

Wycombe District Local Plan

Regulation 19

Publication Version

October 2017



Consultation on the Wycombe District Local Plan Publication version – **xx –October to **xx** November 2017**

Wycombe District Council is consulting on the Wycombe District Local Plan Publication version (this document) from **XX October 2017 to XX November 2017**

This document is being published under regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This is the Local Plan which Wycombe District Council intends to submit under regulation 22 of these regulations, to the Planning Inspectorate for an independent examination.

This means that all responses to the consultation will be sent on directly to the Inspector to consider in the examination of the Local Plan.

Making comments, or representations, at this stage is more formal than with previous consultations. It will be necessary for you to identify why the matter you raise causes the plan to be unsound (see below). It is therefore strongly recommended you use the form available (on the website, hard copies also available) to log your representations, to be sure we do not need to come back to you subsequently for clarification.

A representation can also be in support of the Plan.

If you wish to appear at the Examination, you must make a representation – either to support or to object – at this stage.

In order to reduce the administrative burden of processing comments, if many local people share the same view on a matter in the Plan, we would encourage you to send in a joint response with the names of those concerned appended, or a petition, rather than individual letters. This does not reduce the weight attached to the issues raised.

More details of how to respond can be found on the Council's website.

Commenting on the Wycombe District Local Plan Publication version

To make comments to the plan you can:

Online

- Use our online response form at www.wycombe.gov.uk/haveyoursay
- download a response form at the same web address

By mail

- pick up a response form at the Council Offices, your local library or information centre

Anyone can comment – please follow the instructions on the response form quoting paragraph or policy.

The deadline for comments is **midnight on XX November 2017**.

All responses need to clear on what basis a representation is being made and they should be made using the Council's response form.

When making a response the consultation on the Local Plan, you will need to consider whether you believe the Plan is;

- Legally compliant
- Sound
- Complies with the Duty to Co-operate

In order to be considered 'sound' the Inspector must be satisfied that the plan is positively prepared, justified, effective and consistent with national policy. An explanation of soundness can be found in paragraph 182 of the NPPF.

If you believe that the Local Plan does not meet one of the criteria above, you will be asked to state why and set out what modifications you believe will make the Local Plan legally compliant or sound.

Find out more

To find out more about the consultation you can:

- visit the website at www.wycombe.gov.uk/newlocalplan
- ✉ Email the Planning Policy Team at newlocalplan@wycombe.gov.uk
- ☎ Phone 01494 421158.

Alternative formats

If you would like this document in another format please contact Wycombe District Council at the Council offices in High Wycombe.

If you require the information supplied in a different language please come into the Wycombe District Council offices where we can arrange a translation or interpretation as appropriate.

Due to cost implications we will not be able to translate this document in its entirety. However, it is possible for the required parts to be translated, or interpreted as appropriate. Please come into the Wycombe District Council offices.

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Contents

Consultation on the Wycombe District Local Plan Publication version – xx –October to xx November 2017	i
Contents	v
Table of figures	vi
List of tables	viii
List of Policies and Proposals	ix
Foreword	xv
Executive Summary	xvii
1.0 Introduction and Context	1
2.0 Wycombe District – The Big Challenge	15
3.0 Our Vision and Strategic Objectives	19
4.0 The Strategy	26
Achieving Sustainable Development	27
Where development will go: the Spatial Strategy	28
What development will be delivered	42
How development will be delivered	70
5.0 What is proposed in Specific Areas	84
Introduction to this section	84
5.1 High Wycombe area	87
5.2 Marlow	153
5.3 Princes Risborough	163
5.4 Bourne End and Wooburn	259
5.5 Rural Areas	274
6.0 Delivering the Strategy, Managing Development	313
How this section works	313
Matters to be determined in accordance with national policy	318
Delivering Housing	319
Fostering economic growth and supporting local communities	340
Placemaking	345
Technical Housing Standards	378
Managing Development in the Green Belt and our Rural Areas	381

Safeguarded Land for Essential Infrastructure	390
7.0 Monitoring and Delivery.....	394
Appendices	399
Appendix A. Glossary	400
Appendix B. Common Abbreviations	405
Appendix C. Settlement Hierarchy.....	407
Appendix D. List of Housing Allocations (or mixed use with Housing)	408
Appendix E. Areas where future development for travellers is restricted.....	417
Appendix F. Non-Residential Mixed-Use Allocations.....	418
Appendix G. List of Strategic and Local Employment Areas.....	419
Appendix H. Monitoring – How the outcomes will be delivered	422
Appendix I. Schedule of new transport improvement lines	442
Appendix J. Schedule of policies replaced by this Local Plan; and Schedule of policies retained in the Delivery and Site Allocations Plan.....	444
Appendix K. Schedule of changes to the Policies Map.....	452
Appendix L. Maps	461

Table of figures

Figure 1 Relationship between different plans in Wycombe District in 2018.	4
Figure 2 Housing Market Area/ FEMA.....	8
Figure 3 Plan of the District in strategic context	11
Figure 4 The Spatial Strategy.....	31
Figure 5 Settlement hierarchy	39
Figure 6 The housing distribution 2013-33.....	48
Figure 7 Economic development strategy	59
Figure 8 Transport infrastructure	69
Figure 9 Local plan community areas.....	85
Figure 10 Main Proposals in the High Wycombe area	90
Figure 11 Abbey Barn South - Illustrative layout	102
Figure 12 Gomm Valley and Ashwells - illustrative layout.....	107
Figure 13 Terriers Farm and Terriers House - Illustrative layout	114

Figure 14 Land off Amersham Road including Tralee Farm	118
Figure 15 Part of Greens Farm, Glynswood, Green Hill	122
Figure 16 Horns Lane, Booker- illustrative layout.....	125
Figure 17 Highbury Works / Hazlemere Coach Works, Chestnut Lane, Hazlemere	134
Figure 18 Land to the rear of Hughenden Road, High Wycombe.....	136
Figure 19 Proposed New Green Belt Boundary and Site Opportunities in the Airpark area	140
Figure 20 Land adjoining High Heavens household.....	144
Figure 21 Land at Queensway, Hazlemere	151
Figure 22 Main proposals in Marlow.....	156
Figure 23 Seymour Court Road, illustrative layout	159
Figure 24 Main proposals in Princes Risborough.....	169
Figure 25 Princes Risborough area of comprehensive development including indicative relief road alignment.....	175
Figure 26 Concept Plan.....	180
Figure 27 Indicative constraints plan (Princes Risborough Background Study, Tlbbalds 2015)	182
Figure 28 Princes Risborough strategic buffer	190
Figure 29 Indicative bus route	201
Figure 30 Indicative plan showing required highway changes	221
Figure 31 Concept for land North of Lower Icknield Way	227
Figure 32 Land to the rear of Poppy Road, Princes Risborough	230
Figure 33 Indicative town wide measures	237
Figure 34 Town centre improvements and connections.....	238
Figure 35 Railway station context	247
Figure 36 Railway station site concept.....	249
Figure 37 main proposals in Bourne End and Wooburn.....	262
Figure 38 Slate Meadow - illustrative layout.....	266
Figure 39 Hollands Farm – illustrative layout	270
Figure 40 Main proposals in Lane End.....	279
Figure 41 Land south of Finings Road – illustrative layout.....	281
Figure 42 Land between Chalky Field and Marlow Road – illustrative layout.....	283

Figure 43 Land at Sidney House, Lane End.....	284
Figure 44 Little Marlow Lakes country park.....	288
Figure 45 Main proposals in Naphill	296
Figure 46 Land off Clappins Lane, Naphill - illustrative layout.....	298
Figure 47 Main proposals in Stokenchurch	300
Figure 48 Land south of Mill Road - illustrative layout.....	302
Figure 49 Land at Wood Farm, Stokenchurch – illustrative layout	305
Figure 50 Land to the rear of Stokenchurch Business Park, Ibstone Road, Stokenchurch	307
Figure 51 Heavens Above, 16 High Heavens, Marlow Bottom.....	309
Figure 52 Area around Marsh where future development for travellers is restricted	417

List of tables

Table 1 Delivery and Site Allocation Plan Policies replaced by this Plan	3
Table 2 Joint studies undertaken among the Buckinghamshire authorities during the preparation of the Local Plan	9
Table 3 Main elements of the settlement hierarchy for Wycombe District	37
Table 4 Main sources of Housing Land Supply	45
Table 5 Housing Delivery Profile	46
Table 6 Make-up of housing supply by level of commitment	47
Table 7 Site size range for housing provision.....	50
Table 8 Economic forecast for Office, Industrial and Warehousing uses over plan period	53
Table 9 Employment Land Demand, Potential Supply and Balance	56
Table 10 The Town Centre Hierarchy	63
Table 11 Sites identified for housing or housing-led mixed use development in the High Wycombe area.....	91
Table 12 Additional sites identified for housing in the High Wycombe area	92
Table 13 Sites identified for housing or housing-led mixed use development in the Marlow area	157

Table 14 Summary of issues arising from the proposed major expansion of the town	164
Table 15 Sites identified for housing or housing-led mixed use development in the Princes Risborough area.....	170
Table 16 Housing supply in Princes Risborough.....	171
Table 17 Indicative timeline for the expansion area	255
Table 18 Sites identified for housing or housing-led mixed use development in the Bourne End and Wooburn area.....	263
Table 19 Additional sites identified for housing in the Bourne End and Wooburn area	263
Table 20 Sites identified for housing or housing-led mixed use development in rural areas	277
Table 21 Additional sites identified for housing in rural areas	278
Table 22 Parish areas which will be producing Neighbourhood Plans to deliver housing growth.....	278
Table 23 Need for Traveller pitches and Travelling Showpeople plots.....	334

List of Policies and Proposals

Strategic policies

CP1 – Sustainable Development	28
CP2 – Overall Spatial Strategy	29
CP3 – Settlement Strategy	35
CP4 – Delivering Homes	42
CP5 – Delivering Land for Business	51
CP6 – Securing Vibrant and High Quality Town Centres	60
CP7 – Delivering the Infrastructure to Support Growth	64
CP8 – Protecting the Green Belt	70
CP9 – Sense of Place	73

CP10 – Green Infrastructure and the Natural Environment	75
CP11 – Historic Environment	79
CP12 – Climate Change	82

Site and area specific policies

High Wycombe¹

HW4 – Abbey Barn North	95
HW5 – Abbey Barn South and Wycombe Summit	99
HW6 – Gomm Valley and Ashwells	104
HW7 – Terriers Farm and Terriers House	111
HW8 – Land off Amersham Road including Tralee Farm, Hazlemere	116
HW9 – Part of Greens Farm, Glynswood, Green Hill, High Wycombe	121
HW10 – Horns Lane, Booker, High Wycombe	124
HW11 – Clay Lane, Booker, High Wycombe	127
HW12 – Leigh Street, Desborough area, High Wycombe	129
HW13 –Former Bassetsbury Allotments, Bassetsbury Lane	131
HW14 – Highbury Works/Hazlemere Coach Works, Chestnut Lane, Hazlemere	133
HW15 – Land to the rear of Hughenden road, High Wycombe	135
HW16 –Wycombe Air Park	139
HW17 – Land Adjoining High Heavens Household Recycling Centre, off Clay Lane	143
HW18 – Cressex Business Park, High Wycombe	146

¹ Please note policies HW1-3 remain adopted policy in the Delivery and Site Allocations Plan. The Delivery and Site Allocations Plan also contains policies on High Wycombe Town Centre.

HW19 – Office Outlet site, Queen Alexandra Road, High Wycombe	147
HW20 – High Wycombe Town Centre – former Local Development Order area	149
HW21 – Land at Queensway, Hazlemere	150

Marlow²

MR6 – Seymour Court Road, Marlow	158
MR7 – Globe Park	161

Princes Risborough³

PR3 – Princes Risborough Area of Comprehensive Development including Relief Road	173
PR4 – Comprehensive Approach to the Expansion Area	178
PR5 – Settlement Boundary and Strategic Buffer	188
PR6 – Expansion Area Development Principles	191
PR7 – Development Requirements	194
PR8 – Provision and Safeguarding of Transport Infrastructure	214
PR9 – Princes Estate and Expansion	224
PR10 – Land North of Lower Icknield Way	226
PR11 – Land to the Rear of Poppy Road	229
PR12 – Town Centre Traffic and Public Realm Enhancements	235
PR13 – Town Centre Site: Land Fronting New Road (Back Lane)	240
PR14 – Town Centre Site: Land South of Horns Lane	242
PR15 – Molins Sports Ground	244

² Please note policies MR1-5 remain adopted policy in the Delivery and Site Allocations Plan

³ Please note policies PR1 & 2 remain adopted policy in the Delivery and Site Allocations Plan

PR16 – Land at Princes Risborough Station	248
PR17 – Princes Risborough Delivery of Infrastructure	252
Bourne End and Wooburn	
BE1 – Slate Meadow	263
BE2 – Hollands Farm	268
BE3 – Health Facilities in Bourne End and Wooburn	273
Rural Areas	
RUR1 – Land South of Finings Road, Lane End	280
RUR2 – Land between Chalky field and Marlow Road, Lane End	282
RUR3 – Land at Sidney House, Lane End	284
RUR4 – Little Marlow Lakes Country Park	287
RUR5 – Longwick-cum-Ilmer Parish	291
RUR6 – Great and Little Kimble-cum-Marsh Parish	293
RUR7 – Land off Clappins Lane, Naphill	296
RUR8 – Land south of Mill Road, Stokenchurch	301
RUR9 – Land at Wood Farm, Stokenchurch	304
RUR10 – Land to the rear of Stokenchurch Business Park, Ibstone Road, Stokenchurch	306
RUR11 – Land at Heavens Above, 16 High Heavens, Marlow Bottom	308
RUR12 – Uplands Conference Centre, Four Ashes	311

Development management policies

Matters to be determined in accordance with national policy⁴

DM20 – Matters to be determined in accordance with the NPPF	318
---	-----

Delivering Housing

DM21 – The Location of New Housing	319
------------------------------------	-----

DM22 – Housing Mix	320
--------------------	-----

DM23 – Other Residential Uses	322
-------------------------------	-----

DM24 – Affordable Housing	325
---------------------------	-----

DM25 – Rural Exceptions Affordable Housing	329
--	-----

DM26 – Criteria for Traveller Sites	331
-------------------------------------	-----

DM27 – Housing for Rural Workers	337
----------------------------------	-----

Fostering Economic Growth and Supporting Local Communities

DM28 – Employment Areas	340
-------------------------	-----

DM29 – Community Facilities	342
-----------------------------	-----

Placemaking

DM30 – The Chilterns Area of Outstanding Natural Beauty	346
---	-----

DM31 – Development Affecting the Historic Environment	349
---	-----

DM32 – Landscape Character and Settlement Patterns	354
--	-----

DM33 – Managing Carbon Emissions: Transport and Energy Generation	356
---	-----

DM34 – Delivering Green Infrastructure and Biodiversity in Development	360
--	-----

DM35 – Placemaking and Design Quality	365
---------------------------------------	-----

⁴ Please note policies DM1-16 & 19 remain adopted policies in the Delivery and Site Allocations Plan

DM36 – Extensions and Alterations to Existing Dwellings	369
DM37 – Small Scale Non-Residential Development	370
DM38 – Water Quality and Supply	371
DM39 – Managing Flood Risk and Sustainable Drainage Systems	373
DM40 – Internal Space Standards	378
DM41 – Optional Technical Standards for Building Regulation Approval	379

Managing Development in the Green Belt and our Rural Areas

DM42 – Managing Development in the Green Belt	382
DM43 – The Replacement or Extension of Dwellings in the Green Belt (including outbuildings)	384
DM44 – Development in the Countryside Outside of the Green Belt	387
DM45 – Conversion of Existing Buildings in the Green Belt and other Rural Areas	389

Safeguarded Land for Essential Infrastructure

DM46 – HS2 Safeguarded Land	391
DM47 – Princes Risborough to Aylesbury (PRA) Safeguarded Land	392

Foreword

This Plan sets out the long term vision for the District identifying where new homes, jobs and infrastructure (e.g. transport, schools, open spaces) will be created and how we will protect our special environment. We need to make a fair contribution to the critical need for housing, providing land for our changing economy and we need to protect our wonderful countryside from harmful development. It is not easy but we believe we have struck the right balance and have met the challenge.

In 2014 we consulted you on these big challenges that we faced in preparing our new Local Plan and in 2016 we produced two draft plans, one for Princes Risborough, and one for the rest of the District. These draft Plans are brought together into this Local Plan.

We had a good response from the consultations, including lots of feedback from many residents, with a common concern that the level of development in particular locations will undermine the quality of life that is currently enjoyed. We understand that the proposed development will bring changes, and we have ensured that infrastructure to support the new development will be provided, and that the character of new development will respond to its context. In terms of the overall amount of housing, nationally we need to build houses. We have not been building enough for roughly the last 30 years. And Wycombe District needs to provide its fair share. This plan sets out how we will do that.

We now know how many homes are ‘needed’ by Wycombe District to 2033 – about 13,200. In this Plan, we propose to accommodate most of that need (10,925) with the remainder being provided by Aylesbury Vale District Council. This nonetheless means that we need to build about 550 a year – up from our old target of 400. Most of this development will be in Wycombe, Princes Risborough, and Bourne End with about 15% being in the rural areas to help foster their economic and social wellbeing.

Half of the homes to be built in Wycombe District will be on brownfield land. In finding green field sites, we believe we have achieved a sustainable balance across the District, by releasing the five Reserve Sites in 2014, proposing the expansion of

Princes Risborough, development in the villages of Longwick, and the Kimbles, and some carefully selected site allocations in the Green Belt and/or Area of Outstanding Natural Beauty.

The Green Belt sites perform weakly in terms of their Green Belt purposes. Indeed, this has been ascertained only through a detailed and very thorough review of Green Belt across the whole County. Two of these are particularly large sites for housing in Hazelmere and Bourne End. It is also proposed that Wycombe Air Park is also taken out of the Green Belt, for employment purposes. However, in total, we are proposing to release less than 1% of the Green Belt - roughly the same amount that we put into the Green Belt in 2008. For many, this may not be a perfect solution but we believe it is a fair one given the different competing pressures.

It goes without saying that this Plan involves many difficult choices. However, we believe that this plan represents the most sustainable choice to shape the immediate future of our District, and provides the homes that we need in a way that respects our beautiful countryside.



Councillor David Johncock

Cabinet Member for Planning and Sustainability



Councillor Katrina Wood

Leader of the Council

Executive Summary

The plan is in 7 parts:

1. Introduction which explains the national context within which the plan is prepared.
2. The challenges that the plan has to address
3. The Vision for the District, and the Strategic Objectives to meet the challenges
4. The overall strategy that directs development to certain places, and why
5. The sites that have been identified for development in each of the towns, and in the rural areas.
6. The policies that will be used to make decisions on planning applications.
7. How the plan will be monitored.

There are also a number of appendices with more technical information. Throughout the plan references are made to supporting documents, which contain evidence on which the plan is based. All these documents are available on the Council's website.

Introduction (Section 1 of the draft Plan)

The Council is required to prepare a plan by the Government, in co-operation with surrounding local authorities. For Wycombe District we have been working closely with the other authorities in Buckinghamshire – Aylesbury Vale, Chiltern and South Bucks, and the County Council. This is because we are within the same 'functional economic and housing area' – in other words the area in which people are likely to live and work.

Together we have worked out how many homes need to be built, and how many jobs will be created, and have agreed, in broad terms, how much of the development should go in each District, up to 2033. During this time, using the Government methodology, about 45,000 homes are needed in the County. Just over 13,000 (13,200) of these are to meet the needs of Wycombe District. However, as Wycombe has large areas in the Chilterns Area of Outstanding Natural Beauty and the Green Belt, we propose to accommodate just under 11,000 (10,925) homes, with Aylesbury Vale accommodating the rest.

This draft plan sets out where the homes will be built, and where new business will be located. It identifies specific sites for development, including how they can be developed to achieve high quality.

The plan also contains policies which are used to direct development to those locations, and to be the ‘rule book’ by which decisions on planning applications are made.

When it is adopted this plan will replace two older plans – the Core Strategy (2008) and the previous Local Plan (2004). The Council has another plan, adopted in 2013, the Delivery and Site Allocations Plan (DSA), which has policies on town centres, and some policies to be used in making decisions on planning applications (Development Management). That plan is still up to date, and so it will be read alongside this draft plan when it is finalised.

The Challenges (Section 2 of the draft Plan)

Wycombe District stretches from just south of Aylesbury in the north, to the Thames in the South. Henley is just outside of the District to the west, and to the east the District goes to the edge of Beaconsfield. 71% of the District falls within the Chilterns Area of Outstanding Natural Beauty (AONB), which has the same status as a National Park, in terms of protecting the landscape. 48% of the District falls within the Metropolitan Green Belt, which runs all the way round London. We can change Green Belt boundaries – but only in exceptional circumstances. The boundary of the AONB is set by Government.

The big challenge, therefore, is delivering sustainable development at the same time as delivering new homes, land for jobs, and the infrastructure to support these. It is also important that our town centres remain vibrant, and that the new development, and the changes we make to existing places, all value our location in the Chiltern Hills, giving us a sense of identity from the places we live in.

Our Vision and Strategic objectives (Section 3 of the draft Plan)

Wycombe District Council has a long standing vision:

“Wycombe District: economically strong and the place to live, work and visit”.

Looking at the challenges, and how to deliver that vision, the plan sets out eight strategic objectives to guide and shape the plan.

1. Cherish the Chilterns

Cherish the Chilterns by conserving and enhancing the natural beauty of the landscape of the Chiltern Hills.

2. Strengthen the Sense of Place

Strengthen the sense of place throughout Wycombe District by:

- *protecting and enhancing the District’s natural and built environment, including landscape, biodiversity, green and blue infrastructure, historic and cultural assets;*
- *maintaining place identity by using Green Belt to keep main settlements separate;*
- *securing high quality, bespoke responses in the design of new development*

3. Foster economic growth

Foster the economic strength of the M40/A404 location and that of the rural economy.

4. Improve strategic connectivity

Improve strategic transport connectivity within Buckinghamshire by road and rail; this includes strategic connectivity between the South East Midlands, Aylesbury, Princes Risborough, High Wycombe, London as well as the Thames Valley.

5. Facilitate local infrastructure

Facilitate timely improvements to local infrastructure by focused investment and by securing appropriate benefits from new development.

6. Deliver housing

Contribute our fair share towards tackling the need for more housing including for affordable housing and other specific housing needs of the community, including catering for a growing aging population.

7. Champion town centres

Champion thriving town and business centres to provide the focus of our social and economic activity

8. Mitigating Climate Change

Reduce CO2 emissions by reducing the need for travel by private car, and aid public transport viability, through intensifying existing urban areas by re-use of brownfield sites, locating development in settlements with the widest range of services and facilities, and by clustering development to achieve high quality walking, cycling and public transport provision.

The Strategy (Section 4 of the draft Plan)

There are twelve policies in this section of the plan. They explain where development will go, and why.

In terms of housing, the plan does not release large areas of land from the Green Belt for housing. It also does not propose large sites within the Chilterns Area of Outstanding Natural Beauty. Some sites that perform weakly on Green Belt purposes are proposed to be released, and some sites that have least impact on the countryside have been selected in the Area of Outstanding Natural Beauty.

Most of the homes – roughly 85% of the 11,000 homes to be accommodated in the District – are in the main towns: the High Wycombe area (including the surrounding villages such as Hazlemere), Princes Risborough, and Bourne End and Wooburn. Marlow also has less development than the other towns because it is constrained by Chilterns Area of Outstanding Natural Beauty and the Thames flood plain. About 15% of the homes will be in villages to help the rural economy, with Longwick and Kimble taking about a third of that development. The plan also encourages ‘rural

exception sites’ – where housing is allowed in villages where development is not usually allowed, so long as it provides affordable housing for local people.

The Plan includes for the significant expansion of Princes Risborough. Over 2,600 homes are planned for. Of these, about 2000 are expected to be built to 2033, including on some sites in the existing town, leaving about 600 homes for later years.

In terms of business, the plan proposes to take an area of land out of the Green Belt at the Airpark, to allow for more business development. The Airpark would remain, with some changes to how it operates. Some small areas for business are also identified at Stokenchurch and at Princes Risborough.

The plan also protects areas that are currently used by businesses, and encourages the two main business parks in the District, Globe Park in Marlow and Cressex Business Park in High Wycombe, to be regenerated and improved, including improving access to them, to ensure they remain good business places to locate.

Long term, there are issues of strategic connectivity – both by rail and road – to be addressed. However, the work is not ready to feed into this plan, and a revision to this plan will need to be made later to take that into account. That includes the work being done by the National Infrastructure Commission on the Oxford To Cambridge Expressway, and with Highways England on ‘Access to Wycombe’, which is considering a range of options to improve access from the M40, including radical alterations to J4.

This section of the plan also has policies to secure vibrant and high quality town centres; new infrastructure; high quality development that leaves a strong sense of identity – ‘sense of place’ – and to protect the Green Belt.

What is Proposed in Specific Areas? (Section 5 of the draft Plan)

This section looks at the sites that are being proposed to accommodate the development. It is set out by the main towns in the District, and for the Rural Area. At the beginning of each section, principles are set out that will help to shape each place.

High Wycombe

Many of the homes to be built in High Wycombe are already in the pipeline, or on sites identified in previous plans. This plan identifies some more sites for housing:

- Reserve Sites: 4 sites were released for development in 2014: Gomm Valley, Terriers Farm and Terriers House, and Abbey Barn North and South. On all of these sites large areas will be retained for open space, and the detailed policies set out where this should be, along with the infrastructure required, and what is needed to ensure the development is high quality. Development briefs are being brought forward for these sites: some have been adopted.
- Tralee Farm, off the A404 at Hazlemere: this is a new site identified in this plan, as a result of the review of the Green Belt. The plan shows a diagram of how development might take place, protecting the existing orchard and woodland areas.
- Smaller sites including land to the rear of Hughenden Road, at Glynswood, Green Hill, at Horns Lane, Booker, and at the former Bassetsbury Allotments.
- Leigh Street, in the Desborough Area, is identified for housing-led mixed use, keeping the former factory building, Birch House.

For new land for business, the focus is on the Airpark – but the Airpark remains operational. Land is identified for:

- More intensive use on the area of the existing buildings at the Airpark
- New employment uses on the triangle of land to the south of the Airpark
- A small area of land for low density employment uses is also proposed to be taken out of the Green Belt along with High Heavens, the household recycling centre, which is near the Airpark.

For existing businesses, the plan is keen to see improvements to Cressex Business Park, and to protect existing business uses.

In the town centre, the plan clarifies the policies to be applied to White Hart Street and Church Street.

The plan also identifies a site for a future cemetery, known as Queensway, at Hazlemere.

Marlow

New housing sites are limited at Marlow, because of the Area of Outstanding Natural Beauty, the Green Belt and the Thames floodplain. The only new site identified is a small site off Seymour Court Road.

For business, the success of Globe Park is important, and the plan includes a policy to support its continued success.

Princes Risborough

The plan includes the proposed expansion of Princes Risborough by 2,650 homes, this expansion is to be supported by new primary schools, a new road, strategic and local open space and a new local centre. About 2000 of these homes are expected in the plan period (to 2033), about 1700 in the expansion area, with about 300 on other sites elsewhere in the town. This leaves 600 in the expansion area after 2033. There are policies covering a range of issues including detailed principles for the expansion area, the delivery of a new road which will take traffic out of the town centre and detailed development requirements for planning applications.

There are the following new employment sites:

- Princes Estate and Expansion
- Land North of Lower Icknield Way

There are mixed use proposals for the following sites:

- Land Fronting New Road (Back Lane)
- Land South of Horns Lane
- Land at Princes Risborough Station

This Plan also contains a proposal for the release of land to the rear of Poppy Road from the Green Belt for housing. The Plan protects the former Molins Sports Ground, at Monks Risborough, for sports uses.

Bourne End and Wooburn

There are two sites identified here for housing:

- Slate Meadow, which is one of the reserve sites released for development in 2014. A detailed policy is proposed in this plan for that site, and a development brief is being brought forward.
- Hollands Farm – a new site identified in this plan as the result of the Green Belt review. This site should provide a primary school and a link road from the Cores End Roundabout to Ferry Lane, to relieve traffic pressure in the village centre.

Rural areas

Lane End: three housing sites are proposed, at Finings Road, on the Marlow Road near Chalky Field, and off Simmons Way. It is also proposed to take the land next to Sidney House, next to the M40, out of the Green Belt.

Little Marlow: the area of the former gravel pits and the land between Abbotsbrook and the A404 is identified for a country park.

Longwick: the Plan requires that 300 new homes are provided in Longwick. Sites are not identified in this plan, because the Parish Council is in the process of producing a Neighbourhood Plan. The detailed sites will be in the Neighbourhood Plan. Most of these sites already have planning permission.

Kimble: the Plan requires that 160 new homes are provided in Great & Little Kimble cum Marsh Parish. No sites are identified in this plan because the Parish Council is in the process of producing a Neighbourhood Plan. The detailed sites will be in the Neighbourhood Plan.

Naphill: it is proposed to take land off Clappins Lane at Naphill out of the Green Belt, and to allocate it for housing.

Saunderton: in 2017 the Council adopted the Bledlow-cum-Saunderton Parish Neighbourhood Plan, which includes policies on the former Molins factory at Saunderton. This Local Plan does not, therefore, contain any policies, as they are in the Neighbourhood Plan.

Stokenchurch: a housing site is identified to the south of the M40 at Stokenchurch, off Mill Lane; and an area for business development is identified to the rear of Stokenchurch Business Park alongside the M40.

Four Ashes – Uplands Conference Centre: the conference centre on this site was listed by the Secretary of State as being of architectural and historic interest, and a policy for the redevelopment of the site is included in this draft Plan, that retains the buildings.

Delivering the Strategy, Managing Development (Section 6 of the draft Plan)

This section contains detailed policies that will be used to make decisions on planning applications. Other policies that will be used in making decisions on planning applications are contained in the Delivery and Site Allocations Plan. This was a plan adopted in 2013, and all but two of those policies remain up to date and will continue to be used alongside those new policies in this draft Plan. Those new policies include:

- Housing, including housing mix, affordable housing and houses in multiple occupation, provision for Travellers, and a policy to facilitate small amounts of affordable housing in rural areas called a ‘rural exceptions policy’.
- Other uses such as businesses, including in the rural areas, and community uses
- The Chilterns Area of Outstanding Natural Beauty, green infrastructure, flood risk
- Place making and design quality and parking
- Residential extensions including in the Green Belt

Implementation and Delivery (Section 7 of the draft Plan)

This section sets out how the Council will assist in the delivery of the Plan, and how the Plan will be monitored, to be sure it is achieving its objectives.

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1.0 Introduction and Context

- Introduction
- Why is a Plan being prepared now?
- What does the Plan cover and how does it relate to other plans?
- The National Context
- Preparing the Plan

Introduction

- 1.1** This is the new Local Plan for Wycombe District. It sets out how the area will change and grow over the next 15 years or so up to the year 2033. In conjunction with the 2013 Delivery and Site Allocations Plan (DSA) it provides the planning policy framework for day to day planning decisions to help deliver sustainable development and ensure that our communities are sustainable in environmental, economic and social terms.
- 1.2** The Plan covers the period 2013-2033 ensuring that it looks around 15 years ahead from when it is examined and adopted. It is a local plan prepared under the Planning and Compulsory Purchase Act (2004) and the Town and Country Planning (Local Planning) (England) Regulations 2012.

Why is a Plan being prepared now?

- 1.3** It is important that we plan ahead for the future to ensure that the needs of the District are properly addressed and planned for in a coordinated way, and to ensure that important areas of the District are protected. This is the best way to help deliver sustainable development, rather than react to development proposals as they come forward. The Government has also made it clear that local plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities.

What does the Plan cover and how does it relate to other plans?

1.4 This new Plan sets out:

- Our Vision and Objectives for the District up to 2033;
- The Strategy for the growth of the area - how much development should be provided, where it should go and where it shouldn't go;
- What is proposed in your area, including sites that are allocated for development and areas to be protected from development;
- How the strategy will be delivered, included detailed policies to guide development.

1.5 This new Plan will replace all remaining policies in the current Wycombe District Local Plan (2004) and the Wycombe Core Strategy (2008). Appendix J sets out the policies to be deleted.

1.6 It will sit alongside the Delivery and Site Allocations Plan (2013) which sets out proposals for the three town centres in the District together with a number of policies to guide development. This is an up to date Plan. A full schedule of the retained policies is given at Appendix J.

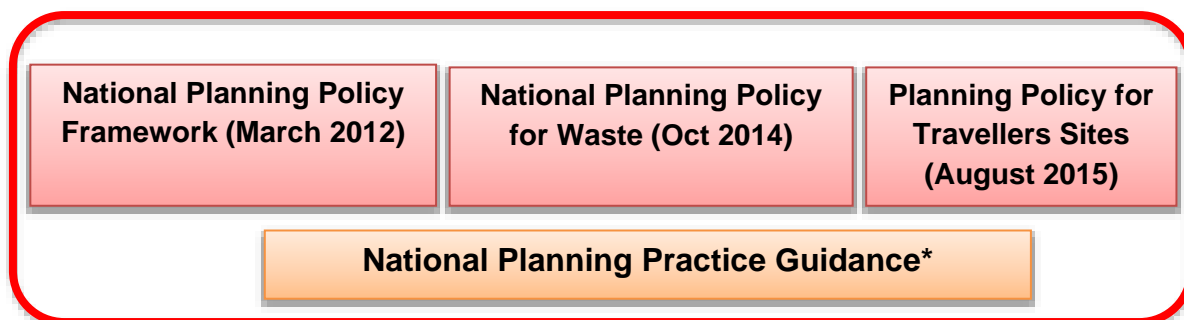
- 1.7** There are, however, four policies from the Delivery and Site Allocations Plan which are replaced by this new Local Plan.

Table 1 Delivery and Site Allocation Plan Policies replaced by this Plan

Deliver and Site Allocations Policy to be deleted.	Replacement policy in the new Local Plan
PR3 Land fronting New Road Princes Risborough	PR13 – Town Centre Site: Land Fronting New Road (Back Lane)
PR4 Land south of Horns Lane Princes Risborough	PR14 – Town Centre Site: Land South of Horns Lane
DM17 Planning for Flood Risk Management.	DM39 Managing Flood Risk and Sustainable Drainage Systems
DM18 Carbon Reduction and Water Efficiency	<p>Renewables and district heating: DM33 Managing Carbon Emissions: Transport and Energy Generation – (parts 1(g) and 1(h))</p> <p>Water efficiency – DM41 Optional Technical Standards for Building Regulation Approval (part 1))</p> <p>Carbon targets – not replaced, now dealt with through Part L of the Building Regulations, as amended April 2016</p>

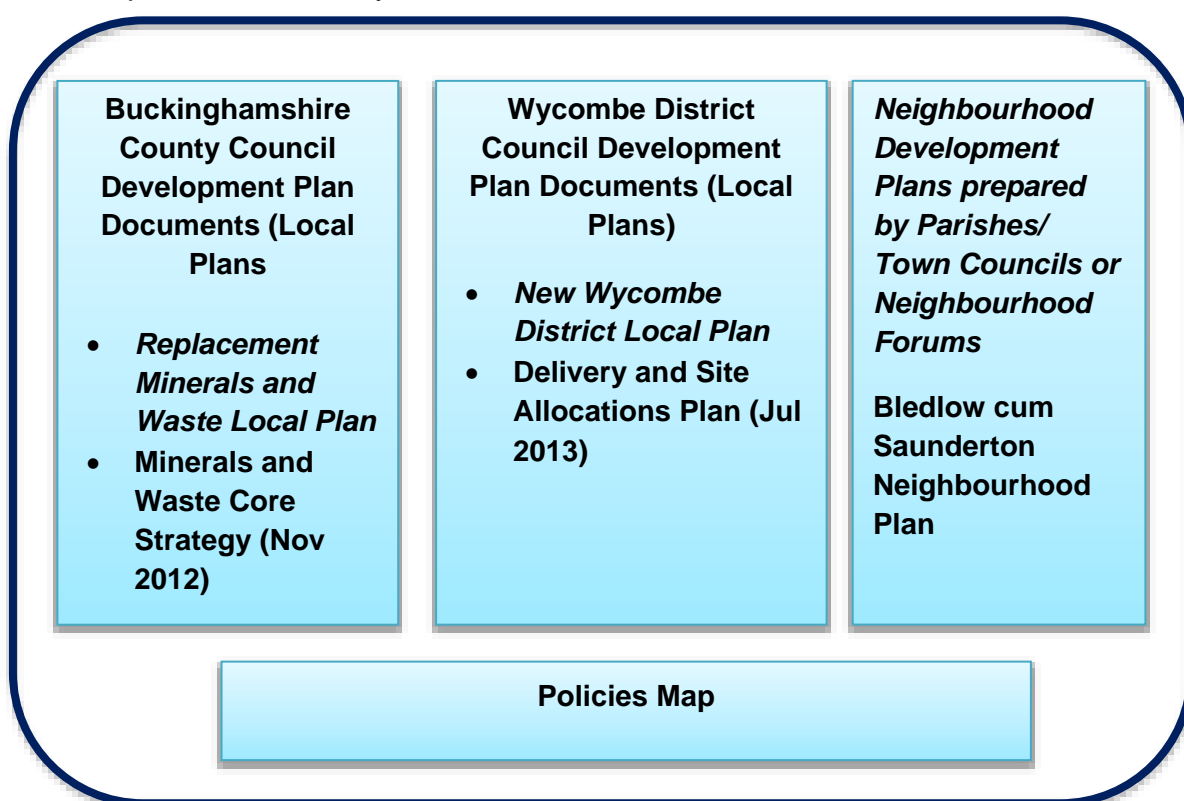
Figure 1 Relationship between different plans in Wycombe District in 2018.

National Framework

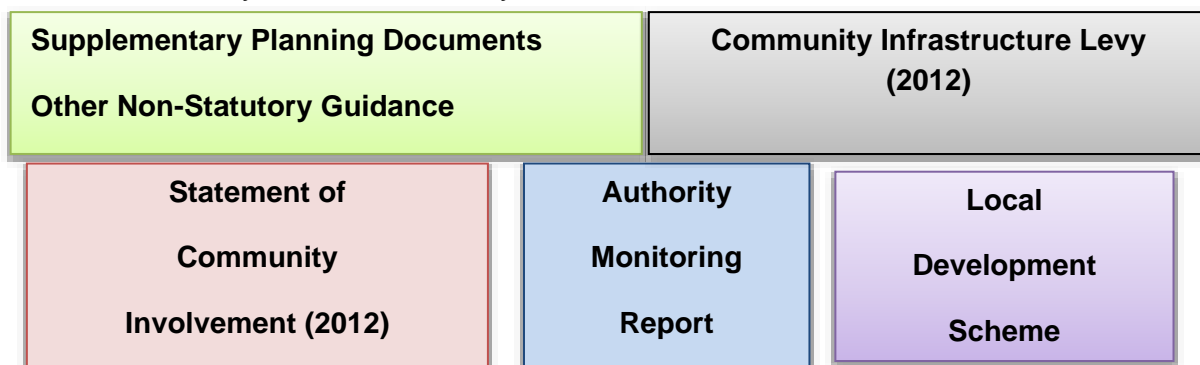


Development Plan for Wycombe District

*online only, and guidance not policy



Other statutory and non-statutory documents



- 1.8** Our plans not only provide a framework for considering planning applications but also provide the strategic context within which neighbourhood development plans can be prepared by local communities. To date we have “made” or adopted one Neighbourhood Plan for Bledlow cum Saunderton Parish Council⁵, but there are a number of other parishes and areas who have also embarked upon the process of producing a plan for their area. An up to date list of ‘made’ Neighbourhood Plan in the District can be found on the Council’s website.

The National Context

- 1.9** This Local Plan cannot be prepared in isolation. It has to take account of the Government’s National Planning Policy Framework (NPPF) that sets out the Government’s overall approach to planning and the National Planning Practice Guidance (NPPG) which provides more detailed guidance on how to implement the NPPF.
- 1.10** At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For plan-making this means that local planning authorities should positively seek opportunities to meet the housing and economic development needs of their area. More specifically its states that:

Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless

- *Adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
- *Specific policies in this Framework indicate development should be restricted.*

⁵ Bledlow-cum-Saunderton Neighbourhood Plan includes new or revised settlement boundaries policies for the main villages in the Parish area, and detailed development management policies around design, rural diversification and employment, environmental protection, community facilities, broadband and renewable and low carbon energy. The Neighbourhood Plan also includes a policy for the redevelopment of the former Molins site at Saunderton.

- 1.11** Ultimately local plans have to be ‘sound’, meeting a number of ‘tests of soundness’ set out in the NPPF. This includes considering meeting unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.
- 1.12** The Government published the Housing White Paper - “Fixing our broken housing market” in February 2017. This consulted on a wide range of proposals. If implemented these proposals would have implications for the production of local plans. At this stage it is unclear what and when any of these proposals will be implemented. This Plan is not based on any of the proposals in the white paper and as such a view will be taken on the implications of any proposals as the plan progresses, once final decisions are taken by the Government on them, for instance through final changes to the NPPF.

Preparing the Plan

- 1.13** Key elements of preparing a plan include:
- Planning strategically through the Duty to Cooperate;
 - Working with local communities to understand their concerns about how Wycombe District Council meets its obligations in planning for growth;
 - Planning on the basis of a robust but proportionate evidence base.

Planning Strategically

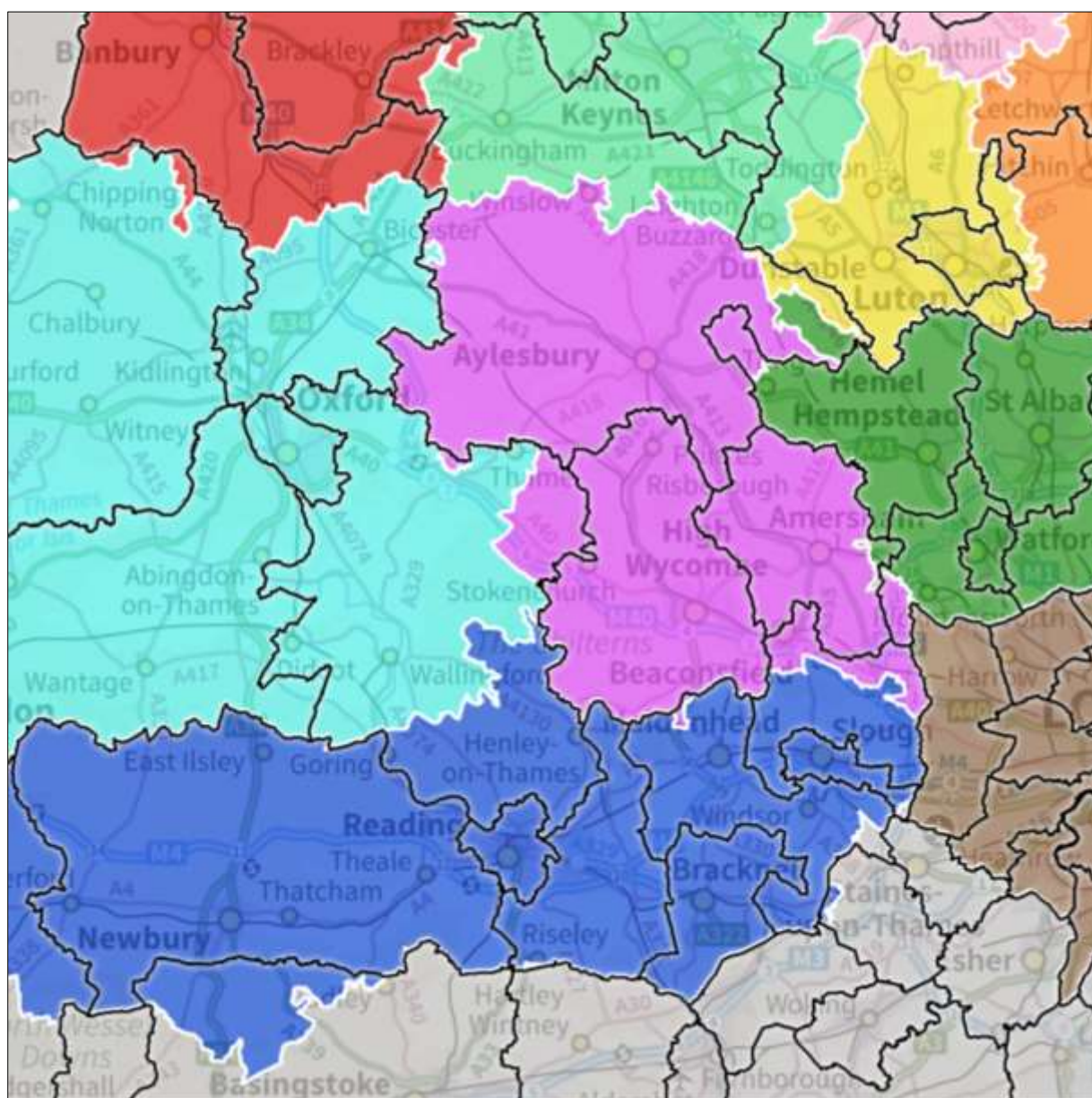
- 1.14** There is a legal duty on the Council to engage constructively, actively and on an ongoing basis when preparing local plans with other local authorities and a range of other key agencies to maximise the effectiveness of plan preparation in relation to strategic issues – this is called the Duty to Cooperate. As part of preparing this Plan, the Council has been actively involved in fulfilling this duty.
- 1.15** The Council has worked proactively with a range of local authorities and other “Duty to Cooperate” bodies to identify and address the key strategic issues. The starting point however was to identify the right geography for addressing housing and economic needs. A study was commissioned by the

four Buckinghamshire Districts⁶ to identify the housing market area and functional economic market area. The area shown in pink in figure 2 is the housing market area and functional economic market area that Wycombe District falls within. This area does not always follow local authority or local plan area boundaries so from a practical point of view a best fit to local plan areas was identified as Aylesbury Vale, Chiltern, South Bucks⁷ and Wycombe Districts.

⁶ Housing Market Area and Functional Economic Market Areas in Buckinghamshire: Updating the Evidence (June 2016, Opinion Research Services and Atkins)

⁷ Chiltern and South Bucks Districts have decided to prepare a joint plan and so the best fit relates to the joint plan area.

Figure 2 Housing Market Area/ FEMA



 Buckinghamshire Housing Market Area / Functional Economic Market Area

OS mapping: © Crown Copyright and database rights 2016 Ordnance Survey 100023306.

- 1.16** As part of the Duty to Cooperate, a number of strategic issues have been identified and a significant amount of joint working has been undertaken, particularly amongst the Buckinghamshire authorities that make up the housing market area. These issues and studies include:

Table 2 Joint studies undertaken among the Buckinghamshire authorities during the preparation of the Local Plan

Strategic Issue	Joint Working
Housing	Housing and Economic Development Needs Assessment (HEDNA) Joint Methodology on Housing and Economic Land Availability Assessments (HELAA) Gypsy and Traveller Needs Assessment (GTAA)
Economy	HEDNA HELAA methodology
Infrastructure	Traffic modelling
Green Belt and Environment	Green Belt Assessment (Part 1) Joint work on methodology for Part 2 assessment Assessment of Major Development Flood risk assessment Water quality

- 1.17** The joint working aims to address these issues and reach agreement wherever possible with the relevant authorities and agencies on the way forward. In publishing and submitting this Plan the Council considers that it has complied with the Duty to Cooperate.⁸

⁸ Wycombe District Local Plan and the Duty to Cooperate report (September 2017, Wycombe District Council)

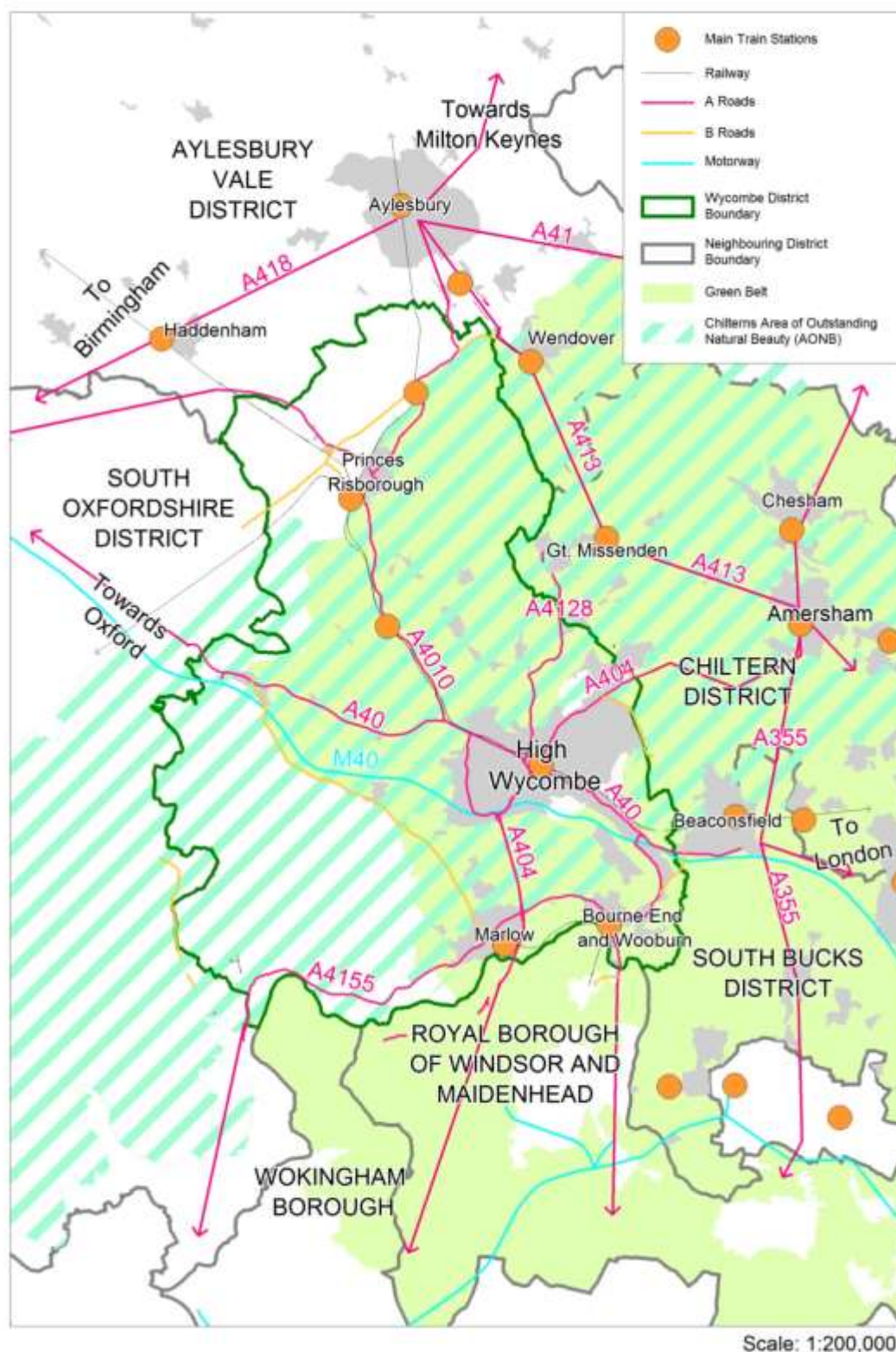
1.18 In addition to preparing evidence on key strategic issues, there are a range of other strategic plans and projects that may affect the District. These include:

- The Strategic Economic Plan – prepared by the Buckinghamshire Thames Valley Local Enterprise Partnership which puts forward proposals to deliver increased prosperity and jobs for Buckinghamshire
- The Buckinghamshire Infrastructure Investment Plan – aiming to support growth in the county through new infrastructure provision;
- HS2 – which cuts through the very northern tip of the District;
- East West rail project – which will improve rail links from Princes Risborough to Aylesbury and provide a new direct connection on to Milton Keynes;
- Crossrail – improving connections to central London from Maidenhead
- Buckinghamshire Local Transport Plan 4 – which identifies a number of strategic transport issues affecting the District, including the poor north/south road links across the county;
- Highways England work feeding into the next Route Investment Strategy (RIS2), including looking at improving access to High Wycombe and improvements at junctions on the A404 south of High Wycombe.
- The Bucks Health and Wellbeing Strategy

Authorities surrounding Buckinghamshire are at various stages of preparing their local plans, although local plans in Buckinghamshire are running on similar timescales. Figure 3 illustrates the District in its strategic context.

As can be seen, there are a number of matters at a strategic level that remain uncertain. These could lead to the need for an early review of the Plan.

Figure 3 Plan of the District in strategic context



OS mapping: © Crown Copyright and database rights 2016 Ordnance Survey 100023306.

Planning Locally

- 1.19** In preparing this Plan we have sought to both gather the right evidence to justify the plan's policies and proposals and involve local people and stakeholders at the right stages.
- 1.20** The evidence base to support the Plan is available on the Council's website⁹. It ranges from studies to assess the need for different types of development, to assessing the impact of development options on key environmental constraints such as the landscape and flooding issues, to assessing the infrastructure requirements of new development including for new transport provision, schools and other community facilities. This evidence has all helped to shape the Plan.
- 1.21** We have also prepared a sustainability appraisal which assesses all the reasonable alternatives we have considered in preparing the Plan, ensuring that the potential environmental, economic and social impacts of the proposals have been systematically taken into account. It plays a key role throughout the plan-making process.
- 1.22** Local input has also been very important in shaping the Plan. There have been three key stages. In 2013, residents told us what the key issues were in their area that the Plan should be addressing, both through written comments and through a series of "Community Conversations"¹⁰.
- 1.23** In early 2014, residents responded to a major "Issues and Options" consultation where the potential scale of development needed and the options for meeting that need were explained. It was presented as "The Big Challenge Plan" because of the scale of development required and the challenges in trying to provide for that development whilst providing new infrastructure and protecting the environment.
- 1.24** In 2016 we produced a draft plan for consultation so that we could show how and where we were proposing to plan for growth across the district. This

⁹ <https://www.wycombe.gov.uk/newlocalplan>

¹⁰ Community Conversations Report (August 2013, Wycombe District Council)

provided an opportunity for the community and to comment both on the draft plan and the evidence that we had produced to support the Plan.

1.25 Over 3000 people and organisations responded to the 2016 consultation raising nearly 10,000 individual comments/issues¹¹. Some of the key messages from the 2016 consultation included:

- The importance of providing new infrastructure to support new growth;
- A large number of comments expressing concerns about releasing greenbelt land for development;
- Concerns about the scale of development proposed at Princes Risborough and the route of any new road associated with the expansion of the town
- A range of comments about individual sites;
- There was also a range of comments on the proposed development management policies.

Princes Risborough

1.26 Initial work on the Local Plan included assessing the opportunity to expand Prince Risborough, this was first considered in 2014. In response to increasing development pressure from speculative planning applications the Council took the decision in 2015 to progress the expansion of town as a separate Area Action Plan.

1.27 The development of planning policy for Princes Risborough has been guided and informed through a number of engagement activities in 2014 and 2015, including setting up a Steering Group, chaired by the Town Council, with a range of community representation.

1.28 In February to March 2016, the Council consulted on a draft plan document for Princes Risborough. More than 300 responses were received. These responses indicated that further work would be required on the Plan,

¹¹ <https://www.wycombe.gov.uk/pages/Planning-and-building-control/New-local-plan/Draft-Wycombe-district-local-plan-consultation-all-comments.aspx>

including a more refined assessment of the options for the southern alignment of the proposed relief road.

- 1.29** As a result of the timetables becoming closely aligned a decision was taken to incorporate the expansion of Princes Risborough into the main Plan.

2.0 Wycombe District – The Big Challenge

The Big Challenge

The Sustainable Development Challenge

- 2.1** The big challenge is to achieve sustainable development – meeting the needs of today without compromising our ability to meet the needs of tomorrow. We need to provide more homes and jobs, and these need more supporting infrastructure – such as schools, roads and green spaces. We need to make sure the patterns of new development reduce our reliance on the private car; reinforce our town centres to ensure they remain vibrant places; and ensure the District retains its strong green infrastructure, particularly the Chilterns Area of Outstanding Natural Beauty, for future generations.

The Homes Challenge

- 2.2** The work we have done with other authorities shows that there is a need across Buckinghamshire as a whole for 46,200 homes in the period 2013 – 2033. This is called the objectively assessed need for housing (or OAN). The need within Wycombe District is 13,200 homes for the same period (that is 660 homes per year)¹². However, not all these homes will be built in the District. Wycombe is proposing to accommodate 10,925 homes. Aylesbury Vale District Council has agreed, through a Memorandum of Understanding, to take Wycombe's 'unmet need'. This gives a figure of about 550 homes a year. This compares with the housing target in our current plans of just over 400 homes per year.
- 2.3** Many of those homes, around 3,100 of the District total, will need to be affordable homes – homes for rent, with housing associations, and shared ownership for example. We will also need to make provision for older people

¹² Buckinghamshire Housing and Economic Development Needs Assessment – Addendum (July 2017, Opinion Research Services and Atkins)

and other groups in society. This includes planning for the needs of the travelling community.

The Jobs Challenge

2.4 Forecasts suggest that there will be a growth of just over 7,650 full time equivalent jobs¹³ in Wycombe District in the period 2013-2033, across a range of different sectors. This includes growth of around 5,000¹⁴ jobs in the “B use class” sectors of office, industrial and warehousing, generating a requirement for an additional 54,000 sqm. floorspace¹⁵. However this masks variations across sectors with forecast growth in offices and warehousing, but decline in manufacturing.

2.5 These forecasts have to be considered alongside other factors. For instance, this forecast job growth is in contrast to the decline in jobs and business floorspace experienced in the District in the previous 10 years. Also the views of the commercial property market and other evidence suggest, contrary to the forecasts, that demand for office space is weak but demand for industrial is stronger. Market intelligence also indicates that only certain locations in the District are attractive for new business development. A further challenge is to ensure that there is a broad balance between the growth in jobs and the growth in the number of workers to take up those jobs.

The Infrastructure Challenge

2.6 Providing housing and jobs will bring with it additional pressure on infrastructure. Integrating infrastructure provision with new development is a key challenge and it is a key issue that has been highlighted to us. In drawing up this Plan we have worked closely with various infrastructure providers to identify what is needed and when.¹⁶

¹³ The figure for all jobs, not just full time equivalents is 11,000 - see the Buckinghamshire Housing and Economic Development Needs Assessment (December 2016, Opinion Research Services and Atkins)

¹⁴ This is the Full Time Equivalent figure (FTE) – total jobs will be higher

¹⁵ Buckinghamshire Housing and Economic Development Needs Assessment – Addendum (July 2017, Opinion Research Services and Atkins)

¹⁶ Wycombe Local Plan Infrastructure Delivery Plan (September 2017, Wycombe District Council)

- 2.7** Providing transport infrastructure is a particularly important issue given existing issues on the transport network, and we have been working with the County Council to identify measures to mitigate the impact of new development. We have also been working with Highways England on how to improve access into High Wycombe from the M40. This involves Highways England considering improvements to the M40 between junctions 2 and 5 as feeder roads into High Wycombe. Unfortunately, this will not result in a funded programme in time for the submission of this Plan and so may require an update to the Plan in due course.
- 2.8** There is also uncertainty around the route of the proposed ‘expressway’ between Oxford and Cambridge being developed by the National Infrastructure Commission. Whilst it is not expected to be within the District it will have an impact on the District as part of the strategic road network.
- 2.9** The expansion of Heathrow will also have impacts on the District.
- 2.10** Ensuring the provision of superfast broadband is also a key infrastructure requirement not only for new homes and business locations – but existing homes too.

The Town Centres Challenge

- 2.11** A good plan is not only about homes, jobs and infrastructure. Forecasts¹⁷ show an increase in demand for retail space, despite the fact that people are using the internet more for shopping. It is important that our town centres remain vibrant and attractive places. Concentrating services in town centres also helps to make bus services more viable, because many people need to make the same journey.
- 2.12** In 2013 Wycombe District Council adopted the Delivery and Site Allocations Plan (DSA). This sets out the Council’s policies in relation to town centres, and identifies a number of sites for new retail development to help meet the identified demand. All but two of these policies are up to date¹⁸ and are not

¹⁷ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

¹⁸ The Delivery and Site Allocations Plan was examined and adopted after the National Planning Policy Framework was issued in March 2012.

being reviewed as part of the Local Plan. This Local Plan will, however, provide the strategic context for the existing town centre policies.

The Sense of Place Challenge

- 2.13** All these elements – homes, jobs, infrastructure, town centres – need to come together in a way that helps our health and wellbeing, mentally and physically. Providing greenspace, opportunities to walk and cycle, space for wildlife and attractive new housing are part of this. But so too is recognising, protecting and enhancing the existing characteristics that give the District its unique identity, the historic and built environment and the natural environment including its landscape setting in the Chilterns. Making sure that the new places we build, and the way we change existing places to improve them, achieves that ‘sense of place’ that makes us proud to live in the District, is an important issue that the Plan must address.

Addressing the Challenges

- 2.14** The scale of the challenge means that we have had to look at difficult options. We consulted on these in 2014 and in 2016. The National Planning Policy Framework sets the expectation that each Council meets its objectively assessed needs for development. However, it also recognises that this may not be possible everywhere without causing harmful adverse impacts on important planning and environmental constraints.
- 2.15** Sections 3 and 4 of the Plan set out how we have sought to address these challenges by setting clear locally relevant objectives and having a clear strategy to deliver sustainable development in Wycombe District.

3.0 Our Vision and Strategic Objectives

- 3.1** Wycombe District is ambitious and hopeful about the future. The Sustainable Community Strategy for Wycombe District¹⁹ sets out the following vision, which also applies to this Plan and the Council's Corporate Plan:

Vision for Wycombe District

“Wycombe District: economically strong and the place to live work and visit.”

- 3.2** The Sustainable Community Strategy sets out our ambitions for the different places in the District and in addition to the economic vision includes the following themes:

- Sustainable Environment
- Safe Communities
- Health and Wellbeing
- Community Involvement

- 3.3** This Plan develops those ambitions both for the District as a whole and for the different places in the District.

- 3.4** We have identified eight district-wide strategic objectives and our ambitions to achieve those objectives. In addition principles are identified for the main places in the District, which show how the district-wide objectives would be implemented locally. These are set out in Section 5 of the Plan.

¹⁹ Sustainable Community Strategy for Wycombe District 2013 – 2031 (July 2014, The Wycombe Partnership)

3.5 The eight strategic objectives are to:

1. Cherish the Chilterns
2. Strengthen the Sense of Place
3. Foster economic growth
4. Improve strategic connectivity
5. Facilitate local infrastructure
6. Deliver housing
7. Champion town centres
8. Mitigate Climate Change

3.6 Under each of these objectives are a number of themes and an outline of what we want to achieve under each objective. Collectively these objectives and themes, together with the core planning principles sets out in the National Planning Policy Framework²⁰, add up to delivering the environmental, social and economic aspects of sustainable development for the District.

1. Cherish the Chilterns

Cherish the Chilterns by conserving and enhancing the natural beauty of the landscape of the Chilterns Hills.

3.7 The Chilterns is a landscape of national and international importance, and includes a complex suite of geological and ecological features, some of which are extremely rare. Over a quarter of the Chiltern's Area of Outstanding Natural Beauty is within Wycombe District so we hold a significant responsibility to cherish it. Conserving and enhancing the natural beauty of the landscape of the AONB is, therefore, central to the strategy of the Local Plan. Millions of people visit the AONB each year and residents of Wycombe District also benefit from its recreational opportunities. The appropriate management and conservation of the Area of Outstanding Natural Beauty in a holistic and integrated way is therefore also very important. However, the Chiltern Hills extend beyond the AONB – and the hills exert an influence over the landscape of the Aylesbury Plain as well.

²⁰ National Planning Policy Framework (2012) paragraph 17

This objective is not ‘just’ about that part of the hills that is designated: it is about valuing the heritage and influence of the hills throughout the District, and looking as much to enhance areas of poorer quality as it is to maintain the areas of outstanding quality.

2. Strengthen the Sense of Place

Strengthen the sense of place throughout Wycombe District by:

- *protecting and enhancing the District’s natural and built environment, including landscape, biodiversity, green and blue infrastructure, historic and cultural assets;*
- *maintaining place identity by using Green Belt to keep main settlements separate;*
- *securing high quality, bespoke responses in the design of new development*

3.8 The sense of place of the District derives from the Chiltern Hills, both inside and outside the area designated as Area of Outstanding Natural Beauty through its unique landform, distinctive woodland cover, rare chalk grasslands and streams, architecture and rich historic environment. In addition, the network of woods, chalk grasslands, green links and waterways that extends into the urban areas provides vital green and blue infrastructure that nurtures biodiversity and promotes mental and physical wellbeing. The Green Belt has proved an effective tool in helping to maintain place identity. Development within the District must take that sense of place as its starting point, providing bespoke quality responses for each place, to achieve sustainable development.

3. Foster economic growth

Foster the economic strength of the M40/A404 location and that of the rural economy.

3.9 The location of the District at the M40/A404 and on the Birmingham Chiltern line is favourable for economic development. However, our challenging topography means that we have a very limited supply of flat land for commercial development that is also outside the Area of Outstanding Natural Beauty and does not adversely affect its setting. This, combined with difficult

market conditions in some sectors, means we need to work hard to ensure existing employment sites remain attractive so existing businesses can thrive and new businesses can start up, at the same time harnessing the links with Bucks New University and Bucks Business First. Helping High Wycombe to become an established office location on the fringe of the Thames Valley and London is also an important part of the employment strategy. For larger scale inward investment and growth of local firms there is a limited greenfield release together with new sites at Princes Risborough to complement housing growth. In our rural areas, we will encourage farm diversification and the establishment of rural business centres that will foster the social and economic well-being of the communities in the Area of Outstanding Natural Beauty.

4. Improve strategic connectivity

Improve strategic transport connectivity within Buckinghamshire by road and rail; this includes strategic connectivity between the South East Midlands, Aylesbury, Princes Risborough, High Wycombe, London as well as the Thames Valley.

- 3.10** At the junction of the M40 and A404, the District has a unique location, a short distance from the M25 and central London, and with the A404 providing access to the M4 and Thames Valley. Improvements are needed to this connectivity to ensure it remains a strength to the District. Strategic road connections north through Buckinghamshire to Aylesbury and the South East Midlands are currently weak, significant improvements are needed. Work is being progressed by the National Infrastructure Commission (NIC) on the Oxford to Cambridge Expressway which could provide a strategic connection from Aylesbury to the M40 via an upgrade of the A418, or via a new road alignment. This new strategic route could provide an option for north south connectivity by road that minimises undue unacceptable damage in the Area of Outstanding Natural Beauty.
- 3.11** Rail connectivity between Aylesbury, Princes Risborough and High Wycombe will be strengthened by the implementation of East West Rail as well as the safeguarding of land for dual tracking of the Princes Risborough to Aylesbury line.

- 3.12** However, connections to the South East Midlands are needed both in terms of improving passenger and freight between Old Oak Common and Milton Keynes/Northants. Further investment will be needed for East West Rail to achieve additional capacity through twin tracking through Buckinghamshire, to maximise opportunities for north-south connectivity especially between the two main urban centres, Aylesbury and High Wycombe.
- 3.13** By contrast, the rail connections to the Thames Valley are weak, with only Bourne End and Marlow having direct access to Crossrail. Explorations of closing the strategic rail gap from High Wycombe to Bourne End need to be made, thereby connecting East West Rail with Crossrail. In the context of Heathrow expansion, this gains a wider significance.
- 3.14** Working closely with the County Council and the Buckinghamshire Thames Valley Local Enterprise Partnership we need to continue to improve connectivity to the Thames Valley and to the South East Midlands, and more locally between the two main towns of the County, Aylesbury and High Wycombe, if we are to continue to get the most economic, environmental and social benefit from the geographical position of the District within the County, M40 growth corridor and Oxford to Cambridge growth corridor.

