



Report to West Area Planning Committee

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	Permit subject to a legal agreement (the agreement is already signed) and subject to planning conditions

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 and Cllr Drayton.
- 1.3 The principle of development is established by the local plan allocation and by the outline planning permission, which has been supported by a Legal Agreement to deliver the necessary obligations required to make the development acceptable. Accessing the site from 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, which are the Reserved Matters for consideration, and that the proposals would not give rise to any material harm to warrant a refusal of the application.

- 1.5 The application has been referred to the Secretary of State following a third party call-in request and in light of the objection from the Environment Agency on Flood Risk grounds. The Department for Levelling Up, Housing and Communities have confirmed that they do not intend to call the application in for determination and that the application ought to be determined at the local level.
- 1.6 The application has previously been considered by the West Area Planning Committee on 8th June 2022, when it was resolved to defer the application to consider outstanding matters relating to consideration of further details regard the Burnham Beeches SAC, design, scale and layout, flooding and drainage, ecology matters, and highways and parking considerations. The application was subsequently taken back to West Area Planning Committee on 24th August 2022, where members resolved to delegate approval back to the Director of Planning and Environment for approval.
- 1.7 Legal advice has been received which highlights that the resolution made on 24th August 2022 was not in accordance with the Council's Constitution as the Committee considering the application was not quorate. This application is therefore being referred back to Committee as a full item.
- 1.8 It is recommended that the application be approved. A legal agreement has been signed but will only come into effect if the permission is issued.

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 onto the highway network.
- 5.17 Policy BE.1 of the WDLP, at criteria e) i, states that contributions should be sought towards measures along the A4094 to ensure the route's resilience, and at e) iii, to upgrade the pedestrian crossing east of Stratford Drive to a signal controlled crossing, if appropriate. The outline application was supported by a robust Transport Assessment, as appropriate, which confirmed that there would be no technical justification for off-site Highways improvements along the A4094. These conclusions were agreed and accepted by the Local Highway Authority and who have reaffirmed that it is not possible or necessary to revisit this matter.
- 5.18 It is acknowledged that the Wycombe District Local Plan was adopted on 19th August 2019, which is after the outline consent was granted. Following initial consideration of the outline application on 22nd August 2018 where a resolution to approve was made, the outline planning application was reported back to Committee on 26th June 2019, just 2 months prior to the adoption of the WDLP. The Committee report confirms that given the advanced stage of the Plan its policies can be afforded greater weight in determining the application. There were no proposed modifications to the Policy at that time, with it being confirmed that considerable weight can be afforded to Policy BE.1 at that time. The outline permission was therefore considered in the context of this Policy, and the other policies of the WDLP.

Internal Layout

- 5.19 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.
- 5.20 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

- 5.21 Policy BE.1 at criterion 2f) states that development of the site will be required to "provide for school travel improvements through the provision of additional, unallocated, on-street parking on site". This is reflected in condition 19 of the outline consent which

requires the delivery of “on street parking facilities within the site and in close proximity to St Paul’s C of E Combined School”. Neither the policy nor the condition require a dedicated off street parking area for the school, nor do they specify that spaces should be for the sole use of the school. The requirements set out are to deliver unallocated parking facilities within the development, on street.

5.22 Buckinghamshire Countywide Parking Guidance identifies the site as being located within Zone B. Based on the scheme proposed the optimum parking for the development would be to deliver a total of 280 allocated parking spaces plus an additional 20% visitor parking spaces (56 spaces), and therefore an overall provision of 336 spaces. The scheme proposes a total of 365 parking spaces to serve the development, of which 57 would be unallocated visitor parking spaces.

5.23 Of the on street parking spaces, there would be a total of 33 on street spaces which would be within 200m of the school. 200m is considered to be an acceptable walking distance and which equates to a walk time of approximately 2minutes. The spaces and their proximity to the school is demonstrated within the image below (green spaces with yellow dot).



5.24 The Highways Authority have reviewed the developments parking provision and consider that the over provision of allocated parking spaces will reduce the demand for the proposed existing parking spaces, and as such more of the unallocated spaces should be available for use for visitors of the school during drop off and pick up. To ensure that there is no additional pressure for on street parking from the development itself, it is considered that it would be reasonable to attach a condition to ensure that the proposed garages should remain for parking use and remove any permitted development rights for their conversion.

5.25 Concern has been raised with regard to the roads remaining private and therefore the availability of the spaces could not be retained, and remaining available for school drop

off/pick up use, in perpetuity should the residents decide to gate their estate. The applicants have explored options to address this concern.

- 5.26 The applicants have liaised with the Highways Authority to discuss what changes to the scheme would be required for the Highways Authority to adopt the main estate roads. The necessary required alterations would have knock on implications, most critically any changes would result in a reduction in on street parking spaces and also result in the loss of on street planting. The impact of which would result in a scheme which would not provide the necessary additional on street parking provision which would be available for school use. Additionally, the amendments would also reduce the overall design quality of the development through the provision of a more engineered street design and the loss of on street trees. There could be further impact on delivery of canopy cover through the site. It has therefore been concluded, and agreed with the Local Planning Authority and Highways Authority, that the scheme should remain un-adopted for these reasons set out.
- 5.27 While the risks of the access from Stratford Drive being gated off is extremely unlikely, an appropriate solution to address the concern would be to attach a condition to any Reserved Matters requiring that vehicular/pedestrian access from Stratford Drive remain open and that no barriers or means of enclosure be erected. Such a condition is considered to satisfy the required tests and would ensure that unallocated on street parking remains available. Furthermore, the condition will ensure that the Council retain control over the development in this regard.
- 5.28 The applicants have also confirmed that they would provide a sustainable travel brochure for all future occupants of the development which would detail matters with regard to links and connections (to the wider PROW network) and they intend to detail matters relating to parking in this document.
- 5.29 It is considered that the matters relating to highways and parking have been adequately addressed and, as conditioned, the development would comply with Development Plan.

