5.4 Bourne End and Wooburn

5.4.1 Bourne End and Wooburn lie at the south east end of the River Wye as it joins the Thames. Bourne End has a bustling village centre with good local amenities and there are significant areas for local business making it an important local centre for jobs. The proximity of the Thames is an attraction but also raises concerns about flood risk, as does the River Wye. The area is surrounded by the Green Belt but not Area of Outstanding Natural Beauty, but the landscape is also important, particularly the hillsides overlooking the valley that provide an important setting to the villages. There are traffic congestion issues through the village and at Cookham Bridge.

5.4.2 The Sustainable Communities Strategy seeks to ensure that the Wye Valley including Bourne End and Wooburn retains its character and reputation as an attractive, vibrant and accessible place and that through careful stewardship the River Thames continues to attract many visitors.

5.4.3 Bourne End and Wooburn Parish Council has applied to be designated as a Neighbourhood Area. Any neighbourhood plan has to be in conformity with the Development Plan.

5.4.4 Neighbourhood Plans can allocate sites. However, two sites are allocated in this Local Plan. This is because they are strategic in nature.

- The sites BE1 (Slate Meadow) and BE2 (Hollands Farm) make an important contribution to the District’s housing supply. They also contribute to providing key open space and educational requirements for the wider area.
- Slate Meadow was designated as a Reserve sites in the Core Strategy
- The allocation of Hollands Farm results in a change to the Green Belt boundary - changes to the Green Belt can only be made through the Local Plan process, not through Neighbourhood Plans.
PRINCIPLES FOR BOURNE END AND WOOBURN

To meet the district-wide Strategic Objectives, the Council will shape development in Bourne End and Wooburn to:

1. Cherish the Chilterns
   a) Make the most of the areas Thames-side setting and encourage access to it;
   b) Protect the hillside setting of the Wye Valley.

2. Strengthen the Sense of Place
   a) Protect the area from flooding, both from the Thames and the Wye;
   b) Support the Parish Council in the development of proposals in the Neighbourhood Plan.

3. Foster economic growth
   a) Safeguard business areas to provide the local employment base to support growth.

4. Improve strategic connectivity
   a) Provide a strategic walking and cycling route to High Wycombe along the former railway line whilst investigating the case for the railway to be re-opened.

5. Facilitate local infrastructure
   a) Provide additional school places and other community facilities;
   b) Work with the Clinical Commissioning Group to ensure demands from new development are met through improved and expanded GP led healthcare facilities in the area, ideally in a new conveniently located premises;
   c) Provide an “eastern link road” connecting Cores End Road/Town Lane to Ferry Lane and Cookham Bridge to reduce the traffic impact on existing roads;
d) Explore improvements to Cookham Bridge that do not result in additional through traffic through the villages.

6. Deliver housing
   a) Provide new housing and affordable housing including through the release of a strategic site from the Green Belt and development of the reserve site.

7. Champion town centres
   a) Maintain and improve the vitality and viability of Bourne End and Wooburn village centre.

8. Mitigate Climate Change
   a) Ensure issues of flooding are fully mitigated in any proposals.
Housing or Mixed Use Sites including Housing

Figure 37 Main proposals in Bourne End and Wooburn
5.4.5 The following sites are identified for housing or housing led mixed use development. Site specific policies are included for these sites below.

Table 18 Sites identified for housing or housing-led mixed use development in the Bourne End and Wooburn area

<table>
<thead>
<tr>
<th>Policy reference</th>
<th>Site</th>
<th>Area (hectares)</th>
<th>Indicative dwelling numbers (617)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BE1</td>
<td>Slate Meadow, Bourne End and Wooburn</td>
<td>10.26</td>
<td>150</td>
</tr>
<tr>
<td>BE2</td>
<td>Hollands Farm, Bourne End and Wooburn</td>
<td>23.74</td>
<td>467</td>
</tr>
</tbody>
</table>

5.4.6 The following sites are also identified for housing or housing led mixed use development and are shown on the policies map.

