



Budbrooke Parish Council has carefully considered the revised drawings and comments lodged on Warwick District Council's Planning database in respect of W/19/2112 Land of south of Lloyd Close by developers Bellway.

The Council made significant and pertinent comments lodged on WDC's Planning database on 20<sup>th</sup> January 2020. This was with the understanding that Budbrooke Parish Council's Neighbourhood Plan, once made, would be given credence by developers when making amendments. Budbrooke PC was careful not to put undue restraint on developers and was in line with WDC policy. The only way that this can be interpreted is the BPNDP was in fact a valid interpretation, and one accepted by WDC having been properly made, that it should be taken by developers as a significant and relevant document.

Having considered the revisions, few if any, revisions have taken the BPNDP views on board. Our main concerns are these:

### **Roads, layout, and parking**

The layout has changed slightly but most of our points still stand - some house numbers are different but the issues with parking near houses remains. One thing that has been done is removed the alleyway between 99 and 100 and dealt with the parking for plot 81

There is no mention of any change regarding the footpath from Mayne Close along the northern boundary and which continues along the southern boundary of the adjacent development by Millar Homes. In terms of travel and transport it would be advisable to have a pedestrian way connecting the two developments. This footpath is on the definitive map.

This development has few roads that can support on street parking with a number of junctions, bends and driveways prohibiting the safe parking of vehicles. Arrangements set out by the developer and highlighted below pose a hazard to pedestrians, especially children and the elderly/infirm and could easily constitute infringements of the highway code.

Under Design and access statement, 4.7.1 states "*Parking areas will be overlooked by active frontages*". This hardly the case, for example, for plot 14 whose cars would be hidden from view by cars of plot 15. Similarly, the rear cars of plots 36, 37, 71, 72, 83, 84 112, 142 are all hidden by cars in front and fences. These also have three or four cars parked end to end, which may solve the developer's space allocation but is not conducive to reasonable access especially if cars have to be moved round and parked on roads that have no parking spaces!

Parking for any visitors remains extremely limited with only eight spaces not allocated to dwellings and no parking for the allotments. A presumption that allotments will be solely for new residents on the Bellway site is erroneous as their local management might enable a wider customer base, therefore allotment users may need to carry bulky stores or produce to or from the site.

BPC endorses the Highways Authority's comments in its objection of 13th March 2020 which supports BPC's objections in its January objection, and is concerned that the developer has paid only lip service to concerns about safety.

An area adjacent to the allotments for parking would mean that residents on the road that leads to them will not be inconvenienced. In respect of the allotments, it is naively assumed that BPC will take on the management and oversight. In principle this is correct, but BPC will not commit to this without proper discussions, yet to take place, with the developer.

It also appears that the affordable housing plan has been slightly altered but BPC considers that it still fails to address the BPNDP principles in our original objection with grouping of similar housing tenure properties.

### **Infrastructure**

With the current government plans for banning the sale of petrol and diesel cars within 15 years, ALL homes will need access to either an EV charging point or access to be able to park their cars adjacent to the property to install their own charging point within the not too distant future. Currently this is impossible for many if not most residencies as set out in the revised drawings.

Concerns raised by a concerned resident directly with Severn Trent in respect of water supply for the adjacent Millar Homes site elicited some acceptance that the overall water supply arrangement for the whole of Hampton Magna could be impacted. This was different from the previous comments made through the usual consultation process. The Bellway development will draw down 25% more from existing supplies than Millar Homes. This will severely impact on water supply and possibly quality. BPC asks that Severn Trent address the combined impact of both developments in respect of supply and waste, and make a thorough evaluation of any impact on both new and existing properties, and that this is underpinned by data that can be readily substantiated.

### **Style and design**

Only ten bungalows identified on the plot but in the Parish Plan, 44% of respondents required bungalows or retirement homes that were not apartments or flats- BPNDP Key Issues 3.4 and 3.14 Some housing designs in the Bellway Catalogue appear to have unnecessarily high pitched rooves. BPC considers that these push the interpretation of design considerations set out in the BPNDP.

### **Environmental Issues**

There is no doubt that the site is affected by noise pollution. Traffic noise from A46 and M40 crosses open countryside directly, without loss. Volumes are excessive especially when wind direction is from the East/South East and no effective mitigation has been proposed. BPC would support the inclusion of a band of native trees of several metres depth to address this.