Sustainable travel

- 5.30 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.
- 5.31 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.
- 5.32 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.
- 5.33 The scheme therefore encourages sustainable travel and meets the objectives of reducing emissions from travel.
- 5.34 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

- 5.35 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.
- 5.36 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

- 5.37 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.
- 5.38 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.
- 5.39 Policy BE.1 4 a) states that development should retain views up to the valley sides to the north and south, both from within the site and from outside the site across/through the developed areas within it. Objective 11 of the Development Brief expands on this further and states that modelling work should demonstrate from external view points the “retention of views from the river bank over roofs to the hills beyond” (emphasis added) and internally that “as much as possible streets should be aligned to allow views along them” to the village green and hills.
- 5.40 The modelling work carried out by the applicants demonstrates that views can be retained through the development from the River Wye, over the roof tops of the development as suggested by the Development Brief.

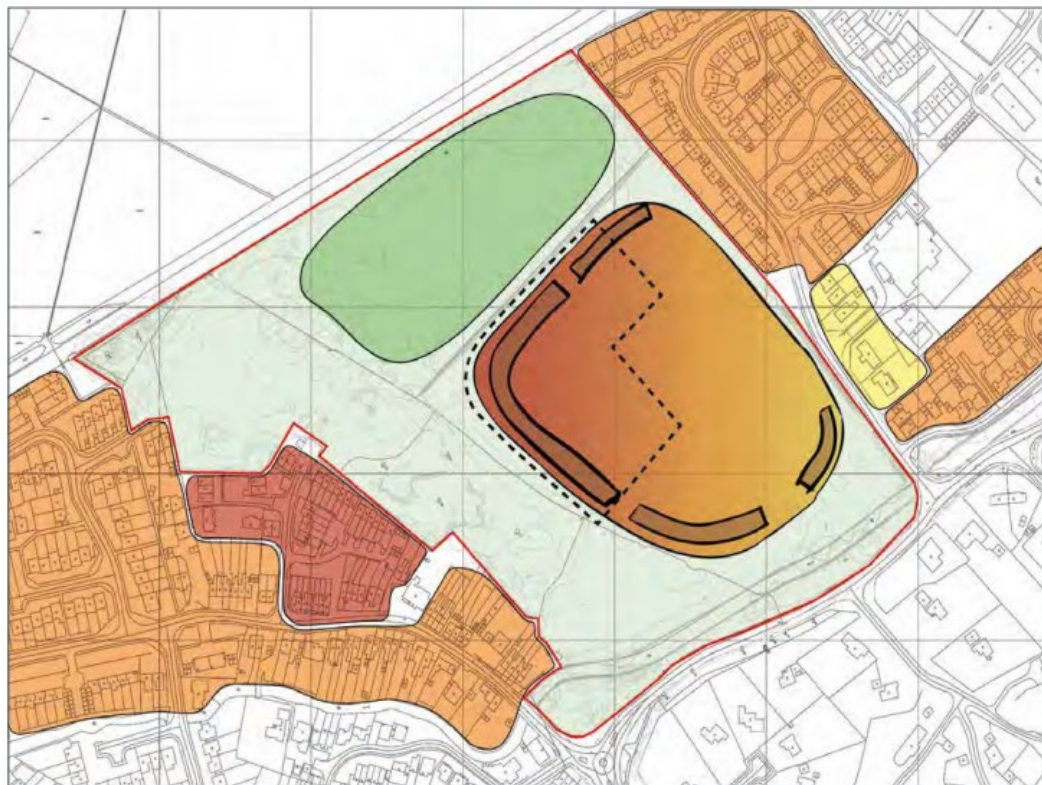


- 5.41 Furthermore, principal streets within the development are aligned so that they allow for the retention of views towards the hills to the north and south. It is considered that the development is compliant with Policy BE.1 and the Development Brief in this regard.
- 5.42 Comments have been raised that the indicative layout considered at the outline application showed a greater degree of views through the development than those proposed at Reserved Matters stage. It is important to note that the indicative layout only showed the block form of the development and did not go into detail to factor in important matters such as appropriate parking, spacing distances and amenity spaces for the dwellings which would clearly affect the overall layout.
- 5.43 If an unbroken view through the development, which is not specifically cited as required, is provided then this would have further consequences on the overall design quality of the development. Consent has been granted for up to 150 dwellings, therefore to provide an unbroken view without any intervening development would be at the expense of the overall design quality of the development. It would result in a requirement for more space to be dedicated to achieve the view, and therefore a more intensive development including more apartment blocks to deliver the consented quantum of development. An appropriate balance needs to be struck between all competing elements. Your officers are of the opinion that the development achieves this and delivers a high-quality design which is compliant with the Policies of the Development Plan, the Development Brief and advice advocated by the NPPF.
- 5.44 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.
- 5.45 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

5.46 The Development Brief confirms that the development has the potential to provide for 2.5 and 3 storey developments. Development Brief Figure 4.5, below, shows the indicative areas where higher density development and heights may be appropriate confirming these as being within the centre and northern third. Also, below is a plan detailing the scale of the buildings within the proposed development. The plan demonstrates that the scale of the development would be predominantly 2 storey with elements of 2.5 storey which would be provided to the centre and northern parts of the development platform and this is wholly consistent with the aspirations of the Development Brief.



