

**CATESBY ESTATES**  
**HOLLANDS FARM**  
**PRE-APPLICATION CONSULTATION**

18<sup>th</sup> February 2021 to 11<sup>th</sup> March 2021

**KEEP BOURNE END GREEN**  
**CONSULTATION RESPONSE**

11<sup>th</sup> March 2021

Keep Bourne End Green (“KBEG”) is a Charitable Incorporated Organisation (charity no. 1169057) that was set up in 2016 to conserve and improve the natural and physical environment and to promote sustainable development within Bourne End and its surrounding areas.

KBEG actively campaigned during preparation of the Wycombe District Local Plan (the “LP”) and afterwards to resist the unnecessary release of land from the Green Belt. During this period, KBEG received signed mandates from over 3,000 residents and households to represent their interests in pursuit of our charitable objectives.



## 1 Response

- 1.1 This response is provided in reply to Catesby Estates plc (“Catesby”) pre-application consultation on its outline proposals for the southern part of Policy BE2 site at Hollands Farm (the “Site”).
- 1.2 Necessarily, the first order of business is to address the **fundamental criticism** and overarching matter that the scheduling of this pre-application consultation is prematurely timed following the Buckinghamshire Council (the “Council”) public consultation on the draft Development Brief for Hollands Farm which concluded on 17<sup>th</sup> February 2021 - the day before this Catesby consultation opened. It is unwelcomed that Catesby has afforded no breathing room following the Council’s consultation which resulted in confusion amongst the local community when Catesby actively promoted its own consultation in parallel with the Council’s consultation. This recent course of action has amply demonstrated Catesby’s scant regard for the principles and important role which the Development Brief and local community play for the successful development of Hollands Farm.
- 1.3 The Planning Performance Agreement (the “PPA”) between Wycombe District Council and Catesby and Mr Leopold Noé (now represented by Capreon the site promoters for Jackson’s Field) set the overarching framework for delivery of a development brief for the site. This agreed the site promoters would necessarily carry out a public consultation on their development proposals, though the timing was not envisaged to fall on the day immediately following the close of the public consultation on the Development Brief.
- 1.4 When it is eventually adopted, the Development Brief will form a Supplementary Planning Document (“SPD”) which has the specific role to provide material guidance through a series of principles and objectives for how the Site must be developed, adding detail to existing policy found in the National Planning Policy Framework (the “NPPF”) and the LP. The Development Brief is a vital planning tool that will provide the necessary vision and important site-specific advice to inform the future development proposals including to affect the potential housing capacity.
- 1.5 It speaks volumes that Catesby has chosen to promote a hasty timetable for its pre-application consultation, and therein the **premature proposals** (including Access Plan, Framework and Illustrative Masterplans) which are unsupported by an adopted Development Brief. Indeed, many of the consultation documents are timestamped to around autumn 2020 or earlier. Overlooking the warm assurances made by Catesby’s ambassador in consultation videos, which are generally unsubstantiated by the consultation documents, it is a matter of fact that the timing of pre-application

proposals cannot reasonably reflect the considered principles for Hollands Farm. This strategy, which is plainly done, is unwelcomed and reflects **an insensitive approach** by the site promoter to developing this sensitive site. It is unsurprising that KBEG has urged the Council to question the validity of this prematurely timed consultation.

- 1.6 It is a matter of public record that Catesby signed and contracted to a Statement of Common Ground<sup>1</sup> (the “Common Ground”) submitted to the Examination Inspector during plan-making which provided assurances, agreements, and commitments within a legal framework over Hollands Farm, and in that regard both Catesby and Mr Leopold Noé committed to joint working to bring the Policy BE2 site forward [at paragraph 5.1], though this cooperation is not currently demonstrated in the present consultation which excludes the northern part of the site.
- 1.7 **KBEG recommends the Catesby consultation scheme is withdrawn until a holistic scheme can be brought forward for consultation as result of joint working by both site promoters which can adequately demonstrate proposals for all of Hollands Farm in response to the adopted Development Brief.**
- 1.8 In the interim period, having reviewed the consultation documents alongside the LP and its evidence base and recent updates, KBEG recommends proposals for the whole site, including the Catesby part, are modified to deliver a reduced capacity of dwellings in line with the overall sustainable growth target set for Bourne End and Wooburn. This adjustment will materially address core adverse issues found in the outline scheme having, *inter alia*, regard to net available land; housing density; landscape and character; coalescence of communities; open space; school site; and green buffers. Critically, a detailed traffic assessment has not been published with the consultation documents to support the proposed access for the Principal Route even though in 2018 the Common Ground asserted “*the promoters have prepared assessments of the local highway network, which includes traffic counts, existing junction assessments and traffic modelling*”. Jonathan Babb (Technical Director, Catesby) describes in his consultation video that a future transport assessment will be published, though KBEG asks Jonathan why it is necessary to redo its traffic assessments produced during plan-making, and questions whether such a fundamental planning matter should have been completed before undertaking a pre-application consultation that proposes a high level of housing on the site?

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<sup>1</sup> Wycombe District Local Plan – Statement of Common Ground: BE2 Hollands Farm (3<sup>rd</sup> September 2018) between Wycombe District Council, Buckinghamshire County Council, Catesby Estates plc, and Mr L Noé.

- 1.9 In parallel with Catesby's consultation, KBEG has undertaken a survey<sup>2</sup> of various matters raised by the outline pre-application proposals for Hollands Farm. Our survey, which ran for 7-days, received 684 responses from people aged 18 and over, with around 82% of responders living within Bourne End and Wooburn (58% of these having lived here for more than 15 years), and around 13% living in adjacent villages. Unsurprisingly, over 95% of people thought it unacceptable for Catesby to carry out a pre-application consultation before the site-specific Development Brief is adopted. The outcome of the survey reinforces our following comments.
- 1.10 Notwithstanding the overarching criticism of the pre-application consultation, there are significant issues found in the Catesby consultation scheme which are commented below (in no particular order):
- An **outline application** is not a suitable planning vehicle for the Site which benefits from policy designation for residential development and (in the future) will have site-specific SPD guidance contained in the adopted Development Brief. Over 82% of our survey responders supported this view. An outline planning application which seeks permission for 400 homes that is void of necessary detail such as landscape, spaces, design, biodiversity, or precise layout should not have a reasonable prospect of success;
  - Instead, a full planning application is required that must adequately demonstrate the proposal will meet all the development principles and objectives set out in the SPD which consequently and necessarily will affect the potential housing capacity for the Site. The Danish urban designer, Jan Gehl, summarised the landscape-led approach as *"First life, then spaces, then buildings. The other way around never works"*. In other words, start with people and how they live, then the spaces and places to support this, and only then the buildings. The alternative approach, as proposed by Catesby, omits this detail and starts from the wrong end putting the cart before the horse. (We are sorry Anna Parsons (Associate Design Director, Catesby), but KBEG is doubtful of your consultation video claims that the Catesby masterplan has undergone *"detailed, and wide-ranging analysis and engagement"* when your pre-application consultation provides no detailed information; promotes an outline scheme for a high scale of development before the site-specific SPD is adopted; is unsupported by your proposed transport assessment; and you won't reveal important detail about the development until after you've first secured permission for the number of houses you want to build).

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<sup>2</sup> KBEG – Online survey between 1<sup>st</sup> March 2021 and 8<sup>th</sup> March 2021 promoted via our Facebook page, newsletters, and word of mouth.

- The Council’s most recent evidence-base determined an **indicative supply** of ‘up to 467 homes’ at Hollands Farm<sup>3</sup> albeit from a very high-level capacity assessment which suggested a probable range of between 321 and 467 homes. However, this indicative supply was never intended by the Council to be taken forward as a soundly based development target and plainly forewarned “*further assessment work will be required to confirm the conclusions reached*”. In that regard, there is no firm basis or policy justification for the level of housing supply assumed over the Site. Being aware of the Hollands Farm site and its surroundings and various complex issues, nearly 98% of our survey responders (669 people) considered 467 homes was too many for the site;
- Since the high-level capacity assessment was completed, a landscape-led approach for the whole site has emerged and site-specific constraints, issues, and planning matters supplementary to NPPF and LP policies have been identified which are currently being drawn together in the emerging Development Brief. This current progress means it was impossible for the Council’s capacity work in 2017 to have accurately or soundly predicted the indicative supply upon which Catesby relies. No further capacity assessment has been undertaken by the Council for Hollands Farm to inform the SPD, though (when adopted in the future) the Development Brief will set the principles and objectives for the landscape-led development which must be applied holistically to the whole site (not just Catesby’s part) in order to determine the appropriate capacity for new housing. Catesby is looking down the wrong end of the telescope to ignore the vital role of the emerging Development Brief and the impact which it has in determining the scale of development. Catesby should resist setting its own agenda divorced from the SPD that seeks the maximum housing supply, which adverse strategy is plainly presented in the consultation material and proposed scheme (over a reduced site area) that, *inter alia*, is:
  - premature of the adopted SPD;
  - underdelivers on the required principles and objectives set out in the emerging Development Brief, and;
  - proposes an outline planning application for 400 houses without demonstrating the scheme fully addresses all site constraints, issues, and planning matters set out in the adopted Development Brief.

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<sup>3</sup> Wycombe District Council - Urban Design Assessment Development Capacity AONB & Green Belt Sites (September 2017)

- Catesby must **recalibrate** its strategy to submit a fully detailed planning application in the first instance (in concert with proposals for Jackson’s Field) which can demonstrate full compliance with the Development Brief. This is the only practical course of action to establish the net developable land available for housing on the site. It is the logical and right way to proceed which avoids the erred assumption that the left-over space after the buildings have been counted will somehow meet the landscape-led brief or provide a meaningful backdrop to the village setting and daily life; which of course, it will not. To pursue an outline application for a (commercially led) scale of development risks achieving the development principles and objectives necessary for a successful outcome of this sensitive site in Bourne End and Wooburn.
- For the avoidance of doubt, since there is plainly some misunderstanding in the Catesby consultation videos, it is the function of the SPD to address site constraints, issues and planning matters in concert with NPPF and LP policies and to provide site-specific guidance that will establish the principles and objectives for the development. This applies to development on-site as well as off-site measures and mitigation necessary to deliver the site for housing. It is not the role of Catesby or its outline application to “*set the principles of the development*”<sup>4</sup> which have not been subject to community involvement or are different to those embodied in the Development Brief.
- It is of great discomfort to the local community that the applied approach to developing the Development Brief has permitted Catesby undue influence, including that the PPA allows the Council to discuss its own public consultation responses with Catesby in advance of making any amendments to the Brief (rather than with the Liaison Group should additional consultation be required). This behind-closed-doors discussion is materially unnecessary and prejudiced which raises concern whether a soundly justified development will result at Hollands Farm or one that is driven to deliver Catesby’s commercial interest. The community is awake to the current assertive and adverse strategies.
- KBEG commends that 48% of the Site will deliver **affordable housing** and agrees with Catesby that house prices in Bourne End and Wooburn (and the south-east in general) are higher than the UK average costing more than 18 times UK median full-time wages. However, although raising the issue, Catesby fails to grapple further with the subject or provide assurance that its affordable housing will be delivered at an ‘affordable’ level. In this regard it is envisaged the affordable

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<sup>4</sup> Catesby Estates plc – Consultation flyer delivered to some local residents (February 2021)

homes proposed will result in delivery of expensive housing largely based on local open market prices albeit linked to government schemes such as affordable rented or shared ownership. This does not solve the problem of ‘affordability’ - people will still be unable to fully own their homes while subject to fractional ownership that places financial burden on having to pay both a mortgage and an increasing monthly rent. Our survey found over 48% of people think £1,200 per month is unaffordable for affordable rent schemes and 76% believe that shared ownership (requiring a 5% deposit and likely 40/60 owned-to-rent ratio) with monthly costs starting from around £1,150 equally unaffordable. Catesby should commit to price caps linked to UK average salary for the proposed affordable homes and if necessary, demand proportionately lower land price in its purchase of the land from the Lunnon family to assist this delivery.

