

Budbrooke Parish Council response to planning Application W/18/1811
Other Matters

There is a separate document with substantial objections to traffic and transport matters.

Travel Plan

- 3.7.7 refer to the 68 bus service. The Council has subsequently been advised that this service will be withdrawn in January 2019, so statements based on this information is now wrong.
- 4.4.1 states that "The nearest bus stops to the site are located on Damson Road; approximately 300m west of the centre of the site and accessible by the public footpath on Mayne Close." See above bullet and below design and access statement.
- As this was a service used by pupils at school in Warwick, the change implies that there could be increased vehicular traffic at school times.

Surface Water Drainage

The Council considers that the developer's assessment of potential surface water drainage and run off remains weak. There is a slight fall in height towards the A46, but a more significant impact comes from the Hampton on the Hill side as rainfall on the hillside runs off toward that developer's site. The site has a propensity to retain surface water even in average rainfall, and when rain is heavy or persistent then pooling water is clearly visible at that site.

Utilities Report

The Council is pleased that the major services, including broadband, have been addressed, however, there is concern about some aspects of the development site which do not seem to have been resolved, in respect of:

- The assurance that electricity supply will be adequate as at present parts of Hampton Magna to the west of the site and Hampton on the Hill seem to have outages more frequently than the remainder of Hampton Magna, so would ask that this is more rigorously assessed; especially, as the provision of electrical car charging facilities are being promoted and encouraged alongside the purchase of electric cars.
- Severn Trent have undertaken major works replacing old main water pipework, and in the last few years leaks have been frequent. Our understanding of this from Severn Trent Officials is that at night water pressure is reduced to limit leakages, but in the Utilities Report there is no mention of this nor how the site and dwellings demand for water will impact on the rest of Hampton Magna. Will the extra demand mean more service disruption?
- When Hampton Magna was built in 1964/5 the developer used the wrong size of sewer pipe, we were told by Severn Trent Water at various times when asked to survey and resolve matters, and the village was prone to significant and quite frequent problems. Severn Trent, which only formally took responsibility for the network when they were privatised, recently undertook work on the sewerage system for Hampton Magna.
 - We understand that the main foul water drain that runs directly through the site will be re-directed, but as some of our residents have suffered blocked and overflowing inspection chambers. We need to be assured

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Other Matters

that once sewerage work has been completed such problems will be resolved.

- We also require an undertaking by the appropriate authority that the new development will have no impact on the existing foul sewer infrastructure
- We also think that the impact of this site H51 should not be considered in isolation with H27 which in the Local Plan will be developed in due course within its lifetime.

Design and Access Statement

In their response to WDC comments at pre-application, Richborough Estates say

- 1.6 *The assessments of the proposed development confirm that up-to 147 dwellings could be developed without adverse implications or harm to any interests of acknowledged importance or conflict with relevant development plan policies. The payments secured via the Community Infrastructure Levy and any site-specific planning obligations will assist in negating concerns about adverse impacts on social and community facilities.*

The case could equally be made that with fewer than 147 dwellings, say 80 or 115 or 131, there would be even less *harm* and fewer *adverse implications* so the *additional CIL payments* and *site-specific planning obligations* might be unnecessary or fewer?

There are concerns about the access point on Daly Avenue as that point is directly opposite houses that have difficulty with visibility and sightlines where the road bends. The same number of vehicles and at the same sort of times will be entering Daly Avenue from the site as currently leave Woodway Avenue into Cherry Lane or Slade Hill, so at this junction volumes will be double. See the traffic and transport paper for more details.

The proposed arrangements for access for emergency vehicles at Mayne Close are inadequate. No plans other than a line on a plan, show how this would work. The public footpath at the proposed location comprises of some 6 steep slippery steps from a narrow grass verge down to the field. For emergency vehicles, it would require a substantial ramp extending into the site. For this to be an emergency access, measures will be needed to ensure vehicles would normally be excluded.

A significant impact will be the considerable extra volume of traffic that will be funnelled through Woodway Avenue at its junction with Cherry Lane and Slade Hill.

Affordable Housing Statement

The Council welcomes the 40% of the dwellings on the site.

Statement of Community Involvement

While the Council accepts that the local consultation undertaken by Richborough Estates has aimed to ascertain residents' views, it suggests that its significance is dwarfed by the Budbrooke Parish Plan and more recently the considerable public and wider for the Budbrooke Neighbourhood Development Plan, now made.

The developer's report sought views from those close to the development and once for 2 or 3 weeks, while the Budbrooke Neighbourhood Development Plan sought views over 2/3 years and was out to publication twice, both for 6 weeks, the latest being in 2016 and under regulation 14 conditions.

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Other Matters

The Council is not aware that any subsequent consultation by the developer took place nor if there have been ways to ascertain views.

Other matters

The practice at the Medical Centre in Hampton Magna has clearly stated that, in its current facilities, it would have great difficulty to taking on additional patients. Residents from all three sites are in the catchment area. However, recently a practice in Warwick has closed and patients from there have come to the Budbrooke Surgery to register as other Warwick practices are full, too. This has implications for existing Budbrooke residents as well as those potentially from people moving in to the new dwellings. In addition, parking at the Medical Centre on Slade Hill already causes congestion so additional demand will increase congestion at this pinch point.

The "Open Door" Community Café is in danger of closing however, there are plans in hand to make improvements and to work closely with the Medical Centre – they are almost adjacent. At this point, the project has financial constraints as the medical centre want physical improvements made to the Open premises prior to committing to a longer-term commercial rental. A grant from the developer could make this work and therefore be beneficial to the community as a whole.