5. Facilitate local infrastructure

Facilitate timely improvements to local infrastructure by focused investment and by securing appropriate benefits from new development.

- 3.15** Development places new demands on existing infrastructure, but also brings with it opportunities for investment. At Princes Risborough, development has been clustered together to maximise the infrastructure benefits to the town as a whole. Elsewhere, plan policies specify the infrastructure required, to ensure it maximises the potential improvement for existing residents, and Community Infrastructure Levy will be used in a targeted way to maximise the benefits, working with the Buckinghamshire Thames Valley Local Enterprise Partnership. Where infrastructure that is essential for social and economic wellbeing cannot be accommodated within existing settlements, it must be implemented in a way that wherever possible conserves or enhances the natural beauty of the landscape.

6. Deliver housing

Contribute our fair share towards tackling the need for more housing including for affordable housing and other specific housing needs of the community, including catering for a growing aging population.

- 3.16** With high housing demand, over 70% Area of Outstanding Natural Beauty, nearly 50% Green Belt, and limited local infrastructure, Wycombe is a constrained district. The Plan seeks to optimise the amount of housing, both market and affordable, that is provided in the District within these constraints, and ensure that the needs of specific groups are also addressed – that is what we mean by “fair share”.

7. Champion town centres

Champion thriving town and business centres to provide the focus of our social and economic activity

- 3.17** The centres of our towns and larger villages provide vital services and leisure opportunities, often in ways that facilitates access by public transport. The M40 “gateway” area into High Wycombe has also become a vibrant mixed business and retail area, extending the offer of the District as a whole in a way that does not undermine the town centre. We see the environmental quality of these centres as critical to their success. Enhancing them to strengthen their economic attractiveness as well as making them pleasant, people friendly places to visit, is vital to their long term future.²¹

8. Mitigate Climate Change

Reduce CO2 emissions by reducing the need for travel by private car, and aid public transport viability, through intensifying existing urban areas by re-use of brownfield sites, locating development in settlements with the widest range of services and facilities, and by clustering development to achieve high quality walking, cycling and public transport provision.

²¹ Detailed policies on High Wycombe, and Marlow town centres are contained in the Delivery and Site Allocations (DSA) Plan adopted in July 2013. Policies for Princes Risborough will be found in the DSA, and the Princes Risborough chapter of this Plan document.

- 3.18** We plan to focus housing and economic development in High Wycombe, which has the widest range of local services and an improving bus services, to limit dependence on the private car for day to day activities. Of the homes we plan to deliver around 50% will be on brownfield sites, and our economic strategy seeks to both regenerate existing employment areas whilst providing some new sites. Consolidating housing and additional economic development at Princes Risborough will allow the provision of critical infrastructure that will benefit the town as a whole. Small amounts of development that are sensitive to the Area of Outstanding Natural Beauty in the larger villages together with rural exceptions schemes will help to foster the social and well-being of those communities.

4.0 The Strategy

4.1 To deliver the overall vision and objectives that we want to achieve (Section 3), we need policies that shape the scale and direction of growth in the District. The core policies set out in this section seek to do this. They also underpin the more detailed development management policies, which are used day-to-day to assess planning applications (Section 6).

4.2 These core policies are directly related to the Strategic Objectives set out in Chapter 3. The relationship between the strategic objectives and the core policies is shown in Appendix H.

4.3 The policies are set out in a strategic sequence:

Achieving sustainable development:

CP1 Sustainable development

Where development will go:

CP2 Overall spatial strategy

CP3 Settlement Strategy

What development will be delivered:

CP4 Delivering homes

CP5 Delivering land for business-

CP6 Securing vibrant and high quality town centres

CP7 Delivering the infrastructure to support growth

How development will be delivered:

CP8 Protecting the green belt

CP9 Sense of place

CP10 Green infrastructure and the natural environment

CP11 Historic environment

CP12 Climate change

- 4.4** As section 2 of this plan highlights, the scale of the need for development, particularly housing, is very high. This means that the full range of options have had to be explored to see how best to meet that need. These options have been tested to see how well they perform against the principles of sustainable development, and this has helped to shape how much development we are planning for and where it should go.

Achieving Sustainable Development

- 4.5** There is one policy in this section: CP1: sustainable development. This is an overarching policy for the plan as a whole.

CP1 – Sustainable Development

- 4.6** The Council is mindful of its duty to prepare this plan with the objective of contributing to the achievement of sustainable development²². The National Planning Policy Framework sets out the Government's overall approach to achieving sustainable development through planning and sets a presumption in favour of sustainable development, and this presumption is also included in local policy.²³ However, achieving sustainable development is best understood at a local level. For Wycombe District, the strategic objectives set out in Section 3 together with the policies of this Plan and the Delivery and Site Allocations Plan represent the Council's locally distinct interpretation of sustainable development for the District.

²² Section 39 of the Planning and Compulsory Purchase Act 2004. Sustainable Development is defined in paragraphs 6-10 of the NPPF recognising that there are three dimensions to sustainable development – an economic, social and environmental role.

²³ Delivery and Site Allocations Plan Policy DM1 (July 2013, Wycombe District Council)

POLICY CP1 – SUSTAINABLE DEVELOPMENT

- 1. The Plan delivers the vision and objectives, and principles for the main places in the District and thereby delivers sustainable development.**
- 2. The Council will require all new development to contribute towards delivering sustainable development by contributing to achieving both objectives of this Plan and the principles for the main places in the District.**

4.7 The vision and objectives are set out in Section 3, and the principles for the main places in the District are set out in Section 5. The District is made up of a number of distinct places. Chapter 5 sets out what is proposed in this plan in the main places in the District. Principles to achieve sustainable development for each place are included at the beginning of each place section, to ensure we are promoting sustainable development in a locally distinct place-specific way.

Where development will go: the Spatial Strategy

4.8 There are two policies in this section: CP2: Overall spatial strategy; and CP3: Settlement Strategy

CP2 – Overall Spatial Strategy

4.9 Our spatial strategy is driven by the interconnected locally distinct characteristics of the District:

- Our location: in the Chilterns Area of Outstanding Natural Beauty, and within the metropolitan Green Belt
- Our connections: M40 and rail to London and A404 to Thames Valley, and the need for better connections to the South East Midlands

- Our settlements, the facilities they provide and the infrastructure constraints and opportunities that exist: High Wycombe, the three other major settlements of Marlow, Princes Risborough and Bourne End, and the scatter of villages.

4.10 It is by building a strategy around these characteristics that we derive a strategy for sustainable development in the District.

POLICY CP2 – OVERALL SPATIAL STRATEGY

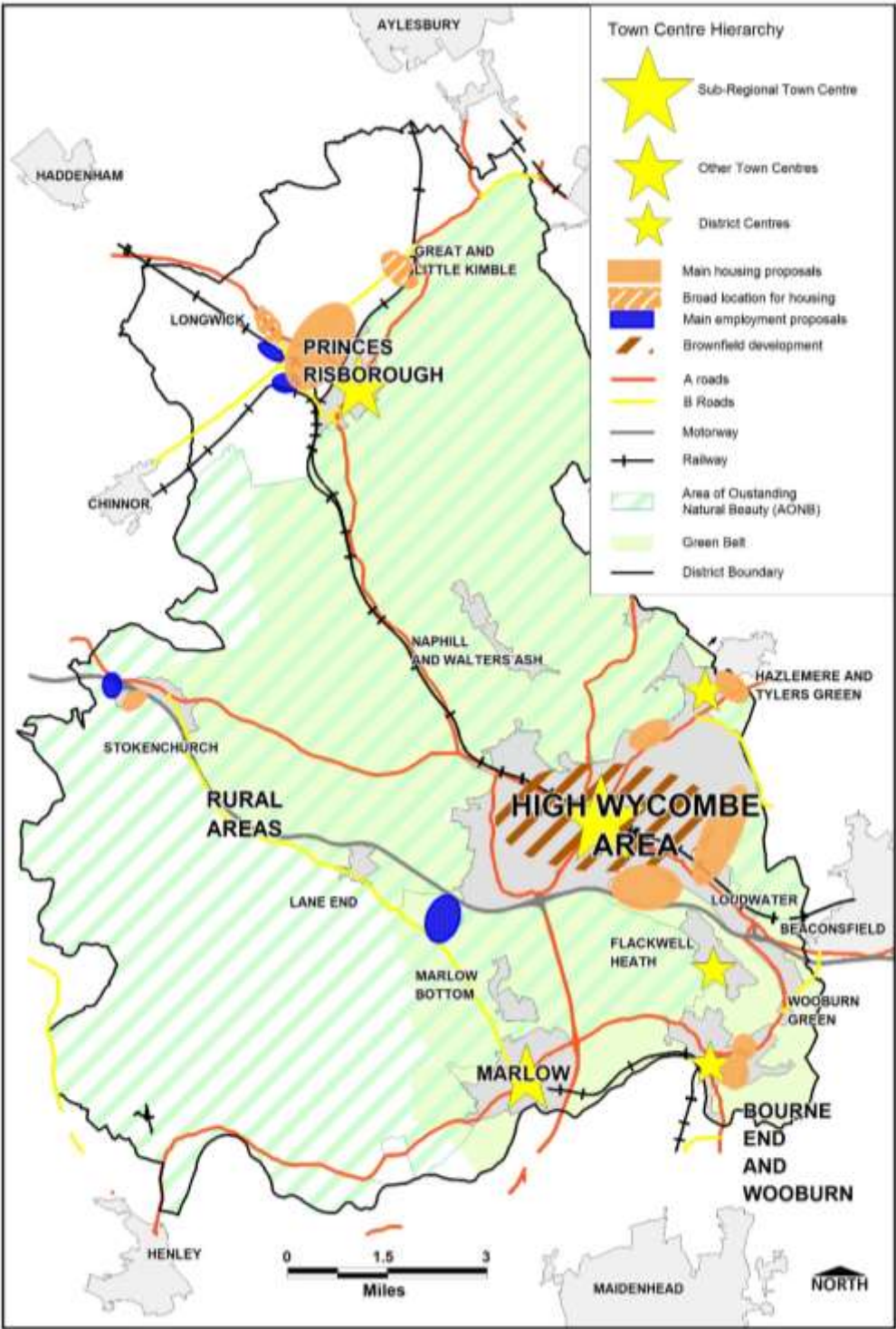
1. The Council will, through the allocations and policies in this plan:

- a) Meet as much of the District’s need for housing and employment land as is sustainable to do so (as set out Policies CP4 and CP5) whilst protecting areas where development should be restricted including:**
 - i. Attaching great weight to conserving the landscape and scenic beauty of the Area of Outstanding Natural Beauty when considering allocating sites in the Area of Outstanding Natural Beauty, and not allocating sites that constitute “major development” in the Area of Outstanding Natural Beauty;**
 - ii. Protect the Green Belt by only releasing land from the Green Belt where there are exceptional circumstances for doing so.**
- b) Direct broadly 85% of the housing requirement and most new employment land to the four larger settlements of the District (Tiers 1 and 2 of the settlement hierarchy), taking into account their relationship to the Area of Outstanding Natural Beauty and Green Belt, and their infrastructure constraints and opportunities;**
- c) Direct broadly 15% of the housing requirement to the villages and limited new employment land, and facilitating rural enterprise and diversification to foster their social and economic well-being (Tiers 3-6 of the Settlement Hierarchy);**

2. The Council will, through partnership working, progress issues of strategic connectivity relating to the strategic settlements, their connectivity and

infrastructure needs within a wider sub-regional spatial strategy for growth for inclusion in future revisions of this plan.

Figure 4 The Spatial Strategy



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- 4.11** 71% of the District is in the Chilterns Area of Outstanding Natural Beauty and 48% is in the metropolitan Green Belt. Within these areas in line with national policy it is right that development should be restricted²⁴. In the Green Belt, following a Green Belt review, exceptional circumstances have been identified to release a limited number of sites for housing or employment land purposes. However, given the importance attached to the Green Belt, the requirement to meet the objectively assessed need for development does not on its own constitute exceptional circumstances to releasing land from the Green Belt. The impact of development on the purposes for why land was included in the Green Belt, together with the sustainability of the location and the site, and the deliverability of the site are also relevant.²⁵ The Council's detailed approach to determining exceptional circumstances is set out in the Green Belt Review Part 2.
- 4.12** The strategy attaches great weight to conserving the landscape and scenic beauty of the Area of Outstanding Natural Beauty. The Council has concluded that in our local circumstances any allocation that would result in major development in the AONB would strongly conflict with the NPPF. As such they would not be sustainable development and their inclusion in the plan would be unsound. Allocations in the AONB should therefore be restricted to development which is not major, but even with this category of development great weight should still be given to any adverse impacts on the AONB, in accordance with paragraph 115 of the NPPF.
- 4.13** On the junction of the M40 and the A404, the southern area of the District is part of the Thames Valley, and a good location for business. However, the topography means that opportunities are limited. Additional land for business has therefore been identified in this part of the District, as a limited release from the Green Belt.
- 4.14** We have one large town in the District – High Wycombe, and three smaller main settlements – Princes Risborough, Marlow and Bourne End. These four

²⁴ National Planning Policy Framework (2012) paragraph 14 and footnote 9

²⁵ Buckinghamshire Green Belt Assessment – Report: Methodology and Assessment of General Areas (March 2016, ARUP); and Green Belt Part Two Assessment (September 2017, Wycombe District Council)

larger settlements have the widest range of facilities, and the best provision of public transport, and thus present the more sustainable locations for development in the District²⁶. Most of the housing development required over the plan period is therefore located in these towns, including a significant amount on brownfield land. The AONB, Green Belt and flood constraints mean that Marlow has considerably less development than would otherwise be envisaged for a town of its size.

- 4.15** However, the amount of development appropriate for each town depends not only on the Area of Outstanding Natural Beauty and Green Belt boundaries that abut them all, but also on the infrastructure constraints. High Wycombe, for example, suffers considerable traffic congestion which is difficult to address. By contrast, at Princes Risborough there is an opportunity to improve infrastructure to provide resilience for the town, as part of the proposed expansion, as well as improvements to the rail network as part of the East West Rail improvements. More detail on the role of different settlements is set out at Policy CP3 below, and proposals for the expansion of Princes Risborough is set out in section 5 of this Plan.
- 4.16** The economic, environmental and social wellbeing of the rural areas of the District are an important consideration for sustainable development. For this reason some sites for housing development have been identified in the rural areas, and detailed development management policies create more flexibility for rural enterprises to grow and adapt. The Council is also concerned to deliver affordable housing in rural areas, and will regard ‘rural exceptions schemes’ (see Policy DM 25) as appropriate development in the Green Belt.
- 4.17** In developing this spatial strategy, a wide range of options have been tested through the Sustainability Appraisal process.²⁷ This strategy for delivering sustainable development has taken into account the constraints and despite exploring all the reasonable options not all of the District’s housing need can be accommodated in the District. Rather than cause unacceptable harm to

²⁶ See Policy CP3; and Settlement Hierarchy Study update (September 2017, Wycombe District Council)

²⁷ Sustainability Appraisal of the Proposed Submission Wycombe District Local Plan (September 2017, AECOM & Wycombe District Council)

the Area of Outstanding Natural Beauty and/or require further land to be removed from the Green Belt resulting in significant harm to the Green Belt, a more sustainable option is for the remaining housing to be located in Aylesbury Vale. Similarly not all the forecast demand for employment land can be accommodated within the District but additional employment land provision in Aylesbury Vale means that across the functional economic market area needs will be met.²⁸

- 4.18** Wycombe District is working in partnership with Buckinghamshire County Council, Buckinghamshire Thames Valley Local Enterprise Partnership and Highways England looking at resolving how High Wycombe can be better accessed from the M40. Similarly, improvements to the A404 are also being explored as part of Highways England's M25 South West Quadrant Study. Decisions in relation to funding strategic infrastructure improvements arising from these studies are on a timescale that does not allow them to be included in this plan. These decisions place the sustainable development of Wycombe District within a wider strategic, spatial strategy for infrastructure investment to manage the growth of the wider sub region.
- 4.19** An option to connect East West Rail and Crossrail between High Wycombe and Bourne End is under consideration, which would create excellent rail transport between the Thames Valley and the South East Midlands, by providing the 'missing link' between Crossrail and East West Rail.
- 4.20** Discussions are also at an early stage with Buckinghamshire County Council and the England's Economic Heartlands Strategic Alliance about better road connections between the Thames Valley and the South East Midlands, in particular the pressing issue of resolving the most effective north-south route between the two main towns of the County – Aylesbury and High Wycombe. Wycombe District Council is clear that improving the A4010, with its inherent constraints, and its location in the Area of Outstanding Natural Beauty, is not the automatic option for consideration for this strategic route, but wishes to work strategically with the County Council in resolving this issue swiftly.

²⁸ See Policies CP4 and CP5 for more detail

- 4.21** In addition, the National Infrastructure Commission is considering the most appropriate corridor for the Oxford to Cambridge Expressway and the Government is proposing a new runway on the western side of Heathrow Airport. Both of these will be a significant influence on the strategic geography of Buckinghamshire as a whole, and therefore for Wycombe District.

CP3 – Settlement Strategy

- 4.22** The settlement strategy identifies the level of facilities and services available in different places in the District, and ensures that development is not proposed in places without the facilities and services to support it.

POLICY CP3 – SETTLEMENT STRATEGY

The Council will direct development within the District in the following way:

- 1. Tier 1: High Wycombe area. The prime focus for development, including housing and new economic development, will be the urban area of High Wycombe through:**
 - a) Regeneration and change in the existing built-up area including the redevelopment of suitable previously developed sites for both housing and employment purposes;**
 - b) Maintaining and respecting the physical and community identity of adjoining settlements;**
 - c) Development of the former reserve sites;**
 - d) Land removed from the Green Belt that is identified in this Plan to deliver new employment floorspace and homes.**
- 2. Tier 2**
 - a) Princes Risborough: on suitable previously developed land within the built up area, and through major residential led expansion on the west side of Princes Risborough including improvements to the town centre, the station area and additional land for business.**

b) Marlow: on suitable previously developed land within the built up area, and provision for business through the regeneration of the Globe Park Strategic Employment Area.

c) Bourne End and Wooburn: on suitable previously developed land within the built up area, on the former reserve site at Slate Meadow, and on land removed from the Green Belt that is identified in this Plan.

3. Tier 3 and 4: Higher Order and Other Service Villages, through:

a) Development within the settlement boundary as identified on the policies map;

b) Limited land removed from the Green Belt that is identified in this plan;

c) Limited development at specified villages beyond the Green Belt;

d) Rural exceptions affordable housing schemes;

4. Tier 5 and 6: Small villages and hamlets through

a) Rural exceptions affordable housing schemes where the settlement has some local services.

5. Support for rural businesses: other allocations as identified in this Plan or in neighbourhood plans;

6. Outside of these areas and settlements, development will be restricted to that which is appropriate in a rural area

4.23 Detailed policies for the support of rural businesses are DM5, DM27, DM42, DM44 and DM45

4.24 Detailed policy that sets out the development appropriate in a rural areas are DM42 – DM45

4.25 The settlement hierarchy²⁹ identifies the range of facilities and services in each place and how easy it is to access public transport and areas of employment. The wider and larger range of facilities the more sustainable

²⁹ Settlement Hierarchy Study update (September 2017, Wycombe District Council)

the location is in terms of minimising the need to travel in particular and being able to travel by more sustainable modes. The main elements of the hierarchy are set out in table 3 below and shown in figure 5, the full list of settlements in the hierarchy is included at Appendix C

Table 3 Main elements of the settlement hierarchy for Wycombe District

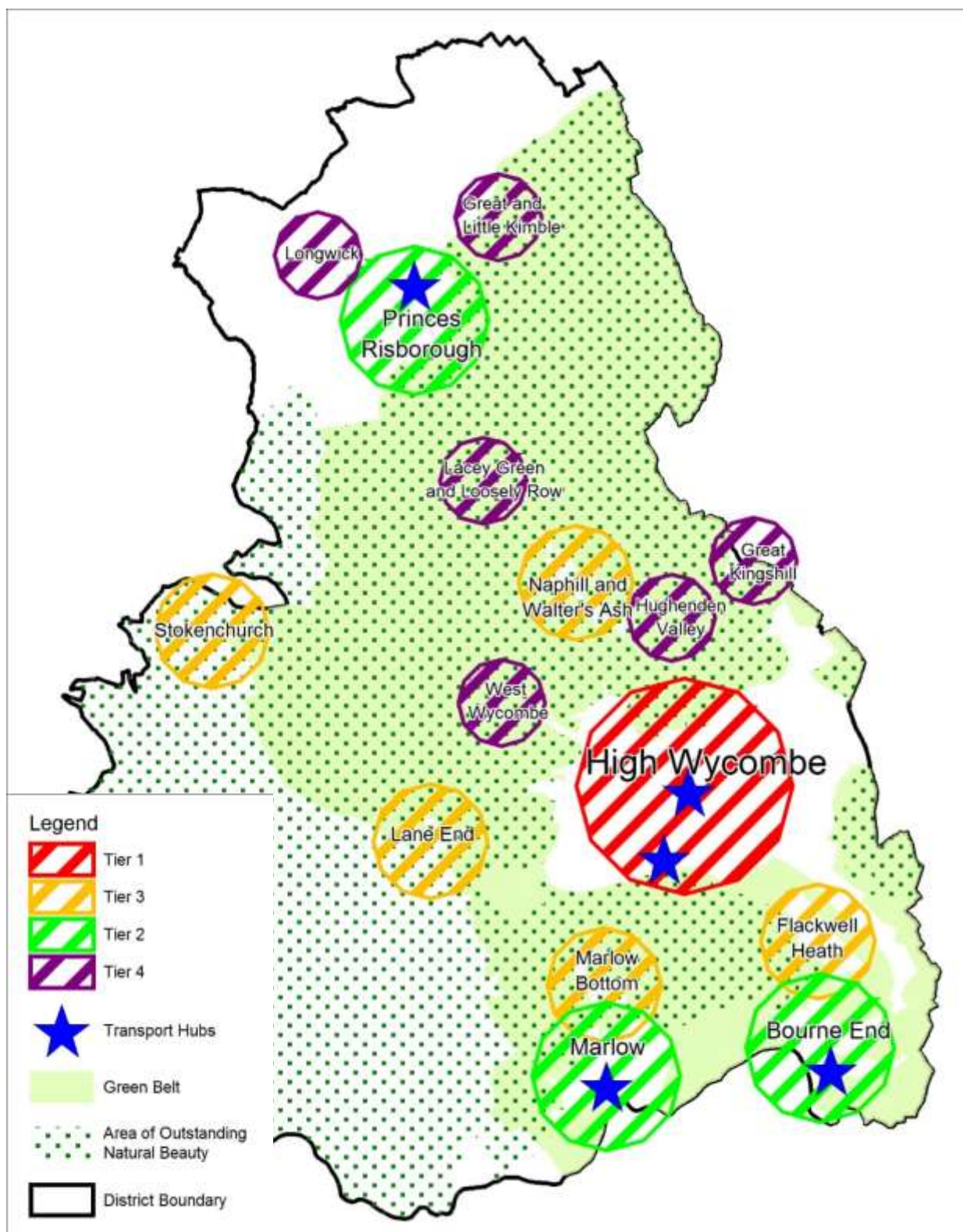
Tier 1	Large Urban Areas – High Wycombe
Tier 2	Market Towns and Other Major Settlements – Bourne End and Wooburn, Marlow, Princes Risborough
Tier 3	Higher order service villages
Tier 4	Other service villages
Tier 5	Small villages
Tier 6	Hamlets

- 4.26** The sustainability of the settlements has to be considered alongside other factors, particularly environmental constraints such as the Chilterns Area of Outstanding Natural Beauty and the policy constraint of the Green Belt. These factors have affected how much development might be accommodated in different places across the District, drawing on the evidence set out in the Council's assessment of land available for development³⁰.
- 4.27** Policy CP3 sets out the Council's approach to directing development to the different settlements. The High Wycombe area is identified as the principal focus for development – it offers by far the best range of services, facilities, access to jobs and to public transport in the District. The High Wycombe area is a functional one that extends beyond the unparished area to include a number of the villages that are connected to the town but have their own sense of identity. The Council is not proposing that these villages become

³⁰ Housing and Economic Land Availability Assessment (September 2017, Wycombe District Council)

part of High Wycombe, rather it is recognised that due to the close proximity and connectivity of these areas for planning purposes can be seen to be part of a larger High Wycombe area. There are opportunities to redevelop brownfield sites within the town and the town will benefit from further regeneration. However the opportunity to develop around the edge of the town are more limited due to the Chilterns Area of Outstanding Natural Beauty and the Green Belt, although the Green Belt assessment has identified some limited further opportunities and the former reserve sites also provide scope for development. The ability of the town to accommodate more development is also constrained by the significant traffic congestion, caused in large part by the topography of the town, and the limited opportunities to avoid traffic following the valley bottom.

Figure 5 Settlement hierarchy



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- 4.28** Princes Risborough is a market town in the north of the district on the edge of the Green Belt and Chilterns Area of Outstanding Natural Beauty. It has good public transport links which will improve with the East/West Rail project, but does not have the same level of services and facilities as the High Wycombe area and it also has a weaker economic base than the other main towns. The Chilterns Area of Outstanding Natural Beauty and the Green Belt on the eastern side of the town which severely restrict the scope for development there are not replicated to the west. As such a major expansion of the town is proposed to the west, with the aim that “clustering” of development in one large urban extension will deliver the critical infrastructure improvements that are needed. Whilst major housing growth is proposed at Princes Risborough, much higher levels of growth are still planned to take place at High Wycombe – much of this is on brownfield land and within the main built up area.
- 4.29** Whilst benefiting from a good employment base and a good range of local services, Marlow is severely constrained by Green Belt, Area of Outstanding Natural Beauty and the floodplain of the River Thames. Development will therefore be focused within the town and will be more limited in scale. Marlow is an important employment location within the Thames Valley, and has one of the Districts key employment areas at Globe Park. Improvements need to be made as it is not performing as well as it should due to access and egress issues and parking constraints.
- 4.30** Bourne End and Wooburn regards itself as a number of villages, rather than as a town, although physically the settlements are connected. In terms of population it is only a little smaller than Princes Risborough. The village centre at Bourne End offers fewer facilities, and is classified as a District Centre rather than a Town Centre (see Policy CP6 Securing Vibrant and High Quality Town Centres). It is, however, larger than the other large villages such as Flackwell Heath and Stokenchurch, has a wider range of services and facilities, employment opportunities and better public transport provision so is included in Tier 2 of the Settlement Hierarchy. Whilst the River Thames floodplain restricts the scope for development to the south/south west of the village, the village is not surrounded by the Area of

Outstanding Natural Beauty. The former reserve site together with an opportunity arising from the Green Belt assessment means that there is scope for further development in this location.

- 4.31** Some of the larger villages³¹ provide an opportunity for sustainable development whilst protecting their intrinsic character and the environmental quality of the area. However the scope is variable due to the Chilterns Area of Outstanding Natural Beauty, the potential harm to the Green Belt and their differing range of facilities including their public transport provision. Somewhat larger scale growth is anticipated at Longwick and Great and Little Kimble. Longwick is beyond the Green Belt and AONB, whilst Great and Little Kimble benefit from good public transport provision but whose location straddling the Green Belt and AONB boundary and in the setting of the Chiltern escarpment limits the scope for any more major development.
- 4.32** At the smaller villages and hamlets, significant development in these settlements would not be sustainable due to the limited facilities and reliance on the private car for transport. Development here will therefore often conflict with environmental and policy constraints and affect the character of the settlements. However very limited development – such as rural exception housing – could benefit the social and economic wellbeing, particularly where small villages do have some local facilities.

³¹ Tiers 3 and 4 of the settlement hierarchy

What development will be delivered

- 4.33** There are four policies in this section: CP4: Delivering homes; CP5: Delivering land for business; CP6: Securing vibrant and high quality town centres; CP7: Delivering the infrastructure to support growth

CP4 – Delivering Homes

- 4.34** Delivering homes is a key objective of this plan and of national planning policy to ensure that there are sufficient homes for everyone. Providing enough homes in Wycombe District is a particular challenge given the extent of nationally important environmental and planning constraints that exist.

POLICY CP4 – DELIVERING HOMES

- 1. The housing target for the District for the plan period 2013-2033 is 10,925 homes.**
- 2. These homes will be distributed across the District broadly as follows:**
 - a) Tier 1 - 6,350 homes at the urban area of High Wycombe**
 - b) Tier 2 – 3,200 homes, broadly distributed as follows:**
 - i. 2,050 homes at Princes Risborough³²**
 - ii. 350 homes at Marlow**
 - iii. 800 homes at Bourne End and Wooburn**
 - c) Tiers 3-6- 1,400 homes broadly distributed as follows:**
 - i. 300 homes in Longwick-cum-Ilmer Parish**
 - ii. 160 homes in Great and Little Kimble cum Marsh Parish**
 - iii. 940 across the rural areas, focused on the larger and medium sized villages (Tiers 3 and 4 of the settlement hierarchy)**

³² The expansion of Princes Risborough is expected to continue beyond the end of the plan period in 2033 adding approximately a further 600 homes to this total.

3. Provision will be made to help address the needs for different types of housing including:

- a) Provision of affordable housing of appropriate tenures having regard to the needs for different forms of affordable housing**
- b) Provision of accommodation for the older people including through existing commitments, on sites allocated for housing and through ensuring new housing is more accessible.**
- c) 7 pitches to meet the needs of Travellers and 3 plots to meet the needs of Travelling Showpeople.**
- d) Seeking an appropriate mix of house types and sizes.**

4. These homes will be delivered through:

- a) Existing completions and commitments**
- b) Allocations in this Plan as set out in Appendix D and in the Delivery and Site Allocations Plan, and shown on the Policies Map**
- c) Allocations in Neighbourhood Plans**
- d) Through windfall development, in accordance with other policies in the Development Plan.**

4.35 Detailed policy on the requirements for affordable housing is set out at DM24

4.36 The Buckinghamshire Housing and Economic Development Needs Assessment (December 2016 and Addendum, August 2017) indicates that the need³³ for housing across the whole of the Buckinghamshire Housing Market Area around 46,200 homes for period 2013 – 20133. The need for housing in Wycombe District is 13,200 homes for the same period or around 660 homes per year. However, not all this growth can be accommodated in the District (see below). Wycombe is proposing to build 10,925 over the plan

³³ This is the full objectively assessed need for housing, identified in line with national policy and practice guidance. The figure is an “unconstrained” figure – i.e. it is not adjusted to take account of any policy or environmental constraints.

period, or about 550 a year. Aylesbury Vale District Council has agreed to take our ‘unmet need’.

4.37 The starting point in Government policy is for authorities to meet their objectively assessed need (for housing and other development) unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits of doing so, or specific national policies restrict development such as the Green Belt, Areas of Outstanding Natural Beauty or areas at risk of flooding.³⁴ Where an authority cannot meet its objectively assessed need within its own area, under the Duty to Cooperate, then it can seek neighbouring authorities to help meet those unmet needs, starting with authorities that are within the defined Housing Market Area, provided this is consistent with achieving sustainable development.³⁵

4.38 The Council has thoroughly reviewed the scope for meeting its housing needs within the District. This has included:

- Assessing the scope for development on previously developed (“brownfield”) sites (in urban and rural areas), including on former employment land where appropriate;
- Development of the former reserve sites;
- Assessing the scope for major expansion of Princes Risborough beyond the Green Belt and Area of Outstanding Natural Beauty;
- Identifying opportunities at settlements in the AONB whilst giving great weight to conserving its landscape and scenic beauty and not promoting major development in the AONB.
- Reviewing the scope for removing areas of land from the Green Belt where there are exceptional circumstances for doing so;
- Identifying the scope for development in the more sustainable villages outside of the Green Belt;

4.39 The process included consulting on proposals in a draft Local Plan (June 2016) and then further reviewing the potential housing capacity of the District

³⁴ National Planning Policy Framework (2012) paragraph 14

³⁵ National Planning Policy Framework (2012) paragraphs 47 and 182

in the light of the consultation responses, including through Duty to Cooperate discussions, and in the light of updated evidence. The range of strategic and site specific options considered and assessed are set out in the Sustainability Appraisal, together with the reasons for why certain options were included in this Plan and why others were not taken forward.³⁶

- 4.40** Having considered and tested all the reasonable options a housing capacity of 10,925 was identified for within the plan period to 2033. Development above this level would cause significant and demonstrable harm or be contrary to specific national policies that restrict development. Table 4 shows the main sources of the housing supply identified.

Table 4 Main sources of Housing Land Supply

2013-2033	Total net dwellings
Previously developed sites in urban and rural areas	5,611
Development of the Former Reserve Sites (Greenfield)	1,755
Princes Risborough expansion (Greenfield)	1,662
Green Belt Review (Greenfield)	1,139
Other Greenfield (including around villages)	760
Total	10,927

- 4.41** The housing capacity identified means that the authority is not able to meet its full objectively assessed need for housing in a way that is consistent with the NPPF. As part of the Duty to Co-operate and in line with national planning policy, the Council has been in discussion with the other Buckinghamshire Districts, Buckinghamshire County Council and Buckinghamshire Thames Valley Local Enterprise Partnership on accommodating housing needs across the Housing Market Area. As a result

³⁶ Sustainability Appraisal of the Proposed Submission Wycombe District Local Plan (September 2017, AECOM & Wycombe District Council)

of those discussions Aylesbury Vale have agreed³⁷ to accommodate 2,275 homes in the Vale of Aylesbury Local Plan which constitutes the unmet housing needs of Wycombe District, with a result that the housing target for Wycombe District is 10,925 homes.

- 4.42** The housing requirement of 10,925 results in an annual requirement of 546 homes per year.
- 4.43** The National Planning Policy Framework requires authorities to demonstrate that they have a five year supply of “deliverable” sites. This applies to the district level of housing provision only. It also has to identify a supply of specific “developable” sites or broad locations for growth for years 6-10 and where possible years 11-15. Table 5 sets out the anticipated delivery profile of the housing across the plan period.

Table 5 Housing Delivery Profile

Timing	Net number of dwelling (approx. and rounded)
2013-16 (Completions)	1,065
2016-18	1,316
2018-23	4,387
2023-28	2,658
2028-33	1,501
Total	10,927

- 4.44** Based on a requirement of 546 homes per year and taking account of any shortfall in provision from the start of the plan period, the Council can demonstrate a 5 year housing land supply of deliverable housing sites³⁸, and identify sufficient developable sites to meet national policy requirements. Indeed the Plan identifies sufficient sites and broad areas to meet the housing target in full up to 2033.

³⁷ See Memorandum of Understanding between Aylesbury Vale District Council, Chiltern District Council, South Bucks District Council, Bucks Thames Valley Local Enterprise Partnership, and Wycombe District Council (July 2017).

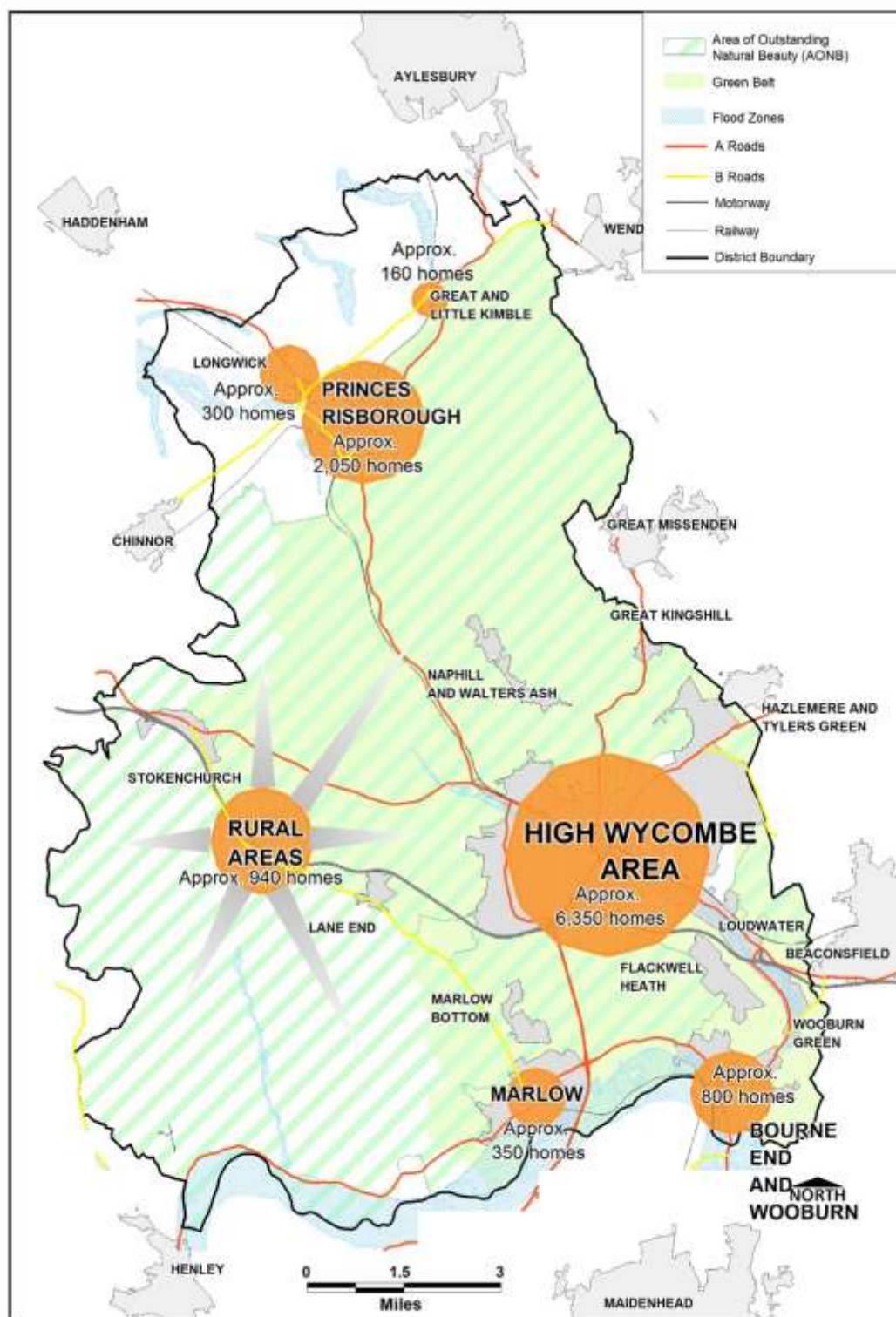
³⁸ This applies for the 5 year periods 2016-21 and 2018-23.

- 4.45** Table 6 indicates that some of this supply has already been built and some is already committed for housing, through existing planning permissions and sites identified in the Delivery and Site Allocations Plan. However this Plan is allocating land for around an additional 5,800 homes up to 2033 of which nearly a third is on the former reserve sites included in the previous plan, the Wycombe Core Strategy. Some limited additional provision will be made through allocations in emerging neighbourhood plans.

Table 6 Make-up of housing supply by level of commitment

Type of site	Net Dwellings
Completions (2013-16)	1,065
Sites with permission or under construction @ 1/4/16	2,456
Allocations in the Delivery and Site Allocations Plan	579
Allocations in 'made' Neighbourhood Plans	20
Allocations in this Local Plan (up to 2033)	5,823
Allocations to be made in Neighbourhood Plans	425
Windfall	559
Total	10,927

Figure 6 The housing distribution 2013-33



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4.46 In the villages site specific allocations are proposed in this Plan to determine how much housing should be provided rather than identifying “housing targets” for each village. The exception is where villages outside of the Green Belt are preparing neighbourhood plans, in which case a housing target has been identified having regard to the potential in those villages, including the constraints and sustainability of the village. Allocations can then be made through neighbourhood plans. It should be noted that most of the larger villages are within the Green Belt and the National Planning Policy Framework³⁹ does not allow neighbourhood plans to “make changes” to the Green Belt.

4.47 The housing provided through this plan will not just be provided in a range of locations but also on a range of sizes of sites. This includes a site that in total will deliver around 2,400 homes⁴⁰ at Princes Risborough and a number of sites accommodating several hundred homes, to many sites accommodating less than 10 homes. Table 7 shows that around 40% of the housing supply will come forward on sites of less than 100 homes and 60% on sites of more than 100 homes. This range and choice of sites enables different types of housing providers to deliver housing in the District, including major national house builders and smaller scale local builders. It also provides significant opportunities for self and custom build housing. This range of opportunities for different types of providers helps to maximise the ability to maintain strong housing delivery during the plan period.

³⁹ National Planning Policy Framework (2012) paragraph 83

⁴⁰ Around 1,750 homes within the plan period to 2033, the remainder after the end of the plan period.

Table 7 Site size range for housing provision

Supply by Net Site Size - 2013-33		
Overall Net Site Size	Number of Homes	Percentage of supply
Under 10 units	1,750	16%
10 - 99 units	2,635	24%
100 - 499 units	3,651	33%
500 units & above	2,891	26%
	10,927	100%

4.48 Overall the Plan sets out an approach to housing that will provide a significant uplift to the delivery housing in the District compared with plans over the last 20 years with strong delivery, particularly in the first half of the Plan period due to:

- The existing high level of commitments and level of site identification
- The spatial distribution of housing
- The range of type and sizes of sites.

4.49 The Buckinghamshire HEDNA Addendum⁴¹ and other studies⁴² highlight the need not just for the overall level of housing but also the needs of different sectors of the community. This includes:

- Affordable housing – the HEDNA identifies a need for at least 3,140 homes to be affordable housing
- Homes for older people – the HEDNA identifies a need for 1,790 specialist holder persons housing units of various type in the District ⁴³

⁴¹ Buckinghamshire Housing and Economic Development Needs Assessment – Addendum (July 2017, Opinion Research Services and Atkins)

⁴² Buckinghamshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (February 2017, Opinion Research Services)

⁴³ This includes all types of housing not only care or nursing homes

- 4.50** Travellers and Travelling Showpeople – the latest assessment⁴⁴ indicates a need for 7 pitches for travellers and 3 plots for travelling showpeople. The Development Management policies in section 6 sets out policies for addressing those needs and these may be supplemented by more detailed supplementary planning documents as appropriate to provide further guidance.
- 4.51** In relation to affordable housing, based on existing commitments and application of the requirements of Policy DM24 (Affordable Housing) most of the affordable housing need identified for the District can be provided for in the District. However it is possible that a small part of that need may not be capable of being accommodated within Wycombe District. As part of Duty to Cooperate discussions, as Aylesbury Vale District Council has agreed to accommodate some of Wycombe District's overall unmet housing need it has also agreed that the level of affordable housing expected to be secured as part of that overall unmet housing need should contribute to meeting the relevant affordable housing needs of Wycombe District.⁴⁵

CP5 – Delivering land for business

- 4.52** Fostering economic growth is a key objective of the plan. The District, and particularly the southern half, is well located and connected to secure further economic development. However, the District has only a limited supply of flat land, making it important for the Council to make the most of employment opportunities.

POLICY CP5 – DELIVERING LAND FOR BUSINESS

The Council will address the needs of the local economy by:

- 1. Safeguarding strategic and local employment areas (as set out in**

⁴⁴ Buckinghamshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (February 2017, Opinion Research Services)

⁴⁵ Memorandum of Understanding between Aylesbury Vale District Council, Chiltern District Council, South Bucks District Council, Bucks Thames Valley Local Enterprise Partnership, and Wycombe District Council (July 2017)

Appendix G) from non-business development as well as encouraging and facilitating their ongoing regeneration and redevelopment for economic purposes.

- 2. Supporting High Wycombe as a location for high quality offices by ensuring the delivery of existing key employment commitments, including Handy Cross Hub and High Wycombe Town Centre sites, to provide new B1a office accommodation;**
- 3. Allocating 21⁴⁶ ha of new strategic and local employment areas including:**
 - a) Additional new employment sites on the edge of High Wycombe (Wycombe Airpark), and limited employment development on some of the former reserve sites (Abbey Barn South and Gomm Valley) to improve the range and choice of sites;**
 - b) New employment sites at Princes Risborough (land adjacent to Regents Park and at Lower Icknield Way) and;**
 - c) A new employment site at Stokenchurch (on land adjoining Stokenchurch Business Park).**
- 4. Facilitating rural enterprise and diversification**

4.53 Detailed policies facilitating rural enterprise and diversification are DM27 and DM42 – DM45.

4.54 Wycombe has a strong economic base with a large number of small, specialised businesses as well as large companies. Despite the restructuring of the economy over the past 15 years, Wycombe still has a strong industrial base but this is changing as our economy becomes more focused on the service and business sectors which have different needs in terms of premises and facilities for their workforce.

⁴⁶ This is based on the additional floorspace figures and applying plot ratios of 50% of the site area for office and warehousing and 40% for industrial uses.

- 4.55** Economic forecasts in the HEDNA suggest there is scope for further growth in office and warehousing jobs and hence floorspace, but further decline in industrial space (see table 8). (Positive figures indicate a growth whereas negative figures indicate a projected decline).

Table 8 Economic forecast for Office, Industrial and Warehousing uses over plan period

	Demand (sqms)	hectares
B1a/b Office	+68,000	+14
B1c/ B2 Industrial	-48,000	-12
B8 Warehousing	+34,000	+7
Total	+54,000	+8

- 4.56** The Council assessed a wide range of different options and approaches in order to try and meet this demand. These are summarised below:
- Delivering permitted schemes** - The Council's approach is to deliver permitted major proposals for office development at Handy Cross Hub alongside the already implemented public transport hub (Coachway Park and Ride), and sites available in High Wycombe Town Centre for office development. This provision also helps offset losses of office space to residential development under permitted development rights.
 - Retaining existing employment land** - The Plan seeks to retain as many new and existing Strategic and Local Employment Sites as possible, whilst recognising that some of the existing stock will be lost as it does not have a realistic prospect of being used for employment in the future. The Council's Employment Land Review⁴⁷ considered which sites should be retained (see policy DM 29), this has been supplemented by a further update⁴⁸ which identified sites which could be released to housing. In addition, the Delivery and Site Allocations

⁴⁷ Wycombe District Council Economy Study and Employment Land Review (January 2014, Peter Brett Associates)

⁴⁸ Report to the Wycombe District Council Cabinet dated 20 September 2015, 'Short Term Employment Land Review'

Plan⁴⁹ policy DM5 on scattered business sites sets out the approach for the protection of smaller sites.

- iii. **The adopted Delivery and Site Allocations Plan** (July 2013) allocates a number of sites for employment purposes in the higher tier centres of Wycombe District. These sites are factored into our assessment
- iv. **Regeneration** - The Plan aims to regenerate existing key business sites and areas to maintain and improve their attractiveness through improving access, addressing on site issues such as car parking, and improving the environmental quality. The Council regards the Cressex Business Park in High Wycombe and Globe Park in Marlow to be the two priority areas for improvements and regeneration – see policies HW18 and MR7.
- v. **New Site Allocations** - As part of the preparation of the new Local Plan, work was undertaken to try and identify further sites which meet the locational requirements of modern business in suitable locations for development and, as a result, some additional sites were identified, focused on higher tier settlements in the settlement hierarchy, including:
 - High Wycombe - land releases from the Green Belt at Wycombe Airpark and High Heavens, where exceptional circumstances are considered to exist⁵⁰, and smaller scale employment land provision on some of the reserve sites. This provision will help to off-set some of the historical employment land losses and those expected to happen during the Plan period.
 - Princes Risborough - New employment land is also being allocated to provide new opportunities for business development to complement the expansion of the town and to provide opportunities for businesses to relocate from elsewhere in the town, particularly

⁴⁹ Adopted by the Council in July 2013. The policies in that plan are up to date, and not subject to review as part of the preparation of this Local Plan.

⁵⁰ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

where that is necessary to facilitate the development of the expansion area.

- Stokenchurch – on land which is within the AONB but is not considered to constitute ‘major development in the AONB’, also helping to offset losses as well as meet new demand.

vi. **For rural areas**, recognising that small changes to existing business centres or farm diversification can make a significant contribution to the rural economy. This objective is supported through policies DM42 to DM45 in this plan.

4.57 Despite having taken all of the above measures to find additional sites, it is clear from table 9 below that there is a significant shortfall in the supply of sites available in the District of about 10 hectares even once the potential allocation of the extra 21 hectares of employment land are taken into consideration. Whilst this level of allocation exceeds the forecasts there is an overall deficit when anticipated future losses of floorspace are factored in. This deficit is in the office (B1a/b) sector, as the industrial (B1c/B2) and warehousing (B8) surplus and deficit, broadly balance each other out. It is however considered likely that the full demand set out in the forecasts, will not be met in full during the Local Plan period.

4.58 Assumptions are made in table 9 about how the supply will be split between the different sectors and also with regard to potential future losses of employment land through permitted development rights. There is a great degree of uncertainty about predicting future losses from permitted development and limited evidence to assess the degree to which this will continue in the future as, it has only been in force since May 2013 and was initially intended to be for a three year period, although it has since been made permanent.

Table 9 Employment Land Demand, Potential Supply and Balance

	Demand	Potential Supply	Demand/Supply balance (+ = surplus supply against demand)		Potential new allocations		Balance taking account of potential allocations	
			sqm	ha	sqm	ha	sqm	ha
B1a office	68,000	-1,000	-69,000	-14	14,000	3	-55,000	-11
B1c/B2 industrial	-48,000	-81,000	-33,000	- 8	50,000	13	17,000	4
B8 warehousing	34,000	-15,000	-49,000	- 10	30,000	6	-19,000	-4
Total	54,000	-97,000	-151,000	- 32	95,000	21	-57,000	-10

Figures do not add up due to rounding.

- 4.59** As a result, the Bucks districts commissioned further forecasts and sought further views of the commercial property market through the Bucks Thames Valley LEP. The outcome of that work is set out in an Addendum to the HEDNA⁵¹. From a market perspective, this indicates that currently demand for office space is weak but demand for industrial land is stronger than is indicated in the HEDNA forecast.
- 4.60** As is clear from table 9 above, meeting our needs in the office sector is likely to be challenging. There is a mismatch between market intelligence on the demand for offices currently and the HEDNA economic forecasts. This appears to be a result of structural change in the commercial property market during and since the last recession, with reduced office density rates and more agile working being particular features.
- 4.61** In terms of the warehouse sector, the level of need is relatively small and could be met on the surplus industrial land where the demand exceeds supply (see table 9)⁵². This additional employment land will help to compensate for any additional unforeseen losses (including due to permitted development) and provides some limited range and choice of sites and floorspace, as required by national policy.
- 4.62** The HEDNA Addendum concludes by advising that the Oxford Economics labour demand forecasts in the HEDNA is the preferred forecast for planning employment needs. However it indicates that authorities should take account of revised forecasts in the HEDNA Addendum. Ultimately the Addendum suggests that there is a case for taking a cautious approach to defining and allocating employment land to meet B class uses at present, given the market uncertainties and the historic picture in Buckinghamshire, so that we don't plan for growth that doesn't materialise. In addition, it suggests that a flexible approach is taken to allocating employment sites where the land is

⁵¹ Buckinghamshire Housing and Economic Development Needs Assessment – Addendum (July 2017, Opinion Research Services and Atkins)

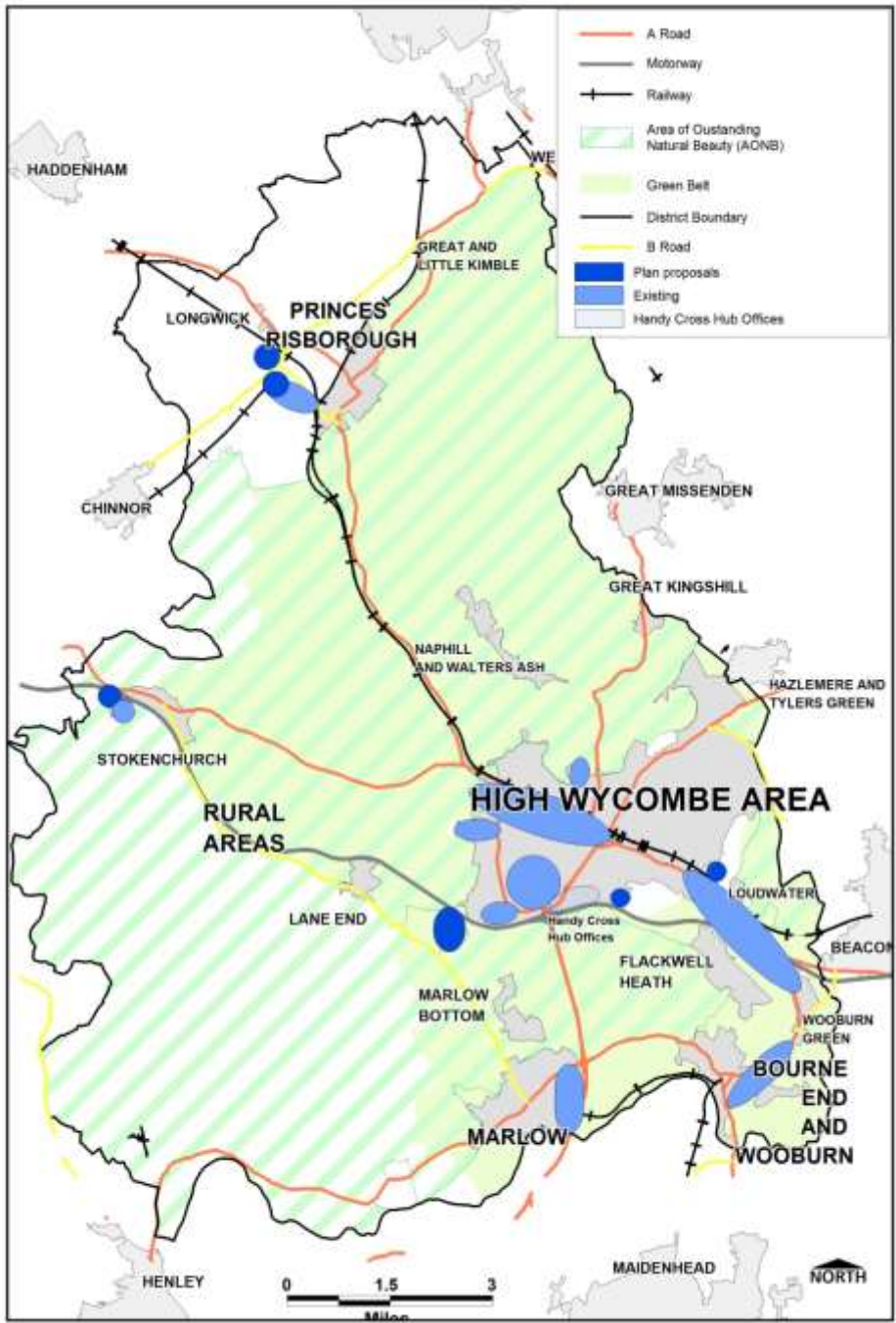
⁵² It should be noted that for new sites broad assumptions had to be made about the potential balance between B1c/B2 and B8. Detailed proposals, depending on market conditions, may result in a different balance to the assumptions made.

suitable for a range of B class uses and to monitor the situation closely and manage it through plan reviews.

- 4.63** This is the approach that has been adopted and consequently, while table 9 sets out the Council's 'best estimate' at matching supply against demand it needs to build in an element of flexibility in that the assumptions for one sector could be met on sites assumed to be taken up by an alternative sector. As such, allocations in this Plan are flexible to be responsive to possible changes in market conditions. In addition the assumptions made about permitted development losses (i.e. office to residential) over the Plan period which are a key factor leading to the shortfall of office floorspace against forecasts need to be regarded as flexible in that there is only limited historical data on which to base them – they are best estimates at this point in time.
- 4.64** Work has been undertaken across the Functional Economic Market Area (FEMA) under the duty to co-operate to consider the overall balance between supply and demand. This is set out in the HEDNA Addendum. A Memorandum of Understanding has been signed⁵³ for Buckinghamshire which will allow some of the surplus opportunities for employment land provision in Aylesbury Vale to meet some of the unmet employment needs as assessed against the Oxford Economics forecasts in Wycombe District, and agreeing the flexible approach outlined above. Overall across the FEMA there is sufficient land to meet the forecast for jobs, but currently a mismatch within the B uses class sectors.
- 4.65** Figure 7 illustrates the spatial distribution of this strategy.

⁵³ Memorandum of Understanding between Aylesbury Vale District Council, Chiltern District Council, South Bucks District Council, Bucks Thames Valley Local Enterprise Partnership, and Wycombe District Council (July 2017)

Figure 7 Economic development strategy



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CP6 – Securing vibrant and high quality town centres

- 4.66** Our town, district and local centres are at the heart of our community and provide the focus for where people shop, work, live and visit. Our town centre uses in particular are also easily accessible, particularly by public transport, making them sustainable locations for development, particularly “town centre uses” such as shops, offices, leisure and entertainment facilities that attract a lot of people

POLICY CP6 – SECURING VIBRANT AND HIGH QUALITY TOWN CENTRES

The Council will:

- 1. Direct proposals for town centre uses to town and district centres (as defined on the Policies Map) at the appropriate level in the town centre hierarchy (as set out in table 10) according to the scale and function of the use.**
- 2. Enhance our town and district centres and improve the quality of the public realm in:**
 - a) High Wycombe –**
 - i. Through the implementation of the High Wycombe Town Centre Masterplan and delivery of site specific proposals;**
 - ii. Initially through a focus on the take up of vacant units and making best use of existing town centre retail and leisure space;**
 - b) Princes Risborough – through the delivery of town centre public realm improvements and transport changes, and implementation of town centre development sites;**
 - c) Marlow – through the implementation of key development sites, and through provision of improved links to Globe Park**
 - d) Bourne End – through proposals in the Wooburn and Bourne End Neighbourhood Plan.**

- 4.67** The town centre hierarchy (table 10) seeks to direct the right type and scale of uses to the right type of centre, so that every day needs are met at a local level and wider needs accommodated in the larger centres.
- 4.68** Evidence indicates that the demand for retail space will continue to grow despite changing shopping habits such as online shopping although retail forecasts are inherently uncertain for later in the plan period⁵⁴.
- 4.69** The Council's Delivery and Site Allocations Plan already identifies a range of sites to help meet the need for new retail development in or on the edge of our town centres and sets out detailed policies for retail development and town centre uses, including the overarching "town centres first" principle. These sites are primarily "mixed use" sites to encourage and widen the range of uses and activities in our town centres.
- 4.70** In High Wycombe town centre there are currently a number of vacant shop units and underutilised areas and it is important that the future take up of these sites or redevelopment of sites is not inhibited by major retail development outside of the town centre. Indeed the Council is, where possible, taking direct action to bring vacant shop units into use and bring forward land within its control, as well as working with the High Wycombe Town Centre BiDCO in its wide support for the town centre. In short the focus should be on taking up the slack in the town centre.
- 4.71** Overall the sites identified together with take up of a proportion of the vacant units are capable of meeting forecast needs up to 2028, but the lack of other suitable sites in or on the edge of High Wycombe town centre, and indeed beyond limit the overall capacity of the town for retail capacity without impacting on other key constraints⁵⁵.
- 4.72** Town centres are an excellent location for offices and High Wycombe town centre has not seen significant office growth in the past. Some of the mixed

⁵⁴ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

⁵⁵ Sustainability Appraisal of the Proposed Submission Wycombe District Local Plan (September 2017, AECOM & Wycombe District Council)

use sites in the town centre⁵⁶ allocated in the Delivery and Site Allocations Plan provide the opportunity to rectify this to some extent over the lifetime of the plan, raising the profile of the town centre and the town as an office location. Similarly additional residential development is being secured in the town centre that will increase the vibrancy of the centre.

- 4.73** The expansion of Princes Risborough provides both additional opportunities and additional pressures for the town centre. New development sites in the town centre together with public realm and transport enhancements will make it a more attractive place for people to visit and shop in.
- 4.74** Marlow is a successful and bustling town centre and the key here is to successfully manage the mix of uses and the take up of site opportunities identified in the Delivery and Site Allocations Plan, whilst taking any opportunities to further enhance the strength to the town centre by improving links to Globe Park.
- 4.75** Bourne End has a smaller centre – regarding itself as a village not a town. Its centre is therefore a district centre. The Parish is preparing a Neighbourhood Plan, which provides the opportunity to identify improvements for the village centre.
- 4.76** In addition to addressing the need for development of town centre uses, the aim is to continue to improve the quality of our town centres as places for people, particularly where growth is occurring and putting greater pressure on the town centre. The High Wycombe Town Centre Masterplan, incorporated within the Delivery and Site Allocations Plan⁵⁷, seeks to do just that by re-shaping the town centre through a re-configuration of the town centre road network, providing opportunities to improve the public realm. Implementation of this plan is already underway and will continue during the lifetime of this Local Plan.

⁵⁶ An Assessment of the Office Market in High Wycombe Town Centre (March 2017, Chandler Garvey)

⁵⁷ The Delivery and Site Allocations Plan was adopted by the Council in July 2013. It is up to date, and its policies are not generally being reviewed as part of the preparation of this Local Plan.

Table 10 The Town Centre Hierarchy

Sub regional town centre – High Wycombe

The town centre serves the District as a whole, being the main comparison shopping destination, the main focus for leisure, entertainment and cultural activities and the main location for major retail developments, large scale leisure and office uses, and other uses that attract large numbers of people.

Other town centres – Marlow and Princes Risborough

These town centres serve their own population and the rural catchment and not a wider area.

District Centres – Hazlemere, Bourne End, and Flackwell Heath.

These centres provide basic food and grocery shopping facilities, supported by a limited range of other shops and non-retail services serving their local communities

Local Centres

Other local parades and village centres provide a basic range of small shops and services of a local nature and serve their predominantly local catchment within walking distance of the centre.

CP7 – Delivering the infrastructure to support growth

- 4.77** Higher levels of growth will put greater pressure on the infrastructure of the District. This plan has been prepared in discussion with the key infrastructure and service providers to understand what those impacts are and how they might be addressed. Policy CP7 sets out the key infrastructure requirements necessary to support growth.

POLICY CP7 – DELIVERING THE INFRASTRUCTURE TO SUPPORT GROWTH

Provision will be made for new infrastructure to support growth, through planning obligations, the Community Infrastructure Levy (CIL) and other available funding streams as appropriate. Where justified, development will be required to provide or contribute towards delivering the key infrastructure requirements for the District including:

1. Transport – wider connectivity

- a) Access to High Wycombe from the M40**
- b) Improvements to the A404 Corridor south of High Wycombe including at Marlow**
- c) Improved North/South connectivity across Buckinghamshire without causing harm to the Area of Outstanding Natural Beauty.**
- d) Provision of a strategic walking and cycling route between High Wycombe and Bourne End whilst investigating the strategic case for a ‘London rail bypass’ that links East West Rail and Cross Rail via High Wycombe and Bourne End.**

2. Transport – local priorities

- a) High Wycombe transport improvements including measures to improve conditions on the London Road;**
- b) High Wycombe Town Centre Masterplan transport changes;**
- c) Improved access and egress to Globe Park from the A404 at Marlow;**

- d) Improved access and egress to Cressex Business Park;**
- e) New road infrastructure and public transport to support growth at Princes Risborough;**
- f) New road infrastructure to support growth at Bourne End;**
- g) Achieving better sustainable travel to secure modal shift including more integrated and “smart” public transport provision;**
- h) Improved walking and cycling provision.**

3. Social

- a) Expansion of secondary schools and provision of new and expanded primary schools, particularly in High Wycombe, Princes Risborough and Bourne End**
- b) New primary care facilities where required**
- c) Provision of new community facilities and improving Land in Community Use**
- d) Facilities that promote healthy living including for sports, open space and recreation, including open space.**

4. Environment

- a) Green Infrastructure – including landscape, recreation, and biodiversity improvements.**
- b) Public realm – enhancing the public realm in our main town and village centres, including implementation of the High Wycombe Town Centre Master Plan and enhancements to Princes Risborough Town Centre.**
- c) Flood management measures including sustainable drainage systems, including provision for their long term management and maintenance.**

4.78 The Infrastructure Delivery Plan sets out a schedule of the main infrastructure requirements as a result of the development proposed in this

plan. Individual site policies set out more specific requirements for those sites. There is a good degree of certainty about the delivery of infrastructure in the early years of the plan, and reasonable prospect of infrastructure coming forward later on.

- 4.79** Strategic and local transport matters are crucial to the area's economic development. Investing in public transport and walking and cycling is vital in achieving modal shift, to help to manage local congestion, particularly in High Wycombe.
- 4.80** Social infrastructure expansion is necessary to accommodate the growing population. New education facilities are planned in liaison with the County Council and in conjunction with the individual schools. Provision for future expansion of GPs is planned in conjunction with local clinical commissioning groups and national NHS bodies.
- 4.81** Environmental, or green, infrastructure is essential to provide a quality of place, and helps to underpin our health and wellbeing, as well as providing habitat for wildlife. Policies CP12 and DM34 provide more detail on this.
- 4.82** Providing improvements to the public realm and the public spaces in the main towns and village centres is an important part of supporting the delivery of homes and jobs. Improving the quality of the places where people go to work, shop and for entertainment makes them more attractive and supports the business and economy of the district especially in those locations where significant growth is proposed. Policy PR12 sets out enhancements for Princes Risborough, and the Delivery and Site Allocations Plan (adopted July 2013) sets out the proposals for improvements to High Wycombe Town Centre.
- 4.83** Whilst the plan directs development away from the highest areas of flood risk some infrastructure provision will still be required to mitigate against flood risk. This will include sustainable drainage systems to mitigate the impacts of surface and groundwater flooding. A whole catchment approach will be required working closely with Buckinghamshire County Council and the Environment Agency and having regard to their most recent strategic

approaches.⁵⁸ Policy DM39 sets out our approach for managing flood risk and sustainable drainage systems. Other policies in our Development Plan provide protection of watercourses through the implementation of natural buffers / corridors.

- 4.84** Some infrastructure needs can be provided by developers as a direct result of the impact of new development, secured through appropriate legal agreements. Other infrastructure will come forward through service providers, by ensuring that their investment plans align with when growth is planned.
- 4.85** The Council will also work with Government and other agencies to attract external sources of funding to support infrastructure delivery. This will include continuing to work with the Buckinghamshire Thames Valley Local Enterprise Partnership (BTVLEP) to identify funding opportunities and to direct them to where they are most needed, including helping to deliver our wider strategic objective of improving connectivity.
- 4.86** The Council also operates a Community Infrastructure Levy which will assist in delivering key infrastructure requirements and the Council will update its Regulation 123 list⁵⁹ as appropriate to ensure that funds are directed to the right types of infrastructure provision at the right time. The Council is not proposing to amend the Community Infrastructure Levy Charging Schedule⁶⁰. It considers that the charging levels are still appropriate for the area, having regard to the other costs and demands on development, and are at a level that will ensure that development remains viable.⁶¹ The Council's detailed policy approach to infrastructure provision and viability is set out in Policy DM19 of the Delivery and Site Allocations Plan.

⁵⁸ Currently the Environment Agency's Catchment Flood Management Plan and Buckinghamshire County Council's Local Flood Risk Management Strategy. Applicants should refer to the latest available strategies / plans.