Table 19 Additional sites identified for housing in the Bourne End and Wooburn area

<table>
<thead>
<tr>
<th>Site</th>
<th>Area (hectares)</th>
<th>Indicative dwelling numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windrush House, Bourne End/Wooburn</td>
<td>0.15</td>
<td>8</td>
</tr>
</tbody>
</table>

BE1 – Slate Meadow

5.4.7 Slate Meadow is a 10 ha site located in Bourne End and Wooburn, the site comprises three parcels of land between the A4094 and the former High Wycombe to Bourne End railway, part of the site is a village green which needs to be retained.

POLICY BE1 – SLATE MEADOW, BOURNE END AND WOOBURN

The site as shown on the Policies Map is allocated for residential development. Development of the site will be required to:

1. Place making
   a) Retain an undeveloped area between developed areas of Bourne End
and Wooburn;
b) Retain the village green within the site.

2. Transport

a) Provide the main vehicular access from Stratford Drive, ensuring the site access is designed to protect safe and effective operation of the existing Stratford Drive/ St Pauls Church of England Combined School access and Stratford Drive / Orchard Drive junctions;
b) Limit any vehicular access from both Eastern Drive and Frank Lunnan Close, ensuring access (if any) is based upon an assessment of the impact of the development traffic on all existing residential access roads and junctions and will need to be designed to operate effectively and safely with forecast future traffic demands;
c) Ensure that there is no direct vehicular access onto A4094 Brookbank or off the existing Cores End roundabout unless all other vehicular access options prove undeliverable, unfeasible or unaffordable;
d) Provide shared cycle/pedestrian paths connecting to the:
   i. Proposed bridleway (within the disused railway corridor);
   ii. Existing estate roads around the site; and

e) Provide by way of legal agreement financial contributions to:
   i. Measures along the A4094 to ensure the routes resilience, providing an appropriate balance between through movement and local access journeys;
   ii. Improve or provide footways beside existing access roads to the site;
   iii. If appropriate upgrade the pedestrian crossing east of Stratford Drive to a signal controlled crossing.
f) 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
3. Green Infrastructure/ Environment
   a) Provide a semi-naturally landscaped and accessible corridor beside the River Wye;
   b) Enhance the ecological value of the site and form an ecological link between the former Bourne End and Wooburn to High Wycombe Railway Line corridor the River Wye and its buffer zone;
   c) Provide new hedgerows to create a network through the site, linking the former railway corridor along the northern boundary with the river corridor on the southern boundary;
   d) Use surface SuDs features to enhance the ecological biodiversity throughout the site including the developable areas;
   e) Design the ecological areas so they facilitate public access to them through the use of boardwalks, pathways and viewing areas;
   f) Provide a management plan for the village green;
   g) Mitigate recreational impacts at Burnham Beeches SAC.

4. Landscape
   a) 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;
   b) Provide a layout, scale and appearance of the development that minimises the impact on views down from the valley sides.

5. Flood Risk
   a) Demonstrate through a Flood Risk Assessment that a sequential approach to locating development within the site has been followed and that flood risk is avoided and if not mitigated.

6. Other
   a) Provide a commensurate financial contribution secured by planning
obligation for primary education provision to meet the need for primary school places from the development.

**Figure 38 Slate Meadow - illustrative layout**

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5.4.8 The indicative capacity of the site is 150

5.4.9 Access to the site needs to be created in a way that does not have a negative impact on the surrounding residential areas and does not
compromise the flow of traffic on the A4094. Development proposals need to ensure that the site integrates well with the surrounding road network and makes appropriate improvements to the roads, junctions, crossings affected by the increased traffic generation resulting from the development as well ensuring that alternative modes of transport are also supported. In addition, there will need to be pedestrian and cycle links to the surrounding area.

5.4.10 Development offers the opportunity to improve and enhance existing green infrastructure and ecological features on and adjacent to the allocated site, particularly the River Wye and the former railway line. Management proposals that improve the ecological value of these areas and improve access and use of the village green will be taken into consideration when assessing the impact of the proposal upon the open space contribution of the site to the local area.