- House builders generally use a different grade of materials and finishes when constructing homes allocated to affordable housing schemes compared to market housing. We understand Catesby is only the land promoter and will go away once it has secured planning permission for the Site and sold the land to a developer (perhaps Berkeley Homes who has an invested stake in Catesby), though it would be welcomed if assurances could be given that all houses will be built to the same standard; over 84% of our survey responders considered this important.
- The extent of the Site identified in **the red-line plan** does not marry with the site area identified in Policy BE2 and is therefore not supported by the current Draft Development Brief or supporting sustainability assessments. The difference in the Site area includes a sizeable decrease of around 1.5 hectares at the western boundary. The consultation videos and documents are silent on any reasoning for the reduction raising concern the Common Ground did not reflect a truthful position when stating all the land within the Policy BE2 site is “*suitable, available, deliverable and developable*”, or in the alternative scenario, that the omitted land forms part of a phased strategy in which Catesby intends to bring forward a subsequent planning application for this retained part after it has sought planning permission for 400 homes on the large part thereby raising the gross housing yield from the land it controls.
- The Site red-line plan also details land take at the Upper Hedsor Road access point beyond the adopted Policy BE2 site area which encroaches on a designated heritage asset, further underlining Hollands Farm is not deliverable as envisaged without adverse mitigation.



- Spatial policies for housing delivery in the LP set a **capacity growth target of 800 homes** for Bourne End and Wooburn (increased from 750 in the draft LP). This housing target is also adopted in the emerging local Neighbourhood Development Plan. Nearly 96% of our survey responders considered this level of housing inappropriate for the existing villages. Moreover, accounting for existing completions and commitments in the local housing supply, the total **amount of growth** in Bourne End and Wooburn (including an assumed supply of 467 homes at Hollands Farm) would result in an estimated 40% increase in the population of these villages (over 200 homes more than the capacity target), which was not considered a sustainable growth option, or tested by the Council during plan-making, or publicly reviewed during the Examination in Public. Catesby's desired housing supply of 400 homes from its part of the site will similarly exceed the sustainable growth target for Bourne End and Wooburn. This is a material planning consideration requiring the indicative housing supply at Hollands Farm to be reset at 'up to 250 homes' to ensure growth remains within the sustainable capacity target for the villages.
- To achieve the proposed supply of 400 homes over the illustrative net developable area demands an average **housing density** higher than the surrounding residential areas at Bourne End and Wooburn and at adjoining Hedsor Parish to the south (a Tier 6 settlement). This density will preclude the scale of proposed development from being cohesive or well-integrated within the context of the existing village setting, however a lower quantum of development might be able to better achieve these SPD principles and objectives. KBEG notes Catesby will not confirm matters such as site layout, design, buildings or housing density until the reserved matters applications stage which comes after outline planning permission has been secured, by which point it would be too late to reasonably resist underperformance against the Development Brief guidance, including for a cohesive and well-integrated development. The current proposed order of things has the greatest risk of an adverse outcome – not least that the Council will find itself having to compromise on development principles and objectives considered important or vital for the Site – and that the development would likely result in a poor outcome for future residents and existing local residents.
- Catesby's assessment and proposed Framework and Illustrative Masterplans are divorced from **Jackson's Field** with seemingly no development agreement between them. This situation provides no guarantee the whole Hollands Farm site will deliver the intended vision and objectives, including a Principal Route. Perversely, progressing a separate development scheme for the southern part of Hollands Farm



in isolation of Jackson's Field might preclude development on the northern part of the site given the existing small deficit in housing supply for Bourne End and Wooburn which could be met just on the Catesby part of the site (and significantly exceeded if Catesby does not reset its ambition for 400 homes). This weighs heavily against Catesby's pre-application proposal since, should Jackson's Field not come forward as part of a holistic scheme (or at all), Catesby's Site will, by itself, fail to deliver key requirements of the policy designation. Our survey found 98.9% of people considered that a holistic proposal requiring a full planning application incorporating both the northern and southern parts of Hollands Farm would be appropriate; after all, planning permission *runs with the land* and not with the site promoter.

- The proposed **new junction at Upper Hedsor Road** illustrated in the Access Plan is a re-run of a previously criticised junction scheme which remains void of any supporting information to otherwise demonstrate it provides safe two-way access route for buses, HGVs and other large vehicular traffic, or will deliver safe pedestrian footpaths and cycle facilities;
- Further, the highway standard requires a right-hand filter lane, and preferably a roundabout, at the Upper Hedsor Road junction which would require further land take beyond the BE2 red-line site boundary and beyond Catesby's proposed red-line Site boundary. However, implementing access to required standards would result in adverse harm to the heritage setting with the expected loss of 'Southfields', a heritage asset, as well as requiring substantial modifications to the Hedsor Road junction with Ferry Lane.
- The transport strategy includes routing a two-way bus service over the Principal Route, including along Upper Hedsor Road which is not currently part of an existing bus route. The Access Plan fails to recognise or demonstrate how it proposes to resolve **width restrictions along Upper Hedsor Road** between Ferry Land / Hedsor Road junction and the Principal Route access point which winding carriageway is less than the 6.5m width requirement for two buses or HGVs to pass each other at the same time. It is of great concern that Catesby advances an incomplete strategy for the Principal Route which skates over that buses and HGVs will not be able to safely reach the new junction at Upper Hedsor Road. Inevitably Upper Hedsor Road will need to be widened to allow free flowing traffic, but the Access Plan fails to mention or address this issue (or include assessment of adverse impact on the heritage setting or where the land take will come from). The proposed access and transport strategy is below the required standard and

undeliverable without necessary mitigation work (a further undisclosed impediment in the Common Ground).

- The proposed new junction at Upper Hedsor Road fails to demonstrate how it will preserve the existing 5.5m width public Rights of Way along Hollands Farm untarred entrance track;
- The Framework Masterplan shows pedestrian access to **Millboard Road** which the Illustrative Masterplan has upgraded to an alternative vehicular access route (albeit it is obfuscated by vegetation though plainly evident once these layers are stripped away in the PDF). Millboard Road is unadopted and in private ownership (contrary to some assertions, this road is not owned by Mr Noé); the affected business stakeholders have stated their disagreement to a proposed access route over this private land which they do not intend to bring up to adoptable standard and, regardless of the private ownership issue, the industrial estate brings road safety concerns resulting from regular HGV vehicular movements which invariably must reverse in/from the road to the business premises. This road is considered undeliverable as an access route and is unsafe for the school location.
- Moreover, the Council has stated “*Millboard Road is not required for the site*” and raised significant concern that to introduce access to the site via Millboard Road may erode or completely remove the advantages of having a link road through the site as it will encourage more traffic and consequent congestion through Bourne End. The Council says “*it is **heavily** forewarned that the use of Millboard Road as part of the access strategy for the Hollands Farm development could actually prove to be detrimental to traffic flow within the centre of Bourne End based upon the modelling data commissioned by the council to support the site’s inclusion within the Wycombe Local Plan.*”
- The Access Plan neglects to address that the Hollands Farm development requires **off-site junction improvements** including along Upper Hedsor Road, at Hedsor Road / Ferry Lane, a new four arm roundabout at Princes Road, and elsewhere in the local network. These are required improvements which form part of the necessary mitigation package to deliver the Site (contrary to claims in the Common Ground, Hollands Farm cannot be delivered without one) including the Principal Route and the Access Plan suffers since it lacks any detail in this regard.
- A transport assessment jointly commissioned by Wooburn and Bourne End Parish Council and KBEG which has been submitted to the Council concludes it is not possible to deliver a new four arm roundabout at Princes Road that will comply with highway standards (either with or without taking land from designated Green

Space at 'Brookbank'), and at Upper Hedsor Road an appropriate new junction to highway standards or widening of the existing highway cannot be delivered within the boundaries of the Policy BE2 site requiring land take from the adjacent building, a heritage asset within the Conservation Area, and/or Green Belt that will altogether have adverse effects on the important heritage setting or be contrary to policy.

- The Access Plan provides no information over the **proposed emergency services access route** into the site, including how this will be safeguarded from general day-to-day use and fails to recognise that Heavens Lea is not a suitable safe access route to the Site.
- For pedestrians and cyclists, the site location and access routes (considered deliverable in the proposed scheme) are demonstrated to be **greater than 800m distance** which will not provide easy walking or cycling access to the services provided at the village centre.
- Bourne End and Wooburn already suffers with considerable **car parking** issues from displaced parking of shoppers; out-commuters using the railway station; in-commuters to local offices; and from inadequate car parking provision in other residential developments forcing residents to park on streets. The consultation provides no information how it proposes to address parking provision on-site and avoid displaced parking off-site.
- The **housing density** required to deliver the proposed supply is considered will be out of character with all existing residential areas surrounding the Site at Hawks Hill/Harvest Hill (1.3 dpa), Hedsor and Riversdale Conservation Area (4 to 18 dph), Bourne End (12.9 dph), and Cores End (32 dph). The proposed 'Sub-Urban Character Areas' described in the Design Rationale Summary are envisaged to introduce peak housing densities unlike anything else in Bourne End.
- No buildings detail is provided in the Masterplan, though it is stated elsewhere the higher density residential 'Sub-Urban Character Areas' will comprise **three-storey houses and flats**. The prevailing built form across the existing settlements are two-storey dwellings followed by a smaller number of single-storey bungalows/chalet-bungalows. Proportionately there are very few purpose-built three-storey houses, and where they do exist are generally mansard roof schemes. The cumulative effect from high-rise buildings will fail to preserve or enhance the existing local character and will result in unacceptable harm to the local character of the immediate locality and wider settlement context. Development should respect the surrounding character of the area; Bridgestone Drive / Hellyer Way, for example, is one of the

densest existing character areas in Bourne End and Wooburn but this mainly comprises one- and two-bedroom two-storey maisonettes where the buildings are no greater than 8m height and would be overshadowed by 10m+ tall 3-storey buildings.

- The ‘Hillside Character Area’ proposes “*predominately 2 storey*” but this is contrary to emerging guidance in the Draft Development Brief which requires low rise 1.5 storey buildings.
- Proposed **green buffer zones** to the east are inadequate which do not provide substantial physical or visual separation between Hawks Hill/Harvest Hill – in fact they entirely omit to provide any meaningful buffer to an important part of Hawks Hill which abuts into the Site – and should in any case be no less than 50 metres in depth. Our survey found over 90% of people considered the proposed green buffers at Hawks Hill / Harvest Hill were unacceptable.
- The proposed green buffer zones to the south fail to achieve substantial physical or visual separation with the heritage setting at Hedsor and would result in the effective coalescence of Bourne End (including Cores End) settlement and Wooburn settlement with Upper Hedsor Road which is part of the Hedsor settlement. Our survey found nearly 96% of people considered the proposed green buffers at Upper Hedsor Road were unacceptable.
- It is a criticism that no green buffer zone is proposed in the Illustrative Masterplan to safeguard existing residential areas at Cores End (including Hellyer Way and Bridgestone Drive) which abut the Site, or the cul-de-sac at the end of Bridgestone Drive which front onto Jackson’s Field. Our survey found nearly 95% of people considered the absence of any green buffer at this boundary was unacceptable.
- Our survey found that over 47% (325 people) who replied thought a 50m green buffer encapsulating the site would be acceptable, and a further 36% (252 people) that it should be greater still. Just 3% (22 people) thought a 10m or less green buffer would be acceptable. Most responded that the green buffer should comprise woodland and open space mix (72%, 494 people) while the next most popular choice was woodland (18%, 128 people).
- Bourne End and Wooburn has a significant **deficiency in open space** requirements which falls below standard – the proposed scheme does not meet the demands placed upon it by the Draft Development Brief.

