



APPENDIX C - Report to West Area Planning Committee 08/06/22

Application Number:	21/07006/REM
Proposal:	Reserved matters application for approval of access, appearance, landscaping, layout, scale and associated works including proposed Village Green scheme pursuant to outline planning permission 18/05597/OUT
Site Location:	Slate Meadow, Stratford Drive, Wooburn Green, Buckinghamshire
Applicant:	Croudace Homes
Case Officer:	Declan Cleary
Ward(s) affected:	The Wooburns, Bourne End, and Hedsor
Parish-Town Council:	Wooburn and Bourne End
Date valid application received:	08/07/2021
Statutory determination date:	07/10/2021
Recommendation	<p>That the application is delegated to the Director of Planning and Environment for APPROVAL subject to:</p> <ul style="list-style-type: none">• confirmation that matters relating to the recreational pressures on Burnham Beeches SAC have been addressed, in agreement with Natural England, and the subsequent completion of a signed Unilateral Undertaking and/or Deed of Variation to secure payments towards the Burnham Beeches SAMMS;• that the submitted flood plain modelling is satisfactory, in agreement with the Environment Agency;• any conditions/measures necessary; and,• the subsequent deferral to the Secretary of State for their determination as to whether the application should be called in

1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

- 1.1 Land at Slate Meadow is identified for development within the adopted Local Plan under WDLP Policy BE1. Outline consent has been granted for up to 150 dwellings under planning permission 18/05597/OUT. The principle of residential development on this site has been established and the reserved matters application is in accordance with the parameters set out through the outline consent.
- 1.2 This application is being reported to Planning Committee as the application has been called in by Cllr Wilson stating *“As a Ward Councillor, I want to call in this Reserved Matters Planning Application given the material significance of this site to the communities of Wooburn and Bourne End. There is significant interest in the Reserved Matters from Buckinghamshire Councillors, the Parish Council, community groups and residents. Matters of access (with a primary school in close proximity) and a busy road junction at peak times, appearance, landscaping, layout and the Village Green have been held back from the original outline planning application and merit discussion at planning committee rather than a delegated decision”*, and also by Cllr Drayton, stating *“As a County Councillor for the ward of The Wooburns, Bourne End and Hedsor, I would like to call this application in”*.
- 1.3 Matters of first principle have been established under the outline consent, which has been supported by a Legal Agreement to deliver the necessary obligations required to make the development acceptable. The principle of an access off Stratford Drive has been established as has the impact on the highway network associated with the quantum of development.
- 1.4 It is considered that the proposed development is acceptable in terms of the layout, scale, appearance, access and landscaping, and that the proposals would not give rise to material harm to warrant a refusal of the reserved matters.
- 1.5 There remain outstanding considerations with regard to the impact on the Burnham Beeches SAC, however an approach has been agreed with Natural England for money to contribute towards the Burnham Beeches SAMMS which can be secured by Legal Agreement. Furthermore, the outstanding information required from the EA with regard to post development modelling for flood plain compensation has been submitted, and confirmation from the Environment Agency is awaited.
- 1.6 It should also be noted that the Secretary of State has received a request to consider whether to call the application in for determination. Therefore, in the event of a resolution to approve as recommended the application will need to be referred to the Department for Levelling Up, Housing and Communities.

2.0 Description of Proposed Development

- 2.1 The application site comprises a greenfield site which is located within the settlement boundary for Bourne End and Wooburn. The site is allocated within the Wycombe District Local Plan for housing development, under Policy BE.1.
- 2.2 The site represents an undeveloped parcel of land between the two settlements with residential development to the east and west. The River Wye runs through the site to the south, beyond which is the A4094. To the north is the open countryside, which is designated as Green Belt. The site is located within a valley with hills to the north and south. There are no significant land level differences within the site itself which is generally flat.

- 2.3 Due to its proximity to the River Wye, part of the site is located within Flood Zones 2 and 3, although the majority of the site (where development is proposed) is located within Flood Zone 1. The site has close connections to the public right of way network located to the north within the countryside. Land identified as a village green is located at the north eastern part of the site, falling outside of the application boundary.
- 2.4 Outline consent was granted for the construction of up to 150 dwellings, under planning permission 18/05597/OUT which was considered to be acceptable under the Development Plan framework at that time, subject to conditions and a legal agreement.
- 2.5 This application relates to the reserved matters pursuant to that outline consent and considers solely the design details of the proposal, seeking approval for the layout, scale, appearance, access and landscape of the development. The outline consent sets the parameters and principles for development and establishes where development can be located and the extent of open space to be provided.
- 2.6 This proposal is for the construction of 146 dwellings, comprising a mix of 1 bed, 2 bed, 3 bed and 4 bed properties which would be provided through a mix of apartments, terraced, semi-detached and detached dwellings. The dwellings are laid out in a perimeter block form with properties fronting onto the areas of open space and river Wye corridor. The development would be a mix of 2 storey and 2 ½ storey development.
- 2.7 The site would be accessed from Stratford Drive, as established through the outline consent, and includes a primary route through the site, with secondary roads branching from the principal corridor. Parking would be provided through a mix of allocated on site parking for individual properties and parking courtyards to serve the apartments. The scheme also includes unallocated parking within the streets which would serve a dual purpose with parking for the adjacent school.
- 2.8 A significant area of public open space will be provided to the west of the site maintaining a separation between the two settlements. This open space would provide SuD's and flood plain compensation elements, and also includes significant landscaping, recreational and biodiversity enhancements, along with pedestrian/cycle routes connecting to the adjacent communities and wider Public Rights of Way (PROW) network. Open space is provided within the development, including a central area and view corridor from the south which would incorporate an element of SUDs.
- 2.9 The site would be accessed from Stratford Drive to the east, which is the indicative means of access which was considered to be acceptable under the outline consent and in accordance with the Development Plan and Development Brief.
- 2.10 The application is accompanied by:
- a) Planning Application Forms (including ownership certificates);
 - b) CIL Forms;
 - c) Site Location Plan (ref: 18086 – S101);
 - d) Full set of architectural drawings
 - e) Planning Statement
 - f) Design and Access Statement
 - g) Supporting Statements (including Affordable Housing Statement, Sustainability Statement and Transport Statement)

- h) Ecological Appraisal (including BIA)
- i) Ecology – wildlife checklist
- j) Addendum Flood Risk Assessment
- k) Landscape Masterplan
- l) Sustainable Urban Drainage System Strategy
- m) Canopy Calculator
- n) Arboricultural Method Statement
- o) Construction Environmental Management Plan
- p) Landscape and Ecological Management Plan
- q) Shadow Habitats Regulations Assessment

3.0 Relevant Planning History

- 3.1 18/05597/OUT - Outline application (all matters reserved) for the development of up to 150 dwellings (including affordable homes), accessed off Stratford Drive, together with ancillary infrastructure including the provision of public open space, parking and circulation facilities and the management and protection of the water and ecological environments – Approved – 27/06/19
- 3.2 90/05423/OUT - Residential development with new vehicular access – Refused – 09/05/90

4.0 Summary of Representations section ahead of the considerations

- 4.1 The application was subject to the relevant consultation, notification and publicity. An initial round of consultation was undertaken in July/August 2021.
- 4.2 In response to the consultation 17 representations of objection from the local community were received, in addition to 2 letters from residents groups.
- 4.3 The most frequently mentioned concerns/benefits are summarised at Appendix A of the Committee Report.
- 4.4 All representations received from statutory consultees, non-statutory consultees and other interested individuals, groups and organisations are also set out in Appendix A of the Committee Report

5.0 Policy Considerations and Evaluation

Planning policy framework

- 5.1 In considering the application, regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 In this case the site is allocated for development by Policy BE1 of the adopted Wycombe District Local Plan. There are other development plan policies that are also relevant. The policy framework will be set out below.

Principle (Housing)

Wycombe District Local Plan (August 2019): CP1 (Sustainable Development); CP2 (Overall Spatial Strategy); CP3 (Settlement Strategy); CP4 (Delivering Homes); DM21 (The location of new housing); DM33 (Managing Carbon Emissions, Transport and Energy Generation); BE.1 (Slate Meadow, Bourne End and Wooburn)

Wycombe District Adopted Delivery and Site Allocations Plan (July 2013): DM1 (Presumption in favour of sustainable development)

Supplementary Planning Documents – Slate Meadow Development Brief (March 2018)

- 5.3 The site is allocated for housing under Policy BE.1 of the Wycombe District Local Plan (WDLP). Outline planning permission was granted for the construction of up to 150 dwellings under planning permission 18/05597/OUT. This is a reserved matters application submitted pursuant to the grant of that outline planning permission.
- 5.4 The reserved matters application proposes a total of 146 dwellings which is compliant with the outline consent in terms of quantum of development proposed. It is not necessary therefore to revisit whether the principle of residential development on this site is acceptable. Additionally, it is pertinent to note here that the principle of an access off Stratford Drive has been established under the outline consent as this is embedded within the description of development.
- 5.5 This application therefore seeks to determine whether the matters of detail of the proposals, insofar as they relate to scale, appearance, layout, access and landscaping are acceptable. It is also necessary to consider whether the proposals comply with any relevant conditions attached to the outline consent.

Affordable Housing and Housing Mix

Wycombe District Local Plan (August 2019): DM22 (Housing Mix); DM24 (Affordable Housing); DM41 (Optional Technical Standards for Building Regulation Approval)
Planning Obligations Supplementary Planning Document (POSPD)

- 5.6 The delivery of affordable housing has been secured under the outline consent through its accompanying s.106 legal agreement. The permission ensures that no less than 40% of the bedspaces to be provided within the development shall be affordable housing.
- 5.7 There has been a change in policy since the outline consent was granted. Policy DM24 requires that developments should deliver 48% of its total units as affordable housing. However, the legal agreement confirms that affordable housing ought to be determined in accordance with the policies and standards which were in effect at the time the legal agreement was dated. Therefore it is necessary to consider the total bedspaces proposed rather than total units.
- 5.8 The number of bedspaces proposed within the scheme would comply with the terms of the outline consent.
- 5.9 With regard to tenure of affordable housing, the Legal Agreement requires that no less than 70% of the affordable housing shall be Affordable Rented, while the remainder (no more than 30%) shall be shared ownership. The proposed scheme includes a total of 68

affordable units, of which 48 (70.6%) would be rented, and 20 (29.4%) shared ownership. The proposals therefore comply with the legal agreement.