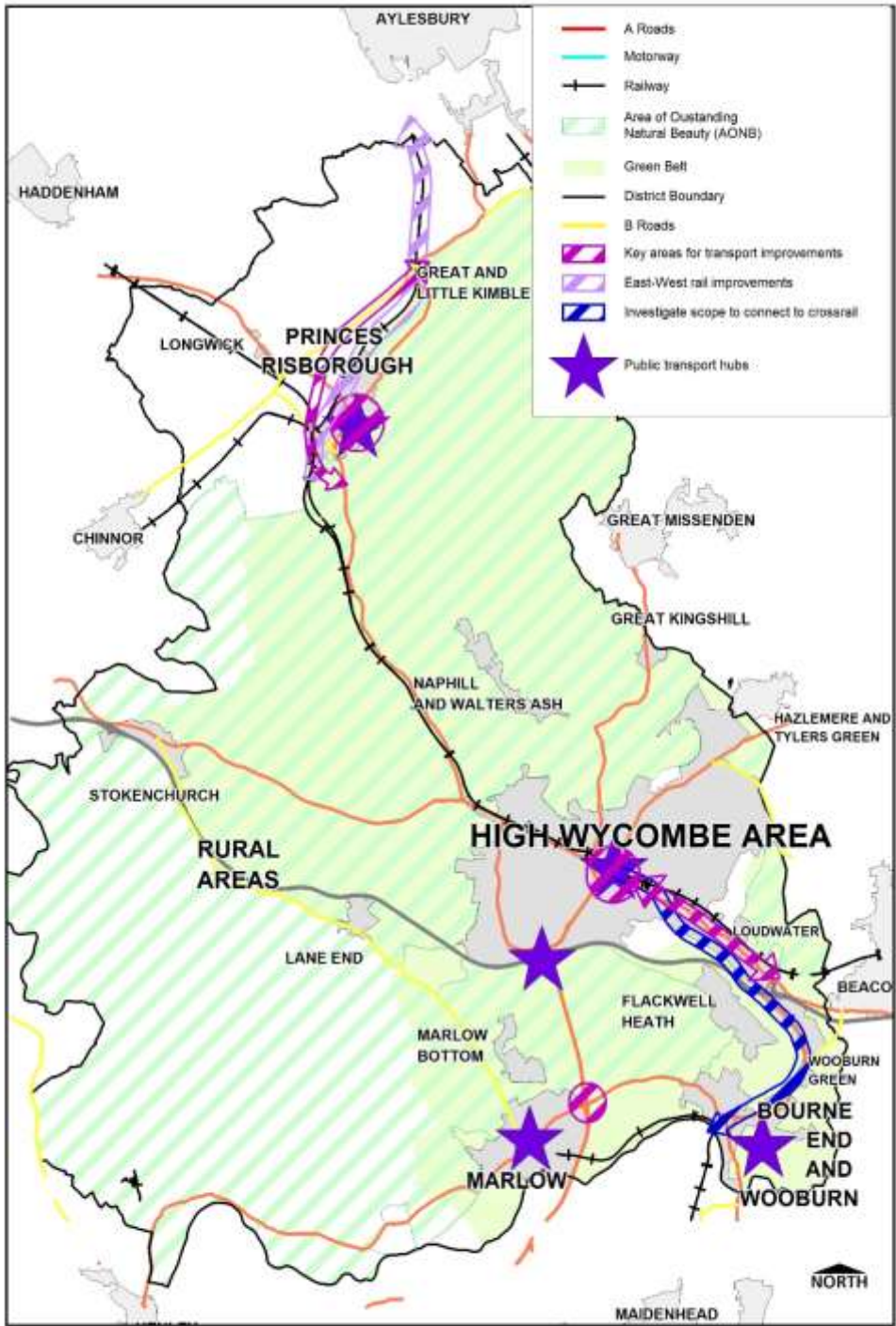
⁵⁹ The Regulation 123 (R123) list ensures that Section 106 and CIL funds are not collected for the same purposes. The Council's current R123 list is available on the Council's website.

⁶⁰ The Council adopted its CIL charging schedule in November 2012. It is available on the Council's website.

⁶¹ Viability Assessment (May 2017, Adams Integra)

- 4.87** The provision of more strategic infrastructure, particularly across a wider area, will require coordination across a range of partners. Buckinghamshire Thames Valley Local Enterprise Partnership has published an Infrastructure Investment Plan that identifies some of the main strategic opportunities and Buckinghamshire County Council are currently preparing the Buckinghamshire Strategic Infrastructure Plan. The Council will work with partners to bring forward projects that help address these strategic issues. In due course these projects may bring forward other development opportunities which would need to be addressed in a future plan review.

Figure 8 Transport infrastructure



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How development will be delivered

- 4.88** There are five policies in this section: CP8: Protecting the green belt; CP9: Sense of place; CP10: Green infrastructure and the natural environment; CP11: Historic environment; and CP12: Climate change

CP8 – Protecting the Green Belt

- 4.89** The Green Belt has helped shape our towns and villages and played a vital role in preventing urban sprawl, ensuring towns and villages do not merge into one another and helped prevent development encroaching into the countryside. One of the key characteristics of Green Belt is its permanence. However the need for housing and other development is high and the circumstances are such that the District cannot meet all those needs for development from other normal sources of development land outside of the Green Belt. This means considering all the options available including the Green Belt. As a result a Green Belt review was undertaken and the following policy approach has resulted.

POLICY CP8 – PROTECTING THE GREEN BELT

The Council will:

- 1. Remove limited areas of land from the Green Belt, as set out in this Plan, where there are exceptional circumstances for doing so ;**
- 2. Not propose or permit any other changes to the Green Belt boundary.**
- 3. Protect the Green Belt identified on the Policies Map from inappropriate development.**

- 4.90** Government policy attaches great importance to Green Belts. It indicates that the Green Belt should only be reviewed in exceptional circumstances⁶².

⁶² National Planning Policy Framework (2012) paragraph 83

However the National Planning Practice Guidance also makes clear that the Green Belt constraint may also be a reason for a local authority not meeting all its development needs⁶³.

- 4.91** We have completed a detailed two stage Green Belt review process⁶⁴. Part One involved a Buckinghamshire-wide assessment of how different areas perform against the Green Belt purposes set out in national policy. Part Two comprised a more detailed assessment of the appropriateness of any adjustments to the Green Belt boundary in respect of those areas identified in Part One, as well as proposals made in, or made in response to, the summer 2016 (or earlier) consultations.
- 4.92** The assessment includes whether, in accordance with the NPPF, there may be exceptional circumstances that would justify the alteration of the Green Belt boundary through the new local plan. The approach adopted by the Council struck a balance between meeting as much of our own development needs as possible without unacceptably compromising the quality and function of the Green Belt. This balance was struck by weighing the contribution a site might realistically make to meeting development needs against the contribution it makes to the quality and function of the Green Belt. The assessment concluded that exceptional circumstances do exist to justify a limited number of proposed amendments to the detailed Green Belt boundary and that these amendments and the associated allocations should be included in the new Local Plan for the District.
- 4.93** These sites are identified in Section 5 of this Plan. They amount to a total of around 57 hectares and around 1,100 homes and 31 ha of additional employment land. In total around 125 hectares are proposed to be taken out of the Green Belt when other consequential changes to the Green Belt boundary are taken into account – this amounts to around 0.8% of the District's Green Belt. This amount of land removed from the Green Belt is

⁶³ National Planning Practice Guidance, Housing and Economic Land Availability Assessment (October 2014), paragraphs 044-045, reference IDs 3-044-20141006 & 3-045-20141006

⁶⁴ Buckinghamshire Green Belt Assessment – Report: Methodology and Assessment of General Areas (March 2016, ARUP); and Green Belt Part Two Assessment (September 2017, Wycombe District Council)

still not sufficient to meet all the District's development needs but the harm to the Green Belt would be too high to do this.

- 4.94** National planning policy indicates that when defining Green Belt boundaries local planning authorities should, where necessary, safeguard land between the edge of the urban area and the Green Belt in order to meet longer term development needs well beyond the plan period. However, the Plan does not propose to do this because this would involve removal of additional land from the Green Belt which would result in significant harm to it. As it was not possible to identify sufficient land to meet all the objectively assessed development needs it is not therefore possible to identify additional land to address needs beyond the plan period.
- 4.95** Government policy also requires exceptional circumstances to be demonstrated to add land into the Green Belt. This plan proposes major urban extensions, the extent of which have been carefully defined and which are not always bounded by the Green Belt. As a result this plan is bringing forward policy mechanisms to protect land that should be excluded from development areas and to prevent unplanned development, and these should provide sufficient protection for such areas. The Council will keep under review the effectiveness of such policies and if they are not working may review this plan to add appropriate areas to the Green Belt, in line with national planning policy.⁶⁵
- 4.96** Detailed policies on managing development proposals within the Green Belt are set out at Policies DM42 to DM45.

⁶⁵ National Planning Policy Framework (2012) paragraph 82

CP9 – Sense of Place

4.97 Wycombe District has a rich and varied natural and historic environment. It is from this that it gains its fundamental sense of place. The Chilterns Area of Outstanding Natural Beauty is the jewel in the crown – a nationally significant landscape and a major asset for the District. But the District has many additional natural and historic features treasures including a distinctive topography, the River Thames landscape, historic market towns and villages and areas of biodiversity interest ranging from local to international significance. In terms of the historic environment there are a large number of listed buildings, conservation areas, scheduled ancient monuments and parks and gardens of historic interest. The understanding of the green infrastructure network is well developed and there is also a strong evidence base identifying the special character and quality of the natural and historic environment. Many of these environmental assets are shown on the policies maps.

POLICY CP9 – SENSE OF PLACE

The Council will deliver a distinctive high quality sense of place within the District through:

- 1. Conserving the natural and historic environment and implementing measures for their enhancement,**
- 2. Requiring development to achieve a high quality of design which contributes positively to making places better for people and which takes the opportunities available for improving the character and quality of an area and the way it functions;**
- 3. Directing development to areas of lower environmental value;**
- 4. Optimising the development of previously developed land;**
- 5. Optimising the density of development to make best use of land whilst respecting the distinctive character of the area.**

- 4.98** In addition to this policy, which is about how all the elements in a place come together, Green infrastructure and the Historic Environment, key elements of sense of place, also have dedicated Core Policies, CP10 and CP11.
- 4.99** Detailed policies to conserve the natural and historic environment and achieve high quality design are set out in DM30 – DM41.
- 4.100** Sense of place is about ensuring that development responds in a holistic way, and that all the various requirements, assets and constraints are brought together through design that responds to the place, integrating them, and making sure the place makes sense for the past, and the future, for humans, and for other species.
- 4.101** The spatial strategy directs development to areas of lower environmental value including by optimising the use of previously developed land. The Plan seeks to both protect and enhance the environmental assets of the District, and to use them positively in development to establish a sense of place. It is not only about conserving, or enhancing for their own sake, but about the contribution they make to a quality environment that also nurtures human health and wellbeing too.
- 4.102** Detailed policies in this Plan, the Delivery and Site Allocations Plan⁶⁶, and national planning policy provide a strong framework for protecting these environmental assets. Just because an area is not nationally designated does not mean that it is not important. The location and form of development needs to respond to these assets and their importance.
- 4.103** Opportunities for enhancement are already identified in various plans and strategies, including the Delivery and Site Allocations Plan (in relation to green infrastructure) and other plans and strategies of partner organisations. The Council will work with those partner organisations to help deliver improvements, including where areas are currently deficient.

⁶⁶ The Council adopted the Delivery and Site Allocations Plan in July 2013. It is up to date, and its policies are not being reviewed as part of the preparation of this Local Plan.

- 4.104** New development can and should contribute to strengthening of the sense of place through high quality locally distinctive design and place shaping. Development management policies in this Plan seek to achieve this, accompanied by supporting guidance and supplementary planning documents which help explain what good design and place making means in the local context.⁶⁷

CP10 – Green infrastructure and the natural environment

- 4.105** The landscape character and green infrastructure within the District are vital to its sense of place. Planning for and protecting existing assets is of strategic importance.

POLICY CP10 – GREEN INFRASTRUCTURE AND THE NATURAL ENVIRONMENT

The Council will promote the conservation and enhancement of the natural environment and green infrastructure of the District through:

- 1. Conserving, protecting and enhancing the Chilterns Area of Outstanding Natural Beauty and other natural environmental assets of local, national and international importance by:**
 - a) Protecting them from harmful development through development management policies in this Plan and the Delivery and Site Allocations Plan including the protection of biodiversity and landscape designations and landscape character based approach to considering proposals ;**
 - b) Working with the Chilterns AONB Board and other agencies to improve the management of the AONB and other natural assets, and help people's enjoyment of them;**
 - c) Taking a landscape character based approach to considering**

⁶⁷ For instance, Chilterns Buildings Design Guide (February 2010, Chilterns Conservation Board); Housing Intensification Supplementary Planning Document (October 2011, Wycombe District Council); and Residential Design Guidance (June 2017, Wycombe District Council)

proposals.

- 2. Ensuring there is a net gain in biodiversity across the District as a whole over the plan period.**
- 3. Protecting and enhancing the green infrastructure network of the District by:**
 - a) Protecting designated sites and through management plans ensuring their biodiversity value will be enhanced;**
 - b) Keeping under review and updating the extent of the Green Infrastructure network in coordination with the Bucks and Milton Keynes Natural Environment Partnership and other agencies;**
 - c) Protecting the network through development management policies;**
 - d) Ensuring green infrastructure is planned into new developments; and;**
 - e) Taking opportunities to enhance the network, providing new or enhanced links in the network, including where appropriate through new development**
- 4. Working in partnership with the Environment Agency, Natural England and the water companies to protect, manage and improve water quality in the District, particularly the quality of water bodies which are currently failing to meet the Water Framework Directive (WFD) requirements as set out in the Thames River Basin Management (RBMP).**

4.106 The Chilterns AONB is a nationally important landscape and contains many varied and extensive natural environmental assets. Some are of international importance, such as the Chilterns Beechwoods Special Areas of Conservation and the Chilterns chalk streams. Others are of more local importance including local wildlife sites and local nature reserves. Some assets are not limited to a specific site at all. All contribute to making Wycombe District a special place and should be conserved and enhanced.

The Council will work with its partners to achieve this, including with the Chilterns AONB Board and Natural England to successfully manage the AONB, including through implementation of the Chilterns AONB Management Plan and implementation of local improvement and management projects.

- 4.107** The AONB has influenced the strategy in where development has been directed in so much as that the Council has avoided allocating sites that would be “major development” in the AONB. We have considered the landscape impact of allocations in this plan and sought to allocate homes at the more sustainable villages in the AONB.
- 4.108** The reality is that areas of biodiversity and landscape importance form part of a wider green infrastructure network across that District that also extends beyond the district boundary, and that also includes “blue” infrastructure – the District’s rivers and streams. The Delivery and Site Allocations Plan identifies the green infrastructure network and the Council will continue to work with the Bucks and Milton Keynes Natural Environment Partnership and other partners to refine the definition of the Green Infrastructure Network and to help deliver the vision and principles for improving the network as identified by the partnership⁶⁸.
- 4.109** Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity. National planning policy requires not just the conservation but also the enhancement of the natural environment, including biodiversity.
- 4.110** Some sites that are of known importance have been designated. These designated sites include sites of international, national or local importance:
- Special Areas of Conservation (SACs)
 - National Nature Reserves (NNR)
 - Sites of Special Scientific Interest (SSSI)

⁶⁸ Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire and Milton Keynes (September 2016, Buckinghamshire and Milton Keynes Natural Environment Partnership)

- Local Wildlife sites (LWS)
- Biological Notification Sites (BNS)
- Local Nature Reserves (LNR)
- Local Geological Sites (LGS)
- Ancient Woodland, aged or veteran trees
- UK Biodiversity Action Plan (BAP) Priority Habitats.

4.111 These designated sites are the anchor to the green infrastructure network. By requiring management plans where these sites are adjacent to development, it can be ensured their biodiversity value can be enhanced.

4.112 However, protecting biodiversity interests goes beyond individual sites: their value is greatly enhanced when they form part of a network. With this in mind the plan aims to secure a net gain in biodiversity across the plan period, Policy DM 34 sets out mechanisms to secure this.

4.113 The Water Framework Directive is a key directive that seeks to protect and improve the quality of water. Its overarching aim is to prevent deterioration in the status of water bodies and to achieve 'good status' for rivers, lakes and groundwater by no later than 2027. Specifically, this includes:

- Protecting all forms of water (inland, surface, transitional, coastal and ground);
- Restoring the ecosystems in and around these bodies of water;
- Reducing pollution in water bodies; and
- Ensuring sustainable water usage.

4.114 In preparing this plan the Council has worked with Stakeholders to assess the impacts of growth and ensure there is no deterioration in water quality⁶⁹. We will continue to do so as proposals in this plan are delivered and to inform any reviews of the Water Framework Directive or Thames River Basin Management plans.

⁶⁹ Princes Risborough and Little Marlow Sewage Treatment Works Assessment (May 2017, AMEC Foster Wheeler)

CP11 – Historic environment

- 4.115** The Historic Environment makes a significant contribution to the character and the identity of Wycombe District, its historic market towns, its villages, and its countryside. The strong role that the heritage of the District plays is reflected by the District's 61 designated Conservation Areas, over 1,200 Listed Buildings, 54 scheduled monuments and 11 registered historic parks and gardens.
- 4.116** The numerous historical and architectural features of the District contribute to the sense of place and to what makes the Wycombe District a place people want to live in and visit, and so it is important that the character of heritage assets, including non-designated heritage assets, is retained, particularly in areas where there is pressure from development.

POLICY CP11 – HISTORIC ENVIRONMENT

The Council will promote the conservation and enhancement of the Historic Environment of the District through:

- 1. Conserving, and where possible enhancing, the character and appearance of designated and non-designated heritage assets and historic landscapes;**
- 2. Ensuring the setting of designated and non-designated heritage assets and historic landscapes conserves or where possible enhances the character and appearance of the asset or landscape;**
- 3. Ensuring that heritage assets are appropriately managed and promote sympathetic re-use of vacant and “at risk” buildings, to prevent the deterioration of their condition, to aid in their protection, and to reduce the number of heritage assets on the “Heritage at Risk” register.**
- 4. Promoting the understanding of the character of our Conservation Areas through the production and periodic review of Conservation Area Appraisals; and where necessary, employ Article 4 Directions where the identified character of a Conservation Area is at risk from Permitted**

Development.

- 5. Promote the understanding and conservation of non-designated heritage assets by maintaining and periodically reviewing a list of locally important assets of historical or architectural merit.**
- 6. Promoting the understanding of the special character of our historic centres through the support of the Buckinghamshire Historic Towns Project, and enhancing their special character where opportunities arise to do so, including through improvements to the public realm in our historic centres.**
- 7. Promoting the understanding of historic landscapes which play an important role in the formation of the Historic Environment.**
- 8. Working closely with our partners including Historic England and Buckinghamshire County Council to ensure that records are kept up to date, so the historic environment is cared for in the most appropriate manner.**

4.117 Detailed policy on development affecting the historic environment is set out at DM31.

4.118 Any development proposal that affects heritage assets needs to consider the protection, conservation, and enhancement of the asset. Heritage assets are not limited to the specific building or site, and may include the setting of the asset or form a part of a wider local grouping. Development proposals should be mindful of not only the heritage asset itself, but also its setting and how it fits into the wider historic environment. Wherever possible, new development should reflect and integrate with the existing character of the local area, and seek to avoid the loss of any features of architectural or historical significance.

4.119 The Council has an ongoing programme of Conservation Area Character Appraisals, which will continue to be produced through the plan period and contribute to the understanding of the historic environment. The process of

producing new Conservation Area Character Appraisals and reviewing existing ones will also help to identify non-designated heritage assets.

- 4.120** To augment the statutory Heritage List for England, the Council maintains a list of locally important assets of historical or architectural merit. This local list is periodically reviewed with suggestions for inclusions invited from the local community, who often have a deep knowledge of, and passion for, their local heritage. Information submitted as a part of this process is shared with Buckinghamshire County Council for inclusion in the Historic Environment Record, whether it leads to a Local List designation or not.
- 4.121** Our historic centres are a major asset and one that we want to take opportunities to enhance, through, for example, improvements to the public realm and the management of traffic. This is already taking place in High Wycombe Town Centre through the High Wycombe Town Centre Masterplan, and in Princes Risborough the expansion of the town and the provision of a relief road provides the opportunity to improve the historic centre of the town (see policy PR12) and the settings of designated heritage assets.
- 4.122** It is important to acknowledge that built form is only part of the Historic Environment. Landscapes play an important role in the formation of the Historic Environment, and the impact of development proposals on historic landscapes should be given full consideration. Evidence and assessment of the character of the District's historic landscapes are contained within the Buckinghamshire Historic Landscape Character Assessment and the Making of the Chilterns Landscape report.
- 4.123** The Historic Environment Record (HER), which is currently maintained by Buckinghamshire County Council, shows where there are known archaeological sites and monuments within the county. The HER will be used to guide the application of national policy in relation to heritage assets of archaeological interest.

CP12 – Climate Change

4.124 The threat of climate change is real and the Plan mitigates and adapts to climate change in a variety of ways.

POLICY CP12 – CLIMATE CHANGE

The Council promotes mitigation and adaptation to climate change through:

- 1. A development strategy that minimises the need to travel by allocating sites and generally directing development to locations with better services and facilities, or where they are capable of being improved;**
- 2. Ensuring allocations in this plan have taken account of climate change allowances using the information provided by the Strategic Flood Risk Assessment level 1 and 2 and through the sequential testing of sites, and ensuring through detailed development management policy that applications fully factor in climate change in their flood risk assessments;**
- 3. Integrating blue and green infrastructure into the design of new development, including the use of Sustainable Drainage Systems (SuDS);**
- 4. Adopting higher water efficiency standards to contribute to alleviating water stress across the District.**
- 5. Introducing a requirement that new development should be designed to contribute towards mitigating urban heat island effects and increases in air pollution;**
- 6. Supporting the integration of renewable technologies into residential and commercial developments of all sizes and the use of district heating or combined heat and power on larger scale developments.**

4.125 Critical to climate change mitigation is having the right spatial strategy that minimises the need to travel and this Plan seeks to direct development to

those places with better services and facilities, including public transport (see Policies CP2 and CP3).

- 4.126** The increased risk of flooding due to climate change is also a real risk in the District and this greater risk has been factored into the choice of site allocations, through the Strategic Flood Risk Assessment level 1 and 2 and sequential testing report. It should also be factored into more detailed development proposals where necessary at the planning application stage and Policy DM39 ensures this, and mitigation through, for instance Sustainable Drainage Systems (SuDS), can also be integrated with wider objectives to improve blue and green infrastructure and achieve an overall improvement in biodiversity. Wycombe District is an area of water stress from a supply point of view and as such this Plan adopted higher technical standards for water efficiency. Policy DM38 ensures that we protect water quality across the District, including the Chalk Aquifer.
- 4.127** The scope for large scale renewable energy developments in the District is likely to be limited due to the Area of Outstanding Natural Beauty and its setting. Taking a landscape character led approach to considering development proposals (in line with DM policy 32) will be particularly important in the local context. Energy efficiency standards are primarily factored into new buildings through building regulations, there may also be opportunities for decentralised energy and/or heating systems, most notably at the major expansion of Princes Risborough.
- 4.128** The approach set out in this Plan to maintain and improve tree canopy cover provides not just to improve biodiversity and visual amenity, but to also help offset the “urban heat island” effect and pollution issues.

5.0 What is proposed in Specific Areas

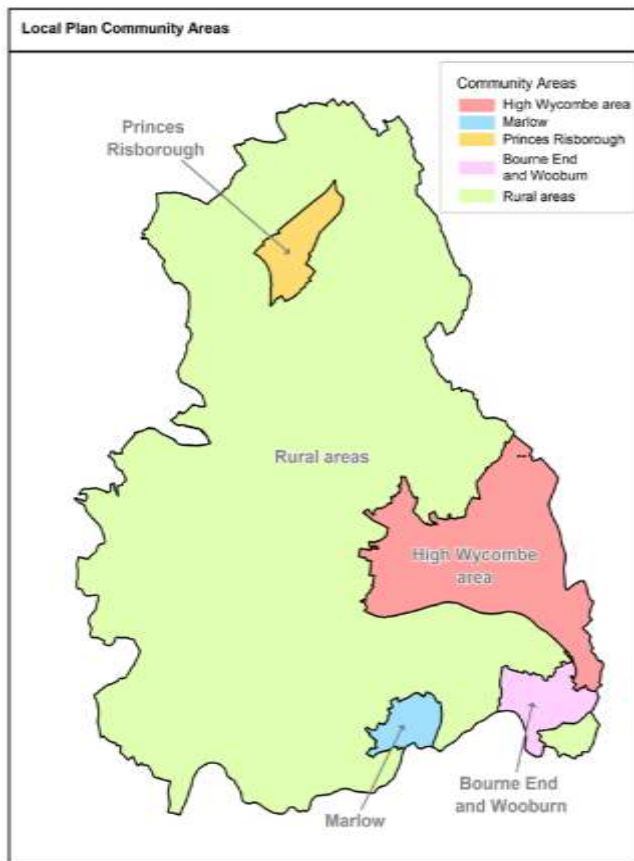
Introduction to this section

5.0.1 This section sets out what is proposed in specific areas of the District. It identifies the main sites proposed for new development in the following 5 locations:

- High Wycombe area
- Marlow
- Princes Risborough
- Bourne End and Wooburn
- Rural Areas

Each section starts by setting out the key principles for what we want to achieve in that area.

Figure 9 Local plan community areas



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- 5.0.2** For some of the more major sites, detailed site policies set out what is proposed and what is expected as part of that development, including infrastructure requirements.
- 5.0.3** This section only includes new sites proposed in this plan. There may already be sites that have planning permission in your area – these are not included in this section, but they have been taken into account in assessing how the overall needs of the District are to be met. In addition some development will take place in your area that does not require planning permission – it is called “permitted development”.
- 5.0.4** Details provided about the sites include an indicative quantum of development. This is based on an initial assessment of its potential capacity and is neither a maximum nor a minimum. Further detailed assessment may indicate a different quantum is appropriate. To help explain how development should happen, illustrative diagrams are included with some

policies to show how and broadly where development might take place. These are for illustrative purposes.

5.0.5 The site policies focus on issues that are specific to the site rather than more generic requirements. So for instance a policy will not set out what the requirements are for open space in a development unless it is a different requirement to the existing policy that is set out in Policy DM16 of the Delivery and Site Allocations Plan. The same applies for issues such as affordable housing requirement which is set out in Policy DM24 of this Plan. The site specific policies therefore should be read alongside other policies in this plan and the Delivery and Site Allocations Plan to understand the full requirements from development. There may also be development briefs for individual sites that set out more detail. Key generic development management policies that should be considered in relation to each of the allocated sites include:

- In this Plan
 - DM22 Housing Mix
 - DM24 Affordable Housing
 - DM30 The Chilterns Area of Outstanding Natural Beauty
 - DM31 Development Affecting the Historic Environment
 - DM32 Landscape Character and Settlement Patterns
 - DM33 Managing Carbon Emissions: Transport and Energy Generation
 - DM34 Delivering Green Infrastructure and Biodiversity in Development
 - DM35 Placemaking and Design Quality
- In the adopted Delivery and Site Allocations Plan for Town Centres and Managing Development:
 - DM2 Transport Requirements of Development Sites
 - DM14 Biodiversity In Development
 - DM15 Protection and Enhancement of River and Stream Corridors
 - DM16 Open Space in New Development
 - DM19 Infrastructure and Delivery

5.0.6 Other development management (DM) policies will also often be relevant so this is not exhaustive list but a signpost to some of the key policies.

5.1 High Wycombe area

- 5.1.1** High Wycombe is the main centre of Wycombe District it has the greatest concentration of jobs, services, transport and other facilities in the District and is therefore a sustainable location for growth.
- 5.1.2** The High Wycombe area is made up of a number of distinctive settlements and communities which either adjoin or are close to High Wycombe. These are Downley, Hazlemere/Widmer End/Tylers Green, Loudwater and Wooburn Green. In strategic terms these are part of the wider urban area of High Wycombe which has a population of over 90,000.
- 5.1.3** The Delivery and Site Allocations Plan includes major proposals to enhance the town centre and this plan does not change those proposals.
- 5.1.4** Key issues for the town include:
- The limited scope for the expansion of the town given the Green Belt and Area of Outstanding Natural Beauty constraints;
 - The decline in the manufacturing base and associated business floorspace, and need to change the perception of the town's economic role, providing for the needs of new business;
 - The topography and landscape setting of the town – both an asset and a constraint on development;
 - The pressures on the local road network, accentuated by the topography.
- 5.1.5** The Sustainable Community Strategy identifies the vision for High Wycombe as the main town in the district where improved transport services and transformed town centre have made High Wycombe a distinctive place and a hub for jobs, retail and leisure activities in southern Buckinghamshire. It also identifies it as an area where regeneration improvements should continue to transport links improved.
- 5.1.6** To deliver this vision and address the key issues in the town, the following principles for the High Wycombe area are set out below.

PRINCIPLES FOR THE HIGH WYCOMBE AREA

To meet the district-wide Strategic Objectives, the Council will shape development in the High Wycombe area to:

1. Cherish the Chilterns

- a) Recognise the unique role of the Chilterns valley landscape**
- b) Reduce the visual divide between the surrounding landscape and townscape through positive integrated structural planting and enhanced canopy cover;**
- c) Improve the relationship and connections between the urban and rural areas**

2. Strengthen the Sense of Place

- a) Respect and improve the physical and community identity of the adjoining settlements to High Wycombe.**
- b) Continue to transform people's perceptions of the town, creating a diversity of uses that satisfies the community's needs including those of young people**
- c) Secure further environmental enhancements to the River Wye and Hughenden Stream corridors including opening them up.**
- d) Improve the quality and provision of open space in the Desborough area**

3. Foster economic growth

- a) Protect existing employment land, providing new sites and securing regeneration of Cressex Business Park**
- b) Improve access and egress to Cressex Business Park**

4. Improve strategic connectivity

- a) Improve access to the town from the M40**
- b) Improve sub regional north-south connectivity, without causing harm to the Area of Outstanding Natural Beauty**

- c) Provide a strategic walking and cycling route to Bourne End and Wooburn along the former railway line whilst investigating the case for the railway to be re-opened**

5. Facilitate local infrastructure

- a) Improve congestion on the London Road and other key congestion hotspots**
- b) Implement alterations to the town centre road and pedestrian network**
- c) Further develop the cycle network**
- d) Continue to improve public transport including the introduction of smart bus technology**
- e) Expand both primary and secondary education provision**
- f) Provide primary care where required**

6. Deliver housing

- a) Accommodate broadly 50% of the District's housing need**
- b) Develop the former reserve sites**
- c) Release strategic and smaller sites from the green belt**

7. Champion town centres

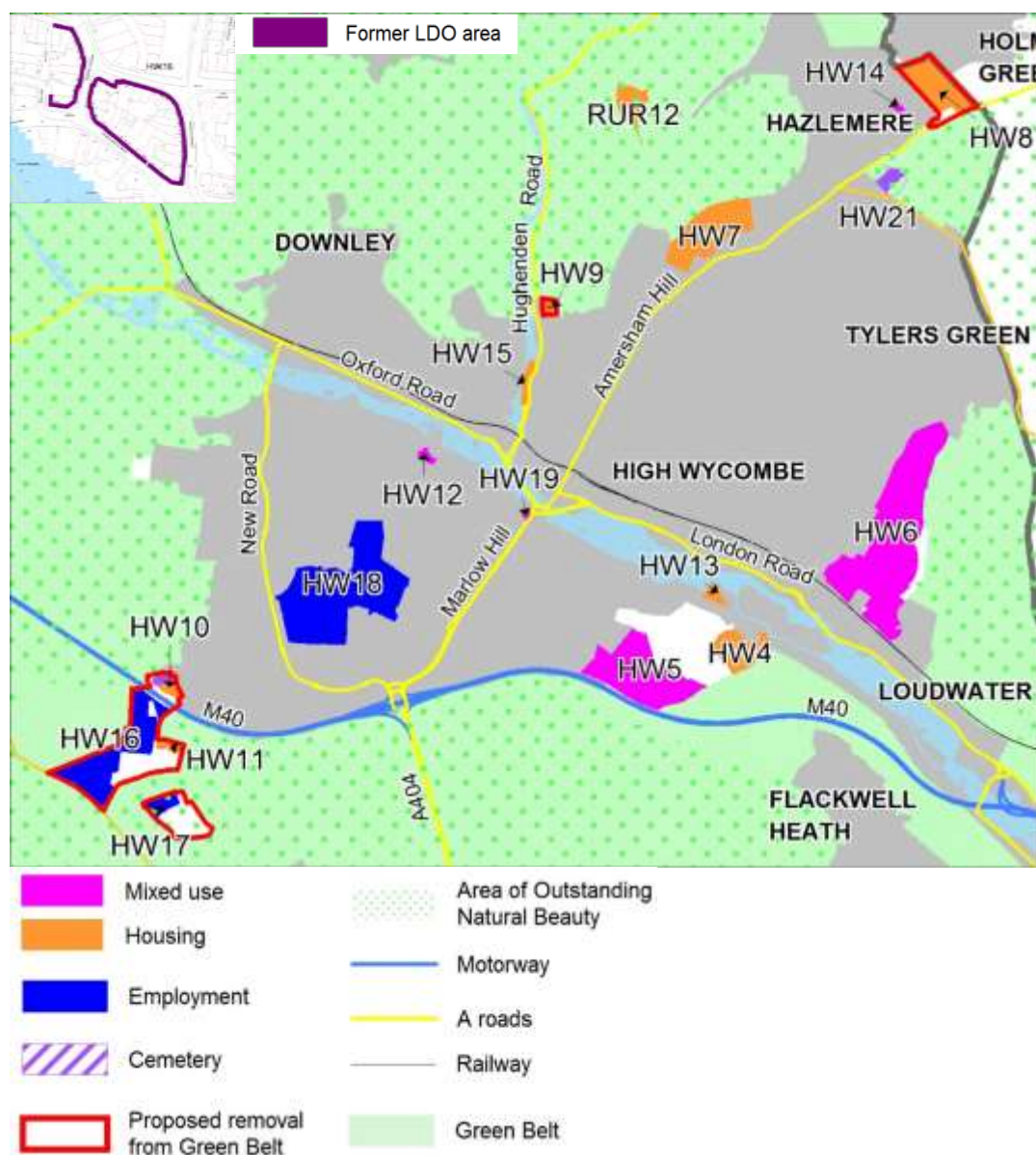
- a) Ensure High Wycombe town centre is a “people place” where people on foot, cycle and using public transport enjoy a street network designed with their needs in mind**
- b) Stimulate the lunch time and after work retail trade through establishing office uses within the town centre;**
- c) Make significant improvements to the quality of the town centre by re-routing traffic and “opening” up the River Wye**
- d) Ensure uses in the M40 corridor close to Junction 4 provide wider benefits to the town, that do not compete with the town centre, and that help to facilitate better access to the town centre**
- e) Provide improved links from the town centre to the Desborough area**

8. Mitigate for Climate Change

- a) Accommodating significant growth in the Wycombe urban area including on previously developed sites within the town.**

Main proposals

Figure 10 Main Proposals in the High Wycombe area



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5.1.7 Figure 10 shows the key proposals for High Wycombe area. The section below goes in more detail about the housing sites allocated or proposed as

options in this plan, as well as policies for economic development and land for a cemetery.

Housing or Mixed Use Sites including Housing

5.1.8 The following sites are identified for housing or housing led mixed use development. Site specific policies are included for these sites below

Table 11 Sites identified for housing or housing-led mixed use development in the High Wycombe area

Policy reference	Site	Area (hectares)	Indicative dwelling numbers
HW4	Abbey Barn North	11.32	100
HW5	Abbey Barn South and Wycombe Summit	34.3	505
HW6	Gomm Valley and Ashwells	74	530
HW7	Terriers Farm and Terriers House	24.6	500
HW8	Land Off Amersham Road Including Tralee Farm, Hazlemere	15.93	350
HW9	Land at Green Farm, Glynswood, Green Hill, High Wycombe	1.62	50
HW10	Horns Lane, Booker, High Wycombe	2.04	64
HW11	Clay Lane, Booker, High Wycombe	1.97	30
HW12	Leigh Street, Desborough Area, High Wycombe	1.21	275
HW13	Former Bassetsbury Allotments, Bassetsbury Lane	2.08	30
HW14	Highbury Works/Hazlemere Coachworks, Chestnut Lane, Hazlemere	0.62	14
HW15	Land to the rear of Hughenden Road, High Wycombe	2.55	no number allocated

5.1.9 The following additional sites are included for housing development and are shown on the Policies Map.

Table 12 Additional sites identified for housing in the High Wycombe area

Site	Area (hectares)	Indicative dwelling numbers
JC and MP Smith, Princes Gate (also known as Ricketts road, Ryedale), High Wycombe, HP13 7AB	0.16	32
46 West Wycombe Road High Wycombe Buckinghamshire HP11 2LW	0.08	12
193-197 West Wycombe Road High Wycombe Buckinghamshire HP12 3AW	0.19	9
Edie Pusey House 9A Amersham Road High Wycombe Buckinghamshire HP13 6PN	0.18	8
Delafield Heights South, Longland Way / Pettifer Way, previously known as Flats off Chairborough Road	0.7	40
Frank Hudson Furniture Factory, Rosebery Avenue, High Wycombe	0.11	11
Kitchener Works, Kitchener Road, adjacent to Smewin Court, High Wycombe	0.24	14
Notcutts Garden Centre, Clay Lane, High Wycombe	0.91	15
Delafield Heights North, (Longland Way / Pettifer Way, also known as Castlefield Estate, High Wycombe)	1.74	32
Casa Mia, Gillets Lane, High Wycombe, HP12 4BB	0.23	12
7-8 High Street, High Wycombe	0.06	12
17-19 Frogmoor, High Wycombe	0.04	11
27 High Street, High Wycombe	0.01	5
Rear of 154-156 West Wycombe Road, High Wycombe	0.1	10

Site	Area (hectares)	Indicative dwelling numbers
Burleighfield House (Mayflower House), London Road, Loudwater	1.55	11
Dashwood Avenue, High Wycombe	0.89	70
34 Dashwood Avenue High Wycombe Buckinghamshire HP12 3DX	0.02	5
Ogilvie Road, High Wycombe	0.21	9
Land to the rear of Quebec Road, High Wycombe	0.18	5
Netley Works, 89 Queens Road, High Wycombe	0.08	11
Garages between Chiltern Avenue and Rutland Avenue, High Wycombe	0.38	10
Garages at Tyzack Road, High Wycombe	0.25	6
Garages at Havenfield Road, High Wycombe, HP12 4ST	0.03	5
1-9 Shaftesbury Street, High Wycombe, HP11 2NA	0.03	9
The Gordon Arms, Gordon Road, High Wycombe	0.11	11
Sunnyside and St Johns House, High Wycombe	0.09	5
Westside Fruit/The Apple Orchard, Clay Lane	0.62	11
Beaumont, 3-13 Holmer Green Road, Hazlemere	0.31	28
Thame House, Castle Street, High Wycombe	0.25	120

Site Specific Policies for Housing Sites

Reserve Sites

5.1.10 The 2008 Core Strategy identified 5 sites as being “Reserved Sites for Future Development”. Four of these sites are in the High Wycombe urban area. These sites are:

- Abbey Barn North (High Wycombe)
- Abbey Barn South (High Wycombe)
- Gomm Valley and Ashwells (High Wycombe)
- Terriers Farm (High Wycombe)

5.1.11 The fifth reserve site, Slate Meadow, is in Bourne End and Wooburn

5.1.12 In 2014 the Council decided to release the reserve sites to help provide sites for new homes and other development⁷⁰. Following this decision, a range of work has been undertaken with liaison groups made up of community representatives, and with developers and house builders to help determine how these sites should be developed. For each site a development brief is being produced setting out the principles for how the sites should be developed. Where appropriate the site specific requirements from these briefs has been included in the policies for each site.

5.1.13 Once produced the briefs will adopted by the Council and development proposals will need to be in accordance with the Development Brief.

5.1.14 Development of all of the reserve sites will result in pressure on the highway network and will require junction improvements and wider contributions as demonstrated by transport modelling work⁷¹ to support the development of the sites. There will also be site specific and wider infrastructure

⁷⁰ Meeting of the Wycombe District Council Cabinet dated Monday 17 November, 2014, agenda item 60, Improvement and Review Commission ‘Call-In’ of Cabinet Decision 20 October 2014 ‘Reserve Sites and Progressing the Local Plan’

⁷¹ High Wycombe Reserve Sites Transport Framework (January 2016, Jacobs)

requirements which have been identified in the Infrastructure Delivery Plan⁷² as well as in supporting transport assessments for each site.

HW4 – Abbey Barn North⁷³

5.1.15 Abbey Barn North is an 11ha site that is located off Abbey Barn Lane, it is a sloping and elevated site that is visible from the opposite side of the Wye Valley and is covered by a mix of scrub and woodland.

POLICY HW4 – ABBEY BARN NORTH

The site as shown on the Policies Map is allocated for residential development and is required to:

1. Place making

- a) Be sensitively designed to reflect and take into account the “bowl” shaped topography and sloping nature of the site.**

2. Transport

- a) Provide for footpath, cycle and bridleways through the site to link Abbey Barn Lane, Deangarden Wood, the former railway line, the former ski-slope, Kingsmead Road/Bassetsbury Lane and Deangarden Rise;**
- b) Provide a site access and layout that**
 - i. Where feasible provides in part the realignment of Abbey Barn Lane through the site,**
 - ii. Does not prejudice the realignment of Abbey Barn Lane through the site and the reconfiguration of the Abbey Barn Lane/ Abbey Barn Road/ Kingsmead Road junction.**
- c) Provide off-site highway, pedestrian and cycle works including:**
 - i. A contribution to improvements to London Road;**

⁷² Wycombe Local Plan Infrastructure Delivery Plan (September 2017, Wycombe District Council)

⁷³ Policies HW1, HW2 and HW3 are in the Delivery and Site Allocations for Town Centres and Managing Development Plan (2013), which also contains policies for High Wycombe Town Centre.

- ii. A contribution towards improvements to Abbey Barn Lane;**
- iii. A widened footbridge of 3 metres width over the Back Stream that connects Kingsmead Road with Bassetsbury Lane (or provide an additional cycle bridge of at least 2 metres width) to provide shared use for cyclists / pedestrians;**
- iv. Improvements to walking, cycling and horse riding along the old railway line east from the site to the bottom of Spring Lane.**

3. Green Infrastructure/Environment

- a) Ensure that there is no loss or deterioration of the woodland margin of Deangarden Wood and maintain at least a 15 metre buffer between the development and the woodland.**
- b) Enhance the ecological value of Deangarden Wood to ensure the increased recreational use of the wood does not lead to a negative ecological impact**
- c) Enhance the ecological value of the former Bourne End to High Wycombe Railway Line corridor as part of the green infrastructure network.**
- d) Retain and secure long term management of a substantial area of the chalk grassland habitat.**

4. Landscape

- a) Minimise impact upon the wider views over and through the valley from the surrounding landscape**
- b) Retain the characteristic wooded backdrop to the settled valley floor**
- c) Retain the mature woodland in the eastern corner to ensure its landscape contribution to Deangarden Rise, Abbey Barn Road and Kingsmead Road is maintained**
- d) Minimise the removal of young woodland along Abbey Barn Lane to maintain the sylvan character of the lane, and mitigate for any loss through replanting.**

5. Other

a) Provide a commensurate financial contribution secured by planning obligation for primary education provision.

- 5.1.16** The indicative number of dwellings for the site is 100.
- 5.1.17** In order to protect the character of the landscape, conventional dwellings with gardens are unlikely to be appropriate. Innovative schemes that provide dwellings within a landscape setting are more likely to be successful.
- 5.1.18** Access to this site is problematic given the change in levels and the current alignment of Abbey Barn and single lane working over the railway bridge. As a result Abbey Barn Lane will need to be re-aligned.
- 5.1.19** Providing access will be complex and could be expensive. Subject to detailed design considering site access options, it would be highly beneficial, and avoid abortive work, for the site access to implement part of the realignment of Abbey Barn Lane.
- 5.1.20** Given that improvements to Abbey Barn Lane are an agreed part of transport improvements to the town, it would be a false economy to allow access to the site to prejudice that improvement scheme, or the reconfigured Abbey Barn Lane/ Abbey Barn Road/ Kingsmead Road junction in any way.
- 5.1.21** The northern end of the site is crossed by the former Bourne End to High Wycombe railway line which is safeguarded by policy DM4 of the Delivery and Site Allocations plan for walking and cycling.
- 5.1.22** There are a number of opportunities provided by the development to enhance pedestrian and cycle links, green infrastructure and habitats both on and off the site.
- 5.1.23** The site's visibility means that development proposals need to ensure that any landscape impacts are minimised and in particular long distance views of the site are maintained.

- 5.1.24** The Infrastructure Delivery Plan sets out a number of detailed transport measures that have been identified as being required as part of the assessment of the Reserve Sites.
- 5.1.25** The County Council provides primary education, and it is appropriate that this site contributes to that provision. A new school is being provided at Pine Trees, which is to be extended to two forms of entry. The County will direct the funds to the most appropriate location depending on the timing of the development.
- 5.1.26** A development brief will be prepared for this site.

HW5 – Abbey Barn South and Wycombe Summit, High Wycombe

5.1.27 Abbey Barn South is a 34 ha site that is located on the southern side of High Wycombe, off Abbey Barn Lane close to the M40, it is a flat area which is mainly farmland with a significant Ride running through the site.

POLICY HW5 – ABBEY BARN SOUTH AND WYCOMBE SUMMIT

The site as shown on the Policies Map is allocated for residential led mixed use development comprising Residential, Business and associated Community Uses.

Development of the site is required to:

1. Placemaking

- a) Respond positively to the site and its surroundings to create a distinctive sense of place, resulting in the Daws Hill development, the Abbey Barn South development and the Wycombe Summit development functioning as one place in terms of connectivity, open space and other facilities and which physically and visually integrates with its surroundings.**
- b) Improve public accessibility to the Ride and Deangarden and Keep Hill Woods.**
- c) Provide a minimum of 1.6 ha of land for employment uses (B1 or B8) to be located on the south western corner of the site, adjacent to the area permitted for employment development on the neighbouring Daws Hill development, with access from that development.**

2. Transport:

- a) Provide a vehicular access from Abbey Barn Lane to each site which respects the important adjacent Green Belt, the setting of the Listed Buildings to the east and landscape sensitivity in views to/from the north.**
- b) Provide a spine road through the site linking the Daws Hill**

development to Abbey Barn Lane built to a standard capable of accommodating buses

- c) Provide off-site highway works including:**
 - i. A contribution to improvements to London Road;**
 - ii. A contribution towards improvements to Abbey Barn Lane;**
- d) Provide a pedestrian / cyclists crossing on Abbey Barn Lane.**
- e) Provide for footpaths, cycleways and bridleways through the area including new links within Deangarden Wood and a footway to Abbey Barn North (the latter to be provided as part of the Wycombe Summit development).**
- f) Provide an appropriate footpath / cycleway network connecting with:**
 - i. Routes proposed to Handy Cross Hub,**
 - ii. The existing route linking Daws Hill and Keep Hill Road and**
 - iii. Amersham and Wycombe College at Flackwell Heath.**
- g) Provide footpath / cycleway links within the site and the footpath / cycleway to Flackwell Heath beside Heath End Road.**
- h) Connect the bridleways through Keep Hill Wood and the Abbey Barn Lane shared pedestrian path / cycle lane to Winchbottom Lane. This would complement access to the unclassified road running north-south, west of Winchbottom Lane.**
- i) Contribute to the realignment of Abbey Barn Lane and reconfiguration of the Abbey Barn Lane/ Abbey Barn Road/ Kingsmead Road junction subject to feasibility.**

3. Open space

- a) Retain the Ride as shown on the Policies Map as a Green Space.**
- b) Remove man-made structures from the ski slope and landscape the slope to improve its visual appearance and biodiversity and allow public access to the slope.**

- c) Relocate the baseball ground to an appropriate off-site location if necessary.**

4. Green Infrastructure/Environment

- a) Provide green infrastructure to link the Ride to Deangarden Wood and which can function as an ecological corridor.**
- b) Manage and maintain the Ride and Deangarden Wood to retain their landscape character and maximise their biodiversity value.**

5. Landscape

- a) Provide new tree planting to create a wooded skyline and a sylvan character when viewed from within and across the valley.**
- b) Keep building heights below the existing ridge top tree line of the Ride and new wooded skyline at maturity to avoid intruding upon views of the area from the wider landscape.**
- c) Protect the most visually-sensitive part of the site (the eastern quarter of Abbey Barn South) through use of lower density and building heights while retaining existing trees and providing new tree planting.**
- d) Screen views of development at Wycombe Summit from across the valley keeping building heights below the existing and new tree line on the horizon and through new tree planting close to the boundary with Abbey Barn South.**

6. Other

- a) Provide a commensurate financial contribution secured by planning obligation to enable the expansion of the proposed school on the Pine Trees site (formally RAF Daws Hill) to a two form of entry school to meet the need for primary school places from the development.**
- b) Fully consider the impact of the motorway in terms of noise and air quality, in the design and layout of the development, and provide any appropriate mitigation measures.**

Figure 11 Abbey Barn South - Illustrative layout



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5.1.28 The indicative number of dwellings for the site is 505 dwellings. The Ski Slope site has planning permission for 30, leaving 475 as the indicative number for Abbey Barn South

5.1.29 The site has the former RAF Daws Hill site adjoining its western boundary which is under construction for a residential-led mixed use scheme and includes the Wycombe Summit site on its eastern end which is subject to developer proposals. In this context it is important that development proposals for this site are designed to ensure that a “single place” is created rather than fragmented development sites. To this end the proposals should provide for continuity in design, open space and connectivity, specifically the employment development allocated for this site should be located adjacent to the area permitted for employment on the former Daws Hill site and there should be connecting road and pedestrian routes between the sites.

5.1.30 The Council has worked closely with developers and local stakeholders to produce a development brief for the Abbey Barn South site. This was adopted in July 2016 and should be used to inform any planning application submitted for the future development of the site.

5.1.31 Abbey Barn Lane, which provides access to the site needs improvement, and there are a number of opportunities provided by the development to

enhance pedestrian and cycle links, green infrastructure and habitats both on and off the site. The site is on the hill top, and it is important that lessons are learned from previous generations' development of hill top locations in the town to achieve a greater sensitivity to the Chilterns valley setting in which the town lies.

- 5.1.32** A significant feature of the site is the woodland ride and the neighbouring Deangarden Wood which provide both a setting and context for a quality new development offering opportunities to create accessible public spaces as well as enhancing green infrastructure and habitats both on and adjacent to the site.
- 5.1.33** The Infrastructure Delivery Plan sets out a number of detailed transport measures that have been identified as being required as part of the assessment of the Reserve Sites. Development of this site should contribute towards the provision of these measures along with any other infrastructure requirements specified in the IDP.
- 5.1.34** The County Council provides primary education, and it is appropriate that this site contributes to that provision. A new school is being provided at Pine Trees, which is to be extended to two forms of entry. It is likely that the County Council will direct funds towards this school to meet the educational needs arising from the site.
- 5.1.35** The Ride will assist in mitigating the air quality effects on the dwellings of the location close to the M40, but further measures for both air quality and noise are likely to be required. The impact of both air quality and noise on the enjoyment of the Ride is also an important consideration.

HW6 – Gomm Valley and Ashwells, High Wycombe

5.1.36 The Gomm Valley and Ashwells site is a 74 ha site, located between High Wycombe and Tylers Green to the north of the High Wycombe to Marylebone railway line. It is a hillside location that is a mix of arable land, chalk grassland and woodland.

POLICY HW6 – GOMM VALLEY AND ASHWELLS

The site as shown on the Policies Map is allocated for a residential led mixed use development comprising Residential, Business and associated Community Uses. Development of the site is required to:

1. Placemaking

- a) Adopt a landscape - led design approach to the development of the site. This should recognise the intrinsic character and beauty of the hillside landform, whilst accommodating opportunities for development.**
- b) Establish an appropriate urban edge to High Wycombe and Tylers Green and avoid the coalescence of the two settlements, leaving an undeveloped gap of approximately 200 metres or more at their closest point, informed by landscape impact, ecological requirements and character issues.**
- c) Establish a strong sense of place with a distinctive attractive and functional living environment through a sensitive design response to the local context including topography, landscape, habitats and ecology.**
- d) Provide 1.2 ha of land for B1 employment uses to the west of the Peregrine Business Park, subject to a suitable access being provided.**
- e) Provide a 1 form entry primary school on the southern end of the site.**

2. Landscape

- a) Pay particular regard to the landscape character and views of the area from the south, including mitigating unavoidable impacts in a way that**

respects the existing landscape character.

- b) Retain undeveloped areas to deliver both ecological and recreational benefits alongside each other whilst at the time respecting the valley's landscape character.**

3. Green Infrastructure/Environment

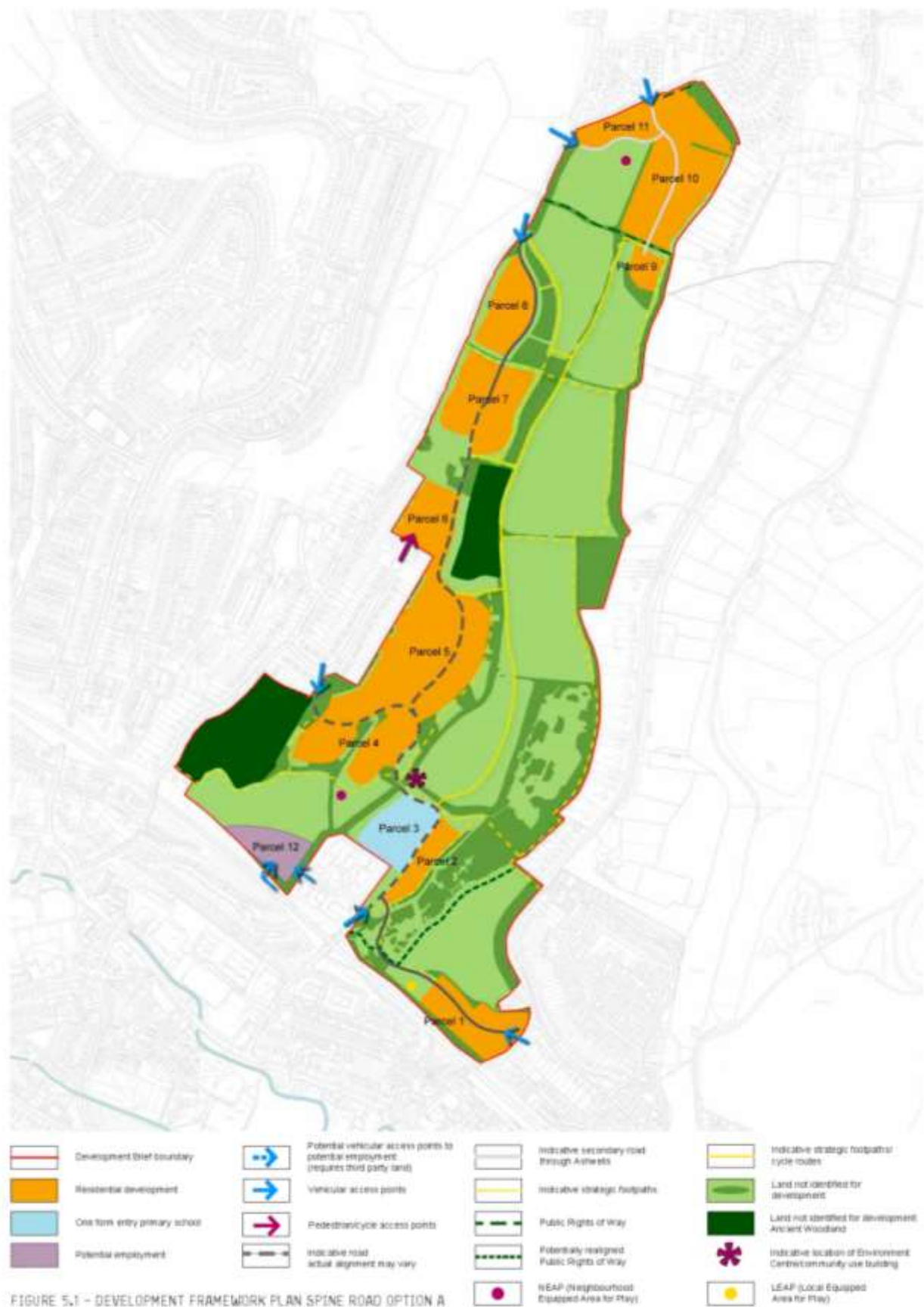
- a) Conserve and enhance existing nature conservation interests and green infrastructure, and facilitate the provision of new habitats by:**
 - i. Minimising the effects of severance and disturbance on existing and proposed habitats caused by access and development;**
 - ii. Retaining and providing appropriate buffers to designated sites and valuable habitats within the site and beyond the site boundary to limit adverse effects from development;**
 - iii. Maximising opportunities for habitat creation and connectivity as outlined in the Gomm Valley Biological Opportunity Area (BOA) description with an emphasis on the creation, restoration and management of lowland chalk grassland, woodland, lowland meadows and hedgerows to create a resilient habitat network within the site that connects well with networks beyond the site boundary;**
 - iv. Providing a sustainable management framework, to be secured via legal agreement, for the delivery and ongoing maintenance of the undeveloped area including new and retained chalk grassland habitat.**
 - v. Delivering a significant net gain in biodiversity that reflect the site's existing nature conservation interest and its designation as a Biodiversity Opportunity Area (BOA).**

4. Transport

- a) Provide directly or make appropriate contributions to off-site transport works, including, but is not limited to:**

- i. Capacity improvements at the Gomm Road junction.**
 - ii. Contribution towards a wider A40 package.**
 - iii. Provision of an attractive shared use pedestrian/ cyclist/ equestrian route through King's Wood, using existing private tracks and public bridleways to connect Cock Lane with the A404 Amersham Road (at the Beech Tree Pub).**
 - iv. Off-site footpath and cycleway provision.**
 - v. Improved pedestrian crossing facilities.**
- b) Provide vehicular access into and through the site, to include a link/ spine road designed to minimise and distribute the impact of additional traffic on the existing local road network.**
- c) Provide for bus access through the site.**

Figure 12 Gomm Valley and Ashwells - illustrative layout



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5.1.37 The indicative capacity of the site is 520. This is likely to be about 400 for Gomm Valley, and about 120 for Ashwells.

5.1.38 The Council has worked closely with local stakeholders and landowners to produce a development brief for the site. This was adopted in July 2017 and should be used to inform any planning application submitted for the future development of the site.

5.1.39 The site occupies a prominent and sensitive location and there are a number of long and near distance views of the site. Development proposals need to reflect both the prominent location and the character of the landscape to create a place that is sensitively positioned in the landscape. A key issue that development proposals also need to address is maintaining the physical separation between High Wycombe and Tylers Green, through the provision of an undeveloped area of land on the eastern side of the allocated area which should be used and managed as a key piece of green infrastructure. The amount of land that is left undeveloped has been identified through consideration of the landscape, the character and existing green infrastructure on this side of the site.

5.1.40 There are a number of existing nature conservation designations within the area:

- Gomm Valley SSSI
- Gomm Valley Local Wildlife Site
- Pimms Grove Ancient Woodland
- Little Gomm's Wood Ancient Woodland

5.1.41 Parts of the site are also covered by the Gomm Valley Biodiversity Opportunity Area Statement⁷⁴ which provides a breakdown of the different habitats on the site.

5.1.42 Buffers of 15m are usually expected to an ancient woodland. A buffer of 50m is needed for the SSSI. These buffers are to be free of any development,

⁷⁴ Gomm Valley Biodiversity Opportunity Area Statement (December 2010, Buckinghamshire County Council)

including gardens. These distances would only be reduced if there was a clear and compelling case that this would result in overriding benefits to the scheme as a whole.

5.1.43 There is a real opportunity for the undeveloped parts of the site to be managed in the future to achieve significant biodiversity benefits, including the reinstatement of chalk grassland.

5.1.44 The Gomm Valley is an attractive landscape and as such development proposals need to reflect this through the consideration of :

- The extent of the development parcels;
- The height and massing of development;
- The development's relationship with the topography;
- The development's impact on wider views (both into and out of the site); and,
- The integration of structural planting in both the developed and undeveloped areas of the site.

5.1.45 The combination of landscape sensitivity, significant areas of nature conservation designations and the importance of avoiding coalescence between High Wycombe and Tylers Green mean the developable area of the site is severely restricted, as shown in the illustrative layout plan (figure 12).

5.1.46 Traffic modelling identified the need for a road through the site, which should be a spine road linking Cock Lane and Gomm Road, to connect the site into the wider road network along with a number of off-site transport works including for bus provision. Care must be taken, however, that further traffic in addition to that of the development, is not encouraged to pass through Penn and Tylers Green.

5.1.47 There are a number of opportunities provided by the development to enhance pedestrian and cycle links, green infrastructure and habitats both on and off the site.

5.1.48 In assessing whether severance effects of access and development have been minimised, the following tests will be used:

- Are there suitable alternative routes or areas for development?
- Is the severance essential to deliver other sustainability benefits, such as public transport;
- Does the overall improvement to the quantity and quality of wildlife and biodiversity of the site, including its future management sufficiently mitigate for the harm caused?

5.1.49 Wycombe is characterised by small pockets of employment land across the urban area. Evidence indicates that employment adjacent to Peregrine Business Park would be viable and feasible. This helps to support the continued provision of employment opportunities in the town.

5.1.50 The infrastructure assessment⁷⁵ for the plan has identified the need for supporting strategic open space and education facilities, for the sites on the north side of the town. However, due to the topography of the Gomm Valley site, and the need to maximise housing delivery, it is not suitable to accommodate all of the formal open space needs on-site. These will be accommodated at Terriers, where the topography is flatter (see HW7). Instead this site is to accommodate a new primary school.

5.1.51 The Infrastructure Delivery Plan sets out a number of detailed transport measures that have been identified as being required as part of the assessment of the Reserve Sites. Development of this site should contribute towards to the provision of these measures along with any other infrastructure requirements specified in the IDP.

⁷⁵ Wycombe Local Plan Infrastructure Delivery Plan (September 2017, Wycombe District Council)

HW7 – Terriers Farm and Terriers House

5.1.52 Terriers Farm area is a 24ha plus site located on the northern side of High Wycombe between Terriers and Hazlemere off the Kingshill Road. The site is mainly fields currently used for grazing. It also includes Terriers House, the adjacent disused cricket field and an area of woodland to the East opposite DeHavilland Drive.

POLICY HW7 – TERRIERS FARM AND TERRIERS HOUSE

The site as shown on the Policies Map is allocated for residential development and strategic open space.

Development of the site will be required to:

1. Placemaking:

- a) Maintain the physical separation between Terriers and Hazlemere to preserve the individual character of these locations by locating strategic open space as an extension to the existing recreation ground.
- b) Integrate the historic Terriers Farm barns

2. Green Infrastructure/Environment/Landscape

- a) Retain and enhance the pond and its environs.
- b) Provide a buffer of an average 15m within the site to protect the trees and hedgerows at the margin of Lady's Mile, and the setting of the AONB.
- c) Retain the main North-South hedgerow, which has an adjacent public footpath, as the major green link through the site
- d) Retain a green link between King's Wood in the south and the Area of Outstanding Natural Beauty countryside to the north to retain its function as a wildlife corridor.
- e) Retain the field boundaries within the site.

3. Open space

- a) Provide appropriate high quality sport and recreation hub linking to the adjacent playing fields and facilities at Hazlemere Recreation Ground**
- b) Provide a financial contribution towards additional car parking and upgrades to the existing changing facilities at the adjacent recreation ground or make appropriate provision within the site. If the vehicle access to the existing recreation ground proves unsuitable then access will need to be gained from the reserve site and parking and changing facilities will need to be located within the new playing fields.**
- c) Protect the former cricket pitch associated with Terriers House as open space unless alternative additional open space provision is provided elsewhere on the site.**

4. Transport:

- a) Provide directly or make provision for off-site transport works. This should include, but is not limited to:**
 - i. Improving the public right of way between the site and the A404 Amersham Road to make it safe and convenient for increased use.**
 - ii. Providing two vehicle accesses into the site which connect through the site, including an access onto the A404 Amersham Road opposite De Havilland Drive.**
 - iii. Widening the carriageway of Kingshill Road to the east of any site access from this road.**
 - iv. Providing improvements to the A404 Amersham Road / Kingshill Road / Totteridge Lane junction as part of an overall improvement scheme for the junction.**
 - v. Implementing traffic calming measures on North Road and Brimmers Hill through Widmer End to limit the potential for additional traffic rat running through this area if required.**
 - vi. Rationalising the position of and improve key bus stops on**

A404 Amersham Road.

- vii. Providing an improved pedestrian crossing of the A404 Amersham Road in the vicinity of new or relocated bus stops.**
 - b) Provide a new footway on Kingshill Road and crossing point to provide for key desire lines**
 - c) Upgrade the Lady's Mile bridleway and public right of way connecting Green Road (near Terriers Farm) to Benjamin's Footpath near High Wycombe town centre, including possible safe and partly off road infrastructure improvements to provide connections between Hazlemere and the town centre.**
- 5. Other**
- a) Provide a commensurate financial contribution secured by planning obligation to enable the delivery of the proposed school on the Gomm Valley & Ashwells allocated site to meet the need for primary school places from this development.**

Figure 13 Terriers Farm and Terriers House - Illustrative layout



KEY

OPEN SPACE

- 1 INFORMAL OPEN SPACE INCORPORATING SUDS FEATURES AND EXISTING WOODLAND COPSE AND PROW TO STRENGTHEN NORTH-SOUTH LINK
- 2 SEMI-NATURAL OPEN SPACE INCORPORATING ORCHARD
- 3 LANDSCAPED GATEWAY
- 4 MULTI-FUNCTIONAL GREEN CORRIDOR INCORPORATING FOOTPATHS, SUDS AND WILDLIFE ENHANCEMENTS
- 5 LADY'S MILE BOUNDARY VERGE
- 6 STRATEGIC FORMAL OPEN SPACE
- 7 INFORMAL OPEN SPACE

CHARACTER AREAS

- KINGSHILL ROAD GATEWAY
- NORTHERN HOUSING AREA - RURAL EDGE
- SOUTHERN HOUSING AREA

- MAIN ACCESS
- POTENTIAL ADDITIONAL ACCESSSES
- NEW PEDESTRIAN/CYCLE LINKS
- MAIN VEHICULAR ROUTE
- SECONDARY VEHICULAR ROUTES
- FOOTPATHS & BRIDLE WAYS OUTSIDE OF SITE
- FORMAL OPEN SPACE
- INFORMAL OPEN SPACE
- SUDS
- HERITAGE ASSETS

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- 5.1.53** The indicative capacity of the site is 500
- 5.1.54** A key issue that development proposals need to address is maintaining the physical separation between Terriers and Hazlemere as well as reflecting the rural fringe location of the site.
- 5.1.55** The existing field boundaries within the allocation have the potential to provide a structure to development of the site. The size and arrangement of these parcels means that planning the layout of the site around them could result in suitable development parcels. The field boundaries should only be removed where an effective layout cannot otherwise be achieved. In order to provide a road through the site it is recognised that there will need to be a breach in the main North-South hedgerow. The extent of this should be minimised to reduce the impact on the integrity of the hedgerow.
- 5.1.56** There are opportunities to promote and enhance existing green infrastructure features and links across and adjacent to the site as well as protecting existing habitats and vegetation. There are also opportunities to strengthen the links between the surrounding area and the Chilterns Area of Outstanding Natural Beauty, both for wildlife and the community. Realising these opportunities should be done in a way that is sympathetic to the location of the site adjacent to the Area of Outstanding Natural Beauty.
- 5.1.57** The infrastructure assessment for the Local Plan⁷⁶ identifies the need for supporting strategic open space and education facilities. For the sites on the north side of the town it has been identified that Terriers Farm will contribute towards meeting wider strategic open space needs in lieu of making on-site education provision which will be made on the Gomm Valley and Ashwells site. The site is adjacent to existing playing fields.
- 5.1.58** The reserve site transport assessment identifies a range of improvements that will be required on and offsite. Development proposals need to ensure that the site integrates well with the surrounding road network and makes appropriate improvements to the roads, junctions, and crossings affected by

⁷⁶Wycombe Local Plan Infrastructure Delivery Plan (September 2017, Wycombe District Council)

the increased traffic generation resulting from the development as well ensuring that alternative modes of transport are also supported.