- The proposed scheme fails to deliver two youth **football pitches** identified as requirement in the Draft Development Brief, and the location of the single proposed pitch is tightly squeezed within a too narrow field at the west boundary with the industrial estate that it provides no practical buffer or surrounding amenity space. The physical constraint of the existing field area means this proposed pitch is nearly 20% smaller than the minimum size required by the draft Development Brief for each youth pitch (97 x 61 metres).
- The consultation documents do not demonstrate a net gain in **biodiversity** will result on the Site or in the immediate area.
- Claims are made that the proposed development will promote **zero-carbon future**, which Jonathan Babb (Technical Director, Catesby) notes in his consultation video, will include “*the design of new homes which are adaptable for the future and are able to incorporate smart energy systems to facilitate energy efficient use, battery technology, and energy regeneration*”. However, we say, why put off such zero-carbon measures until the future when the technology is already available today. There are many exemplar developments, including affordable housing schemes<sup>5</sup>, which are already built that deliver smart home systems, ground source heating, battery storage, and solar generation. It seems disingenuous for Catesby to claim these zero-carbon credentials when it is deferring these measures to future homeowners without any guarantee they will be implemented. The only credible way to assure such low-carbon measures are delivered is to incorporate them as part of the original build. Of course, we could be mistaken over Catesby’s intention, but as has already been a criticism of the pre-application consultation, the proposal lacks detailed design to know for sure. Our survey found over 90% of people considered the development should adopt construction principles, materials and technologies that will deliver net zero carbon homes.
- The Common Ground agreed [at 4.5] that “*the existing public rights of way crossing the site would be incorporated into any residential development on the Site and retained for the benefit of the new residents and the wider community*”. The PPA [at Objective 8] requires the development “*ensure that Rights of Way are retained and improved, and new public footpaths are provided through the site to integrate the site with the wider network*”, though it is plain from the Masterplans the existing public rights of way will be adversely affected.

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<sup>5</sup> Parc Eirin, Cardiff delivers low-carbon technology in 225 homes. Read more at the development website <https://www.parceirin.co.uk/technology> or watch <https://www.youtube.com/watch?v=ul7wxNtrorQ>

- Catesby has **no legal standing whatsoever to divert, reduce or adversely affect the existing public Rights of Way** which cross over the site. In this regard, the public Rights of Way at the existing Hollands Farm entrance extends over the full width of the 5.5m untarred track; 3m over the open fields (increasing to 9m total width with 3m buffers either side), and; 5.5m width of untarred track at Princes Road - any proposed diversion or amendment must retain the same amount of width which is not demonstrated in the Illustrative Masterplan. Nearly 95% of our survey responders considered the proposals to divert and reduce the width of the established public Rights of Way would result in adverse impact on their use.
- The proposed location of the **primary school** is in an area of identified surface water flooding which adverse location is contrary to Council guidance, and is adjacent to the busy industrial estate on Millboard Road which has frequent HGV vehicle movements that raise safety concerns and concerns over adverse effects from noise and pollution.
- The amount of land identified for the primary school (1.1 ha) is less than half that at St. Paul's Church of England Combined School in Wooburn (the nearest one-form entry primary school) and is below all other primary schools in the local area whose average site area is 2.2 ha. The government guidelines for new school sites are applied nationally to ensure sufficient space for education particularly in dense urbanised city environments, though a village setting should afford greater opportunity for open space rather than meeting the bare minimum. For Hollands Farm, delivery of the school forms an integral part of the proposals which has impact including on the transport strategy; if parents consider this education site poorly located or the amenity space squeezed or below par by comparison to local alternatives, then parents may opt to take their children to other preferred schools which would have adverse effects leading to a greater number of vehicle movements and congestion. Our survey found over 62% of people agree whereas just 3% considered the size of the school site an unimportant aspect in delivering a high quality educational experience.
- The Common Ground [at 2.5] agreed delivery of a one-form entry primary school which requirement was adopted in Policy BE2 policy designation as the "*provision of a 1 form entry primary school*". The delivery is echoed in the PPA [at Objective 3] which requires "*To provide a primary school to serve the educational needs of the community*", and the emerging Development Brief states [at Objective 7] to "*provide a one for entry primary school in an appropriate location*". On plain reading of this requirement, 'provision' envisages the act of providing or delivering the school, and although the policy does not specify how, it is assumed this decision



falls to the developer either through direct construction or via full funding for its construction. It is not the lesser alternative of providing “*land for a primary school*” which Dawn Adams (Planning Manager, Catesby) asserts in her consultation video, or “*provision of a primary school site*” which Anna Parsons (Associate Design Director, Catesby) mentions in her consultation videos. No concerns over viability were raised [at 3.2, 9.1] or in the Viability Assessment over meeting this requirement and physical construction and provision of the school should be firmly incorporated into the proposals.

- The consultation documents plainly refer to market housing and affordable housing though it is noticeably silent on the location or quality of twenty **self-build** plots (5% of the total housing supply) required by Policy DM22. By 30<sup>th</sup> October 2019, the Council had reported to the UK Government that 333 individuals and 22 groups were recorded on the local self-build register for the Wycombe Area yet only 39 plots had been offered (zero in the period 31 October 2016 – 30 October 2018). Our survey found there is good local support for self-build housing which provides a credible alternative way to home ownership.
- The Illustrative Masterplan fails to identify land for **Policy BE3** which envisages “*a new health centre could be facilitated on the housing allocations at ... Hollands Farm (BE2)*”.
- In other matters related to the pre-application consultation, it is a matter of fact that Catesby is wrong to assert no affordable housing has been built in Bourne End since 2003. This reflects Catesby has a superficial grasp of local knowledge and misrepresents the rural village context. Moreover, it demonstrates Catesby’s scant appetite for detail – something also exhibited in the Illustrative Masterplan which fails to show actual progress of residential development in the surrounding area.

1.11 It is of great concern that signatories to the **Common Ground** [at 4.3] committed and agreed “*the Hollands Farm site is suitable, available, deliverable and developable*” and “*the site is not subject to any insurmountable environmental, legal, ownership or technical constraints that would otherwise impede development*”. This declaration influenced the planning judgment of the Examination Inspector when she considered the exceptional circumstances for the release of Hollands Farm from the Green Belt. However, it now transpires the declaration was misleading on several counts, *inter alia*, as set out:

- Catesby’s consultation confirms the site area is reduced by around 1.5 hectares with the excluded part not available or deliverable within the current housing scheme. This amendment is contrary to confirmations previously made by Catesby when it



agreed the whole Policy BE2 site was “*suitable, available, deliverable and developable*” though now demonstrates this is not the case;

- Millboard Road, identified as an access road in the Draft Development Brief and on the Catesby Illustrative Masterplan, is in private ownership, not available and undeliverable;
- The identified Principal Route is undeliverable without one or more technical mitigation packages and further land take beyond the site boundary. There are physical width restrictions at both ends - at Princes Road and along Upper Hedsor Road – which fall below required standards and prevent safe two-way traffic of buses and HGVs and other large vehicular traffic while also maintaining safe pedestrian footpaths and cycle facilities;
- The end of the existing Princes Road is a narrow residential track that requires all but the very smallest of vehicles to reverse back and onto at the existing Princes Road junction which forms part of the proposed Principal Route which presents a technical constraint;
- The junction improvement required at Upper Hedsor Road cannot be implemented within the identified Policy BE2 red-line site boundary (as demonstrated in the Access Plan which itself proposes an inadequate scheme below the required highway standard and will require further land take beyond the site boundary into the Conservation Area and Green Belt);
- The junction improvement required at Cores End Roundabout / Princes Road with a new four-arm roundabout cannot be achieved to required highway standard (with or without loss of designated Green Space at ‘Brookbank’) that requires loss of existing buildings outside the site boundary;
- The principal access routes at Upper Hedsor Road and the junction of Princes Road / Cores End Roundabout are both subject to flood impact, and;
- There is a legal impediment which prevents the loss, reduction or diversion of any public Rights of Way by the development which exist at Princes Road, across the open fields, and along the Hollands Farm track.

**CATESBY ESTATES**  
**HOLLANDS FARM**  
**PRE-APPLICATION CONSULTATION**

18<sup>th</sup> February 2021 to 11<sup>th</sup> March 2021

**KEEP BOURNE END GREEN**  
**COMMUNITY SURVEY**

11<sup>th</sup> March 2021

Keep Bourne End Green (“KBEG”) is a Charitable Incorporated Organisation (charity no. 1169057) that was set up in 2016 to conserve and improve the natural and physical environment and to promote sustainable development within Bourne End and its surrounding areas.

KBEG actively campaigned during preparation of the Wycombe District Local Plan (the “LP”) and afterwards to resist the unnecessary release of land from the Green Belt. During this period, KBEG received signed mandates from over 3,000 residents and households to represent their interests in pursuit of our charitable objectives.



## 1 Background

- 1.1 Keep Bourne End Green (KBEG) undertook an online survey of local residents across our communities via the SurveyMonkey application between March 2<sup>nd</sup> and March 8<sup>th</sup>, 2021.
- 1.2 This is intended to address matters raised in the Wycombe Local and Buckinghamshire Council draft Development Brief for Hollands Farm that are subsequently manifested in part or in whole in the Catesby Estates plc Pre-Application Consultation launched on February 18<sup>th</sup> and due to close on March 11<sup>th</sup>, 2021. Not least, it is intended to be a far more comprehensive and balanced survey than that offered on the Catesby Estates consultation website.
- 1.3 The KBEG survey was publicised through the KBEG and other local community social media groups as well as the email distribution lists for KBEG and local residents' associations.
- 1.4 684 respondents replied to the survey in total, with all of them completing it in full.

