



**Wooburn & Bourne End Parish Council**  
**Neighbourhood Development Plan 5th Draft**  
**Appendix 12 (23 Aug.2021)**

**Supporting Evidence for NDP assertions**

The NDP asserts that infrastructure: parking, road system, medical facilities in the Neighbourhood Area are all under pressure. Comments in Community Led Plans, and from local consultation on first, second and third drafts show that residents are concerned that infrastructure is already under pressure before the impact of the Slate Meadow and Hollands Farm developments.

The following tables reference evidence and where it resides for these assertions. There is a separate **Appendix 11** for the Survey of local residents conducted in July-August 2021 to validate the NDP Policies.

## 1. ANALYSIS OF COMMUNITY LED PLANS

- 1.1. Actions and recommendations from the Community Led plan for Wooburn and the Community Led plan for Bourne End were compared and recorded in a table in Appendix 1.

**TABLE 1. IDENTIFIES THE KEY ACTIONS/RECOMMENDATIONS FROM APPENDIX 1**

Action/Recommendation (plan location)	Table reference	Community Led Plan reference	NDP section supported
Review with authorities all aspects of traffic to find solutions to reduce volumes of vehicles using the village as a thoroughfare	1.3	BCEP 1.1.3	SECTION 3
Enforce Parking restrictions and speed limits		WCP 1.3	
Concern over Police presence (lack of) and feeling that crimes not followed up	4.1	BCP 4.1	AS ABOVE
Discuss concerns about anti-social behaviour and enforcement of speed limits		WCP 4.1	

Review load restrictions and the requirements of local businesses and discuss re-routing HGV's away from the Green	4.2	WCP 4.2	AS ABOVE
Enforcement of parking restrictions	4.3	BECP 4.3	AS ABOVE
Create a Neighbourhood Plan	5.1	BECP 5.1	SECTION 1
Support Slate Meadow as an Open space  Preserve open spaces to prevent urban sprawl and to enable villages such as Wooburn and Bourne End to keep their identities	5.2	BECP 5.2  WCP 5.2	SECTIONS 3, 17
Consider impact on already congested roads and local services such as doctors surgeries and schools	5.3	WCP 5.3	SECTION 3
Provide more cycle paths	5.7	BECP 5.7	SECTION 15
Promote walking to schools campaigns	5.8	BECP 5.8	SECTION 15
Recommend to BCC safety improvements to the footpaths on Cores End Road near the bridge	5.9	BECP 5.9	SECTION 15

## 2. ANALYSIS OF COMMENTS FROM FIRST DRAFT NDP CONSULTATION

- 2.1. A local consultation took place on the first draft of the NDP during the period 12 March to 31 May 2018 (but later extended until 10 July). Comments were received by email and logged in an Excel spreadsheet which can be reviewed on the Parish Council website. The Comments Logs can be found on the Parish Council website - link <https://www.wooburnparish.gov.uk/> under the Neighbourhood Development Plan tab.
- 2.2. The Comments log has a tab for each consultation for each draft of the NDP. As the Excel sheet is published on our website, names and contact details have been removed and substituted with a letter of the alphabet. There is a copy of the Excel spreadsheet with names and contact details which may be made available to the inspector/examiner if required.

**Table 2 ANALYSIS OF COMMENTS FROM FIRST DRAFT NDP CONSULTATION**

<b>FIRST DRAFT NDP CONSULTATION: 28 RESPONSES WITH 97 COMMENTS</b>	
<b>TABLE ANALYSING COMMENTS</b>	
AFFORDABLE HOMES	1
ANECDOTAL: INADEQUATE INFRASTRUCTURE	5
BUSINESS COMMUNITY	1
FOOT/CYCLE PATHS	2
HABITAT PRESERVATION	1
LOCAL PLAN CRITICISM	9
NDP INADEQUATE	4
OTHER	9
PARKING	21
PRESERVATION: LANDSCAPE/CHARACTER/GREEN SPACE	7
ROAD SAFETY	5
MAINTAINING SEPARATION BETWEEN SETTLEMENTS	3
SUPPORT FOR NDP	10
TRAFFIC F CONGESTION/ FLOW	18
QUALITY OF DESIGN	1
<b>TOTAL COMMENTS</b>	<b>97</b>

### 2.3. Key points from the analysis:

- Road system: road safety, congestion and traffic flow - there were some 25 comments relating to road system issues - supporting NDP sections 3, 8, 9.3.
- Character of the Villages: preservation of landscape/character/green space/habitats and separation of settlements – some 11 comments - supporting NDP sections 3, 4.5.3, 6, 7.
- Parking: some 20 comments on parking issues in the neighbourhood area - supporting NDP sections 3, 9.
- Other (9 comments): this category reflects comments on other potential development sites (2); windfall development; clean up the Wye; dog waste; liaising with other Councils; conservation areas; bins.
- Support for NDP: there are some 10 comments supporting the policies and intent of the first draft.