HW8 – Land off Amersham Road including Tralee Farm, Hazlemere

5.1.59 The site of 15 ha is located on the edge of High Wycombe urban area in Hazlemere, adjacent to the district border. It is currently a mix of farmland and woodland and adjacent to the A404.

POLICY HW8 – LAND OFF AMERSHAM ROAD INCLUDING TRALEE FARM, HAZLEMERE

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

Development of the site is required to:

1. Place-making

- a) Maintain a sense of separation between Hazlemere and Holmer Green, through the layout of the site;**
- b) In the event that land to the north east in Chiltern District (off Earl Howe Road) is allocated for development in the Chiltern and South Bucks Local Plan, to be planned comprehensively with that site as a whole; and in any event to not prejudice future integration.**
- c) Provide a comprehensive development of the site within Wycombe District Redevelop the existing coach yard and riding stables**
- d) Consider the opportunity to redevelop existing residential properties fronting Amersham Road**

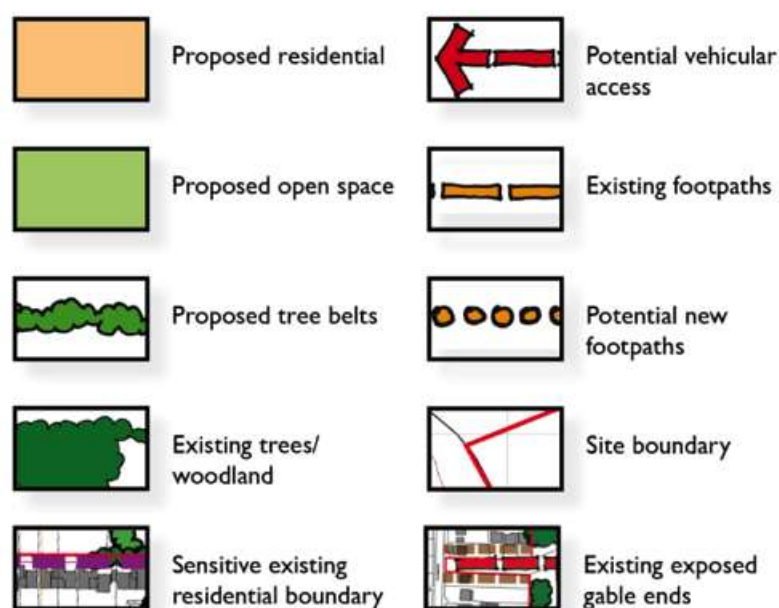
2. Transport

- a) Provide access from the A404 and the Wycombe Road**
- b) Provide walk / cycle access through Tralee Farm onto Wycombe Road**
- c) Improve access to existing bus routes**
- d) Provide or contribute to off-site highway improvements as required by the Highway Authority**

3. Green Infrastructure/Environment

- a) Provide access to and retain the existing orchard within the north east of the site**
- b) Provide protection and future management for the orchard**
- c) Retain the woodland in the south west corner of the site at Badger Way.**
- d) Provide a Green Infrastructure link through the valley of the site, connecting the orchard to the woodland at Badger Way**
- e) Retain the field boundaries within the site.**

Figure 14 Land off Amersham Road including Tralee Farm



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- 5.1.60** The site is allocated for 350 homes.
- 5.1.61** The site is proposed to be taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report⁷⁷ has reviewed this site and indicates that exceptional circumstances exist in this case for removing the site from the Green Belt.
- 5.1.62** The site adjoins an area to the northeast up to Earl Howe Road that is currently being considered by Chiltern District as part of the Green Belt assessment feeding into the joint Chiltern and South Bucks Local Plan. It is therefore essential that, should Chiltern District Council decide to allocate that land for development within their local plan, that the two sites are planned comprehensively together. In any event, development on the site within Wycombe District does not prejudice the development on the adjoining land in Chiltern District.
- 5.1.63** A comprehensive approach to the development of the land in Wycombe District is essential for good planning on this site. Preparation of a development brief for the site will be essential to coordinate the detailed planning of the site and this should be used to inform any planning application submitted for the future development of the site. If the adjacent site is allocated, it would be highly desirable for there to be a single brief for both sites.
- 5.1.64** Vehicular access on to the A404 should be provided although it should be located well away from the steep bend on the A404, Further assessment of the impact on the highway network is required, including the impact on the Hazlemere Crossroads. There is also potential vehicular access to the north, to Wycombe Road – as a minimum pedestrian and cycle access will be needed here. Access to the north is particularly important because it is here that residents will get access to local facilities and local bus services, including those on Browns Road/Wycombe Road in Holmer Green.

⁷⁷ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

Although the site in Wycombe District physically adjoins Hazelmere, the likely access points onto the site mean that residents are more likely to use the facilities in, and feel part of, Holmer Green.

- 5.1.65** The site benefits from important natural features including an orchard and woodland area. Green infrastructure links can be enhanced by linking the orchard to the woodland area off Badger Way along the shallow valley through the site. A badger assessment may be necessary for this site. This green infrastructure corridor can provide the sense of separation between the two communities of Hazelmere and Holmer Green.
- 5.1.66** The existing field boundaries within the allocation have the potential to provide a structure to development of the site. The field boundaries should only be removed where an effective layout cannot otherwise be achieved.
- 5.1.67** There is scope to redevelop some of the built development on the site. It would be inappropriate to retain the Stables to the north, and the coach park to the south as part of residential development. Careful consideration will also need to be given to the existing houses fronting on to Amersham Road, whether they are to be redeveloped as part of the overall development or retained and hence adjoining the new development.

HW9 – Part of Greens Farm, Glynswood, Green Hill, High Wycombe

5.1.68 The site is located on the northern urban edge of High Wycombe between Hughenden Road and Green Hill. It forms a 1.62 hectare green field site with is within 1km of Hughenden Manor and Park.

POLICY HW9 – PART OF GREENS FARM, GLYNWOOD, GREEN HILL, HIGH WYCOMBE

The site as shown on the Policies Map is allocated for residential development.

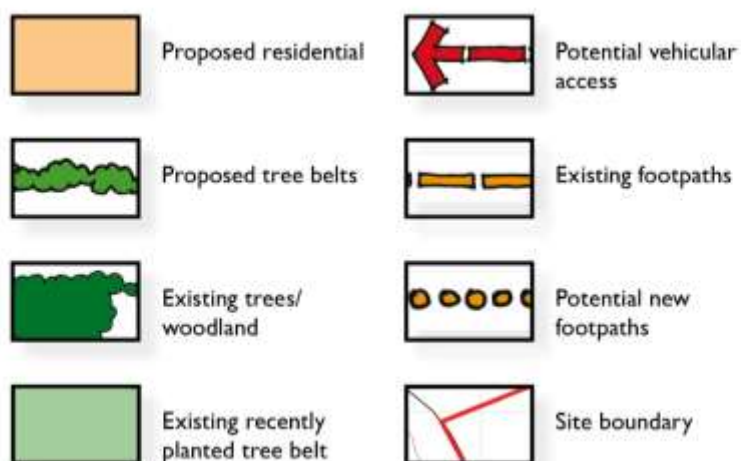
Development of the site is required to:

- 1. Provide a landscape-led positive approach to design and layout to limit its impact upon the Area of Outstanding Natural Beauty, and not have an adverse impact on long distance views from Hughenden Park and Manor;**
- 2. Provide access off Glynswood Road;**
- 3. Retain the footpath through the site.**
- 4. Avoid any adverse impact on surface water flood risk**

Figure 15 Part of Greens Farm, Glynswood, Green Hill



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



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5.1.69 The indicative capacity for the site is 50 dwellings

- 5.1.70** The site is proposed to be taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report⁷⁸ has reviewed this site and indicates that exceptional circumstances exist in this case for removing the site from the Green Belt.
- 5.1.71** The site is also within the Chilterns Area of Outstanding Natural Beauty. The Council's initial analysis suggests that there is scope for some residential development on the part of the site without significant visual harm. The topography steeply rises giving long distance views towards the Chilterns Area of Outstanding Natural Beauty and Hughenden Park and Manor. A more detailed assessment is required by the developer in the form of a landscape and visual impact assessment to determine the impact, particularly in relation to longer distance views, including those from Hughenden Park and Manor.
- 5.1.72** There is a surface water flow path across the northern part of the site and there is a risk of groundwater emergence. Applicants should refer to the SFRA level 2 findings when undertaking a site-specific FRA.

⁷⁸ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

HW10 – Horns Lane, Booker, High Wycombe

5.1.73 The site is located on the urban fringe of Booker, High Wycombe, adjoining the M40 motorway on the western boundary, residential development to the east and allotments on the northern boundary.

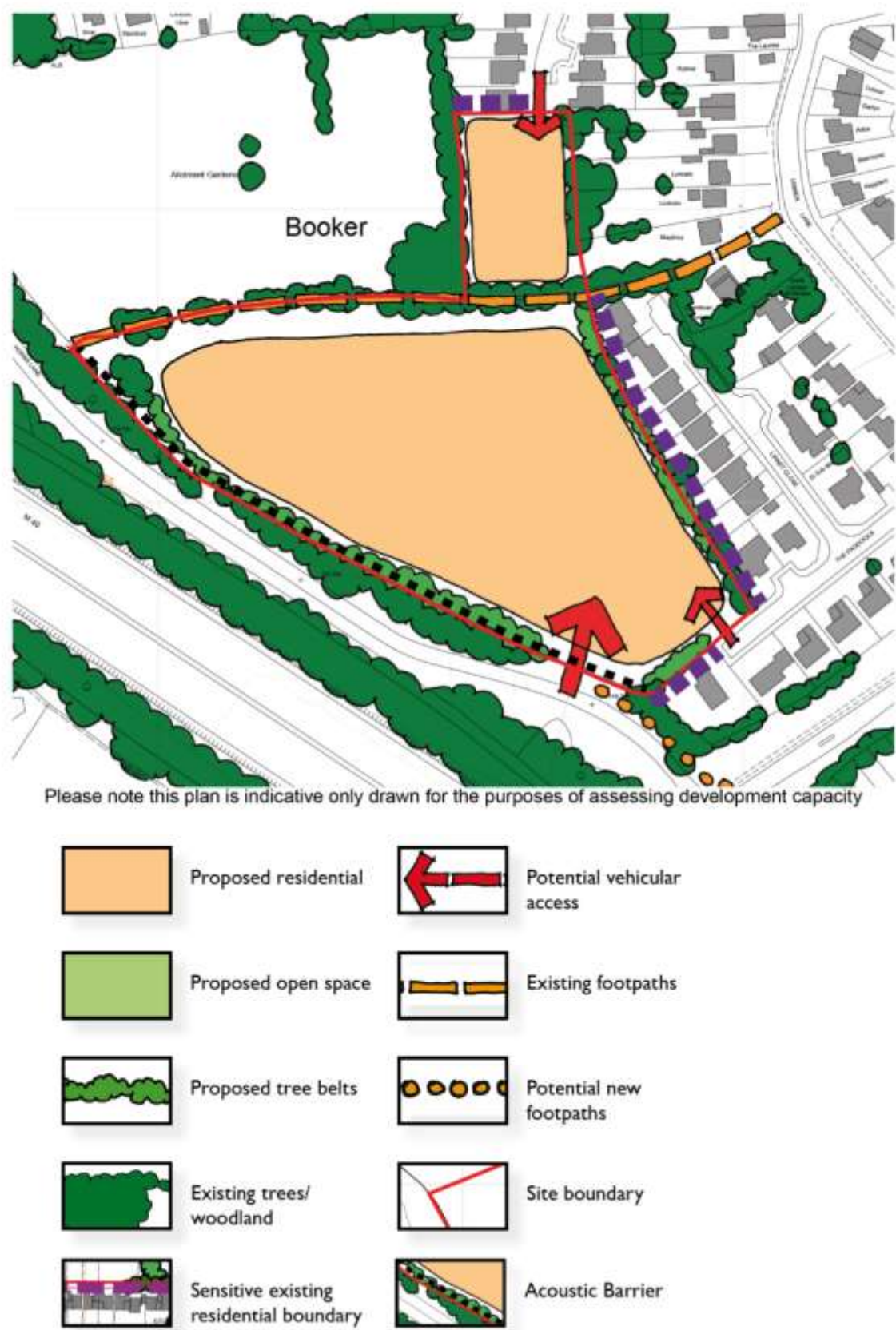
POLICY HW10 – HORNS LANE, BOOKER, HIGH WYCOMBE

The site as shown on the Policies Map is allocated for residential uses and Green Space.

Development of the site is required to:

- 1. Provide a noise assessment and mitigation measures to address the issue of the nearby M40 motorway noise;**
- 2. Provide access off Horns Lane;**
- 3. Provide a suitable footway between the site and Cressex Road; and**
- 4. Protect perimeter vegetation, including the hedgerows between the site and the adjacent allotments, which respects the existing footpath crossing through the centre of the site.**

Figure 16 Horns Lane, Booker- illustrative layout



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- 5.1.74** The indicative capacity of the site is 64 (subject to outcome and impact of any noise assessment)
- 5.1.75** The site is proposed to be taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report⁷⁹ has reviewed this site and indicates that exceptional circumstances exist in this case for removing the site from the Green Belt.
- 5.1.76** The whole site area should be developed comprehensively bringing forward the area of land to the north of the footpath at the same time as the land off Horns Lane.
- 5.1.77** Whilst residential development is acceptable in principle the proximity of the M40 motorway means that this could be a significant constraint to development in terms of the living conditions of future residents. As such a full noise assessment should be undertaken to identify the scope for development and the need for mitigation measures. The site is well contained by vegetation and this should be retained.
- 5.1.78** The land adjoining the site provides allotments which are to be retained. Most allotments in the town are allocated green space, however, because these have been in the Green Belt, the green space allocation was not necessary. Now that it is proposed to remove the area from the Green Belt, this plan designates the allotments as green space, under DM12 of the DSA

⁷⁹ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

HW11 – Clay Lane, Booker, High Wycombe

5.1.79 The site is located on the western urban fringe of High Wycombe, with Booker Airfield closely located towards the west and M40 motorway towards the north. Existing residential development at Clay Hill lies on the southern boundary. The site forms a 1.97ha green field sites.

POLICY HW11 – CLAY LANE, BOOKER, HIGH WYCOMBE

The site as shown on the Policies Map is allocated for residential uses.

Development of the site is required to:

- 1. Adopt a landscape-led positive approach to design and layout to limit its impact upon the adjoining Area of Outstanding Natural Beauty**
- 2. Establish a 10 meter tree belt along the northern and eastern boundary to create a new well-defined landscaped edge**
- 3. Provide a noise assessment and mitigation measures to address the issue of the nearby M40 motorway noise**
- 4. Re-provide informal open space**
- 5. Be at an appropriate density to provide a new gateway to Booker from the north**
- 6. Provide active frontages along Clay Lane and Clay Hill**

5.1.80 The indicative capacity of the site is 30 dwellings

5.1.81 The site is proposed to be taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report⁸⁰ has reviewed this site and indicates that exceptional circumstances exist in this case for removing the site from the Green Belt.

⁸⁰ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

- 5.1.82** The site adjoins the Chilterns Area of Outstanding Natural Beauty, development should be landscape led to ensure minimal impact on the setting of the Area of Outstanding Natural Beauty.
- 5.1.83** A 10 meter tree belt along the northern and eastern boundary should be planted to ensure a long term defensive boundary is established.
- 5.1.84** Whilst residential development is acceptable in principle the proximity of the M40 motorway means that this could be a significant constraint to development in terms of the living conditions of future residents. As such a full noise assessment should be undertaken to identify the scope for development and the need for mitigation measures.
- 5.1.85** Part of the site is currently in use as an informal recreation area. Development of the site should seek to incorporate this informal recreational use within the development of the site.
- 5.1.86** Development of this site provides an opportunity to improve the gateway to Booker from the north, through establishing a new urban edge. Appropriate density should achieve this.
- 5.1.87** Careful consideration will need to be given to the existing houses fronting Clay Hill to ensure development does not have a detrimental impact on the existing properties adjoining the site.

HW12 – Leigh Street, Desborough area, High Wycombe

5.1.88 The Leigh Street area is between Kitchener Road and Desborough Road (not including the former Needham Bowl site) which forms a focus for a range of community and arts uses in the Desborough Area. The site is 1.21 hectares in size. It has a varied environmental quality, with an overall neglected, run-down feel to it and it suffers from poor pedestrian and vehicle access, which isolates the site from the wider Desborough area. It is part of a conservation area designated to protect some of the remaining buildings from the period of furniture making for which Wycombe was well known. Birch House, a former factory, is on the site, along with a number of other former industrial buildings.

POLICY HW12 – LEIGH STREET, DESBOROUGH AREA, HIGH WYCOMBE

The site as shown on the Policies Map is allocated for mixed use development consisting of residential and community uses.

Development of the site is required to:

- 1. Retain Birch House and maintain long distance views of Birch House from the surrounding area,**
- 2. Provide for the retention of the employment activities within the commercial square on or off-site,**
- 3. Provide significant environmental improvements to protect and enhance the Leigh Street Furniture Heritage Conservation Area,**
- 4. Create a new direct pedestrian connection between Leigh Street and Desborough Road and improve or replace the existing footpath from Leigh Street to Desborough Avenue.**
- 5. Improve walking and cycling connectivity to the town centre.**

5.1.89 The indicative capacity for the site is 275 dwellings

- 5.1.90** Redevelopment of this area offers the opportunity to secure significant environmental improvements to the area. This includes the preservation of key buildings as well as characteristics which relate to the area's industrial heritage and provide the basis for the conservation area. Development proposals should reinforce landmark historic buildings such as Birch House and create active frontages to contribute to a vibrant mix of uses and ensure flexibility to accommodate future change. Proposals should also include provision of community facilities which will foster the growing creative arts culture in the area.
- 5.1.91** New pedestrian and cycle connections should be made to connect the area with the surrounding streets, providing views into the site whilst being safe and attractive. This will contribute towards creating a more legible structure for the site to reduce isolation and crime.
- 5.1.92** The Council has produced a development brief⁸¹ for the area and this should be used to inform development as it provides detail and guidance regarding heights and structure of new development, and preferred routes of new connections.

⁸¹ Leigh Street Quarter Development Brief (November 2008, Wycombe District Council)

HW13 – Former Bassetsbury Allotments, Bassetsbury Lane

5.1.93 The site of the former Bassetsbury Allotments is 2.08 ha, located on Bassetsbury Lane to the east of the centre of High Wycombe, south of the dismantled High Wycombe to Bourne End railway line. The allotments were closed a number of years ago due to contamination, and provide a good opportunity to provide homes in the heart of the town, near the Rye park and local facilities. .

POLICY HW13 – FORMER BASSETSBURY ALLOTMENTS, BASSETSBURY LANE

The site as shown on the Policies Map is allocated for residential uses.

Development of the site is required to :

- 1. Protect and enhance the biodiversity and setting of the adjoining nature conservation area;**
- 2. Conserve the special interest of the adjacent conservation area and listed buildings;**
- 3. Ensure that a safe means of access is provided linking the proposed development to the London Road;**
- 4. Carry out a capacity assessment of the London Road junctions with Chestnut Avenue and Bassetsbury Lane;**
- 5. Undertake any necessary decontamination of the site; and**
- 6. Avoid locating development in any area at high risk of flooding from any source and ensure the development doesn't increase the risk of flooding through appropriate SuDS.**

5.1.94 The indicative capacity of the site is 30 dwellings

5.1.95 Any proposals for the site should ensure that a safe means of access is provided from the site to the London Road bus services and also carry out a capacity assessment of the London Road junctions with Chestnut Avenue and Bassetsbury Lane.

- 5.1.96** It is important that the biodiversity and setting of the adjoining nature conservation area is enhanced, through additional adjoining open space (provided mechanisms for its maintenance are provided). This additional open space should act as a buffer to the nature conservation area.
- 5.1.97** The site will require decontamination treatment to a standard appropriate for residential development.
- 5.1.98** The site is located adjacent to the High Wycombe conservation area and a pair of Grade II listed buildings (Funges Farm and Harvest Barn) lie directly to the west of the allocated site. A further group of Grade II listed buildings are located further west in the wider area. Development proposals will need to demonstrate that they have given consideration to the special historic interest, for example, through the production of a heritage report; and set out how the special interest will be conserved.
- 5.1.99** There are some areas at risk of fluvial, surface and groundwater flood risk on the site, in particular to the north-west of the site; development should avoid areas at high risk from any source. Applicants will need to refer to the SFRA level 1 and level 2⁸².

⁸² Wycombe Strategic Flood Risk Assessment (SFRA) Level 1 Update (November 2014, Jacobs) and Wycombe Strategic Flood Risk Assessment Level 2 (September 2017, Jacobs)

HW14 – Highbury Works/Hazlemere Coach Works, Chestnut Lane, Hazlemere

5.1.100 This is a 0.62 ha site, with a mix of B2/B8 uses in Hazlemere in an area which is largely residential, it was previously designated as a badly sited user.

POLICY HW14 – HIGHBURY WORKS/HAZLEMERE COACH WORKS, CHESTNUT LANE, HAZLEMERE

The site as shown on the Policies Map is allocated for mixed use comprising business, residential and community uses.

Development of the site is required to :

- 1. Provide layouts and building heights that reflect the existing topography.**
- 2. Improve access to the site by creating new accesses at Chestnut Lane and/or Pheasants Drive, and closing or minimising additional traffic using the existing access to Inkerman Drive.**
- 3. Provide a permeable site layout allowing for pedestrian and cyclist access between Chestnut Lane and Pheasants Drive, without creating a “rat run” for larger vehicles.**
- 4. Provide approximately 640 square metres of B1 office space.**
- 5. Retain or provide on-site relocation of the existing nursery at a comparable scale to the existing use.**

Figure 17 Highbury Works / Hazlemere Coach Works, Chestnut Lane, Hazlemere



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5.1.101 The indicative capacity of the site is 14 dwellings.

5.1.102 Development proposals should deliver a mixed use site which integrates with the local character of the area, as well as delivering B1 office space in line with the policy requirement above. The nursery use currently located on site should be retained, either in its current location, or relocated to a new building of comparable floor area to the existing one on the development site.

5.1.103 The site is currently accessed from an entrance which runs parallel to Inkerman Drive, which has less than optimal visibility splays due to the road alignment. Development proposals should take advantage of the opportunity to create new access points off of Chestnut Lane and Pheasants Drive where it will be possible to provide better visibility and safer access.

HW15 – Land to the rear of Hughenden road, High Wycombe

5.1.104 This site of 2.55 ha is the street block fronting onto Hughenden Road to the north of High Wycombe. It is bounded to the west by the Hughenden Stream, and is adjacent to the newly regenerated Hughenden Quarter.

POLICY HW15 – LAND TO THE REAR OF HUGHENDEN ROAD, HIGH WYCOMBE

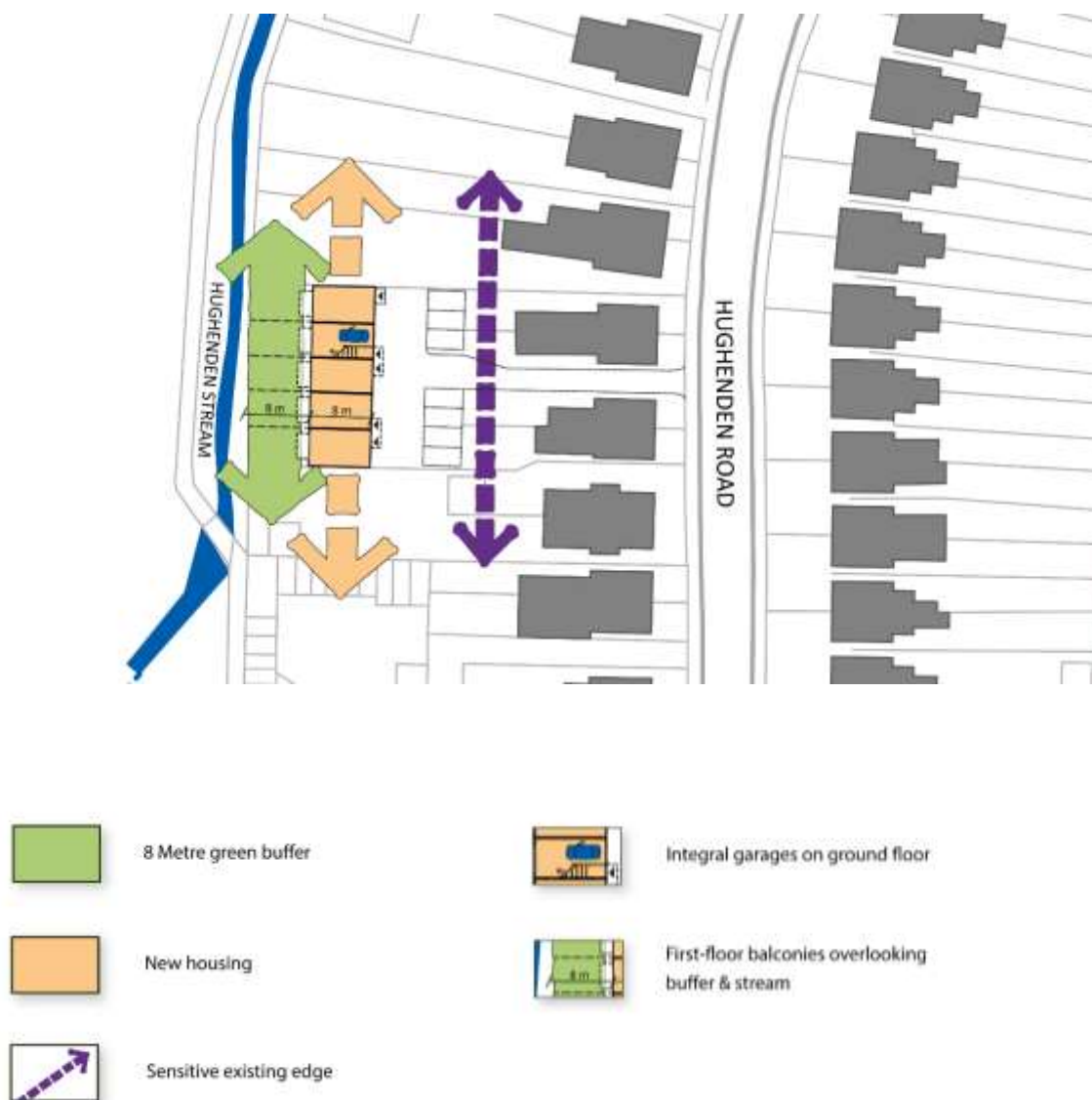
The site as shown on the Policies Map is allocated for residential development.

Development is required to:

1. Facilitate comprehensive development; :developments that prejudice this will not be permitted;
2. Be of a linear form, to enable the visual enhancement of the Hughenden Corridor and maximise distances from existing properties on Hughenden Road;
3. Be set back 8 metres from the Hughenden Stream to enable its ecological enhancement for biodiversity purposes within the constraints of the development site;
4. Address the risk of flood from all sources, to ensure development does not increase the risk of flooding;
5. Provide amenity space as balconies overlooking the stream with no amenity space at ground level
6. Be no greater than two-storey at eaves height facing the rear of the properties on Hughenden Road;
7. Provide controlled aspect to the east with main windows facing the west over the river;
8. Provide suitable access, parking and servicing for both existing and new development;
9. To ensure effective amenity and security of existing dwellings on the

Hughenden Road frontage is achieved.

Figure 18 Land to the rear of Hughenden Road, High Wycombe



5.1.105 Because of the complex nature of this development and the multiple landownerships involved, no allowance is made in the Council's housing supply for the dwellings arising from this site at this point in time, but the potential housing delivery from the site will be reviewed in the Monitoring Report.

5.1.106 The Hughenden Quarter is being regenerated through a number of new developments on the western side of the Hughenden Stream. The Council

believes that the creation of an appropriate new residential environment on the eastern side of the stream would further contribute towards this regeneration. This would also be beneficial to the setting of the Hughenden Stream, but the Council recognises there are a number of physical and policy constraints, including flood risk issues from all sources, fragmented land ownership, access, geometry of the site and need to ensure a satisfactory relationship between any new development and existing properties on the frontage.

5.1.107 The site allocation boundary includes the existing buildings on Hughenden Road as well as the land to the rear. It is envisaged that the existing buildings along the Hughenden Road will be retained. However, options that still deliver the objectives of this policy, but that take a more comprehensive approach, will be also be considered.

5.1.108 Development in this location will need to be carefully thought through, because the dimensions of the block, the depth of the development of many of the frontage buildings, the complexities of the stream and its flood risk, and the potential points of access, mean that this would not be a conventional ‘mews’ – with the primary building, and the building to the rear, backing onto one another, facing public streets. There is insufficient space to accommodate a road along the stream, even if it were desirable. Instead the form is likely to be a series of courts, accessed from between frontage buildings. Achieving good amenity and security for both the existing and new buildings will require careful detailed consideration.

5.1.109 Development should be of a linear form to ensure that the new buildings are a consistent distance from the river, and to maximise the distance between them and the existing buildings on Hughenden Road.

5.1.110 Development should be set back 8m from the stream to allow for the ecological enhancement of the river corridor whilst still making this regeneration opportunity developable. The buffer will be solely for biodiversity enhancement and is not to be developed as an amenity area. Balconies may, however, overhang this area.

- 5.1.111** The site may be at risk of fluvial, surface and groundwater flooding. Flood risk from all sources, including the impact of climate change, will need to be assessed, avoided where possible and appropriately mitigated. Developers are required refer to the Council's SFRA level 1 and 2 findings.
- 5.1.112** Any development proposals for residential development adjacent to the river will need to consider the properties on the Hughenden Road behind which they sit and between which they are accessed. Due to the proximity of existing properties on Hughenden road, development proposals will need to achieve good levels of privacy and external and internal amenity for new and existing properties. Development proposals may have an asymmetric roof form to allow height to be limited to 2 storey to eaves facing the rear of the existing buildings, but greater height facing the river.
- 5.1.113** It is important that development is brought forward in a coordinated way through a series of parcels to achieve an overall comprehensive development which would not otherwise be achieved if developed in an uncoordinated piecemeal fashion.
- 5.1.114** The Council will review PD rights on both new and existing properties to ensure that the river corridor is properly safeguarded and to ensure privacy and amenity between both new and existing properties is maintained.
- 5.1.115** The Council believes that with careful design, a coordinated approach and parcels of land of an appropriate scale, it is possible to achieve good quality development that respects the character of the area, responds to flooding issues, and ensures adequate amenity and servicing arrangements for existing and future residents. The Council may produce a development brief or management plan to help guide development.

Land for Economic Development

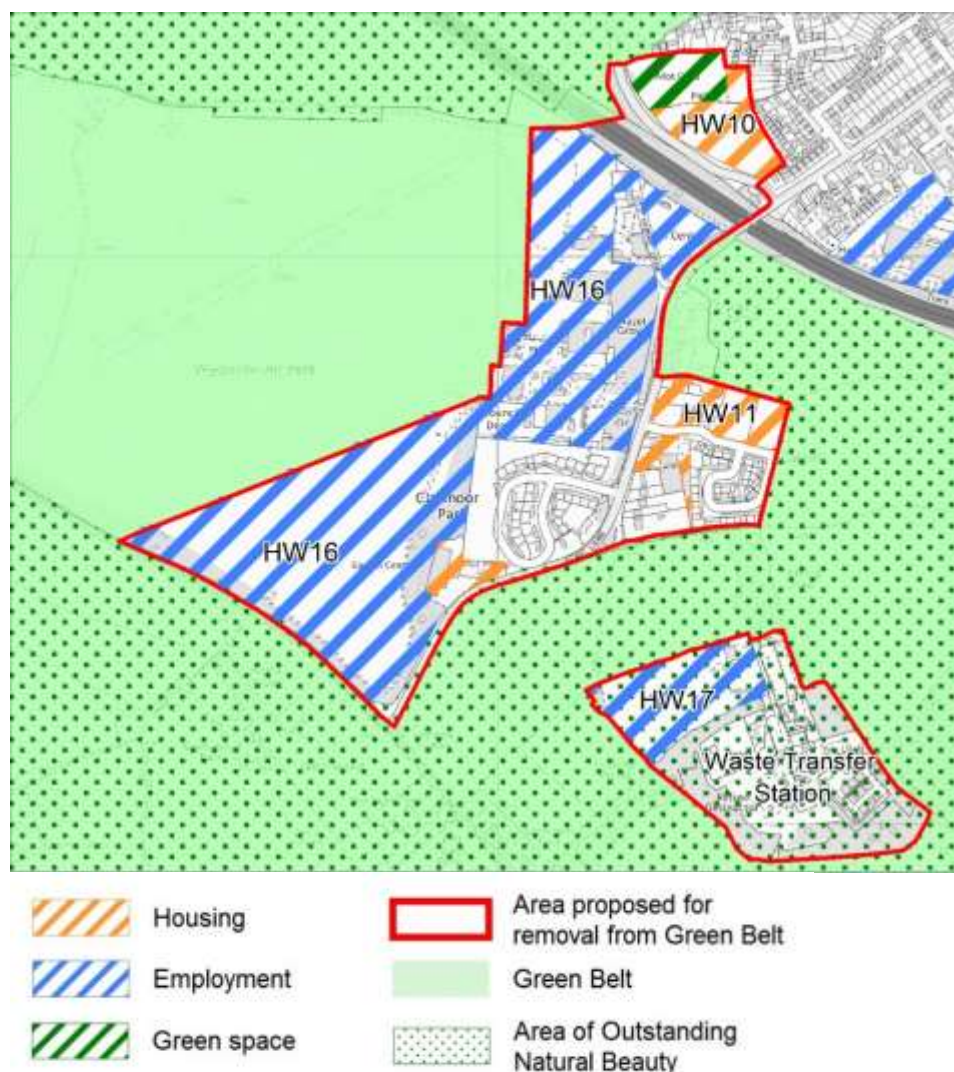
HW16 –Wycombe Air Park

5.1.116 Wycombe Air Park is located to the south west of High Wycombe. This policy allocates two areas of the site as strategic employment areas and ensures that any development on the site does not compromise or limit the Air Park’s existing aviation uses.

POLICY HW16 – WYCOMBE AIR PARK, HIGH WYCOMBE

- 1. Two areas of land at Wycombe Air Park are allocated as strategic employment areas and these are shown on the Policies Map. These areas and the adjoining built up areas are removed from the Green Belt.**
- 2. Proposals for B1, B2 and B8 uses and sui generis employment generating uses will be permitted within the strategic employment areas as defined on the Policies Map and in figure 19 below.**
- 3. Development of this site will be required to :**
 - a) Secure appropriate off site highway works including as required at the Clay Lane - Marlow Road junction and as advised by the Highway Authority; and;**
 - b) Demonstrate that they do not compromise or limit the operation of the aviation uses, including gliding, at the Air Park; and;**
 - c) Ensure appropriate boundary landscaping is provided**
- 4. Other areas of the site away from the employment areas and the airfield may be suitable for outdoor sporting activities, subject to meeting the requirements of 3b) above.**
- 5. Residential uses will not be permitted.**
- 6. Development will be required to demonstrate through a travel plan how sustainable travel to the site will be improved.**

Figure 19 Proposed New Green Belt Boundary and Site Opportunities in the Airpark area



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5.1.117 An assessment of the commercial market has identified that the airpark by virtue of its location has potential to provide up to an additional 14 ha / 26,000 sqm. of additional employment floorspace on the airpark

5.1.118 Wycombe Air Park, also known as Booker Airfield, is an operational aviation aerodrome located to the south west of High Wycombe. It covers an area of 93 hectares of which 4.3 ha accommodates a range of single storey aircraft hangars supporting commercial premises, a council depot and a squash and racquetball club. The Air Park operates three runways and accommodates over 90,000 flight movements each year. The flights are private and there are no commercial or air freight operations from the Air Park.

- 5.1.119** Historically there has been a policy of restraint on the Air Park in terms of limiting business activities to those that are aviation related and due to it being a major developed site in the green belt, which limited the scale of any development proposals.
- 5.1.120** The Housing and Economic Development Needs Assessment indicates that there is a need to provide some additional land to help meet the employment needs and provide a range and choice of sites in locations that would be commercially attractive. There are very few opportunities in High Wycombe (the main employment centre in the District) and indeed across the District where this can take place, due to constraints, and very few opportunities on flat sites, which would be attractive and deliverable from a market perspective. Given this shortage, it has been necessary, as for housing, to explore all the potential options for new employment land, including undertaking a Green Belt review to consider potential sites.
- 5.1.121** The Green Belt Part 2 report has assessed the site and indicates that exceptional circumstances exist in this instance for removing land from the Green Belt at the Air Park for employment purposes.
- 5.1.122** The Air Park provides flat land well located for the M40 and employment development here would enhance the support the Air Park already provides to the high technology engineering sector. The Wycombe Commercial Sites Assessment identifies that the local market would support new industrial development within the existing built up area and open storage type uses on the southern part of the Air Park. The Air Park has an important role to play in accommodating new industrial development as older, less suitable employment premises in the urban area are redeveloped for other uses. The southern expansion area could accommodate further employment uses if the existing access was upgraded or a new access provided and the existing glider cross runway can be satisfactorily relocated within the Air Park.
- 5.1.123** The proposed revised Green Belt boundary is shown in figure 19. The Council acknowledges that the proposed boundary does not always follow recognisable features on the ground in the Air Park area, in line with Government policy, but considers that the opportunities for new employment

development in the right type of location for business are very limited and as a result it is necessary to establish a new boundary in this exceptional circumstance.

5.1.124 It is important that any development in the southern part of the Air Park does not jeopardise the operation of the existing runways and that new employment is designed and sited safely. Any development proposals will need to be designed in accordance with Obstacle Limitation Surface criteria (as defined in CAP 168 – ‘Licensing of Aerodromes’) for airparks.

5.1.125 Located within the Air Park and the adjoining Council depot, there are a number of other uses which may need to seek alternative accommodation in light of the proposed changing role of the Air Park.

5.1.126 The Air Park is within the setting of the Chilterns Area of Outstanding Natural Beauty. It is important that any development proposals do not have a negative impact on the Area of Outstanding Natural Beauty. Development proposals will need to be supported by a landscape impact assessment.

5.1.127 There is potential for other outdoor sporting activities in and adjacent to the Airpark, for example the Churchill Shooting Ground, immediately to the west of the Air Park, is proposing to expand to create a new elite training centre for British Shooting’s performance athletes as well as a community facility. There is also scope for other uses that are compatible with the existing uses at the Air Park.

HW17 – Land Adjoining High Heavens Household Recycling Centre, off Clay Lane

5.1.128 This site is located to the north of the existing High Heavens Household Recycling Centre, which is located to the south west of High Wycombe. This policy allocates the site for low density yard based business uses, and secures an approach to development which respects the site's Chilterns Area of Outstanding Natural Beauty setting.

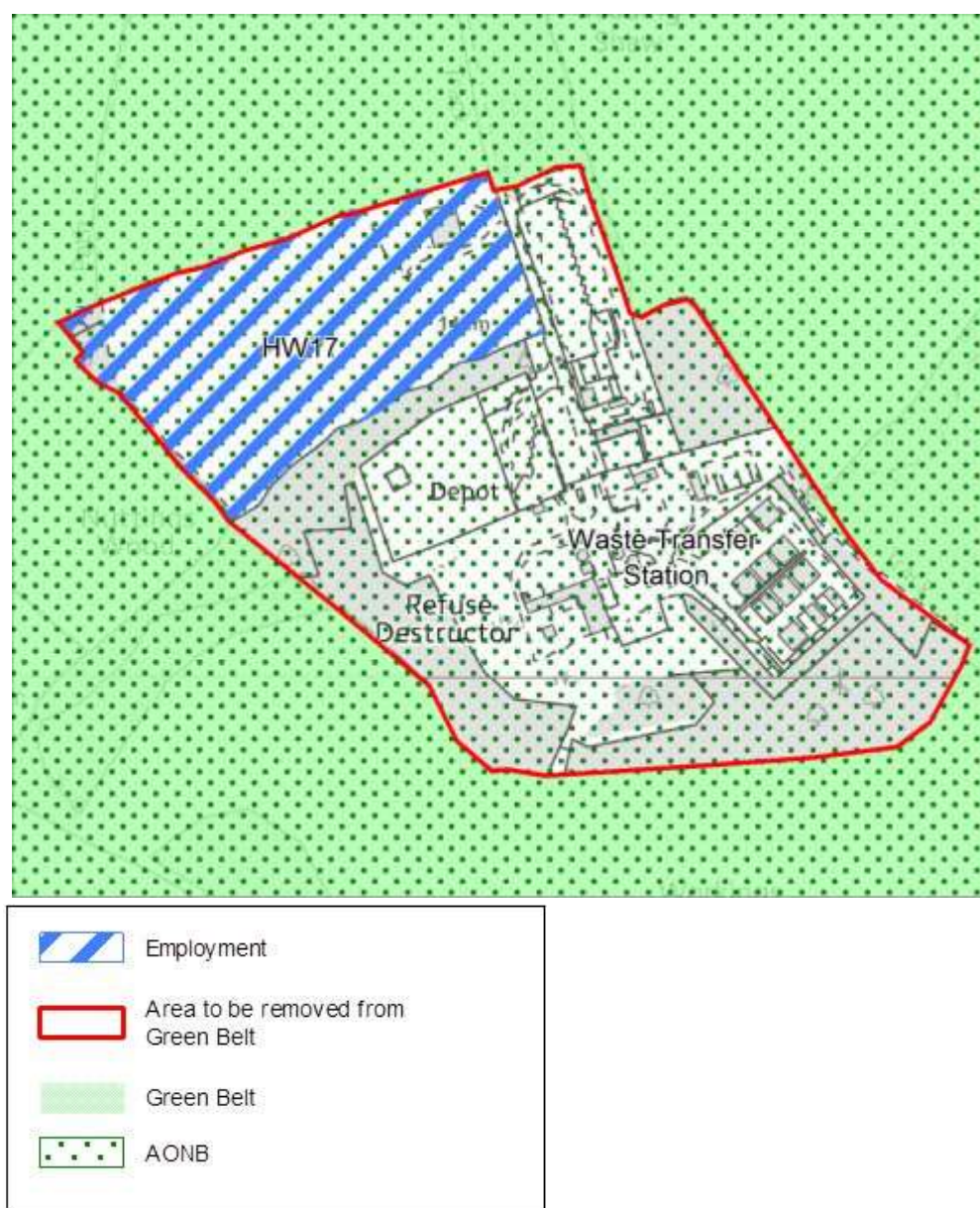
POLICY HW17 – LAND ADJOINING HIGH HEAVENS HOUSEHOLD RECYCLING CENTRE, OFF CLAY LANE

The site, as shown on the Policies Map, is allocated for low density yard based business uses.

Development of the site is required to :

- 1. Provide single storey restricted height buildings;**
- 2. Retain and manage existing wooded boundaries for screening purposes, to take account of the site's location within the Chilterns Area of Outstanding Natural Beauty;**
- 3. Provide off site planting to the east so as to reinforce the western boundary; and**
- 4. Provide a full landscape assessment.**

Figure 20 Land adjoining High Heavens household



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5.1.129 High Heavens Household Recycling Centre is located to the south west of High Wycombe. It is proposed that a 3.7 hectare area of land, which adjoins the Household Recycling Centre, is developed for industrial purposes. The Economy Study ⁸³ identifies that there is a shortage of industrial land in the District. Given this shortage, it has been necessary, as for housing, to

⁸³ Wycombe District Council Economy Study and Employment Land Review (January 2014, Peter Brett Associates)

explore all the potential options for new employment land. A Green Belt review has therefore been undertaken.

5.1.130 The Green Belt Part 2 report has assessed the site and indicates that exceptional circumstances exist in this instance for removing land from the Green Belt for low density yard based business uses. The adjoining land, together with the already developed waste recycling centre, is also removed from the Green Belt.

5.1.131 New buildings are to be restricted in height because of the site being within the Chilterns Area of Outstanding Natural Beauty. There is a current building on the site that is single storey. The impact of any new building, however will need careful assessment. In addition, any development proposals will need to retain and strengthen the existing boundary hedges so as to maintain the screening, as well as be accompanied by a full landscape assessment. However any development proposals should be for uses that have a minimal requirement for new buildings and be for uses which mainly require open areas.

HW18 – Cressex Business Park

5.1.132 Cressex Business Park is located to the south-west of High Wycombe, adjacent to main distributor roads into High Wycombe, with good access to the strategic road network. This policy secures the site for continued employment uses, and seeks to improve the commercial attractiveness of the site.

POLICY HW18 – CRESSEX BUSINESS PARK, HIGH WYCOMBE

- 1. In Cressex Business Park as defined on the Policies Map, development will be permitted for classes B1, B2, B8 and sui generis uses that are akin to employment uses as specified in the Use Classes Order.**
- 2. Other uses that deliver economic development will also be allowed, where they:**
 - a) Support the business uses of the area,**
 - b) Are small scale,**
 - c) Generate employment,**
- 3. Residential uses will not be permitted**
- 4. Proposals for new development may be required to contribute towards improving the access to the area.**
- 5. Proposals will be supported which secure improvements to Cressex Business Park to maintain and improve its commercial attractiveness, including through environmental improvements and improved access.**

5.1.133 Cressex Business Park is Wycombe District's premier industrial location. It has the largest critical mass of industrial occupiers in the district. It benefits from a good location, close to Junction 4 of the M40. It has a number of large occupiers and national trade counter operators; however there has been limited new development as the estate is fully built up. The park is well occupied and positioned to support new development.

5.1.134 The Business Park is also an important asset for the region, but has a mix of premises of varying age and condition. The Council wants to see the Business Park continue to improve and optimise its economic potential. However at peak times there are problems for traffic accessing and leaving the business park. Improving access and environmental improvements are necessary to improve its attractiveness. In order to maintain the important role that Cressex plays the Council will resist development that would undermine the economic role of Cressex and welcomes proposals to improve the management and maintenance of the area, as well as proposals to improve the business park's accessibility.

HW19 – Office Outlet site, Queen Alexandra Road, High Wycombe

5.1.135 This site (formerly Staples) occupies a key commercial location and represents an opportunity to deliver a landmark building at a gateway to High Wycombe alongside new retail and employment floorspace. It is located on a 0.45 ha plot within the High Wycombe Town Centre boundary⁸⁴.

POLICY HW19 – OFFICE OUTLET SITE, QUEEN ALEXANDRA ROAD, HIGH WYCOMBE

- 1. Land at the Office Outlet site, High Wycombe as shown on the Policies Map is allocated as a mixed office and retail development, comprising A1 retail uses at ground floor level and B1 office uses on the upper storeys.**
- 2. Development is required to:**
 - a) Result in no net loss of parking.**
 - b) Not prejudice any future redevelopment of Wycombe General Hospital**
 - c) Safeguard land for the provision of a bus lane/route for left turning traffic from Marlow Hill**
 - d) Not rely on on-street servicing.**

⁸⁴ Delivery and Site Allocations Plan (July 2013)

5.1.136 The Delivery and Site Allocations Plan sets out the strategy for development within High Wycombe Town Centre, including a need for quality modern office space⁸⁵ and the Housing and Economic Development Needs Assessment identified the need for additional office space in the District⁸⁶.

5.1.137 The site is well located for office / retail uses, with good transport connections to the M40 and A404 / M4 via Marlow Hill, and to the town centre and north of district. The site is within 10 minutes' walk of public transport connections. It is also a prominent site commercially on a key gateway to the town centre the evidence base⁸⁷ identifies that “there is clearly an opportunity to make a statement with an office building in this location. Delivering the site for development is an issue in the context of the existing ownership and leasing structure.”

5.1.138 The local road network adjacent to the site consists of key distributor roads. Given the proximity of Wycombe General Hospital and the high level of traffic expected to use Queen Alexandra Road in connection with the implementation of the High Wycombe Masterplan, it is desirable that the development of this site does not lead to a loss of parking which might increase the burden of parking elsewhere.

5.1.139 The NHS are considering the long-term vision for the future of Wycombe General Hospital, and dependent on that vision, this allocation may come forward as a part of a larger redevelopment scheme. Development proposals should be sensitively designed to accommodate future proposals for the hospital site.

5.1.140 The addition of a bus lane from Marlow Hill into Queen Alexandra Road, combined with the new alternative route being delivered through the High Wycombe Masterplan will offer faster bus connections from the Handy Cross Hub (Coachway and Park and Ride) Flackwell Heath, Bourne End, Daws Hill

⁸⁵ Delivery and Site Allocations Plan (July 2013) policy HWTC4, supported by the Wycombe Commercial Assessment (February 2016, Boyer Planning).

⁸⁶ Buckinghamshire Housing and Economic Development Needs Assessment Update (December 2016, Opinion Research Services and Atkins)

⁸⁷ An Assessment of the Office Market in High Wycombe Town Centre (March 2017, Chandler Garvey)

Lane, Marlow and Cressex areas to the town centre, all of which are seeing new development planned. Improved journey time is a key element in increasing public transport mode share and a bus lane at this location will result in increased use of the public transport network and reduce operating costs. On street servicing would undermine the wider transport objectives of this part of the highway network.

HW20 – High Wycombe Town Centre – former Local Development Order area

5.1.141 Policies for specific sites in High Wycombe Town Centre are set out in the Delivery and Site Allocations Plan. However at the time that the Delivery and Site Allocations Plan was prepared the area around White Hart Street and Church Street was subject to a Local Development Order which effectively freed up planning controls for a specific period of time to address vacancy issues in the area. The Local Development Order expired in 2013 and as a result it is necessary to establish a policy framework for considering changes of use in this area.

5.1.142 The vacancy rate in the area has improved significantly and the proportion of A1 and A3 units is relatively high. As a result the area covered by this policy should be amalgamated with the White Hart Street (South) and Oxford Road Street (South) frontages in the Delivery and Site Allocations Plan in terms of proportion of frontage that should remain in A1 or A3 use. This simply involves a change to the Policies Map to reflect this addition.

Other development

HW21 – Land at Queensway, Hazlemere

5.1.143 The site is about 5 hectares. It is located on the northern edge of Hazlemere near the A404, in the Green Belt and AONB. The site is bounded to the north-west by some allotments, to the south by Queensway and to the east and south east by Hazlemere Golf Club.

POLICY HW21 – LAND AT QUEENSWAY, HAZLEMERE

Land is allocated at Queensway for cemetery use, as shown on the Policies Map.

Development of the site is required to:

1. Provide access from Queensway;
2. Minimise any conflict between the proposed and neighbouring uses or associated impact on the amenities of local residents or visitors to the cemetery;
3. Demonstrate that the use of the land for cemetery purposes has no adverse impact on water quality, water courses, groundwater, surface water or drainage systems unless sufficient mitigation measures such as SuDS can be secured through conditions attached to the planning permission, or a legal agreement;
4. Contribute to the enhancement of features within the site and surrounding area by retaining the openness of the Green Belt;
5. Provide appropriate planting and boundary treatment; and
6. Maximise biodiversity by conserving and enhancing the parts of the site with existing ecological value and/or by creating new areas or features within the site

Figure 21 Land at Queensway, Hazlemere



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5.1.144 Recent assessment work⁸⁸ has identified the need for a new cemetery in the High Wycombe area to meet future burial grounds needs during the lifetime of the plan, as existing facilities are reaching capacity. The District Council is responsible for providing adequate cemetery facilities and ensuring that a continuous supply of land is available for this purpose. This policy relates to human burials.

⁸⁸ High Wycombe Cemetery needs – note (June 2016, Wycombe District Council)

5.1.145 The cemetery, including any associated buildings will also need to be well designed, having regard to the character of the area. It is important that the site retains and enhances any existing landscape features such as hedges and trees. This will give the site some maturity that can be incorporated into the layout. This will also help to minimise any potential impacts on neighbouring residents. Some frontages should offer opportunities to view the site to allow natural surveillance, which can reduce incidences of vandalism.

5.1.146 The site is in the Green Belt and Area of Outstanding Natural Beauty but cemetery use is an acceptable use in the Green Belt provided it retains the openness of the land. As such no change to the Green Belt boundary is proposed.

5.1.147 A detailed feasibility study is currently underway which will inform how the site coming forward.

5.1.148 The allotments adjacent to the site will remain in use as allotments.

5.2 Marlow

5.2.1 Marlow is a vibrant town with many assets, the key ones being its setting on the banks of the River Thames and its location in the Chilterns Area of Outstanding Natural Beauty. It has a strong economic base thanks to its strategic location in the Thames Valley but this has suffered to some extent in recent years, and a local Business Improvement District has been established to help address local issues. The town centre is vibrant and its Thames-side location is attractive with tourists, including Higginson Park and its associated leisure centre.

5.2.2 Its location and strengths are also constraints in terms of its ability to accommodate development, not just the Green Belt and the Area of Outstanding Natural Beauty but the extensive floodplain – the town has suffered from significant flooding in recent years. There is also significant traffic congestion in the town. Policies to maintain the vibrancy of the town centre are set out in the Delivery and Site Allocations Plan and are not revisited in this Plan.

5.2.3 The Sustainable Communities Strategy aims to ensure that the character and reputation of Marlow as an attractive, vibrant and accessible place that meets the day-to-day needs of both those who live and work in Marlow and visitors is maintained. Thanks to good stewardship, the River Thames continues to attract many visitors and improvements have been made to Globe Business Park to ensure that the town has remained a thriving business centre.

PRINCIPLES FOR MARLOW

To meet the district-wide Strategic Objectives, the Council will shape development in Marlow to:

1. Cherish the Chilterns

a) Protecting the landscape setting of the town;

2. Strengthening the Sense of Place

- a) Make the most of its Thames-side setting by**
 - i. Safeguarding its historic riverside setting**
 - ii. Improving Higginson Park**
 - iii. Supporting and enhancing the tourist industry, including public access to the river and riverbanks**
 - iv. Protecting the town from flooding;**

3. Foster economic growth

- a) Maintain and strengthen the town as a Thames Valley employment centre**
- b) Improve car parking to serve the business park to ensure its long term success**
- c) Make best use of the existing business space at Globe Park through regeneration and take up of vacant units.**

4. Improve strategic connectivity

- a) Improve highway access from the A404 to the Globe Park Business Park**

5. Facilitate local infrastructure

- a) Improve sport and leisure facilities for the town**

6. Deliver housing

- a) Provide housing and affordable housing whilst protecting the Area of Outstanding Natural Beauty and the Green Belt from inappropriate development.**

7. Champion town centres

- a) Ensure the town centre remains an attractive, vibrant and accessible place**
- b) Maintain the vitality and viability of the town centre, ensuring it delivers a strong retail offering, including a wide range of fashion,**

leisure and restaurants

c) Recognise that the historic core to Marlow is key to its character and the success of the town centre

d) Improve transport links between Globe Park and the town.

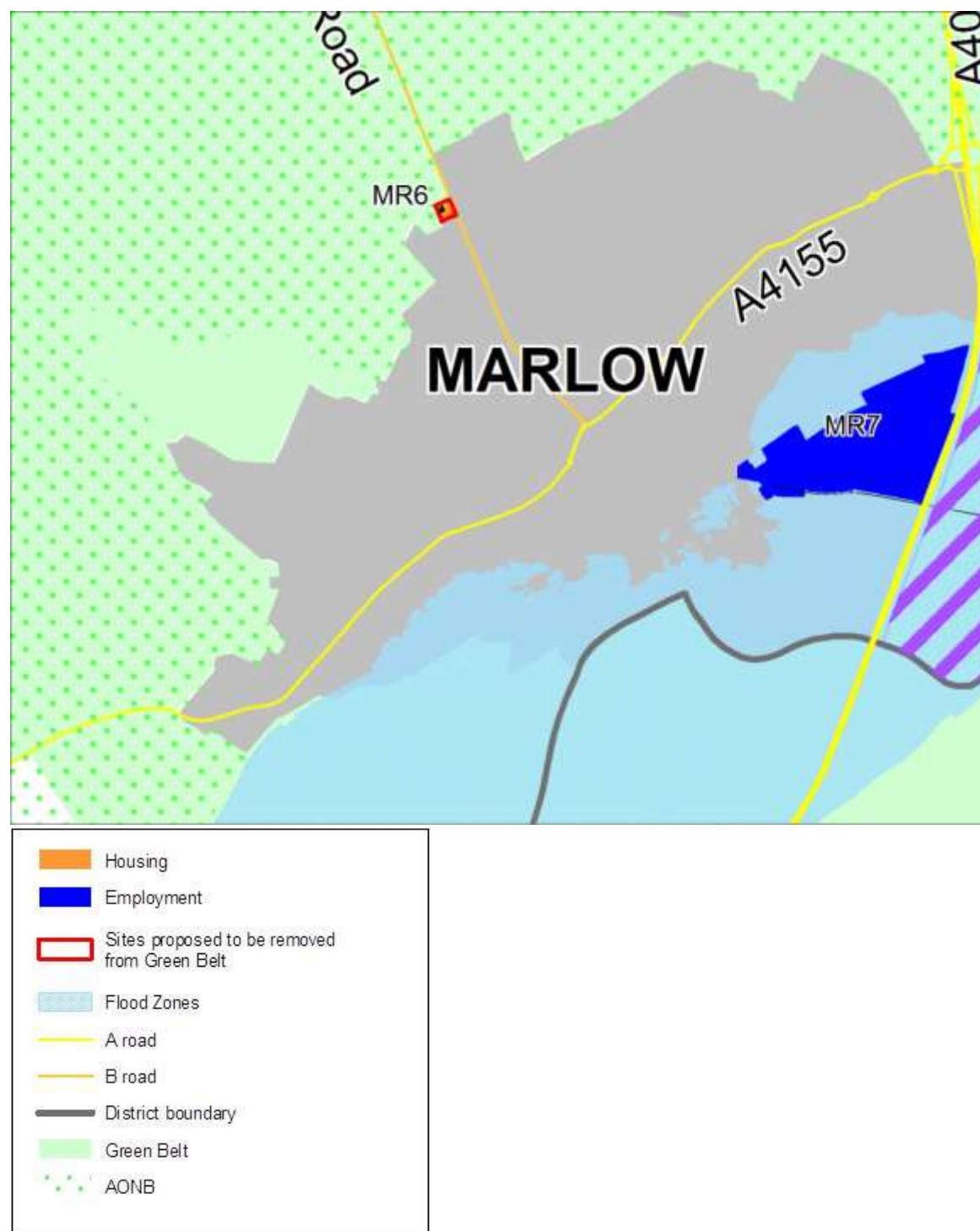
8. Mitigate Climate Change

a) Protecting the town from flooding;

b) Improve sustainable travel choices in the town to reduce the need for residents to travel to the town centre by car.

Housing or Mixed Use Sites including Housing

Figure 22 Main proposals in Marlow



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5.2.4 The following sites are identified for housing or housing led mixed use development.

Table 13 Sites identified for housing or housing-led mixed use development in the Marlow area

Policy reference	Site	Area (hectares)	Indicative dwelling numbers
MR6	Land at Seymour Court Road, Marlow	0.3	9
n/a	Police Station, Dean Street, Marlow	0.24	29
n/a	Foxes Piece, Marlow	1.52	10

5.2.5 Additional housing will also be provided in Marlow on sites that already have a planning permission such as the Portlands site.

MR6 – Seymour Court Road, Marlow

- 5.2.6** The site is 0.30ha and is located on the northern urban fringe of Marlow at end of a row of houses along Seymour Court Road, Marlow. The site fronts Seymour Court Road, opposite the residential area of Sunny Bank and Pinecroft Road. This is a greenfield site in the Green Belt.

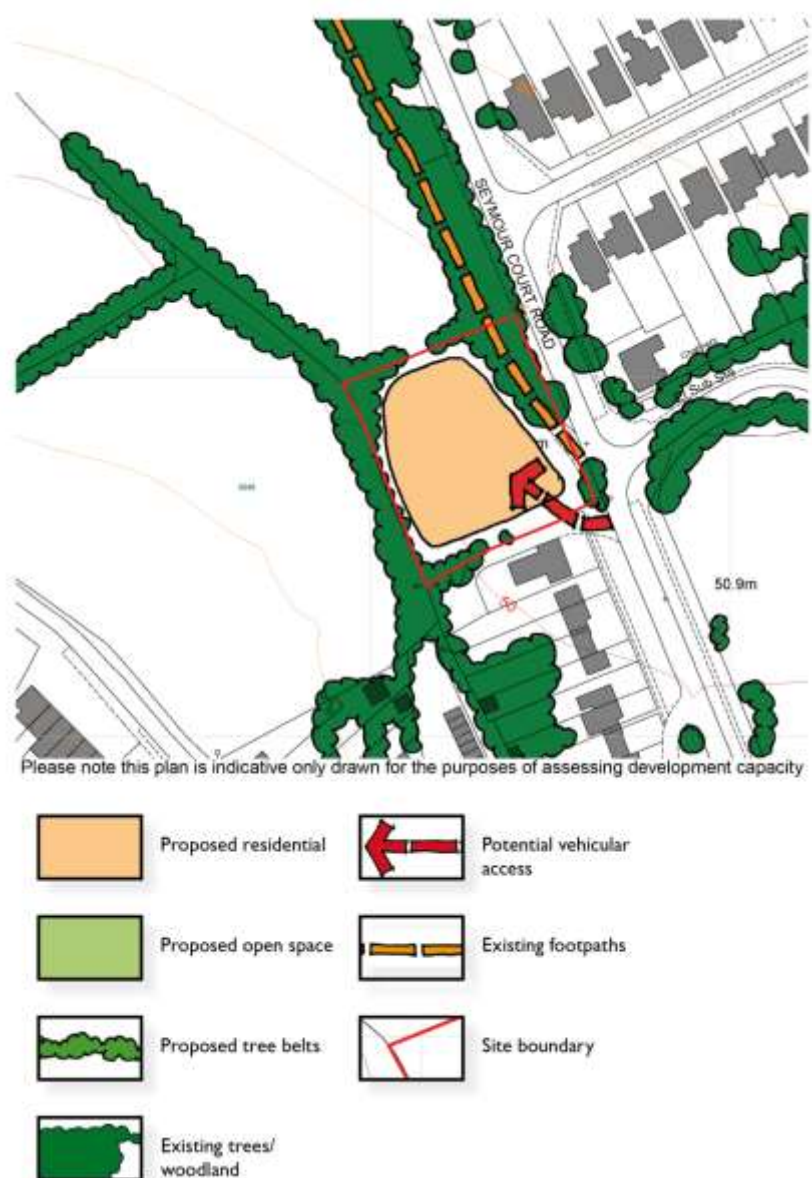
POLICY MR6 – SEYMOUR COURT ROAD, MARLOW

Land is allocated at Seymour Court Road for residential use, as shown on the Policies Map.

Development of the site is required to:

- 1. Adopt a landscape-led positive approach to design and layout to limit its impact upon the Area of Outstanding Natural Beauty;**
- 2. Provide access off Seymour Court Road;**
- 3. Retain the existing footpath through the site; and**
- 4. Retain and strengthen existing boundary vegetation and have regard to Medmenham Biodiversity Opportunity Area Statement.**

Figure 23 Seymour Court Road, illustrative layout



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5.2.7 The indicative capacity of the site is 9 dwellings

5.2.8 The site is proposed to be taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report⁸⁹ has reviewed this site and indicates that exceptional circumstances exist in this case for removing the site from the Green Belt.

⁸⁹ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

- 5.2.9** The site is also within the Chilterns Area of Outstanding Natural Beauty and whilst the Council's initial analysis suggests that there is scope for residential development a more detailed assessment is required by the developer in the form of a landscape and visual impact assessment to determine the impact, particularly in relation to longer distance views.
- 5.2.10** A public footpath runs parallel to Seymour Court Road along the eastern site boundary. Any development should ensure this footpath link is maintained.
- 5.2.11** This site lies within the Medmenham Biodiversity Opportunity Area (BOA), an area on the north-south ridge west of Marlow, from the Thames Valley at Medmenham up to Moor Common in the north. The BOA is not a constraint but an opportunity to improve and create new habitats. Development of this site should have regard to Medmenham Biodiversity Opportunity Area Statement.

Land for Economic Development

MR7 – Globe Park

5.2.12 Globe Park is just off the A404, which links to the M40 Junction 4 to the north and M4 Junction 8 to the south. It is possibly the best strategic office location in Wycombe district, due to its close proximity to the strategic road network and the Thames Valley.

POLICY MR7 – GLOBE PARK, MARLOW

- 1. In Globe Park as defined on the Policies Map development will be permitted for classes B1, B2, B8 and sui generis uses that are akin to employment uses as specified in the Use Classes Order**
- 2. Other uses that deliver economic development will be permitted where they:**
 - a) Support the business uses of the area,**
 - b) Are small scale,**
 - c) Generate employment**
- 3. Residential uses will not be permitted**
- 4. The Council will support proposals which deliver improvements to the access to and egress from Globe Park and facilitate its regeneration. These improvements include changes to the access arrangements to the business park, both on and off-site as well as the provision of new car parking to serve Globe Park.**

5.2.13 Globe Park is on the edge of Marlow and includes a mix of modern offices with older industrial units. At present Globe Park is not fulfilling its full potential – there are a number of empty offices on the site and a key deterrent for new occupiers is the poor access into the park (especially at peak travel times) when there is significant queuing, as traffic tries to leave the A404 in the morning rush hour and within the business park in the

evening rush hour. There is also inadequate on-site car parking, which results in a poor environment as parking is uncontrolled and there are few on-site amenities. In 2015 a Business Improvement District was established which aims to improve the general environment of the park but is unlikely to resolve off-site access issues.

- 5.2.14** The Council has been working with Highways England, Buckinghamshire County Council and the Buckinghamshire Thames Valley LEP to identify what improvements can be made both at the A404 northbound exit slip road, the Westhorpe junction and access to Globe Park to improve accessibility for new and existing businesses.

5.3 Princes Risborough

- 5.3.1** Princes Risborough is a small market town built on the spring line at the foot of the Chiltern Hills. The town is within the setting of the Chilterns Area of Outstanding Natural Beauty (AONB), the boundary of which hugs the town on the southern and eastern side. Views across the town and wider countryside from the AONB are available at popular viewpoints on the Chiltern escarpment such as the Ridgeway and Whiteleaf Cross.
- 5.3.2** The majority of businesses in Princes Risborough are very small. The main employment areas are the Princes Estate and on Longwick Road, with the former showing most potential for business expansion. New floor space is likely to cater for local companies requiring smaller but high quality premises that are not dependent on direct motorway access.
- 5.3.3** The A4010 main road runs through the town centre, and is thus subject to high levels of traffic, including through traffic, leading to congestion, especially at peak times. Roads in the town centre are therefore dominated by traffic which creates severance issues across the town and a hostile environment for pedestrians and cyclists.
- 5.3.4** Princes Risborough has seen little development since the late 1970s. Between 2001 and 2011, the number of households here increased by less than 2%, compared with more than 4% across Wycombe District, and more than 6% in the Wycombe parliamentary constituency. The current demographic profile of the town shows an ageing population with 25% aged over 65, as compared with the District average of 15%.
- 5.3.5** Phase 2 of the East West Rail project proposes to upgrade the Princes Risborough to Aylesbury line and create through services to Milton Keynes, and will enhance the connectivity of the town and increase attractiveness to inward investment. This will include enhancements to the railway station at Princes Risborough. The project is set for completion in the period 2019-2024.