## 2 Executive Summary

- KBEG has a very strong mandate to represent the local community, not only across Bourne End and Wooburn, but also neighbouring villages
- There is almost universal agreement that any planning application must be made in full and not an outline application with all matters reserved
- Catesby Estates and Capreon need to make a joint, not separate planning application for the whole site
- There is an acceptance of up to a couple of hundred new homes in Bourne End and Wooburn based on office conversions and in-fill
- There is almost universal disagreement that up to 467 homes for Hollands Farm is acceptable and will have an adverse impact on the area across several fronts
- There is no belief that the proposed development of standard and affordable housing will improve affordability in the area
- There are particularly strong concerns about
  - road network and access
  - environment and open space
  - buffers to existing housing
  - suitability of the proposed primary school site

### 3 Summary of Key Questions

- 3.1 93% of respondents (627) gave KBEG their mandate to speak on their behalf with regard to matters at Hollands Farm. This was even higher for those residents who live in close proximity to the Hollands Farm site. Even the vast majority of residents in neighbouring communities such as Wooburn and Cookham gave KBEG their mandate.
- 3.2 The vast majority of respondents have lived in the area for over 10 years. Only 20% work in the Bourne End, Wooburn and Hedsor area, meaning that most need to commute out of the area with more than 50% using a motor vehicle to get around. Few use sustainable means of transport, public or otherwise.
- 3.3 It is regarded as an attractive area to live by an overwhelming number of residents with a strong sense of community. On balance, slightly more people feel there is sufficient green and open space for everyone to enjoy. However, fewer people feel that the local infrastructure is appropriate to the number of houses and residents.
- 3.4 It is expensive for lower earners to buy a house in the area and views are mixed on whether there are plenty of local employment opportunities.
- 3.5 There is almost universal disagreement that up to 800 additional houses is an appropriate level of development for Bourne End and Wooburn. A significant majority (75%) would support a couple of hundred homes through office to residential conversions and small in-fills in existing residential areas.
- 3.6 Again, there is almost universal disagreement that up to 467 houses is an appropriate number for Hollands Farm. Almost all respondents believe that the Hollands Farm development will have a highly adverse impact on local infrastructure, the attractiveness of the area and green and open space for everyone to enjoy. There will be a worse sense of community and it will be harder to find plenty of local employment opportunities within the area itself.
- 3.7 More than 50% believe that it will have no impact on how expensive the area is to buy a house for lower earners. Almost 50% disagree that £1,200 would be an affordable rent for this locality. This rises to 75% who do not believe that a Shared Ownership and Rent to Buy Scheme based on KBEG estimates is affordable for local first-time buyers.
- 3.8 Respondents strongly believe that any affordable housing should be built to the same standard and quality of materials as standard housing. The vast majority also agree or strongly agree that all homes at Hollands Farm, including affordable homes, must adopt construction principles, materials and technology that will deliver net zero carbon homes.

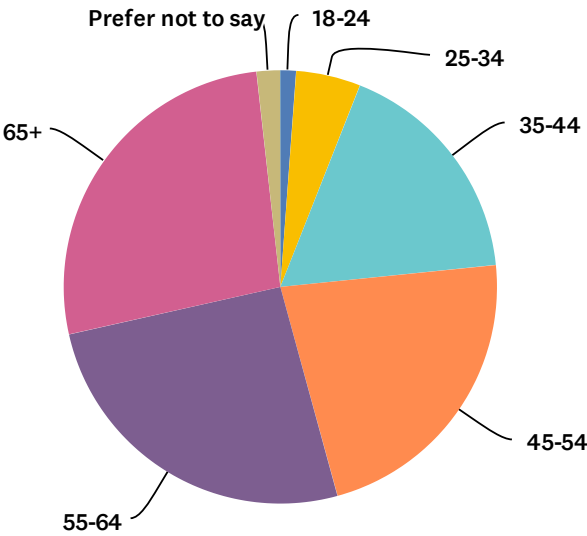
- 3.9 There is no particular strong agreement or disagreement regarding the required 5% of self-build plots as designated in the Wycombe District Local Plan.
- 3.10 There is very strong disagreement that the existing local road network can support and allow for the free flow of additional vehicles which will come from the new development or that the access points at Princes Road and Upper Hedsor Road will allow for all road users and vehicle types without compromising the safety of all users. The proposed T-junction at the Hollands Farm/Upper Hedsor Road cannot be delivered safely and ensure a smooth flow of traffic suitable for a link road by-passing Bourne End village centre according to most respondents; nor do they believe that the proposed emergency access to the site off Heavens Lea can be delivered safely.
- 3.11 There is also strong disagreement that the proposed new development will provide new and better opportunities for local residents to enjoy green and open spaces, with adequate measures to protect and enhance biodiversity. Most respondents disagree that the proposals to divert and reduce the width of the established public rights of way will have no impact on the use of those footpaths for current users.
- 3.12 Again, most respondents disagree or strongly disagree that the proposed green buffer zones between existing housing and the new housing is acceptable for all existing residents. The proposed buffers for Upper Hedsor Road, Hellyer way and Hawks Hill are all regarded as very or generally unacceptable. Almost 50% of respondents would regard at least 50m of buffer as being acceptable with a very strong preference (72%) for woodland and open space, and a further 19% for woodland only.
- 3.13 The proposed higher density housing, including three storey buildings for some parts of the site, is not regarded as being acceptable and in keeping with the residential character found at Cores End, Bridgestone Drive/Hellyer Way, Hawks Hill/Harvest Hill and Upper Hedsor Road.
- 3.14 Respondents largely disagree that the proposed new one-form entry primary school at Hollands Farm will provide a high quality educational and all-round experience on a considerably smaller (less than half) site than the next nearest primary school, St Paul's. Most respondents disagree or strongly disagree that the location of the new school site off Millboard Road is suitable adjacent to a light industrial estate with regular HGV traffic.
- 3.15 There is almost universal agreement that it is unacceptable for either Catesby Estates and/or Capreon to put forward proposals that do not consider the site as a whole and, in particular, delivery of the link road through the site across both land holdings. Equally,

it is unacceptable for either Catesby Estates and/or Capreon to conduct a pre-planning application without consideration of the adopted Development Brief.

- 3.16 Over 80% of respondents agree or strongly agree that Catesby Estates and any other site promoter/developer for Hollands Farm should be making a planning application in full rather than an outline planning application with all matters reserved. When reminded about the Statement of Common Ground between Buckinghamshire Council, Wycombe District Council, Catesby Estates and Mr Leopold Noé (now represented by Capreon) signed on September 3<sup>rd</sup>, 2018, 99% of respondents agreed that an planning application n must be made in full and include the necessary detail from all site promoters/developers involved with the Hollands Farm site.

Q1 Please indicate your age.

Answered: 684    Skipped: 0

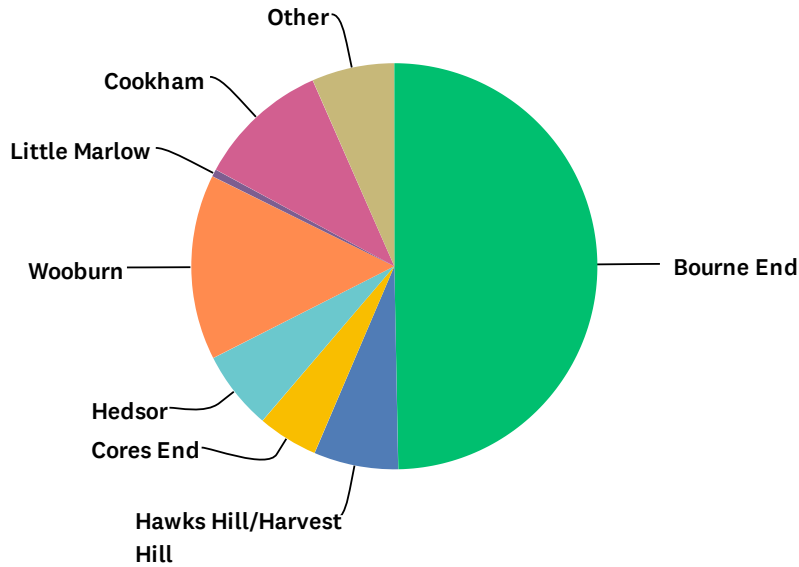


ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	1.17%	8
25-34	4.82%	33
35-44	17.40%	119
45-54	22.37%	153
55-64	25.73%	176
65+	26.75%	183
Prefer not to say	1.75%	12
TOTAL		684



Q2 The Wycombe District Local Plan describes 'Bourne End and Wooburn' as a number of villages, rather than as a town, although physically the settlements are connected. It would assist if you could please indicate where you currently live.

Answered: 684 Skipped: 0



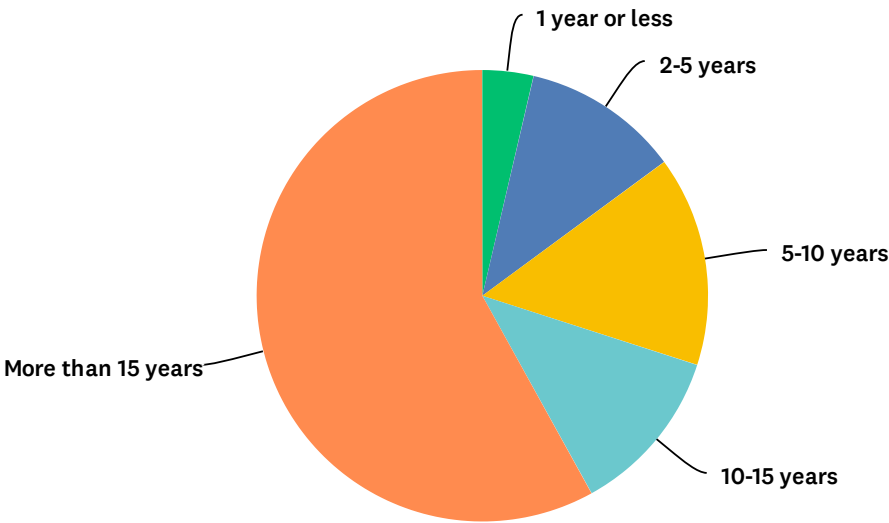
ANSWER CHOICES	RESPONSES	
Bourne End	49.71%	340
Hawks Hill/Harvest Hill	6.73%	46
Cores End	4.82%	33
Hedsor	6.29%	43
Wooburn	14.77%	101
Little Marlow	0.58%	4
Cookham	10.53%	72
Other	6.58%	45
TOTAL		684

**Q3 If you answered Little Marlow, Cookham or Other, please proceed straight to Q5. For all other answers, please indicate the road in which you currently live (optional) - do not include your house name or number**

Answered: 484   Skipped: 200

## Q4 How long have you lived in the "Bourne End and Wooburn" and Hedsor area?

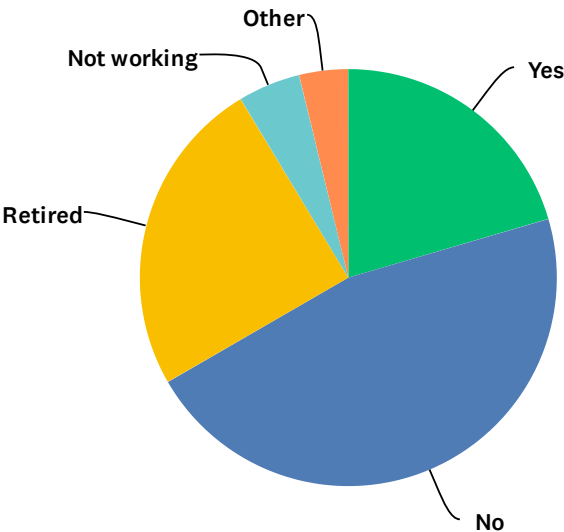
Answered: 684 Skipped: 0



ANSWER CHOICES	RESPONSES	
1 year or less	3.65%	25
2-5 years	11.26%	77
5-10 years	15.06%	103
10-15 years	11.99%	82
More than 15 years	58.04%	397
TOTAL		684

Q5 Do you normally (pre-Covid-19 pandemic) work in the local area of "Bourne End and Wooburn" and Hedsor?