- 5.10 The mix of affordable units would comprise 15 x no. 1-bed Apartments (12 rented) 28 x no. 2-bed Apartments (19 rented) 4 x no. 2-bed Houses (2 rented) 17 x no. 3-bed Houses (11 rented), and 4 x no. 4-bed Houses (4 rented), which proposes a good mix of affordable units within the scheme.
- 5.11 With regard to housing mix generally, the scheme proposes a good mix of 1, 2, 3 and 4 bedroom units which is compliant with the aspirations of Policy DM22.
- 5.12 The proposed scheme in terms of affordable housing delivery and housing mix is considered to be acceptable and in accordance with the outline consent and accompanying legal agreement.

Transport matters and parking

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP12 (Climate change); DM33 (Managing Carbon Emissions: Transport and Energy Generation); BE.1 (Slate Meadow, Bourne End and Wooburn); DM35 (Placemaking and Design Quality)

DSA: DM2 (Transport requirements of development sites)

Interim Guidance on the Application of Parking Standards

Buckinghamshire Countywide Parking Guidance

Slate Meadow Development Brief (March 2018)

Access

- 5.13 The principle of residential development on this site, for up to 150 dwellings, with access from Stratford Drive is established through the outline consent and Development Plan policy. It is not possible to revisit points of first principle in this regard. Policy BE.1 is clear that main vehicular access shall be from Stratford Drive, and to limit vehicle access from Eastern Drive and Frank Lunnon Close, while no direct vehicular access shall be from the A4094.
- 5.14 The proposed access point from Stratford Drive is similar to that indicatively indicated in the outline consent while additional accesses for 5 properties would be provided from Stratford Drive. All points of access can achieve the requisite visibility splays of 2.4m x 43m onto the public highway. The Highways Authority are therefore satisfied that safe access to the site can be achieved.
- 5.15 The scheme includes details of a raised table which would be provided on Stratford Road at the site entrance, this would extend to the entrance to St Pauls C of E Combined School. The details include a pedestrian crossing through the use of tactile paving on the pavements. The Highways Authority are satisfied that these details are acceptable.
- 5.16 Concerns have been raised locally with regard to the capacity of the road network to accommodate the development, and the cumulative impacts from Hollands Farm. While the concerns are noted as stated above it is not possible to revisit points of first principle under a reserved matters application. In considering the outline consent the Highways Authority were satisfied that quantum of development could be accommodated satisfactorily into the highway network.

Internal Layout

- 5.17 The main spine road through the site has been designed to be of appropriate width and include pavements on either side. The wider scheme includes a mix of shared surfaces. BC Highways had raised some concern with regard to the absence of footways in certain locations across the development and also concerns regarding accessibility for refuse vehicles. However, following discussions and relevant amendments to the scheme, these concerns have been satisfactorily addressed.
- 5.18 Highways have raised one outstanding matter with regard to the manoeuvrability of larger vehicles within the cul-de-sac serving Plots 141-145. Amended details have been received, which demonstrate turning provision to serve these units and comments from the Highways Authority are awaited. Elsewhere, the application has been accompanied by refuse tracking details and the Highway Authority are satisfied that such vehicles can manoeuvre safely through the development as designed.
- 5.19 The LPA is satisfied that parking spaces can be accessed and egressed safely without causing harm to highway safety or conflict with other road uses.

Parking

- 5.20 Buckinghamshire Countywide Parking Guidance identifies the site as being located within Zone B. The scheme proposes a total of 365 parking spaces to serve the development, of which 57 would be unallocated visitor parking spaces.
- 5.21 BC Highways have reviewed the overall parking provision and are satisfied that the development would deliver an appropriate level of parking to serve each dwelling. Further, the Highways Authority are satisfied that the size of both off street allocated parking, and on-street allocated parking is in accordance with the required dimensions.
- 5.22 Policy BE1 requires the provision of school travel improvements through additional, unallocated, on-street parking on the site. This requirement is also a condition on the outline consent. The scheme proposes numerous on street parking spaces which are to be unallocated, which would serve as a function to assist with school travel. The on street parking proposed are all within acceptable walking distance from the school and would meet the necessary requirements of the policy and walking distances. It should be noted, that it would not be possible to provide further spaces closer to the junction with Stratford Drive due to vehicular/pedestrian safety.

Sustainable travel

- 5.23 The legal agreement to the outline consent includes obligations for the development to deliver cycleway and PROW improvement contributions towards localised improvements to the existing network, including footpaths WOO/17/1 and WOO/20/2. Further the scheme proposes the necessary connections, through the site, which connect to the wider PROW network and adjoining communities which complies with the requirements of Policy BE1. Furthermore, the scheme will deliver cycle storage facilities for occupants of the development, the delivery of these are secured by the outline consent. The proposals therefore deliver the necessary and appropriate connections and facilities to encourage walking and cycling as a viable alternative to the use of the private motor car.
- 5.24 With regard to bus travel there is a planning obligation for the outline consent to provide financial contributions towards Real Time Passenger Information at bus stops in the area.

- 5.25 Finally, there remains a requirement under condition of the outline consent for the development to deliver electric vehicle charging points in all dedicated parking on the site.
- 5.26 The scheme therefore encourages sustainable travel and meets the objectives of reducing emissions from travel.
- 5.27 The layout and access of the proposals are therefore considered to be acceptable in respect of highways matters.

Raising the quality of place making and design

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP9 (Sense of place); BE1 (Slate Meadow, Bourne End); DM32 (Landscape character and Settlement Patterns); DM34 (Delivering Green Infrastructure and Biodiversity in Development); DM35 (Placemaking and Design Quality)
 DSA: DM11 (Green networks and infrastructure),
 DM16 (Open space in new development)
 Residential Design Guide
 Slate Meadow Development Brief

- 5.28 This is a reserved matters application which considers matters of detail, the key considerations with regard to place making and design are the matters relating to layout, appearance and scale. Considerations relating to landscaping are considered in more detail later in this report.
- 5.29 Policy BE1, with regards to place making sets out two requirements, to retain an undeveloped area between Bourne End and Wooburn; and to retain the village green. Further requirements, under landscape, require the retention of views up the valley sides to the north and south, and to provide a layout, scale and appearance of the development that minimises the impact on views down from the valley sides. A Development Brief has also been produced to inform development on this site.

Layout

- 5.30 The proposed layout, in terms of developable area has been dictated by the outline consent and the requirement to achieve adequate open space on the site. A significant corridor is retained to the west of the site which maintains the separation between Bourne End and Wooburn. Furthermore, the village green is retained as required. Both these elements are secured through the legal agreement attached to the outline consent.
- 5.31 The development makes effective use of perimeter blocks which results in developments which satisfactorily addresses the river Wye corridor, open space and existing development along Stratford Drive. The pattern and mix of development, and the use of apartment buildings at focal points is considered to be acceptable.
- 5.32 A key consideration in the evolution of the site layout has been requirement to achieve potential views through the site to the hillsides beyond. There are vistas from within the development which allow for views of the hills beyond, along the proposed road networks. While views from the north towards the southern hills can also be achieved along the corridors created by the roads and over the rooftops. The creation of a view from beyond the site to the south had been more problematic to achieve, given the

quantum of development proposed. However, discussions between the applicant and LPA have sought to secure a wider corridor from the south which would penetrate through to the central area of open space. This would open up a corridor within the development platform and allow for vistas through the site and to the landscape beyond. It is considered that the proposals are acceptable in this regard.

- 5.33 Initial plans showed the central area to be dominated by a SUD's feature, this would have lessened the effectiveness of this area as a focal point within the development. This has subsequently been removed and relocated to within the southern view corridor. A more meaningful area of open space has now been provided within the development.
- 5.34 The proposals have been assessed in terms of the impact upon heritage assets and their setting, and it is not considered that the development would unduly impact any heritage asset as a result of the detail submitted in this application, as confirmed by the Heritage Officer. Matters relating to archaeology are reserved by conditions on the outline consent.

Scale

- 5.35 The proposed development is predominantly two storey with some elements of 2 ½ storey. Representations have been received which state that these are 3 storey developments and that they are out of character with the surrounding development (being predominantly 2 storey).
- 5.36 There is no condition attached to the outline consent which restricts the scale of the development, and the inclusion of 2.5 or 3 storey developments is not considered unacceptable as a matter of principle. Indeed the Development Brief states that the proposals should be predominantly 2 storey with the potential for occasional 2.5 and 3 storey elements. The proposed development is predominantly 2 storey in scale, while 2.5/3 storey elements are provided within the development. These are predominantly concentrated in key locations such as adjacent to the central open space, or fronting onto the wider open space. These therefore provide focal points within the development and are considered to be acceptable.

Appearance

- 5.37 The development proposes a variety of building designs, types and forms. The scheme includes different character areas within the development, such as the main spine road, the open space and river frontages, and mews areas. Additionally, the scheme includes a mixed palette of materials. The appearance of the development helps to add interest within the scheme and is considered to be of acceptable.

Amenity of existing and future residents

Wycombe District Local Plan (August 2019): CP9 (Sense of Place); DM35 (Placemaking and Design Quality); DM40 (Internal space standards)
Residential Design Guide
Slate Meadow Development Brief

- 5.38 The development will safeguard the amenity of neighbouring properties and provide an appropriate living environment for new occupiers in accordance with development plan policy and guidance.

- 5.39 The development will provide private, attractive, usable and conveniently located private amenity space of an appropriate size for each new home. Houses will be provided with private garden space, while apartments will be provided with either a ground level patio garden area or balcony.
- 5.40 The scheme will not result in adverse impacts on the amenities of neighbouring properties because:-
- A 25m back to back distance is achievable with existing homes on Stratford Drive.
 - Boundary screening will be achieved by the retention and enhancement of existing boundary landscaping.
 - The perimeter block layout will ensure that existing gardens back onto new gardens thereby making it difficult for outside intruders to access back gardens.
 - The scale of the properties is appropriate to ensure that there would be no adverse overbearing or overlooking issues.
- 5.41 The layout of the new development has been designed to broadly comply with the Council's normal development standards in order to provide an adequate degree of amenity for the future residents of the proposal. There are a small number of internal back to back relationships which are marginally below the spacing standard, however in the context of the scale of scheme, and for the purposes of achieving good design, the spacing between the dwellings is considered to be acceptable.

