

Hollands Farm Liaison Group

Meeting Title:	Hollands Farm Liaison Meeting
Date:	07/10/2019
Location:	Council Chamber, WDC offices
Chaired by:	Cllr David Johncock

Attendees

Cllr David Johncock (Wycombe District Council) – Chairman
Sue Wagner (Wooburn and Bourne End Parish Council) – Vice Chairman
Dawn Adams (Catesby Estates)
Cllr Julia Adey (Wycombe District Council)
Cllr Michael Appleyard (Buckinghamshire County Council)
Cllr Timothy Bingham (Wooburn and Bourne End Parish Council)
Jodie Cavaye (Hedsor Parish Meeting)
Maurice Fitzgerald (Capreon)
Cllr Jane Ford (Wooburn and Bourne End Parish Council)
Simon Fowke (Community representative)
Emily Hadley (Wycombe District Council)
Matt Hardy (Buckinghamshire County Council)
Chris Kennett (Wycombe District Council)
Cllr Julia Langley (Wycombe District Council)
Cllr Margaret Marshall (Wooburn and Bourne End Parish Council)
David Morris (Catesby Estates)
David Neale (Catesby Estates)
Anna Parsons (Catesby Estates)
Cllr Mike Seaton (Wooburn and Bourne End Parish Council)
Philip Simpkin (Wycombe District Council)
Chris Steuart (Wycombe District Council)
Gary Thomas (Capreon)
Charlotte Morris (Wycombe District Council) - Secretary

Minutes of Meeting

Introductions

Cllr Johncock welcomed everyone to the meeting and outlined the purpose and role of the liaison group in influencing the content of the development brief. Whilst it is understood that some oppose development, we must try and get the best outcome.

Group membership

It was queried whether residents should be part of the group – the Chairman stated that those present should represent the public, but he would not be opposed if individual residents were to be part of the group.

Terms of Reference

Attendees were advised that the Terms of Reference (ToR) had been agreed at previous meeting and so, **any additional comments should be fed back outside of the meeting.** **Action: All**

General points

In the absence of Cllr Johncock at any future liaison group meetings, Sue Wagner (Wooburn and Bourne End Parish Council) will act as Chairman.

Concerns were raised by community groups that previous liaison groups were not effective in listening to local views. The Chairman responded that the point of this work is for local views to be fed into development brief. This project has to be fair and transparent. The Council noted how information will be available for residents on our website on a dedicated Hollands Farm webpage.

Background

Charlotte Morris gave a presentation on the background of the site. Policy BE2 sets out the framework for the development brief. The policy is already fairly detailed but a development brief will add further detail. The development brief won't be as detailed as a planning application, but will elaborate on specific policy points.

The purpose of this liaison group meeting is to scope the key issues early and identify what issues need to be resolved going forward. Further issues can be identified later in the process if necessary.

It was queried whether all landowners of the BE2 allocation were present – the land promoters present at the meeting are the majority landowners. St Dunstan's Church own a small triangular land in the NE corner, currently they are not intending to develop. There is also one house in private ownership on southern edge south of Millboard industrial estate.

It was agreed that a Map will be provided showing church ownership.

Action: CM

Issues – Transport

Congestion raised as a major issue in the local area.

Transport modelling

Highways Authority asked to explain the background of highways capacity assessment on the site. Modelling carried out by Jacobs on behalf of BCC (highways authority). Modelling is based on a worst-case scenario, considers national and local planning policy, and emphasises heavily on sustainability (e.g. importance of bus service). No issues identified in principle as to why the site could not go forward.

The group agreed that the site presented an opportunity to improve the local highway network through the link road design. Suggestions were made for a one-way road system between Cores End Road and Princes Road, and also through the centre.

Questions were raised on whether the modelling considered users who work outside of Bourne End, the site entry / exit points are not well designed for high volumes of traffic. Upper Hedsor Road and impact on Cookham Bridge are big concerns.

Question were raised on whether Cookham Councils have been approached as part of the process, Cllr Johncock had previously been in discussions with Royal Borough of Windsor and Maidenhead over a new Thames crossings but nothing substantive had yet been agreed.

The group were asked whether it would be helpful to revisit the Jacobs modelling data. The highways authority agreed that more recent data is helpful, but would likely end up with the same conclusions. The highways authority is not proposing anything, it is all about agreement in principle of the current capacity of the road network. Once it is breaching capacity this will be identified with mitigation packages. When an application comes forward the highways impact is unacceptable, refusal on planning application will be recommended.

With regards to formulating transport solutions, it is the role of developers to come up with highway solutions and for the highway authority to assess as part of a planning application. The community groups stressed that this should be done earlier in the process.

The land promoters offered to re-do modelling / survey work has part of any application work. They are happy for this work to be fed into the development brief process.

It was agreed that specific junction / areas would be considered for further highway modelling, speed assessment, and survey work (full list included in action points). **Action: DA**

It was asked that areas for further highway consideration / testing should be identified on a map, along with a list of road names to ensure consistency in discussions.