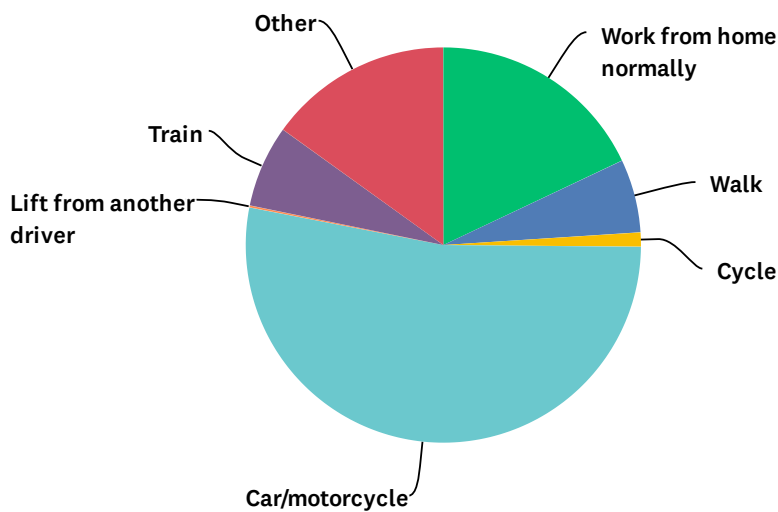
Answered: 684 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		20.47%	140
No		46.20%	316
Retired		24.71%	169
Not working		4.82%	33
Other		3.80%	26
TOTAL			684

## Q6 How do you travel to work in normal circumstances (pre-Covid-19 pandemic)?

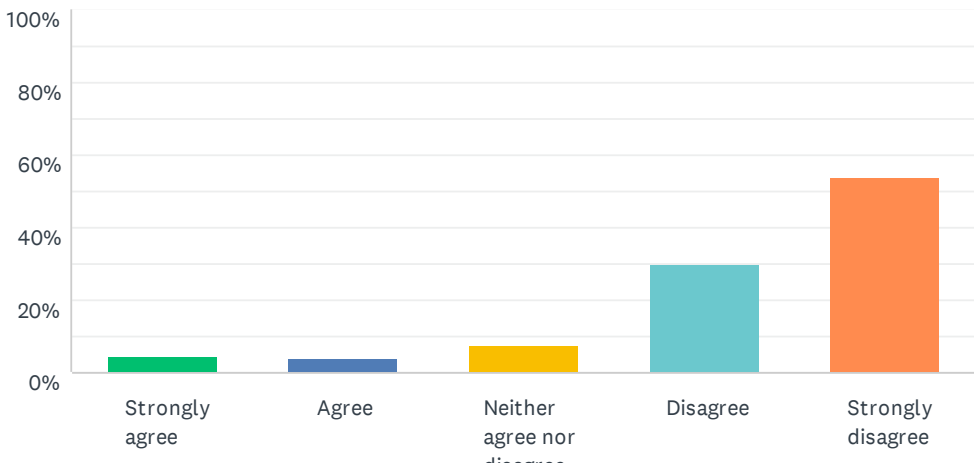
Answered: 684 Skipped: 0



ANSWER CHOICES	RESPONSES	
Work from home normally	17.98%	123
Walk	5.99%	41
Cycle	1.17%	8
Car/motorcycle	52.92%	362
Lift from another driver	0.15%	1
Train	6.73%	46
Bus	0.00%	0
Taxi	0.00%	0
Other	15.06%	103
TOTAL		684

Q7 The Wycombe District Local Plan defined the villages at Bourne End and Wooburn as a town with equivalent standing to Marlow and Princes Risborough. To what extent do you agree or disagree with this new designation?

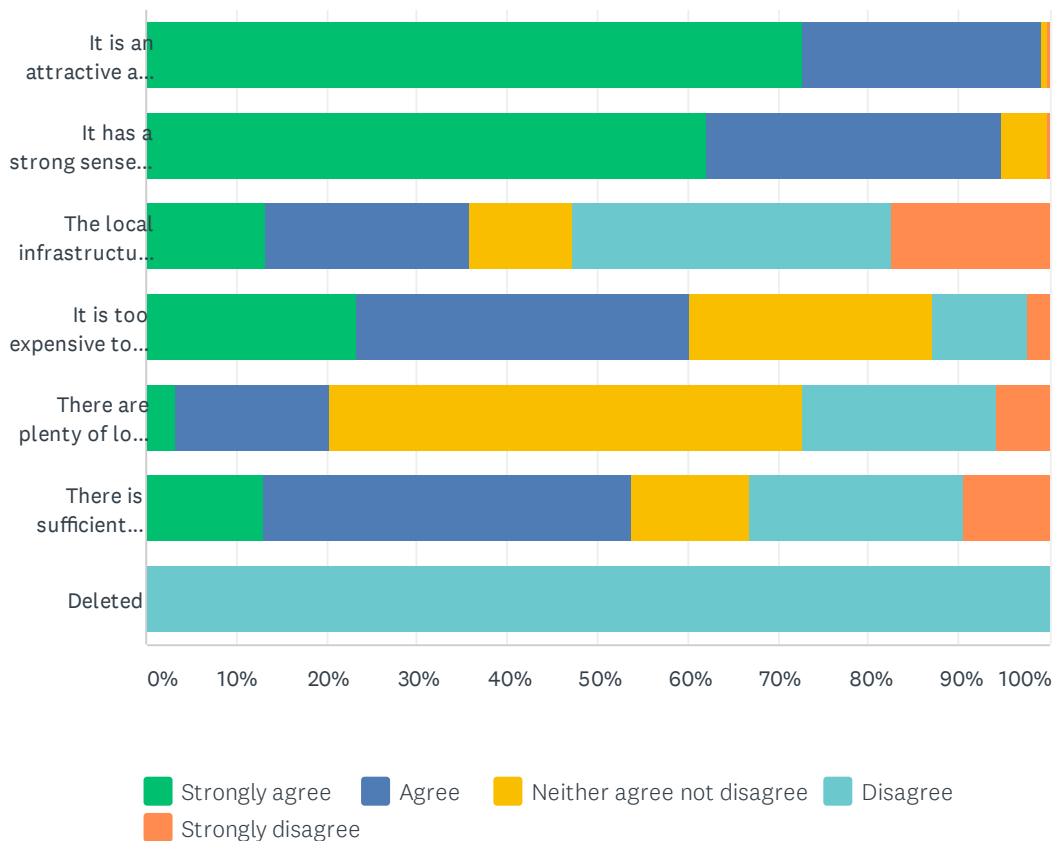
Answered: 684 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	4.68%	32
Agree	4.09%	28
Neither agree nor disagree	7.31%	50
Disagree	29.82%	204
Strongly disagree	54.09%	370
TOTAL		684

## Q8 Here are some statements about "Bourne End and Wooburn" and Hedsor. Please select all those that apply to you personally.

Answered: 684 Skipped: 0

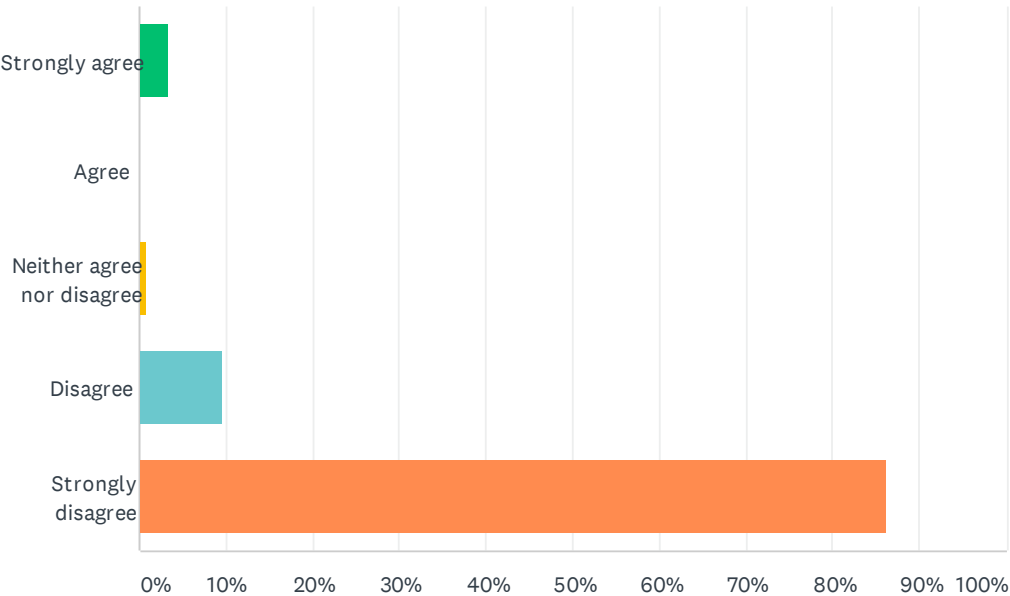


	STRONGLY AGREE	AGREE	NEITHER AGREE NOT DISAGREE	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
It is an attractive area in which to live	72.66% 497	26.61% 182	0.58% 4	0.00% 0	0.15% 1	684	1.28
It has a strong sense of community	62.13% 425	32.60% 223	4.97% 34	0.15% 1	0.15% 1	684	1.44
The local infrastructure, such as roads, schools and health facilities, is appropriate to the number of houses and residents	13.16% 90	22.51% 154	11.55% 79	35.38% 242	17.40% 119	684	3.21
It is too expensive to buy a house for lower earners	23.39% 160	36.84% 252	26.90% 184	10.53% 72	2.34% 16	684	2.32
There are plenty of local employment opportunities within the area itself	3.22% 22	17.11% 117	52.34% 358	21.49% 147	5.85% 40	684	3.10
There is sufficient green and open space for everyone to enjoy	13.01% 89	40.79% 279	13.16% 90	23.54% 161	9.50% 65	684	2.76
Deleted	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1	4.00



Q9 To what extent do you agree or disagree that up to 800 additional houses is an appropriate level of development for Bourne End and Wooburn?