Environmental issues

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth),
DM20 (Matters to be determined in accordance with the NPPF)

- 5.42 Matters relating to air quality, contamination, servicing, and noise disturbance, were considered at outline stage and the proposals were deemed to be acceptable on these points, subject to conditions attached to the outline consent where appropriate.

Flooding and drainage

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP12 (Climate Change); DM39 (Managing Flood Risk and Sustainable Drainage Systems); BE1 (Slate Meadow, Bourne End and Wooburn)

Flood Risk

- 5.43 The application site includes land which is located within Flood Zones 2 and 3, which is acknowledged within Policy BE1 and considered through the outline consent. The requirement to ensure that the development is safe from flooding has dictated the development platform secured through the outline consent.
- 5.44 The outline consent includes a condition which dictates the finished floor level of any perceived vulnerable properties within the development, and limits the extent of built development. These are mandatory requirements that any development has to satisfy and the submitted detail shows adherence to this.

- 5.45 The outline consent also requires the submission of flood plain modelling to be submitted with the Reserved Matters for layout, which should include an addendum to the overarching FRA.
- 5.46 The initial Environment Agency comments raised concern with regard to the submitted documentation and the level of detail provided in terms of flood plain modelling, the effectiveness of the floodplain compensation scheme, and levels within the development. As such, the EA requested the submission of a revised FRA which had not been submitted to support the application.
- 5.47 An addendum FRA has since been provided and the EA were reconsulted. The submitted information included outstanding information required by the EA and suggests that the development can be carried out without causing risk to future occupants, or contribute towards additional risk elsewhere. However, a further significantly delayed response from the EA identified that there remained some outstanding information relating to flood plain modelling. This detail has been produced and has subsequently been referred to the EA again for their urgent consideration.
- 5.48 It should be noted that a further condition requires the submission of a floodplain compensation scheme prior to the commencement of development. Therefore, it is not necessary for this element of the proposal to be considered or agreed at this time. Notwithstanding this, the scheme submitted includes two areas of floodplain compensation, which would alleviate the loss of floodplain arising from any raising of land levels.

Drainage Scheme

- 5.49 The application has been supported by a drainage strategy which broadly reflects the layout submitted. The LLFA have considered the submitted information and observed that some detail is outstanding. Notwithstanding this, they have confirmed that the matters can be dealt with by way of the submission of details pursuant to conditions 10 and 11 attached to the outline consent.
- 5.50 A legal agreement relating to sustainable drainage systems (SuDs) management and maintenance has been secured at Outline stage.

Green networks and infrastructure, biodiversity and ecology

Wycombe District Local Plan (August 2019): CP7 (Delivering the Infrastructure to Support Growth); CP9 (Sense of Place); CP10 (Green infrastructure and the Natural Environment); DM34 (Delivering Green Infrastructure and Biodiversity in Development); BE1 (Slate Meadow) DSA: DM11 (Green networks and infrastructure); DM13 (Conservation and enhancements of sites, habitats and species of biodiversity and geodiversity importance); DM14 (Biodiversity in Development)

Slate Meadow Development Brief

Impact on Burnham Beeches Special Area of Conservation (SAC)

- 5.51 Natural England have raised objection to the Reserved Matters application on the basis that the development proposals do not satisfactorily mitigate the additional recreational pressures which would arise on the Burnham Beeches SAC.
- 5.52 By way of background, both the WDLP and the Slate Meadow Development Brief acknowledge that residential development at the application site would, sans mitigation, result in an adverse impact on Burnham Beeches SAC. Both acknowledge

that the provision of open space at the application, above and beyond the policy requirements set out in Policy DM16 would be necessary to provide an alternative to the SAC and therefore reduce any recreational pressures.

- 5.53 The evidence base to the preparation of the Development Plan included a Habitats Regulations Assessment Report (dated January 2019) was carried out prior to the granting of outline planning permission. This considered the impacts that Local Plan would have on sites of international importance, including the Burnham Beeches SAC. Again, this identified that Slate Meadow would have an impact on the SAC through recreational pressures which ought to be mitigated as the site fell within 5km of the SAC (based on Visitor Survey evidence from 2014). That Heritage Regulations Assessment (HRA) considered that the provision of on site open space would be sufficient to mitigate the pressures on the SAC. It was observed that the site is surrounded by a good network of rural Public Rights Of Way (PROW) which the proposals should connect to. Under the preparation of that HRA, Natural England (NE) were consulted based on the strategy outlined within the Local Plan HRA. Based on the mitigation agreed NE confirmed that they were satisfied that the Local Plan will not have significant impacts to any European protected sites. The mitigation strategy within the HRA therefore informed the Local Plan Policy.
- 5.54 The Outline consent was granted after NE acknowledged the strategy towards the SAC within the HRA and (at that time) emerging Local Plan. In considering that application it was acknowledged that the development would impact upon the SAC and that the overprovision of open space, as proposed, would mitigate the recreational pressures. This assessment was in line with the HRA to the Local Plan. Consequently, the open space provision has been secured and fixed through Legal Agreement.
- 5.55 As set out above, in considering this Reserved Matters application, NE have maintained an objection to the proposals on the basis of the impact on the SAC.
- 5.56 Following discussions between the applicant, Council and Natural England it has been agreed in principle that a contribution towards the Burnham Beeches SAMMS as detailed by the Buckinghamshire Council Burnham Beeches SAC SAMMS SPD (which forms part of the Development Plan for Chiltern and South Bucks) could be secured and this would mitigate the potential recreational pressures arising from the development. This would amount to a payment of £295,485.02 arising from the scheme of 146 dwellings. The applicant has confirmed that they will make payments towards the mitigation strategy, to be secured through legal agreement, and the LPA are awaiting formal confirmation from Natural England of removing their objection.
- 5.57 In addition, with regard to the proposals submitted with this reserved matters application, the scheme includes the quantum of open space which is consistent with that which has been secured under the Legal Agreement for the outline planning permission. The scheme includes a network of routes through the open space which will connect to the wider PROW and as such providing an appropriate alternative green space, and access to the countryside, which clearly act as a recreational facility which would serve the occupants of the development and also the wider community.

Biodiversity proposals

- 5.58 The application has been supported by the necessary surveys and reports which consider the impacts upon protected species and/or their habitats. The updated information indicates that there are some protected species on the site including water

vole, reptiles, badgers and bats. The proposals include mitigation measures which the Ecology Officer consider to be acceptable. The amended Construction Environmental Management Plan sets out clearly how species and habitats will be protected through the construction process. The zoning of the site enhances the interpretation of how different areas of the site will be dealt with and should help ensure harm does not occur. Consequently, the Ecology Officer has raised no objection to the development in this regard which satisfies the requirements of ecological conditions attached to the outline consent.

- 5.59 The submitted plans and documents demonstrate a 10m buffer from the River Wye, as required by condition. The detail includes the necessary landscaping and ecological enhancements within the buffer zone. The zone is largely clear from built form. It is noted that there is some minor incursion of footpaths into this zone, however revised plans have been submitted which remove the footpath from the buffer which would address the EA concerns in this respect.
- 5.60 While concerns raised by the Environment Agency with regard to the impact upon protected species, particularly Water Voles, no concerns have been raised by the LPA's Ecology Officer. The re-profiling of the river banks is required in order to provide enhancements to the River Corridor. One water vole burrow has been identified within the bank which is to be re-profiled. The submitted CEMP confirms that before any works are carried out further water vole surveys will be undertaken to ensure that all burrows have been identified and mapped. If required a Natural England licence will be obtained in order to conduct water vole displacement works and such works, if necessary, would be in accordance with Natural England licensing requirements. There remains other habitat within the site which would be suitable for water vole which the species could disperse to. Through displacement, it is considered that the works would not have a detrimental impact upon the species or its population.
- 5.61 Details of the lighting layout have been provided and further details of these have been provided within the CEMP and Mitigation and Enhancement Strategy. The Ecology Officer is satisfied that these details are well designed from a biodiversity perspective, while a condition remains on the outline consent which controls the installation of further lighting.
- 5.62 The Environment Agency (EA) have also raised concern with regard to the design of the seasonal wetlands and that these should be designed to have multiple benefits and variety in profiling. These engineering works are required initially due to floodplain compensation requirements and their design ultimately needs to strike an appropriate balance between ensuring they are fit for purpose from a flooding perspective and any biodiversity or recreational function. It is considered that the proposals provide for an appropriate balance between these factors.
- 5.63 The EA acknowledge the river enhancements which have been presented to date. However, they have suggested that a more comprehensive scheme for in channel enhancements is required to introduce variations in flow. While these comments are noted, again, a balance ought to be struck between ensuring that matters of flood risk are not compromised as a result of works to the river itself. The applicant's specialists have identified that such works may have implications on channel capacity which is why such measures have not been incorporated and this approach appears to be reasonable to the LPA. In addition the proposed depth of the marginal shelf, at 150mm to 200mm, is considered to be acceptable.

Net Gain

- 5.64 With regard to net gain the submitted Biodiversity Metric shows a habitat net gain of 20.25%, and hedgerow net gain of 677.83%. The scheme shows a good mix of habitats to be provided which would integrate well into the site. The Ecology Officer is satisfied that the calculations seem reasonable and that the development proposals would deliver a measurable net gain in biodiversity, on site. Furthermore, the submitted LEMP sets out how the onsite habitats will be managed to ensure that the predicted values will be achieved.
- 5.65 The EA have suggested that a River Condition Assessment ought to be carried out to inform biodiversity net gain. While this comment is noted, condition 9 attached to the outline consent, states that the reserved matters application (for landscaping) should include a biodiversity impact assessment and enhancement statement in line with the Warwickshire Metric (or Buckinghamshire if available). The condition and the Warwickshire Metric does not require such an assessment and such requirements is above and beyond the outline consent.
- 5.66 As set out above, the application proposals demonstrate a significant level of biodiversity net gain enhancement on-site which is above and beyond the requirements of current Development Plan policies.

