

Budbrooke Parish Council Response to WDC Local Plan Consultation 2013

BPC has carefully considered the paper by Ray Bullen, which was supported by Rural Parish Councils, and the response from WDC on 18th July 2013. Budbrooke Parish Council regards the overall estimated residential development growth in the Local Plan to be significantly out of proportion to the local need.

The District Council has failed to acknowledge, address or take account any of the issues identified in Budbrooke Parish Council's response to the first consultation in this second document.¹

In respect to development in Budbrooke:

- All proposed development is in the green belt and there are no **special** reasons for using the green belt [reference: NPPF 2012 *development in green belt is inappropriate.*]
- Taking land out of green belt for development, i.e. re-drawing green belt boundaries, is tantamount to a gross misapplication of NPPF 2012. To do so is not a special reason.
- Loss of green belt will mean a loss of prudent use of land potential loss of value to special/high landscape value
- Identifying potential sites in green belt, when there is other unused land outside the green belt and outside the local plan, constitutes a breach of NPPF 2012, referenced above.
- Budbrooke Parish Plan has not identified any significant demand for development locally.
- Hampton Magna is surrounded by high grade agricultural land
- Negative effects on strategic siting such as increased levels of traffic
- Air, Light & noise pollution will increase especially in the construction phase
- Presence of Railway will be a nuisance to potential development

People live here because they like the area, any development, and in particular an up to 25% increase, will have a significant impact on the nature and locality. This issue must be considered as it has previously been accepted by WDC in its dealings with other councils.

Capacity of the Infrastructure

Hampton Magna was built on the site of an army barracks in 1960s to the standards that prevailed at that time. Little or no improvement has been made since the site was first built on.

- Minor road improvements were made to accommodate a substantial increase to traffic due to the building of Warwick Parkway Station. Car parking since originally built has increased 3 fold with no change to roads or traffic management.
- Consequently, traffic is already extremely heavy. Approaches – Birmingham Road, Old Budbrooke Road, Woodway, Church Hill and roads to Hatton via Ugly Bridge, and through Hampton on the Hill. Any additional development will have a considerable negative impact on roads and traffic
- Traffic issues have not been addressed or even assessed
- Sewage arrangements is a major concern of the PC – Although adopted prior to privatisation the system falls below the standard normally required.
- The main local electricity supply arrangements are the same as those for the barracks which left nearly 50 years ago. Supplies into the village are subject to frequent fluctuations and outages.

Budbrooke School, with only around 50% children resident in Hampton Magna, already draws traffic from surrounding areas –Hatton, Hatton Park, and Chase Meadow – and the county lanes are increasingly congested and hazardous. Increasing the size of the school to accommodate the 25% increase increases the congestion and hazard, and fails to address the Green Agenda unless additional resource is allocated in the current catchment areas, which idea has been discounted.

Sustainability

The argument that additional development will help address the sustainability of local facilities and services is flawed. There is no evidence that this would be the case.

We cannot find any justification for sites in Hampton Magna.

¹ BPC response to the Local Plan 2012