## **3. ANALYSIS OF COMMENTS FROM SECOND DRAFT NDP CONSULTATION**

- 3.1. A local consultation took place on the second draft of the NDP during the period 1 September to 31 October 2019. Comments were received by email and logged in an Excel spreadsheet which can be reviewed on the Parish Council website. The Comments Logs can be found on the Parish Council website - link

<https://www.wooburnparish.gov.uk/> under the Neighbourhood Development Plan tab.

- 3.2. Table 3 below is an extract of the total number of comments reflecting the concerns for each of the headings below.

**TABLE 3. ANALYSIS OF COMMENTS FROM SECOND NDP DRAFT**

<b>SECOND DRAFT NDP CONSULTATION: 2 RESPONSES 30 COMMENTS</b>	<b>Number of</b>
<b>TABLE ANALYSING COMMENTS</b>	<b>Comments</b>
NDP FORMAT	23
MAINTAINING SEPARATION BETWEEN SETTLEMENTS	3
SUPPORT FOR NDP	1
TRAFFIC CONGESTION	2
QUALITY OF DESIGN	1
<b>TOTAL COMMENTS</b>	<b>30</b>

- 3.3. There were only two respondents to the consultation process on the second draft; the comments received were very detailed and comprehensive relating to format, and nomenclature. Overall, the respondents were supportive of the NDP and its aims.

#### **4. ANALYSIS OF COMMENTS FROM THIRD NDP DRAFT CONSULTATION**

- 4.1. A local consultation took place on the third draft of the NDP during the period 1<sup>st</sup> April until 15th May 2020. Comments were received by email and logged in an Excel spreadsheet which can be reviewed on the Parish Council website. The Comments Logs can be found on the Parish Council website - link <https://www.wooburnparish.gov.uk/> under the Neighbourhood Development Plan tab.
- 4.2. Table 4 below is an extract of the total number of comments reflecting the concerns for each of the headings below.

**Table 4. ANALYSIS OF COMMENTS FROM THIRD NDP DRAFT**

<b>THIRD DRAFT NDP CONSULTATION: 13 RESPONSES 26 COMMENTS</b>	<b>Number of</b>
<b>TABLE ANALYSING COMMENTS</b>	<b>Comments</b>
SLATE MEADOW	5
HOUSING NEED	2
CLIMATE CHANGE	1
OTHER	2
PRESERVATION: LANDSCAPE/CHARACTER/GREEN SPACE	7
SUPPORT FOR NDP	1
TRAFFIC CONGESTION	2
QUALITY OF DESIGN	6
<b>TOTAL COMMENTS</b>	<b>26</b>

4.3. In addition to the 13 responses from local residents there were detailed replies from Buckinghamshire Council's planning department and also their highways department, Catesby (Hollands Farm developer), Upper Hedsor Road Residents Association and the Keep Bourne End Green charity.

4.4. Key points from the analysis:

**Slate Meadow:** 5 comments related to the position of the Village Green and were unaware of the work of the Liaison group in the creation of the development brief and outside the scope of this NDP.

**Housing need:** there were 2 comments challenging the need for the Slate Meadow and Hollands Farm developments and outside the scope of this NDP.

**Climate Change:** a comment suggesting that the developments should be forward looking and consider electric vehicles.

**Other:** one comment on the stability of Sapper's field following the appearance of a sinkhole and the implications for developments; the other about the timing of comments and process of update of the NDP.

In conclusion, there were 7 comments relating to the sections on Character and Green Space supporting NDP sections 6,7 and 13 and 6 in respect of Quality of Design supporting NDP section 7.

## 5. ANALYSIS OF COMMENTS COPIED TO THE PARISH COUNCIL BY LOCAL RESIDENTS DURING THE HOLLANDS FARM DEVELOPMENT BRIEF CONSULTATION

5.1. During the Buckinghamshire Council's consultation on their draft Hollands Farm Development Brief, some local residents copied their comments to Wooburn and Bourne End Parish Council. Residents expressed general concerns about the impact on our already congested road system.

5.2. The Parish Council was copied in on 15 emails. These emails were in response to the Hollands Farm Development Brief consultation; 4 of the emails contained 9 comments on issues that exist now in the neighbourhood area:

Road safety: 6 comments

Traffic congestion: 1 comment

Healthcare: 1 comment on GP waiting times

These all provide anecdotal evidence that residents have concerns that relate to the existing road system in the neighbourhood area. In addition, there is one comment.