KEY

Figure 4.5 Density and Heights framework plan

- | | |
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|  Slate Meadow Site |  Village green |
|  Development area |  Key development edge |
|  High density (up to 60dph) |  Heights will be predominately 2 storey with the potential for some 2.5 and 3 storey elements to the centre and in the northern third. Buildings in the southern third and fronting Brookbank will be 1.5 to 2 storey |
|  Medium density (up to 40dph) | |
|  Low density (up to 20dph) | |

Figure 4.5 Extract from Development Brief



Indication of heights within the proposed development.

- 5.47 Concern was raised with regard to the location of the proposed apartment block where they front the village green and within the centre of the development. As set out above the location of the 2.5storey units is consistent with the requirements of the brief, while Objective 11 confirms that the scale of buildings shall be predominantly 2 storey and “rising up to 3 storeys to the north overlooking the village green. Elsewhere taller buildings may be acceptable in key locations to emphasise important spaces or features”. The apartment blocks in this instance overlook the village green to the north and also the central area of open space within the site.
- 5.48 The proposed retained open space to the north and west of the development is significant and as such it is important that this area is fronted by buildings of appropriate scale to ensure the spaces are framed and that the development relates satisfactorily with these areas, hence the commentary within the Development Brief. This is an established principle of good place making, and consistent with other development approved in the Wycombe District including Abbey Barn South which has a large open space framed by the taller apartment blocks of the development. Again, the central area of open space is a design feature of the development and it is appropriate to ensure that this space is framed and overlooked by buildings of an appropriate scale and design.
- 5.49 Development Brief Figure 4.5 also demonstrates that there are a mix of densities within the surrounding area which includes elements of 60dph to the west and a small area of lower density (up to 20dph) to the east of the site on the eastern side of Stratford Drive. The development proposals as submitted include lower density development fronting Stratford Drive and the River Wye, and higher density development in the centre and norther parts of the development platform which, as set out above, respond to areas of open space.
- 5.50 Further concern was raised with regard to the heights of the development in the context of adjacent properties. As set out above the development is predominantly 2 storey in scale which is reflective of the scale of properties within the surrounding area, including those on Stratford Drive which would back on to the development. The dwellings which are within the immediate context of these units would be 2 storey in height.

5.51 Additional sectional details have been provided which show properties on Stratford Drive in the context of the proposed development (see below). This information demonstrates that the heights of the proposed development would not be out of context with their immediate surroundings.



5.52 No.21 Stratford Drive has a ridge height of 40.82AOD, while the nearest property would have a ridge height of 41.046AOD, this is inclusive of any required changes in land levels. The ridge height difference between these properties would be 22.6cm which would be imperceptible. Other two storey properties within this section would have ridge heights of between 41.117 and 41.338AOD which is considered to be appropriate. Furthermore, these represent the maximum height of the dwellings and many of these properties have lower elements which breaks up the mass and provide interest within the streetscene.

5.53 The 2.5 storey apartment blocks are sited some distance away from the existing dwellings with 2 storey properties in between. While their heights would be greater, due to their proximity and siting, these would not result in any over dominance of existing properties. The provision of such development, in the locations proposed, is identified as being acceptable within the adopted Development Brief.

Appearance

5.54 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

5.55 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.

5.56 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.

5.57 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.

5.58 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)

5.59 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

5.60 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.

5.61 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.

5.62 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.

5.63 The Environment Agency initially 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 and further modelling data.

5.64 The applicant has actively engaged with the EA to address their ongoing concern, an addendum FRA has been provided along with additional modelling information. 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. The EA have confirmed that they have removed their objection, but have requested that the FRA be updated to reflect the latest position. Following on from receipt of the updated information, the EA have confirmed

that they will send their formal letter of response to confirm any additional conditions required.

- 5.65 It should be noted that a further condition on the outline consent requires the submission of a floodplain compensation scheme to be submitted and approved prior to the commencement of development, this condition is enduring and the applicant would be required to adhere to it in the interest of flood risk in any event. Therefore, it is the LPA's position that it is not essential 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 and there is sufficient space and scope for these areas to be amended should the area be deficient. As set out above, the EA have confirmed that the flood plain compensation scheme is acceptable following review of the latest modelling data.
- 5.66 The application has been referred to the SoS on flood grounds due to the EA objection and the SoS has determined that the application proposals ought to be considered at the local level rather than being called-in to the SoS for determination.

Drainage Scheme

- 5.67 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.
- 5.68 The Parish Council have raised concerns with regard to the adequacy of the drainage solution of the development. As confirmed previously, there are conditions attached to the outline consent (namely 10 and 11) which requires the submission of a surface water drainage scheme as a pre-commencement condition. Condition 10 specifically requires, inter alia, information with regard to water quality, ground investigations, ground water level monitoring, construction details and layouts, calculations to demonstrate the drainage can be contained on site, and proposed overland flow routes, some of which are directly related to the substance of the concerns raised. The detail therefore ought not be considered under this Reserved Matters application and are to be dealt with under the approval of detail reserved by condition application, which is reflected in the LLFA comments.
- 5.69 Notwithstanding the above, it has been confirmed by the applicants that the use of private roads, rather than an adoptable highway, within the development means that further improvements to the drainage strategy could be incorporated, including, the use of infiltration; the use of porous sub-bases; the removal of the attenuation basin; and, the removal of piping, manholes and storage tank; and the removal of the head wall to the River Wye.
- 5.70 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)