The community groups stressed that they need to have confidence in how highway matters were going to be addressed. Clarification is sought on traffic flows through Upper Hedsor Road, Kiln Lane, and Hawks Hill / Harvest Hill for the next meeting.

Site access

It was agreed that the siting of the school on the site would have an important role on the access for the site, a third access at Millboard Road was suggested.

The suggestion was made to CPO the land south of Upper Hedsor Road to ensure smooth access to the site. It was noted that this would not necessarily be a practical solution due to impacts on Green Belt and flood risk. However, it was not to be ruled out at this early stage.

Purpose of link road

The group were asked to think about the purpose of the link road through the site (wide / narrow, bypass / meandering road). Preferred approach is a normal link road

with proper bus laybys. Aviva and Carousel have noted how bus laybys should be designed around the places where people are likely to be (e.g. primary school, convenience store, etc.)

It was suggested to take inspiration from other recent schemes that utilise minimal traffic lights to encourage 20mph constant moving traffic.

Pedestrian routes

It was noted how there is currently no public footpath from the site to the recreation ground from Millboard Road, current pedestrian network from Upper Hedsor Road to station is complicated. Parish Council intend to contact the landowners of Millboard Industrial Estate to discuss potential through-route.

Issues - Landscape and Housing

The Council set out the landscape considerations when formulating the allocation, comments from the group were invited.

Separation

The community groups noted how the illustrative plan shows a concentration of green space on the western side (bordering the industrial estate). It was discussed this should instead be balanced out across the site, but especially onto the eastern side to create separation from Hawks Hill. It was raised that the residents of Upper Hedsor Road are a close-knit community, separation will need to be very carefully considered around this area.

Green space

It was noted how the green space covers the main areas of flood risk, it was confirmed that SuDS is not located on the source of flooding.

CIL / s106 agreements

It was questioned why CIL / s106 monies will be used for mitigation of Burnham Beeches SAC. The Council clarified that this is to offset the impact the development will have on the SAC due to being within the 5kn buffer, monies will contribute to the provision of Little Marlow Country Park.

It was asked how much affordable housing will be provided on the site, the land promoters confirmed it will adhere to policy DM24 and provide 48% affordable housing units.

Issues – community facilities

It was suggested that the location of school on the indicative site plan should be changed, the Millboard Road area was put forward as a suggestion.

Health centre

With regards to the health centre proposed under BE3, the land promoters have spoken to architects working on behalf of the surgery. Slate Meadow / Hollands Farm / Spade Oak / other central locations currently being considered.

It was agreed that the Council will re-open discussions with the surgery / County Council on a location for the new health centre. Action: DJ

The group were reminded that developers cannot deliver a new surgery, only the CCG can (with associated business case etc). It was important that we do not overpromise the community on what can be realistically delivered.

Convenience store

With regards to the convenience store, it could be considered to create an area with allocated parking (e.g. a house) that could be used as a convenience store. If correctly sited, people would walk to it and attract people from the industrial estate. Would encourage walking if near a footpath (preferably connected to the station).

Issues – Environmental

The Council introduced the environmental framework for the site.

Flood risk

It was noted that flooding is a known issue in the local area, the Environment Agency are in the process of updating their flooding data.

It was agreed that the Council will chase the Environment Agency for the latest flooding data. Action: CM

The land promoters told the group that they have conducted hydraulic and water attenuation testing on the site, it has to prepare for current flooding (worst case scenario) plus an additional 40%. This was submitted as part of the EiP.

It was agreed the land promoters would re-circulate this information to the group. Action: DA

Biodiversity

It was asked what the current status of the Buckinghamshire and Milton Keynes Biodiversity Action plan is, the Council confirmed it runs until the end of 2020 and the NEP are currently looking to review.

It was asked what the status of the DEFRA goal for biodiversity net gain is, the Council confirmed it has adopted the aims in policy DM34. A methodology is currently being formulated for how this can be achieved.

It was noted that the Hawks Hill side could provide opportunities for biodiversity and simultaneously create a natural edge.

Other

It was brought to the group's attention that a currently open field on the south side of Upper Hedsor road currently is due to be used as a livery. This will have an impact on the amenity openness of the site.

Issues – Conservation Area

The Council set out the policy approach to the Conservation Area and listed buildings. It will be important to assess how these will be affected by transport proposals.

The group agreed these heritage assets are strongly protected existing policy, which was commended.

Summary and Agreements of Key Issues

It was confirmed that the next liaison group meeting is scheduled for January 2020. A briefing pack will be circulated to the liaison group in advance of the next meeting.

AOB

It was asked whether the legal challenge to the Local Plan means we should look at smaller housing numbers, the Council noted how we cannot draw conclusions at this stage and should progress with the development brief as normal.

Date of Next Meeting

The next meeting will be held in January 2020 – date and venue to be notified in due course.

D A Johncock
Chairman

January 2020