Chiseldon Area. They will also help to support existing facilities within the village, such as the primary school, which would not be the case for alternative developments within the Swindon Urban Area. Having reviewed Swindon Council's most recent Brownfield Site Register there are no available sites in Chiseldon that have been identified.

**6. We need infrastructure built first and foremost in this country to supply the needs of all these new houses before they are built full Stop!, means Good resurfaced Roads & Pavements, Schools, Doctors, Water Reservoirs up to date drainage, fire services police and proper council refuse services and yes build on brown field sites first, finally yes we do need council houses and affordable homes for our local people first. Sadly it's all about profit profit and more profit for builders**

The development will deliver 42 dwellings, including affordable housing and bungalows, an improved access and off-site highways improvements, onsite drainage including an attenuation pond as well as open space, landscaping and associated engineering works. Furthermore, if approved the development will be subject financial contributions to Swindon Borough Council which may include payments relating to schools, refuse, sports facilities etc. The approved market housing will also be subject to a Community Infrastructure Levy, charged based on the size of the properties, which will be used to help deliver new and support existing local services. If a Parish has prepared a Neighbourhood Plan, they will receive 25% of the CIL amount from new development. The CIL Regulations state that this proportion of funds can be used 'to support the development of the local area by funding the provision, improvement, replacement,

operation, or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on an area'.

**7. The majority cannot have their front gardens facing the edges of the development as they would be unable to access their homes unless they drive down the private road and public bridleway and along the cycle path!!! While the other would face an existing property and their boundary so again could not face forward in that direction so perimeter fencing would be required on a least 3 sides of the site, and partially on the 4th as that is the driveway/ lane to Pinkham House and Hannick homes would need permission from those owners to access their throughway. So this is not feasible with this site and it will be almost completely fenced in.**

An Illustrative Masterplan has been submitted as part of the outline planning application (HAN101-3201 Rev C). The proposed scheme has been designed as a landscape led development with the retention of boundary hedgerows and planting and the provision of green buffers along the site frontage and the south and east boundaries. It is envisaged that the development edge along these boundaries will be kept open and not fenced.

**8. Also as the village sewers were not updated when Hone Close was built and the other smaller developments since Thames Water are in the village weekly trying to make things limp along , clearing waste that has exploded from the overloaded sewer near the Washpool and they are quite clear in saying the village expansion means it is now longer able to cope. With a further 42 homes added to a sewerage network already at breaking point and proving problematic regularly the basic mains facilities of drains, water and toilets would not cope in Chiseldon.**

See response to question 4 above.

With respect to timelines the dates for the application can be found on Swindon Borough council's website but the key ones are listed below:

<b>Application Received Date</b>	Tue 27 Aug 2024
<b>Application Validated Date</b>	Tue 27 Aug 2024
<b>Consultation Date</b>	Mon 02 Sep 2024
<b>Consultation Expiry Date</b>	Mon 23 Sep 2024
<b>Determination Deadline</b>	Tue 26 Nov 2024

Regarding the query on BNG, this information is also available on Swindon Borough Council's website now the application is live.