- 5.71 The WDLP and the Slate Meadow Development Brief acknowledge that residential development at the application site would, without mitigation, result in an adverse impact on Burnham Beeches SAC. Both acknowledge that the provision of open space at the application site, 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 on that protected site.
- 5.72 Concern has been raised that the proposed SAC mitigation would be directed towards the Burnham Beeches SAMMS project, and that any mitigation ought to be directed more locally with specific reference made to provide contributions towards improvements at the Little Marlow Lakes County Park (LMLCP).
- 5.73 To direct any financial contributions towards LMLCP there needs to be a scheme in place to which the development could contribute and demonstrate appropriate mitigation. At this time there remains no scheme of improvements, with the exception of the suite of improvements set out in the Hollands Farm (Policy BE.2) Development Brief. It is a policy requirement that the Hollands Farm development contributes towards that scheme and delivers the majority of the enhancements set out, including all of the high priority measures.
- 5.74 Policy RUR.4 relates specifically to Little Marlow Lakes Country Park and allocates the land for outdoor recreation. The justification to that policy acknowledges that improvements to the park could offset the impacts of proposed housing growth at Bourne End on the Burnham Beeches SAC and s.106 contributions will be sought from BE1 to invest in the park.
- 5.75 Policy RUR4 also requires development to provide safe, convenient and direct access to Bourne End for pedestrians, cyclists and disabled users. This is supplemented by paragraph 5.5.30 which cites providing the opportunity to create new access for walkers, cyclists and disabled users, and links to the wider highway network, and to secure easy access to residents of Bourne End.
- 5.76 It remains the position that the impact on the SAC could be satisfactorily dealt with by way of contributions towards the SAMMS project, and therefore the adverse impacts on the SAC would be mitigated. However, the applicants have confirmed that they are open to the requisite financial contributions being directed towards improvements to enhance the Little Marlow Lakes as a destination and/or improvements to the network from Bourne End to increase its accessibility and attractiveness for residents of the development and Bourne End.
- 5.77 As set out above there remains no ratified scheme or specific projects to which financial contributions can be directed at this time. However, there is some flexibility in as much as the contribution need not be allocated to a project until the site is ready for occupation (as it is upon occupation when the impact on the SAC would be realised) so a lead time can be written into a legal agreement to allow such a scheme to be developed. Should the projects not progress in that time then any legal agreement would require the monies to be directed towards the SAMMS project. Ensuring that the impacts on the SAC are appropriately mitigated.

- 5.78 It remains that the development provides a significant over provision of public open space, while financial contributions towards improvements of the public right of way network are already secured through the outline legal agreement. Both of these elements contribute towards mitigation.
- 5.79 A financial contribution towards the Little Marlow Lakes project and/or further access improvements, in line with the SAMMS amount, would need to be equivalent in terms of the impact the project had upon the Burnham Beeches SAC for it to be acceptable mitigation. Provided the mitigation was equivalent for the same contribution then there would be no detriment to the SAC or the developer irrespective of which project the contribution was put towards. Your officers are of the opinion that an additional contribution as a package of mitigation would be CIL compliant. The conclusion is that the impacts on the SAC would be mitigated for and no adverse impacts would arise.
- 5.80 A Legal Agreement, as a Deed of Variation to the original s.106, has now been completed and signed in accordance with the terms set out above and, therefore, this matter has been satisfactorily addressed.

Biodiversity proposals

- 5.81 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.
- 5.82 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.
- 5.83 Concerns were initially raised by the EA with regard to ecology matters. The application proposals were reassessed by the Councils Ecology Officer following these comments with regard to the impact on the River Wye habitat and protected species. A robust suite of conditions have been suggested to address the comments.
- 5.84 With regard to protected species and habitats, the conditions would require updated water vole surveys to be carried out, a further assessment of the river bank habitat, along with any necessary mitigation measures, and also an updated scheme of river enhancements. It should also be noted that a surface water drainage scheme which did not propose an outlet into the River Wye would also reduce the perceived impact on the River Wye. Furthermore, conditions relating to the details of an Ecological Clerk of Works (ECoW) have also been suggested. The ECoW would supervise and monitor any works carried out within the River Wye buffer zone to ensure that the development is being appropriately carried out in the interest of its habitat value.

- 5.85 It is also noted that there were also concerns raised by the EA with regard to effectiveness of the seasonal wetlands, and whether they would be sufficient to act as an ecological asset. It must be noted firstly that the requirement for these basins are to ensure appropriate flood plain compensation first and foremost, and as such they would be multi-functional features of the development. Notwithstanding this, the additional conditions require full details of these features to be provided to ensure that they would be effective for all purposes, this would be a belt and braces approach to the matter.
- 5.86 These conditions have been shared with the EA, and their most recent comments do not maintain an objection on these grounds.
- 5.87 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.

Net Gain

- 5.88 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.
- 5.89 Concern has been raised that the proposed biodiversity metric used to calculate biodiversity net gain is outdated. Best practice guidance confirms that if a project is done with a previous metric then it is not recommended that this is changed mid project due to the potential for discrepancies. The Development Plan does not set a target for how much net gain should be delivered. The Environment Act, which is not yet in force, indicates that a 10% net gain ought to be delivered. In this instance, the Biodiversity Metric shows a habitat net gain of 20.25%, and hedgerow net gain of 677.83%.
- 5.90 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.
- 5.91 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

- 5.92 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.

5.93 The submitted arboricultural method statement is also deemed to be acceptable in terms of the protection of retained trees.

5.94 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

5.95 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)

5.96 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.

