



Budbrooke Parish Council

Notes from Open Meeting with Developers/Land Owners of sites in Hampton Magna allocated for development

**Budbrooke Community Centre
8pm on Wednesday 10th May 2017**

NP – Neighbourhood Plan / WCC – Warwickshire County Council / WDC – Warwick District Council

Meeting chaired by Cllr Mike Dutton, Chairman of Budbrooke Parish Council

Representatives present from:

Arras Blvd (H27) site

AMEC – Mike O’Connell

King Henry VIII trustee – Michael Peachey

Clerk - Jonathan Wassall

Daly Avenue (H51) site

Jonathan Bloor and Charlotte Lewis from Richborough Estates

Introduction

The chairman gave the background of the Warwick District Local Plan and the current position – awaiting the planning inspector’s final verdict following the six-week consultation on modifications to the plan.

Hampton Magna will be getting 245 new dwellings, as a result of the plan.

Neighbourhood Plan, which will run till 2029 – consultation currently taking place on the 2nd draft of the plan; advised how residents can respond to the consultation. At a later stage, there will be a referendum on the plan.

245 x 3-bed semis income on sales would be £70 -£100M. NP includes 11 policies – chairman ran through these.

CIL – Community Infrastructure Levy – this is a charge per square metre. At current rates, with the average 3-bed house size of 96sqm and 60% non-social housing, the parish council could receive approx. £600,000 for local and community infrastructure projects.

Any comments made tonight will not be recorded as responses to the neighbourhood plan consultation – these must be made directly to the council via the clerk.

Presentation From Richborough Estates, about the H51 site south of Daly Avenue

Minimum of 130 homes.

Land will be formally allocated for housing once the Local Plan is approved. Richborough will then enter a formal pre-application process, contacting local authorities, highways authority etc.

24 acre approx. site – boundaries Daly Avenue (nth), Minster Close and Maine Close. Footpaths provide foot access to the site. Level changes exist on the boundaries, especially at Maine Close – need to preserve sustainable drainage areas; trees and hedgerows need to be preserved, as does the view towards St Mary’s Church in Warwick. Will be studies on landscape character and views, services etc, which will be used to finalise the design.

Want to make the site look like it is a logical extension of the village/settlement.

Access will be in the middle of the straight section of the northern boundary on Daly Avenue; will retain the public footpath.

Pattern of development will mirror that on the western edge of the settlement; level change (lower level) will help shield the new development.

Will angle the streets within the new development to give a view of St Mary’s Church, Warwick. Will be looking at the existing characteristics of the village and aim to mirror these, bring them into the new development.

35 dwellings per net hectare – a range of sizes and types of dwelling from cottages to larger detached houses. This is comparable to the existing density within Hampton Magna. 40% (of the number of houses) has to be affordable/social housing. NP includes a suggestion for a scheme to allow local people first refusal on the social housing and the developers support this. There will be bungalows included in the development.

WDC will determine the criteria for social/affordable housing and the split between the two of the 40%.

Planning a network of footpaths joining the development to the existing settlement; will include areas of green space, which could be used for ecological areas or children’s play areas; what they are proposing for this exceeds what the district council would require.

Spacial relationships will be similar within the new development to those in the existing housing.

Questions and Answers (some responses included above)

Has access been considered, as there are restrictions due to the bridge at railway station, so construction traffic does not come through the village?

There is the potential of a haul route from Hampton Road/Henley Road, but these matters are controlled by the local authority. This is being considered by Richborough. Local authority rules would allow access via the village.

Urged to include off-road parking for 2 cars per property plus storage for bins, plus wider roads .

Local authority dictates minimum standards for car parking and bin storage; this may include visitor parking across the development; on-site parking keeps vehicle speeds down and is encouraged because of this.

Henry VIII land – Michael Peachy and Mike O’Connell

This is a charity and they are not developers. They are working with AMEC and will be selling the land/making an arrangement with a developer once the Local Plan has been adopted. The design for the land will have to be in line with the WDC local policy.

Social housing level will be the same as above, as this is WDC policy. Additional housing will strengthen the community. Illustrative layout is available; detail will be available when a developer has been allocated.

Policies of the NP and Local Plan will shape what is on the site, as will local bye-laws.

Questions and answers:

When will construction start?

The trust plans to sell the site in autumn 2017; developers would probably plan to be on site by the end of 2018; similar for Richborough, although they would plan to be in slightly earlier.

Will the freehold be sold?

Yes, the freehold will be sold, so the trust will have no influence on the plans.

Self-build – will land be included for this?

No plans for this and it is not required to be included.

Is the trust not considering an access route from the Hampton Road, as Richborough are?

Not currently being considered but may be at a later stage by the developer

General Questions and Answers

Will the number of homes be increased on the Richborough site, as the number stated is a minimum?

Yes, it is likely to increase from the 130 stated as local authorities are always keen to include as many homes as possible.

How will the ecological aspects be dealt with?

Plan is to make some of the land more ecologically rich on the H51 site.

Bio-diversity off-setting is being trialled.

Developers are now required to provide “green basins” – depressions in the land to collect water in times of heavy rainfall, to prevent drains over-flowing.

Daly Avenue is a quiet avenue, a loop that doesn’t go anywhere – will measures put in place to prevent it becoming a rat-run?

WCC Highways have already reviewed the sites and believe the existing routes can take the additional traffic. No plans for traffic calming measures; if these were required then the developers have to fund these, if traffic levels are deemed to be particularly high.

Who owns the H51 site?

The Hon. Jane Glennie owns the H51 land; Richborough have an agreement with the owner.

Daly Avenue – if cars are parked, how will construction traffic get through to the site?

This is being reviewed and this is why the haul route from Hampton Road/Henley Road is being investigated. The Chairman advised that the parish council will work with the developers and WDC/WCC to ensure that disruption is

minimised during the construction phase. PC could suggest that any haul route is retained after the development is completed. Concerns were raised that if such a road was retained, the surrounding land would eventually be developed.

How is affordable housing defined? On other local developments 1-bed starter homes are over £200,000.

This is defined by the local authority. There are different types of affordable/social housing. This information will be brought back to the parish at a later stage. Neighbourhood Plan has glossary of terms, but this is particularly complex to explain.

If construction traffic comes through the village, will it be time-restricted?

Yes, this will happen. Details will be discussed with the PC at a later stage.

How do the local exceptions criteria work? (To give local people first refusal on homes in the development)

This would be decided by WDC who would decide if this policy is appropriate. It would only apply for a set period and would not leave homes empty for long periods of time.

How will the houses be located at the northern boundary of the H51 plot? Concerns that an alleyway will be created between existing and new houses.

Usually plots are back to back to avoid this, or the new houses might be built side on to the existing homes – this is still to be decided.

What will the access be from Maine Close?

No plans for vehicular access; likely that current access would be retained and similar down to the site.

Why would you put a footpath into Minster Close? There would be two accesses close to each other.

Probably wouldn't do this but would retain and improve public rights of way.

Will the Richborough properties be leasehold or freehold?

Freehold.

Where is the access from Arras Blvd going to be?

There will be one access, unless an additional emergency access is required. The developer would decide where this will go.

Further comments

There will be further consultations on the detailed proposals when they are released, for residents to comment on through the normal planning procedure channels. The parish council is a statutory consultee and receives details of all planning applications and reviews them all. The current outline plans are available on the parish council website.

The contributors were thanked and the meeting closed, giving time for viewing of the plans.