5.3.6 In early 2014, Wycombe District Council consulted on a range of spatial options for meeting the objectively assessed housing need for the District in the new Local Plan. One of these options proposed the major expansion of Princes Risborough, which is the key driver for proposals here. Responses to this consultation identified a number of issues and concerns, which were fed into the Tibbalds study for the town⁹⁰. The Tibbalds Issues and Responses Report⁹¹ informed many of the key issues to address in the expansion of the town. Other issues also arose in the course of engagement leading up to the consultation on a draft Area Action Plan in 2015.

Table 14 Summary of issues arising from the proposed major expansion of the town

1.	Create a unified and thriving settlement by integrating the expansion with the existing town, supporting the town centre and providing sufficient new parking space
2.	Relieve congestion in Princes Risborough
3.	Strengthen alternatives to the car
4.	Strengthen networks for leisure and wildlife
5.	Address all types of flood risk, in particular ground and surface water flooding
6.	Nurture locally grown employment and business opportunities
7.	Ensure settlements retain distinct identities
8.	Respect the character of Alscot Conservation Area
9.	Define a clear edge to development
10.	Design with existing landscape features to reduce impacts on important views
11.	Get the right infrastructure in the right place at the right time
12.	Foster locally distinctive design that responds to the setting in the AONB, incorporates local materials and reflects the character of the existing townscape which is verdant and well-treed
13.	Improve access to the railway station and the quality of the surrounding area

⁹⁰ Princes Risborough Background Report (December 2014, Tibbalds)

⁹¹ Princes Risborough Expansion: Issues and Responses (December 2014, Tibbalds)

5.3.7 The following vision for the expanded town was developed and agreed by the Princes Risborough Steering Group⁹².

In 2033, Princes Risborough will be a modern, green and accessible market town - with a safe and vibrant community, that strongly reflects its historic roots, rich cultural heritage and special landscape setting within the Chiltern Hills.

Our town of the future will:

- **Provide high quality, environmentally sensitive homes for local people, as well as those from further afield**
- **Encourage our community to come together to enjoy the social and economic benefits of a thriving high street, and facilities for sports and recreation**
- **Offer outstanding public services, including high-quality schools and healthcare**
- **Have a well-developed network of roads, cycle routes and footpaths - enabling people easily to get to where they want to go**
- **Encourage future generations to remain in the town through business investment, so that people can live and work in the local area**

5.3.8 The issues identified from today and for the future expansion of the town have informed the following principles, which support the vision for Princes Risborough.

⁹² The Princes Risborough Steering Group developed a draft vision which was shared with the public for comment at engagement events during July 2015. Subsequently the group revised the vision and ratified this final version in October 2015.

PRINCIPLES FOR PRINCES RISBOROUGH

To meet the district-wide Strategic Objectives, the Council will shape the major expansion of Princes Risborough to:

1. Cherish the Chilterns

- a) Create an overall townscape which fits well into the special landscape setting and respects important long-distance views.**

2. Strengthen the Sense of Place

- a) Ensure existing surrounding settlements retain distinct identities.**
- b) Preserve and enhance historic assets and features of the historic landscape (such as hedgerows), including Alscot Conservation Area.**
- c) Create a clear green edge to development to prevent longer-term sprawl into the countryside.**
- d) Achieve high design standards through site layout, landscape and building design principles that are merited by the town's location in relation to the Chilterns AONB and existing verdant character, including substantial proposals for incorporating biodiversity into the built environment and the use of local materials and trees, allowing for structural as well as local planting.**

3. Foster economic growth

- a) Maximise the potential for new employment uses, and make suitable provision for new businesses to start up and existing businesses to grow or relocate in the Princes Risborough area.**

4. Improve strategic connectivity

- a) Safeguard land for the future twin-tracking of the Princes Risborough to Aylesbury railway line**
- b) Deliver new railway structures with passive provision for future twin-tracking**

5. Facilitate local infrastructure

- a) Tackle existing and future traffic congestion and severance by delivering new highway infrastructure**
- b) Deliver a comprehensively planned expansion, demonstrating overall viability, with development delivering supporting infrastructure at the right time and in the right places.**
- c) Deliver new community infrastructure including school(s), some shops, and community meeting facilities, health and sporting facilities and wildlife-rich open and green spaces. Upgrade and expand existing facilities where needed, e.g. secondary school provision.**
- d) Achieve an improved environment for walking and cycling, in both the existing town and the expanded town. Make direct connections to existing railway services, and significantly improve other public transport options.**
- e) Deliver new and enhanced green infrastructure as part of an ecosystem services approach to enhance the landscape, mitigate flood risk, achieve a net gain in biodiversity, and link to the wider green infrastructure network, including existing Rights of Way and the Chilterns AONB, incorporating opportunities presented by designated ecological sites and other habitats such as hedgerows.**
- f) Successfully avoid or mitigate flood risks through the location of new development and through strategic and local interventions which will manage run-off rates and maximise opportunities for retention or absorption where possible.**

6. Deliver housing

- a) Meet the specific housing needs for the town to complement what is already there, as well as contributing to the wider housing needs for Wycombe District.**

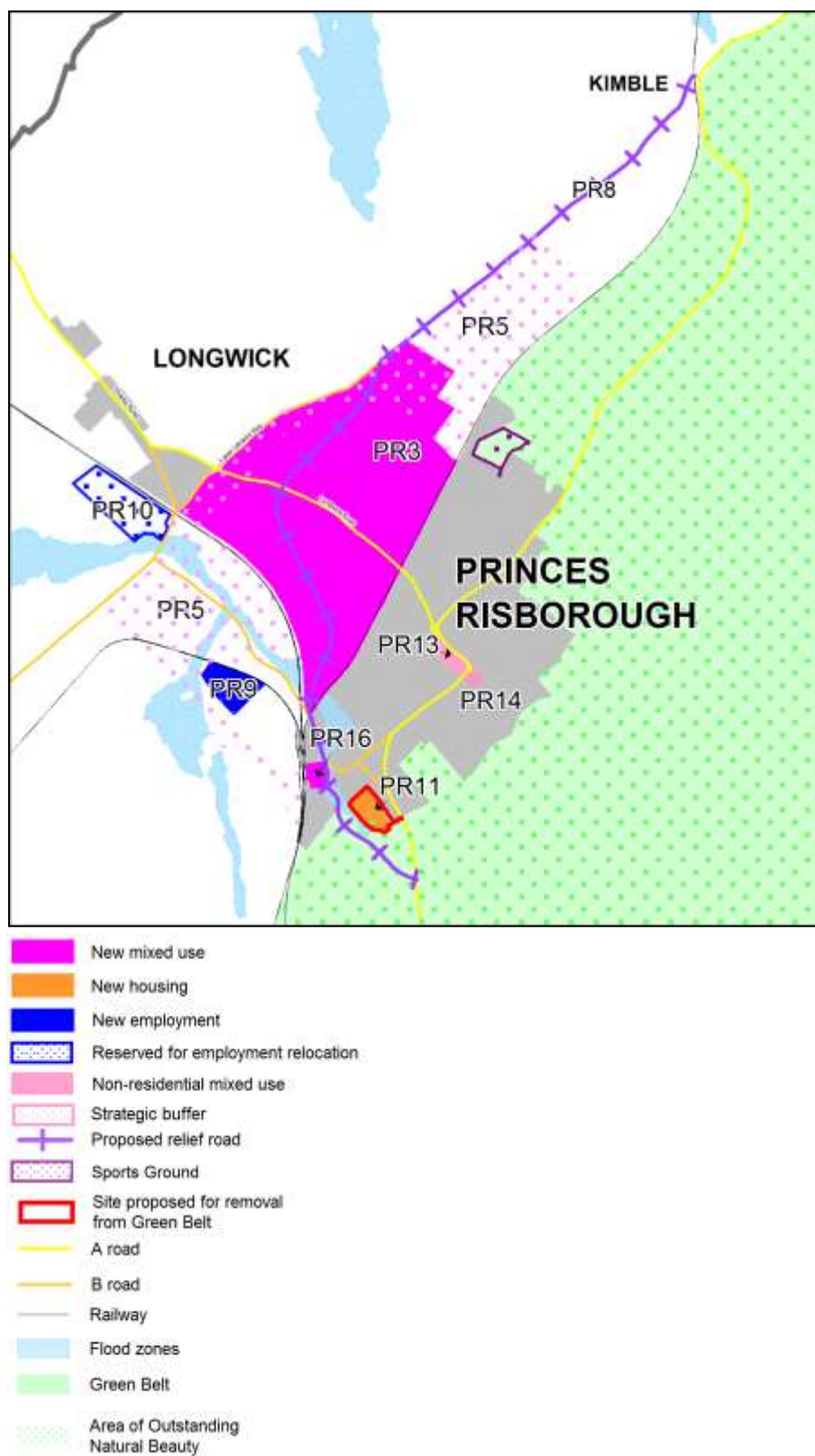
7. Champion town centres

- a) Support the existing town centre as the primary destination for shopping and leisure, with increased parking capacity and improvements to the public realm to rebalance the environment towards pedestrians and cyclists**

8. Mitigate climate change

- a) Create a unified and thriving settlement by integrating the expanded town with the existing town, through physical connections across the railway line and through the appropriate distribution of services and facilities in the existing and the expanded town, minimising the need to travel by private car.**
- b) Improve access to the main railway station, enhancing the approach, creating space for full bus access and supporting appropriate uses in the station area**
- c) Integrate renewable technologies into the new development including potentially a district heating or energy system**

Figure 24 Main proposals in Princes Risborough



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Main proposals

5.3.9 The policies for housing, employment and the enhancement of the town centre and railway station areas work together to deliver an overall strategy for the expanded town. This is to create one unified settlement which is supportive of overall community cohesion. From significant views, the town will ‘read’ as a consistent whole, and links across the railway line will be direct, frequent and attractive.

Housing or Mixed Use Sites including Housing

5.3.10 The sites set out in Table 15 are identified for housing or housing led mixed use development to be delivered during the plan period (2033). Table 16 sets out all sources of supply, including beyond the plan period.

Table 15 Sites identified for housing or housing-led mixed use development in the Princes Risborough area

Policy reference	Site	Area (hectares)	Indicative dwelling numbers to be delivered in the plan period (1,797)
PR3	Princes Risborough Expansion Area	177.23	1,662
PR11	Land to the Rear of Poppy Road, Princes Risborough	3.74	58
PR16	Land at Princes Risborough station	2	45
n/a	Greensleeves, Maryland, Longwick Road and Aylesbury Road, Princes Risborough	0.33	32

Table 16 Housing supply in Princes Risborough

	Within the plan period (to 2033)		Beyond the plan period (after 2033)	Total
Within the expansion area	1758	Made up of <ul style="list-style-type: none"> • 96 Leo Labs with planning permission; • 1662 allocated in this Plan 	600	2453
Elsewhere in the town	289	Made up of <ul style="list-style-type: none"> • 135 from other allocated sites in table 15 • 139 built, under construction or with planning permission • 16 from windfall 	n/a	289
Total	2047		600	2647

Princes Risborough Expansion Area

5.3.11 This section sets out the overarching policy and guidance to achieve sustainable development in the context of the expansion of Princes Risborough and the delivery of a relief road:

- PR3 defines the area of comprehensive development at Princes Risborough, to include relevant allocations and the relief road. It allocates the expansion area, the relief road and other sites which are required to support the delivery of the relief road.
- PR4 defines the comprehensive approach to the expansion area by reference to a Concept Plan and fixed elements.
- PR5 defines the settlement boundary of the town and a strategic buffer to protect the town.
- PR6 sets out the development principles for the expansion area.
- PR7 sets out the requirements of development in terms of essential infrastructure and further contributions to achieve sustainable development.
- PR8 sets out the means of providing for, and safeguarding, transport infrastructure.
- PR9 protects land for business uses at the existing Princes Estate and allocates a further expansion to the site. It sets out the principles of development for this site.
- PR10 sets out the principles for land north of Lower Icknield Way reserved for relocation of local businesses.
- PR11 sets out the principles of development for land to the rear of Poppy Road.⁹³
- PR16 sets out the principles of development for land at Princes Risborough station.
- PR17 sets out the arrangements for equitable delivery of shared infrastructure required for the expansion.

⁹³ Please note policies PR12 – 14 deal with the town centre. PR15 is for Molins Sports Ground, a specific site in Monks Risborough.

PR3 – Princes Risborough Area of Comprehensive Development including Relief Road⁹⁴

5.3.12 This policy is needed to allocate land for residential development and other uses to support the major expansion of Princes Risborough.

POLICY PR3 – PRINCES RISBOROUGH AREA OF COMPREHENSIVE DEVELOPMENT INCLUDING RELIEF ROAD

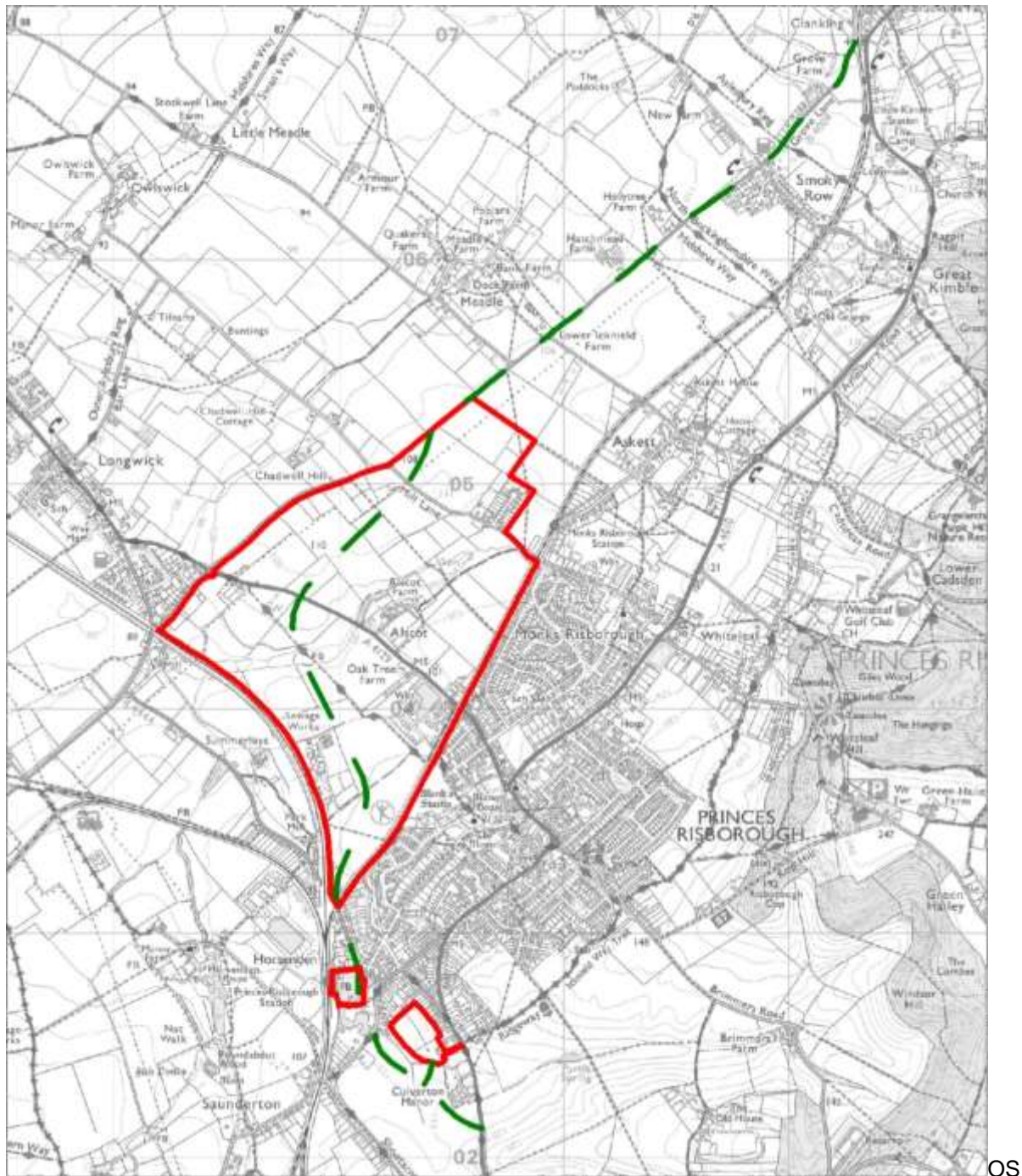
The expansion of Princes Risborough will provide a major residential led mixed-use expansion of the town. To deliver this, the Council defines an area of comprehensive development by allocating:

- 1. The expansion area shown in figure 25 and on the Policies Map to accommodate the following land uses:**
 - a) Up to 2450 dwellings (1660 within the plan period);**
 - b) A local centre with community/faith space, 300-400 sqm retail space ('A' use classes) and 500 sqm space for business start-ups;**
 - c) Other supporting infrastructure, including green and blue infrastructure.**
- 2. A new relief road as a complete alternative to the existing A4010 to be provided by the development:**
 - a) For the proper planning of the area, as the development is dependent upon its provision;**
 - b) To mitigate the impact of the development.**
- 3. Land to the rear of Poppy Road for residential uses, with access from the relief road;**
- 4. Land at Princes Risborough Station for mixed use development.**

⁹⁴ Policies PR1 and PR2 are in the Delivery and Site Allocations for Town Centres and Managing Development Plan (2013). Policies PR3 and PR4 of the DSA Plan are deleted, and replaced by policies PR13 and PR14 in this chapter.

- 5.3.13** This policy defines the area to be developed, what is to be accommodated within that space, and the land required for infrastructure that the development is dependent upon. The plan deals with the area comprehensively: it does not arbitrarily identify which parts of the area are to come forward within the plan period. It is not the intention that the land within the red line is to be built up entirely – landscape buffers, open spaces, and corridors for wildlife and flood mitigation will also be accommodated within that space.
- 5.3.14** Supporting policies set out the detail of the principles and requirements of development both within and outside the expansion area:
- i. Policies PR6, PR7 and PR8 set out the requirements for supporting infrastructure;
 - ii. Policy PR12 sets out requirements for the town centre.
- 5.3.15** For clarification on the housing numbers please see tables 15 and 16.
- 5.3.16** Major housing growth in the town should facilitate the protection of existing businesses in the town, and provide suitable space for new businesses, so as to promote sustainable development. Policy PR9 sets out the requirements for the Princes Estate business area and for land allocated for expansion to the north of the existing area. Policy PR10 sets out the requirements for land reserved for businesses that may need to relocate as a consequence of the expansion of the town.

Figure 25 Princes Risborough area of comprehensive development including indicative relief road alignment



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5.3.17 The area of comprehensive development includes the development areas outlined in red and the relief road (shown as a green dashed line) together, as shown in figure 25.

5.3.18 The land chosen for the town expansion is immediately adjacent to the existing town, to the northwest of the Aylesbury railway line. The area identified is considered the most appropriate and sustainable option⁹⁵, whilst delivering substantial housing growth to help address the significantly increased need for housing across the District. Expansion to the south east of the town is constrained by the Metropolitan Green Belt and the Chilterns AONB. Major development here would need to be justified by exceptional circumstances. Therefore the more appropriate direction for growth is to the other side of the railway line. The reasoning for locating development adjacent to the existing town is:

- To ensure the greatest benefit to Princes Risborough town centre
- To facilitate ease of access between the new homes and existing services and employment opportunities in the town
- To maximise the opportunity for joint public transport servicing of the existing and new housing areas, and to make a viable route to connect the new development to key destinations like the town centre and railway stations.

5.3.19 The extent and capacity of the expansion area is shaped by a number of factors including accessibility to local services and facilities in the town centre, avoiding coalescence with Longwick, and the visual impact of the expansion from the Chilterns AONB escarpment. Further assessment of reasonable alternative options is set out in the Sustainability Appraisal.

5.3.20 Increased spending power from the growing population within the local economy provides an opportunity for business in the town to respond to this, and sustain the retail offer in the town centre.

5.3.21 Employment space is allocated to facilitate the development of new businesses in the town, and some space is reserved for relocation of local businesses as they expand or move to make way for residential development.

⁹⁵ Sustainability Appraisal of the Proposed Submission Wycombe District Local Plan (September 2017, AECOM & Wycombe District Council)

- 5.3.22** The railway line does present a potential barrier to integrating the expanded town with the existing town. It is worth reflecting that many towns are bisected by railway lines but are nonetheless successful. It is therefore important to preserve as many crossings of the railway line as possible, while creating a safe and attractive means of getting over or under the line, either on Public Rights of Way or on existing highways. The distribution of services and facilities will also be important in creating links between the new and the existing.
- 5.3.23** Major new road infrastructure in the form of a relief road would be required in the context of any expansion of the town. Increasing capacity on the existing road network including the A4010 through the town is difficult, and not consistent with the vision for the town centre.

Development framework

5.3.24 The development framework for Princes Risborough consists of the illustrative expansion area Concept Plan (see figure 26), the accompanying policies PR4, PR6, PR7 and PR8; PR9, PR10 and PR11; and the Policies Map.

PR4 – Comprehensive Approach to the Expansion Area

5.3.25 The expansion of the town has been planned as a whole and this comprehensive approach is illustrated by a Concept Plan.

POLICY PR4 – COMPREHENSIVE APPROACH TO THE EXPANSION AREA

The Council will require development of the Princes Risborough Expansion Area to be taken forward on a comprehensive basis as illustrated on the Concept Plan (figure 26) which sets out the broad disposition and scale of land uses, green infrastructure and major highway infrastructure. The Concept Plan is illustrative but the following elements are fixed:

- 1. Formation of residential neighbourhoods,;**
- 2. Two primary schools, located one each side of the A4129 to minimise the need to cross a main road;**
- 3. A local centre to the north of the Crowbrook;**
- 4. Creation of an internal primary route through the expansion area linking from the B4009 to a point on Summerleys Road between the under bridges of the Banbury and Aylesbury railway lines, as part of an overall relief road which achieves and sustains satisfactory operation of the local road network;**
- 5. Location of the green gap between development and Longwick;**
- 6. An east-west green corridor focussed on the Crowbrook Stream;**
- 7. North-south green ‘lanes’ focused on existing rights of way;**
- 8. Land to the north of the railway line to safeguard future railway expansion**

and associated green space;

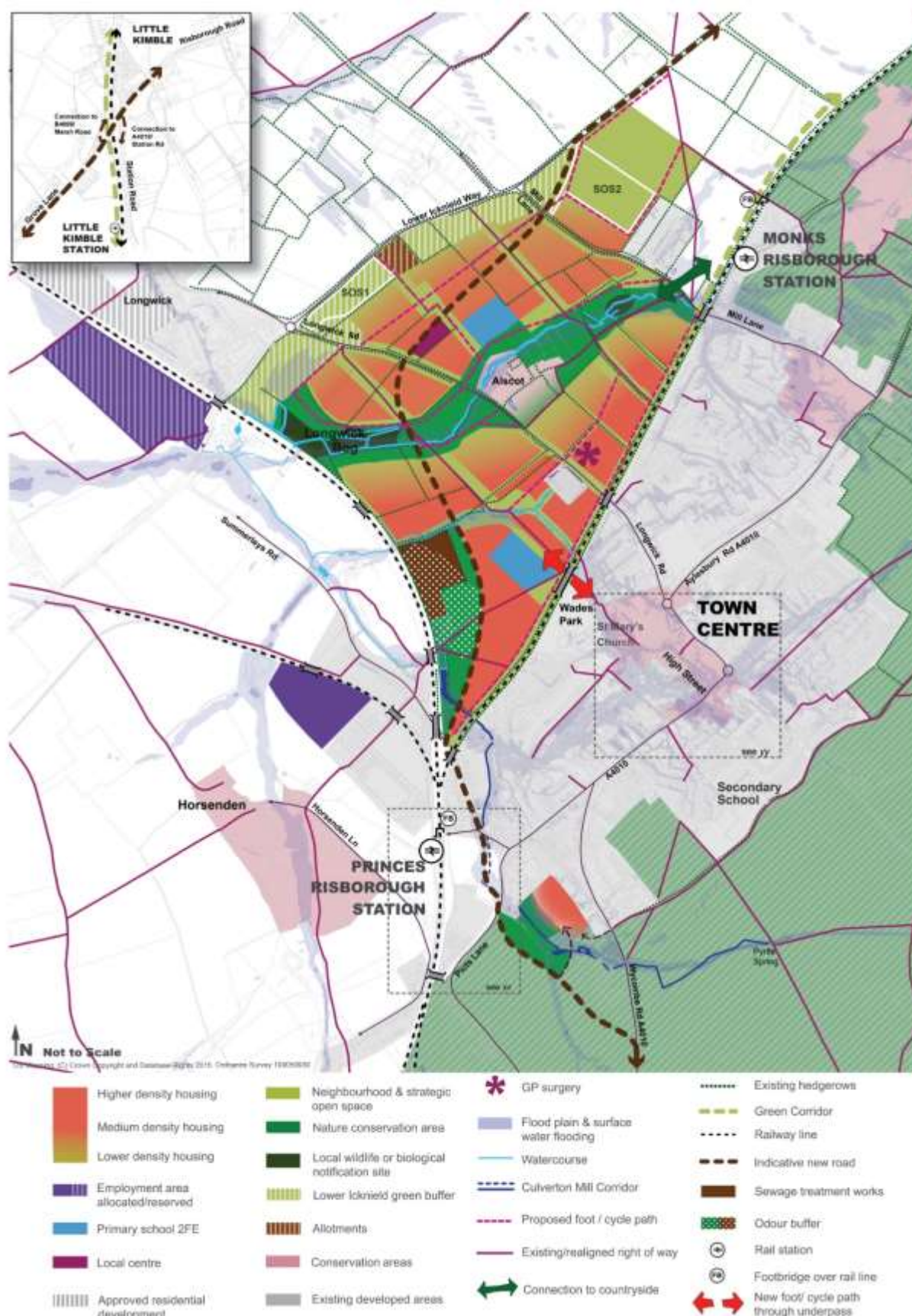
9. Pedestrian and cycle crossings of the railway;

10. Location of strategic open spaces SOS1 and SOS2.

5.3.26 A comprehensive approach to the expansion area will need to be consistent with the principles of the Expansion Area (PR6) and requirements set out in PR7.

5.3.27 The role of the illustrative Concept Plan is to guide the development of Princes Risborough and provide a robust basis for detailed consideration of the components. It is an illustrative plan and does not seek to fix the exact location or configuration of all the various spatial elements of development, for example the exact location of the local centres or play areas. However, in order to secure a comprehensive and robust approach to the delivery of key structuring infrastructure within the Expansion Area, this policy sets out the location and general configuration of a number of fixed elements of the illustrative Concept Plan.

Figure 26 Concept Plan



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5.3.28 Capacity work based on the Concept illustrated here indicates the expansion area can deliver up to 2453 homes.

5.3.29 A structured and coordinated planning approach is needed to ensure that policy will deliver the planned growth in a sustainable and desirable manner. Policies PR4, PR5, PR6, PR7 and PR8 set out important development principles which are guiding the production of detailed Capacity and Delivery plans for the town expansion. This work is being taken forward by the Council, enabled by capacity funding from the Housing and Communities Agency (HCA), to achieve the following objectives, to:

- i. Provide a framework for equalisation of infrastructure costs and delivery;
- ii. Support the assessment of planning applications, and negotiation of S106;
- iii. Further guide the pattern of development, including density, and location of facilities and infrastructure.

5.3.30 This ensures that a joined-up approach is taken to the delivery of high quality future development and infrastructure in the expansion area that contributes towards providing a strong and appropriate sense of place, as opposed to piecemeal development proposals being prepared in isolation. It will also ensure that the Council will have a central role in shaping and influencing future development proposals.

5.3.31 The Council will expect relevant delivery partners and stakeholders, including developers and landowners, to work in partnership with the Council and each other in the preparation of planning applications consistent with policy and with the Capacity and Delivery Plans for the Princes Risborough expansion area. The overall Capacity and Delivery plans will help to ensure that the areas are developed in a coordinated, comprehensive and timely manner. Policies PR5, PR6, PR7, and PR8 provide the basis and fundamental principles for these plans.

Rationale for the Concept Plan

Figure 27 Indicative constraints plan (Princes Risborough Background Study, Tibbalds 2015)

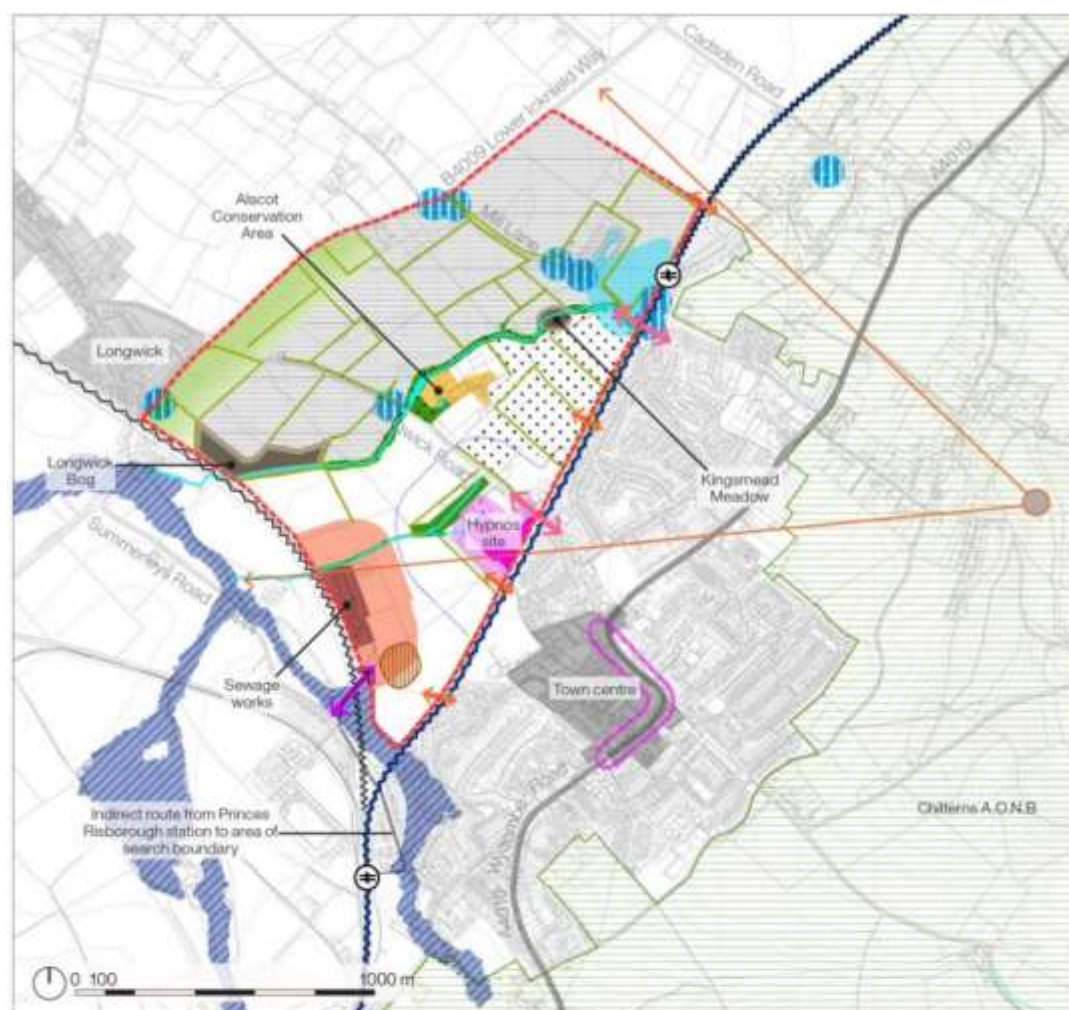


Fig 2.10.1: Constraints plan



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Access

5.3.32 The principal trafficked route through the expansion area runs from the Lower Icknield Way to the south west across the expansion area towards the point on Summerleys Road where it runs between the railway under-bridges for the Birmingham and Aylesbury railway lines. This will allow traffic from the development to distribute into the wider road network without forcing it to traverse the town centre. It will be designed to a sufficient capacity and standard to carry the traffic growth forecast, due to both background increases and trips generated by the development. At the same time it will be designed to integrate with the surrounding development, with generous setbacks, verges and landscaping with trees. As well as footways, it will also accommodate cycle ways separated from the main carriageway.

Green spaces and Rights of Way

5.3.33 A green buffer is retained south of the Lower Icknield Way as open countryside or strategic open space with limited land uses, continuing around Longwick Bog. This is to function as a separation between the expansion area and the village of Longwick, so preventing the coalescence of the two settlements. It is also to establish a clear green edge to the expansion area. Alongside Longwick Bog, it helps protect the hydrology of this designated wildlife site.

5.3.34 Land to the north and northwest of Kingsmead is designated as strategic open space which can be reached from Mill Lane and via existing rights of way. It is sensitive in long distance views from the AONB and Whiteleaf Cross so the visual impact of sports pitches or floodlighting will need to be carefully mitigated.

5.3.35 Land between Kingsmead and the railway line is least suitable for development because of groundwater and surface water flooding issues. It remains as open farmland, allowing the green corridor established along the Crowbrook stream to connect into the countryside, including the footpath over the railway line, to the Area of Outstanding Natural Beauty. It also contributes to Monks Risborough's place identity by providing separation

between Monks Risborough (to the south and east of the railway line) and the expansion area.

- 5.3.36** The Crowbrook stream corridor is retained for fluvial and surface water management as an ecological and wildlife corridor, and with specific public spaces adjoining it. It protects designated Local Wildlife Sites within it. It preserves the green setting for Alscot Conservation Area. Where the stream meets Mill Lane and the risk of surface water flooding increases, the developable area is reduced to allow for more flood management measures. The variety of green spaces and rights of way through the green corridor will add to the town and the overall character of the expansion area.
- 5.3.37** The concept plan shows a green corridor running north-south along the existing right of way from the proposed new underpass at the railway line. The right of way here is a key north-south link so needs to be distinctive. Defining a green corridor here combines green infrastructure with structural landscaping. Surface water flooding around the Kingsey Cuttle Brook needs to be managed locally within green infrastructure.
- 5.3.38** The concept plan also shows another north-south green corridor mid-way between Longwick Road and Mill Lane, along the existing right of way from the railway line north to the Lower Icknield Way. It forms a green link between the areas around Alscot and the footpaths along the stream. It adds a clear structure to the development areas and the route to the local centre and school. Although crossing the railway will no longer be feasible, this corridor will connect to linear green space alongside the railway line and thence to alternative crossings of the railway,
- 5.3.39** The odour buffer needed around the sewage treatment works will restrict land uses within it. The land can be used for nature conservation and flood management.
- 5.3.40** To the south, the Park Mill ponds are retained and enhanced within an area for nature.
- 5.3.41** The concept plan creates a linear green space along the Aylesbury railway line from Summerleys Road to Mill Lane. It creates the opportunity to

safeguard a 15 metre strip for the future double-tracking of the railway line, and by adding a minimum further 10 metre corridor, it creates a linear park route of a minimum width of 25m. The additional width will also provide greater separation from the tracks and therefore some mitigation of noise and vibration. It provides a clear east-west link for pedestrians and cyclists parallel to the railway line, linking the two railway stations and with the railway embankment, acts as a wildlife corridor. Variations in width will ensure a variety of spaces along its length. New tree planting will break up the line between the existing and the expanded town in long views.

Developable areas and land uses

- 5.3.42** New residential development will need to make best use of the land, while including space for a strong landscape structure and a range of heights of 2-3 storeys. Land with the best access to the rest of the town is to be developed at a higher density to make best use of its walkability.
- 5.3.43** The concept plan illustrates a range of average net density figures of 25 to 38 dwellings per hectare. Lower levels of housing density could require more land to deliver. Using average density figures per area will allow for a range of development types within them to suit the local context.
- 5.3.44** Areas of higher density are located within walking distance of the town centre. Lower density development will lie in more peripheral locations, to enable the landscape character to become more dominant and soften the edge with the open countryside, having regard to views from the AONB in particular.
- 5.3.45** The local centre is sited to support a walkable scale of development, and located on the same side of the Longwick Road as the primary school so both facilities can be used without the need to cross a main road. It is located on a key junction to provide passing trade and greater visibility.
- 5.3.46** The expansion area falls naturally into two main development areas (north and south of the Crowbrook green corridor), so a primary school is located in each, taking into account the location of the existing primary schools in the town, and minimising the need for children to cross the main road to Thame

in getting to school. This will enable primary education demand to be met locally and encourage safe and sustainable travel to school.

5.3.47 Some developable land is identified north of Mill Lane, to the north of Kingsmead. This is to help integrate Mill Lane and calm traffic so that it is deterred from using the lane as a cut-through. It helps to integrate Kingsmead with the main expansion area.

5.3.48 South of Kingsmead, the land is constrained by groundwater and surface water flooding. The land therefore remains as arable farmland and functions as a link into the countryside of the Crowbrook stream green corridor.

Land for business uses

5.3.49 The strategic employment land is located on the expanded Princes Estate so as to be clustered with existing businesses. This location offers better access to the station. The local centre includes small business space to foster new and growing local businesses, in the form of an enterprise hub. Land for relocated businesses is reserved close to existing main routes.

Strategic and local open space

5.3.50 The Concept Plan includes strategic (large) open spaces to accommodate sports pitches (including 3G synthetic turf), multi-use games areas, larger playgrounds, parkland and allotments. Sports pitches need to be located on relatively flat and open ground, close to housing areas. Strategic open space can be used to create a clear green edge around the development off Mill Lane, with a more informal and rural character in parkland and allotments.

5.3.51 Open space forms part of the green infrastructure framework which protects the ecologically sensitive areas around the Local Wildlife Sites, creating potential for further species-rich wildlife habitats, and creates areas for flood relief and management of surface water drainage.

5.3.52 Sports pitches are located on strategic open spaces SOS1 and SOS2.

5.3.53 Neighbourhood open spaces are provided in smaller, more dispersed pockets and closer to homes for easy walkability to local play areas. The

stream corridor and rights of way offer rich and natural settings for local open spaces to be located nearby.

Settlement Boundary

PR5 – Settlement Boundary and Strategic Buffer

5.3.54 This policy is needed to identify the boundary of sustainable development and protect neighbouring settlements.

POLICY PR5 – SETTLEMENT BOUNDARY AND STRATEGIC BUFFER

The settlement boundary and strategic buffer for Princes Risborough is defined on the Policies Map.

- 1. Built development related to the expansion of the town will be contained within the settlement boundary in order to protect the physical separation between the expanded town and Horsenden, Longwick, Askett and Smokey Row.**
- 2. Open space uses within the expansion area and essential infrastructure required to support the expansion of the town will be permitted outside the settlement boundary.**
- 3. Other development within the strategic buffer is required to be of a small scale, in order to protect the rural character of the land between the settlements.**

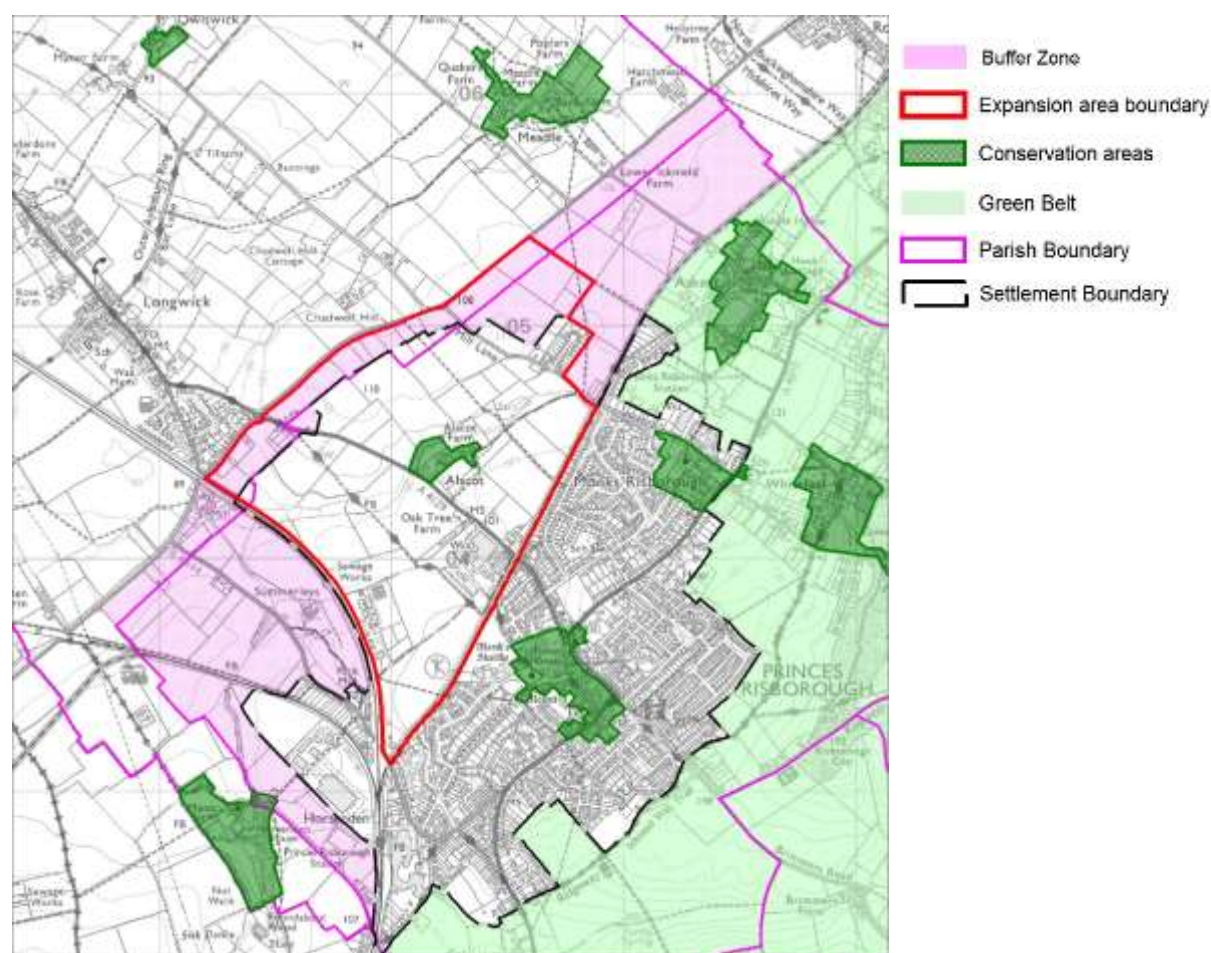
5.3.55 The outer edge of the town expansion area warrants its own policy, to reflect the fact that, once the town has been expanded, future gaps will become critical to the protection of the countryside and surrounding settlements. With this in mind a buffer zone has been drawn (see figure 28) which picks up the PR5 settlement boundary, and identifies the key gaps to Longwick, Meadle, Great and Little Kimble, Askett, and Horsenden. In general, the buffer adheres to the Town Council (Parish) boundary, with the exception of the Longwick side where the PR5 area extends to the boundary: the land between here and the B4009 Lower Icknield way is also retained as a buffer.

- 5.3.56** Settlement boundaries help direct development towards towns and villages and therefore help protect the countryside from inappropriate development. They have clear social, economic and environmental advantages and can promote sustainable development through ensuring that it is focussed towards certain locations. A settlement boundary provides certainty to the public and the development industry in knowing where development could occur in principle. At Princes Risborough it will help to maintain separation between the town and surrounding villages and provide a firm basis for protecting the countryside from unnecessary encroachment.
- 5.3.57** This Plan identifies the expansion of Princes Risborough and the extent of that expansion has involved considering a range of factors and options to ensure that the most sustainable area has been identified. The need for housing has been a key driver in determining the large extent of the development area, as well as a range of local considerations. It is essential therefore that a firm boundary to the town is now established and that further expansion of the town is strictly controlled.
- 5.3.58** The settlement boundary is a policy, not a master planning tool. The edge to the new settlement, within the settlement boundary, needs to be varied and irregular, reflecting the edge to the existing town.
- 5.3.59** While the purpose of the strategic buffer is to protect the open and undeveloped character of the area within it, it is not intended that it should operate as an absolute restriction on all development proposals. Parts of the buffer within the expansion area are identified in the Concept Plan as having open space uses to serve the Risborough expansion. The alignment of the Risborough Relief Road will need to pass through the northern buffer area to connect to the B4009. In due course it may be desirable to provide a car park at Monks Risborough Station.

5.3.60 Certain small-scale development may be acceptable so long as it is not detrimental to the character, role, and function of the buffer area. Small scale development includes:

- Extensions to existing buildings
- Infill between existing buildings
- Small buildings adjacent to existing building so long as they are subservient to the scale of the original building.

Figure 28 Princes Risborough strategic buffer



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Expansion area development principles

PR6 – Expansion area development principles

5.3.61 This policy expresses the objectives of the plan as a series of development principles.

POLICY PR6 – EXPANSION AREA DEVELOPMENT PRINCIPLES

The Council will ensure that the expansion area shown on the Policies Map will be planned as a high quality, vibrant and locally distinctive expansion of the town that will complement and enhance the existing town and respond sensitively to the environmental qualities of the surrounding area.

To deliver this, the Council will require development proposals to demonstrate clearly how they have addressed and incorporated the following principles:

- 1. A strong local landscape character that responds to the landscape character and setting of the Expansion Area, provides a separation between the Expansion Area and Longwick, and incorporates well designed and managed open spaces, tree-lined streets and other landscaping and natural areas for recreation, sport and wildlife habitat and to address the effects of climate change as part of an integrated approach to green and blue infrastructure;**
- 2. An overall townscape that successfully integrates the expansion with the existing town and responds to existing landscape features to reduce impacts on important views, especially from the Chilterns AONB, by day and night, thereby helping to protect the setting of the AONB;**
- 3. The protection, management and enhancement of heritage assets, recognising the role that the historic environment plays in establishing landscape character and providing a sense of place and identity;**
- 4. The conservation and enhancement of Alscot Conservation Area, recognising the setting;**

- 5. A layout and design influenced by the various opportunities and constraints on the site which creates safe, well-connected neighbourhoods, especially for walking, cycling and play, that have a distinctive and harmonious relationship with town and country and incorporate high-quality design of public realm and buildings that is characterful, innovative, adaptable, sustainable and reflective of its surroundings;**
- 6. Integration with the existing town across the railway line through creation of opportunities for shared community uses, direct road links and sustainable transport modes including walking, cycling and public transport, as part of a holistic approach to joining the new with the old;**
- 7. Development which is designed to maximise opportunities for delivering sustainable development including but not limited to water management systems, communication technology, on-site renewables and ecological enhancement;**
- 8. Provision of a mix of housing including affordable housing, opportunities for self-build / custom-build homes and community land trusts.**

5.3.62 The expansion of Princes Risborough needs to be planned carefully to ensure that it is developed as a successful place that is attractive, well integrated with the existing town, and encourages safe and healthy communities where people will want to live, work and visit.

5.3.63 Development plans have an important role to play in the creation of sustainable communities through shaping places. Place shaping provides an opportunity to encourage an integrated approach to development by focusing on and creating better social, physical and economic environments. The development principles policy will ensure a holistic approach which will bring together all the component parts of a successful place.

5.3.64 The principles set out here are the policy response to the issues identified earlier in table 14, and the broad 'Principles for Princes Risborough' listed under section 5.3.8.

- 5.3.65** The aspiration for a strong landscape character is appropriate to this major expansion in the setting of the Chilterns AONB, and will support good place-making. Hedges, trees, open spaces, rights of way, watercourses and other bodies of water can be linked together to deliver amenity benefits, flood risk mitigation and ecological enhancement.
- 5.3.66** The hamlet of Alscot is protected as a Conservation Area. Its enclosed and rural character in the stream valley deserves protection through the designation of the Crowbrook stream green corridor.
- 5.3.67** A high quality public realm scheme is accessible, safe and user friendly, helping to preserve and enhance local distinctiveness and create interesting new places. It has to make it easy for people to navigate and get around, while preserving the things that often make places destinations in their own right. It is also the key to integrating the expansion area with the existing town.
- 5.3.68** The Crowbrook facilitates sustainable water management approaches, and the scale of the development could facilitate a district approach to heating or energy.
- 5.3.69** The provision of affordable housing will ensure the new community is balanced. A community land trust has the advantage of being able to cater for residents of the town.
- 5.3.70** These principles will ensure that a joined-up approach is taken to the delivery of high quality development and infrastructure in the expansion area that contributes towards providing a powerful and appropriate sense of place, which embodies a clear and harmonious relationship between the town and the countryside, as opposed to piecemeal development proposals being prepared in isolation. It will also ensure that the Council will have a central role in shaping and influencing future development proposals.
- 5.3.71** The Council will expect relevant delivery partners and stakeholders, including developers and landowners, to work in partnership with the Council and each other to deliver a comprehensively planned expansion.

Development requirements

PR7 – Development requirements

5.3.72 This policy is needed to set out the detailed requirements for the sustainable expansion of the town.

POLICY PR7 – DEVELOPMENT REQUIREMENTS

The Council will require development within the expansion area to provide:

HOUSING

- 1. Homes which meet the local and District’s housing needs as identified and required by the Council including:**
 - a) Affordable housing, to include a significant proportion through a local delivery vehicles in the form of a Community Land Trust;**
 - b) A mix of housing sizes, tenures and flexible house types to meet those needs;**
 - c) Self-build and custom-build plots.**

TRANSPORT

- 2. A complete alternative route to the A4010. This is fully specified in policy PR8;**
- 3. A permeable grid layout with access points onto the existing and proposed highway network, with provision for safe walking and cycling;**
- 4. A street lighting strategy which minimises impacts on dark skies and views from the AONB;**
- 5. A high-quality, frequent bus service to link the expansion area to the existing town and existing inter-urban bus services, incorporating the key destinations of the town centre and the railway stations at Princes Risborough and Monks Risborough and to Longwick;**
- 6. A network of new or enhanced high quality walking and cycling routes:**
 - a) Internally within the expansion area, incorporating natural**

surveillance from active frontages;

- b) Externally, linking to key connections to the wider area, including the town centre, railway stations and existing schools in Princes Risborough and Longwick, as well as the green infrastructure and Public Rights of Way networks beyond the town and into the wider countryside;**
- c) Incorporating safe, grade-separated crossings of the Aylesbury railway line which are future-proofed for double-tracking:**
 - i. A diversion of the Church Path Public Right of Way, with a high-quality underpass under the railway in the north-eastern corner of Wades Park;**
 - ii. A diversion of the Mount Way footpath (Public Right of Way) to the new underpass to Wades Park (in (i) above);**
 - iii. A stepped footbridge over the railway line north of Monks Risborough station, on Public Right of Way PR31;**
- d) Safe accommodation of high-quality footways and cycleways at the existing highway under-bridges on Longwick Road and Mill Lane;**
- e) Improvements to the Rights of Way (RoW) network that better connect existing RoW around Princes Risborough with main walking and cycling routes in the existing and expanded town, increasing the scope for recreational walking and cycling trips into the surrounding countryside on routes that, as far as possible, avoid public roads used by motorised traffic;**
- f) Comprehensive travel planning to promote sustainable modes and use of the facilities set out above.**

JOBS AND BUSINESS

- 7. For the relocation of current businesses within the expansion area to other appropriate sites in the vicinity;**
- 8. Contributions towards the timely delivery of new business development**

on the Princes Estate expansion area;

9. Start-up business premises within the local centre of the expansion area;

COMMUNITY

10. Sufficient new primary school places to meet the needs of the development, including two new primary schools, each of two forms of entry, each with associated early years and childcare facilities;

11. A contribution to secondary school provision, for both upper school and grammar school places, as well as adult community learning, to meet the needs arising from the development;

12. A local centre incorporating a range of uses including small scale local retail development, faith space, education facilities and small business start-up space (see above), to be located to the north of the Crowbrook Stream, and parking space to adopted standards;

13. For the relocation or co-location of health services including dental surgeries;

RECREATION, SPORTS AND LEISURE

14. Local and strategic open space, incorporating play and recreation facilities identified through further detailed needs assessment;

15. A formal sports ‘hub’ in the strategic open space area north of Mill Lane, to include a new multi-functional club house with car parking, changing rooms, a community room (with bar) and social space, with extra parking space to support the use of Molins sports ground (PR15);

16. Changing facilities and car parking in the strategic open space south of Lower Icknield Way;

17. A contribution to indoor sports and leisure as identified by further detailed needs assessment;

GREEN INFRASTRUCTURE, FLOOD MANAGEMENT AND ECOLOGY

18. An integrated ecosystem services approach to environmental management and flood mitigation, both strategically across the expansion

area and within built development;

19. Integrated flood risk management measures as an integral part of the expansion area as a whole. The Council will require developers to prepare a site-specific Flood Risk Assessment which includes assessment of impacts on neighbouring sites and any implications for the wider expansion area;

20. For the management of surface water run-off through the use of Sustainable Drainage Systems (SuDS) to maintain or reduce greenfield rates of run-off, and for ongoing SuDS maintenance and management agreements for the lifetime of the development;

21. Comprehensive strategic green infrastructure in accordance with the Concept Plan with appropriate connections to the wider green infrastructure network, incorporating:

- a) A green corridor focused on the “Crowbrook Stream”, incorporating the locally designated biodiversity sites and substantial creation of additional species-rich priority habitat to create nature reserve areas;**
- b) A green buffer between the expansion area and Longwick;**
- c) A green lane running north-south along the existing right of way from Wades Park through Park Mill Farm up to Longwick Road;**
- d) A green lane along the existing right of way from the railway line at Westmead north to the Lower Icknield Way;**
- e) A green corridor of a minimum of 10 metres wide along the Aylesbury railway line from Summerleys Road to Mill Lane, parallel to the 15 metres reserved for future rail infrastructure (see Policy PR8), giving a total of 25 metres reserved;**
- f) Land for nature around the sewage treatment works and around the Park Mill ponds;**
- g) Flood management features;**

h) Ecological enhancement to deliver a net gain in biodiversity, through:

- i. An appropriate buffer of biodiverse rich priority habitat, such as lowland meadow, to be established between any development and the biological notification sites, informed by hydrological assessment;**
- ii. Retention and enhancement of important hedgerows;**
- iii. Measures to mitigate or compensate for impact on protected and priority species;**
- i) Comprehensive strategic tree planting, using local species;**
- j) Green roofs, walls and other features where appropriate;**
- k) Any additional green infrastructure links and connections identified;**

UTILITIES

22. For appropriate communication infrastructure, in particular high speed broadband, as set out in policy CP7;

23. On-site renewable energy and / or low-carbon, decentralised energy generation;

TOWN CENTRE

24. A contribution to the enhancement of the town centre public realm, to sustain and improve the town centre (as set out in policy PR12);

25. A package of traffic management measures through the town (as set out in policy PR12);

26. A contribution to secure delivery of increased on-street and off-street car parking provision in the town centre, to accommodate the car parking demand arising from the expansion of the town.

5.3.73 This policy sets out the requirements for the major expansion of Princes Risborough.

- 5.3.74** The requirements of creating a sustainable, cohesive and well-planned expansion of the town are necessarily long and detailed. Viability testing shows, however, that the development of the land will generate sufficient funds to provide these requirements while at the same time delivering a fair profit to the developer and a fair price to the landowner (Princes Risborough Expansion Viability Report, April 2017).

HOUSING

- 5.3.75** One of the key purposes of the Plan is to provide a delivery framework for new housing to serve the needs of Princes Risborough and of the wider District.
- 5.3.76** Affordable housing will be required at a rate of 40% of the total gross internal area. This is consistent with policy DM24 and also viable.
- 5.3.77** The range of housing provided, in terms of type, size and tenure should reflect the needs of the District in general and of the town in particular. The demographic profile of the town shows a higher proportion of people over 65 and accommodation for the elderly could include an appropriate offer consistent with the provisions of policy DM41 (Optional Technical Standards for Building Regulation Approval).
- 5.3.78** There is also an aspiration to help local young people remain in the town so provision for younger people and families is also important. Innovative forms of delivery such as self- and custom-build will be supported. The Town Council has indicated that they would be prepared to establish a community land trust to secure local discretion over the allocation of a proportion of homes.

TRANSPORT

The requirement for new road infrastructure is set out under policy PR8.

Public transport

- 5.3.79** Princes Risborough is well served by the railway network, being placed at the junction of the Birmingham and Aylesbury lines. There are two railway

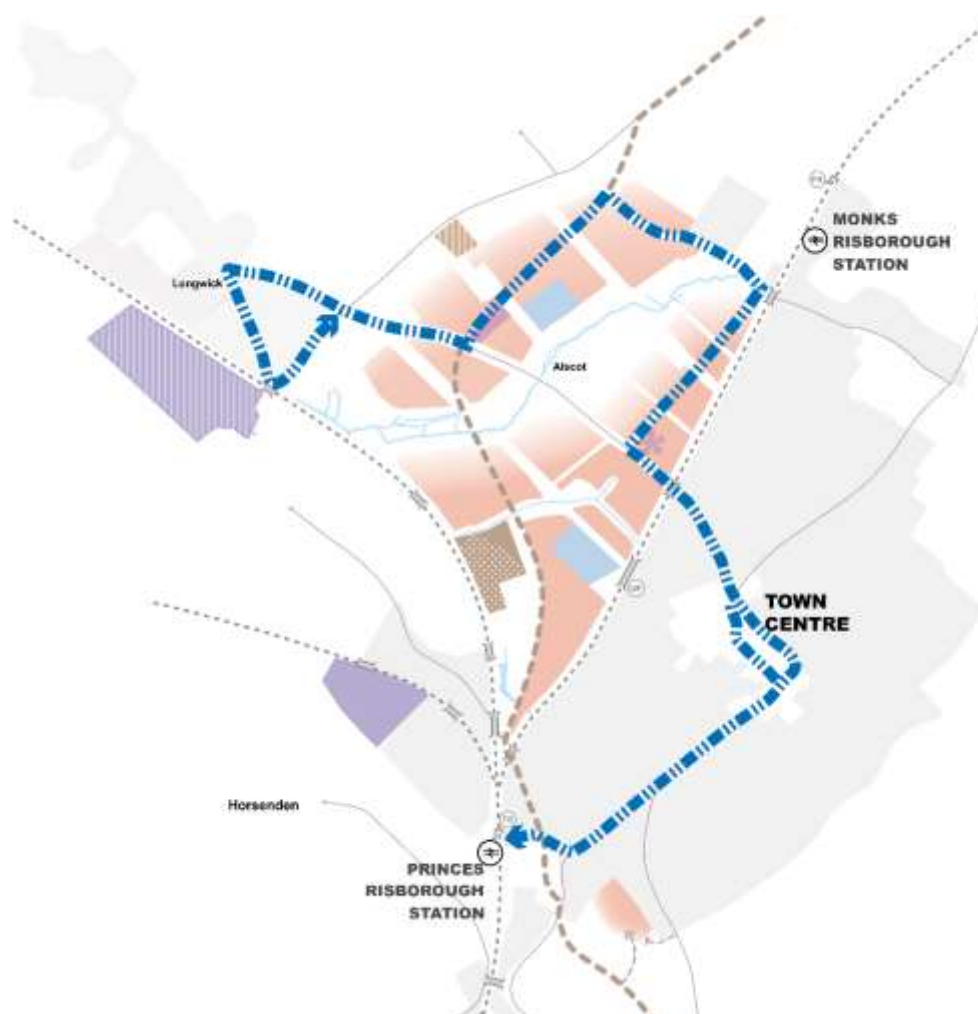
stations, the main one on the southwest edge of the town, and a smaller halt at Monks Risborough. A direct road link from the development to the main station is required, while walking and cycling links to the stations should be direct, safe and attractive. Services from both stations are well used and there is already high demand at peak times. The train operating company will need to plan for more capacity on services to meet the increased demand generated by the expansion area.

- 5.3.80** The 300 interurban bus service through the town is frequent and high quality, linking the town with the main town centres of High Wycombe and Aylesbury. Diversifying its route to take in the expansion area is likely to risk its viability
- 5.3.81** A new service for the expansion area will be crucial in establishing sustainable travel habits from first occupation. The new bus service will need to link the expansion area with key destinations (the town centre and railway stations), connecting with existing inter-urban bus services and run with a reasonable frequency (ideally every fifteen minutes) throughout the day, and extend to Longwick village to assist in providing more sustainable public transport provision for the growth of the village, as set out in the submitted Longwick Neighbourhood Plan. Sites allocated in the Longwick Neighbourhood Plan are also required to contribute towards improved public transport provision. Other requirements of a high-quality bus service are set out in Wycombe District Council Delivery and Site Allocations DPD policy DM2. Our bus study shows there is a reasonable prospect of long-term commercial viability provided passenger trips can be established early and sustained⁹⁶.
- 5.3.82** Creating conditions to establish habits of sustainable travel from the outset are extremely important. Establishing this bus service in the early phases of the expansion is essential for it to maximise its success and the delivery of its sustainable travel benefits.

⁹⁶ Princes Risborough Bus Route Viability Study (September 2016, Jacobs)

5.3.83 The Risborough community bus is run by volunteers and provides a number of routes and services to the town and its hinterland. It can only provide off-peak services Monday to Saturday and would require a second vehicle to take on any new routes. The pattern of demand for the community bus is likely to change when the commercial service for the expansion area is introduced.

Figure 29 Indicative bus route



Cycling and walking networks

- 5.3.84** Requirements of high-quality walking and cycling routes are set out in Wycombe District Council Delivery and Site Allocations DPD policy DM2.
- 5.3.85** Creating conditions to establish habits of sustainable travel from the outset are extremely important. The urban form of the expansion area will be compact and so ideally suited to walking and cycling. Space for safe walking and cycling will be integrated into the design of highways and connecting streets. The Longwick Road will change in character as the context changes from open countryside to the new built form, with active frontages and appropriate speed limits which will encourage use by pedestrians and cyclists. A dedicated off-road cycle way is being provided along Longwick Road as far as the former Leo Labs site, which could be extended further towards Longwick. A similar approach may be needed for Mill Lane, whilst ensuring it retains a rural character.
- 5.3.86** The existing Public Rights of Way form a starting point for the walking and cycling network, integrating with a green infrastructure strategy to create a network within the expansion area and also direct, safe and attractive connections between the expanded town and the existing town, taking in key destinations of the railway stations, the town centre and local schools.
- 5.3.87** Safe (grade-separated) and direct crossings of the railway line will be vital in integrating the expansion area with the existing town across the railway line, especially those connecting to the town centre via Wades Park. An underpass under the railway line will be required in the north east corner of Wades Park, linking the park to the expansion area. It will be located on the Church Path Right of Way which is re-aligned to the west to create a direct link with the north-south path on the north of the railway line (Footpath PR41). To reinforce the connection, the underpass must be broad and high with an attractive approach consistent with the park setting, and make passive provision for any future double-tracking of the railway line.
- 5.3.88** Improvement of footways/cycleways alongside the highway under the Longwick Road and Mill Lane under-bridges will facilitate access across the

railway line. These could be achieved by reallocating carriageway space to these purposes rather than expanding the under-bridge capacity. At Mill Lane this will be consistent with deterring its use as a through-route for vehicles. A stepped footbridge provides for able-bodied users while the underpass and under-bridge provision will accommodate those of limited mobility.

5.3.89 Improved connections into the Public Rights of Way (PRoW) network will facilitate access to the countryside and to promoted routes. Connections that could be improved include:

- a) New PRoW and improvements to existing PRoW to create a network that is attractive for circular recreational walking and cycling;
- b) To the Phoenix Trail and cycle route NCN 57 (including considering the scope to upgrade the footpath adjacent the eastern end of the former railway line to a bridleway)
- c) To key locations in the Chilterns AONB such as Brush Hill and Whiteleaf Hill
- d) To the Ridgeway National Trail
- e) To the Midshires Way
- f) Other routes identified in the strategies of relevant bodies such as Sustrans, the Ramblers Association and the Chilterns Conservation Board.

5.3.90 Important connections will be from the both ends of the Crowbrook stream corridor into the wider countryside. New permissive paths to connect to existing public rights of way and road network could be beneficial. Particular care will be needed in providing safe crossings of the B4009 at the railway bridge at Longwick.

Promotion of sustainable travel

5.3.91 Creating good opportunities for walking, cycling and public transport will need to be supported by the promotion of these modes for health and quality

of life, through a sustained programme of travel planning and promotion measures.

JOBS AND BUSINESS

- 5.3.92** Ensuring housing growth is accompanied by growth in jobs and new economic development is very important in ensuring that the expansion of the town is genuinely sustainable. Some businesses have been lost from the town in recent years and it is important that remaining businesses are retained as well as opportunities to provide for more businesses created. There are existing businesses located within the expansion area and it is important that they are retained in the town. These businesses may prefer to relocate away from the new housing development. Policy PR10 reserves land north of the Lower Icknield Way for relocation of existing businesses. In terms of the comprehensive planning of the expansion area and its necessary infrastructure, development in the expansion area will need to secure any such re-locations to ensure such businesses are retained and adequately provided for.
- 5.3.93** Evidence suggests⁹⁷ that there is some potential for new economic development in the town but the scope is limited for primarily strategic locational reasons and viability considerations. Policy PR9 identifies land at Princes Estate for additional employment provision and the development of the expansion area should contribute to ensuring that this land is brought forward in a timely way to ensure housing growth is supported by employment growth. This could be through contributing to the servicing of new plots.
- 5.3.94** Small business start-ups are a key feature of the Buckinghamshire economy and the growth of the town means that we should plan for more opportunities for this. This can be accommodated on the expanded Princes Estate, and also as a local enterprise hub at the local centre, (about 500 sqm) to provide a range of types of accommodation, and adding to the vibrancy of the centre. Providing for small business start-ups helps to ensure that the expansion

⁹⁷ Wycombe Commercial Assessment Part 1 – Princes Risborough (January 2016, Boyer Planning)

area incorporates a wider mix of uses, thereby assisting with the greater integration of the expansion area with the remainder of the town and reducing the need to travel for day-to-day needs.

Tourism

- 5.3.95** The town is ideally located for access to the Chilterns AONB for recreation and enjoyment. A number of promoted walking and cycling routes give easy access to the countryside, including the Phoenix Trail and the Ridgeway National Trail. Frequent rail services to Marylebone link the town to London making it an attractive proposition for weekend escapes. Planned improvements to the main station area (see section: Main Railway Station Area) should reinforce the town as a gateway to the Chilterns and encourage the development of hotel facilities and other supporting tourist infrastructure. Improvements should complement, and connect to, the heritage railway.

COMMUNITY

Education

- 5.3.96** The new development will generate the need for more than three new forms of entry (3.6 FE) for primary schools. Opportunities to create capacity in other local primary schools are limited and it is expected that this will be consumed by existing permissions. Therefore nearly all the pupils generated by the expansion will need to be provided for by the new primary schools. Splitting the requirement across two new schools, each of two forms of entry, allows for some flexibility in. These schools will also need to incorporate nursery and early years' provision. The location of the new schools needs to take into account the location of existing primary schools in the town, and, in the expansion area, the need to avoid children crossing the main Longwick Road in getting to school.
- 5.3.97** The plan is estimated to generate additional secondary school demand of approximately two forms of entry (FE). It may be possible to expand Princes Risborough School (a non-grammar academy) by 2FE subject to planning. Alternatively, as the school admits out-area children, it may be possible to expand Princes Risborough by only 1FE by displacing 1FE of its current

intake back to High Wycombe over the long term. This provides options for Buckinghamshire County Council to explore with the secondary school providers in the area, to make suitable provision. As Buckinghamshire operates a selective system of secondary education, contributions will also be required for grammar school places. Currently, the delivery of new secondary school places is supported by CIL funds but this is subject to a review of the CIL distribution list.