5.97 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.

5.98 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)

5.99 These are matters which have been secured by the Outline Planning Permission, however in light of Natural England's position on the impact on the Burnham Beeches SAC a deed of variation has been agreed which secures financial contributions as SAC mitigation.

Weighing and balancing of issues / Overall Assessment

5.100 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.

5.101 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

5.102 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.

5.103 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.

5.104 The Human Rights Act 1998 Article 1 the protection of property and the peaceful enjoyment of possessions, and Article 8 the right to respect for private and family life, have been taken into account in considering any impact of the development on residential amenity and the measures to avoid and mitigate impacts. It is not considered that the development would infringe these rights.

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: Permit subject to a legal agreement (the agreement is already signed).

And subject to the conditions set out below:

1. Unless otherwise required by other conditions in this permission or the outline planning permission, the development hereby approved shall be carried out in strict accordance with the plans detailed within the document titled Planning Application Register (prepared by Croudace Homes - dated 5th August 2022), received on 5th August 2022. This approval does not relate to Drainage Strategy Document and Drainage Strategy Details which are matters subject to further consideration and approval through conditions attached to the outline planning permission.
Reason: In the interests of clarity and to secure the satisfactory layout, scale, appearance, access and landscaping of the development.

2. Notwithstanding the details submitted with the application, prior to any works commencing within the 10m river buffer area, the following shall occur, in sequential order, details of which shall be submitted for the approval, in writing, by the LPA:

- Updated water vole surveys will be undertaken of both banks of the river through the site, and an assessment of the suitability of habitat within 100m of the site up and down stream;
- Updated proposals and designs for river enhancements shall be developed to include at least a 50% increase in river enhancement (this can include both river bank enhancement and in river enhancements). The proposals shall be led by ecologists, landscape architects and coordinated with engineers, to the approval of the Local Planning Authority;
- Where any element cannot be achieved for technical reasons, then full detailed justification shall be provided by the engineers for submission to the Local Planning Authority;
- Updated water vole mitigation (including the timing and phasing of works) and enhancement details;
- Details of the timing and delivery of all measures; and,
- If necessary, a licence shall be sought and received from Natural England, prior to commencement.

Works shall then proceed in strict accordance with approved details, unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that impacts upon water vole are mitigated against and enhancements are delivered.

3. Notwithstanding the details contained within the application, prior to any works within the strategic open space corridor, updated details (including plans and sections) of the seasonal wetland areas shall be submitted to and approved in writing by the Local Planning Authority.

The submitted details shall:

- Be led by ecologists, landscape architects and coordinated with engineers, to ensure that proposals are multi-functional, aesthetically pleasing, provide good habitat value and meet drainage/flooding requirements;
- Include natural undulations and not have uniform slopes;
- Be presented using contoured plans and sections; and
- Include details of the timing and delivery of such works.

Where any element cannot be achieved for technical reasons, then full detailed justification shall be provided by the engineers for submission to the Local Planning Authority.

The development shall be carried out in strict accordance with the approved details unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that seasonal wetland areas are fully multifunctional.

4. Notwithstanding the details submitted with the application, prior to the commencement of any works within the red zones, as identified by the Biodiversity Protection Zones Plan (Contained within Appendix 4 of the Construction Environmental Management Plan: Biodiversity, prepared by SES, dated 20th December 2021), the following shall be submitted to, and approved in writing by, the LPA:

- Details of the appointed Ecological Clerk of Works (ECoW).
- Details of the power of the ECoW to control the works.
- A schedule when supervisory works will occur,
- Agreed number and approximate frequency of monitoring visits, and
- A commitment to submit produce and submit short reports to the council after each visit.

Reason: To ensure the works on site relating to ecology are appropriately supervised, monitored and subsequently reported back to the LPA.

5. Notwithstanding the details contained within the application, prior to first occupation, the ECoW shall sequentially:

- Undertake an audit of ecological mitigation compensation and enhancement measures.
- produce a snag list of any outstanding issues
- Re-inspect any items on the snag list once they have been resolved and certify that they have been addressed.

Full details of all monitoring and supervisory reports, the aforementioned audit report, snag list and certification, shall be submitted to the LPA prior to first occupation. The reports shall be held on public record.

Reason: To ensure the works on site relating to ecology are appropriately supervised, monitored and recorded by the LPA.

6. Prior to their construction, details of the construction of the access roads and footways shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and no dwelling shall be occupied until the access roads, on street parking and footways which provide access to it from the existing highway have been laid out and constructed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

7. Prior to the construction of the new means of access, details of the disposal of surface water from the highway shall be approved in writing by the Local Planning Authority in consultation with the Highway Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To minimise danger and inconvenience to highway users.

8. Prior to first occupation, the new means of access serving the site's access roads shall be sited and laid out in accordance with the approved drawing and constructed in accordance with the Buckinghamshire Council guide note "Commercial Vehicular Access within the Public Highway".

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

9. Plots 1 – 2 & 138 – 140 shall not be occupied until the new means of access serving these plots have been sited and laid out in accordance with the approved drawing and constructed in accordance with the Buckinghamshire Council guide note "Private Vehicular Access within the Public Highway".

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

10. Plots 141 to 143 shall not be occupied until such a time as the area for refuse vehicles to turn, in accordance with the approved plans, has been laid out and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off and turn clear of the highway thereby avoiding the need to reverse excessive distances.