Trees and canopy cover

- 5.67 The development would accord with policy DM34 in that it would achieve a future canopy cover of at least 25% across the site area. The submitted documentation demonstrates that 28% future canopy cover could be achieved. This has been reviewed by the LPA's Tree Officer who has confirmed that the proposed tree provision across the site is acceptable. Additionally noting that the tree cover within the development itself would present a sylvan character for the development.
- 5.68 The submitted arboricultural method statement is also deemed to be acceptable in terms of the protection of retained trees.
- 5.69 The proposed layout and landscaping of the site is deemed to be acceptable in terms of biodiversity and green infrastructure.

Building sustainability and climate change

Wycombe District Local Plan (August 2019):
DM33 (Managing Carbon Emissions: Transport and Energy Generation),
Air Quality SPD

- 5.70 These matters have been considered at outline stage under the policy context at that time. It is not possible to revisit points of principle in this regard. However, the applicants have acknowledged that should the development not satisfy Building Regulations through fabric efficiency alone then they would look to incorporate PV panels into the development.

Public open space

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth); DSA: DM16 (Open space in new development); DM19 (Infrastructure and delivery); BE1 (Slate Meadow, Bourne End and Wooburn)

- 5.71 The quantum of open space which would be delivered has been established through the outline consent. This includes a significant over provision of local and strategic open space to provide separation between the settlements, a green corridor, and in part to mitigate the impacts on the Burnham Beeches SAC as outlined above. The parameters of the open space is secured through legal agreement and includes a significant undeveloped corridor to the west of the site as required by policy and the Development Brief.
- 5.72 Within the site allocation, but outside of the application boundary, is an area of land identified as village green. Policy BE1 requires the retention of this land, and this is retained under this proposal. The outline consent, under the legal agreement, requires the submission of a village green scheme, subject to a licence. The proposals detailed through the amended plans show limited alterations to the village green itself, with the exception of enhancing connectivity through the area to the wider PROW network which are considered to be reasonable. Notwithstanding this, any scheme requires consent outside the remit of this application, pursuant to the Legal Agreement.
- 5.73 The scheme includes a corridor of open space within the development area which would include some SUD's elements, which would lead towards a central undeveloped open space area. The scheme also details an area of play space which would be provided within the strategic corridor. The provision and extent of which is considered to be acceptable.

Infrastructure and Developer Contributions

Wycombe District Local Plan (August 2019): CP7 (Delivering the infrastructure to support growth)

DSA: DM19 (Infrastructure and delivery)

- 5.74 These are matters which have been secured by the Outline Consent. It is not possible to revisit or reassess what has been secured by the planning permission.

Weighing and balancing of issues / Overall Assessment

- 5.75 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.
- 5.76 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:
- a. Provision of the development plan insofar as they are material,
 - b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,

c. Any other material considerations

5.77 As set out above it is considered that the proposed development would accord with the development plan policies and would bring with it the benefits established through the outline consent.

5.78 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

6.0 Working with the applicant / agent

6.1 In accordance with paragraph 38 of the NPPF (2019) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.

6.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

6.3 In this instance:

- The applicant was provided with pre-application advice.
- The applicant was provided the opportunity to submit amendments to the scheme/address issues and the LPA has worked collaboratively with the applicant to find solutions
- The case was considered by the planning committee where the applicant had the opportunity to answer representations.

Recommendation: That the application is delegated to the Director of Planning and Environment for Approval subject to:

- (a) Confirmation that matters relating to the recreational pressures on the Burnham Beeches SAC have been addressed, in agreement with Natural England, and the subsequent completion of a signed Unilateral Undertaking and/or Deed of Variation to secure payments towards the Burnham Beeches SAMMS;
- (b) That the submitted flood plain modelling is satisfactory, in discussion with the Environment Agency;
- (c) Any conditions/measures necessary; and,
- (d) The subsequent deferral to the Secretary of State for their determination as to whether the application should be called in; and,

Subject to the following condition(s):

1. The development hereby approved shall be carried out in strict accordance with the plans detailed within the Planning Application Register, dated 11th May 2022.

Reason:

In the interests of clarity and to secure the satisfactory layout, scale, appearance, access and landscaping of the development.

APPENDIX A: 20/07006/REM

Consultation Responses and Representations

Councillor Comments

CLlr Wilson - As a Ward Councillor, I want to call in this Reserved Matters Planning Application given the material significance of this site to the communities of Wooburn and Bourne End. There is significant interest in the Reserved Matters from Buckinghamshire Councillors, the Parish Council, community groups and residents. Matters of access (with a primary school in close proximity) and a busy road junction at peak times, appearance, landscaping, layout and the Village Green have been held back from the original outline planning application and merit discussion at planning committee rather than a delegated decision. (23/07/21)

CLlr Drayton - As a County Councillor for the ward of The Wooburns, Bourne End and Hedsor, I would like to call this application in. (26/07/21)

Parish/Town Council Comments

Wooburn & Bourne End Parish Council – Further Comments – Further to our letter dated 24th January 2022, we welcome the recent Environment Agency (EA) response dated 14th April 2022. In their response, the EA maintain their objection for a number of reasons which echo our earlier response in terms of flood risk, drainage and biodiversity issues which we both feel have not been adequately dealt with by the proposed development. We note that the EA are also concerned about where additional swales have been placed which are not evident on the landscape masterplan nor that there is consideration for the seasonal wetlands to have been included. We agree with both of these points as reflected in our letter. We would be keen to understand the LLFA drainage officers current standpoint on the above but are yet to see a response from themselves.

Wooburn & Bourne End Parish Council – Further Comments – Wooburn and Bourne End Parish Council's planning committee is fortunate that one of its members is a geotechnical engineer and he has reviewed the amended drainage strategy in document FWM8960-RT001 R01-00

We wish to alert you to our concerns that the amended drainage strategy does not provide enough treatment or benefit to the Site or it's ecological receptors and that the biodiversity net gain assessment uses a now withdrawn standard.

In response to amended documents uploaded recently to the Buckinghamshire Councils Planning Portal in relation to the outline planning permission 18/05597/OUT and 21/07006/REM Slate Meadow Stratford Drive Wooburn Green Buckinghamshire.

Wooburn and Bourne End Parish Council would like to make the following observations and comments.

- For Flood storage compensation we would expect volume calculations, comparing available flood storage volumes for the current site against the proposed site. These calculations are generally undertaken on a level for level basis at increments of c. 0.1 m. This has not been undertaken in this instance. However, the results of the modelling would suggest that the features would result in a slight decrease in downstream flood risk (as inferred from the reduction in modelled flow volume passing through the site) under the 1 in 100 years + climate change event. It is unclear whether the volumes provided by these features would be utilised under lesser storm event conditions. It is

assumed that they would not be although there is not much information included on the connectivity between the watercourse and the basins.

- Ideally the drainage strategy should be updated as the FRA has been. At present there are quite a few contradictions between the two.
- The Site is in Zone 3 and close to Zones 1 and 2 of a drinking water source protection zone. However, the drainage strategy does not appear to consider this in terms of pollution incidents given the primary mechanism of surface water disposal is infiltration. This needs further thought and consultation with Thames Water.
- A blanket minimum invert level for infiltration features seems inappropriate for a site of this size. A more refined approach could be employed such as that used to set finished floor levels in the FRA addendum.
- Confirmation should be sought that none of the permeable paving is within the 1 in 100 yr. + climate change flood envelope.
- It is good that the previous attenuation crates have been replaced with an above ground 'green' basin. However, there appears to be no treatment to surface water run-off from adoptable roads prior to discharge into the River Wye. The invert level of the surface water sewer network appears to be consistently lower than the invert level of the basins suggesting that the only way they will fill is by the hydro brake 'backing up' the entire system. So under low flow conditions any pollutants would seemingly discharge directly to the river. IWe cannot see any other form of treatment to remove pollutants including contamination (e.g. fuel/ oil spills) and suspended solids.
- The FFLs of the plots have been raised but the discharge of surface water from each is to the sub-base of surrounding permeable paving. Whilst quite extensive, we are concerned that it is still a concentrated discharge which has not been tested under 'flood' conditions and could lead to localised or extensive groundwater flooding i.e. they effectively work in reverse.
- The flood plain compensation basins are noted as 'seasonal wetlands' but the base/ invert of them is higher than the 'worst case' groundwater elevation. Assuming they are unlined we would thinkre commend that for better biodiversity benefit, these should be lowered such that the bases are indeed 'seasonally' wet whilst providing adequate storage above during times of flood.
- The new proposal includes river bank enhancements. Again, for biodiversity reasons, a fish 'refuge' pond should be considered in this area.
- The River Wye ecological buffer intersects with footpaths/ cycleways and abuts the one of the roads. Ideally there should be a degree of separation from human activity.
- The ecological report notes: "The SuDS feature in the central area will provide a permanently wet wildlife pond with a shallow gradient and marginal zones for aquatic, emergent and marginal vegetation." However, we are unsure how this will be achieved if it only gets wet when the system 'backs up' - see above.
- The ecological report uses DEFRA biodiversity metric 2.0 but this has been withdrawn and replaced with 3.0 which should be used.

Please take these points into consideration in any discussions of conditions with the Developer and into your determination of the planning application.

Wooburn & Bourne End Parish Council – Initial Comments - Members of the PH&L Committee of Wooburn & Bourne End Parish Council wish to make the following comments with regard to the above application 21/07006/REM. In reading and comparing the 21_07006_REM-PLANNING_STATEMENT-3970841.pdf and the Development Brief for Slate Meadow which was adopted in 2018, and Wycombe District Local Plan adopted in 2019, we note the following that are not in accordance with the agreed development brief.

Development Brief 1.3 Vision para 10 says: Deliver off site infrastructure directly related to the needs of the development. The planning application addresses its access to Stratford Drive but not beyond, yet 2.5.1 calls for "improvement for right turning onto A4094 and potential revision to Stratford Drive junction including the pedestrian crossing"

- the road improvements and infrastructure around the site must be completed before any development starts. This planning application does not include a transport assessment, but this is stated as being required within the Development Brief at 4.7. The Transport assessment will consider the number of vehicle movements, the proposed single entrance and exit to the site, where that entrance is relative to Stratford Drive entrance from Brookbank; the entrance to Orchard Drive and the entrance to the school. All of these are in close proximity to each other and could potentially cause a bottle neck at any one time.

