

## **Hatton Parish Council**

Planning Application W19/0933 - Housing Development North of Birmingham Rd, Hatton

### **The Parish Council objects to this proposal.**

Notwithstanding the need identified in the Local Plan for more housing the Council objects to this application for the following planning concerns.

#### **Access**

Our particular concern is the access, both vehicular and pedestrian, to the site:

Pedestrian and cycle: The only connection with the rest of Hatton Park in the proposal is via the footpath/cycle path alongside the Birmingham Road. At this point it is narrow, overhung, on a bend and thus dangerous. It is indeed unsuitable as a cycle path at all. This will effectively restrict access for residents of the development to the village hall, shop, bus stop and recreation facilities on Hatton Park. In particular parents and children walking to meet the school bus will be put to great inconvenience and danger.

That this development should be so isolated from the rest of Hatton Park is not acceptable. There is an obvious need for an access to the Ebrington Drive spur. We understand that this is complicated by matters of land ownership, but this cannot be insuperable.

The eligibility of this site as determined in the Local Plan depends on its connection to Hatton Park and its facilities. Without this access, it is connected to nothing.

Vehicular: The proposal is for a new junction midway between the existing roundabout access to Hatton Park and the junction with Ugly Bridge Rd and the adjacent petrol station: three junctions in a distance of 430 metres. Although there is provision for a third, right turn lane, the increase in traffic movements and delays will result in unacceptably increased noise and air pollution affecting dwellings in that vicinity. Traffic turning right out of the site will cause further delay and congestion.

A further concern is the Ugly Bridge Rd junction itself. This is already the cause of delay to southbound traffic on the A4177 as vehicles wait to turn right. This will increase considerably with greater traffic volumes resulting from the proposed development at Hampton Magna and other sites, and the increase in population and commercial activity contained in the Local Plan.

A traffic survey carried out by Budbrooke and Hatton Parish Councils in May 2019 confirms the high volumes of traffic at peak times and it is inevitable that these will increase as a result of this development and others in the Local Plan. The data has been made available to the County Highways Authority.

The Council feels strongly that the traffic management and access provisions in this application are inadequate and should be revised to minimise the environmental impact on the locality.

#### **Open Space**

The proposal is for a 3 metre 'ecological corridor' along the western boundary of the site. Most of the open space is located to the north and east buffering Smiths Covert and the KEVII drive respectively. It is understood that this will not be adopted, and the cost of maintenance will fall to the residents. The design should seek to minimise such cost.

Western Boundary: The proposed 3 metre corridor will not be wide enough to allow mechanical access for managing the hedgerow bordering Combroke and Tidmington.

Eastern Boundary: The Inspector required that there should be 'buffering' between the development and adjacent Green Belt. This already exists in the woodland to the east of the KEVII drive, and there is therefore no reason why building should not extend to that boundary and the ecological corridor on the western boundary widened proportionately.

Northern boundary: this abuts the ancient woodland of Smiths Covert, and is therefore ecologically sensitive. It is suggested that this area is maximised and made available for community activity eg allotments, orchard, wildflower meadow.

Southern boundary: This borders the newly created canal corridor Conservation Area upon which the impact of development must be minimised. The existing vegetation between the site and the Birmingham Road should be preserved and augmented as far as possible to screen the development.

The removal of hedgerow and trees along the Birmingham Road and the design of the houses there appear at odds with the newly approved Canal Conservation Area upon which this borders.A

### **Sustainability**

Energy: Although the required 10% renewable energy generation may be achievable by fitting Solar PV panels on 33 dwellings, there can be no reason not to fit these to all 59 dwelling identified as suitable, plus any garage roofs also suitable.

Primary education, primary health care and highways infrastructure: In its responses to the various Local Plan consultations, the Parish Council raised concerns regarding the burden this and other development west of Warwick would place on these services, and the lack of provision for this.

Education: Local primary schools are full, and it is likely that children from these homes will have to travel to Warwick. About 30% of children on Hatton Park already attend Budbrooke School as their local school (Fercumbe) is full. Both schools are some 1.5 miles from Hatton Park resulting in a significant number of car journeys twice each day.

Health: While it is unlikely that a branch surgery on Hatton Park would be viable, the nearest facility (Hampton Magna) will have to expand to accommodate this, and the new developments proposed for that village.

Highways: Re-engineering of Stank's Hill roundabout intended to relieve pressure on traffic exiting the A46 will inevitably cause increased delay on the A4177 which will be compounded by this and other developments.

Although there is a cycle path from the site to Warwick Parkway the path running 150m south from Hatton Park roundabout is narrow and inadequate.

We feel strongly that this site cannot be considered in isolation, and that measures to mitigate the impact of this development should be considered in conjunction with other relevant developments, particularly those at Hampton Magna.

We feel therefore that these issues should be considered in the evaluation of this application, and in the use of the CIL funding that will become available from this and other developments west of Warwick.