Local Centre

5.3.98 This is to be well connected and integrated into the design and layout of the development, and situated to the north of the Crowbrook Stream. This provides walkable facilities for those further away from the town centre. Incorporation of faith space here or in association with the northern primary school would be desirable. Providing a pub/restaurant here will create a focus and anchor for other retail, improving the viability of the centre.

Community facilities

5.3.99 A limited amount of community meeting space will be needed in the expansion area, focused within the sports hub north of Mill Lane, while the majority of the provision will be directed to enhancing and consolidating existing space in the town.

Health and well being

5.3.100 The two existing GP surgeries in the town have indicated that their current premises can accommodate any extra GPs required by the development. At the Wellington surgery there will be a need for increased parking capacity as the number of patients served rises. This increased need for parking spaces is not compatible with the long-term plan for the Wades Park area. This stimulates the need for relocation into new premises within the expansion area, as close as possible to the railway line and Longwick Road, to retain accessibility for the existing population.

5.3.101 The overall health and well-being of the community will be enhanced by the provision of a high-quality development with accessible green space / green

infrastructure, appropriate sports provision and a built environment that positively supports walking, cycling, and play.

Cultural heritage and archaeology

5.3.102 The expansion area encompasses the Alscot Conservation Area (CA). The development will need to respect the setting of the CA and preserve important views in and out of the CA as part of a positive strategy for the conservation and enjoyment of, and a clear strategy for enhancing, the historic environment. Historic landscape features and hedgerows should be incorporated and protected within the development.

5.3.103 The expansion area does not contain any Archaeological Notification Areas. Works to date have revealed the presence of Iron Age settlement in the south-western corner. A geophysical survey and trial trench evaluation will be needed across the expansion area where not already conducted, and possible further archaeological excavation works informed by the results of these evaluations. Development proposals in the expansion area must undertake a comprehensive and detailed archaeological assessment prior to any development. The findings of the assessment will inform the approach to sustaining the significance of any remains where they are identified.

RECREATION, SPORTS AND LEISURE

Strategic and Local Open Space

5.3.104 Sufficient areas of Strategic and Local Open Space are to be provided in accordance with policy DM16. Local Open Space includes local play areas and informal amenity space. Strategic Open Space, as well as including sports pitches and games areas of various kinds, also includes larger play areas, parkland and semi-natural green space and allotments. It is allocated in larger areas around the expansion for provision of sports, and in smaller areas throughout the expansion as neighbourhood open space. Areas for formal sports are identified north of Mill Lane and south of Lower Icknield Way. Lighting of sports pitches should be designed to minimise light pollution in the setting of the Chilterns AONB.

5.3.105 An indicative package of sports provision has been developed for the Princes Risborough expansion area. This principally would be in the form of multi-sport ‘hub’, to include:

- 1 3G synthetic turf pitch for football / rugby and 1 synthetic turf pitch for hockey
- 3 youth football pitches
- 4 tennis courts
- 1 MUGA
- Car park, club house with community room and changing rooms
- Plus one rugby pitch which should be located at a different site, with car parking and changing rooms.

Indoor sport and leisure requirements

5.3.106 Indoor sports and leisure provision will be provided through existing / enhanced facilities within the town including through the future extension of the Risborough Springs Swim and Fitness Centre⁹⁸.

GREEN INFRASTRUCTURE, FLOOD MANAGEMENT AND ECOLOGY

Surface water drainage and flood management

5.3.107 Small parts of the site are within Flood zones 2 and 3, but these are not allocated for any residential development. The alignment of the relief road must cross an area within Flood Zones 2 and 3. It will be designed and constructed to remain operational and safe for users in time of flood. The road scheme should result in no net loss of floodplain storage, and not impede water flows and not increase flood risk elsewhere. It should respond to the recommendations of the Level 2 Strategic Flood Risk Assessment.

5.3.108 Parts of the expansion area are vulnerable to flooding from ordinary watercourses and surface water flooding. There is also a risk of groundwater flooding as the water table is close to the ground surface here and due to the

⁹⁸ The Sports Facility Strategy (2015) identifies the potential for a larger health and fitness area at this facility, to be delivered through capital funding.

geology the area is prone to springs. This creates the potential for large areas of standing water in periods of high rainfall as was the case during the winter of 2013-14. Extreme weather events are more likely in the future as a result of climate change.

5.3.109 The Council is preparing more detailed capacity and delivery plans for the expansion area to support the preparation of planning applications here. Alongside this a comprehensive assessment of local sources of flooding including ordinary watercourses, surface water and groundwater flooding across the expansion area is appropriate. This assessment would identify drainage issues, make allowance for extreme weather events caused by climate change and inform a strategic Sustainable Drainage scheme. Until this comprehensive assessment has been prepared, Flood Risk Assessments for individual sites must take account of impacts on the wide expansion area, and take on board the recommendations of the Level 2 Strategic Flood Risk Assessment.

5.3.110 Strategic development here creates the opportunity to reduce the risk of flooding and divert surface water flooding through appropriate design and the introduction of effective sustainable drainage systems (SuDS). The green corridor along the Crowbrook stream introduces the potential to integrate flood management measures with green infrastructure provision and ecological enhancement. Further work by development interests will be required to understand the risk from surface and groundwater flooding, and identify appropriate mitigation measures. In addition, individual applications will require flood risk assessments to look at all risks of flooding, in accordance with policy DM39 of the development plan. This will inform the ultimate capacity of the development area.

Green Infrastructure (including landscape and ecology)

5.3.111 A network of green corridors shapes the expansion area. These corridors provide off-road walking and cycling routes, as well as connecting biodiversity habitats. The corridor running from Wades Park to Longwick Road is to accommodate strategic green space and is therefore described as a lane rather than a corridor.

5.3.112 A key element of the green infrastructure provision of the expansion area should be the protection and enhancement of a continuous green corridor along the “Crowbrook Stream”. The presence of two designated biodiversity sites, Longwick Bog and Kingsmead Meadow, the connecting stream and its associated habitats, and its distinctiveness in landscape and visual terms, make this a very important corridor. Ensuring this corridor links to the wider green infrastructure network and the wider countryside is equally important. The biodiversity sites contain rare damp and wet habitats which should be conserved and enhanced. At least one field depth should be retained open for the green corridor. In addition SuDS are required in all areas that influence the hydrology of the streams and the designated sites.

Hydrological survey information is needed to inform requirements. A green infrastructure link and SuDS are also required along the stream in the Park Mill Farm area. As well as green corridors across the area, green ‘fingers’ from the countryside into the town will be required. Historic hedgerows and field boundaries will also inform the links and connections. A green infrastructure strategy will be developed to inform links and/or additional connections to be incorporated into the overall master plan.

5.3.113 Biodiversity within built development is an important aspect of achieving a net gain for biodiversity and brings benefits to people by reducing the urban heat-island effect and air pollution.

5.3.114 Pockets of tree planting within the development blocks will complement the character of the existing town. One of the key characteristics of the town is that the built-form is embedded and broken up by mature trees and open spaces. Trees also reduce flood risk, mitigate climate change, improve human health and wellbeing and provide a range of other ecosystem services. There is a need for an integrated approach to planting within the scheme which is not limited to streets and open spaces, but also allows sufficient room for planting (especially tree planting) within residential schemes.

5.3.115 Green links should be of varying width to allow for tree planting, small openings etc. and maximise the potential of roads, footpaths and hedgerows

in delivering these. For an effective green infrastructure network there is a need for a green corridor alongside the railway line (see PR8) that allows for footpath/cycle connections and appropriate planting. This route will also act as a buffer to help to mitigate potential increased noise and vibration from the expected increased frequency and speed of train services associated with East West Rail Phase 2.

5.3.116 Development proposals within the expansion area must be accompanied by a comprehensive and detailed ecological survey (to include assessment of historic hedgerows), biodiversity impact assessment and Landscape and Visual Impact assessment. Proposals should demonstrate a net gain in biodiversity, using a recognised metric such as the Environment Bank, or guidance developed by the local NEP.

UTILITIES

Waste Water treatment

5.3.117 Thames Water has indicated that the expansion of the town will require an increase of capacity at the sewage treatment works, which lies within the expansion area. They have confirmed that this extra capacity can be achieved within the current curtilage of the existing site.

5.3.118 The current operation of the sewage treatment works requires an odour buffer within which land use is restricted to uses compatible with short-term exposure to odour, such as open space and wildlife areas. To address this area of uncertainty and confirm the extent of the developable area, further assessment will be required in relation to all the additional development in the expansion area. Enhancement of the treatment works to minimise odour may increase the land area available for development and the range of appropriate uses, making more efficient use of land. For the present, Thames Water have committed to keeping odour levels consistent with the contours identified in the 2016 baseline survey, while providing extra capacity for the expanded town.

5.3.119 Outflows from the works discharge into the Kingsey Cuttle Brook. Water quality levels required by the Environment Agency must be maintained here.

Utilities and Energy provision

5.3.120 Gas and electricity supply companies have confirmed that the development is within the current supply distribution capacity.

5.3.121 High-speed broadband is a requirement for modern living and facilitating working from home. The approach to installation should require minimal disruption and need for reconstruction and allow for future growth in service infrastructure.

5.3.122 Development proposals in the expansion area should provide for on-site renewables and / or low carbon or decentralised systems such as district heating systems. Individual networks with individual applications will need to be able to plug into a wider network.

TOWN CENTRE

5.3.123 It is important that development at Princes Risborough supports the existing town centre rather than competing with it. The development of the town will require an extra 1200 sqm of convenience retail space and some 800 sqm of comparison space by 2033⁹⁹, some of which will be needed in the new local centre and at the railway station, but most should also be provided in the town centre (see town centre policies PR13 and PR14).

5.3.124 The provision of additional highway capacity through new road infrastructure creates the opportunity to redesign the town centre to be a more attractive and people-friendly place. To this end, the expansion area should contribute to the enhancement of the town centre through the implementation of a shared-surface type scheme and appropriate public realm enhancements on the town centre roads of the High Street, New Road and Bell Street, and associated junctions. Additional highway measures on the existing road through the town will be required to deter through-traffic (see figure 33).

5.3.125 While the expansion area will be well connected to the town for pedestrians and cyclists, there will be an increased number of shoppers from the new

⁹⁹ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

development needing to park in the town centre. Development should therefore contribute to increasing the number of parking spaces in the town. Forecasts for parking spaces indicate that between 100 and 200 new spaces will need to be provided in the town over the plan period¹⁰⁰.

¹⁰⁰ Princes Risborough Parking Review Report (February 2016, Jacobs)

Transport infrastructure

PR8 – Provision and Safeguarding of Transport Infrastructure

5.3.126 This policy is needed to secure required transport infrastructure on and off-site.

POLICY PR8 – PROVISION AND SAFEGUARDING OF TRANSPORT INFRASTRUCTURE

- 1. Land safeguarded for new or improved transport infrastructure is shown on the Policies Map and details set out in 2 and 3 below. Development that prejudices the provision of new or improved transport infrastructure will not be permitted.**
- 2. The Council requires development within the expansion area to provide and secure new road infrastructure in the form of a complete relief road round the town, to be established and classified as the main A4010, and which achieves and sustains satisfactory operation of the local road network.**

Within the main residential area this includes:

- a) A direct connecting road through the main residential area from the B4009 Lower Icknield Way, crossing Longwick Road, to join the link to Summerleys Road, aligned in general accordance with the Concept Plan;**

Beyond the main residential area:

- b) A reconstructed junction in the north at Grove Lane with the A4010, and a new junction in the south with the A4010 between Culverton Farm and Woodway, these junctions to establish directional priority along the relief road for A4010 traffic;**
- c) Other appropriate junctions where the new road intersects with the existing highway network;**
- d) A number of new or improved road links, of a minimum carriageway**

width of 7.3m, capable of accommodating all classes of road traffic and with sufficient capacity for predicted traffic flows, and designed appropriately on different lengths to reflect the changing context of the road (e.g. rural, urban):

- i. A new link to connect the expansion area road to Summerleys Road between the under-bridges of the Birmingham and Aylesbury railway lines;**
 - ii. A new link connecting Summerleys Road to Picts Lane, via the Land at Princes Risborough Station site;**
 - iii. A new link to connect from (ii) above to the A4010 south of Culverton Farm, incorporating appropriate landscaping with associated species-rich habitat;**
 - iv. Improved, safe and standardised highway alignments for the relevant existing sections of Grove Lane, the B4009 Lower Icknield Way and Summerleys Road to:**
 - 1. Be soundly constructed with foundations and a specification for the pavement of the carriageway that meet recognised standards**
 - 2. Provide positive sustainable drainage**
 - v. Measures along Grove Lane to achieve reduced speed through the village of Little Kimble (Smokey Row) and a safer environment for pedestrians and cyclists, using and crossing the road;**
 - vi. Measures along Summerleys Road to facilitate the safe access and egress of vehicles onto existing private drives.**
- e) Enhanced capacity of the railway under-bridges of the Aylesbury railway line at Grove Lane and Summerleys Road to safely accommodate all classes of traffic, with a minimum horizontal capacity of 12m and minimum headroom of 5.3m.**
- f) Measures to deter through-traffic on unsuitable routes through**

Askett, Mill Lane, Crowbrook Road, and Bridge Street / Church Lane at Little Kimble and achieve a safer environment for all road users.

- 3. The Council will require the provision of the road infrastructure to be delivered in a timely manner having regard to the phasing of development and the capacity of the existing road network (see PR17, Delivery of Infrastructure).**
- 4. Where the alignment of the relief road must cross an area within Flood Zones 2 and 3, the Council requires that the road scheme:**
 - a) Will be designed and constructed to remain operational and safe for users in time of flood;**
 - b) Result in no net loss of floodplain storage;**
 - c) Not impede water flows and not increase flood risk elsewhere.**
- 5. The Council will require development within the expansion area to protect land to the north of the Aylesbury railway line and 15 metres parallel to the track from the boundary fence for future double-tracking of the line, as shown on the Policies Map.**

Road context

5.3.127 The A4010 runs through the town, carrying both local traffic and a significant proportion of through traffic – up to 40% at peak times. Parts of the network were close to capacity in 2013 and traffic forecasts¹⁰¹ show that several significant links and junctions will be over capacity during the plan period, even without major growth in the town. Only a small amount of growth would be possible in the town without having a severe impact. The traffic through the town has a divisive effect on the town centre and creates a hostile environment for pedestrians and cyclists. The current highway boundary limits opportunities to expand capacity through town and would only intensify

¹⁰¹ Princes Risborough Area Transport Study (January 2014, Jacobs, Wycombe District Council and Transport for Bucks); Princes Risborough Transport Study – Stage 1 Options Assessment Report (February 2016, Jacobs); New Local Plan: Princes Risborough Expansion (July 2017, Jacobs and Wycombe District Council)

existing severance issues. Located north of the railway line, traffic from the expansion area will need to distribute into the network in a way that does not overload existing junctions. Direct access is needed from the development area to the railway stations in order to facilitate travel by sustainable means. These factors lead to a requirement for new road infrastructure:

- to relieve the existing road through the town, as an alternative to the A4010;
- to provide direct access to the main railway station; and
- to allow effective distribution of traffic from the development area into the main road network.

5.3.128 Major development at Princes Risborough is dependent on the provision of new highway capacity and therefore a complete alternative route that achieves sufficient travel time advantage that it is the preferred route for north-south traffic to the existing A4010 must be funded and secured through development.¹⁰²

5.3.129 New road infrastructure is required to alleviate congestion on the existing road network and the A4010 through the town. A complete highway route to increase highway capacity, serve the development and relieve traffic conditions in the town centre will be needed. There is no specific standard for an 'A' class road, but the road will need to be built to a standard to accommodate all classes of traffic safely and efficiently, and with sufficient capacity for forecast traffic flows. The design will need to respond to the changing context of the road, from rural to urban and back to rural. In the urban context, the objectives for the road will not only require it to move traffic but also create a good place within the development that is safe for all users. It is expected that this will be achieved by a generous cross-section incorporating separate footways and cycle ways; verges, landscaping and tree planting; a central median for staggered cross-movements and right-turns; and judicious setbacks. In the rural context, opportunities should be created for species-rich grass verges and boundary hedgerows.

¹⁰² Princes Risborough Area Transport Study (January 2014, Jacobs, Wycombe District Council and Transport for Bucks)

5.3.130 It is essential that any development in the meantime does not prejudice the ability to secure these necessary transport improvements otherwise the delivery of key infrastructure to support the expansion of the town could be jeopardised. As a result land is safeguarded from development through the policy.

5.3.131 The new highway capacity must cope with future traffic demand not only from the development but also from wider trends in traffic growth associated with changing transport behaviour and growth elsewhere in Buckinghamshire. Key elements of new highway capacity lie outside the expansion area and will need to be put in place to secure a complete alternative route to the A4010 away from the town centre which is of a sufficient standard and capacity to accommodate forecast traffic flows and all classes of vehicle safely and efficiently.

5.3.132 An Options Assessment Report (Jacobs 2016) was prepared which evaluated a number of options for this additional highway capacity. Objectives setting out how the new road should perform were agreed between Wycombe District Council, the County Council, the Steering Group and the BTVLEP. A long list of options was developed across the participating stakeholders and through public consultation. We have assessed a wide range of options, testing them through traffic modelling and sustainability appraisal, and refining them in response to public consultation and constraints on the ground. The preferred alignment is shown in figure 30. Feasibility studies have costed this alignment and shown that it is achievable.¹⁰³

5.3.133 Any option for a relief route here would be high cost, relative to the scale of the expansion. A significant proportion of costs is associated with the improvement of the railway crossings (over-bridges / under-bridges) since these are expensive civil engineering works and attract a 66% optimism

¹⁰³ Princes Risborough relief road feasibility study, including bridges report (April 2016, Jacobs); and Princes Risborough southern options and feasibility update (September 2017, DRF Consulting)

bias¹⁰⁴. However, viability work¹⁰⁵ shows that this can be afforded from the extra value generated by the development. Delivery of the road package will be as a series of elements which are sequenced and funded by successive phases of development. Key elements such as the link through Sumitomo (between the Aylesbury and Birmingham railway lines) and the railway bridge replacements may be secured early through forward funding, potentially through national frameworks such as the Housing Infrastructure Fund. The Council will collect developer contributions against the costs of infrastructure that is reasonably and fairly related to developments including when that infrastructure has been provided through forward funding before the development to which it relates.

5.3.134 More detailed traffic modelling¹⁰⁶ is starting to show that careful sequencing of the road elements alongside the delivery of housing should be able to sustain the performance of the road network while the road is in the process of completion. Once the route is complete, and supported by the town traffic management measures, a balancing of traffic flows across the network brings key junctions back to within capacity.

5.3.135 Planned works for HS2 in 2020-2022 on the Aylesbury line present a significant opportunity to align the programme for under-bridge works on Grove Lane and Summerleys Road with this (and the Wades Park underpass).

5.3.136 The Concept Plan for the expansion shows a connecting road through the development which will be required in any case. Further additional improvements will be needed to deliver the whole alternative route.

5.3.137 There is an issue with longer-distance traffic travelling east-west using unsuitable roads such as Crowbrook Road and Cadsden Lane at Askett,

¹⁰⁴ Optimism bias (OB) is a contingency factor added to cost estimates in the early stages of design of a project. It is intended to account for any uncertainties that exist at that stage of the project's development. Subsequent stages of design increase certainty and the level of OB contingency is reduced (however the core cost of the project may rise).

¹⁰⁵ Princes Risborough Expansion Viability Report (March 2017, Wycombe District Council)

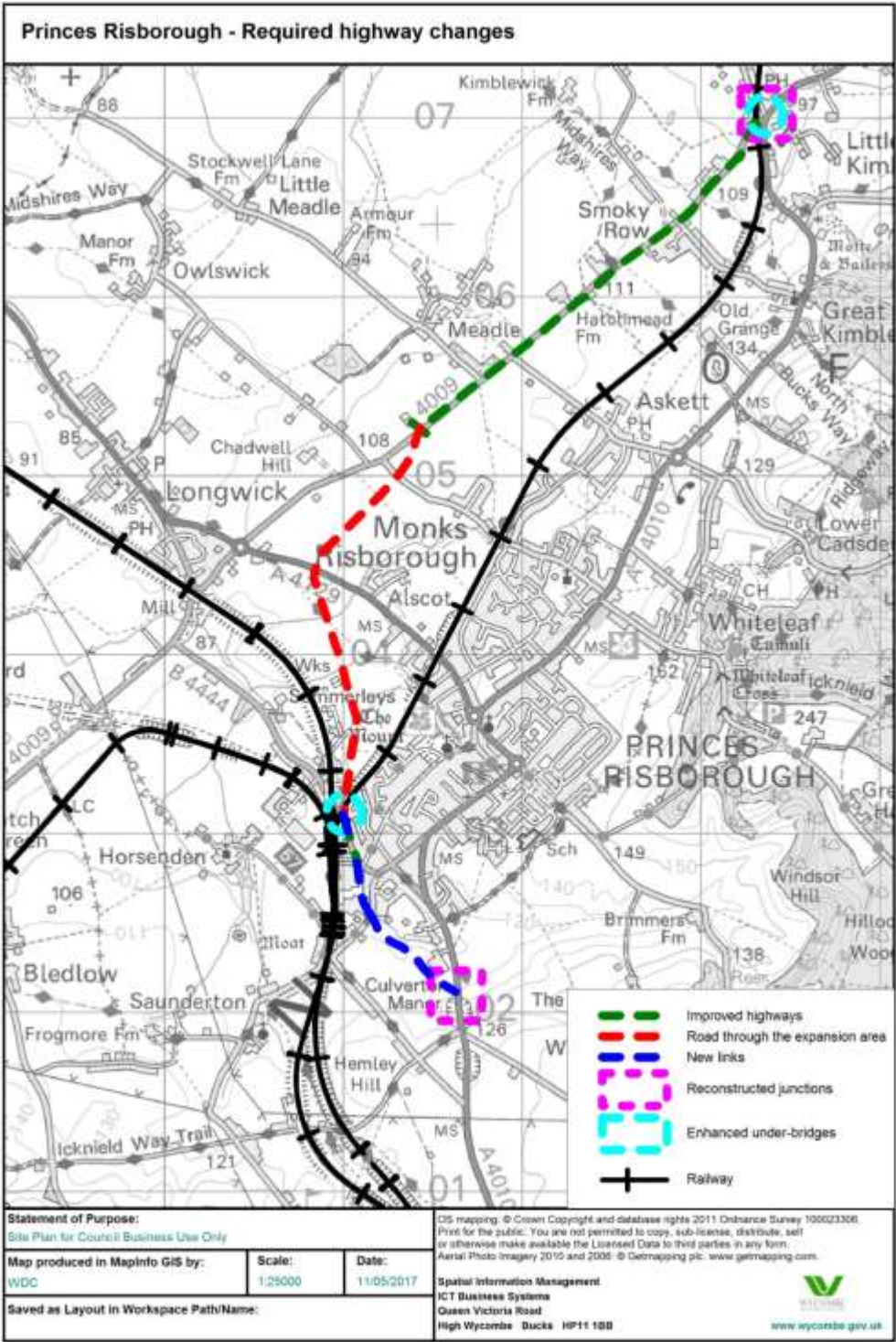
¹⁰⁶ Princes Risborough Master Plan Preliminary Phasing Strategy Modelling (May 2017, Jacobs); and Princes Risborough Master Plan Phasing Tests (May 2017, Jacobs)

which will intensify under future conditions. Constraining measures will be needed on these roads to deter this movement and direct it towards more suitable routes.

5.3.138 The road alignment will need to cross areas of Flood zones 2 and 3 and therefore the design will need to satisfy the safety requirements of the Exceptions test. The design of the road will also need to respond to the recommendations of the Level 2 Strategic Flood Risk Assessment.

5.3.139 Appropriate design, positioning and composition of street lights can greatly reduce lighting overspill and protect dark skies. Guidance such as *Guidance Notes for the Reduction of Obtrusive Light GN01:2011* (Institute of Lighting Professionals 2011) can be used to inform sensitive lighting schemes.

Figure 30 Indicative plan showing required highway changes



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5.3.140 The alternative route for the town will require the following works and improvements:

- Junction of Grove Lane with the A4010: presently over capacity. This junction will need to be replaced and brought up to standard, together with the awkwardly placed and below-standard railway under-bridge over Grove Lane.
- Junction of new road with the A4010: will need to be designed to accommodate increased traffic volumes and lead through-traffic away from the town centre. Both junctions will need to be constructed and designed to lead through-traffic away from the town centre, by changing the directional priority and the traffic direction signs to direct the A4010 traffic from Aylesbury and High Wycombe along the relief road.
- The railway under-bridges over Grove Lane and Summerleys Road are below-standard both in terms of width and height (3.89m and 4.1m headroom respectively). Grove Lane is barely passable by two-way traffic and Summerleys Road has a signal-controlled shuttle operation. However, they are situated on what is presented as the most appropriate and reasonable alternative route. The under-bridges will need to be improved to increase the highway capacity (horizontally), and headroom capacity for large vehicles (vertically).
- A new road link passing through the development from the B4009 Lower Icknield Way to Summerleys Road.
- A new road link through the former Hypnos and Whiteleaf development sites, to Picts Lane.
- A new road link between Picts Lane and the A4010 between Culverton Farm and Woodway.
- New junctions will need to be created where the new road links join in to the existing highway network.

- Some lengths of existing roads (Grove Lane, B4009 Lower Icknield Way, Summerleys Road, Picts Lane and Shootacre Lane) along this route will need improvement to carry the forecast volume of traffic:
 - Some lengths will need widening to a standard capacity width;
 - Lengths will need to be soundly constructed, if not already;
 - Positive sustainable drainage will need to be introduced on most lengths.

5.3.141 The requirements of this work will be informed by more detailed assessment including such condition surveys, pavement core samples and drainage review.

Rail Context

5.3.142 The core scheme of the East West Rail phase 2 project is currently undertaking design work, which will inform timescales for commencing construction. It will bring additional passenger services to the town between Milton Keynes and Marylebone. Land is safeguarded for potential double-tracking of the line in the longer-term. This is related to, and necessary to facilitate, the sustainable expansion of the area (see Policy DM47 - Princes Risborough to Aylesbury (PRA safeguarded Land)).

Land for business: expansion of the Princes Estate

PR9 – Princes Estate and Expansion

5.3.143 This policy is needed to secure new employment land to support the major expansion of the town.

POLICY PR9 – PRINCES ESTATE AND EXPANSION

The Council will ensure the provision of employment land for new or relocating businesses at Princes Risborough.

- 1. The existing Princes Estate, as identified on the Policies Map, is protected for B1/ B2/ B8 and sui generis uses akin to B uses.**
- 2. The Council will require new development in the expanded business park as identified on the Policies Map, to**
 - a) Be for employment generating uses in use classes B1, B2 and B8**
 - b) Develop the whole site, or if for a part of the site demonstrate a proposal would not compromise delivery of the remaining area;**
 - c) Create a layout and design that has particular regard to its visual impact from the Area of Outstanding Natural Beauty escarpment and the Ridgeway National Trail, open character of the area and the setting of Horsenden Conservation Area;**
 - d) Provide access and parking arrangements in accordance with current parking standards.**
- 3. Residential applications will not be permitted.**

5.3.144 Princes Estate is a long standing 10 hectare employment area located off Summerleys Road which has seen a number of new developments over the past 10 years including a new factory for renowned furniture manufacturers Ercol and a mixed office and light industrial development. There is an area of undeveloped land within the estate that is in the process of being developed.

- 5.3.145** The Plan aims to retain and grow existing businesses and provide start-up opportunities for local enterprise. Businesses that need to relocate from the expansion area may be accommodated here, similarly any business that needs to relocate to facilitate the delivery of the alternative route.
- 5.3.146** The Wycombe Commercial Sites Assessment (2016) identifies that Princes Risborough does not perform strongly on key commercial drivers for national and regional growth trends. However, it does identify that the expansion of the town offers potential to serve local demands especially for smaller companies seeking new quality premises and who are not dependant on motorway accessibility. The assessment identifies the Princes Estate as the best performing site within the town and as such has the most potential for growth; therefore the Council allocates land here for business uses.
- 5.3.147** The proper planning of the Princes Risborough expansion area for primarily residential purposes together with good place-making along the Longwick Road, seeks to create opportunities for businesses to relocate from the expansion area to more suitable sites. Value generated from the residential development of old employment sites, plus the provision of new serviced plots delivered by the value generated from the wider expansion, could make this a viable proposition.
- 5.3.148** The allocation could also include small scale industrial units for small local businesses seeking to establish themselves.
- 5.3.149** Any employment uses here will require a landscape and visual impact assessment to assess the impact from important views such as Whiteleaf Cross.

Land for Business: land north of Lower Icknield Way

PR10 – Land North of Lower Icknield Way

5.3.150 This policy is needed to allow businesses to relocate out of the main expansion area at Princes Risborough, should they wish to.

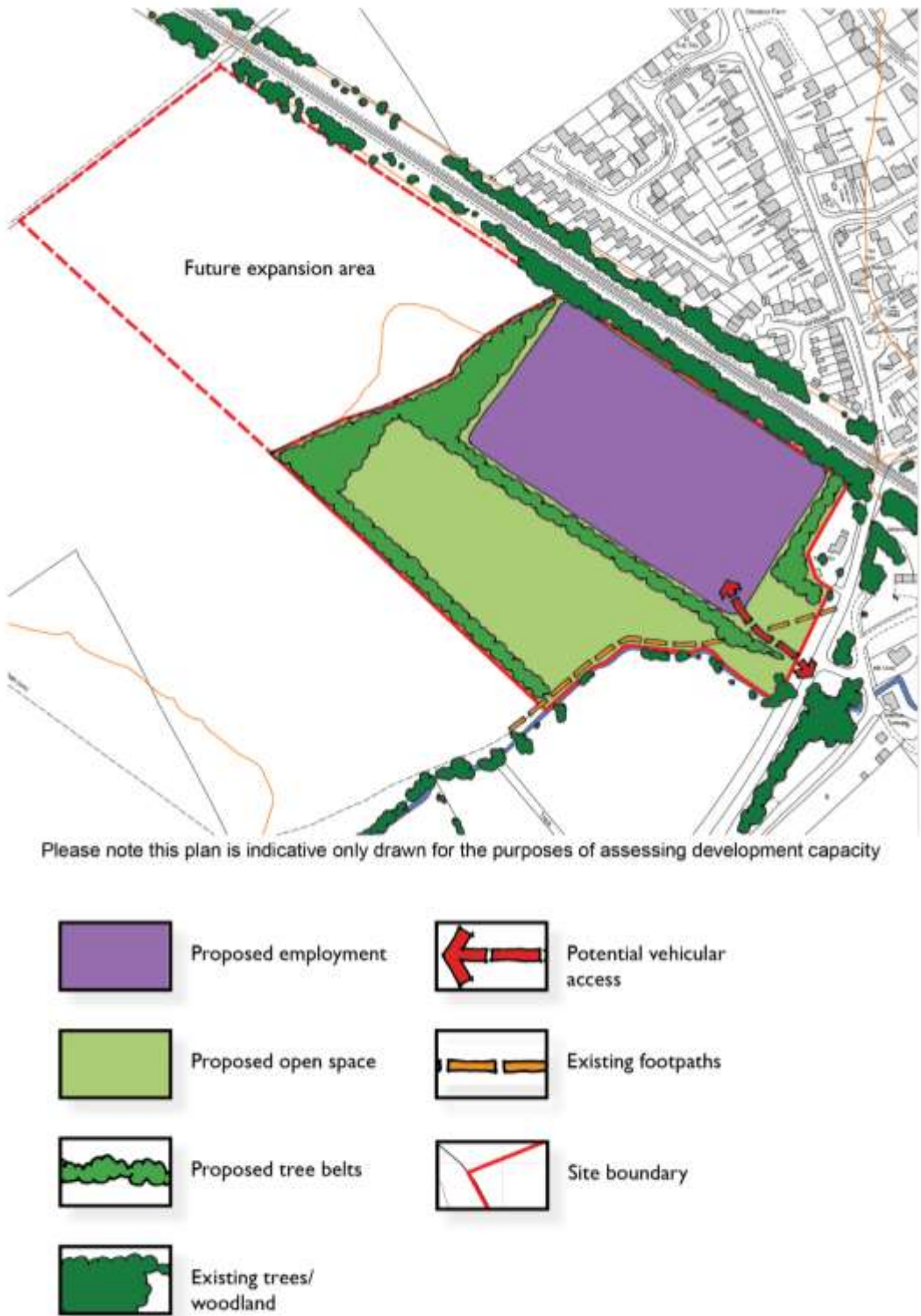
POLICY PR10 – LAND NORTH OF LOWER ICKNIELD WAY

The Council reserves employment land as identified on the Policies Map for the relocation of existing B1, B2 or B8 businesses affected by the expansion of Princes Risborough.

The Council will require new development here to:

- 1. Create a layout and design that has particular regard to its visual impact from the Area of Outstanding Natural Beauty escarpment and the Ridgeway National Trail and open character of the area, incorporating appropriate landscaped areas and tree planting;**
- 2. Provide a safe and suitable access for vehicles from Lower Icknield Way;**
- 3. Provide parking arrangements in accordance with current parking standards;**
- 4. Develop a routeing strategy for large vehicles, to be agreed with the Highway Authority;**
- 5. In relation to flood risk, use a sequential approach to the location of development within the site to avoid areas of flood risk, providing a buffer to the stream, and ensuring that the development will not increase the risk of flooding onsite and elsewhere.**
- 6. The Council will keep under review the need for this allocation in the light of progress with the development of the expansion area. Residential applications will be refused.**

Figure 31 Concept for land North of Lower Icknield Way



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5.3.151 Policy PR4, in seeking a comprehensive approach to the expansion area, identifies land in business use to be redeveloped for housing. This policy reserves land as an alternative to the Regent Park expansion for the relocation of businesses as it has a more prominent position on the main road network and is less constrained in its approaches in relation to railway under-bridges.

5.3.152 The economic strategy for Princes Risborough aims to retain and grow existing businesses.

5.3.153 Any employment uses here will require a landscape and visual impact assessment to assess the impact from important views such as Whiteleaf Cross and the Ridgeway National Trail.

5.3.154 The site is bounded by the Kingsey Cuttle Brook and associated zone of flood risk on the south side and so will need to assess flood risk, identify effective mitigation measures, and implement these.

5.3.155 The access to the site from the Lower Icknield Way is west of the railway under-bridge for the main Birmingham line. This bridge has an arched span and so tall vehicles use the centre of the carriageway to pass through. Therefore the site access needs to be sited in a way that vehicles (which may be long and slow-moving) coming into and out of the site do not create conflict with vehicles coming through the under-bridge. Forward visibilities will need to be informed by a speed survey. Further control may be achieved by signalisation of the bridge approach and the junction of Chestnut Avenue with Lower Icknield Way.

5.3.156 A routeing strategy will be required to ensure that large vehicles using the site will approach and leave it via the most appropriate parts of the network.

5.3.157 The southern site boundary is adjacent to a stream. There is a risk of fluvial, surface water and groundwater flooding across the site. Careful siting of development on site, avoiding the fluvial flood risk areas, and appropriate SuDS across the site will ensure that the development does not increase the risk of flooding onsite or elsewhere. Applicants should refer to the level 2 SFRA for this site.

Land to the rear of Poppy Road

PR11 – Land to the Rear of Poppy Road

5.3.158 This policy is needed to set out the principles of development for this site.

POLICY PR11 – LAND TO THE REAR OF POPPY ROAD

The site as shown on the Policies Map is allocated for residential uses.






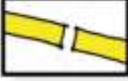


Development of the site is required to :

- 1. Protect land within Flood Zone 2 or 3 to create a buffer between development and the chalk head waters of the Pyrtle Spring, preserving existing vegetation, subject to detailed hydrological and ecological assessment;**
- 2. Preserve and enhance the water quality of the Pyrtle Spring by providing alternative means of disposal of surface water runoff from nearby roads;**
- 3. Provide appropriate planting and landscaping to mitigate the effect on views from the Chiltern escarpment and the Ridgway National Trail, and enhance the stream corridor;**
- 4. Respond sensitively to any other important habitats or species present on the site;**
- 5. Provide main vehicular access from the new Princes Risborough relief road;**
- 6. Provide a secondary access from Wycombe Road.**

Figure 32 Land to the rear of Poppy Road, Princes Risborough



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

	Proposed residential		Primary vehicular access
	Proposed tree belts		Secondary vehicular access
	Existing trees/ woodland		Indicative alignment of relief road
	Flood Zone 2 & 3		Site boundary

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5.3.159 The indicative capacity for the site is 58 homes.

5.3.160 This site includes land to the rear of Poppy Road and land at 108 Wycombe Road. The site is proposed to be taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report¹⁰⁷ has reviewed this site and indicates that exceptional circumstances exist in this case for removing the site from the Green Belt.

5.3.161 Access to this land from Wycombe Road is problematic. However, the implementation of the relief road section between Picts Lane and Culverton Farm creates the opportunity for an alternative point of access.

5.3.162 The south of the site is also designated as being within the Chilterns AONB. Due to its limited size and location within the urban setting of Princes Risborough, it is not considered that development here would amount to major development,

5.3.163 The Pyrtle Spring is a chalk headwater and as such is a BAP priority habitat. The section of the stream here forms part of the wider Culverton Mill corridor (see figure 26, Concept Plan) Development here should maximise opportunities to preserve and enhance this habitat. Currently surface water runoff from Poppy Road drains into this stream, degrading the water quality and depositing silt.

5.3.164 Parts of the site are within Flood zones 2 and 3 and within designated Wycombe Critical Drainage Areas. There is also an extensive but low risk of groundwater flooding. Developers will need to undertake a site specific Flood Risk Assessment including detailed hydraulic modelling of climate change allowances. The main access road will need to avoid areas of flood risk or where this cannot be avoided, appropriately manage and mitigate flood risk.

5.3.165 The site is exposed to views from the Chiltern escarpment and the Ridgeway National Trail. Therefore development should take measures to minimise any visual impact.

¹⁰⁷ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

5.3.166 The site has been undisturbed for many years and may consequently be of ecological value. The results of an ecological assessment should inform the extent and nature of development here.

5.3.167 The main vehicle access should be from the new relief road as Poppy Road is constrained and narrow. A layout that facilitated vehicular access to the rear of the existing properties in Poppy Road would be supported, subject to it dealing satisfactorily with detailed design matters such as designing out crime. Subject to further assessment, some vehicle access may be possible from Wycombe Road. Access to Wycombe Road should be retained for people on foot and cycle to increase accessibility to town services and the 300 bus route along the A4010.

A Town fit for the future

Town centre

5.3.168 The major expansion of the town creates a need and an opportunity to transform the town centre. Expansion of the town should not detract from, or compete with, the town centre offer but rather support its vitality and amenity, and the town centre should be reinforced as the historic, cultural and retail focus of the town, with capacity to meet the needs of the expanded population.

5.3.169 There will be a need for:

- Increased retail space¹⁰⁸ and a diverse offer on and around the High Street;
- Up to 200 more parking spaces in the town centre¹⁰⁹. While opportunities for sustainable travel between the expansion and the town centre will be maximised, there will still be a need for some people to use a private car, particularly for heavy or bulky purchases. More parking will be needed close to the leisure centre.

5.3.170 The town centre is well used, but currently suffers with the following issues:

- Roads in the town centre are dominated by traffic, including A4010 through traffic, which creates severance on New Road (Back Lane) and Horns Lane / Bell Street. The environment is hostile to pedestrians and cyclists, who come into conflict with traffic and parked cars;
- Since the introduction of controlled parking areas between the town centre and the station, on-street and off-street parking is regularly used to capacity today, including the Tesco car park which offers two hours' free parking;
- Inefficient organisation of land on the Horns Lane and New Road (Back Lane sites).
- Lack of high-quality public space along New Road (Back Lane).

¹⁰⁸ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

¹⁰⁹ Princes Risborough Parking Review report (February 2016, Jacobs)

5.3.171 The Princes Risborough Parking Review (Jacobs 2016) identifies a need for between 100 and 200 more parking spaces in the town centre to support the growth of the town. Opportunities to deliver these are presented by:

- The provisions of policies PR13 and PR14, off New Road and Horns Lane;
- The potential addition of a deck to the Mount car park. This would need to be a sensitive development, with appropriate materials, landscaping and planting, but it has the potential to enhance the setting of the church and the town centre Conservation Area, in contrast with the unalleviated asphalt expanse presented by the car park today.
- On-street space released as a result of public realm improvements in the town centre.

5.3.172 This section sets out proposals for increasing retail space and parking space in the town centre, solving traffic problems and creating a better town centre environment. The requirement for the new relief road at Princes Risborough creates the opportunity for a different approach to roads in the town centre. Figure 34 shows how the various town centre initiatives fit together and with the context of the expansion area.

5.3.173 In addition to the policies in this Plan, there are relevant policies to Princes Risborough in the Delivery and Site Allocations Plan, adopted in 2013.

5.3.174 Two policies in the DSA plan remain current and still apply to Princes Risborough. These two policies manage change in existing uses in the town centre. They are PR1: Primary Shopping Frontage and PR2: Secondary Shopping Frontage.

5.3.175 Two policies from the DSA plan are to be deleted. These are PR3 and PR4 for land fronting New Road and Horns Lane. Those policies are to be replaced by policies PR13 and PR14 in this new Local Plan.

Town centre traffic and public realm enhancements

PR12 – Town centre traffic and public realm enhancements

5.3.176 This policy is needed to set out how the town centre will respond to the vision for the expanded town and accommodate new retail space to support the expanded population.

POLICY PR12 – TOWN CENTRE TRAFFIC AND PUBLIC REALM ENHANCEMENTS

The Council will ensure that the expansion of the town will not adversely affect the vitality and viability of the town centre but rather enhance and support it, by requiring development in the expansion area at Princes Risborough to contribute to:

- 1. Applying an innovative, shared surface type design to town centre roads and junctions, together with enhanced landscaping and tree planting, to enhance the public realm, civilise traffic and increase the attractiveness of the town centre;**
- 2. The provision of up to 200 new parking spaces, both on-street and off-street, associated with the forecast increase in numbers of shoppers from the expansion area;**
- 3. Measures to deter through traffic from the town such as reduced speed and weight limits, mini-roundabout junctions and the public realm scheme in 1. above.**

5.3.177 The provision of alternative highway capacity creates the opportunity for better quality public places in the town centre, making it less traffic-dominated, safer and more people-friendly. Alternative approaches to highway design in town centres could include shared surfaces, innovative junction designs (e.g. converting standard roundabouts to roundels or squares), alternative materials such as coloured asphalt or local stone, and increasing the space given over to trees and landscaping. Within the town

centre Conservation Area, these approaches should be in accordance with the guidance outlined in the Conservation Area Character Survey. Space released from standard carriageway capacities also introduces the potential for more on-street parking spaces which will help to enhance it as a destination for shopping.

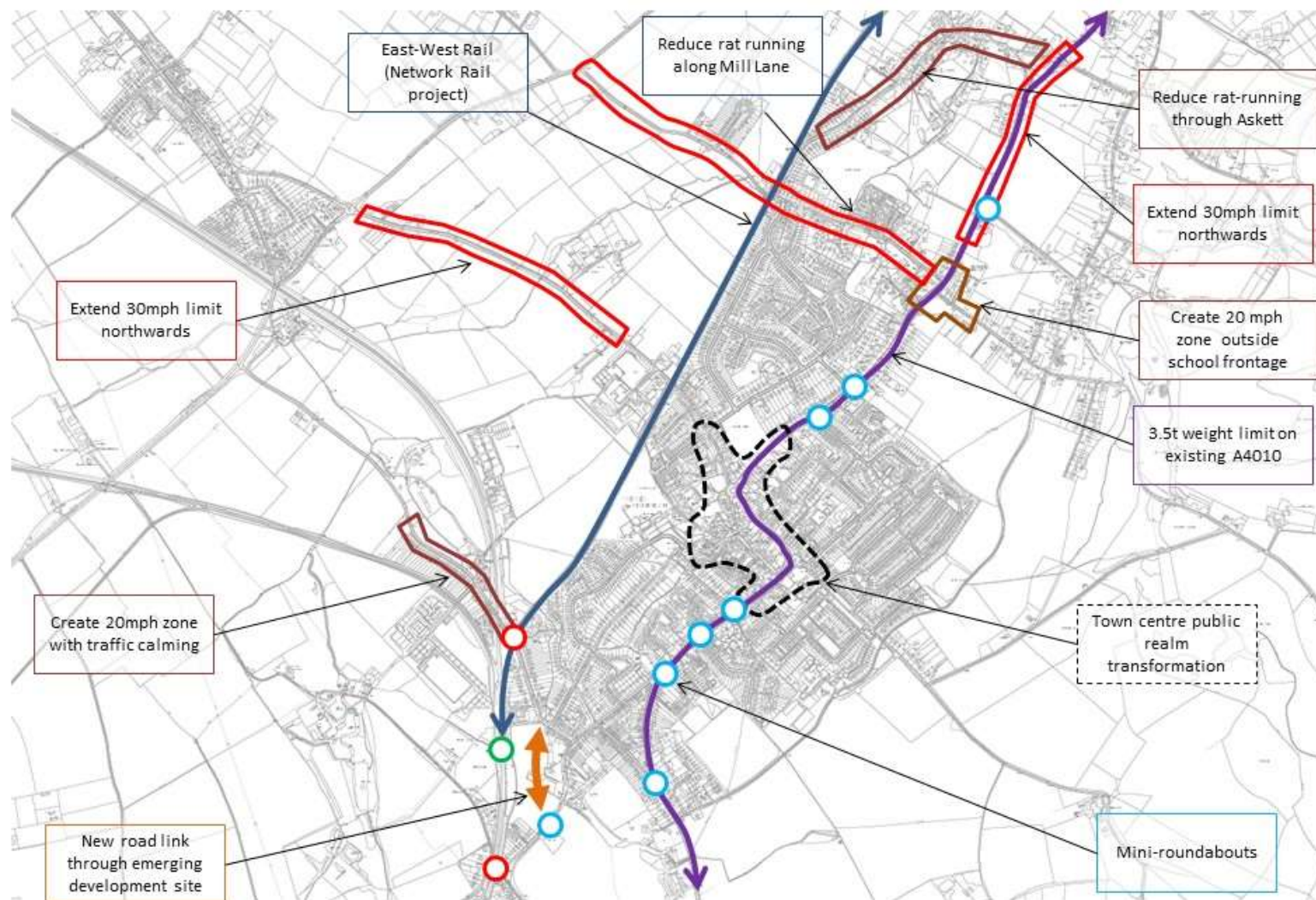
5.3.178 Additional measures to deter through-traffic have been developed through discussion with the stakeholder group. These are shown in figure 33.

5.3.179 Delivery of both the traffic management measures and of the public realm enhancements is ideally suited to incremental implementation. Priority elements can be introduced early, such as key places within the town or key junctions on the network.

5.3.180 Traffic management measures are linked to the delivery of the relief road – these initiatives are interdependent to deliver balanced flows across the road network and create capacity at key junctions.

5.3.181 It is expected that these projects will be implemented by the public authorities, working closely with the Town Council.

Figure 33 Indicative town wide measures



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Town centre allocations

5.3.182 The expansion of the town creates a need for more retail space¹¹⁰. Though some retail space will be needed in the local centre of the expansion area, retail provision should be focused in the town centre to sustain its vitality and contribute to the integration of the new development with the existing town.

5.3.183 Establishing direct connections between the High Street and New Road (Back Lane) could improve New Road's potential as a shopping street. It creates the opportunity to space out bus stops and relieve congestion on the High Street.

5.3.184 The development of the town will require an extra 1200 sqm of convenience retail space and some 800 sqm of comparison space by 2031, some of which will be needed in the new local centre and at the railway station, but most should also be provided in the town centre. Site assembly will be required in the town centre to create parcels sufficient for 1000 sqm and 500+ sqm floor space together with additional car parking.

5.3.185 New Road and Horns Lane are the most accessible and visible places for new retail development. More efficient organisation of space could deliver more parking spaces here as well as more retail, delivered on more than one level.

5.3.186 Both sites are currently in multiple ownership. The Town Council has expressed an aspiration to work to assemble land here and deliver positive change for the town, using a proportion of their share of expected CIL receipts.

¹¹⁰ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

PR13 – Town Centre site: Land fronting New Road (Back Lane)

5.3.187 This policy creates the opportunity to reorganise space for the better in the town centre.

POLICY PR13 – TOWN CENTRE SITE: LAND FRONTING NEW ROAD (BACK LANE)

- 1. This site as shown on the Policies Map is allocated for a small-scale mixed use development suitable for predominantly main town centre uses, including parking.**
- 2. The Council will require new development to:**
 - a) Take into consideration the likely incremental approach to re-development of this site, demonstrating how development schemes will not prejudice potential further incremental development of the site.**
 - b) Front New Road or front any new formalised pedestrian links with active frontages on the ground floor.**
 - c) Achieve an overall increase in parking spaces.**
 - d) Provide additional tree planting along New Road to improve the streetscape.**
 - e) Provide improved boundary treatments in accordance with guidance outlined in the Princes Risborough Conservation Area Character Survey.**
 - f) Provide environmental improvements to retained parking areas (if any).**
 - g) Enable improved and/or more frequent pedestrian crossing points along New Road.**
 - h) Provide new and/or improved pedestrian links from New Road to High Street and Duke Street.**

- i) Rationalise the number of vehicular access points into the site.**
- j) Contribute to the overall public realm improvement plan for the town centre.**

5.3.188 This site is located in a prominent position in the heart of this vibrant market town. It consists of land to the rear of properties fronting the High Street. There are a small number of commercial units on this site fronting New Road (A4010); this is the main route connecting Aylesbury with High Wycombe.

5.3.189 The site is mainly used for car parking for commercial properties located on the site. There is not a comprehensive approach to parking, with several parking areas each served by an independent access from New Road. This has resulted in this area having an unattractive appearance and a lack of formalised function, despite the fact that the area is located within the Princes Risborough Conservation Area.

5.3.190 A comprehensive approach to redevelopment of this land, resulting in fewer vehicular access points, would achieve major visual improvements and provide the site with a clear function. Improvements to boundary treatments and additional landscape features would enhance the appearance of the area. Improved and additional pedestrian access points that are well designed and considered safe to use, along with better crossing points over the A4010, will help revitalise the area by encouraging increased footfall through the area. Any retail uses proposed should be at a supportive scale to the town centre, rather than at a competing level.

5.3.191 Given that the site is in multiple ownership, land may come forward in a piecemeal fashion over a number of years and therefore any redevelopment should take account of this to ensure that any partial redevelopment still allows the site to function as a place, and does not prejudice wider redevelopment opportunities.

5.3.192 Any flood risks presented by ground or surface water flooding should be assessed and mitigated for in accordance with policy DM39.

PR14 – Town Centre site: Land south of Horns Lane

5.3.193 Like PR13, this policy creates the opportunity to reorganise space for the better in the town centre.

POLICY PR14 – TOWN CENTRE SITE: LAND SOUTH OF HORNS LANE

- 1. This site as shown on the Policies Map is allocated for a small-scale mixed use development, focusing on delivering additional retail development and parking to support the growth of the town.**
- 2. The Council will require re-development to:**
 - a) Contribute to meeting town-wide needs for parking by the provision of a multi-deck car park.**
 - b) Take a comprehensive approach to redevelopment.**
 - c) Enable the satisfactory relocation of the public toilets.**
 - d) Ensure there is no net loss of Class A1 shop use floorspace.**
 - e) Front Horns Lane - this must be active frontage on the ground floor.**
 - f) Reflect the prominent position of the site.**
 - g) Address New Road located north-east of the site.**
 - h) Follow the established building line of New Road to the south-east.**
 - i) Provide a pedestrian crossing point over New Road south of the roundabout with Bell Street.**
 - j) Provide the vehicular access point from New Road.**
- 3. If development proposals for all or part of the site require the relocation of the fire station, scheme promoters will be required to identify and enable provision of an alternative site before redevelopment commences. The fire station will only be relocated from the site if a suitable alternative site is identified which fulfils the requirements of Buckinghamshire Fire and Rescue Service, as assessed by Buckinghamshire and Milton Keynes Fire Authority. Any alternative site and station facility must be provided before**

the existing fire station is relocated.

- 4. Development here should contribute to the overall public realm improvement plan for the town centre.**

5.3.194 This site is located in a prominent corner location in the centre of Princes Risborough. The site currently has a range of uses: a car parking area with public toilets and a fire station accessed from New Road. The site is located within the Princes Risborough Conservation Area.

5.3.195 Comprehensive redevelopment of this prominent corner would have significant visual amenity benefits. New Road is characterised by wide verges either side of the highway and regular building lines. Therefore it is considered that development of this site should respect this established pattern of development and retain this attractive vista, by ensuring any redevelopment does not result in buildings further forward than the established building line on this side of New Road.

5.3.196 An additional pedestrian crossing point over New Road would provide substantial accessibility benefits to the town and would be likely to increase footfall that passes this site. It would ensure safer linkages, including for potential new residents, with public open space located north-east of the site. Development of this site must contain a substantial amount of A1 retail use and parking, to protect and enhance the vitality and viability of the Princes Risborough primary shopping area (see Glossary) and to ensure that new retail development associated with the expansion of the town is supported by retail development in a sequentially preferable location.

5.3.197 Any new site which is promoted as an alternative site for the fire station must meet the requirements of Buckinghamshire and Milton Keynes Fire Authority and will be subject to relevant public consultation on the acceptability of the relocation proposals.

Molins Sports Ground

PR15 – Molins Sports Ground

5.3.198 This policy creates the opportunity to bring the Molins Sports Ground back into use for sporting activities.

POLICY PR15 – MOLINS SPORTS GROUND

- 1. The area known as Molins Sports Ground, as shown in the Policies Map, is designated for outdoor sports uses.**
- 2. Any need for increased parking space will be provided in the strategic open space north of Mill Lane within the expansion area (see Policy PR7).**
- 3. The existing access to the site from Mill Lane should be retained.**

5.3.199 Historically, the Molins Sports Ground provided a valuable facility to the community but has been closed for several years. Originally, the decision was made many years ago that the Sports and Social committee would run the whole club on a profit-making basis and open it out to the wider public. The Club was open to the public, who could join as members if they wanted to. It hosted many events for the community and many of those were either booked by the members, booked by members of the general public or arranged by the committee. The club would make their money from the hire fees and from catering and from the bar proceeds. Only a certain amount of money was donated by the factory, mainly to pay the rates or repairs to the buildings.

5.3.200 The sports ground is on land situated in both the Metropolitan Green Belt and the Chilterns AONB. There is an existing shortage of sports pitches¹¹¹ within the town so bringing this sports ground back into use would help address this.

¹¹¹ Wycombe District Sports Facilities Strategy 2015-2020 (2015, Wycombe District Council)

5.3.201 This site is in a visually sensitive area in the AONB, so impacts would need to be minimised through restrictions on floodlighting, intrusive buildings or large areas for car parking.

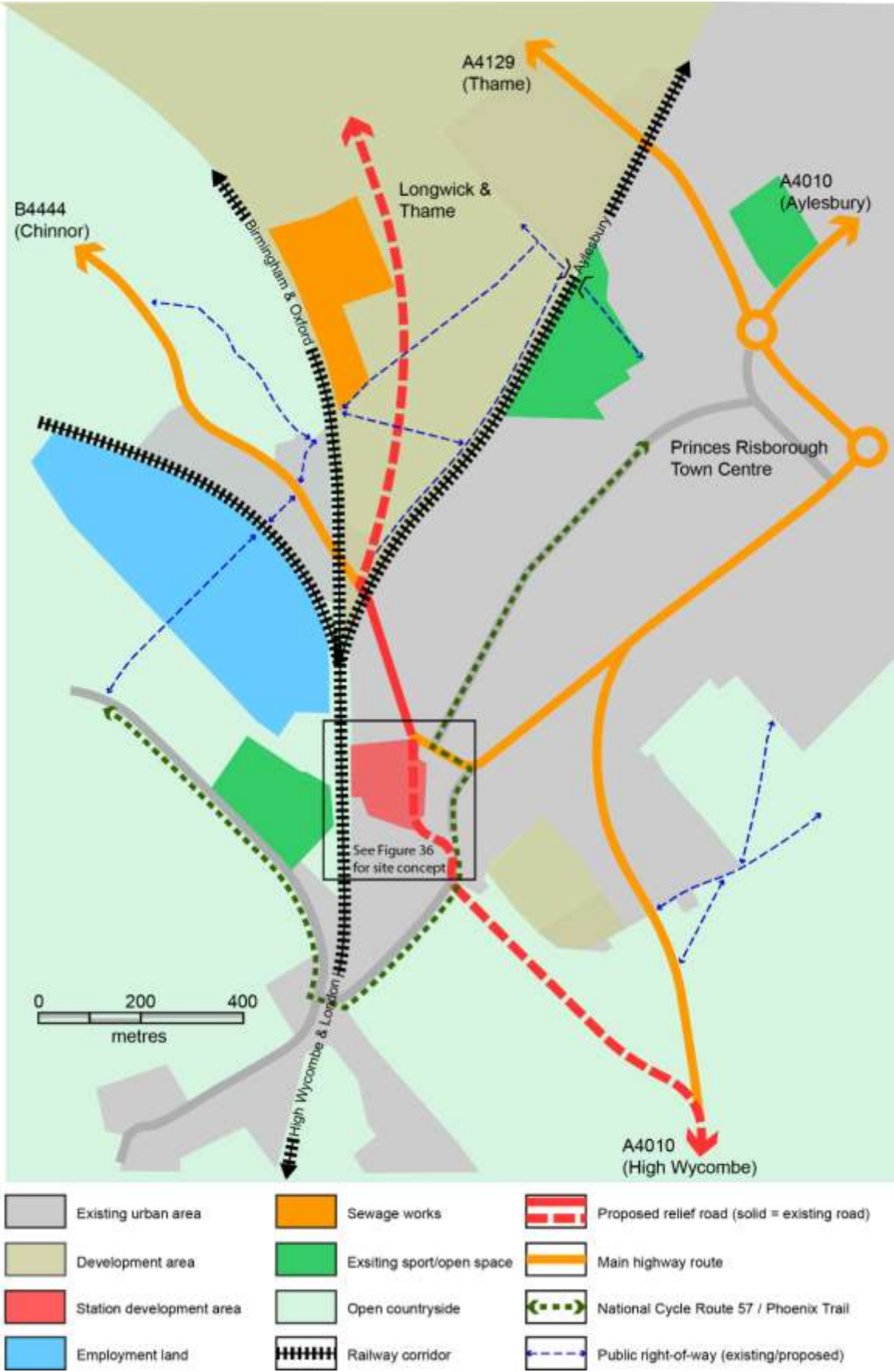
5.3.202 The Town Council has a long-held aspiration to bring this site back into use for sports and is interested in using their own funds to deliver on this aspiration.

Main Railway Station Area

- 5.3.203** The railway stations at Princes Risborough and Monks Risborough will have a vital role to play in establishing sustainable patterns of commuting for the new population of the town. Direct, safe and attractive access to the station for all modes of travel will be needed, and train services of sufficient capacity to meet peak demands.
- 5.3.204** The introduction of a direct highway connection from the station into the expansion area via Summerleys Road and through the Picts Lane site will revitalise the station area and make it better connected to the expanded town. The provision of the route via the Picts Lane site also relieves traffic pressure on Poppy Road which is narrow and constrained by parked cars.
- 5.3.205** New pedestrian and cycle access is needed from the west of the railway line to the Princes Estate, and to Picts Lane via the car park area.
- 5.3.206** The Risborough Parking Study confirms that the station car park is close to capacity today. Commuter parking on adjoining streets is causing a nuisance to local residents, leading the County Council to look at plans to introduce parking restrictions on these streets. Consequently the station car park is likely to become even more heavily used. Eight to nine per cent of the working population in the town travels to work by rail and it is expected that this trend will increase. With the increased population from the expansion, and the provision of new rail services, it is expected that demand for parking spaces at the station may double¹¹². These could be provided by decking the current space.

¹¹² Princes Risborough Parking Review report (February 2016, Jacobs)

Figure 35 Railway station context



PR16 – Land at Princes Risborough Station

5.3.207 This policy creates the opportunity to improve the approaches to the railway station and provide clarity on the other requirements for this site.

POLICY PR16 – LAND AT PRINCES RISBOROUGH STATION

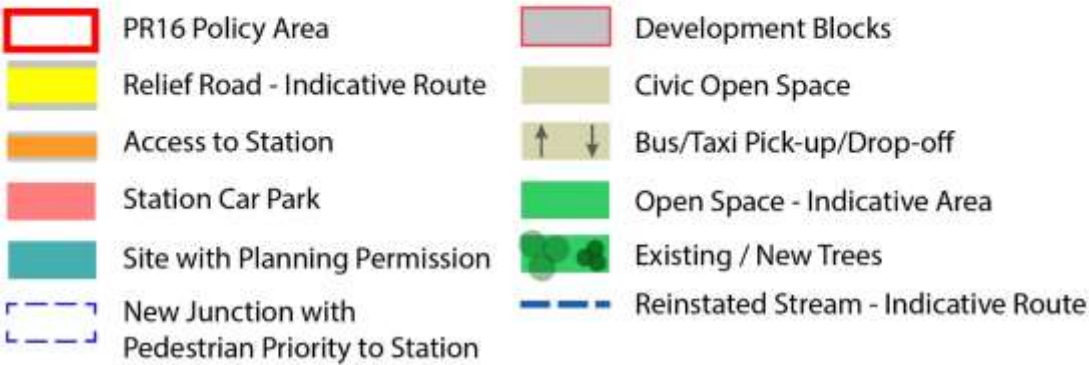
The railway station site as shown on the Policies Map is allocated for a mixed use development.

1. The Council requires development of the site to provide the following:

- a) Around 300-400 sqm of convenience retail space and limited A3 development linked to the station;**
- b) An improved, cycle- and pedestrian-friendly approach to the railway station incorporating a public square which facilitates bus access;**
- c) Residential development;**
- d) A route through the site to accommodate the new road infrastructure, and associated signal-controlled junction with Station Rd / Station Approach;**
- e) Provide access to the main station car park;**
- f) Flood risk management measures, including the de-culverting of the stream in accordance with policy DM15, subject to feasibility / amenity, in the context of the Culverton Mill corridor.**

2. Development proposals for a hotel in this location will also be acceptable in principle.

Figure 36 Railway station site concept



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5.3.208 The indicative capacity of the site is 45 homes.

5.3.209 The station will become the focus of a wider mixed use area with redevelopment of sites east of the station for residential, employment and commercial activities, with potential for a hotel. A new road link between Summerleys Road and Picts Lane will relieve traffic on Poppy Road and create more legible connections between the station and the wider road network. Passing traffic avoids the junction of Station Road with Picts Lane. Traffic lights at the junction of the new road with Summerleys Road, Station Road and Station Approach will manage traffic around the station, with a phase for safe crossing of pedestrians and cyclists.

5.3.210 The creation of a station square will be the focus of connections with the rest of the town: Station Road / Bell Street provide the traffic route; Stratton Road / Manor Park Avenue provide a route for pedestrians and cyclists. It should be of the highest quality and green in character, so as to set the scene when arriving, and support the integration of the Chinnor steam railway with Princes Risborough station, to improve the visitor experience and promote tourism. The addition of a hotel would fulfil a long-held aspiration of the local community.

5.3.211 The station square will gather up the approaches to the station and provide facilities for cars and car parking and for public transport to the station, and for walking and cycling routes to and through the station. There is the potential for a footbridge to the Princes Estate, making train and public transport access much better and relieving the Estate's relative isolation. Station Square will provide:

- Improved and enlarged forecourt with integrated bus facilities for interchange and onward travel.
- A convenience retail space
- a combined café / information centre
- Integrated car parking and cycle hire
- Opportunities for related retailing and refreshments.
- Interpretive information and signage for the railway system in general and the steam railway in particular, and of local cycling and walking routes.

5.3.212 East of the railway line, redevelopment of sites needs to reflect the increased importance of the station and its connections to the town centre with dense development surrounding high quality public spaces.

5.3.213 Parts of the site are within Flood Zones 2 and 3a, and there is also a risk of surface and ground water flooding. Development of the site must recognise and implement the recommendations of the Level 2 SFRA¹¹³. The de-culverting the stream should be incorporated into these measures, and presents an opportunity to enhance the stream corridor and improve biodiversity, preferably without the need for the new road to cross the stream requiring a culvert. However, some limited culverting may be required in order to achieve an appropriate road alignment.

5.3.214 Proposals for this site should ensure that appropriate archaeological, and landscape and visual impact assessments are undertaken.

¹¹³ Wycombe Strategic Flood Risk Assessment Level 2 (September 2017, Jacobs)

Infrastructure and delivery plan

Comprehensive approach to delivery

5.3.215 These proposals for Princes Risborough will only be realised through the co-ordinated implementation of the proposals and policies within the Plan, principally through the delivery of the main Expansion Area development. This section sets out how the plan’s policies and proposals at Princes Risborough will be delivered.

PR17 – Princes Risborough Delivery of Infrastructure

5.3.216 The delivery of development and associated infrastructure will need to be coordinated across the different developer interests at Princes Risborough, and demonstrate that each is making an equitable and timely contribution to the overall delivery of infrastructure.

POLICY PR17 – PRINCES RISBOROUGH DELIVERY OF INFRASTRUCTURE

- 1. The Council will require new development within the expansion area:**
 - a) To deliver on-site infrastructure and equitable contributions for off-site infrastructure across the total requirements for the expansion area, including where that infrastructure has been provided in advance through forward funding, taking into account the value of individual on-site obligations,**
 - b) To phase the delivery of infrastructure in step with the provision of residential development.**
- 2. The Council will assess 1. above against its capacity and delivery plans for the area. Until such time as this has been produced and approved by the Council, the Council will require planning applications for development within the expansion area to be accompanied by a detailed phasing and infrastructure delivery plan for the whole expansion area. This, and any planning applications, will need to demonstrate that the full package of on and off site infrastructure set out in the Plan, and**

illustrated on the Concept Plan, can be delivered, and how issues of phasing can be overcome including (but not limited to):

- a) Early delivery of necessary elements of the relief road to avoid severe impacts on the transport network in the Princes Risborough area;**
- b) Delivery of the first primary school within first within the first five years of development,**
- c) The provision of strategic open space, including possible interim locations for earlier phases**
- d) How individual developments physically integrate with adjacent developments, both permitted and emerging**

3. The Council will assist in the delivery of infrastructure through a combination of the following as necessary:

- a) Seeking S106 contributions on an equitable basis across the different development parcels;**
- b) Preparing grant bids to forward-fund early delivery of essential infrastructure required to unlock the development;**
- c) Purchase land essential for infrastructure, using powers of compulsory purchase where agreement cannot be reached;**
- d) The use of the Community Infrastructure Levy, including working with the Town Council to co-ordinate spend.**

5.3.217 The policies for Princes Risborough set a framework for the development of the sustainable expansion of Princes Risborough. This expansion requires commitment from a number of different parties through the plan period and beyond to ensure that they are delivered in line with the proposals set out here. The comprehensive delivery of the expansion of the town requires comprehensive provision of the infrastructure requirements, avoiding piecemeal or incomplete provision. The Council's preferred mechanism for equalising contributions would be for the various promoters in the expansion

area to come to an equalisation agreement. As such an agreement has not yet emerged, the Council is setting out here an alternative means of ensuring equalisation.