The assessment also needs to take into account that some students will attend St Paul's who are not living at Slate Meadow and will be walking along Cores End Road, Brookbank and from the outer edges of the catchment area at Wooburn Manor Park. Therefore, there needs to be additional safe crossing areas. (Local Plan Policy BE1 2e)

The Local Plan states that Bourne End is a transport hub, so we recommend that the Old Railway Line is looked at again as a bridle/cycle path to reduce short term vehicle journeys. (WDC Local plan BE1 2d)

Development Brief 2.5.4 "....additional visitor parking provision in the new development in close proximity to the school, capable of providing addition school drop off parking"

- The plan does show layby style parking within the site but as the site roads loop in and out of the development from the single entrance/exit and many are dead ends, we would envisage many vehicles trying to turn around within the development on junctions and even in driveways. The Liaison Committee had recommended that there was a single parking plot for school drop offs, with a permeable base, and the PH&L committee agree that this would be a safer and more desirable solution.

Development Brief 2.9. Utilities & Services

"Foul Water: The sewerage undertaker for Slate Meadow is Thames Water Utilities Ltd. Thames Water has stated that the planned upgrade for the Little Marlow Sewage Works will be incorporated into the Company's 2020 programme. Thames Water has stated that existing infrastructure can cope with developments that come forward before 2020: and has confirmed that its existing capacity and infrastructure is capable of accommodating Slate Meadow and the other reserve sites."

- Section 4.8 of the Development Brief states: A baseline infrastructure assessment of existing utility and drainage services within Slate Meadow and the areas immediately surrounding the site was undertaken in March 2007 and updated in 2016. Detailed in Section 2.9, it confirms that there is capacity in the water and foul water infrastructure to accommodate additional development on the site.

- We note the stand-alone pumping station in the plan for the site

- However, Thames Water have been discharging raw sewage at Little Marlow after heavy

rain so they clearly cannot cope. This should therefore be re-verified with Thames Water to identify when their planned upgrades will be completed so that the Development can be phased accordingly, with the upgrades completed prior to the start of the phases.

“Surface Water: The surface water strategy is subject to detailed geotechnical survey/assessment of ground conditions. The preference is for an integrated SuDS system that incorporates surface water attenuation in the form of swales and ponds. Otherwise storm water will be discharged to suitable watercourses in a manner that is carefully managed in accordance with EA requirements.”

- It is our observation that the surface water drainage has got worse in the last few years and areas that are particularly affected are Cores End Road, Brookbank around the perimeter of Slate Meadow, Stratford and Orchard Drives and from Kiln Lane and Hawks Hill as runoff accrues at the Cores End Roundabout. It has been acknowledged by HR Wallingford that most of the surface water flooding is due to blocked drains and pipes.
- We are also concerned that a large area of the SuDS system is close to the badger setts and request that the placing of SuDS be monitored and their placement changed if necessary.

With reference to the housing styles and types, we consider that there is a missed opportunity to incorporate solar panels, ground source heat pumps as alternatives to gas boilers, (which will no longer be allowed in new builds from 2025), EVC points, clean and grey water separation and recycling and other greener alternatives and that Slate Meadow has great potential to be an example of a green housing development.

Village Green

Whilst the developers have acknowledged that the Village Green (**Village Green 112 Slate Meadow**) is owned by Buckinghamshire Council and is not part of this application, the plans show suggested changes, with direct connections to the development area. We would like it noted that we strongly object to any changes made to the Village Green as it is a protected open space, with its current and historically used access points at Frank Lunnon Close and off the railway line link paths remaining unchanged. We seek written reassurance that the Green will be left as it currently is – an organically maintained space with natural grass paths, shrubs, trees and hedgerows that are kept naturally tamed by deer, badgers and other wildlife. Your thorough ecology assessment identifies the Village Green as being the most diverse in terms of species and any development or additions in terms of tarmac or laid paths and “manicured” areas would destroy that. Any management issues which encroach the development must be discussed and agreed with the Parish Council.

We also request written confirmation that no waste or soil from the SUDS holes or land excavation are put on or near the Village Green.

In conclusion, the PH&L committee, on behalf of the Parish Council, are therefore making an application to Buckinghamshire Council, that this application is called into the Full Planning Committee for the above matters to be taken fully into consideration.

Consultation Responses

Buckinghamshire Council Arboricultural Officer – *Further Response* - Canopy Calculator submitted, now showing 28% canopy cover.

Questionable use of exclusions and yet use of trees within them.

Removals and retention in AMS do not match Canopy Calculator, this seems to be because of the exclusions in the calculator.

The Amended Arboricultural Method Statement (AMS) covers all the important aspects I would expect and the Recommendations are statements of what will be done. The document is clear and I am happy with its content.

Amended Detailed Landscape Scheme and the Amended Landscape Masterplan show more trees will be included in the urban areas as requested. Although details of how the soil volumes of each individual tree have not been submitted as per the Canopy Cover SPD. It appears that the majority of trees will be planted in locations with an open soil volume and so they should have the opportunity to grow.

RECOMMENDATIONS:

With an overall anticipated canopy cover of 28% I am confident that even though the correct figure might be a little lower, I am satisfied that a good level of canopy cover will be reached and with much of this being associated with the built area, the development will have a good sylvan character.

The AMS details are clear and should be sufficient to ensure that retained trees are correctly protected.

I am therefore happy with the details submitted.

Buckinghamshire Council Arboricultural Officer – *Initial Response* - The Arboricultural Method Statement covers all the important aspects I would expect.

The Landscape Masterplan and the Detailed Landscape Detail plans show a good level of tree planting however there are improvements which need to be made.

Previously in pre application discussions I asked for more planting on streets, in parking areas, in back gardens and on the boundary between the village green and the development. I am pleased to say that there is now a good level of planting in the streets but there are still relatively few in parking areas, none in back gardens and only a limited number on the boundary with the village green.

The species which have been chosen for the more urban areas are in the most part small species. Larger species could easily be accommodated in many locations.

Details have not been submitted to show how trees will be planted and how much soil will be provided. This is particularly important in the more urban locations where compaction to support hard surfaces can limit soil volumes and this ultimately limits the size a tree can grow to.

More trees could be included in the green space around the developed area. Black poplar has been shown on the plans, this is suitable for parts of the site but it must be native black poplar which is planted.

The pre application comments asked for canopy cover details to be submitted, this needs to be done in line with the canopy cover SPD however this has not been submitted. I believe that the development could achieve the 25% requirement of policy DM34, but this needs to be demonstrated

through an understanding of the potential of the species planted and the soil volume which will need to be provided.

Buckinghamshire Council Ecology Officer – *Further Response* - The Amended Lighting Strategy does not contain the information I had asked for in the way in which I had asked, however the specifications of the lights are listed and that allows the identification of the Lux levels and kelvin temperature. Lighting details are also included in the Amended Construction Environmental Management Plan and the Amended Ecology Surveys and Ecological Mitigation and Enhancement Strategy. The lighting details now appear to be well designed from a biodiversity perspective.

Biodiversity Metric results in a habitat net gain of 20.25% and hedgerow net gain of 677.83%. The assessments seem to be reasonable and the assessor comments have been completed and enable a good level of understanding of how decisions have been made.

It is unclear what the justification is for the categorisation of some habitats as strategically significant, but it has been applied for both baseline and created/enhanced habitats and so should not make a significant difference to the calculations.

The metric appears to accord with the plans and the plans show a good mix of habitats which integrate well with the amenity use the site will receive.

The Amended Construction Environmental Management Plan 5/1/2022 sets out clearly how species and habitats will be protected through the construction process. The zoning of the site enhances the interpretation of how different areas of the site will be dealt with and should help ensure harm does not occur.

RECOMMENDATIONS:

The amended ecological information shows that there should be a good level of biodiversity net gain and despite some unavoidable temporary disruption to some protected species, the protective measures in the CEMP should minimise impacts and there will be useful enhancements as a result of the Amended Ecology Surveys and Ecological Mitigation and Enhancement Strategy.

Therefore, I am happy with the documents submitted.

Buckinghamshire Council Ecology Officer – *Initial Response* - There are several shortcomings in the information which has been submitted which have been identified by the Environment Agency (EA), I agree with the comments that the EA have made and so I will not repeat them here but instead expect them to be addressed by the applicant.

The Metric shows a biodiversity net gain of +14.95%, this is inline with the requirement of the development brief objective 4 which requires a significant net gain. It also meets the requirements of policy DM34 and the forthcoming Environment Act. When designs and details have been revised to meet the requirements of these comments it will be necessary to redo the biodiversity metric.

The LEMP sets out how the onsite habitats will be managed to ensure that the predicted values will be achieved, this is a detailed document and it covers many of the aspects which should be included. The EA comments need to be referred to in making amendments to it.

The Updated Ecology Surveys and Mitigation & Enhancement Strategy show that there are some important protected species on the site including water vole, high numbers of reptiles, badgers and also bats. The mitigation and enhancement measures are appropriate in most cases, but the comments made by the EA need to be addressed. The production of a Construction Environmental Management Plan (CEMP) is repeatedly mentioned but it has not been included in the submitted documentation.

The inclusion of the seasonally wet SuDS basins has great potential to be very beneficial from both an ecological and landscape perspective as well as serving a SuDS function, however the design indicated on plans which has a uniform slope around to the perimeter down to a flat bottom is unnecessarily geometric and regular, these features need to have varied edge gradients and varied depths to ensure that they give the impression of being semi natural features contain greater variation (which will be of benefit to wildlife) and are not jarring to the eye.

The Lighting Strategy plan does not stand out as being problematic but as it contains no information about the Lux levels the Kelvin temperature or the lighting gradients and as there is no narrative of how lighting has been designed to minimise ecological impact. It is not possible to know whether the proposed lighting will have a negative impact upon wildlife.

Buckinghamshire Council Landscape Officer – Initial Comments - The proposed site layout differs little from that presented at the outline application stage and has not demonstrated a satisfactory response to / resolution of some key issues raised in the landscape and urban design comments made upon the outline application indicative site layout (a reserved matter).