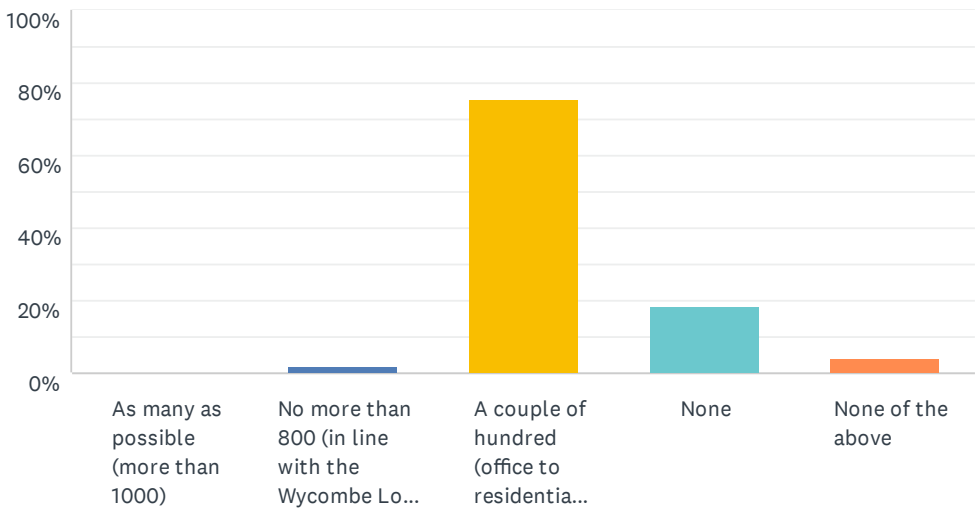
Answered: 683 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	3.37%	23
Agree	0.00%	0
Neither agree nor disagree	0.88%	6
Disagree	9.66%	66
Strongly disagree	86.09%	588
TOTAL		683

## Q10 How many new dwellings do you think should be built in Bourne End and Wooburn?

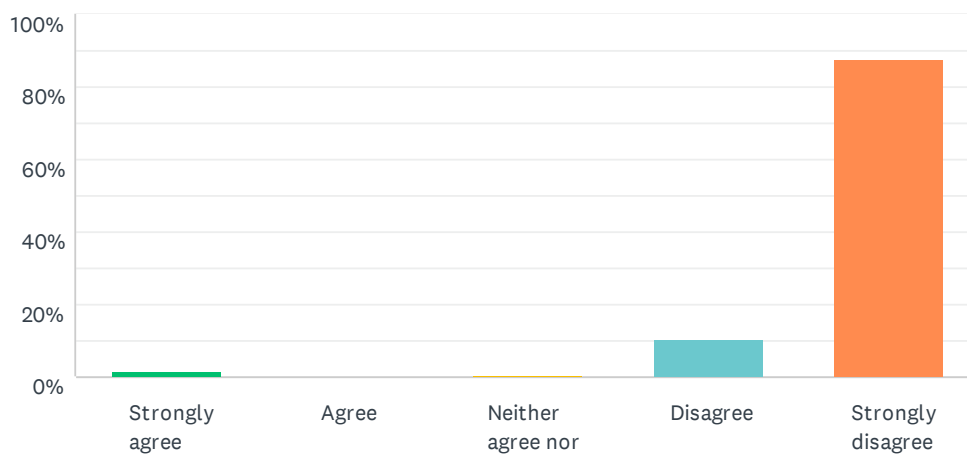
Answered: 684 Skipped: 0



ANSWER CHOICES	RESPONSES	
As many as possible (more than 1000)	0.15%	1
No more than 800 (in line with the Wycombe Local Plan)	1.75%	12
A couple of hundred (office to residential conversions and small in-fills in existing residential areas)	75.73%	518
None	18.57%	127
None of the above	3.80%	26
TOTAL		684

**Q11 The Wycombe District Local Plan allocated Hollands Farm for housing in Policy BE2 with an indicative supply of up to 467 homes. The indicative supply came from the Council's high-level capacity assessment which it prepared during plan-making that considered a possible housing supply of between 321 and 467 homes. The midpoint value of 394 homes formed the original indicative supply, and although this was increased up to 467 homes, the Council has never stated the indicative supply to be a fixed development target, hence it is always read along with the "up to" constraint. The amount of housing supply remains an important question for the site which can only be answered from joined-up thinking in a detailed site assessment or full planning application which takes full account of all site constraints, issues, and planning matters. Thinking specifically about Hollands Farm, to what extent do you agree or disagree that a supply of 467 homes is appropriate for this site?**

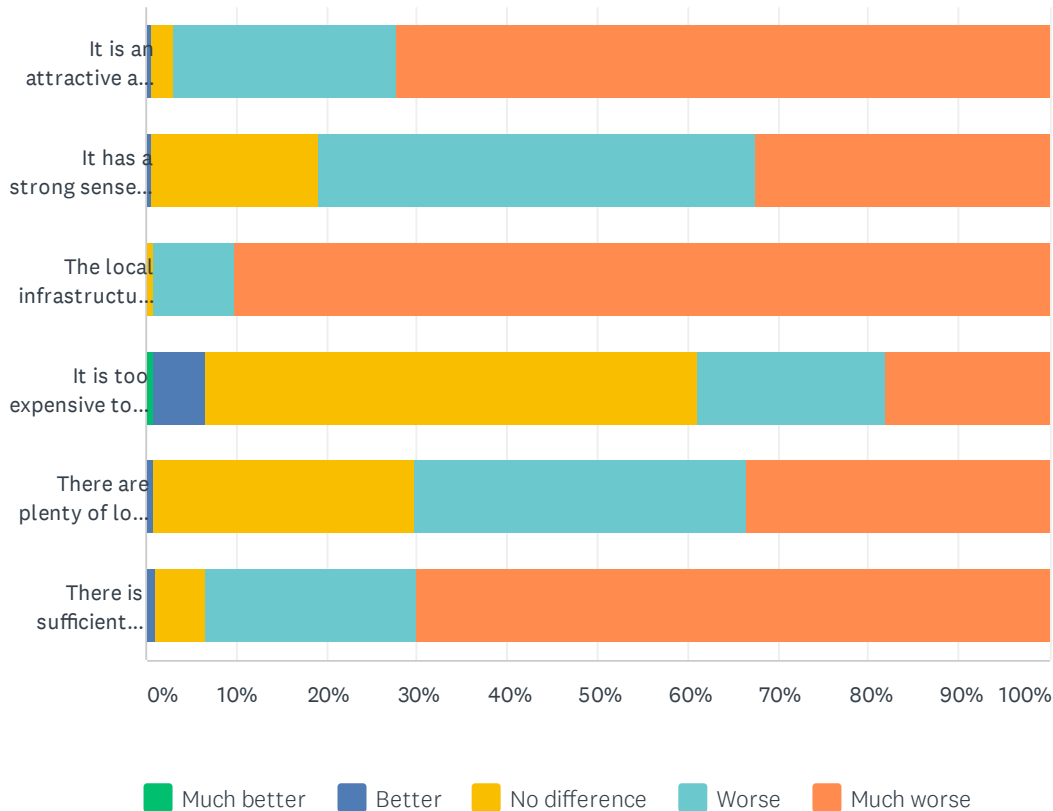
Answered: 684 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	1.61%	11
Agree	0.15%	1
Neither agree nor disagree	0.44%	3
Disagree	10.53%	72
Strongly disagree	87.28%	597
TOTAL		684

## Q12 Again, thinking specifically about the Hollands Farm site, how would you assess the benefit or impact of this 467 homes development on the following statements? Would the development of the site make that aspect better or worse?

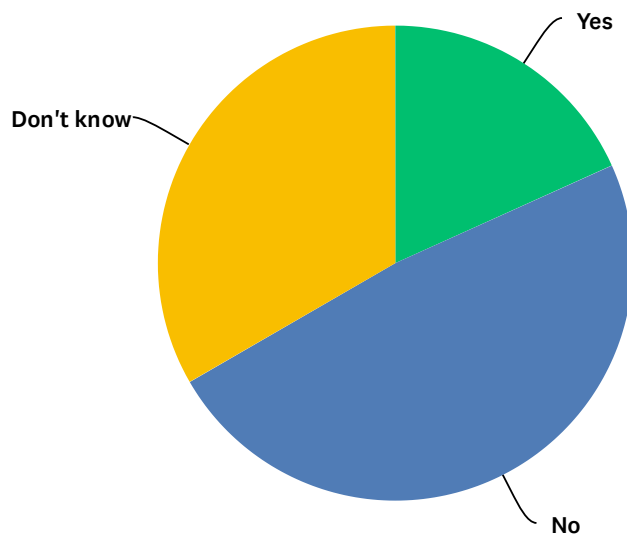
Answered: 684 Skipped: 0



	MUCH BETTER	BETTER	NO DIFFERENCE	WORSE	MUCH WORSE	TOTAL	WEIGHTED AVERAGE
It is an attractive area in which to live	0.29% 2	0.29% 2	2.34% 16	24.85% 170	72.22% 494	684	4.68
It has a strong sense of community	0.29% 2	0.29% 2	18.42% 126	48.39% 331	32.60% 223	684	4.13
The local infrastructure, such as roads, schools and health facilities, is appropriate to the number of houses and residents	0.15% 1	0.15% 1	0.58% 4	8.92% 61	90.20% 617	684	4.89
It is too expensive to buy a house for lower earners	0.73% 5	5.85% 40	54.39% 372	21.05% 144	17.98% 123	684	3.50
There are plenty of local employment opportunities within the area itself	0.29% 2	0.58% 4	28.80% 197	36.70% 251	33.63% 230	684	4.03
There is sufficient green and open space for everyone to enjoy	0.15% 1	0.88% 6	5.70% 39	23.10% 158	70.18% 480	684	4.62

**Q13** The Catesby Estates pre-application scheme for Hollands Farm site proposes 48% of the site will deliver affordable housing. Thinking about this, the Office for National statistics states the median annual pay for full-time employees was £31,461 for the tax year ending April 5th 2020, which would provide a take-home pay of just over £2,000 per month. In Bourne End, according to Zoopla, average market rents are around £1,500 per month and the average current asking price of a 2-bedroom home is around £400,000. Around half of affordable homes delivered across the UK are for rent. The Government says that affordable rented homes should cost no more than 80% of the average local market rent, which for Bourne End would be around £1,200 per month. Do you think that £1,200 per month is affordable rent for this locality?

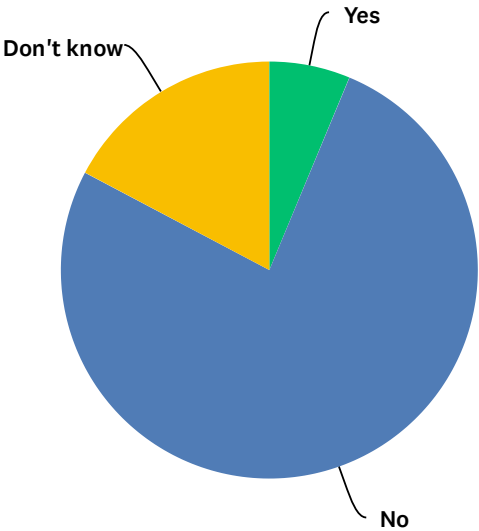
Answered: 684 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	18.27%	125
No	48.39%	331
Don't know	33.33%	228
TOTAL		684

Q14 Following on from this, the other half of affordable homes in the UK are delivered through routes into home ownership, including Shared Ownership and Rent to Buy schemes. Assuming a new 2-bed home on Hollands Farm would cost around £400,000 in line with the local market, under the Shared Ownership Scheme the minimum 5% deposit would be £20,000 and the mortgage (based on around 3.5 time average salary) would be 35%, meaning 60% would be rented. Estimated monthly costs would start around £1,150 though as the rent part rises by RPI +0.5% each year, therefore potentially rising to more than £2,000 before a 25 year mortgage is repaid. Do you think this is affordable for local first-time buyers?

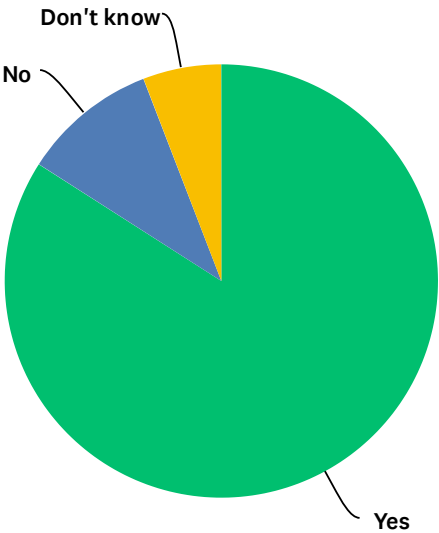
Answered: 684 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	6.29%	43
No	76.46%	523
Don't know	17.25%	118
TOTAL		684

Q15 House builders generally use lower-quality materials and finishes when constructing homes which are allocated to affordable housing schemes. Do you think all houses should be built to the same standard?