5.3. Table 5 is an extract of comments made in the 4 emails referenced above describe existing issues relating to road safety, congestion and healthcare. These

provide evidence that residents believe there are existing road safety and congestion issues and supports the assertion and Policies in this NDP.

- 5.4. The resident's names have been replaced with roman numerals for GDPR purposes – however the original emails are available to viewed by the examiner/inspector.

**TABLE 5: QUOTATIONS FROM RESIDENTS IN RESPECT OF THE HOLLANDS FARM DEVELOPMENT BRIEF CONSULTATION**

While the following was not gathered directly by the NDP process, it is relevant information that shows the concerns of residents that were sufficiently motivated to respond to the Hollands Farm Development Brief. These quotes are from email responses that were copied to the Parish Council. This is a form of anecdotal evidence which shows support for the need for the NDP to set policies to address these concerns.

Resident	Email date	Quotation
III	9/2/21	<p><b><u>Road Safety</u></b></p> <p><b>Cores End Road:</b> Pavements are already narrow. The bridge pavements are narrow but the pavements on Cores End Road are even narrower. The width is from only 18 inches meaning wheelchairs and pushchairs currently go into the road.</p> <p><b>Impact on Cores End Road:</b> The eastern end of Cores End Road already has safety issues.</p> <ul style="list-style-type: none"> <li>• The winding A class road is narrow.</li> <li>• Vehicles enter this section at speed following a long straight stretch.</li> <li>• Vehicles cut the corners on the sharp bends as can be seen from the worn-out central road markings.</li> <li>• Vehicles pulling out onto Cores End Road are not seen in time by speeding vehicles as they come round the blind corners.</li> <li>• It is easy to hit a pedestrian with a wing mirror because both road and pavement are narrow.</li> </ul> <p><b>Ferry Lane junction:</b> Exit from Hedsor Lane onto Ferry Lane is already dangerous. Vehicles pulling out from Hedsor Lane are seen too late by speeding vehicles as they come round the blind corner.</p>
III	9/2/21	<p><b><u>Healthcare</u>:</b> The current Bourne End surgery is small and unable to service the current population. There are several weeks wait for a surgery appointment.</p>

VI	11/2/21	<p><b>Road Safety:</b> Traffic is of major concern and how an increase will add to the safety concerns along Cores End Road and at the mini roundabout at Cores End</p> <p><b>Congestion :</b> Congestion issues along Cores End Road from Wooburn Green to the village are well known. There have been accidents and near misses. Traffic increases its speed as it goes over the bridge. At peak times the traffic is backed up to the roundabout and pollution levels can cause breathing problems for those, like myself, who have asthma</p>
VIII	15/2/21	<p><b>Road system:</b> Hawks Hill Rd, Kiln Lane and Hedsor Rd leading off the A4094 are roads surrounding the site and ones that I have regularly used to get to work. They are narrow and frustrating at the best of times and lorries regularly get stuck due to the road width.</p> <p><b>Road Safety:</b> I have had two close calls while walking along Cores End Rd over the past few years. On one occasion a lorry mounted the pavement in front of me and again only a few months ago a 4x4 vehicle in almost the same spot</p>
XIV	16/2/21	<p><b>Road Safety:</b> We personally do not feel safe walking along the narrow pavements of Cores End Road with our children, with lorries hurtling past. We know other families feel the same. The pavements were not built for the volume of traffic along the road.</p>

## 6. Office of National Statistics (ONS) Data

ONS Data from 2011 Census for Wooburn and Bourne End Parish was extracted from the Office of National Statistics webpage in 2018. Unfortunately, the ONS webpage has changed and there do not appear to be links to the original data. The Excel files downloaded at the time can be viewed if required. The ONS data extracted was reflected in key facts for the Parish profile in Appendix 2.

This shows a population of 10,500 and 4,731 households in 2011. It also shows 7,300 cars and vans for these households with 49% of the population having 2 or more cars and is the reason for the Parking Policy set out in section 10 of the NDP.

At the time of writing, the 2021 census has been completed but analysis is not yet available.

## 7. Road System at Capacity

### WEST WADDY REPORT and MOTION REPORT

Evidence: Road system safety and capacity issues	NDP section supported
West Waddy Report, attached as <b>Appendix 6</b> confirms that key junctions and infrastructure are at capacity.	SECTION 3 SECTION 9
Motion Report reviewing the junctions relating to the Hollands Farm Development Brief, attached as <b>Appendix 10</b> , set out the capacity and junction issues relating to the development.	SECTION 3 SECTION 9

## 8. Green Space Deficit

### Extract from NDP Appendix 7 - West Waddy Report 2. Local Green Space explaining the green space deficit in the Neighbourhood Area