Buckinghamshire Council Landscape Officer - The proposals are deficient in landscape terms, as follows.

1. The submitted documents do not demonstrate satisfactory street layouts and building heights to allow clear views from the river/road to high ground to the north/northwest through/across the development area; also views to high ground to the east/southeast from the Village Green (especially) and the central square. The illustrative 3D views in the Design and Access Statement suggest a substantial impact of development on the northern skyline of hills from Brookbank and the riverside in particular. Verifiable photomontages are required to demonstrate the relationship of the proposed development to the surrounding landscape
2. The proposed landscape layout shows works to the Village Green, which lies outside the red line boundary; also, such works are contrary to the wishes of the local community / parish council. Landscape works in this area should be reduced, to comprise mainly the western-most cycle path link
3. Buildings along the 'Mews' abut the pavement, excluding any soft landscape space. Soft landscape is entirely reliant on street trees. Examples given in the DAS include more planting than this. More green space is needed to the streetscape and front of houses for shrub planting. Similarly, 'green space' to the front of houses along the central 'Avenue' needs to be more generous in order to realistically accommodate plants and have a positive impact upon the streetscape. These spaces could/should double as rain gardens as part of a SuDS strategy, as suggested by the LLFA.
4. A rich and high quality landscape space must be delivered at the central green, not just a simple SuDS basin with a few trees planted nearby. This is a key focal space for the scheme, framed by some of the taller buildings in the scheme, and merits a more formal and civic quality. SuDS was not envisaged as part of this open space and should be omitted, replaced by SuDS features at source / distributed throughout the site e.g. rain gardens, swales, etc., as suggested by the LLFA.
5. The applicant must ensure that future detailed design provides sufficient space and soil volumes for the trees to thrive and grow, and must ensure there are no conflicts with services or lighting. The lighting strategy shows conflicts between lighting columns and trees, notably in apartment courtyards and the Mews. The lighting strategy should be revised to ensure such conflicts are avoided. A coordinated services and landscape masterplan should be submitted for all underground and over-ground services.
6. Parking courts for apartments must include significant tree and shrub planting to provide positive visual amenity for residents. Very little is shown.

Buckinghamshire Council Urban Design Officer – Initial Comments - The proposed site layout differs little from that presented at the outline application stage and has not demonstrated a response to / resolution of some key issues raised in the landscape and urban design comments made upon the outline application indicative site layout (a reserved matter).

Refer to the Landscape Officer's comments in addition to the following points.

LAYOUT & PLACEMAKING

The broad approach to layout is acceptable, providing secure perimeter blocks, subject to comments made above and below.

1. There is a lack of physical and visual permeability along the southern / south-eastern built edge to the proposed development. Wide streets breaking up the block and controlled building heights are needed to aid visual permeability and views to high ground beyond the site.
2. Avoid paring large double garages - this creates extensive hard standing between them and the road, making it a car-dominated hard space.

BUILDING DESIGN AND APPEARANCE

The broad approach to building design and appearance is acceptable, subject to point (8) above and the following comments.

3. Proposed buildings and individual dwellings should be reviewed and updated to ensure that they comply with Local Plan policy DM41. Amongst other things, it is noted that the proposed apartments do not meet the requirements of DM41 part 2, where in order to satisfy Building Regulation Part M4(2), lift access is required to each floor. Buildings intended to meet Policy DM41 part 3 should be identified as such and these floor plans annotated to demonstrate circulation within the dwelling satisfies the requirements of Building Regulations Part M4(3). The applicant also needs to review and amend the site layout to ensure that on-site parking, including garages and driveways, meet the same policy requirements.

ACCESS & MOVEMENT

The broad approach to access, circulation and parking is acceptable, being based around perimeter blocks, subject to the following comments.

4. Visitor parking is reasonably well distributed; informal parking on some streets e.g. adjoining the Village Green should also be accommodated within the road width. Visitor parking in private courtyards should be relocated to the public street. Amended plans should include plots and parking spaces.
5. Cycle storage should be located to the rear of each house where it is directly overlooked, and in secure locations for apartments. Cycle storage shown for mid-terraced houses is not acceptable (remote, behind parking spaces).
6. The cycle path should follow the shared street fronting the river / open space and link northwards entirely within the western green open space and avoiding the Village Green. The northern link through the village green to the railway line should be self-binding gravel rather than tarmac, if provided at all.

Buckinghamshire Council Heritage Officer - The proposal is a reserved matters application for 150 houses for an allocated site with outline planning permission.

Slate Meadow lies between Bourne End and Wooburn. The site is surrounded by residential on three sides. The south-western boundary of the site adjoins properties that front onto Cores End Road.

Here the character is varied with some medium to high density housing from the 19C interspersed with more recent high density housing.

The former Heart in Hand PH on Cores End Road is Grade II listed building the grounds of which form a small part of the site boundary.

It is considered that the proposed development would have a neutral impact on the significance of the setting of this building. The proposal is therefore acceptable in heritage terms.

Buckinghamshire Council Lead Local Flood Authority – The reserved matters application does not seek to discharge condition 10 or 11 which relate to drainage matters. After reviewing the Drainage Strategy, there are opportunities to incorporate further sustainable drainage measures which should be fully considered under the discharge of conditions submission. Full ground investigations should be included in DoC application. Further site specific detail will also be necessary.

Buckinghamshire Council Highways – *Further Comments* – Amended plans have been submitted demonstrating the provision of a pedestrian footway fronting plots 40-42 and 80-82 which would provide a pedestrian route through the site and connect with the pedestrian footway in the northern corner of the development which connects to the dismantled railway public footpaths. The shared surface serving Plots 43 – 47 & 83 – 87 would only serve 10(no) dwelling and it is unlikely that a significant number of vehicles or pedestrian would use this section of the estate's roads. I am satisfied that this development would now provide safe and suitable pedestrian access to all dwellings.

However, I do now have concerns regarding the cul-de-sac serving Plots 141 – 145. The cul-de-sac is shown to measure approximately 90m in length and does not feature a suitable turning facility. As a result, Plots 141 - 145 would be beyond the maximum reversing distances for refuse vehicles (i.e., 12m as recommended by BS 5906: 2005). *Manual for Streets* guidance states:

Reversing causes a disproportionately large number of moving vehicle accidents in the waste/recycling industry. Injuries to collection workers or members of the public by moving collection vehicles are invariably severe or fatal.

Furthermore, residents should not be required to carry waste more than 30m to the storage point, and waste collection vehicles should be able to get to within 25m of the storage point. The Refuse Strategy Plan shows that bins for Plots 144 & 145 would be left at the end of drive ways on bin collection days whilst Plots 141-143 would carry waste to a collection point. However, the collection point is located approximately 55m along the cul-de-sac. Therefore, waste collection vehicles would not be able to get within 25m of the collection point for Plots 141-143 without reversing in excess of the recommended maximum distance of 12m.

The proposed site plan does not accord with waste collection requirements and the residents of the dwellings located on this cul-de-sac would be required to carry waste more than the recommended distances or refuse vehicle would be required to turn into the cul-de-sac and reverse an inordinate distance.

In addition, the dwellings on this cul-de-sac are beyond the maximum reversing distances for fire tenders (i.e., 20m as recommended by Section 13 of The Building Regulation requirement B5 (2010)).

In accordance with guidance contained within *Manual for Streets*, cul-de-sacs longer than 20m should be provided with a turning area to cater for vehicles which will need to regularly enter the street. With the increased use and popularity of home shopping and delivery, it is currently more important than

ever for residential developments to have safe and compliant turning facilities. In addition to fire, waste/recycling and removal vehicle access and turning requirements, it is prudent to ensure that larger wheelbase transit vans and 7.5 tonne delivery vehicles can also reach the most remote dwellings on a development without having to reverse over excessive distances and consequently compromise the safety of motorists and pedestrians.

By not placing turning facilities at the extent of the estate road spur terminating at Plot 141, the applicant has not demonstrated safe and satisfactory turning provision at this location. The resultant inordinate reversing distances generated by vehicles traversing between the extent of the cul-de-sac and the junction adjacent to Plot 146 would lead to conditions of danger and inconvenience for motorists and pedestrians.

To conclude, the applicant must amend the scheme to provide a larger (possible non-conventionally defined) area to allow for refuse vehicles, fire tenders and larger wheelbase transit vans to manoeuvre within the cul-de-sac serving Plots 141-145 to prevent excessive reversing distances. Tracking information for a refuse vehicle with dimensions of 10.25m x 2.53m must also be provided to demonstrate the manoeuvres required for these vehicles to turn within the area provided.

Once in receipt of the information mentioned above, I will be in a position to provide further comments.

Buckinghamshire Council Highways – Further Comments - You will recall my previous comments for this application whereby in a response dated 6th August 2021, amended plans were requested to demonstrate the provision of a designated footway fronting plots 40-47 & 80-87 and the provision of flared on-street parallel parking bays should the applicant intend to offer the estate roads up for adoption under a Section 38 agreement with the Highway Authority.

Having reviewed the amended plans, it does not appear that the previously requested amendments have been made.

The Highway Authority's current policy on shared surfaces was formulated as a result of the temporary halt announced by the Department for Transport (DfT) in July 2018 and limits the use of shared surfaces serving larger developments of more than 25(no) units. The temporary guidance formulated by DfT was a result of concerns raised by some members of society, specifically those with visual impairments who rely on features such as the kerblines to navigate streets. Vulnerable pedestrians including many blind, partially sighted and disabled people may be adversely affected by the lack of features such as kerbs, road surface marking and designated crossing places.

As stated within previous comments, the streets serving Plots 24-31, 40-47 & 80-87 raise the greatest concern as these form Primary and Secondary Streets as defined on the Movements Plan contained within the Design and Access Statement. Until such a time that further guidance is published on the use of shared surfaces, the Highway Authority maintains that shared surface roads should not feature as part of the main estate roads on larger developments to ensure safe road environments for all users.

Flexibility of the policy was applied for the section of shared surface serving Plots 102-104, 118-125, 133-138 & 145-146 as this section of the estate does not form part of the Primary or Secondary Streets and would serve 20(no) dwellings and is below the 25(no) unit limit. Furthermore,

there would be the provision of a pedestrian connection on the south side of the carriageway running parallel to the shared surface street.