Answered: 684 Skipped: 0

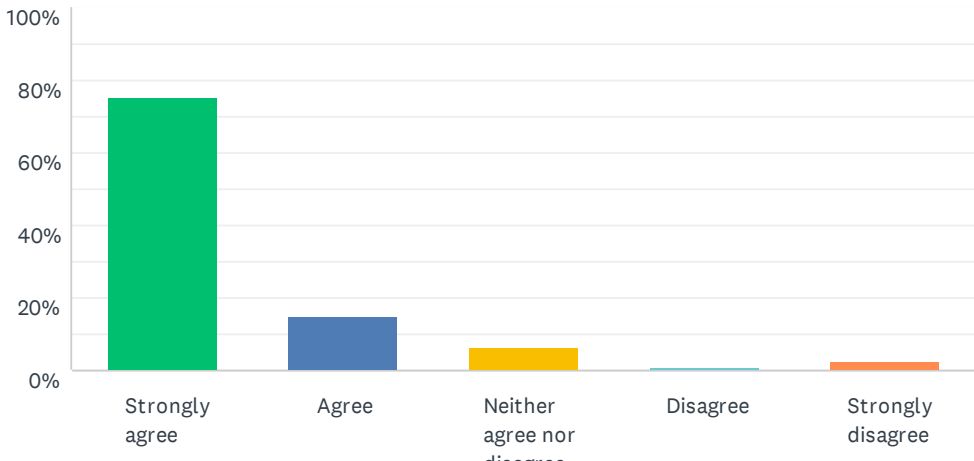


ANSWER CHOICES	RESPONSES	
Yes	84.06%	575
No	10.09%	69
Don't know	5.85%	40
TOTAL		684



Q16 The UK Government and Buckinghamshire Council are committed to delivering a net zero carbon future. To what extent do you agree all homes at Hollands Farm, including the affordable homes, must adopt construction principles, materials and technology that will deliver net zero carbon homes

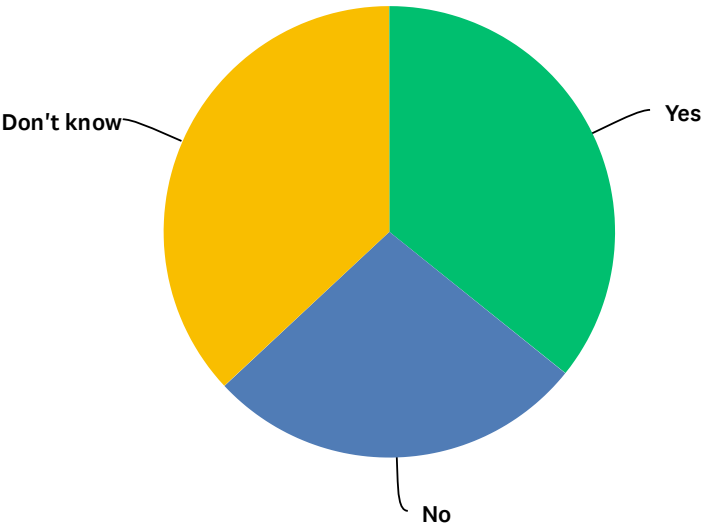
Answered: 684 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	75.29%	515
Agree	14.77%	101
Neither agree nor disagree	6.58%	45
Disagree	1.02%	7
Strongly disagree	2.34%	16
TOTAL		684

Q17 The Wycombe District Plan requires that all sites over 100 houses provides 5% as self-build plots for those wishing to build their own homes. This would equate to approximately 20 houses on the Catesby Estates promoted land and 23-24 house overall across the whole site. Do you agree that Hollands Farm should include 5% self-build plots?

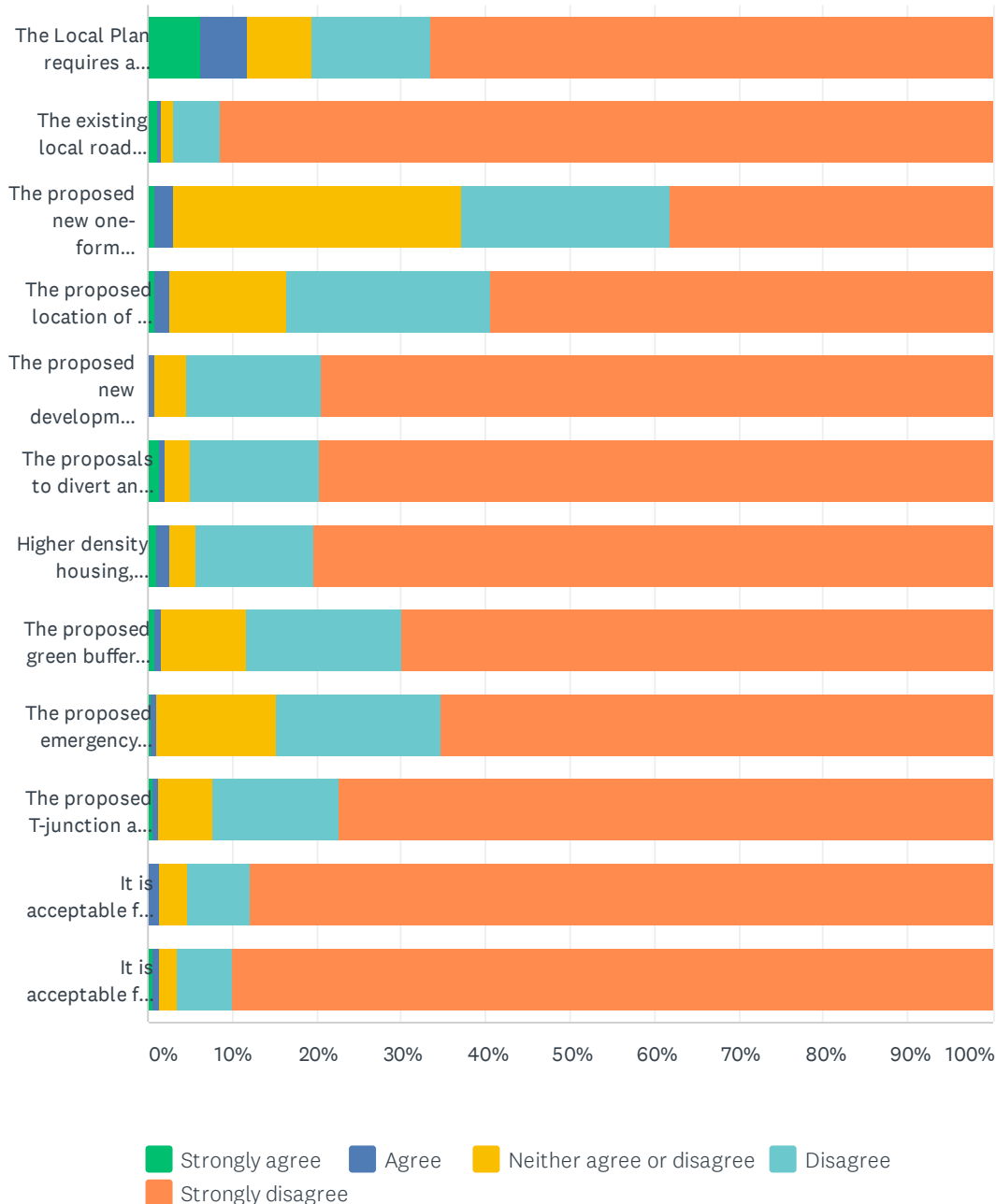
Answered: 682 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	35.78%	244
No	27.27%	186
Don't know	36.95%	252
TOTAL		682

Q18 Thinking specifically about the proposed development at Hollands Farm based on both the Buckinghamshire Council Draft Development Brief and the Catesby Estates plc Pre-Planning Consultation documents , please confirm if you agree or disagree with the following statements.

Answered: 684 Skipped: 0



**Keep Bourne End Green Community Survey on the Catesby Estates plc Pre-Application Public Consultation**

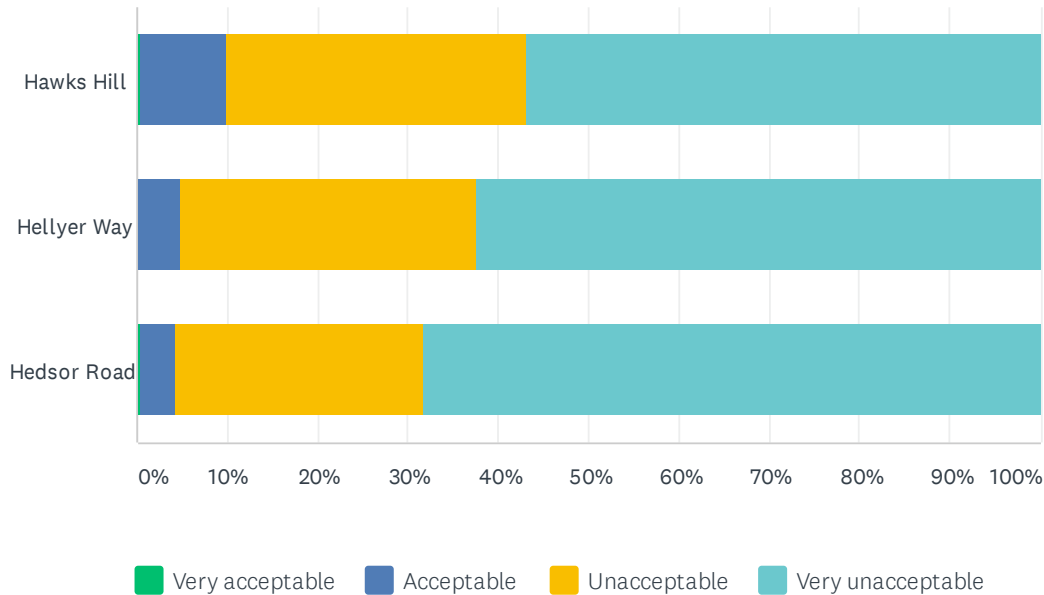
	<b>STRONGLY AGREE</b>	<b>AGREE</b>	<b>NEITHER AGREE OR DISAGREE</b>	<b>DISAGREE</b>	<b>STRONGLY DISAGREE</b>	<b>TOTAL</b>	<b>WEIGHTED AVERAGE</b>
The Local Plan requires a north-south link road through the new development. The access points at Princes Road and Upper Hedsor Road will allow for all road users and vehicle types (including buses, HGVs etc.) without compromising the safety of all users	6.14% 42	5.70% 39	7.60% 52	14.04% 96	66.52% 455	684	4.29
The existing local road network can support and allow for the free flow of additional vehicles which will come from the new development (on top of that assumed for Slate Meadow)	1.17% 8	0.44% 3	1.32% 9	5.70% 39	91.37% 625	684	4.86
The proposed new one-form entry primary school at Hollands Farm will provide a high quality educational and all-round experience on a 1.1 hectare site (when compared with the nearest local one -form entry primary school, St Paul's, on 2.6 hectare site)	0.88% 6	2.19% 15	34.06% 233	24.71% 169	38.16% 261	684	3.97
The proposed location of the new one-form entry primary school off Millboard Road is suitable adjacent to a light industrial estate with regular HGV traffic	0.73% 5	1.90% 13	13.74% 94	24.12% 165	59.50% 407	684	4.40
The proposed new development will provide new and better opportunities for local residents to enjoy green and open spaces, with adequate measures to protect and enhance biodiversity	0.15% 1	0.73% 5	3.65% 25	15.94% 109	79.53% 544	684	4.74
The proposals to divert and reduce the width of the established public rights of way will have no impact on the use of those footpaths for current users	1.32% 9	0.73% 5	3.07% 21	15.20% 104	79.68% 545	684	4.71
Higher density housing, including three storey buildings for some parts of the site, is acceptable and in keeping with the existing residential character found at Cores End, Bridgestone Drive/Hellyer Way, Hawks Hill/Harvest Hill and Upper Hedsor Road	1.02% 7	1.61% 11	3.07% 21	14.04% 96	80.26% 549	684	4.71
The proposed green buffer zones between existing housing and the proposed new housing is acceptable for all existing residents	0.73% 5	0.88% 6	9.94% 68	18.57% 127	69.88% 478	684	4.56
The proposed emergency access to the site off Heavens Lea can be delivered safely	0.44% 3	0.58% 4	14.33% 98	19.44% 133	65.20% 446	684	4.48