5.4.11 In line with the Habitats Regulations Assessment Screening Report findings\textsuperscript{121} and Natural England’s advice in order to minimise recreational impacts on Burnham Beeches Special Area of Conservation, open space for informal recreational purposes needs to be provided in addition to the requirements of DM16. It is possible that this could be provided on site, but a strategic preference would be in the form of S106 contribution to be directed to the development of the Little Marlow Lakes Country Park, improving access to the park by sustainable travel modes as well as improvement to the park itself. This is in addition to the requirements of DM16.

5.4.12 The management plan for the Village Green (adjacent to the site) will address how to balance its ecological diversity with the impact of dog walking and informal recreation. If it is proposed that the village green plays a part in the open space provision for the development, a financial contribution for its ongoing maintenance will also be required as part of the management plan.

\textsuperscript{121} Habitats Regulations Screening Report of the Wycombe District Local Plan (September 2017, Wycombe District Council)
5.4.13 Proposals for this site need to address views to the hillside immediate to the north and as well leaving an undeveloped break between Bourne End and Wooburn.

5.4.14 Part of the site is in fluvial flood risk zone 2 and 3 and has surface and groundwater flood risk areas. Development proposals will need to be supported by a site specific flood risk assessment which demonstrates that a sequential approach to locating development within the site has been followed, ensuring vulnerable uses are not located in inappropriate locations, and that flood risk from all sources is mitigated, through the implementation and continuous management of suitable Sustainable Drainage Systems. Applicants should refer to the SFRA level 1 and 2\textsuperscript{122}.

5.4.15 The County Council provides primary education, and it is appropriate that this site contributes to that provision. A new school is to be provided at Hollands Farm. The County will direct the funds to the most appropriate location depending on the timing of the development.

**BE2 – Hollands Farm**

5.4.16 The site is located towards the south of Bourne End between Hawks Hill and Wessex Road. It is a 23.7 hectare greenfield site.

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**POLICY BE2 – HOLLANDS FARM , BOURNE END AND WOOBURN**

The site as shown on the Policies Map is allocated for residential-led mixed use.

Development of the site is required to:

1. **Placemaking**
   
   a) Adopt a landscape-led positive approach to design and layout to limit its impact on the landscape;
   
   b) Not have an adverse impact on the setting of Hedsor Road and

\textsuperscript{122} Strategic Flood Risk Assessment (SFRA) Level 1 Update (November 2014, Jacobs) and Level 2 Strategic Flood Risk Assessment (September 2017, Jacobs)
Riversdale Bourne End and Wooburn Conservation Area;

c) Maintain a sense of separation between Harvest Hill and the new development site;

d) Ensure satisfactory relationship to the industrial buildings at Millboard Road Employment Area on the western boundary.

2. Transport

a) Provide a link road through the site linking to the Cores End Road roundabout and Ferry Lane;

b) Provide a redirected bus service and enhanced provision through the site;

c) Provide contributions to off-site highway improvements as required by the Highway Authority;

d) Provide and enhance footpath and cycle links to the village centre.

3. Green Infrastructure/ Environment

a) Provide on-site high quality open space;

b) Provide S106 contributions to mitigate recreational impacts at Burnham Beeches SAC;

c) Maintain north south connectivity for Public Rights of Way through the site;

d) Protect and enhance the biodiversity and green infrastructure value of the former orchard in accordance with Policy DM34, providing public access and ongoing management as part of the overall development. Buildings within this area will not be acceptable;

e) Avoid areas of fluvial flood risk where possible;

f) Provide appropriate SuDS across the site.

4. Other

a) Provision of a 1 form entry primary school.
Figure 39 Hollands Farm – illustrative layout

Please note this plan is indicative only drawn for the purposes of assessing development capacity.

OS mapping: © Crown Copyright and database rights 2017 Ordnance Survey 100023306.
5.4.17 The indicative capacity of the site is 467 homes

5.4.18 The site is proposed to be taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report\textsuperscript{123} has reviewed this site and indicates that exceptional circumstances exist in this case for removing the site from the Green Belt.