Finally, there are some features within the estates carriageways that would result in the Highway Authority rejecting an offer to adopt the estates roads as public highway under a Section 38 agreement including the shared surface serving plots 102-104, 118-125, 133-138 & 145-146 which would measure 4.8m in width in oppose to the requisite 5.5m for an adoptable shared surface carriageways and the bay parking spaces which are shown not to feature flares to facilitate adequate access and egress. Given that these points were raised within the Highway Authority's previous comments, it is assumed that the applicant does not attend to offer the estate roads for adoption, and they will remain privately maintained.

To conclude, the section of the estates carriageway serving Plots 24-31, 40-47 & 80-87 must feature a defined 2m wide pedestrian footway which should not be level with the carriageway to ensure this section of the carriageway is safe for all members of the community when walking. I have included the insert below to demonstrate that section of footway required.

Once in receipt of the requisite amendments I will be able to supply my final comments on this application. However, failure to do so will likely result in a highway objection to these proposals.

Buckinghamshire Council Highways – *Initial Comments*

Access

The site access is located in a similar location to that shown on the Concept Masterplan 01 plan (drawing no: CARE170529 CMP-01 Rev H) submitted as part of the Outline application (i.e. on the western side of Stratford Drive approximately 90m from Stratford Drive's junction with Town Lane (A4094)). Plots 1 & 2 and 142-144 would also gain access directly from Stratford Drive.

Having reviewed the submissions in support of the application, all accesses onto Stratford Drive can achieve the requisite splays for an access located upon a road subject to a 30mph speed limit (i.e. 2.4m x 43m in both directions).

Pedestrian access would be taken via three locations on Stratford Drive as well as from Frank Lunnon Close and via the PROW to the north of the site. I note that the pedestrian access on Stratford Drive located closest to the junction with Town Lane would measure 3m in width and could be designed to act as an Emergency Vehicle Access (EVR) in the event that the main junction is impassable.

Layout

Within the site, the main spine road would measure 5.5m which is sufficient in accommodating a car and a larger vehicle to pass simultaneously. The main spine road would be flanked by footways on both sides of the carriageway until it bends 90° in a north easterly direction. From this point, the carriageway narrows to 4.8m in width and is flanked by a footway on the south eastern side of the carriageway.

Whilst the main spine road is flanked by footways, I am concerned that a number of the proposed dwellings located on Primary and Secondary Streets as defined on the Movement Plan contained within the Design and Access Statement are devoid of footways. Plots 24-31, 40-47 & 80-87 raise the greatest concern.

The absence of footways in these locations would lead to conditions of danger to pedestrians and is in contravention of the Council's policy (formulated as a result of the temporary halt announced by the Department for Transport in July 2018) on developments no larger than 25(no) units being served by a shared surface. A 2m wide pedestrian footway must flank the all the Primary and Secondary Streets to better provide pedestrian accessibility for all dwellings. This is likely to require the re-location of 6(no) visitor parking bays. I have attached an insert demonstrating the areas which are devoid of footways.

In addition, twenty plots (102-104, 118-125, 133-138 & 145-146) would also be served by a shared surface loop along the southern boundary of the site. In consideration that this section of the estate road does not form part of the Primary or Secondary Streets, the provision of a pedestrian connection on the south side of the carriageway running parallel to the shared surface street and that it is unlikely that drivers of vehicles who are not residents or visitors of the 20(no) units located on the shared surface would use this section of the estate, I am satisfied that these plots could be safely served by shared surface. The surface would measure 4.8m in width which is acceptable if it is to remain privately maintained. This section of the estate roads would not be adopted as highway maintained at public expense.

Trees are shown in potentially adoptable areas. If the estate roads are offered for adoption, the trees will be subject to a commuted sum of £500 each and meet minimal standards (e.g. planted in approved tree pits).

Refuse Collection

With regards to refuse collection, a vehicle tracking plan has been provided which sufficiently demonstrates that a refuse vehicle could turn into and out of the site via the junction with Stratford Drive and manoeuvre within the site.

Manual for Streets guidance states that residents should not be required to carry waste more than 30m to the storage point, and waste collection vehicles should be able to get to within 25m of the storage point. Having reviewed the Refuse Strategy Plan, I am satisfied that bin collection points are generally, suitably located.

Parking

The site is located within Zone B, as defined by the County Council's *Buckinghamshire Countywide Parking Guidance* (BCPG) policy document. A total of 376(no) parking spaces would feature within the development site of which 59 would be unallocated visitor spaces.

Having reviewed the habitable accommodation for each proposed housing type, it appears that dwellings requiring half-spaces have generally rounded-up the respective provision, so that dwellings requiring 1.5(no) spaces have 2(no) and those requiring 2.5(no) spaces feature 3(no). For the flats, it appears that 1(no) bedroom flats feature 1(no) parking spaces and 2(no) bedroom flats feature 2(no) spaces. The provision of allocated and unallocated parking spaces is in accordance with the BCPG.

The off-street allocated and unallocated bay spaces have the requisite dimensions of 2.8m x 5m whilst the garage dimensions appear to adhere to BCPG guidance, thus permitting a practical space to store a vehicle and allow adequate driver/passenger access/exit.

Finally, with regard to parking, it is noted that the majority of the sites un-allocated parking provision is provided through on-street parallel spaces which have dimension of 2.5m x 6m and have been designed in accordance with the *Residential Design Guidance*. These spaces do not feature flares to demonstrate how vehicles pass between the parking bays from the adjacent carriageway.

Whilst this would not necessarily draw an objection from the Highway Authority, the Highway Authority do not accept the offer to adopt estate roads that contain designated on-carriageway unallocated parking which are not flared to assist manoeuvring. Therefore, as it stands, I presume that the development's roads and footways will remain private. Should the applicant intend on applying for a Section 38 agreement to make the estate roads adopted at public expense, all parallel spaces would need to be within flared bays.

To conclude, whilst the proposals are largely acceptable from a highway perspective, the following issue must be addressed:

- The provision of a designated footway fronting plots 40-47 & 80-87 as shown on the insert below.
- The parallel spaces should be within flared bays to allow adequate access and egress to these spaces **OR** confirmation from the applicant that the estate will remain private and not offered for adoption as highway maintained at public expense.

Once in receipt of satisfactory information and submissions I will be in a position to supply the Highway Authority's final consultation response on these proposals.

Buckinghamshire Council Housing – I note the Design and Access Statement included with the application states the affordable housing to be in accordance with the S106 Agreement. I understand you have assessed the number of bedspaces and consider that the application proposal meets the 40% requirement.

I wish to draw your attention to the issues outlined below: -

* I have not been able to identify the floor areas of the proposed 1 and 2 bedroom flats; I trust you will check these to ensure compliance with the nationally described space standards (NDSS).

* The floor areas of the proposed 4 bedroom houses are indicated to be 107.6 sq. m. The minimum NDSS requirement for a two-storey 4 bedroom 7-person house is 115 sq. m. I shall be grateful if you will please look into this issue.

* The mix of dwellings for rent shown in the application includes 11 x 3 bedroom houses. This is below the Council's policy mix and the housing service would like to see more 3 bedroom affordable houses for rent.

There is a need for affordable housing in the area and if the application proposal meets all of the planning requirements, the proposed affordable homes will help to meet the need.

Buckinghamshire Council Archaeology - We are not aware that the archaeological evaluation we recommended in our letter dated the 3rd July 2018 have been undertaken. The results of this work could inform the masterplan.

Thames Valley Police – Further Comments – Blocks A and B should be provided with vehicle gate. No trades buttons should be present. Unable to find details of amendments to cycle storage. Other points raised not addressed.

Thames Valley Police – Initial Comments - Do not object but some concerns:

- Large courtyards can attract crime and anti-social behaviour – surveillance of these areas needs to be maximised. Insufficient lighting to courtyards. Lighting bollards can be easily damaged.
- No visibility over parking for plot 89
- Bin stores should have fob access
- No provision for postal service in communal blocks
- Visitor parking should be located within the public realm rather than parking courtyard

Natural England – Further Response – Objection – Further information required to determine impacts on designated sites – development within 5.6km of Burnham Beeches SAC. Broadly supportive of the direction of HRA, however further detail required with regard to SANG and development requires contributions towards Little Marlow Lakes.

Natural England – Initial Response – Objection – Further information required to determine impacts on designated sites – development within 5.6km of Burnham Beeches SAC. Reference made to South Bucks SPD which is considered to be a material change in circumstances since the outline consent was granted.

Environment Agency – Further Response – Maintain objection – We appreciate that a FRA and baseline modelling has been submitted by the applicant which has been reviewed. However, we also need to review the post scheme modelling, to be able to determine any impacts the built development may have on flood risk, and whether the proposed development would result in a reduction in floodplain storage.

Biodiversity - It is not clear where it is proposed to displace any water voles that may be found here to as the river is quite urban both upstream and downstream of the site

The Water Vole is listed under section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. The proposed bank reprofiling work will have a detrimental effect on the species/population and its habitat along the River Wye. The application does not include adequate information about the measures proposed to protect the Water Vole in this location.

There is still a gravel path which extends well into the 10m buffer zone; this should be moved to the rear of the buffer zone adjacent to the road as per the 4th bullet point in the wording of Condition 30.

The seasonal wetlands should be designed to have multi benefits, with more variety in terms of planform, bank slope and levels through the base, including the creation of some areas within them that would hold water all year round.

Enhancements are now being proposed along the river channel itself, however, a more comprehensive scheme is required. Enhancements should be carried out along parts of both banks and rather than just cutting back into the bank to create marginal areas and regrade the bank, some works within the channel itself should be included to improve variation in flow types.

“Margin adjacent to river bank (minimum of 2m from top of bank) to be left uncut to provide cover throughout the year”. This should perhaps be subject to some occasional maintenance on a long rotation to ensure that this area does not succeed to scrub.

The proposed marginal shelf appears to be quite deep at 150 -200mm below water level; some variety in levels along and across any proposed shelf would provide greater biodiversity.

Currently there are open views across the river, through the site and across to the higher ground beyond; the proposals show trees and areas of native shrubs being planted along the northern river bank which may impact on these views as these mature.