5.3.218 The Council is prepared to take positive action to enable the comprehensive implementation of growth at Princes Risborough and the full requirements of policies PR7, PR8 and PR12.

5.3.219 The Council is preparing a Housing Infrastructure Fund bid to assist in early delivery of parts of the relief road that will help to unlock development. It has signalled a willingness to undertake Compulsory Purchase where needed¹¹⁴, and is preparing to allocate capital funds for voluntary purchase of key land parcels.¹¹⁵

5.3.220 Developer contributions will be required as part of the overall funding package to deliver the infrastructure required to support new development within the Expansion Area. This includes where the infrastructure that is fairly and reasonably related to development has been provided through forward funding in advance of development coming forward. In addition, developer contributions will be required to mitigate the impacts of the development in other ways such as funding off-site transport improvements and town centre public realm improvements.

5.3.221 It is acknowledged that the pursuit of sustainable development requires careful attention to viability and deliverability. The viability assessment¹¹⁶ demonstrates that the expansion and associated infrastructure are affordable and deliverable, providing competitive returns to a willing land owner and willing developer. Based on this evidence, the Council anticipates that all or almost all developers' contributions arising from the Expansion Area will be secured through S106 planning obligations, since the requirements set out can be shown to be necessary to make the development acceptable in planning terms; directly related to the

¹¹⁴ Report to Cabinet (December 2016)

¹¹⁵ Report to Cabinet (September 2017)

¹¹⁶ Viability Assessment (May 2017, Adams Integra)

development; and fairly and reasonably related in scale and kind to the development.

5.3.222 In addition, the Council has introduced the Community Infrastructure Levy across the district to secure tariff-based developer contributions for all relevant development. It has committed to an early review of the CIL R123¹¹⁷ list to take account of the proposals for Princes Risborough. The review will also provide clarity about the roles of S106 contributions and CIL in respect of what each mechanism is intended to fund in connection with the development of the Expansion Area to ensure there is no ‘double charging’ of developer contributions. Section 16 of the viability report sets out an indication of the Council’s current approach to the CIL/S106 split.

Table 17 Indicative timeline for the expansion area

Year	Homes	Infrastructure
2018-23	Up to 300 homes will be built across the town.	<ul style="list-style-type: none"> • WDC purchases key land parcels, by CPO if necessary. • Detailed feasibility work on roads and bridges. • Possible work to some bridges and the Wades Park underpass, using forward-funding. • Possible work to some early sections of the relief road, using forward-funding.
2023-28	180-200 homes per year delivered in the expansion area – around 950 in total.	<ul style="list-style-type: none"> • Relief road delivered in sections, with some bridge works substantially completed. • First primary school opened • Funds available for secondary school expansion • Some new playing pitches available.
2028-33	180-200 homes per year delivered in the expansion area –	<ul style="list-style-type: none"> • Relief road completed. • Second primary school opened.

¹¹⁷ The CIL R123 list is the list of projects intended to be delivered through CIL funds. Projects on this list are not eligible for S106 contributions.

Year	Homes	Infrastructure
	around 950 in total.	<ul style="list-style-type: none"> Funds available for town centre improvements Crowbrook green corridor delivered All playing pitches available.
2033+	The final 500 homes in the expansion area are completed.	<ul style="list-style-type: none"> All infrastructure complete.

5.3.223 Delivery of these proposals will be phased over a number of years (see table 17). It will be essential to ensure that the Council continues to work in partnership with a range of stakeholders in the public, private and community / voluntary sectors. The success of the Plan will depend upon effective co-ordinated delivery, with the Council playing a central role. Partnership working with a clear process and good communication among the partners and with stakeholders will be required to keep all parties involved in the implementation of the Plan. The Council will work with developer interests and other stakeholders to facilitate this co-ordination within the Expansion Area and realisation of the proposals set out in this Plan for the Town Centre and Station Area.

5.3.224 Developers will be expected to work in partnership across the Expansion Area to demonstrate coordinated development and infrastructure delivery and ensure that any subsequent or third party developers who assume responsibility for site specific delivery are also signed up to this partnership way of working.

5.3.225 The Council has prepared a schedule of infrastructure requirements associated with the Princes Risborough proposals¹¹⁸. These requirements are set out in the Infrastructure Delivery Plan, together with the mechanisms proposed to secure delivery of necessary infrastructure. The Council has engaged with relevant stakeholders to prepare this information.

¹¹⁸ Wycombe Local Plan Infrastructure Delivery Plan (September 2017, Wycombe District Council)

5.3.226 The timely delivery of necessary infrastructure, facilities and services alongside housing, employment and retail development will ensure that the proposed pattern of growth in the expanded town is actively managed and delivered in a sustainable manner.

5.3.227 The costs of the provision of on-site infrastructure will be ‘offset’ against financial contributions sought for off-site infrastructure, bearing in mind the need to ensure a proportionate approach to contributions from different developers. Financial contributions will be adjusted to take into account the costs of any on-site infrastructure required. This will be calibrated to be sure the full costs of the offsite requirements are still secured.

Detailed site capacity plan and delivery plan

5.3.228 The Concept Plan is a high level structuring plan. The Council is developing supplementary planning guidance in the form of a site-wide detailed capacity plan to guide the detailed layout and form of development in the expansion area. This is to provide a consistent and cohesive approach for a range of important aspects of the development. Development of the detailed capacity plan will be guided by the Concept Plan.

5.3.229 In March 2017, the Council successfully bid for HCA capacity funding and the Council is using this to support the preparation of a detailed delivery plan to guide the phasing and delivery of homes and necessary infrastructure.

5.3.230 Work on the detailed capacity and delivery plans is now happening to inform the development of subsequent planning applications within the expansion area. The detailed capacity and delivery plans will be subject to public consultation.

5.3.231 Once the Council has approved this more detailed planning guidance, it will be kept under review with changes being submitted to the Council alongside relevant planning applications.

5.3.232 Transport modelling work shows¹¹⁹ that there is only limited capacity for traffic growth in the near future. This means that new road infrastructure will be required in the first phase of development, notably a new connection from Summerleys Road into the development area.

5.3.233 Primary schools in the Princes Risborough area are close to capacity¹²⁰, and their potential for on-site expansion is limited. Therefore a new primary school will be required early in the first phase of development.

¹¹⁹ Princes Risborough Area Transport Study (January 2014, Jacobs, Wycombe District Council and Transport for Bucks); Princes Risborough Transport Study – Stage 1 Options Assessment Report (February 2016, Jacobs); New Local Plan: Princes Risborough Expansion (July 2017, Jacobs and Wycombe District Council)

¹²⁰ Wycombe Local Plan Infrastructure Delivery Plan (September 2017, Wycombe District Council)

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

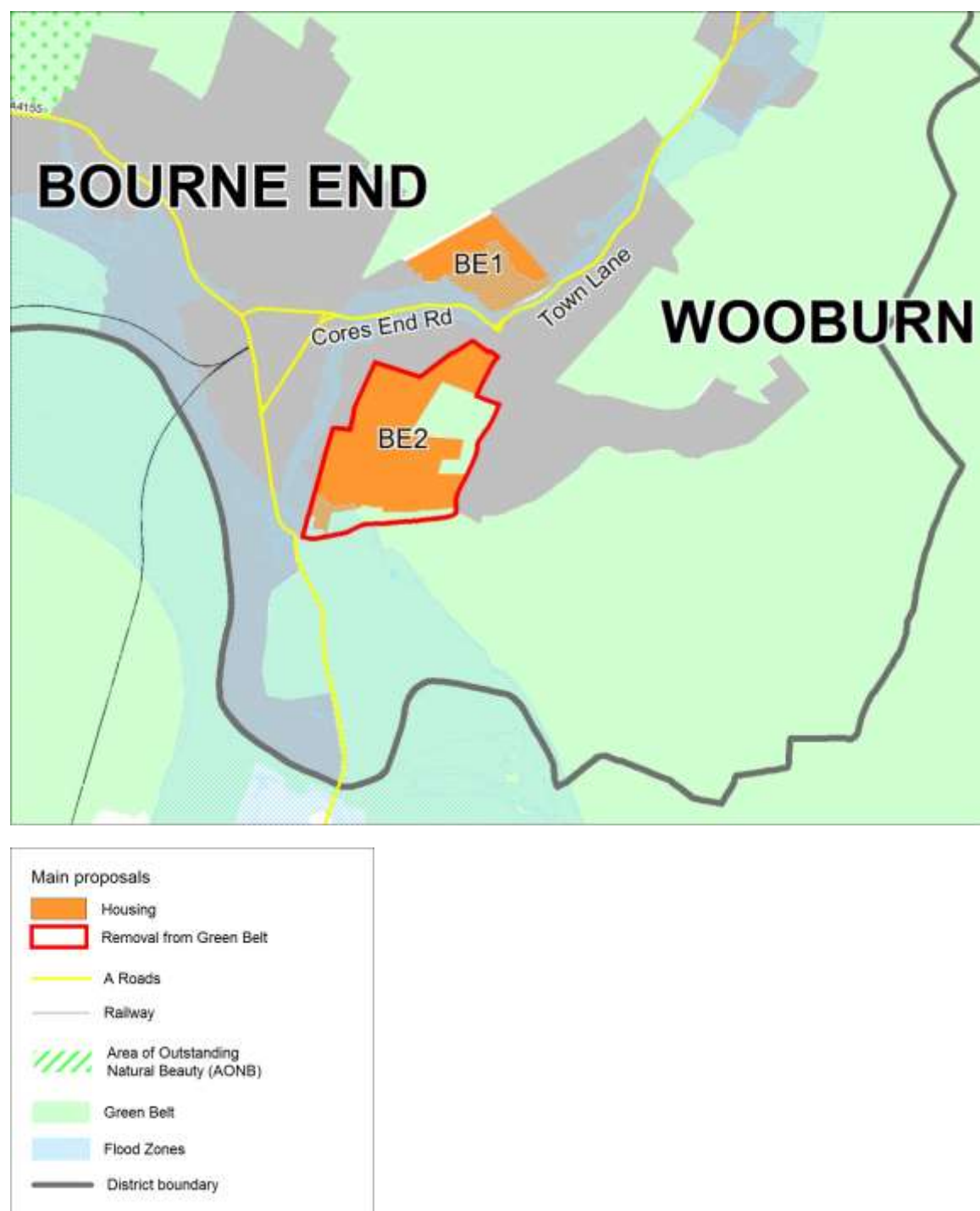
- a) Maintain and improve the vitality and viability of Bourne End and Wooburn village centre**

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



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- 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

Policy reference	Site	Area (hectares)	Indicative dwelling numbers (617)
BE1	Slate Meadow, Bourne End and Wooburn	10.26	150
BE2	Hollands Farm, Bourne End and Wooburn	23.74	467

- 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

Site	Area (hectares)	Indicative dwelling numbers
Windrush House, Bourne End/Wooburn	0.15	8

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.**

Transport:

- c) 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.**
- d) limit any vehicular access from both Eastern Drive and Frank Lunnon 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.**
- e) 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.**
- f) Provide shared cycle/pedestrian paths connecting to the:**
- i. Proposed bridleway (within the disused railway corridor);**
 - ii. Existing estate roads around the site; and**
- g) 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.**
- h) Provide for school travel improvements through the provision of a park and walk facility on site including any necessary alterations to Stratford Drive to facilitate pedestrians crossing from the development to the**

school and back.

2. 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.**

3. 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.**

4. 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.**

5. 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



- 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 findings¹²¹ 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.

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 2¹²².

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.

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**

¹²² Wycombe Strategic Flood Risk Assessment (SFRA) Level 1 Update (November 2014, Jacobs) and Wycombe Strategic Flood Risk Assessment Level 2 (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.**




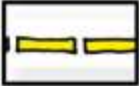
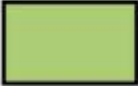

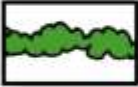




4. Other

- 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

	Proposed residential		Potential vehicular access
	Proposed Primary School		Potential link road
	Proposed open space		Existing footpaths
	Proposed tree belts		Potential new footpaths
	Existing trees/ woodland		Site boundary
	Conservation area		

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- 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 report¹²³ 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 assets¹²⁴, 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 site¹²⁵ 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

¹²³ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

¹²⁴ Hedsor Road and Riversdale draft Conservation Area Appraisal (September 2017, Wycombe District Council)

¹²⁵ Wycombe Local Plan sites modelling (February 2017, Jacobs and Wycombe District Council)

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 2¹²⁶. 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 findings¹²⁷ and Natural England's advice in order to minimise recreational impacts on Burnham Beeches Special Area of Conservation, an S106 contribution 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.

¹²⁶ Wycombe Strategic Flood Risk Assessment (SFRA) Level 1 Update (November 2014, Jacobs) and Wycombe Strategic Flood Risk Assessment Level 2 (September 2017, Jacobs)

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.

5.5 Rural Areas

- 5.5.1** A key objective of this plan is to cherish the Chilterns. The Chilterns lie at the heart of our rural areas, and is an area designated nationally for its scenic beauty. Whilst not all our rural areas and communities lie within the Area of Outstanding Natural Beauty, they have their own distinctive character and qualities.
- 5.5.2** Our rural areas are living, working communities facing their own particular issues. These include access to affordable housing, to transport (especially public transport) and other infrastructure, and retaining local community facilities. The changing rural economy is also a challenge that needs to be addressed. Ultimately the challenge is to see development that supports the economic and social wellbeing of these local communities whilst respecting their distinct character, and safeguarding the Chilterns and the Green Belt which also extends across much of the rural area. This plan makes some specific proposals for rural areas – neighbourhood plans can also bring forward proposals for their local areas.
- 5.5.3** The Council's Sustainable Community Strategy¹²⁸ aim for our rural areas to stay rural, and for towns and villages to keep their unique identities while benefiting from improved access to services and better public transport and facilities.
- 5.5.4** Local enterprise will continue to be encouraged and the special character and quality of the countryside will be maintained and enhanced. The Chilterns will retain its outstanding natural beauty and will have a thriving rural life.

¹²⁸ Sustainable Community Strategy for Wycombe District 2013 – 2031 (July 2014, The Wycombe Partnership)

PRINCIPLES FOR RURAL AREAS

To meet the district-wide Strategic Objectives, the Council will shape development in rural areas to:

1. Cherish the Chilterns

- a) Protect and enhance the Chilterns Area of Outstanding Natural Beauty and other environmental assets including their historic, landscape and biodiversity value**
- b) Respects the particular character and sense of place of villages and hamlets**
- c) Facilitate the ongoing provision of Little Marlow Lakes Country Park in and around Little Marlow.**

2. Improve strategic connectivity

- a) Avoid damaging works within the Area of Outstanding Natural Beauty to address the need for significant improvements to county-wide north-south connectivity.**

3. Foster economic growth

- a) Support rural enterprise and diversification by allowing farms and business centres within the Area of Outstanding Natural Beauty and/or Green Belt to have similar opportunities to be flexible in the use of buildings as other parts of the rural areas.**

4. Facilitate local infrastructure

- a) Support the retention of local community facilities and encourage the provision of new facilities;**
- b) Support rural transport initiatives that**
 - i. Improve access to public transport**
 - ii. Manage local traffic to protect local character and prevent rat runs**
 - iii. Enable safer walking, cycling and horse riding on country lanes**

5. Deliver housing

- a) Provide new homes, including affordable housing**
 - i. Through opportunities identified in this plan or in neighbourhood plans**
 - ii. Through rural exceptions schemes for affordable housing for local people**

6. Champion town centres and 7. Mitigate climate change

- a) Support local village shops including through the provision of additional housing to support this and other local facilities, to both reinforce a sense of identity and vibrancy, and to reduce the need to travel, in particular by private car.**

The Council will support communities to bring forward their own proposals for their area through neighbourhood plans.

Housing or Mixed Use Sites including Housing

5.5.5 The following sites are identified for housing or housing led mixed use development. Site specific policies are included for the sites below, set out on a “village by village” basis.

Table 20 Sites identified for housing or housing-led mixed use development in rural areas

Policy reference	Site	Area (hectares)	Indicative dwelling numbers
RUR1	Land south of Finings Road , Lane End	0.86	19
RUR2	Land between Chalky Field and Marlow Road, Lane End	1.27	27
RUR3	Land at Sidney House, Lane End	1.14	Further work required
RUR7	Land at Clappins Lane, Naphill	2.24	64
RUR8	Land south of Mill Road, Stokenchurch	7	100
RUR9	Land at Wood Farm, Stokenchurch	0.9	28
RUR11	Land at Heavens above, Marlow Bottom	1.14	20
RUR12	Uplands Conference Centre	7.6	59

5.5.6 The following sites are identified for housing or housing-led mixed use development.

Table 21 Additional sites identified for housing in rural areas

Site	Area (hectares)	Indicative dwelling numbers
Land off Simmons Way, Lane End	0.26	17
Land adjacent to Longburrow Hall, Stokenchurch	0.6	14
Westhorpe House, Westhorpe Park, Little Marlow	1.86	12
Coal Yard, Smalldean Lane, Saunderton	0.67	6

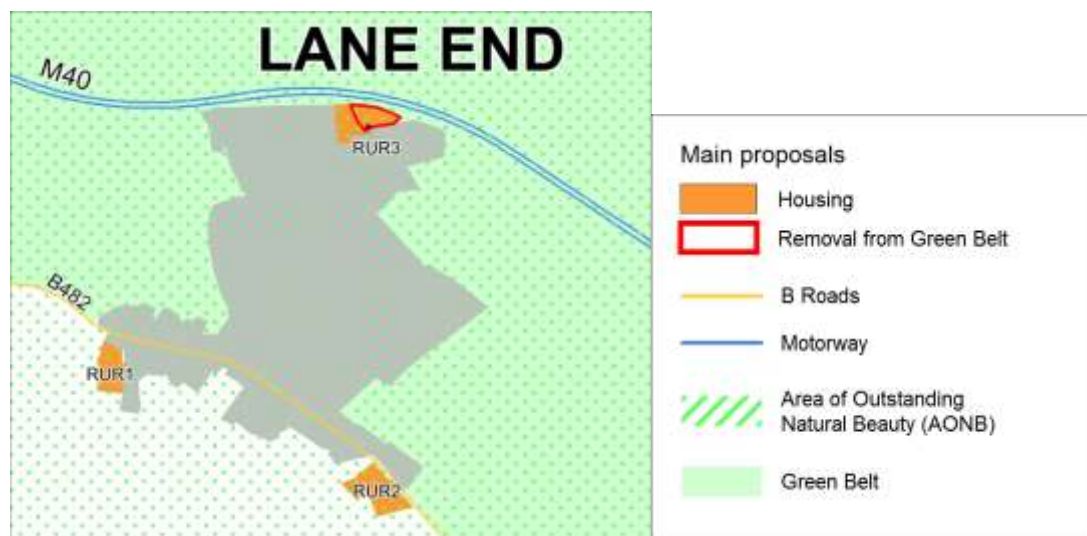
5.5.7 In addition to the above identified sites, the Parishes of Longwick-cum-Ilmer and Great and Little Kimble-cum-Marsh are in the process of preparing Neighbourhood Plans. This plan therefore sets a target for these two plans, rather than identifying the specific sites. The targets are set out in table 22 below:

Table 22 Parish areas which will be producing Neighbourhood Plans to deliver housing growth

Policy reference	Identified settlement	Area (hectares)	Required dwellings to be delivered
RUR5	Longwick-cum-Ilmer Parish	19.36	300
RUR6	Great and Little Kimble-cum-Marsh Parish	557.29	160

Lane End

Figure 40 Main proposals in Lane End



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5.5.8 Lane End is a village in the Area of Outstanding Natural Beauty, which also has Green Belt on its northern and eastern side. In assessing the scope for development the Council has reviewed potential sites as part of the Green Belt Part 2 report¹²⁹ and also considered the potential opportunities on the south side of the village where the land is not in the Green Belt but is still in the Area of Outstanding Natural Beauty¹³⁰. The sensitivity of sites in relation to their impact on the Area of Outstanding Natural Beauty has been a key factor in determining the sites proposed for allocation in this Plan.

¹²⁹ Buckinghamshire Green Belt Assessment – Report: Methodology and Assessment of General Areas (March 2016, ARUP); and Green Belt Part Two Assessment (September 2017, Wycombe District Council)

¹³⁰ AONB Site Assessment Report (September 2017, Wycombe District Council)

RUR1 – Land South of Finings Road, Lane End

5.5.9 This site of 0.86 hectares is situated in the AONB, to the western fringe of Lane End village. It is bounded by Fining Wood Ancient Woodland to the west, Finings Road and Kew cottage to the north, White Gable Cottage to the east. The area to the south is open countryside.

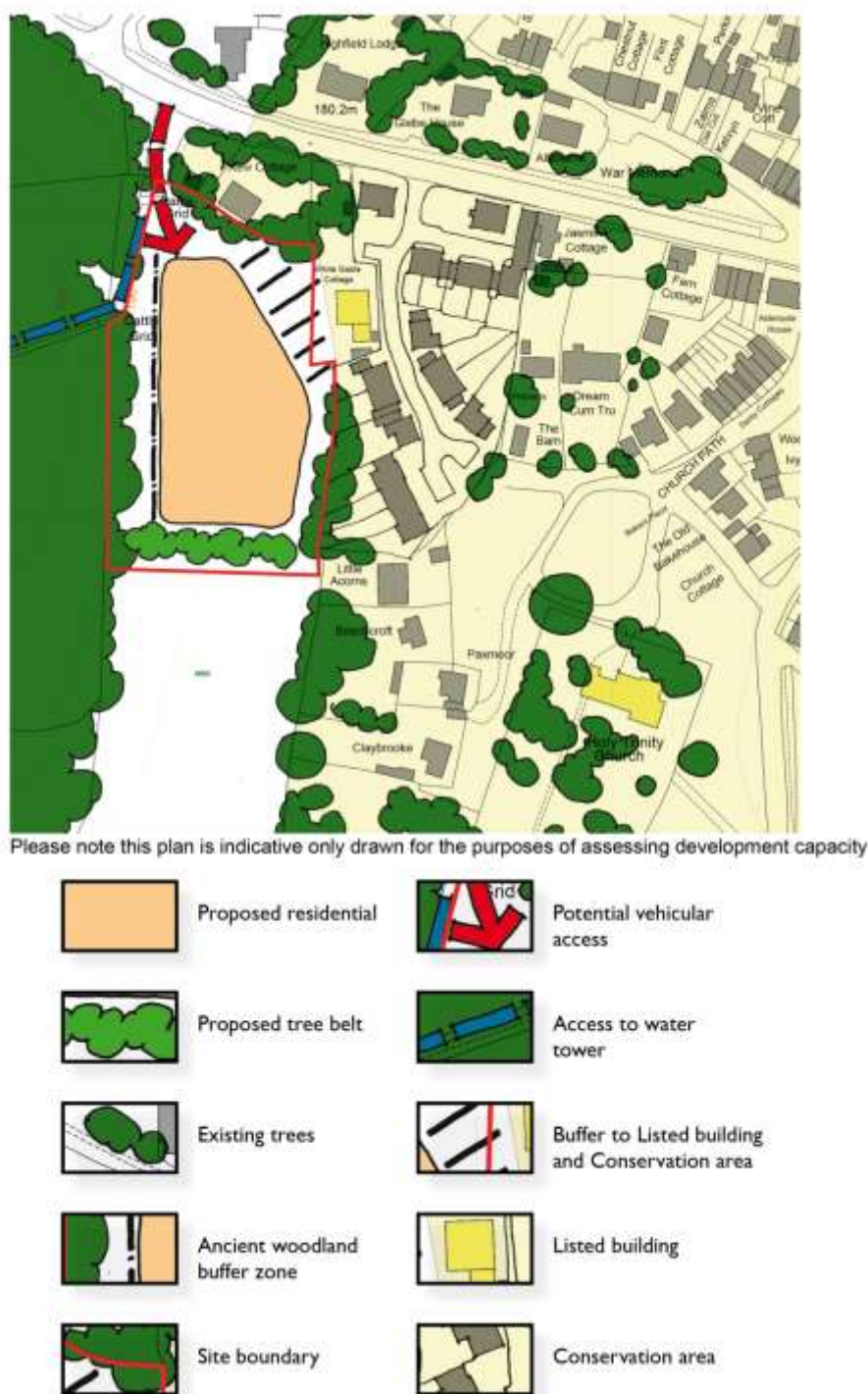
POLICY RUR1 – LAND SOUTH OF FININGS ROAD, LANE END

The site as shown on the Policies Map is allocated for residential development.

Development of the site is required to:

- 1. Preserve the setting of the Lane End conservation area and the setting of the listed building (White Gable Cottage);**
- 2. Provide satisfactory access from Finings Road at the north of the site;**
- 3. Maintain access to water tower;**
- 4. Provide 15m buffer for the Ancient Woodland;**
- 5. Create a robust landscape edge on the southern edge of the site providing connectivity to the ancient woodland and existing hedgerows.**

Figure 41 Land south of Finings Road – illustrative layout



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5.5.10 The indicative capacity for the site is 19 dwellings

5.5.11 This site is situated close to sensitive environmental areas in terms of both the historic and natural environment. As such the overall dwelling potential of

the site is constrained and development of the site will need to be sensitive to those environmentally sensitive areas, as well as enhance the green infrastructure potential of the area by providing appropriate links. In order to preserve the setting of the nearby area, a buffer will be required to ensure that these assets are not harmed by the proposed development.

RUR2 – Land between Chalky field and Marlow Road, Lane End

5.5.12 This site of 1.27 hectares is situated to the southeast edge of the village in the AONB. The site is bounded to the north by Chalky field and some allotments, and to the east by Marlow road. The land to the west and south is open countryside.

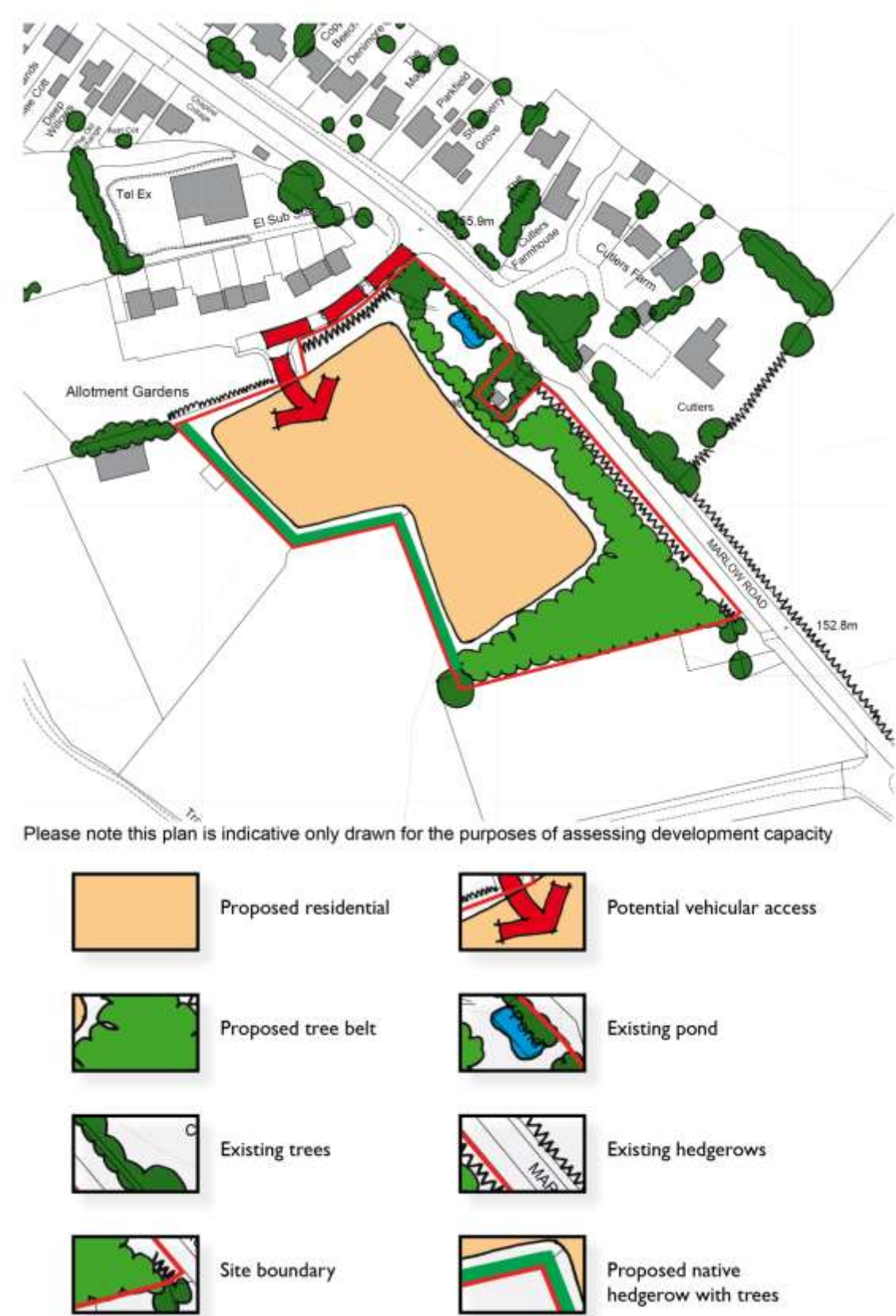
POLICY RUR2 – LAND BETWEEN CHALKY FIELD AND MARLOW ROAD, LANE END

The site as shown on the Policies Map is allocated for residential uses.

Development of the site is required to:

- 1. Provide access from Chalky Field;**
- 2. Built extent not to extend beyond the boundary of Cutlers House, Marlow Road opposite create a new landscape structure for the southern boundary;**
- 3. Maintain and enhance screening from Marlow Road into Lane End;**
- 4. Retain and enhance the existing pond.**

Figure 42 Land between Chalky Field and Marlow Road – illustrative layout



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5.5.13 The indicative capacity of the site is 27 dwellings.

5.5.14 This site has scope for a limited amount of development and it is important that a strong new landscape structure is created on the southern end of the site to create a clear landscaped edge consistent with the clear edge to the village defined by the prominent Cutlers House on the north side of Marlow Road.

RUR3 – Land at Sidney House, Lane End

5.5.15 This site of 1.14 hectares is situated to the north of the village near the motorway. The western part of the site is occupied by a block of flats; the eastern part is currently undeveloped, in the Green Belt and AONB.

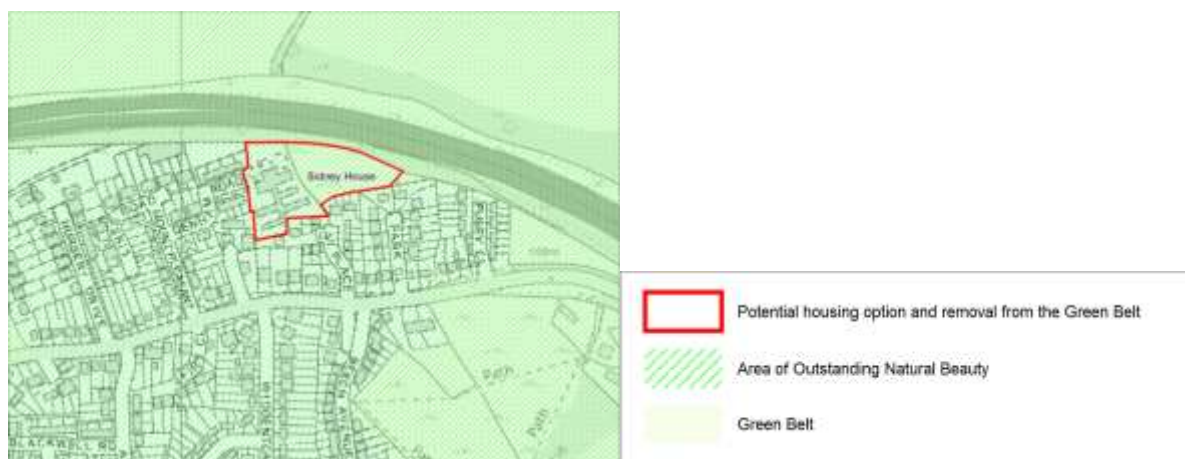
POLICY RUR3 – LAND AT SIDNEY HOUSE, LANE END

The site as shown on the Policies Map is allocated for residential uses.

Development of the site is required to:

- 1. Provide satisfactory access from either Park Close, Ivy Place or Denham Road;**
- 2. Protect new development from noise and light pollution from the motorway.**

Figure 43 Land at Sidney House, Lane End



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- 5.5.16** This site comprises the existing Sidney House, historically used for affordable housing, to the west, and an undeveloped area of land next to the M40 motorway to the east. It is difficult to access and development is also likely to be constrained by noise and light pollution from the motorway. The undeveloped part of the site is proposed to be taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report¹³¹ has reviewed this site and indicates that exceptional circumstances exist in this case for removing the site from the Green Belt.
- 5.5.17** This will enable the redevelopment of Sidney House. However the constraints to developing the site mean that there may not be a net gain of dwellings. Should these constraints be overcome then the site could be suitable for a limited amount of development.

¹³¹ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

Little Marlow

RUR4 – Little Marlow Lakes Country Park

5.5.18 The Little Marlow Lakes country park occupies an area of 329 ha west of Bourne End, bounded by the A404, A4155, and the River Thames. It includes several former gravel pits which have been restored as lakes and meadows, and presents an opportunity to deliver an alternative destination to Burnham Beeches in the south-east of the district. Burnham Beeches is a Special Area of Conservation, presenting a tension between its role for biodiversity, and its role in providing for outdoor recreation.

5.5.19 The whole of the area of the Little Marlow Lakes Country Park lies within the green belt. Development opportunities are therefore limited. By designating the area a country park it further limits development opportunities to those associated with outdoor sport and recreation, as long as it preserves the openness of the green belt, that further the purposes of the country park.

POLICY RUR4 – LITTLE MARLOW LAKES COUNTRY PARK

- 1. The Little Marlow Lakes country park, as defined on the Policies Map, is allocated for outdoor recreation.**
- 2. As part of the ongoing improvements to the country park any development within the park should provide for environmental improvements, including the provision of publicly accessible open space, ecological and biodiversity enhancements, and contribute to the continued development and long term management of the country park.**
- 3. As part of the ongoing improvements to the country park and to positively promote it as a destination for visitors, car parking facilities should be provided in the east side of the country park.**
- 4. Planning permission will not be granted for development within the country park that that has an adverse effect upon the amenities or setting the River Thames, watercourses, lakes, wet woodlands, adjoining conservation areas, or Listed Buildings, or which prejudices the function of the area for the purposes of a country park.**
- 5. Any development will be required to provide safe, convenient and direct access to Marlow and Bourne End for pedestrians, cyclists, and disabled users.**
- 6. Any development close to an existing waterbody or other wetland feature should protect and enhance that feature's ecological value, biodiversity, and its natural setting within the Country Park.**

Figure 44 Little Marlow Lakes country park



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5.5.20 The Little Marlow Lakes country park lies between the A4155 Bourne End and Wooburn to Marlow Road and the River Thames and between the A404 and Coldmoorholme Lane. It includes Little Marlow village, several former gravel pits (restored as lakes, meadows or arable land) and a number of areas of woodland, including ecologically valuable wet-woodland habitat. The park is in the green belt adjacent to the Area of Outstanding Natural Beauty and the River Thames and has the main purpose of providing and improving opportunities for the enjoyment of the countryside by the public.

5.5.21 By providing an alternative local country park destination, improvements to the park provide an opportunity to offset the impacts of proposed housing growth at Bourne End and beyond on Burnham Beeches – a Special Area of Conservation. On the two strategic sites within this area (see BE1 and 2), where sufficient space to meet Natural England’s requirements cannot be provided on site, a S106 contribution will be sought to invest in the park, and access to it. Further improvements will also be eligible for CIL funding. This will assist in the wider delivery of green infrastructure in this part of the district. The Council will monitor how many developments are permitted within the District, which fall within a 5 km radius around Burnham Beeches,

and if necessary, and in consultation with Natural England, the plan review can modify the policy approach to the country park.

- 5.5.22** The park is used for a variety of formal and informal recreational and sporting uses and is crossed by a number of public footpaths including an extensive network of circular routes of varying length with increasing use by the public, including disabled users. These uses mean that it is already meeting the principal purpose of a country park, as defined by the Countryside Act 1968, to provide or improve opportunities for the enjoyment of the countryside by the public.
- 5.5.23** There are also important nature conservation interests in the area and it contains the only extensive area of open water in the District. The former gravel pits are exceptionally important in biodiversity terms, particularly for wintering and breeding birds. It is therefore strongly desired that all development proposals should deliver a net gain toward ecology and biodiversity.
- 5.5.24** The potential may exist for additional comprehensively planned outdoor recreation and tourism uses as the country park develops. There may be scope for such development on the western side of the site, to the west of the Crowne Plaza hotel, as envisaged in the 2002 Supplementary Planning Guidance.
- 5.5.25** Any development must take into account the Supplementary Planning Guidance which was produced in March 2002 or any updated guidance that replaces it. Generally development should reflect the open nature of the site and the long distance views of and over the site from the Area of Outstanding Natural Beauty, from Winter Hill, and vantage points from footpaths across the river. Development must also respect and enhance the setting and amenities of both the Little Marlow Conservation Area, which is washed over by the site, and the Abbotsbrook Conservation Area, which lies to the east, and have regard to the Listed Buildings and their settings. The setting and amenities of the River Thames must also be preserved and policies for the landscape and river protection will apply. Areas of existing or potential wildlife habitat should be maintained and enhanced.

- 5.5.26** Development proposals must also have particular regard of the ground conditions and its stability due to mineral extraction and landfill activities in the area. Proposals for development may need to be accompanied by reports to show the suitability of the land for the purpose intended and to assess and/or manage the presence of migrating landfill gas or other sources of pollution.
- 5.5.27** Development should not propose the raising of land within the Flood Zone. Where this is unavoidable and necessary, appropriate compensatory measures will be required.
- 5.5.28** Development should also provide the opportunity to create new means of access to the site for walkers, cyclists, and disabled users, and links to the wider highway network. Development must particularly emphasise the creation of pedestrian and cycle access on the east side of the country park to secure easy access to residents of Bourne End. Car parking facilities should also be delivered on the eastern side of the site, in order to encourage visitors to the site from Wooburn, Bourne End, and the wider area. There is some limited parking at the running track in the centre of the site. Parking to the west is likely to be 'dual use' parking shared with the Globe Business Park. Development may also provide the opportunity for the addition of a new rail halt which could improve overall accessibility both for the formal and informal recreational potential of the area.

Longwick

RUR5 – Longwick-cum-Ilmer Parish

5.5.29 The Parish of Longwick-cum-Ilmer is located in the north-western part of the District and contains the villages of Longwick, Owlswick, Meadle, and Ilmer.

5.5.30 The village of Longwick is identified as being a Tier 4 settlement in the Settlement Hierarchy. The village has all but one of the key services but has limited public transport.

POLICY RUR5- LONGWICK-CUM-ILMER PARISH

- 1. The Council requires 300 homes to be developed in the Parish of Longwick-cum-Ilmer over the Plan period.**
- 2. A Neighbourhood Plan will determine the distribution of development across the Parish, and allocate specific sites. In the absence of a Neighbourhood Plan, development will be required to:**
 - a) Be delivered over the lifetime of the Local Plan.**
 - b) Provide up to a maximum of 300 homes on a range of small sites within or adjacent to the village of Longwick, including a small allowance for windfall sites.**
 - c) Select sites based on an appraisal of local issues, including an assessment of the capacity of the landscape to accommodate development without having a major impact on the setting of the Chilterns Area of Outstanding Natural Beauty.**
 - d) Contribute to the provision of sustainable transport schemes within Longwick and connecting the village to Princes Risborough.**
- 3. Proposals for large scale developments will not be permitted.**
- 4. Development proposals or allocations will not be permitted which would:**
 - a) Prejudice the delivery of infrastructure improvements required for the expansion of Princes Risborough;**

- b) Inhibit or prejudice the delivery of open space requirements and green buffer in the expansion area;**
- c) Encroach on the strategic buffer defined by policy PR5 and as shown on the Policies Map.**

- 5.5.31** The Sustainability Appraisal for the emerging Longwick-cum-Ilmer Neighbourhood Development Plan identifies a linear growth strategy for the village of Longwick consistent with its current form. Suitable development areas¹³² consistent with this strategy could yield around 300 homes. An appeal for 160 homes on one of the development areas (off Boxer Road / Barn Road) has already been allowed. Other planning applications have also been granted, following this appeal.
- 5.5.32** In allocating specific sites, a Neighbourhood Plan will take this policy as the starting point, but review the exact proportion of homes to be provided by windfall and to be allocated specific sites, and the phasing of development.
- 5.5.33** The Council accepts that a proportion of the new homes could be provided on windfall sites to offer a degree of flexibility in terms of where new homes are built.
- 5.5.34** A key concern for the Council about development at Longwick village is the poor public transport provision. This was a key concern also for the draft Longwick Neighbourhood Plan which was withdrawn in February 2017.
- 5.5.35** There is scope to improve public transport provision to Longwick, linked to the public transport improvements being proposed at Princes Risborough and in particular the major expansion area to the west of the town.
- 5.5.36** There is also scope to improve local walking and cycling routes within the parish and to and from the Princes Risborough expansion area.

¹³² The Longwick Village Capacity Study (February 2015, Tibbalds) identified and appraised a range of sites at Longwick, informing the growth strategy.

- 5.5.37** Parts of Longwick village are visible from key view points in the Chilterns AONB, such as Whiteleaf Cross. The scale and form of development will need to avoid or minimise the impact on views from the AONB and its landscape setting.
- 5.5.38** Land south of the B4009 which falls within the Parish boundary is likely to be affected by the expansion proposals for open spaces and green buffers as well as by the road improvements required to support the expansion of Princes Risborough proposed in this plan. As such any development proposals or policies in the Neighbourhood Plan should not prevent the delivery of these requirements.
- 5.5.39** Development within the Parish should also not encroach on the wider strategic buffer as defined by PR5 and as shown on the Policies Map.

Great and Little Kimble

RUR6 – Great and Little Kimble-cum-Marsh Parish

- 5.5.40** The Parish of Great and Little Kimble-cum-Marsh is located in the northern part of the District and contains the villages of Smokey Row, Great Kimble, Little Kimble, Marsh and Kimblewick. Great and Little Kimble is identified as being a Tier 4 settlement in the settlement hierarchy. This part of the Parish is served by public transport services on the A4010 and has a station on the Aylesbury to Princes Risborough railway line which passes through the Parish.

POLICY RUR6 - GREAT AND LITTLE KIMBLE-CUM-MARSH PARISH

- 1. The Council requires 160 homes to be developed in the Parish of Great and Little Kimble-cum-Marsh over the Plan period.**
- 2. A Neighbourhood Plan will determine the distribution of development across the Parish, and allocate specific sites. In the absence of a Neighbourhood Plan, development will be required to:**
 - a) Be delivered over the lifetime of the Local Plan.**

- b) Provide up to a maximum of 160 homes on a range of small sites within or adjacent to the villages of Smokey Row, Little Kimble, including a small allowance for windfall sites in villages such as Marsh and Kimblewick**
- c) Select sites based on an appraisal of local issues, including an assessment of the capacity of the landscape to:**
 - i. Accommodate development without having a major impact on the setting of the Chilterns Area of Outstanding Natural Beauty.**
 - ii. Contribute to the provision of sustainable transport schemes.**
- 3. Proposals for large scale developments will not be permitted.**
- 4. Development proposals or allocations will not be permitted which would:**
 - a) Prejudice the delivery of infrastructure improvements required for the expansion of Princes Risborough.**

5.5.41 The figure of 160 homes is based upon an initial assessment of the capacity of the landscape to accommodate development. This assessment¹³³ appraised parcels of land around the villages of Smokey Row and Little Kimble, where a small number of homes (14) have already been permitted. The Sustainability Appraisal further informs this figure: the area having limited local facilities other than good public transport links.

5.5.42 In allocating specific sites, a Neighbourhood Plan will take this policy as the starting point, but review the exact proportion of homes to be provided by windfall and to be allocated through specific sites, and the phasing of development. It is expected that the Neighbourhood Plan will wish to define the northern edge of the strategic buffer to Princes Risborough (PR5). In the Local Plan the northern edge is defined as the Parish Boundary.

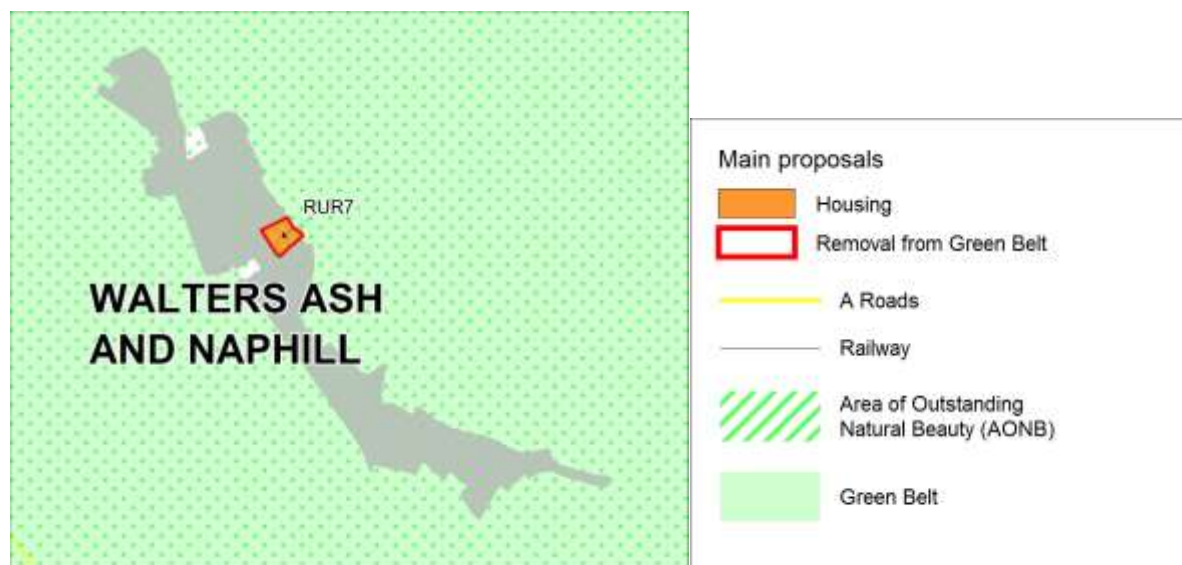
¹³³ Kimble Landscape Assessment (September 2017, Wycombe District Council)

- 5.5.43** The Council accepts that a proportion of the new homes could be provided on windfall sites to offer a degree of flexibility in terms of where new homes are built.
- 5.5.44** In order to minimise the impact of the new homes on any one particular settlement, it is proposed that the new homes be provided on a number of small sites linked to the existing villages within the Parish. Whether sites are 'small' or not will be assessed against how much they expand the village to which they are adjacent, and the extent to which they are compatible with the existing structure of the landscape.
- 5.5.45** Parts of the Parish are visible from key view points in the Chilterns AONB. The scale and form of development will also need to avoid or minimise the impact on views from the AONB and its landscape setting.
- 5.5.46** Part of the Parish, including part of Great Kimble, is also within the Chilterns Area of Outstanding Natural Beauty and the Metropolitan Green Belt. The evidence¹³⁴ supporting the plan has not identified any exceptional circumstances to support the removal of any land from the Green Belt in this area.
- 5.5.47** Land adjacent to the junction of the A4010 and B4009 in the vicinity of the railway line at Little Kimble is likely to be affected by the road and rail bridge improvements required to support expansion of Princes Risborough proposed in this plan. As such any development proposals or policies in the Neighbourhood Plan should not prevent the delivery of these improvements.
- 5.5.48** While the Parish benefits from public transport routes along the A4010, gaining safe access for pedestrians and cyclists to this route from the villages in the Parish can be difficult, as the rural lanes do not have segregated provision, and traffic often speeds. S106 contributions will be sought to implement measures to improve this situation

¹³⁴ Buckinghamshire Green Belt Assessment – Report: Methodology and Assessment of General Areas (March 2016, ARUP); and Green Belt Part Two Assessment (September 2017, Wycombe District Council)

Naphill

Figure 45 Main proposals in Naphill



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RUR7 – Land off Clappins Lane, Naphill

5.5.49 The site is located on the north-east fringe of Naphill. It forms a 2.26ha greenfield site which adjoins residential development on three sides from Clappins Lane and the rear of properties at Allen Drive and Woodstock Avenue. Part of the site also contributes to a green infrastructure connection between Naphill Common (and the adjoining Ancient Woodland / Chilterns Beechwood SAC) west of the village and the Ancient Woodland (Courns Wood) east of the village (and other woodlands beyond this).

POLICY RUR7 – LAND OFF CLAPPINS LANE, NAPHILL

The site as shown on the Policies Map is allocated for residential uses.

Development of the site will be required to:





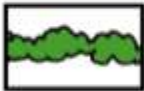





1. Adopt a landscape-led positive approach to design and layout to limit its impact upon the Area of Outstanding Natural Beauty;
2. Provide road access off Clappins Lane and provide additional suitable footways;

- 3. Retain and supplement the existing planting on all boundaries of the site;**
- 4. Provide a footpath link to the existing public right of way to the east of the site;**
- 5. Provide on site and facilitate off site a green infrastructure link from Naphill Common and the Allotments to the west of the village and Courns and other woods to the east.**
- 6. Not have an adverse impact on the Chilterns Beechwoods Special Area of Conservation (SAC)**

Figure 46 Land off Clappins Lane, Naphill - illustrative layout



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

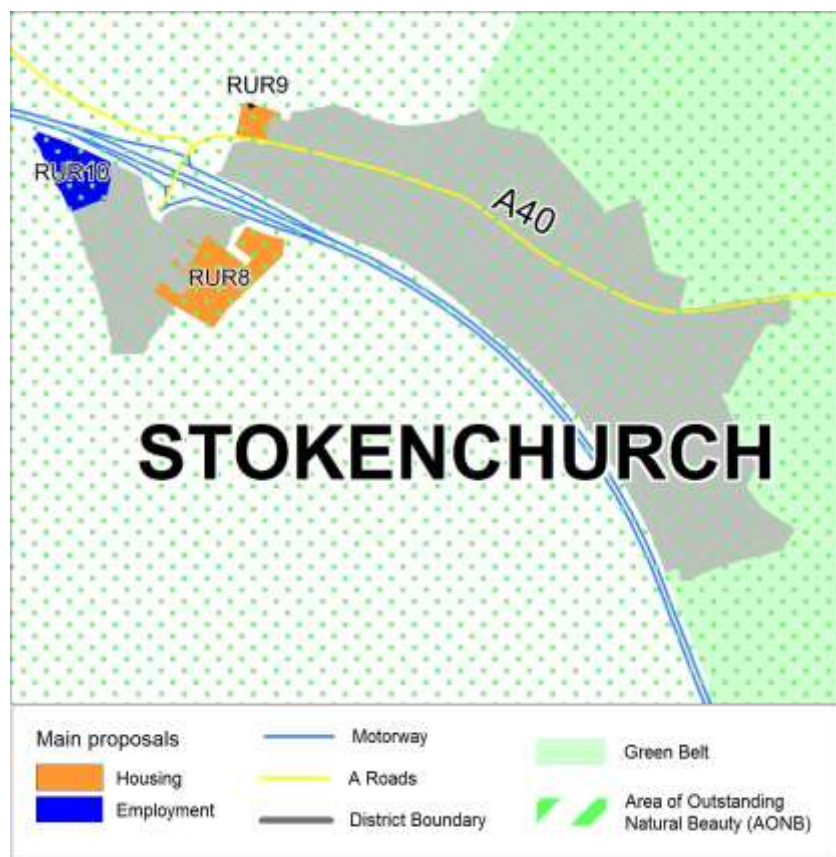
	Proposed residential		Potential vehicular access
	Proposed open space		Existing footpaths
	Proposed tree belts		Potential new footpaths
	Existing trees/ woodland		Site boundary
	Sensitive existing residential boundary		Green Infrastructure Link

- 5.5.50** The indicative capacity of the site is 64 dwellings
- 5.5.51** The site is proposed to be taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report¹³⁵ has reviewed this site and indicates that exceptional circumstances exist in this case for removing the site from the Green Belt.
- 5.5.52** The site has built development on three sides and a strong outer landscaped boundary consistent with the built development line on the north side of the village. It is important that the outer boundary is retained and enhanced to ensure a strong edge to the development and a firm boundary to the Green Belt. Existing planting on the edges against existing development also need to be retained and enhanced to soften the impact of the new development on existing residents.
- 5.5.53** The boundary to the lane provides an on-site opportunity to provide a green infrastructure link across the village, from Naphill Common, and the allotments, to the west, and Courns, and other woods, to the east. To complete this link off-site works would be required, and a proportionate S106 contribution to facilitate this will be required.
- 5.5.54** Any changes to the highways should not have an adverse impact on the rural character of the highway. Development should have regard to the Chilterns Conservation Board Guidance Note - Environmental Guidelines for the Management of Highways in the Chilterns.
- 5.5.55** Development of this site should extend the existing public right of way off of Clappins Lane to connect through the site.
- 5.5.56** The site is located within the 500m buffer of the Chilterns Beechwoods Special Area of Conservation. Development should not have an adverse impact on the Chilterns Beechwoods (SAC).

¹³⁵ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

Stokenchurch

Figure 47 Main proposals in Stokenchurch



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5.5.57 Stokenchurch is a village in the Area of Outstanding Natural Beauty which also has Green Belt on its northern and eastern side. In assessing the scope for development the Council has reviewed potential sites in accordance with the Green Belt assessment¹³⁶ but also considered the potential opportunities on the south and western side of the village where the land is not in the Green Belt but is still in the Area of Outstanding Natural Beauty¹³⁷. The sensitivity of sites in relation to their impact on the Area of Outstanding Natural Beauty has been a key factor in determining the sites proposed for allocation in this Plan.

¹³⁶ Buckinghamshire Green Belt Assessment – Report: Methodology and Assessment of General Areas (March 2016, ARUP); and Green Belt Part Two Assessment (September 2017, Wycombe District Council)

¹³⁷ AONB Site Assessment Report (September 2017, Wycombe District Council)

RUR8 – Land south of Mill Road, Stokenchurch

5.5.58 The site is located on the western side of the village, south of the M40. It covers 4.93 hectares.

POLICY RUR8 – LAND SOUTH OF MILL ROAD, STOKENCHURCH

The site as shown on the Policies Map is allocated for residential development.

Development of the site is required to :

- 1. Adopt a landscape-led positive approach to design and layout to limit its impact upon the Area of Outstanding Natural Beauty**
- 2. Provide comprehensive development of the site**
- 3. Mitigate visual impact along the existing residential boundary**
- 4. Be designed to be of a layout and form that is sensitive to the existing topography**
- 5. Transport**
 - a) Overcome the poor visibility at the junction of Mill Road and Ibstone Road**
 - b) Provide access to the site without compromising existing dwellings or creating the feel of a “backland” site.**
 - c) Utilise more than one access point to integrate the development into the structure of the existing residential area**
 - d) Provide a footpath to the existing footbridge over the motorway**
- 6. Other infrastructure**
 - a) Relocate overhead electricity cable**
 - b) Provide access to gas mains**
 - c) Provide noise assessment and mitigation scheme along the M40**

7. Green Infrastructure/Environment

- a) Provide landscaped edge along the eastern and southern boundary to provide a well-established site boundary
- b) Provide green infrastructure with north south links
- c) Where landownership permits, provide footpath links to the wider Public Rights of Way network.

Figure 48 Land south of Mill Road - 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.

5.5.59 The indicative capacity of the site is 100 dwellings

5.5.60 This a 4.93 ha site to south of the M40 and backing onto existing development off Mill Road in Stokenchurch. It is in the Area of Outstanding Natural Beauty and as such development of the site needs to reflect this as well considering the impact on neighbouring residential properties.

Development proposals will need to demonstrate that suitable and safe access to the site can be provided from Ibstone Road as well as providing more than one direct road and pedestrian access from Mill Road to the site to integrate with the existing pattern of development.

5.5.61 There is a footbridge over the motorway, and the new development needs to provide good, safe and attractive access to this, as this bridge provides an off-road route to the village centre.

5.5.62 There are currently no footpaths south and east from Mill Lane into the countryside, although there are Public Rights of Way further to the south and east. Where landownership permits, there is an opportunity to augment the existing network with permissive paths or new rights of way from the new development to the existing rights of way network.

RUR9 – Land at Wood Farm, Stokenchurch

5.5.63 This site is located in the AONB on the northern side of the village, north of Oxford road. It covers 0.9 hectares. Part of the site is previously developed land.

POLICY RUR9 – LAND AT WOOD FARM, STOKENCHURCH

The site as shown on the Policies Map is allocated for residential development.

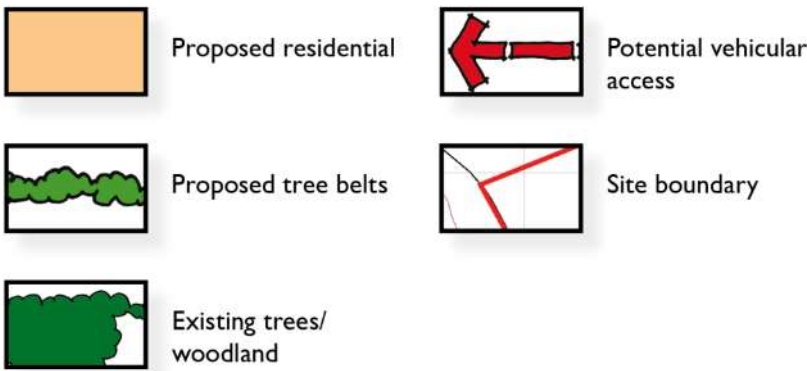
Development of the site will be required to:

- 1. Adopt a landscape-led positive approach to design and layout to limit its impact upon the Area of Outstanding Natural Beauty;**
- 2. Be at an appropriate density to provide a gateway to Stokenchurch from the West whilst reinforcing the rural edge of the village. Lowes Close on southern side of Oxford Road should be used to help define the extent of the development and the edge of Stokenchurch;**
- 3. Ensure satisfactory relationship to the adjoining employment site on the eastern boundary;**
- 4. Be designed to reflect existing rural farm character;**
- 5. Retained and enhance existing wooded hedgerows located on the northern and southern boundary;**
- 6. Provide access from Oxford Road and retain and enhance the existing hedgerow.**

Figure 49 Land at Wood Farm, Stokenchurch – illustrative layout



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



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5.5.64 The indicative capacity of the site is 28 dwellings

5.5.65 This 0.60ha site forms existing farm buildings that are located within the Chilterns Area of Outstanding Natural Beauty. It is in a scenic and rural position that forms an important setting to the gateway to Stokenchurch from the west. The site is visible from the wider rural valley landscape from the north and from Oxford Road from the west. Development of this site provides an opportunity to improve the western setting of the village from Oxford Road. Design of new development should take account of the existing rural farm character.

5.5.66 The adjacent employment area is located on the eastern boundary. The site creates an opportunity to improve the boundary to the existing employment area and should ensure the relationship to the employment site does not adversely impact on the residential amenity of new development.

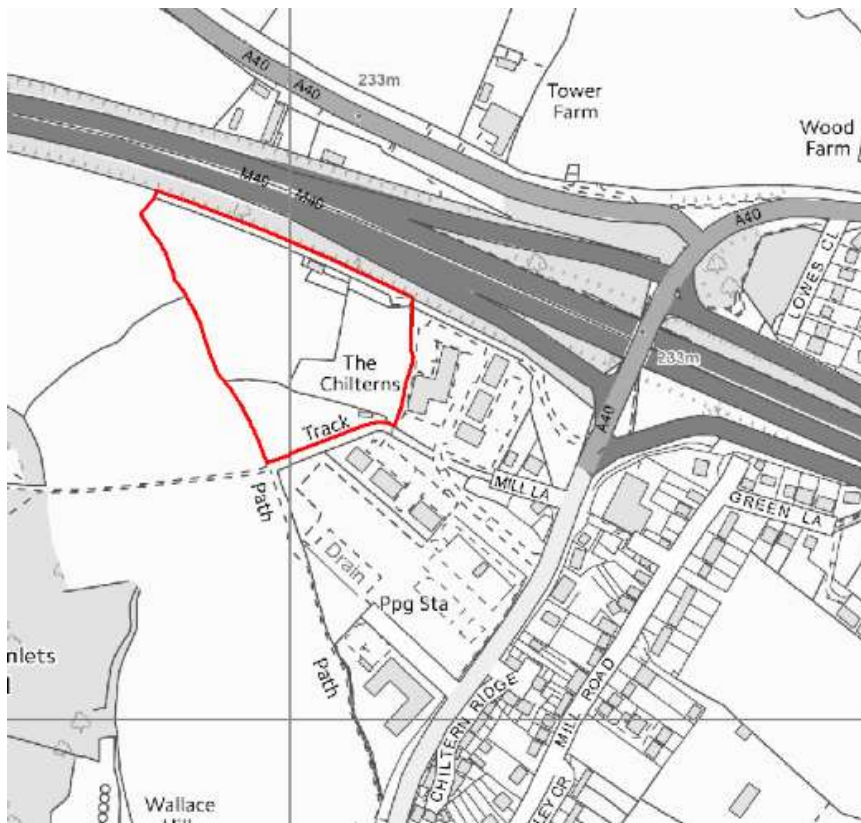
RUR10 – Land to the rear of Stokenchurch Business Park

5.5.67 The site is located on the western side of the village, south of the M40 and west of the existing Stokenchurch business park. It covers 2.9 hectares.

POLICY RUR10 – LAND TO THE REAR OF STOKENCHURCH BUSINESS PARK, IBSTONE ROAD, STOKENCHURCH

- 1. Land to the rear of the Stokenchurch Business Park, as shown on the Policies Map, is allocated for a mix of B1, B2 and B8.**
- 2. Development proposals are required to:**
 - a) Include an allowance for additional parking to meet the needs of the expanded business park;**
 - b) Adopt a landscape-led positive approach to design and layout to limit its impact upon the Area of Outstanding Natural Beauty. This will include producing a landscape impact assessment; and**
 - c) Contribute to enhanced public transport provision in the village and to serve the site.**

Figure 50 Land to the rear of Stokenchurch Business Park, Ibstone Road, Stokenchurch



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5.5.68 The Stokenchurch Business Park is located immediately adjacent to junction 5 of the M40. A 2.9 hectare site to the rear of the existing Business Park, see the Policies Map and also figure 50, is allocated for B use class employment uses. The Wycombe Commercial Sites Assessment¹³⁸ identified Stokenchurch as a good performing employment location and concluded that an allocation to the rear of the Stokenchurch Business Park has the potential to cater for both regional and more localised demand trends.

5.5.69 Development should ensure appropriate parking to meet the needs of the expanding business park.

5.5.70 The proposed allocation is in the Chilterns Area of Outstanding Natural Beauty and directly adjacent to the motorway it is important that any development proposals do not have a negative impact on the Area of

¹³⁸ Wycombe Commercial Assessment (February 2016, Boyer Planning)

Outstanding Natural Beauty and as such need to be supported by a landscape impact assessment.

Other sites in the Rural Areas

RUR11 – Land at Heavens Above, 16 High Heavens, Marlow Bottom

5.5.71 The site is located on the north-western side of the village, off High Heavens Wood. It covers 1.14 hectares and is surrounded by woodlands to the north, west and south.

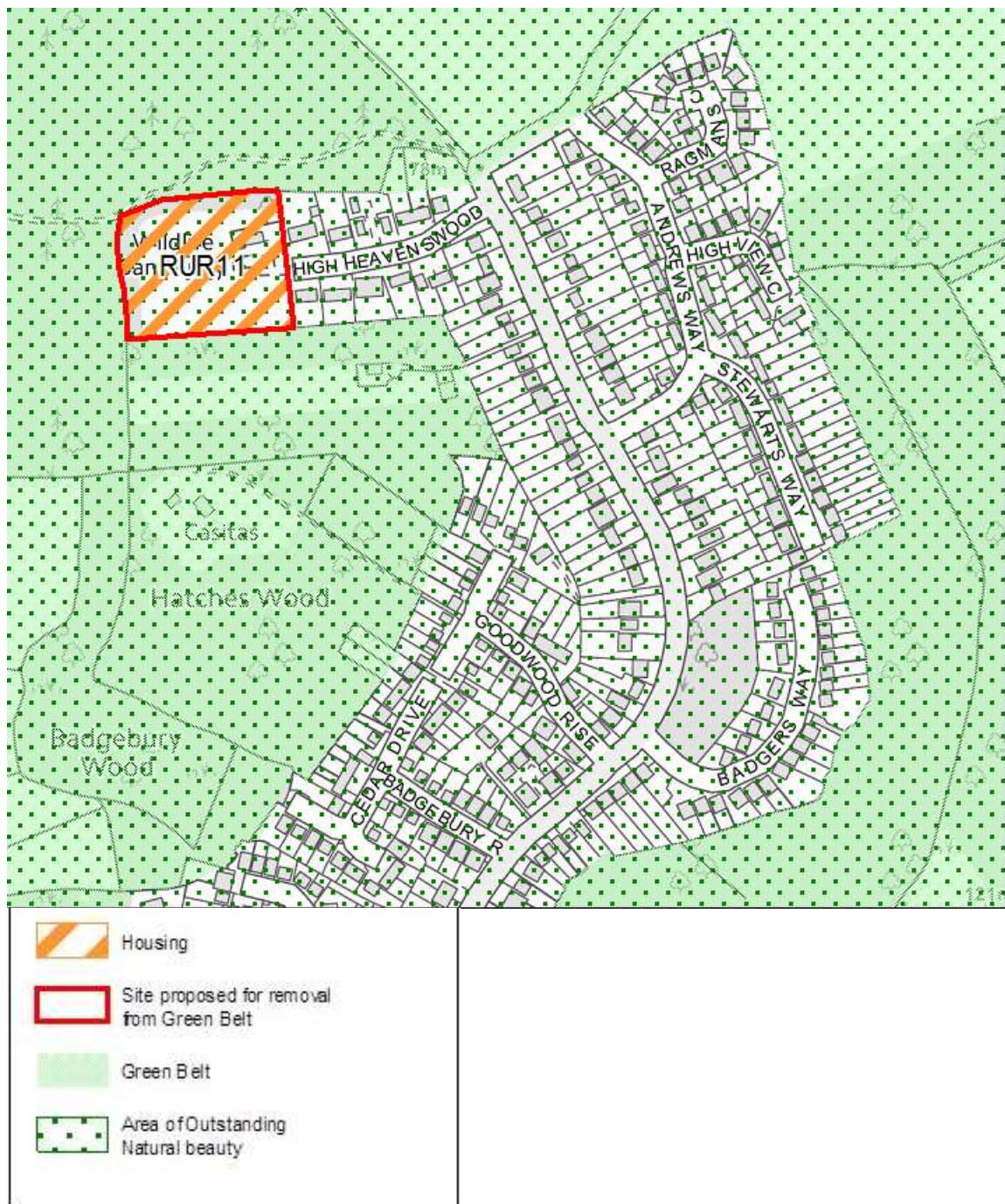
POLICY RUR11 – Heavens Above, 16 High Heavens, Marlow Bottom

The site as shown on the Policies Map is allocated for residential uses.