11. The scheme for parking, garaging and manoeuvring indicated on the approved plans shall be laid out prior to the initial occupation of the development hereby permitted and, unless otherwise agreed in writing, that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

12. Prior to the commencement of any works on the site, a Construction Traffic Management Plan detailing the management of construction traffic (including vehicle types, frequency of visits, expected daily time frames, use of a banksman, on-site loading/unloading arrangements and parking of site operatives vehicles) shall be submitted and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Thereafter, the development shall be carried out in accordance with such approved management plan.

Reason: This is a pre-commencement condition as development cannot be allowed to take place, which in the opinion of the Highway Authority, could cause danger, obstruction and inconvenience to users of the highway and of the development.

13. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) Order 2015, as amended, the garages hereby approved shall be retained for the purpose of the storage of a private motor vehicle and at no time shall be converted to habitable accommodation.

Reason: To ensure that the development is served by an appropriate level of parking including unallocated on street parking which is required to be available for use by the nearby school for drop off and pick up.

14. The vehicular and pedestrian access from Stratford Drive to the development hereby approved shall be kept open and free for passage at all times and no form of barrier or means of enclosure shall be erected across the site access, without the prior written approval of the Local Planning Authority.

Reason: To maintain access and to comply with the terms of provisions of Policy BE1 (Slate Meadow) of the adopted Local Plan with regard to the provision and access of on street parking for the purposes of use by the nearby school for drop off and pick up.

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

Joint Representation received from Cllrs Wilson, Drayton and Kayani and Wooburn & Bourne End Parish Council (circulated prior to Committee on 24/08/22)

Objecting to the application on the following grounds:

- Report seeks to compromise on critical elements of planning policy to maximise the number of dwellings;
- Based on their calculations there is a difference closer to 2m between those 2 storey properties on Stratford Drive and those on Slate Meadow as opposed to the 0.23m indicated in the report. Zero confidence in the evidence provided to address concerns with regard to ridge heights and to fit in surroundings;
- 33% of dwellings will be 3 storey and cant be considered to be predominantly 2 storey with potential for occasional 2.5 and 3 storey elements.
- 3 storey buildings are an overpowering presence which are closer to Stratford Drive and the River Wye than in the Plan;
- No changes to heights and layout proposed;
- Proposals do not meet the requirement for views through the site from Brookbank to the hillside beyond required by Policy BE1 4a)
- Recommendation should cite access “for” LMLCP and option for additional contributions for the cycleway
- Meeting the Development Plan “when considered as a whole” suggests it does not meet ALL the requirements of the Development Plan
- Welcome conditions on restricting PD for garage conversions, and public access to parking spaces
- No mention of additional low level signage for unallocated parking
- Ridge height data is selective, Development Brief states that buildings will generally be of a similar scale of existing residential properties
- Croudace figures have consistently and incorrectly overstated the building heights within Stratford Drive between 0.73-1.1m.
- Notable discrepancies between scaled elevations to the AOD figures, while using FFL does not acknowledge the fact buildings are going to be built up from ground level
- There is a difference closer to 2m between those 2 storey properties on Stratford Drive and those on Slate Meadow

- Application fails to meet the policy requirement to deliver views to the hillside. Paragraph 2.25 is misleading and infers the proposals are compliant with Policy BE.1. The proposal is not delivering views to the valley sides to the north and south from outside the site across/through the developed area within it
- Illustrative masterplan is clear that there should be views across the site from within and outside
- No comments from EA
- Application premature should EA require substantial change
- Want confirmation that outline conditions referred to (10 and 11) can apply to revisions cited under 2.31
- Investment towards LMLCP referred to in Policy RUR4 is welcomed
- Emphasise the River Wye is 1 of only 200 chalk streams in the world – welcome the additional biodiversity proposals
- Welcome conditions regarding multifunctional requirement of seasonal wetland
- Cannot squeeze 150 dwellings on the site and deliver a development in accordance with BE1 and Development Brief
- Encroachment of footpath into River Wye buffer
- Cycleway improvements for access to LMLCP should be reflected in the decision
- Concerns regarding Town Lane crossing which should be improved to a pedestrian crossing.

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 its 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. We 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/would be 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 recommend 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

Department for Levelling Up, Housing and Communities (Planning Casework Unit) - The Secretary of State has carefully considered the case against call-in policy, as set out in the Written Ministerial Statement by Nick Boles on 26 October 2012. The policy makes it clear that the power to call in a case will only be used very selectively.

The Government is committed to give more power to councils and communities to make their own decisions on planning issues and believes planning decisions should be made at the local level wherever possible.

In deciding whether to call in this application, the Secretary of State has considered his policy on calling in planning applications. This policy gives examples of the types of issues which may lead him to conclude, in his opinion that the application should be called in. The Secretary of State has decided not to call in this application. He is content that it should be determined by the local planning authority.

Buckinghamshire Council Arboricultural Officer –

Canopy Calculator submitted, now showing 28% canopy cover. 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 Amended Arboricultural Method Statement (AMS): 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.

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 Ecology Officer – In response to Environment Agency comments relating to biodiversity. Key issue is to ensure we:

1. Meet the need to get some meaningful enhancements – without having a negative impact upon water voles.
2. Deliver seasonal wetland areas which have multiple benefits and which have a natural (not over engineered appearance).
3. Ensure everything is appropriately carried out and monitored, supervised and recorded.

To meet issues we need conditions relating to:

1. Water voles, river improvements and water vole mitigation
2. Updated details relating to seasonal wetlands
3. Details of an Ecological Clerk of Works and supervision measures
4. Auditing of ecological compensation, mitigation and enhancement measures.

Buckinghamshire Council Ecology Officer –

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.

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.