Species should be 'locally native species of UK genetic provenance' as this wording is more specific and useful to implementers.

No River Condition Assessment appears to have been carried out as part of the BNG calculations. The Local Planning Authority should satisfy themselves as to whether this is required.

Environment Agency – Initial Response – Objection – compensation flood storage has not been justified or hydraulically modelled. Fetcher ponds as detailed will be ineffective. Justification for compensation required to show no net loss of floodplain storage and demonstrate connectivity to existing floodplain levels. Hydraulic flood modelling can be used. FFL's are satisfactory, however there is an error on the plans. Changes within 10m buffer zone noted but no assurance levels will be not be raised, need details to confirm effect on floodplain storage and conveyance.

Biodiversity – the reserved matters application as submitted fails to meet several of the requirements of the outline permission with regard to protection and enhancement of the River Wye and its associated buffer zone.

Representations

Residents Groups

Hawks Hill Widmoor Residents Group CIC - There is no dedicated school drop off area as specified in the Development Brief para 2.5.4

- The 2.5 storey flats - 3 storey in reality, are unacceptable as they are out of keeping with the immediate surrounding area and as placed will obscure the views of the hillsides.

- There is no organised traffic scheme. With around 400 houses planned for the Hollands

Farm/Jackson's Field site it is essential that there be an agreed plan to minimise the impact of traffic generated by both this development and Slate Meadow. As it stands, the current proposal for Slate Meadow is a recipe for chaos, particularly at peak periods and school drop off and collection times.

- This development was intended to be a "green model for future developments" yet there is no insistence on solar PV installations or rainwater catchment

- Though there are green spaces around the periphery of the development there are minimal such spaces within it, the houses are all crammed in back to back.

- It was the policy of Wycombe District Council, the forerunner of Bucks Council that all matters of infrastructure should be in place before any development takes place. These include Thames Water's ability to provide an adequate supply of water or to cope with the extra foul water/sewage disposal, the provision of sufficient school and medical facilities, and mitigation of traffic congestion in and around Bourne End. None of this has been achieved.

- It has not been demonstrated fully that a sustainable drainage system will be in place.

Because of the sensitive nature of this site and the inadequacies of the developer's proposals this application must be called in for the consideration of the full Planning Committee and rejected in its entirety.

Keep Bourne End Green – Objection

- Outline application was submitted and approved before the Wycombe District Local Plan was adopted which is a material change in circumstances.
- The TA carried out at outline only considered the effect of 150 residential units. The RM is unsupported by an up-to-date appraisal which consider the cumulative effects for growth of 800 additional dwellings in the locality. Forecast modelling is based on out of date data.
- Needs to be an holistic transport improvement plan to ensure the cumulative effects of the new development will not result in adverse effects upon junctions
- Distance to Bourne End will result in increased car journeys
- No mitigation at Stratford Drive/Brookbank junction
- Proposals fail to address vehicle parking arrangements for school drop off/pick up. This will fail to provide the solution required by the IDP and Development Brief and Policy BE.1
- Needs to be collaborative improvements to village green
- Bulk, scale and mass of flats do not respect character and appearance of the area. Overbearing urban design in greenfield setting.
- Design lacks meaningful green credentials or commitment to sustainable technology.
- Every parking space should have EV
- Inability of existing infrastructure to cope as confirmed by Thames Water comments to Hollands Farm
- Scheme omits detailed improvement measures to disused railway line, revised TA should consider an alternative scenario that disused railway is unavailable as a local footpath and cycleway
- Scheme does not provide on site strategic open space, including MUGA and LEAP. Contrary to DM16.
- Removal of trees under condition 18 does not place the environment before economic considerations.

Individual Representations

17 representations have been received from local residents objecting to the application, relating to the following:

Design

- storey properties out of keeping
- Too many buildings will change character of semi-rural area
- Doesn't meet requirements of the development brief
- Insufficient areas of green within housing
- Who decides whether the village green enhancements are acceptable
- Open space should be provided sooner
- Not a green development
- Size and density out of keeping

- Loss of greenspace
- Requires more street planting and landscape mitigation to screen 3 storey buildings
- Must be indigenous planting to help development settle into landscape

Amenity

- Raised table will be noise hazard
- Loss of amenity
- Impact during construction

Highways

- Access onto Stratford Road will cause congestion
- Inadequate access
- Infrastructure will not support increase in traffic
- Increase in vehicle related incidents arising from traffic
- Risk of harm to children due to proximity to school
- Insufficient improvements to road layout to ensure safety of all users
- Improvements to highways must be made before development is approved
- Will cause traffic chaos
- Access to site needs to be rethought
- Junction too close to school
- Dangerous location of pedestrian crossing
- Existing problems at school drop off
- Impact from construction traffic
- Area is unsuitable to accommodate the cumulative impact of developments in the area

Flooding

- Increase in flooding at site and elsewhere
- Infrastructure to improve flooding must be done before the development is approved
- Hardlandscaping in flood risk areas is undesirable

Biodiversity

- Village green should remain untouched and made a nature reserve
- Destruction of habitats
- Badgers use the village green
- Manmade wetlands should not replace existing
- 10m buffer needs to be fenced off
- A 20m buffer should be provided
- Will ruin green habitat

- Inadequate green infrastructure/wildlife corridors
- No uninterrupted link between village green and river
- Existing habitats/species need protection
- Conflict between recreation and ecological requirements
- Impact upon Burnham Beeches
- No surveys of effected area
- A corridor free of humans and dogs is required

Other

- Scheme does not deliver necessary infrastructure
- Inability of existing foul/water network to accommodate development
- Impact on quality of life, mental health and general wellbeing
- Increase in pollutants
- Application in 90's refused due to flooding and infrastructure
- Cumulative impact with Hollands Farm
- Application premature in advance of infrastructure
- Air quality in area fails to meet safety standards
- Housing targets taking precedence over public health and safety

1 neutral letter of representation:

- River Wye catchment continually surfaced over increasing run-off into the river
- Increase in frequency of deluges due to climate change
- How will blockages no longer occur
- Access path to Frank Lunnon Close needs to be provided.
- Solar panels required for all properties
- Permanent surface on old railway line required
- Village Green must be protected as a wildspace
- Affordable housing should not fall below 40%

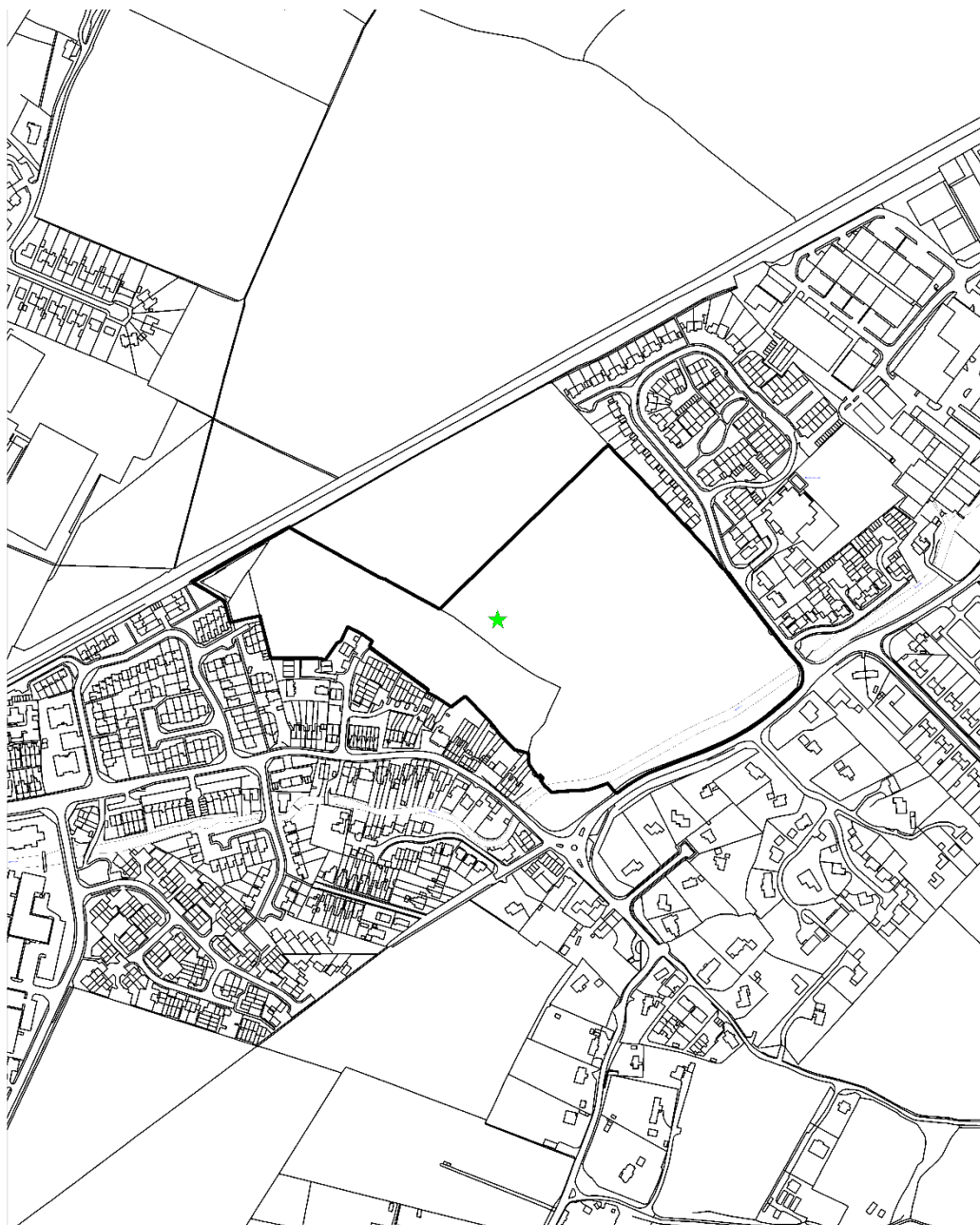
APPENDIX B: Site Location Plan



APPENDIX B: Site Location Plan

21/07006/REM

Scale 1/5000



Planning Committee
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