# Keep Bourne End Green Community Survey on the Catesby Estates plc Pre-Application Public Consultation

The proposed T-junction at the HollandsFarm/ Upper Hedsor Road access can be delivered safely and ensure a smooth flow of traffic suitable for a link road by-passing Bourne End village centre	0.58% 4	0.58% 4	6.43% 44	15.06% 103	77.34% 529	684	4.68
It is acceptable for either Catesby Estates and/or Capreon to conduct a pre-planning application without consideration of the adopted Development Brief	0.15% 1	1.17% 8	3.22% 22	7.46% 51	88.01% 602	684	4.82
It is acceptable for either Catesby Estates and/or Capreon to put forward proposals that do not consider the site as a whole and in particular, delivery of the link road through the site across both land holdings	0.58% 4	0.73% 5	2.19% 15	6.58% 45	89.91% 615	684	4.85

## Q19 Thinking about the buffer zones between the new development at Hollands Farm and each of the existing residential areas adjoining the site, how acceptable is the level of green buffer proposed in Catesby Estates Framework Masterplan?

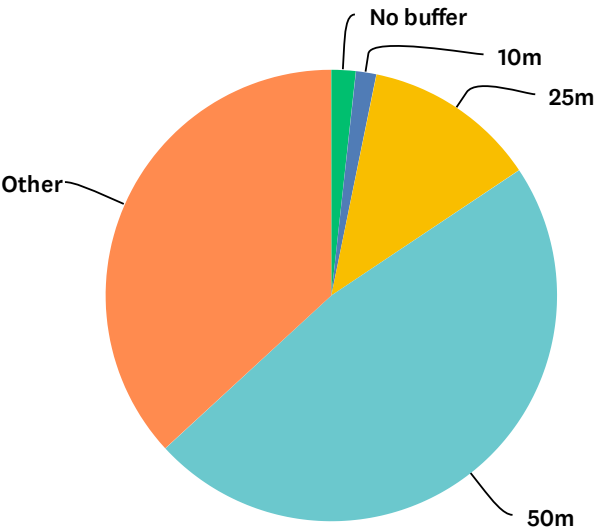
Answered: 684 Skipped: 0



	VERY ACCEPTABLE	ACCEPTABLE	UNACCEPTABLE	VERY UNACCEPTABLE	TOTAL	WEIGHTED AVERAGE
Hawks Hill	0.44% 3	9.31% 63	33.38% 226	56.87% 385	677	3.47
Hellyer Way	0.30% 2	4.46% 30	32.74% 220	62.50% 420	672	3.57
Hedsor Road	0.44% 3	3.69% 25	27.58% 187	68.29% 463	678	3.64

Q20 What would you consider to be an acceptable amount of buffer at those points where the new development adjoins existing residential areas?

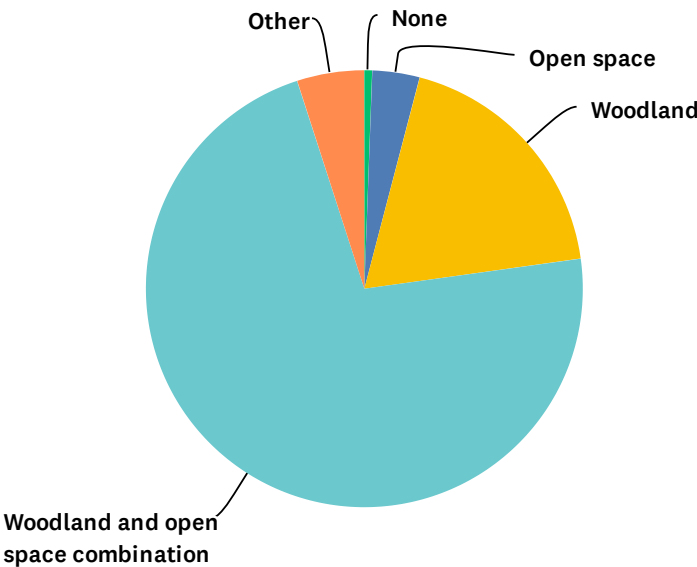
Answered: 684 Skipped: 0



ANSWER CHOICES	RESPONSES	
No buffer	1.75%	12
10m	1.46%	10
25m	12.43%	85
50m	47.51%	325
Other	36.84%	252
TOTAL		684

Q21 What type of buffer would you prefer to see at these locations?

Answered: 684 Skipped: 0

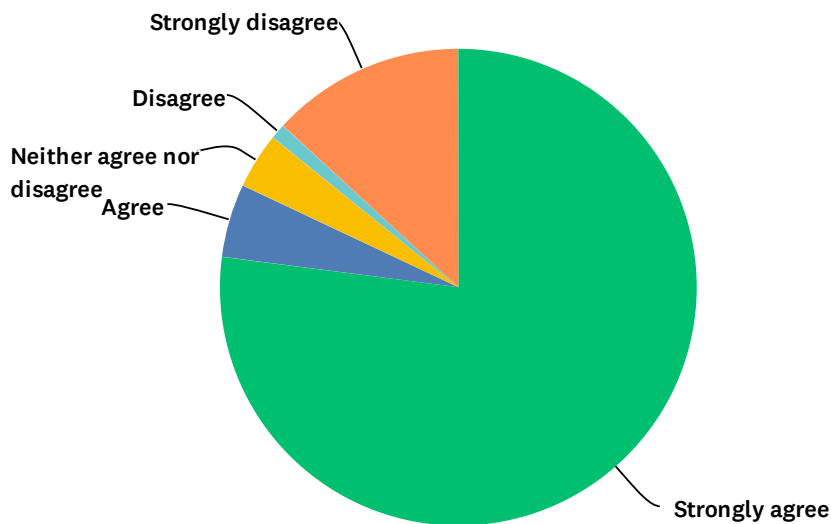


ANSWER CHOICES	RESPONSES	
None	0.58%	4
Open space	3.51%	24
Woodland	18.71%	128
Woodland and open space combination	72.22%	494
Other	4.97%	34
TOTAL		684



Q22 Catesby Estates plc is proposing to submit an outline planning application for 400 houses over the southern part of the Hollands Farm site. This planning application will contain very little detail other than the number of houses to be built with other tricky planning matters (such as transport, type of houses, layout, design, parking, etc.) to be dealt with in the future, but only after they have secured the commitment to deliver the number of houses. KBEG believes that a site of this magnitude requires that a planning application should be made in full with all matters considered prior to any planning approval being granted (not least since a detailed Development Brief will exist that sets out the vision and development principles). To what extent do you agree or disagree that Catesby Estates (and any other site promoter/developer for Hollands Farm) should be making a planning application in full rather than an outline planning application with all matters reserved?

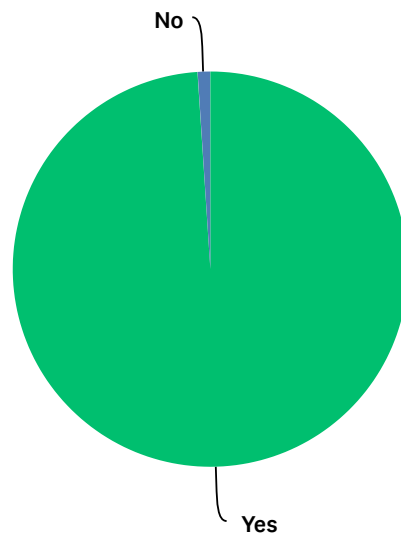
Answered: 684 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	77.05%	527
Agree	4.97%	34
Neither agree nor disagree	3.80%	26
Disagree	1.02%	7
Strongly disagree	13.16%	90
TOTAL		684

Q23 On September 3rd, 2018, Buckinghamshire County Council, Wycombe District Council, Catesby Estates, and Mr Leopold Noé (owner of Jackson's Field, the northern field within the site, now represented by Capreon) signed a Statement of Common Ground committing to work together to bring forward proposals for development of the whole Hollands Farm site, including delivery of the link road. Catesby Estates have commenced a pre-application public consultation prior to waiting for the results of the Council's own Draft Development Brief public consultation and without full consideration of the Jackson's field part of the site promoted by Capreon (which includes the Princes Road access at Cores End roundabout). Do you agree that any planning application must be made in full and include necessary detail from all site promoters/developers involved with the Hollands Farm site?

Answered: 684 Skipped: 0



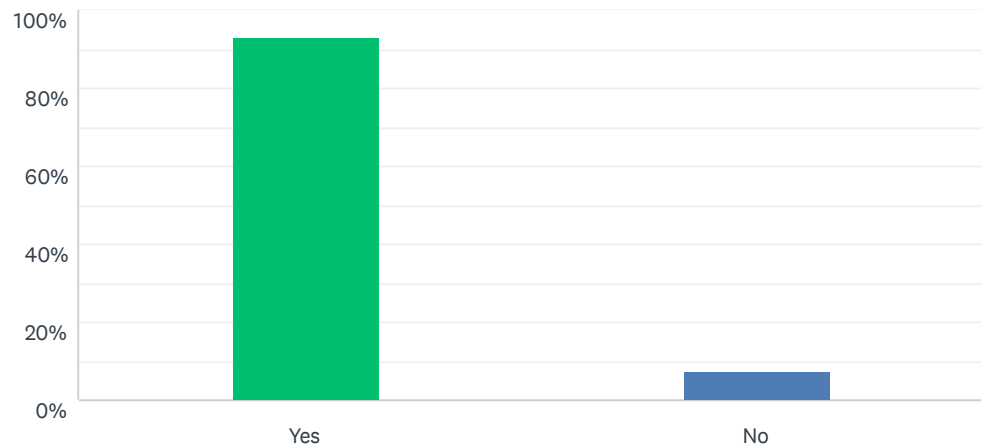
ANSWER CHOICES	RESPONSES	
Yes	98.98%	677
No	1.02%	7
TOTAL		684

Q24 Please let us have any additional comments you may have that you would like us to consider in our response to Catesby Estates and any discussions with Buckinghamshire Council. If you have nothing further to say, please put "No". Thank you for completing the survey by March 8th 2021.

Answered: 683   Skipped: 1

Q25 Finally, KBEG would like to renew our mandate from local residents and supporters to continue our campaign. If you are willing for KBEG to continue to speak up on your behalf, please tick YES (or No) below and enter your name and date in the Comment box below. We will not use your personal details for any other purpose and not without your prior consent. Please refer to our privacy statement on the Keep Bourne End Green website. (Optional)

Answered: 674   Skipped: 10



ANSWER CHOICES	RESPONSES	
Yes	93.03%	627
No	7.42%	50
Total Respondents: 674		