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 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 – Local Highways Authority - I have the following comments to make regarding the school parking as well as a better breakdown of how the site's parking requirement was assessed to try and address any Councillor concerns.

Policy BE1 of the Wycombe Local Plan states:

Development of the site will be required to:

Provide for school travel improvements through the provision of additional, unallocated, on-street parking on site, including any necessary alterations to Stratford Drive to facilitate pedestrians crossing from the development to the school and back.

The most recent plans demonstrate that the site would provide 57(no) visitor parking bays of which 51(no) are 'on-street'. Having scaled from the plans, 33(no) of the on-street visitor bays would be located within a 200m walking distance of the schools gates or a 2 minute walk.

The site resides within Residential Zone B (as identified by the Buckinghamshire Countywide Parking Guidance policy document), with the text highlighted for the standards for that particular zone:

Table 5. Residential car parking standards (above 10 dwellings)

Zone	1-4 habitable rooms ¹ / 1 bedroom	5 habitable rooms ¹ / 2 bedrooms	6 habitable rooms ¹ / 3 bedrooms	7 habitable rooms ¹ / 4 bedrooms	8+ habitable rooms ¹ / 5 bedrooms
A	1	1.5	2	2	2.5
B	1.5	2	2	2.5	3
C	1.5	2	2.5	3	3.5

When assessing the level of habitable rooms featured within each plot, the site has a total parking requirement of 280 plus an additional 20% for unallocated visitor parking which in this case would be 56(no) spaces. The site is providing a total of 313 allocated parking bays although when assessing the application, the garage spaces for plots 20 – 21, 110 – 115, 121 – 122, 125 – 126 and 136 – 137 (total of 15(no) plots) were not considered as parking spaces because the parking arrangement demonstrated a tandem of 3(no) spaces in a row. The Highway Authority do not generally consider parking 3(no) or more vehicles in a tandem arrangement to be practical and therefore tandem arrangements are only considered suitable to park two vehicles. Tandem parking spaces are often under-utilised by households with two or more cars in regular use. The space located furthest from the estate’s carriageway would require two vehicles to move to allow for access/egress. The space located furthest from the carriageway is not considered functional and is likely to result in vehicles parking on the public highway.

This has not been raised as a concern previously because all the dwellings with tandem parking for three vehicles feature 6(no) habitable rooms and therefore only require 2(no) spaces. Rather than requesting that the third space was removed, it was considered beneficial for the garages to remain for storage purposes including for the storage of bicycles.

A total of 298(no) of the allocated parking spaces were considered practical and counted towards the sites allocated parking requirement. This is 18(no) spaces above the sites actual requirement when assessed using the BCPG. The over provision is as a result of a significant number of the plots which require half spaces having their respective provision rounded up.

In consideration that the site is providing an over provision of allocated parking spaces, future residents would be less reliant on on-street visitor parking bays. Therefore, more bays should be available for during school pick up and drop-off periods.

Previous highway comments accepted the layout or have been addressed by amendments. They include comments on:

- Turning heads.
- Estate roads won’t be adopted.
- Detailed layout points.
- Waste collection facilities
- Footway design

The Highway Authority raises no objections to this application, subject to conditions.

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. The points were:

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 – I am happy with the outcome of that Appropriate Assessment. Please feel free to continue without an objection from Natural England.

[Officer comment: Natural England Initially raised objections due to potential impacts on designated sites]

Environment Agency – We have completed the flood model review and consider this satisfactory. The modelling shows that there will be no increase in flood risk onsite/to the development from the revised scheme or offsite to existing properties in both the 1% AEP +35% CC and 0.1% AEP events. The applicants flood risk model of the compensation scheme is now fit for purpose. We thank you for providing us with the updated model as part of the FRA. **We are able to remove our objection to the proposed development on flood risk grounds.** We would ask that a planning condition is imposed to ensure the proposal will not result in flood risk on site and to the development and off site as demonstrated in the compensation scheme in the technical report/FRA [ref FWM8960-RT002 R02-00, 2023].

We note that the applicant has outlined the new scheme in their March 2023 technical report but not in the original documents. The model now represents the revised scheme which differs from the previous scheme and includes new pond levels, new pond shapes, and new land lowering next to the development shown in the latest report (Report_FWM8960-RT002-Revised-compensation-R02-00.pdf)

The original FRA is from 2018 with a FRA addendum made in 2021. The addendum also provides information on finished floor levels -FFL, but then the new technical report does not show this information on FFLs [nor does it include the revised scheme as shown in -Report_FWM8960-RT002-Revised-compensation-R02-00.pdf]. We need confirmation that the FFLs in the addendum are still up to date and are set to the 100 year flood level with an appropriate allowance for climate change and an additional freeboard. Could the applicant kindly send us the updated FRA [including the revised scheme and FFL for completeness] for a quick review? Please note that we will also be asking for a planning condition to be imposed on the planning permission to ensure the proposal's finished floor levels are set no lower than the 100 year flood level, with an appropriate allowance for climate change and an additional freeboard.

The LPA (FAO -Declan Cleary) should note that the above is our position (no objection but subject to planning condition) in regard to flood risk. Following receipt and a quick review of the updated FRA we will send the LPA our formal response within 2 working days of receiving the updated FRA. Please accept my apologies for asking for an extension to send the formal response to the LPA. We trust this is acceptable.

[Officer comment: Environment Agency initially raised objections due to insufficient detail relating to flood risk and flood plain compensation]

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.