Evidence	NDP section supported
<p>West Waddy report attached as <b>Appendix 7</b> states:</p> <p><b>Appendix 2-2: Settlement Analysis for LCA Chepping Wye Valley -</b>  <a href="https://www.wycombe.gov.uk/uploads/public/documents/Planning/Plannin-g-policy/Topic-based/Open-space-framework-Settlement-analysis-Chepping-Wye-Valley.pdf">https://www.wycombe.gov.uk/uploads/public/documents/Planning/Plannin-g-policy/Topic-based/Open-space-framework-Settlement-analysis-Chepping-Wye-Valley.pdf</a></p> <p>shows:</p> <ul style="list-style-type: none"> <li>• <b>Wooburn Green:</b> The table for open space provision indicates that there is 3.86 ha of unrestricted open space provision/per 1,000 population and 5.4 ha/per 1,000 population when account is taken of restricted open space. Restricted public open space consists of areas such as private playing fields and allotments where access by the public is limited. Against the standard of 9.71 ha/per 1,000 population there is therefore a deficit of 4.31 ha per 1,000 population, even when account is taken of restricted open space.  <b>A strategic and a local open space deficiency exist in this area.</b></li> </ul> <p><b>Bourne End/Wooburn<sup>1</sup>:</b> Within Bourne End/Wooburn the open space provision is 2.19 ha of unrestricted open space/per 1,000 population, and 4.89 ha/per 1,000 population when restricted open space is taken into account. This compares with a proposed standard of 9.71ha/per 1,000 population. Even when restricted open space is taken into account there is therefore a deficit of 4.82 ha/per 1,000 population, or only half of what there should be.</p>	Section 13.1.

<sup>1</sup> Wooburn Green and Bourne End/Wooburn (Town) are in different settlement hierarchy tiers in the Wycombe Local Plan settlement strategy, hence why there are separate statistics for each.



## 9. Development/Assimilation of Grass Verges into Private Gardens

Wooburn and Bourne End Parish is a statutory consultee for residential planning applications and has noted applications to assimilate Highways verges into private gardens. Examples of planning applications to assimilate Highways verges are extracted below from the Planning Authority's planning webpage.

This is evidence that this is an issue that needs to be addressed through local NDP Policies.

Evidence: extract of planning applications relating to assimilation of grass verges	NDP section supported
<p><a href="#">Variation of condition 2 (plan) attached to 18/05912/FUL (Change of use of highway verge to residential garden, erection of 1.5 metre high chain link fence to boundary with beech hedging &amp; five bar gate) (retrospective)</a></p> <p>Land To South Of Westbury Harvest Hill Hedsor Buckinghamshire SL8 5JJ Ref. No: 20/07741/VCDN   Received: Sat 17 Oct 2020   Validated: Mon 19 Oct 2020   Status: Decided</p> <p><a href="#">Change of use of parcel of land to be incorporated into residential curtilage of Westbury with construction of gabion walls, landscaping and associated engineering works (retrospective)</a></p> <p>Westbury Harvest Hill Hedsor Buckinghamshire SL8 5JJ Ref. No: 20/05668/FUL   Received: Wed 11 Mar 2020   Validated: Tue 07 Apr 2020   Status: Decided</p> <p><a href="#">Change of use of part of highway verge for inclusion as part of residential garden</a></p> <p>Stone House Harvest Hill Hedsor Buckinghamshire SL8 5JJ Ref. No: 19/06472/FUL   Received: Sat 15 Jun 2019   Validated: Mon 17 Jun 2019   Status: Decided</p> <p><a href="#">Change of use of the highway verge to residential garden</a></p> <p>Long Meadow Harvest Hill Hedsor Buckinghamshire SL8 5JJ Ref. No: 18/06149/FUL   Received: Tue 01 May 2018   Validated: Tue 01 May 2018   Status: Decided</p> <p><a href="#">Change of use of part of the highway verge to residential wildlife garden</a></p> <p>Bourne Water Harvest Hill Hedsor Buckinghamshire SL8 5JJ Ref. No: 18/06139/FUL   Received: Mon 30 Apr 2018   Validated: Mon 30 Apr 2018   Status: Decided</p>	SECTION 14.5.

## 10. NDP Local Green Space Audit and Assessment

Evidence	NDP section supported
The 19 new Local Green Spaces were identified in the audit of green spaces and then assessed in accordance with the NDP Toolkit. The Audit is attached as Appendix 4 and the Assessment as Appendix 5.	Section 14.2.

## 11. Medical Facilities

11.1. The following paragraphs are an extract from the WDLP and reference expected pressures on healthcare.

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.

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.

11.2. There is anecdotal evidence from the consultation process on the various earlier iterations of the NDP that local residents are concerned about GP services. This is also supported by the July-August 2021 Survey results – see [Appendix 11](#).