5.4.19 There are a number of issues and constraints that will need to be carefully taken into account in the development of this site. These include the proximity of the Hedsor Road and Riversdale Conservation Area, nearby heritage assets\textsuperscript{124}, an area of fluvial flood risk in the south west corner of the site, and some surface and groundwater flood risk. Any development will need to be carefully integrated with and connected to the village and the traffic impact arising from the development addressed. A development brief will be prepared for the site to address these issues in more detail.

5.4.20 A buffer should be provided between the development and the Harvest Hill area to minimise the impact on the area and maintain a degree of separation. This could be achieved for example through structural planting and landscaping or open space such as a village green. The former orchard referred to in point 3 d) of the policy comprises approximately 2.2 ha sited between the dwellings known as Fairholme and Mendip, at Hawks Hill. It will contribute to this buffer.

5.4.21 In relation to traffic generation the Council has assessed the impact of increased traffic resulting from this site\textsuperscript{125} and identified that provision of a link road through the site between the Cores End Roundabout and Ferry Lane will benefit existing roads in the Bourne End area. This would also relieve the narrow Cores End Road into the village centre as well as distribute traffic from the development.

5.4.22 It is important that development of this scale is well served by public transport. There is scope, particularly with the link road to divert existing bus

\textsuperscript{123} Green Belt Part Two Assessment (September 2017, Wycombe District Council)
\textsuperscript{124} Hedsor Road and Riversdale draft Conservation Area Appraisal (September 2017, Wycombe District Council)
\textsuperscript{125} Wycombe Local Plan Sites Traffic Modelling (June 2017, Jacobs)
services through the site to serve the development. The road is to be
designed to accommodate buses, to provide future flexibility.

5.4.23 Flood risk issues should be fully addressed in any development proposals,
including the potential for fluvial, surface water and groundwater flooding.
Applicants should refer to the SFRA level 1 and 2\textsuperscript{126}. Assessments will be
required and appropriate mitigation measures identified and implemented.

5.4.24 The Infrastructure Delivery Plan has identified that developments in Bourne
End result in the need for an additional single form of entry primary school.
Due to its size it is more suitable that this is provided on the Hollands Farm
site. Contributions from other developments will need to contribute towards
the delivery of the school on a proportionate basis.

5.4.25 In line with the Habitats Regulations Assessment Screening Report
findings\textsuperscript{127} and Natural England’s advice in order to minimise recreational
impacts on Burnham Beeches Special Area of Conservation, an S106
collection will be directed to the development of the Little Marlow Lakes
Country Park, improving access to the park by sustainable travel modes as
well as improvement to the park itself. This is in addition to the requirements
of DM16.

\textsuperscript{126} Strategic Flood Risk Assessment (SFRA) Level 1 Update (November 2014, Jacobs) and Level 2
Strategic Flood Risk Assessment (September 2017, Jacobs)

\textsuperscript{127} Habitats Regulations Screening Report of the Wycombe District Local Plan (September 2017,
Wycombe District Council)
Other development

BE3 – Health Facilities in Bourne End and Wooburn

5.4.26 In assessing the infrastructure requirements for proposed development in Bourne End and Wooburn, the Infrastructure Delivery Plan has identified increased demand on primary health care.

POLICY BE3 – HEALTH FACILITIES IN BOURNE END AND WOOBURN

1. Proposals put forward by the local Clinical Commissioning Group or other promoters for a new health centre in Bourne End and Wooburn will be supported subject to transport assessment, parking arrangements and other relevant planning considerations being satisfactory.

5.4.27 The Chiltern Clinical Commissioning Group has submitted practice plans to NHS England to develop a new build surgery to house both Hawthornden and Pound House practices, including their branch surgeries in a modern, state of the art building with sufficient capacity to absorb expected population growth.

5.4.28 A new health centre could be facilitated on the housing allocations at Slate Meadow (BE1) or Land at Hollands Farm (BE2) subject to agreement with landowners. Existing employment sites in Bourne End may also be a suitable location. Any proposals must be accompanied by a comprehensive transport assessment and ensure that adequate parking is also provided. Sustainable travel modes should also be well catered for.