Buckinghamshire Badger Group

- The buffer should be increased to 30m
- The sett is large and could extend into construction zone. GPR equipment could be used to avoid harm
- Is it possible to make a 30m zone around the main sett
- A great deal of thought has gone into how to look after badgers and mitigate disturbance and distress

Individual Representations

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

Design

- Taller 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
- No mention of problems of access to the site which do not address traffic issues on Stratford Drive or junction with Brookbank
- There will be chaos on Stratford Drive leading to back up. Danger at point of access where school is located;
- Safety issues and congestion now;
- Raised table would be noisy
- Should be a better place for crossing between two close junctions
- Contrary to WDLP objective of ensuring the site access is designed to protect the safe and effective operation of the existing Stratford Drive/St Paul's School access and the Stratford Drive/Orchard Drive junction". This has not been achieved or minimise impact on existing residents;
- Access plans need to be changed before an accident happens. Could there not be a separate entrance and exit to the field, or similar to the elongated roundabout at Daws Hill Lane in HW

Flooding

- Increase in flooding at site and elsewhere
- Infrastructure to improve flooding must be done before the development is approved
- Hard landscaping 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
- River Wye is a rare chalk based river and should not be interfered with
- Cycle track in buffer zone
- Western part of the site is a success story for wildlife due to isolation from humans
- Nature homes and habitats lost for pedicured wetland no one needs or wants

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
- Aspects of proposals are still being queried and criticised by statutory bodies.
- Premature to grant permission with unresolved issues.

1 neutral letter of representation:

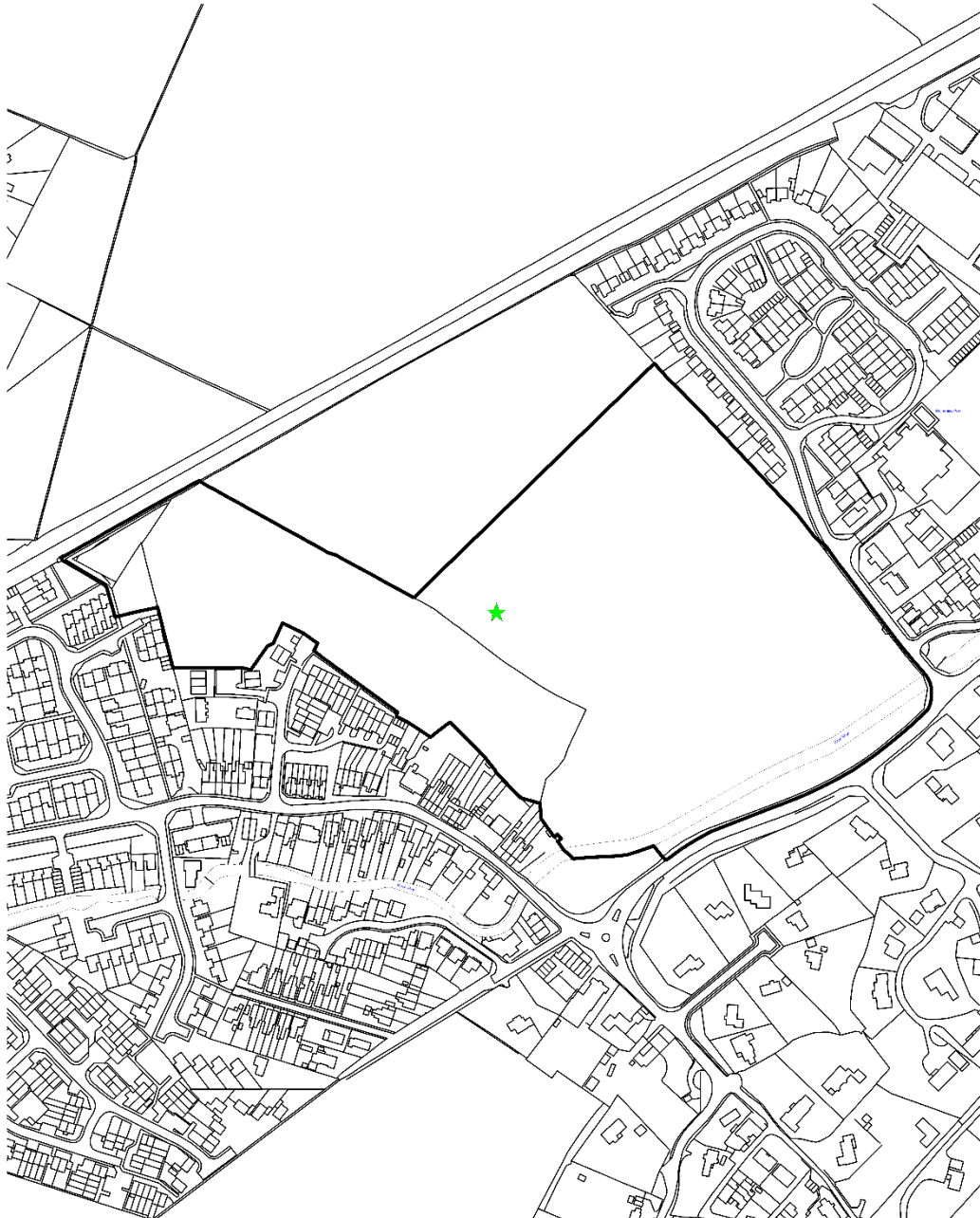
- River Wye catchment continually surfaced over increasing run-off into the river
- Increase in frequency of deluges due to climate change
- How will blockages no longer occur
- Access path to Frank Lunnon Close needs to be provided.
- Solar panels required for all properties
- Permanent surface on old 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

21/07066/REM
Scale 1/3500



Planning Committee
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