Development of the site is required to:

- 1. Provide access off High Heavens Wood;**
- 2. Provide a buffer to the ancient woodland to the north of the site;**
- 3. Minimise the disturbance effect of adjacent development of the other surrounding woodland**
- 4. Provide measures to enhance the biodiversity value of the ancient woodland, and other woodland surrounding the site.**
- 5. Avoid any adverse impact on surface water flood risk**

Figure 51 Heavens Above, 16 High Heavens, Marlow Bottom



5.5.72 The indicative capacity of the site is 20 dwellings

5.5.73 The settlement of Marlow Bottom is excluded from the Green Belt and it is considered that this site would form a logical extension to the existing built up area.

- 5.5.74** The site is proposed to be taken out of the Green Belt and allocated for residential purposes. Having regard to the Green Belt assessment undertaken, due to the high need for housing and site specific assessment, it is considered that there are exceptional circumstances for taking this site out of the Green Belt and allocating it for residential purposes.
- 5.5.75** The dense woodland to the north, which is designated Ancient Woodland, and to the west and south of the site will form a strong defensible boundary in line with the NPPF requirements. A buffer of 15m is required to the ancient woodland, free from any development – gardens are to be excluded from the buffer areas.
- 5.5.76** Surface water flow path runs through the site, development must consider this to ensure there is no adverse impact on surface water flood risk.

RUR12 – Uplands Conference Centre, Four Ashes

5.5.77 The former Uplands conference centre is located in the Green Belt and AONB and includes a grade II listed building. It is located on a 7.6 ha site in Four Ashes, near to Cryers Hill. This policy secures the allocation of the site for housing while also ensuring development conserves and enhances the heritage asset and its grounds, and improve the accessibility of the site for pedestrians.

POLICY RUR12 – UPLANDS CONFERENCE CENTRE, FOUR ASHES

The site as shown on the Policies Map is allocated for residential development.

Development of the site is required to:

- 1. Retain and re-use of the existing listed building and its setting in a way that is sympathetic to its character and historic interest;**
- 2. Retain, manage and make provision for the maintenance of the landscaped grounds and woodland;**
- 3. Improve non-car accessibility to the site by providing a footpath beside Four Ashes Road to Cryers Hill;**
- 4. Not locate new buildings that are separate and beyond the existing building envelope on open parts of the site.**

5.5.78 The indicative capacity of the site is 59 dwellings

5.5.79 Given the historic interest of this site, any development proposals are required to take a sensitive approach to the listed building and its landscaped grounds ensuring any new buildings do not intrude beyond the existing built footprint.

5.5.80 The requirement to retain the existing built form means that this site would lend itself well to housing types with an element of communal living, such as those that cater for our aging population.

5.5.81 Four Ashes Road is a winding country road with a 60mph speed limit, and no existing pedestrian footway, limiting access for non-car modes of transport. It is required that development ensures that the site is better integrated into the wider area for pedestrians to encourage the uptake of more sustainable modes of transport.

6.0 Delivering the Strategy, Managing Development

How this section works

- 6.1** This section of the plan sets out a range of policies to help the Council deliver the strategy and objectives of the Plan through the Development Management process.
- 6.2** These policies will be read alongside those from the Delivery and Site Allocations Plan, adopted in 2013, which also contains development management policies.
- 6.3** The policies in the Local Plan set out are based on the following principles:
- Where the NPPF provides a detailed approach appropriate to Wycombe District, there is no need to duplicate this in the Local Plan. Therefore Policy DM20 adopts the relevant sections of the NPPF for development management purposes in Wycombe District.
 - Where an issue is controlled through other legislation (such as the Licensing Act) a Local Plan policy is not appropriate. The exception to this is where the Government's Housing Standards Review has partly joined up the Planning and Building Regulations systems (Policy DM40 Internal Space Standards and DM41 Optional Technical Standards for Building Regulation Approval).
 - Policies have been written for the most commonly occurring development types that come forward in the district. Where exceptionally a development comes forward that is not addressed by a specific policy the strategic objectives of the Local Plan will be used to

guide the assessment of relevant material considerations to ensure that development is sustainable.

6.4 Two development management policies within the Delivery and Site Allocations Plan are no longer up-to-date. These are being replaced by this Plan. These are:

- Policy DM17 Planning for Flood Risk Management. This is replaced by Policy DM39 Managing Flood Risk and Sustainable Drainage Systems.
- Policy DM18 Carbon Reduction and Water Efficiency. Provision of renewables and district heating has been replaced by DM33 Managing Carbon Emissions: Transport and Energy Generation – (parts 1(g) and 1(h)). Water efficiency has been replaced by DM41 Optional Technical Standards for Building Regulation Approval (part 1)). The element of the old policy that sought to achieve targets for the amount of energy achieved by more sustainable sources has been deleted as it is now addressed through Building Regulations (Part L, as amended April 2016).



Retained Development Management Policies in the Delivery and Site Allocations DPD:

- DM1 Presumption in Favour of Sustainable Development
- DM2 Transport Requirements of Development Sites
- DM3 Transport Improvement Lines
- DM4 Former Bourne End to High Wycombe Railway Line
- DM5 Scattered Business Sites
- DM6 Mixed-Use Development
- DM7 Town Centre Boundaries
- DM8 The Primary Shopping Areas
- DM9 District Centres
- DM10 Thresholds for the Assessment of Schemes for Town Centre Impact
- DM11 Green Networks and Infrastructure
- DM12 Green Spaces
- DM13 Conservation and Enhancement of Sites, Habitats and Species of

Biodiversity and Geodiversity Importance

DM14 Biodiversity In Development

DM15 Protection and Enhancement of River and Stream Corridors

DM16 Open Space in New Development

DM19 Infrastructure and Delivery

Development Management Policies in this Local Plan document:

Matters to be determined in accordance with national policy

DM20 Matters to be determined in accordance with the NPPF 318

Delivering Housing

DM21 The Location of New Housing 319

DM22 Housing Mix 320

DM23 Other Residential Uses 322

DM24 Affordable Housing 325

DM25 Rural Exceptions Affordable Housing 329

DM26 Criteria for Traveller Sites 331

DM27 Housing for Rural Workers 337

Fostering Economic Growth and Supporting Local Communities

DM28 Employment Areas 340

DM29 Community Facilities 342

Placemaking

DM30 The Chilterns Area of Outstanding Natural Beauty 346

DM31 Development Affecting the Historic Environment 349

DM32 Landscape Character and Settlement Patterns 354

DM33 Managing Carbon Emissions: Transport and Energy Generation 356

DM34 Delivering Green Infrastructure and Biodiversity in Development 360

DM35 Placemaking and Design Quality 365

DM36 Extensions and Alterations to Existing Dwellings 369

DM37 Small Scale Non-Residential Development 370

DM38 Water Quality and Supply 371

DM39 Managing Flood Risk and Sustainable Drainage Systems	373
DM40 Internal Space Standards	378
DM41 Optional Technical Standards for Building Regulation Approval	379

Managing Development in the Green Belt and our Rural Areas

DM42 Managing Development in the Green Belt	382
DM43 The Replacement or Extension of Dwellings in the Green Belt (including outbuildings)	384
DM44 Development in the Countryside Outside of the Green Belt	387
DM45 Conversion of Existing Buildings in the Green Belt and other Rural Areas	389

Safeguarded Land for Essential Infrastructure

DM46 HS2 Safeguarded Land	391
DM47 Princes Risborough to Aylesbury (PRA) safeguarded land	392

Matters to be determined in accordance with national policy

DM20 – Matters to be determined in accordance with the national planning policy framework

- 6.5** Policy DM20 sets out those areas of policy on which the Council will rely on the detailed policies of the 2012 National Planning Policy Framework (NPPF) for determining planning applications. In the event that the NPPF is revised the Council will take a view on whether the approach to those matters listed under DM20 is still applicable, setting out its position, and if necessary producing new policy if it is identified that a locally relevant policy is more appropriate.

POLICY DM20 – MATTERS TO BE DETERMINED IN ACCORDANCE WITH THE NATIONAL PLANNING POLICY FRAMEWORK

- 1. Development which is affected by contaminated land will be considered against paragraphs 120 to 122 of the NPPF**
- 2. Development which raises pollution issues (including air quality, noise issues, and light pollution) will be considered against paragraphs 123 to 125 of the NPPF**
- 3. Applications for the display of advertisements will be considered against paragraph 67 of the NPPF**
- 4. Applications for Listed Building Consent will be considered against the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990 with reference to Section 12 of the NPPF**
- 5. Applications for telecoms development will be considered against paragraphs 42 to 46 of the NPPF**

- 6.6** The Council is relying on these paragraphs of the NPPF because there are no locally distinct circumstances that lead to the need for bespoke policies on these issues for the District.

Delivering Housing

- 6.7** This set of policies for Delivering Housing (DM21 to DM26) builds on the strategy set out in Policies CP2 to CP4. It also establishes local requirements for housing mix and housing tenure, together with policies for specialist housing, such as HMO's and homes for rural workers.

DM21 – The location of new housing

- 6.8** Policy DM21, in conjunction with Appendix D, sets out where new housing will be supported.

POLICY DM21 – THE LOCATION OF NEW HOUSING

1. Housing will be supported at:

- a) Sites allocated for housing, or mixed use with housing, as listed in Appendix D and shown on the Policies Map.**
- b) Windfall sites within settlement boundaries as shown on the policies map or in accordance with a made Neighbourhood Plan.**

- 6.9** The sites allocated in this plan are those that can provide more than 5 homes. They will be a key source of new residential development which is not limited to houses but also includes flats, specialist forms of housing such as care homes, extra care villages and sheltered housing. If supporting community infrastructure, such as schools or local shops, is needed, this will also be acceptable on these allocated sites. Most sites will have their own detailed site policies set out in earlier sections of this plan.
- 6.10** The sites allocated by this Plan have been identified through a variety of studies including the Housing and Economic Land Availability

Assessment¹³⁹, the Green Belt Assessment¹⁴⁰, Area of Outstanding Natural Beauty Sites Assessment¹⁴¹, as well as sites promoted to the Council. All of the sites have been assessed against sustainability criteria set out in the Council's Sustainability Appraisal.

6.11 Appropriate windfall sites for housing are sites suitable for housing within existing settlements but which have not been allocated in the plan. Proposals for housing will not be supported on sites which have either been allocated for other uses, or which are affected by other policies, such as for example, policies protecting scattered employment sites (DM5) or community facilities (DM29).

6.12 Windfall sites will include smaller sites, usually on previously developed land, or within existing garden areas¹⁴². Past trends indicate that small windfall sites make a notable contribution to providing new homes.

DM22 – Housing Mix

6.13 Policy DM22 sets out local requirements to ensure a satisfactory mix of dwelling sizes, types, and tenures.

POLICY DM22 – HOUSING MIX

- 1. All residential development is required to include a mix of dwelling size, type and tenure taking account of current evidence in relation to priority housing need in the District, and in order to support a sense of place and mixed communities.**
- 2. Any development which includes 100 houses or more is required to**

¹³⁹ Housing and Economic Land Availability Assessment (September 2017, Wycombe District Council)

¹⁴⁰ Buckinghamshire Green Belt Assessment – Report: Methodology and Assessment of General Areas (March 2016, ARUP); and Green Belt Part Two Assessment (September 2017, Wycombe District Council)

¹⁴¹ AONB Site Assessment Report (September 2017, Wycombe District Council)

¹⁴² Where these comply with the Council's Housing Intensification Supplementary Planning Document and other detailed policies. Note however that, in line with the NPPF, the Council's housing land supply assessment does not take account of trends in development of garden land in determining planning applications.

include at least 5% of the proposed dwelling numbers as self-build plots.

- 6.14** Part 1 of this policy applies to all housing developments. Where dwelling numbers are low, greater emphasis will be placed on the sense of place rather than the mix within the site.
- 6.15** The NPPF requires that local authorities plan for a mix of housing based on the demographic trends and the needs of different groups in our communities. This includes custom and self-build developments as well as specialist housing needs such as Learning, Psychological and Physical needs as well as our aging population. Housing mix also plays an integral part in successful place making.
- 6.16** The Housing and Economic Development Needs Assessment (HEDNA) identifies that the increase in the over 75 age group results in a need for an additional 1,790 dwelling units. The majority of this need is for private accommodation which could be met in a number of ways either through people remaining in their own homes, moving to adaptable independent accommodation or as part of a mixed extra care development. The HEDNA also identifies a need for institutional or C2 accommodation of 590 bedspaces, the Housing and Economic Land Availability Assessment (HELAA) identifies that we currently have committed schemes which will deliver 565 bedspaces (of which 263 bedspaces are already completed or under construction).
- 6.17** The HEDNA identifies that the majority of the market housing need is for houses with 3 or 4 bedrooms, for affordable housing there is an even split between the need for smaller 1 and 2 bedroom units and larger 3 or 4 bedroom accommodation. The Council will require a mix of housing types and sizes to be provided to meet these housing needs. Dwelling size will also play a key role in the deliverability of homes to meet specialist housing needs, making them both more affordable as well as attractive to people seeking to downsize.

- 6.18** Past trends indicate that the market is responsive to these needs, and as such there is no need for this Policy to more precisely prescribe the type and tenure of housing required. This will be monitored over time and if necessary the Council will issue SPD guidance explaining in more detail the types and tenures of housing needed to comply with this policy.
- 6.19** One exception to this general principle is self-build and custom housing and the Government's encouragement to Local Planning Authorities to plan proactively to encourage growth in this sector. Whilst proposals for self-build or custom housing will always be acceptable where housing is acceptable, the Council is requiring an element of provision on larger sites to help promote growth in this sector. Where they are required by this policy it is envisaged that self-build plots will be secured through a S106 planning obligation and that they will be provided with access and servicing by the main developer. The Council may issue further guidance on delivery of self-build plots if this becomes necessary.

DM23 – Other residential uses

- 6.20** Policy DM23 sets out locally specific requirements to determine applications for residential uses other than C3 dwelling houses.

POLICY DM23 – OTHER RESIDENTIAL USES

- 1. Developments for other residential uses will be acceptable in principle in locations where housing is acceptable.**
- 2. Developments for other residential uses will not be acceptable where there is already an overconcentration of such uses existing in the neighbourhood.**
- 3. Developments for other residential uses will be required to:**
 - a) Secure high quality design in accordance with other policies in the plan;**
 - b) Reflect and respect the scale and intensity of use of surrounding dwellings;**

- c) Secure sufficient parking to meet the needs of the residents;**
- d) Secure sufficient bin storage and cycle storage;**
- e) Preserve the amenities of neighbouring properties.**
- 4. Developments for Class C1 Hotels will also be required to comply with national policies for the location of main town centre uses.**
- 5. Developments for Houses in Multiple Occupation will be required to secure an acceptable number and arrangement of communal facilities within the building.**

- 6.21** Other residential development is defined as use classes C1 Hotels, C2 Residential Institutions, and C4 Houses in Multiple Occupation (HMOs), and any sui generis residential uses, such as larger HMOs.
- 6.22** These are all uses which can make a positive contribution to an area and which can help to meet a range of accommodation needs to support the District. The first part of the policy considers the general location appropriate for these uses. Hotel development is also subject to the sequential test for main town centre uses (Part 4).
- 6.23** The second part of the policy deals with issues that can arise through overconcentration. Although this is difficult to quantify and a matter of planning judgement, when an area which is predominantly characterised by single family housing has an overconcentration of other forms of specialist housing, including Hotels, Care Homes or HMOs, this can result in fundamental and unacceptable changes to the character of the area.
- 6.24** HMOs in particular can provide valuable low cost housing for a range of groups including for example students, those on low incomes, and single young professionals. HMOs include small scale HMOs within Use Class C4 and large scale sui generis HMOs. Some HMO development can be carried out as Permitted Development without applying for planning permission. This policy applies to those developments which require express planning permission.

- 6.25** Many HMO's exist in balance with the surrounding family housing. However, HMO's can give rise to adverse impacts. Although not all of these impacts are planning matters, issues relating to the scale and intensity of use are relevant to the impact of development on the character and amenity of the area. These issues, relevant in their own right, are compounded by overconcentration.
- 6.26** In assessing the scale and intensity of the use proposed the Council will have regard both to the overall scale of development proposed and also the likely occupation density within the building. Development is not acceptable where it would result in too great a scale or intensity of use as this has an unacceptable impact on the character and amenity of an area. This can be either as a result of an excessive scale of building, or as a result of an excessive density of occupation within a building. Development should therefore be designed to reflect the scale and intensity of use of other housing in the area in terms of both occupation density and built form.
- 6.27** For HMO development, the part 5 of the policy also requires an additional assessment of the number and arrangement of communal facilities provided, such as lounges, kitchens and other common rooms (not including bathrooms). Generally the Council will expect a ratio of one common room to every three bedrooms. The proposed number of bedrooms in any given case will be rounded up or down to the nearest multiple of 3. For example, 4 bedrooms would be rounded to 3 and require 1 common room, whilst 5 bedrooms would be rounded to 6, and require 2 common rooms. The number and distribution of bathroom facilities will also be relevant. However, this is not only a quantitative exercise. The quality of the provision is also a factor. This policy is required not only to help ensure a minimum quality of accommodation but also to help ensure that occupation density does not become excessive. Large scale HMOs will generally be unacceptable in areas of predominantly family housing unless they are designed to create smaller groups of bedrooms with domestically scaled facilities dispersed around the development. The Council may adopt SPD providing detailed guidance on Houses in Multiple Occupation.

- 6.28** Part three of the policy sets out the building design and site planning requirements for developments of this type. (Most such developments will also be subject to separate licensing requirements.) This is in addition to the main policy relevant to high quality design, DM35 Placemaking and Design Quality. Extensions to existing small scale, HMOs should also be considered against DM36 House Extensions.

DM24 – Affordable housing

- 6.29** Policy DM24 sets out the level of affordable housing, and the thresholds at which these requirements come into effect.

POLICY DM24 – AFFORDABLE HOUSING

- 1. The Council will require all developments for more than 10 dwellings or more than 1000 sqm of residential floorspace to provide on-site affordable housing of at least:**
 - a) 40% of the total gross internal area on sites that are greenfield land or were last used for Class B business use or a similar sui generis employment-generating use, or;**
 - b) 30% of the total gross internal area on all other sites,**
- 2. Within the Chilterns AONB, the Council will require a commensurate financial contribution towards the provision of affordable housing from all developments of between 6 and 10 dwellings and/ or over 1,000 square metres residential floorspace (inclusive).**
- 3. Where a development falls below the size thresholds in 1 or 2 but is demonstrably part of a potentially larger developable area above those thresholds, the Council will require affordable housing on a pro rata basis.**

- 6.30** Key principles that will govern the application of this policy:
- i. It applies to Houses and apartments within Class C3 of the Use Classes Order, and Serviced apartments and other accommodation

(what-ever use class) which may provide communal facilities but which provide all of the facilities of a single dwelling in self-contained units

- ii. It does not apply to starter home exception sites
- iii. The thresholds that trigger an affordable housing requirement are gross thresholds.
- iv. All requirements will be subject to the physical circumstances of the site and economic viability. Vacant building credit will apply where appropriate. Further detail is set out in a Supplementary Planning Document
- v. Where a site contains elements of both greenfield and/or brownfield land and/or previous residential land the proportion of affordable housing required will be calculated pro rata.

6.31 The National Planning Policy Guidance¹⁴³ enables local planning authorities to apply lower affordable housing thresholds in rural areas designated under section 157(1) of the Housing Act 1985, which includes National Parks and Areas of Outstanding Natural Beauty. Consequently, the district council is only able to apply the lower threshold to the rural parishes that fall within the Chilterns AONB. The higher affordable housing threshold of 10 dwellings and/ or 1,000 sqms. will apply in rural areas outside of urban areas and the Area of Outstanding Natural Beauty.

6.32 It is important that new residential development meets the identified needs of the District. The Housing and Economic Development Needs Assessment (HEDNA) identifies that for the plan period there is a need for 3,100 affordable homes or 23.5% of the full objectively assessed housing need. The majority of this need is for rented accommodation (85%) and for smaller dwellings (50%). Currently affordable housing is provided by four main sources:

¹⁴³ National Planning Policy Guidance, Planning Obligations (November 2016) paragraph 031 reference ID 23b-031-20161116

- through Registered Social Landlords and other providers making direct provision, outside of planning negotiations
- by negotiating a proportion of affordable housing on site specific housing or mixed use allocations
- by negotiating a proportion of affordable housing on windfall sites
- through rural exceptions affordable housing to meet local needs in accordance with Policy DM25

6.33 Affordable Housing is defined in the National Planning Policy Framework. The proposed inclusion of Starter Homes¹⁴⁴ in the definition of affordable housing, and further changes proposed in the Housing White Paper¹⁴⁵, could mean that the Council will look to maximise the amount of affordable rented housing that can be secured on sites that come forward to ensure a high number of rented homes are provided to meet the identified needs.

6.34 In setting targets the Council has had particular regard to the level of need, the housing land supply and the nature of that supply, and the impact of the policy on the viability of development. The Council is aiming to meet all of its affordable housing needs, however, the District has a restricted housing supply due to the constraints of the District. There are also a number of sites that make up the housing supply that will not contribute towards affordable housing e.g. smaller sites and office to residential conversions¹⁴⁶ and hence not all sites will contribute to the delivery of affordable housing.

6.35 The viability evidence indicates there is scope for higher levels of affordable housing provision from greenfield sites and from housing sites whose current or most recent previous use was for business use or a similar sui generis employment-generating use due to the differential between the existing use

¹⁴⁴ Written Ministerial Statement of Brandon Lewis MP (March 2015) 2 March 2015 and National Planning Practice Guidance, Starter Homes (March 2015) paragraph 001, reference 55-001-20150318

¹⁴⁵ Housing White Paper 'Fixing our broken housing market' (February 2017) paragraphs A118 – A128

¹⁴⁶ Permitted Development under Class O of The Town and Country Planning (General Permitted Development) (England) Order 2015

value and a residential use. The need and land supply situation¹⁴⁷ justifies a higher requirement for these types of sites.

- 6.36** In relation to viability the Council commissioned a viability assessment ¹⁴⁸of the Plan that tested the level of affordable housing provision in the District and although specific sites will vary the assessment indicated that the levels of affordable housing sought are viable. It is recognised that there are site specific factors that can affect viability. If a developer believes that the requirements of this policy in relation to their development or in relation to a specific site allocation is not viable, they must provide all the necessary financial evidence to justify that position. Any valuation of baseline land value must allow for the requirements of this policy and other known requirements such as CIL, for example.
- 6.37** The policy ensures that sites above the site size threshold are not subdivided to avoid having to provide affordable housing on sites that are otherwise suitable.
- 6.38** The Council will normally expect affordable housing secured to be provided on site. However it recognises that for practical reasons there may occasionally be local circumstances, particularly in relation to the smallest sites (i.e. just above the site size thresholds), for a financial contributions through S106 to be made in lieu of on-site provision or for off-site provision to be made. S106 contributions must include for land value as well as build costs. If off-site provision is sought, a planning application will be required in parallel with the main application, with the two being linked through a S106 agreement.
- 6.39** The affordable housing requirement is expressed as floorspace requirement as it is a more proportionate measure in terms of the overall level of development provided on a site. Residential schemes vary in terms of the types and mix of units as well as the size of the same types of dwellings. Using floorspace as a measure is also a simpler method of calculation and is

¹⁴⁷ Housing and Economic Land Availability Assessment (September 2017, Wycombe District Council)

¹⁴⁸ Viability Assessment (May 2017, Adams Integra)

the same basis used for both Community Infrastructure Levy and viability assessments.

- 6.40** This policy has been drafted to take account of the Written Ministerial Statements from 28 November 2014 and 2 March 2015 in setting thresholds for affordable housing requirements.

DM25 – Rural Exceptions Affordable Housing

- 6.41** Policy DM25 sets out our approach to development in rural areas on small sites where there is a need for housing for the local community, and there is a lack of sites that would accord with policy in the locality.

POLICY DM25 – RURAL EXCEPTIONS AFFORDABLE HOUSING

- 1. The Council will require development for small scale, rural affordable housing (including starter homes) to demonstrate that:**
 - a) There is specific, identified local housing need within the community**
 - b) This need cannot be met on a site that would otherwise accord with policy;**
 - c) The location proposed is the best practicable location within the local area with regards to material considerations such as access to schools, jobs and services via sustainable transport modes;**
 - d) Any element of open market housing is necessary to secure the delivery of the affordable housing.**

- 6.42** It is envisaged that the future need for affordable housing to meet local needs in rural areas should mainly be assessed and addressed through Neighbourhood Plans. This policy provides an alternative route for communities to bring forwards rural exception affordable housing.

- 6.43** The NPPF states that Councils should consider meeting the housing needs of rural areas through rural exceptions schemes¹⁴⁹. There may be circumstances where a locally identified housing need cannot be met through the development of a site that would be acceptable in terms of national or local policies. The Council supports the development of affordable housing to meet a locally identified need in locations that would not normally be acceptable by making an exception to adopted policy, subject to material considerations. Such schemes can be an important way of helping to sustain rural communities.
- 6.44** The NPPF also advises that a small proportion of the homes provided may be market homes at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding. The Council considers that market housing in these circumstances should only be permitted where there is clear site specific evidence that this is needed and that no more market housing is provided than is absolutely needed.
- 6.45** The process of delivering a rural exceptions scheme is essentially a bottom up process where the local community initially take the initiative to identify if there is a local affordable housing need. This housing need is best identified through a survey of households in the community and undertaken by the Parish Council or other appropriate organisation. The geographical extent of the survey should be agreed with District Council, this could be a whole parish, single village, or a group of small hamlets
- 6.46** Households in 'local housing need' will be those who 'need' to be housed, but are unable to compete on the open market for house purchase, or for whom private sector rents are too high. They must have a strong demonstrable local connection to the community identified. Only schemes which are capable of proper management by a village trust or similar local organisation, such as a rural housing association registered with the Homes and Communities Agency will be considered to be acceptable.

¹⁴⁹ National Planning Policy Framework (2012) paragraph 54

- 6.47** All developments must be accompanied by a statement detailing the specific housing needs to be met in the short term, the means by which long term control over occupancy will ensure continued availability for local residents (this must be enforceable by the District Council and therefore will need to be the subject of a legal agreement to which the District Council is a party), and the reasons why the development cannot take place in accordance with other adopted policy.
- 6.48** It is strongly recommended that any developments are discussed with the District Council at an early stage, once a specific local need has been identified. There may be circumstances where a local housing need has been identified, but it is not financially viable to deliver the required housing. In such circumstances where this is clearly demonstrated through the use of an “open book” approach the Council will consider the use of private market housing to facilitate the delivery of the affordable housing.
- 6.49** Starter homes¹⁵⁰ are to be included as a type of affordable housing in circumstances where locally identified housing needs are being used to justify provision. In these circumstances a “local connection” tie will also be applied to the occupation of the starter homes.

DM26 – Criteria for traveller sites

- 6.50** Policy DM26 sets out our approach to the delivery of a supply of pitches for gypsies and travellers, and plots for travelling showpeople, in line with national planning policy¹⁵¹. The policy provides an approach based on an assessment of our local needs, as identified in the Buckinghamshire Gypsy, Traveller, and Travelling Showpeople Accommodation Assessment (2017).

POLICY DM26 – CRITERIA FOR TRAVELLER SITES

1. The development of new sites, or the extension or intensification of existing

¹⁵⁰ National Planning Practice Guidance, Starter Homes (March 2015) paragraph 001, reference 55-001-20150318

¹⁵¹ Planning policy for traveller sites (2015) paragraph 10

sites will only be allowed where:

- a) The site is not in the Green Belt;**
- b) The site is not in the area shown in the plan in Appendix E;**

2. Proposals will be required to:

- a) Relate well to an existing settlement with access to services and it will not be isolated in the countryside by reason of distance or other barriers;**
- b) Be of a scale which does not dominate the scale of the nearest existing settlement whether singly or cumulatively with any existing sites in the area;**
- c) Accord with national policy for flood risk.**
 - i. Sites in fluvial flood zone 3 will not be permitted.**
 - ii. Sites in fluvial flood zone 2 will only be permitted if the applicant is able to demonstrate compliance with both the sequential and exceptions tests;**
 - iii. It follows a sequential approach to the location of development within the site in relation to risks from all sources and any residual risk can be successfully mitigated through SuDS without increasing the risk of flood elsewhere;**
- d) Provide safe and convenient access to the highway network;**
- e) Avoid unacceptable adverse impact on the amenity of neighbouring land users;**
- f) Address any adverse visual impact**

3. Development which results in the loss of pitches or sites will not be permitted, except where a reasonable alternative site is provided in line with the other requirements of this policy

6.51 This policy accords with the recommended approach in the Government's Planning Policy for Traveller Sites (PPTS) (August 2015) "to ensure fair and

equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.”

- 6.52** The Council has established accommodation needs for travellers with the other Buckinghamshire Districts. An update to the Buckinghamshire Gypsy and Traveller Accommodation Needs Assessment (GTAA) was completed in February 2017 and published in September 2017¹⁵².
- 6.53** The Planning Policy for Travellers Sites has revised the legal definition for travellers, and indicates that to be classed as a traveller an individual should have a travelling lifestyle. This has created a split in policy terms between those who travel, and those who have permanently ceased to travel. The latest Buckinghamshire Gypsy, Traveller, and Travelling Showpeople Accommodation Assessment 2017 has identified and projected forward the needs of those who fit the revised legal definition and those who are classed as non-travelling.
- 6.54** The Buckinghamshire Gypsy, Traveller, and Travelling Showpeople Accommodation Assessment 2017 has identified a number of families whose travelling status is not known. These families may or may not meet the new legal definition (“status unknown”). We have adopted a cautious approach to this element of our identified need and assumed that these families meet the current legal definition; in doing so we expect to provide enough pitches for all travellers who meet the current legal definition.
- 6.55** On this basis, between 2016 and 2033 a total of 7 permanent pitches are required in Wycombe District for travellers, and 3 additional plots for travelling showpeople.
- 6.56** National policy also indicates that it is appropriate to allow some contingency or buffer to the overall requirements¹⁵³. It is considered that this should be approximately 10% on top of the identified need for travellers who meet the

¹⁵² The headline figures are included in the Meeting the Needs for Travellers - Background Paper (September 2017, Wycombe District Council)

¹⁵³ National Planning Policy Framework (2012) paragraph 47

current legal definition. As noted at paragraph 6.54 above, we have taken the view that any family whose travelling status was assessed as unknown¹⁵⁴ meet the legal definition for the purposes of assessing our need. It is assumed that this approach will lead to a surplus of provision for travellers who meet the legal definition, addressing the need for a contingency buffer.

6.57 The Buckinghamshire Gypsy, Traveller, and Travelling Showpeople Accommodation Assessment 2017 takes a base date of February 2016 for its assessment of need. Since the February 2016 base date, the Council has granted permission for six additional pitches.

6.58 These permissions address some elements of immediate need which the Buckinghamshire Gypsy, Traveller, and Travelling Showpeople Accommodation Assessment 2017 recommended be addressed in the first five years of the plan period, as well as accommodating household growth, which the GTAA recommended be phased throughout the plan period.

6.59 Table 23 sets out the modified need for traveller pitches and travelling showpeople plots once these recent planning permissions have been taken into account. This need has been phased across the plan period.

Table 23 Need for Traveller pitches and Travelling Showpeople plots

Travellers	No. pitches 2016-23	No. pitches 2023-28	No. pitches 2028-33	Total
Travelling (or status unknown)	0	0	2	2
Travelling Showpeople (plots)	1	1	1	3

6.60 From recent planning permissions, we have met our need for pitches for travellers for the first part of the plan period (2016-23). The recent

¹⁵⁴ In the assessment carried out by ORS, the Buckinghamshire Gypsy, Traveller, and Travelling Showpeople Accommodation Assessment (February 2017, Opinion Research Services).

permissions have created a surplus which has also addressed the assessed need that was phased for the second part of the plan period (2023-28).

- 6.61** There remains a need for two pitches for travellers in the final five years of the plan period (2028-33). It is not considered appropriate to make a site allocation or identify a broad location to address this need, as no suitable sites with willing landowners have come forward at this time.
- 6.62** Travelling Showpeople: A need of three additional plots for travelling showpeople arising from new household formations over the plan period has been identified in the Buckinghamshire Gypsy, Traveller, and Travelling Showpeople Accommodation Assessment 2017. It is considered that this low level of additional need for plots can be accommodated through the intensification of existing travelling showpeople sites. This will be formally assessed as schemes come forward through the development management process, and will be subject to the criteria set out in this policy and any other relevant policies.
- 6.63** Transit Accommodation: The Buckinghamshire Gypsy, Traveller, and Travelling Showpeople Accommodation Assessment 2017 recognised that there is little evidence that there are any major regular or established travelling routes in Buckinghamshire or any information indicating a need for accommodation to be provided for anyone travelling through the area.
- 6.64** Travellers Who Have Permanently Ceased to Travel: The revision of the legal definition of a traveller creates an issue around whether pitches need to be provided to accommodate those who have a travelling lifestyle only; or whether those who no longer travel should be accommodated on pitches; or whether they could be accommodated in more traditional residential accommodation (bricks and mortar). The Council has taken the position that travellers who do not travel should have their cultural traditions respected, in line with their right to culturally appropriate housing under the Equalities Act (2010). Therefore this policy provides a criteria-based approach to accommodating the needs of both those who travel and those who do not; although only the needs of those who meet the legal definition set out in PPTS are formally accommodated through this policy.

- 6.65** In line with national policy, broad areas for where new provision could be accommodated are set out in this policy. Broadly, this is the area located in the north of the district, beyond the Green Belt, excluding land allocated in this plan for other development and the area indicated in appendix E. Within this broad area, land which falls into flood zone 2 or 3 would not be appropriate, owing to the vulnerable nature of caravans. Care would also need to be taken when sites come forward that they comply with national policy set out in the Planning Policy for Traveller Sites, particularly with regards to being well related to existing settlements and not located in the open countryside.
- 6.66** Government policy says that “local planning authorities should ensure that sites in rural areas respect the scale of, and do not dominate, the nearest settled community”¹⁵⁵. It has been noted that in and around Marsh in the north of the District there are an approximately equal number of permanent dwellings and traveller pitches, dispersed across roughly 3 square kilometres of countryside. It is considered that any additional traveller sites in this particular area over and above those identified in this plan would dominate the settled community and would therefore be contrary to both this policy and government guidance.
- 6.67** Consideration should be given to the landscape impact of any new or expanded site, as well as the impacts on biodiversity, ecology, or heritage, in line with the specific policies on these areas located elsewhere within this plan. Adverse impacts should be avoided in the first instance through the consideration of reasonable alternative sites. Where reasonable alternatives are not available, every effort should be made to reduce impacts and provide adequate mitigation.
- 6.68** Where new sites are proposed within the AONB or its setting, special care should be taken to minimise the impact on the AONB or its setting, in line with the approach set out in policy DM31.

¹⁵⁵ Planning Policy for Traveller Sites (2015) paragraph 25

- 6.69** Any development in any area at risk of flood will be required to satisfy the sequential test, as set out in national policy and guidance. As caravans/mobile homes are highly vulnerable to flooding sites in the highest flood risk areas can only be permitted if the exceptions test is also satisfied.
- 6.70** There are other general policies which will be relevant to proposals for traveller sites, as they are to other forms of development. Anyone wishing to acquire or develop a site for travellers should seek site specific advice from the Local Planning Authority.

DM27 – Housing for Rural Workers

- 6.71** Policy DM27 sets out an approach for considering applications for accommodation in the countryside, where the accommodation is for workers supporting rural enterprises and permission for accommodation would not otherwise be granted.

POLICY DM27 – HOUSING FOR RURAL WORKERS

- 1. Permanent accommodation for rural workers in locations where permission would not normally be granted is required to be:**
 - a) Essential to sustain the functioning of an established agricultural, forestry or other appropriate rural enterprise;**
 - b) Related to a functional need for a full-time worker or one who is primarily employed by the business to be resident at the location proposed;**
 - c) Supported by evidence that demonstrates that all alternative accommodation options have been explored and no satisfactory alternative means of providing accommodation has been identified;**
 - d) Of a size and cost commensurate with the established functional requirement for the enterprise and not exceeding 120 m2 in gross external floor area.**
- 2. For new rural enterprises, only temporary accommodation in the form of**

a caravan or mobile home will be permitted.

3. The removal of existing occupancy conditions on relevant planning permissions will only be permitted where the applicant can demonstrate that:

- a) The dwelling is genuinely surplus to the current and foreseeable future employment needs of the holding or business that the dwelling is currently associated with, and;**
- b) There is no foreseeable need for housing for persons employed or last employed in agriculture or other rural enterprises in the locality.**

6.72 The NPPF makes it clear that Local Planning Authorities should avoid granting permission for isolated new homes in the countryside. One of the few circumstances where such development may be justified is where accommodation is required to support the operation of an agricultural, forestry or other rural enterprise. The core principle is that there must be an objective assessment of need to justify an exception to the normal restrictions on the location of new housing. A permanent residential presence must be required for the business to function, and the business must be one that requires a rural location by the nature of its activities.

6.73 In most cases, it will be as convenient and more sustainable for such workers to be accommodated in existing dwellings in nearby towns or villages. However, for purposes such as business security and animal welfare, new dwellings will be considered. The Council will scrutinise all applications for new occupational dwellings against the criteria in the policy to ensure this exception is not abused and to prevent speculative development in the countryside.

6.74 In the case of new enterprises, whether on an existing land holding or a newly created subdivision, the Council will only grant consent for a temporary accommodation for a period of three years. This period will normally be sufficient to establish whether the business can demonstrate ongoing profitability and a sound financial footing for the foreseeable future,

such as to justify a permanent replacement. Extensions to this period will only be considered in exceptional circumstances, for example, where a new business has been affected by temporary external factors, such as an animal disease epidemic.

- 6.75** Accommodation to house rural workers that fully meets the terms of this policy will also be considered appropriate development in the Green Belt (Policy DM42).
- 6.76** Where permission is granted under this policy a condition will be imposed which limits occupation of the dwelling to a person solely, mainly or last working in a local rural enterprise, or a widow, widower or resident dependants of such a person.
- 6.77** Proposals to remove existing occupancy conditions like this will be considered on a case by case basis and will need to be supported by clear evidence. The Council recognises that changes in the scale and character of farming or other rural enterprises may affect the requirement to retain dwellings of this type in particular locations. To establish the current market interest in a restricted property it should be widely marketed on terms reflecting its occupancy condition normally for at least 12 months or an appropriate period as agreed with the Local Planning Authority and no interest in occupation has been indicated. However the general presumption will be to retain such restrictions, as it will normally still serve a planning purpose to maintain the existing stock of workers' dwellings in the long term, notwithstanding any current lack of need in an area.

Fostering economic growth and supporting local communities

DM28 – Employment areas

- 6.78** Policy DM28 designates Strategic and Local Employment Areas, which are restricted to business uses (B Class uses) in order maintain an appropriate supply of employment in the District.

POLICY DM28 – EMPLOYMENT AREAS

- 1. In areas designated as Strategic Employment Areas on the Policies Map development will be restricted to B Class uses as specified in the Use Classes Order.**
- 2. In areas designated as Local Employment Areas on the Policies Map development will be mainly restricted to B Class uses. Similar sui generis uses will also be allowed. Certain other uses falling within Class D1 will also be allowed where these comprise clinics, health centres, GP or dental surgeries.**
- 3. Other uses that support the business uses of either type of area will also be allowed where they are small scale, and directly support the character and function of the designated Employment Area.**
- 4. Other uses will not be permitted in the designated Employment Area.**

- 6.79** The areas designated as Strategic Employment Areas and Local Employment Areas are shown on the Policies Map and listed in Appendix G.

- 6.80** Strategic Employment Areas are the most important employment areas in the district and include areas that provide either high value B1 uses such as quality office (and some light industrial premises) in attractive, accessible locations or are large scale industrial areas which accommodate a significant

amount of floorspace. One of the aims of the policy approach set out in policy CP5 Delivering Land for Business is to improve and enhance the quality of employment land in the District. As such, any new development taking place in these areas should only be for B uses or uses which support the Strategic Employment Areas and that complement the quality of accommodation and the types of activity already taking place.

- 6.81** Local Employment Areas are important concentrations of businesses, but are generally lower quality accommodation and types of activity taking place. On the whole these areas often have a higher concentration of B2 and B8 uses. It is important to safeguard the employment generation role these areas have by ensuring that any new development continues to generate employment. The sites designated under this policy were assessed as being sites that should be retained by the Economy Study¹⁵⁶ and the Council has subsequently undertaken a further review of employment sites¹⁵⁷.
- 6.82** The non-B class uses which would be allowed within these areas should either be for uses that directly benefit or serve the people working in businesses within them or they may be health related uses. Examples of the first category are catering outlets, crèches, or banking facilities where there are not any that are currently within walking distance of the employment area. Large scale non-B class uses which clearly serve a wider catchment than the employment area are inappropriate. Examples of the second category include clinics, health centres, GP or dental surgeries.
- 6.83** Recently introduced permitted development rights limit the Council's ability to prevent changes of use to residential in some circumstances. If it becomes apparent that these permitted rights are undermining the economic role of any employment areas the Council will consider the use of other planning tools such as Article 4 directives to further safeguard them.

¹⁵⁶ Wycombe District Council Economy Study and Employment Land Review (January 2014, Peter Brett Associates)

¹⁵⁷ Report to the Wycombe District Council Cabinet dated 20 September 2015, 'Short Term Employment Land Review'

6.84 The NPPF promotes a sequential approach to main town centre uses¹⁵⁸, which includes Class B1(A) Offices. Whilst sites in and around the main town centres will remain the main focus for town centre uses, there is not capacity to meet the full forecast need for offices in these locations alongside retail needs and other town centre uses. As such office development within the allocated employment areas will be considered acceptable in terms of the sequential approach.

DM29 – Community facilities

6.85 Policy DM29 sets out our approach to meeting the need for community facilities where new development takes place, and our approach to developments for the loss or redevelopment of existing facilities. This policy ensures that development meets the full range of needs for community facilities, either through the retention or enhancement of existing facilities, or through the provision of new or extended facilities.

POLICY DM29 – COMMUNITY FACILITIES

- 1. Development which cannot be adequately served by existing built facilities is required to provide sufficient additional built facilities as are needed to meet the needs of future occupants. This assessment shall take account of the capacity and accessibility of existing facilities. In assessing capacity, first priority will be given to allocated and committed growth in the area.**
- 2. Land or buildings currently or last occupied for community use must be retained unless the applicant has clearly demonstrated through an exhaustive needs assessment that the land and/or buildings proposed to be lost are surplus to any community needs.**

6.86 The NPPF says that ‘the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities’ and

¹⁵⁸ National Planning Policy Framework (2012) paragraph 24

that ‘planning policies should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs.’¹⁵⁹. Planning policies should also “promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship”¹⁶⁰.

6.87 This policy applies to the full range of facilities required for communities to meet their day to day needs for social, recreational and cultural activity. Although not an exhaustive list community uses protected by the this policy include:

- Public halls (including Community/Youth Centres),
- Places of worship, churches and church halls
- Post Offices
- Local/neighbourhood shops within both urban and rural areas
- Indoor and outdoor sports facilities (see paragraph 6.86 below)
- Schools and non-residential education and training centres
- Libraries
- Day nurseries/crèches
- Health centres, clinics, consulting rooms (including doctor’s surgeries and dental practices)
- Museums, art galleries, exhibition halls
- Public houses

6.88 These uses enhance the sustainability of communities and residential environments and the presumption is therefore that they should be retained. In rural areas, pubs serve a unique, and pre-eminent, role as community facilities. In all cases the onus is on the developer to evidence that their removal will not reduce the community’s ability to meet its day-to-day needs for social, recreational or cultural facilities or services. The Council will therefore normally resist the loss of community facilities and land.

¹⁵⁹ National Planning Policy Framework (2012) paragraphs 69 and 70

¹⁶⁰ National Planning Policy Framework (2012) paragraph 28

- 6.89** The focus of this policy is the array of land and buildings across the District currently or last used for a community use, not the current business or occupier per se. This is important as all such uses are generally lower value uses of land that would be highly vulnerable to development pressures without this protection, and affordable land for such uses is a highly scarce commodity. Protecting land and buildings in this way allows for new and different community uses to replace past uses within communities. This is necessary to prevent the longer term incremental loss of land and buildings for such uses. For that reason, the viability of the current enterprise is not of great relevance, and it will not justify the release of a site to uses other than community uses.
- 6.90** The Wycombe District Community Facilities strategy (2009, updated 2014) provides information about the current levels of provision of formal community facilities such as village halls, meeting halls and community centres. It also identifies where any deficiencies exist and directs future work towards meeting shortfalls in specific geographic areas. However the scope of this policy is wider including a range of uses which provide services to communities, and places for communities to meet. The Community Facilities SPD (2011) sets out a methodology for assessing the need for a community facility in a given area, but this will be reviewed and (if necessary) replaced following adoption of this new Local Plan. When the Council adopts further detailed guidance on these issues, this guidance will be used to help assess developments against this policy. Where an applicant is seeking to redevelop or change the use of the land from its existing community or sports use, they should discuss with the Council at the pre-application stage the nature of other community needs (for facilities) in the area. In addition, where in accordance with the Statement of Community Involvement, the applicant has undertaken pre-application consultation with the community; this consultation should include consideration of the need for other community and sports facilities in the area. The outcome of that consultation should be shared with the Council prior to submitting a planning application. There may be exceptional circumstances where a financial contribution is appropriate rather than the re-provision of a community facility, such as to

enhance provision of a new or existing facility, however, this is will not be the normal or accepted approach.

- 6.91** Pubs and other community facilities can also be listed as Assets of Community Value (ACV). Once an application for ACV is successful, this gives certain rights to the community to bid for the asset, should it come forward for sale. The owner is however under no obligation to sell, nor to sell to the bidders using the ACV process. Although it also considers community use, the process of applying for ACV status is separate to the planning process. If a facility is an ACV it is a material consideration for the planning process.
- 6.92** In relation to indoor and outdoor sports facilities, existing sports facilities are protected by this policy (part 1) however the requirement in part 2 for new facilities to support growth does not extend to outdoor sport and play, which are subject to existing Policy requirements in DM16 of the Delivery and Site Allocations DPD. Early consultation with Sport England is essential for anyone proposing development of any sports pitch.
- 6.93** Site specific policies may include specific requirements in relation to community facilities.

Placemaking

- 6.94** Positive place making is indivisible from good planning and sustainable development, and a thorough understanding of context at every scale is central to positive place making. The overriding context for all development in the District is the Chilterns Area of Outstanding Natural Beauty, which has a cultural significance which extends beyond the strict legal extent of its formal designation. Within the Area of Outstanding Natural Beauty boundaries protection of the landscape is paramount, but the influence of the Area of Outstanding Natural Beauty landscape and traditions can be seen throughout High Wycombe and the rest of the District.

DM30 – The Chilterns Area of Outstanding Natural Beauty

- 6.95** A large proportion of the Wycombe District is within the Chilterns Area of Outstanding Natural Beauty. Policy DM30 sets out our local requirements concerning developments that may come forward within the Chilterns AONB. It is supplemented in particular by Policy DM32 Landscape Character and Settlement Patterns.

POLICY DM30 – THE CHILTERNs AREA OF OUTSTANDING NATURAL BEAUTY

- 1. The Council will require development within the Chilterns Area of Outstanding Natural Beauty to:**
 - a) Conserve, and where possible enhance, the natural beauty of the Chilterns AONB;**
 - b) Be appropriate to the economic and social wellbeing of the local communities within the AONB, or to promote the understanding or enjoyment of the AONB;**
 - c) Deliver the highest quality design which respects the natural beauty and built heritage of the Chilterns and enhances the sense of place and local character.**
- 2. Planning permission for proposals which constitute major development within the Chilterns Area of Outstanding Natural Beauty will only be permitted in exceptional circumstances.**
- 3. Development in the setting of the Area of Outstanding Natural Beauty must not have a significant adverse impact on the natural beauty of the Chilterns Area of Outstanding Natural Beauty.**

- 6.96** Areas of Outstanding Natural Beauty represent areas of the highest scenic quality, and, in landscape terms, are intended to enjoy equal status with National Parks. The primary purpose of Area of Outstanding Natural Beauty designation is the conservation of the natural beauty of the landscape.

- 6.97** The Chilterns Area of Outstanding Natural Beauty is a living landscape encompassing a variety of character areas and a range of settlements types. The Chilterns Area of Outstanding Natural Beauty's special qualities include the steep chalk escarpment with areas of flower-rich downland, broadleaved woodlands (especially beech), commons, tranquil valleys, the network of ancient routes, villages with their brick and flint houses, globally rare chalk streams and a rich historic environment of hillforts and chalk figures. The Chilterns has areas of tranquillity and remoteness along with visually sensitive skylines, geological and topographical features as which contribute towards making this a special landscape.
- 6.98** The Chilterns Area of Outstanding Natural Beauty covers 13 local authorities and the Councils work together to safeguard the future of this shared nationally protected area through the Chilterns Conservation Board. The Chilterns Conservation Board produces a range of documents including a statutory 5 year management plan, a series of position statements, and the Chiltern Buildings Design Guide which is supported by a number of specific technical notes; these can be used to as a material consideration in the determination of planning applications and should be used to inform the formulation of planning proposals.
- 6.99** The Council will therefore consider all proposals for development within the Chilterns Area of Outstanding Natural Beauty very carefully, and will not permit any development that would unacceptably harm its natural beauty. In applying this policy, the Council will require developers to provide a Landscape and Visual Impact Assessment for any significant proposals within the Area of Outstanding Natural Beauty or its setting. The Council will advise on a case-by-case basis whether this is required.
- 6.100** The legal framework for Area of Outstanding Natural Beauty s is set out in Part IV of the Countryside and Rights of Way Act 2000 (CROW). Section 85 of the CROW Act places a legal duty on the Council: "In exercising or performing any functions in relation to, or so as to affect, land in an Area of Outstanding Natural Beauty, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the Area of

Outstanding Natural Beauty.” Section 87 of the CROW Act places a similar duty on the Chilterns Conservation Board, who are also required to have regard to “increasing the understanding and enjoyment by the public of the special qualities of the Area of Outstanding Natural Beauty” and also to “foster the economic and social well-being of local communities within the Area of Outstanding Natural Beauty”. Section 92 of the CROW Act specifies that “the natural beauty of an area includes [...] its flora, fauna and geological and physiographical features.” The Act sets out that in exercising these secondary functions, they should not undermine the primary duty of protecting the Area of Outstanding Natural Beauty.

- 6.101** The National Planning Policy Framework advises that “Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty” but also that due regard is had to the economic and social well-being of all rural communities (NPPF 115 and section 3).
- 6.102** This policy is drafted to reflect this legal framework, giving priority to the natural beauty of the Area of Outstanding Natural Beauty. Part 1 of the Policy draws together the NPPF guidance on Areas of Outstanding Natural Beauty with other issues arising from the CROW duties noted below.
- 6.103** Section 2 of the Policy replicates paragraph 116 of the NPPF, but is included here for clarity. The NPPF sets up a public interest exceptions test for major development. Major development cannot be simply defined in terms of numbers, but is a matter of the impact, or extent of harm, on the Area of Outstanding Natural Beauty, as well as the scale of development proposed. The term major development in this context therefore does not refer to the familiar planning application thresholds (10 dwellings) or any other numerical threshold but instead requires the Council to judge the significance of a proposal in its specific context. Section 3 of the Policy relates to development in the setting of the Area of Outstanding Natural Beauty. Section 85 CROW requires the Council to have regard to Area of Outstanding Natural Beauty purposes in the exercise of their functions not

only in relation to land within the but also as they might affect land in an Area of Outstanding Natural Beauty.

- 6.104** Development proposals which lie outside the Area of Outstanding Natural Beauty but within its setting can also have impacts on it. The Council's duty of regard applies to development outside but which would affect land in an Area of Outstanding Natural Beauty. For example, views out of the Area of Outstanding Natural Beauty from key visitor viewpoints into surrounding areas can be very significant. Although it does not have a defined geographical boundary, the setting of the Chilterns Area of Outstanding Natural Beauty is the area within which developments, by virtue of their nature, size, scale, siting, materials or design could be considered to have an impact, either positive or negative, on the natural beauty and special qualities of the Chilterns Area of Outstanding Natural Beauty.

DM31 – Development affecting the Historic Environment

- 6.105** Policy DM31 sets out how we will protect historic environments.

POLICY DM31 – DEVELOPMENT AFFECTING THE HISTORIC ENVIRONMENT

- 1. All development is required to conserve and, where possible, enhance the Historic Environment. Great weight will be given to avoiding adverse impacts on designated and non-designated heritage assets, their settings, and other character features or positive elements of special interest. Designated heritage assets include:**
 - a) Listed Buildings (including locally listed buildings)**
 - b) Scheduled Monuments (including non-scheduled archaeological remains of equivalent significance)**
 - c) Historic parks and gardens**
 - d) Conservation areas**
 - e) Scheduled monuments, designated historic parks and gardens, and conservation areas are shown on the Policies Map.**

- 2. Developments likely to affect the significance of designated or non-designated heritage assets, or their setting, are required to evidence a thorough understanding of context through the preparation of a proportionate assessment of the significance of the historic environment, both on and off site, and demonstrate how**
 - a) Through physical alterations and, where relevant, a management plan**
 - i. The historic environment will be conserved or enhanced**
 - ii. Opportunities to enhance the historic environment have been maximised**
 - b) A sequential approach has been taken to avoid, minimise and mitigate harm**
- 3. Developments which secure the preservation of buildings and other heritage assets that are deemed to be at risk by national and local heritage at risk registers will be supported.**
- 4. Developments resulting in the loss of the whole or part of a heritage asset will only be permitted exceptionally, and where it can be demonstrated that the new development will proceed after the loss has occurred. In these circumstances recording and analysis of that asset must be undertaken to an appropriate standard with deposit in a public archive. .**

6.106 Heritage assets are defined as buildings, monuments, sites, places, areas, or landscapes identified as having a degree of significance meriting consideration in planning decisions because of their historical, architectural, artistic or archaeological interest. They can be formally designated, or non-designated, being identified through the development process or addition to the Wycombe Local Heritage List or the County Historic Environment Record. They are irreplaceable, and national policy places substantial weight on their protection, conservation, and enhancement.

- 6.107** Where development is proposed that could affect the significance of any heritage asset, the Council will require a heritage asset statement to be submitted. The heritage asset statement should describe the significance of the asset and its setting, with appropriate references (such as the Historic Environment Record or an archaeological evaluation). It should set out the impact of the development on the heritage asset(s) and be proportionate to the scale of the development and the impact. Heritage Statements should be supported, where appropriate, by desk-based assessments, field evaluations, and historic building reports.
- 6.108** Heritage asset statements should demonstrate how the developments have been designed to better reveal or conserve a Heritage Asset; failing that, to avoid any adverse impact; or if this is not possible, only then setting out how the impact can be minimised or mitigated, and, if there is residual harm, why the public benefits of the development outweighs that harm. Additional evidence, such as marketing details and/or an analysis of alternative proposals will be required where developments involve changes of use, demolitions, subdivisions or substantial extensions.
- 6.109** National policy sets out that the weight afforded to heritage assets when considering applications for development should be proportionate to their importance¹⁶¹. This weight should be applied in full when considering applications for development affecting heritage assets in the Wycombe district, and it is expected that any evidence supporting developments will be appropriately detailed proportionate to the assets importance. Equally it is expected that should a heritage asset which has not been formally designated be identified, for example through the development management process, then it will be given a weight proportionate to its importance and equal to that of a formally designated heritage asset¹⁶².
- 6.110** The District is home to 1,234 Listed Buildings, including 19 Grade I Listed Buildings and 87 with Grade II* designation. Each possesses significant historic value or architectural features which contribute to the historic

¹⁶¹ National Planning Policy Framework (2012) paragraph 132.

¹⁶² National Planning Policy Framework (2012) paragraph 135.

environment. An overview of these features given in the National Heritage List for England, maintained by Historic England, is mainly intended to identify the building and is not an exhaustive historic assessment. Applications for development affecting Listed Buildings will need to demonstrate that full and proper consideration has been given to their special characteristics.

- 6.111** It is preferable for Listed Buildings to be retained in their original uses, however, where it is demonstrated that the original use is not viable, an appropriate change of use will be considered in order to prevent the Listed Building from falling into disuse and disrepair, in line with the presumption in favour of sustainable development.
- 6.112** Similarly, where a heritage asset is identified as at risk through inclusion on a local or national heritage at risk register, greater consideration will be given to schemes which can remove the risk and achieve the preservation of the heritage asset. These schemes will be required to accord with the rest of the requirements of this policy and other relevant policies in this plan.
- 6.113** Buildings erected before 1948 within the curtilage of Listed Buildings are typically considered to be designated as a part of the Listing, and they should be protected and retained, unless substantial benefit may be demonstrated by their loss, or their loss improves the appearance or historic character of the Listed Building.
- 6.114** There are 61 conservation areas in the Wycombe District, which were designated to denote areas of special character. Development in these areas should preserve or enhance the special interest, character or appearance of the area, and especially those positive elements identified in any Conservation Area Appraisal, including local building traditions, views, vistas, spaces, street patterns, uses and trees.
- 6.115** The Council has published and adopted character appraisals for many of the District's conservation areas, and where development is proposed in a conservation area with an appraisal, the conservation area appraisal should be referenced to guide development. Where an appraisal is not available,

developers are required to submit character statements to demonstrate the impact of the development upon their character and appearance of the conservation area, and these will be assessed by the Council against the guidance issued by Historic England.

- 6.116** There are currently 54 Scheduled Monuments within the Wycombe District. They are designated by the Secretary of State for Culture, Media and Sport and are protected under the terms of the Ancient Monuments and Archaeological Areas Act 1979, as amended by the National Heritage Act 1983. Scheduled Monument consent for works directly affecting the structure of the monument must be obtained from the Secretary of State in addition to any planning permission or other consent which may be required.
- 6.117** Archaeological notification areas are areas within which there is specific evidence recorded on the Buckinghamshire Historic Environment Record indicating the existence, or probable existence, of heritage assets of archaeological interest. Where a development proposal is within an archaeological notification area, an appropriate assessment should be carried out and submitted with the proposal. Should archaeological remains be discovered, then effort should be made to preserve them in situ. If this is not justifiable or feasible, then provision should be made for excavation, recording and the appropriate publication or curation of the findings with deposit in a public archive. It should be noted that significant heritage assets occur outside of the notification areas and that the Historic Environment Record and advice team at Buckinghamshire County Council should be consulted over major schemes.
- 6.118** There are a total of eleven designated historic parks and gardens located throughout the District, and a further ten non-designated parks and gardens of quality and interest have been identified. Each park and garden has features which form an integral part of their special character or appearance. Development should not lead to the loss of or harm to these features, and proposals should ensure that development does not detract from the enjoyment, layout, design, character, appearance or setting of the park or garden, key views out from the park, or prejudice its future conservation or

restoration. Where development affects a historic park or garden, management plans or visual impact assessments may be required.

DM32 – Landscape character and settlement patterns

6.119 Policy DM32 sets out our overall approach to judging the effect of development on landscape character and settlement pattern. Whilst the Chilterns Area of Outstanding Natural Beauty landscape is afforded the highest level of protection, areas of countryside outside the AONB also have valuable qualities. Although these landscapes are not nationally recognised, they have their own special character. The Thames Floodplain area is the most prominent of these.

POLICY DM32 – LANDSCAPE CHARACTER AND SETTLEMENT PATTERNS

- 1. Development is required to protect and reinforce the positive key characteristics of the receiving landscape and existing settlement patterns.**
- 2. Development is required to evidence a thorough understanding of the landscape and demonstrate a positive response to its attributes, taking account of:**
 - a) Existing landscape/townscape character appraisals and design guidance;**
 - b) The existing and historic pattern of fields, hedgerows, woodlands, trees, water bodies, the underlying topography, and other landscape features on and around the site;**
 - c) Tranquillity and darkness;**
 - d) Views and vistas, both from and towards the site, paying particular attention to hilltop and skyline views and areas that contribute to separation between settlements.**
- 3. Development is required to demonstrate that a mitigation hierarchy has been followed in a cumulative way, to avoid, minimise and mitigate**

harm; and that opportunities for enhancement have been taken.

- 4. Development must not, individually or cumulatively, result in the actual or perceived coalescence of settlements.**

- 6.120** Landscape character is the distinct and consistent pattern of elements that unifies one landscape area and distinguishes it from another. Key characteristics are the individual landscape features that combine to give an area its sense of place. Particular attention should be paid to landscape features that make a positive contribution to local distinctiveness.
- 6.121** The 2011 Wycombe District Landscape Character Assessment (WDLCA) identifies a range of district scale landscape character areas. It sets out a description and evaluation of each character area, identifies their key characteristics and lists a series of landscape guidelines for development.
- 6.122** This assessment and the guidelines should form a basis for further local scale landscape assessment which should then be used to inform development. Other existing character assessments including the Buckinghamshire Historic Landscape Characterisation and the Buckinghamshire Historic Towns report should be taken into account, along with other guidance such as the Chilterns Buildings Design Guide and supplementary technical notes, Institution of Lighting Professional Guidance for the Reduction of Obtrusive Light and the upcoming WDC Building Heights Strategy.
- 6.123** Settlement form and settlement patterns are an important component of landscape character. The towns and villages within the District each exhibit a distinct character and range of intrinsic qualities which are based on the settlements' historic built form, layout and their wider setting. Development should reflect established settlement forms and patterns in order to protect their character.
- 6.124** Much of the pressure for development is around the edges of settlements and has the potential to lead to their coalescence either through physically or

perceptually reducing the gap between them or by introducing an increase of activity which has an urbanising effect. The landscape between settlements throughout the District should remain essentially free from development and urbanising features/activities in order to provide an actual and perceived visual break and a sense of openness between settlements. The Council considers that preventing physically separate settlements from merging is an important aspect of landscape character.

DM33 – Managing Carbon Emissions: Transport and Energy Generation

6.125 Policy DM33 sets out our local requirements for developments with respect to transport modes, particularly sustainable modes, and sets out the need to deliver a suitable level of parking provision. The policy applies to all development.

POLICY DM33 – MANAGING CARBON EMISSIONS: TRANSPORT AND ENERGY GENERATION

1. Development is required to:

- a) Be located to provide safe, direct and convenient access to jobs, services and facilities via sustainable transport modes;**
- b) Be provided with safe and convenient access to the local highway network for all modes and appropriate access for servicing;**
- c) Make provision for alternative vehicle types and fuels**
- d) Include measures to reduce reliance on single occupancy car trips and to increase the use of sustainable transport modes;**
- e) Provide for parking sufficient to meet the needs of future occupants and to ensure there is no significant adverse impact from overspill parking;**
- f) Ensure that any material adverse impacts on existing and forecast traffic conditions are mitigated.**
- g) Integrate renewable technologies into developments**

h) Investigate, and where feasible implement, district wide energy or heating schemes, for larger scale developments.

- 6.126** Please note in relation to street design, please refer to DM35
- 6.127** Working with the Highway Authority, the Council will tailor these requirements to the scale and significance of each proposal. These policies should also be read in the context of the Local Transport Plan and its supporting documents (currently LTP4 and the emerging Freight Strategy, Walking and Cycling Strategy and Highways Development Management Policy). National guidance such as Manual for Streets (1 and 2)¹⁶³ and the Government's Cycling and Walking Investment Strategy (April 2017) will also be relevant. These will all be material considerations relevant to judging the transport impacts and requirements of development.
- 6.128** Sustainable development includes having access to jobs, services and other facilities, promoting sustainable transport, and actively managing the location of development to make the fullest possible use of sustainable transport opportunities for movements around (and beyond) the District. Sustainable transport includes high quality public transport and active transport such as walking and cycling. Promoting sustainable transport is part of sustainable development but also contributes to wider sustainability and health objectives¹⁶⁴. This policy implements these aims and reflects the approach set out in the Local Transport Plan.
- 6.129** Paragraph 29 of the NPPF says that 'opportunities to maximise sustainable transport solutions will vary from urban to rural areas'. Like much of the South East, Wycombe District is a mainly rural district with a number of towns and villages in relatively close proximity. Nationally, the greatest opportunities for sustainable transport solutions will naturally be in the large metropolitan cities. The least opportunity will be in the more remote rural

¹⁶³ Manual for Streets (2007, DCLG & Department for Transport) and Manual for Streets 2: Wider Application of the Principles (2010, The Chartered Institution of Highways & Transportation)

¹⁶⁴ National Planning Policy Framework (2012) paragraph 17 (point 11) and paragraphs 29-41.

areas elsewhere in the country. The geography and transport infrastructure of Wycombe District and its main towns (and their proximity and connectivity beyond the District, e.g. to Aylesbury, Beaconsfield, Oxford or London) provides the conditions for all new development to be accessible by sustainable transport modes provided it is in the right locations. Locations outside of Tiers 1 to 4 in the Settlement Hierarchy and Strategy (see Policy CP3) are unlikely to satisfy the requirement in 1a of this policy without significant improvements to existing sustainable transport options.

- 6.130** The requirement for safe and convenient access in 1b applies to all modes of transport that could reasonably be expected to access the development. This will almost always include access by car, foot and bike. On larger developments this will also include buses and delivery vehicles for home shopping and emergency services etc.
- 6.131** As part of planning for safe and convenient access in the layout of development, developers should also aim to promote and prioritise the use of sustainable transport modes (part 1d of this policy). Depending on the scale of development this might involve, for example, simply providing adequate bike storage for a small flatted development, or on a larger scale, a full green travel plan package coupled with public transport improvements and new cycle routes.
- 6.132** Provision for alternative vehicle and fuel types (1c) will need to take into account forecast market demand, and the most recent evidence in relation to air quality. This will vary with location and form of development, but as a minimum needs to make passive provision to allow for future flexibility.
- 6.133** Whilst the Council is committed to improving sustainable transport options, car travel will remain a significant mode of travel for the foreseeable future. As such it is critical that new development provides sufficient parking to meet the needs of the development (part 1ee of this policy). Currently, the adequacy of parking and servicing will be assessed against the 2015 Buckinghamshire County Parking Guidance.

- 6.134** Part 1 relates to the wider cumulative impact of new development on existing and forecast traffic conditions. The NPPF advises that planning permission should only be refused when a development would result in a ‘severe impact’. In our local context it is considered that there is very little spare capacity in the network and any material adverse impact on forecast traffic conditions to 2033 – taking account of planned growth and proposed mitigation – would be a severe residual impact.
- 6.135** Policy DM2 of the Delivery and Site Allocations Plan contains additional detailed requirements for larger scale development (where a full transport assessment is required). The advice of the Highway Authority should be sought at the earliest stage, and regard should be had to any detailed guidance they publish.
- 6.136** Opportunities exist in every development to integrate renewable technologies, such as heat pumps and photo voltaic cells. The provision needs to be proportionate to the development proposed, and must not make the development unviable. If it is not appropriate for a particular development, a statement explaining why this is the case needs to be submitted with the application. As technologies improve and prices fall, building renewables in as an integral part of a scheme will become normal practice.
- 6.137** Larger scale developments present the opportunity of doing more, by implementing district wide energy and / or heating schemes. These have the potential to serve areas beyond that of the development site itself. Similar carbon savings may be available from other technologies, and that would need to be set out in the investigation.

DM34 – Delivering Green Infrastructure and Biodiversity in Development

- 6.138** Policy DM34 sets out our approach to achieving and maximising Green Infrastructure and enhancements to local biodiversity. Part 1 of the policy sets the overall purpose, with Part 2 setting out the approach to follow. Part 3 includes specific minimum requirements to be included as part of the overall package of GI required by Part 2.

POLICY DM34 – DELIVERING GREEN INFRASTRUCTURE AND BIODIVERSITY IN DEVELOPMENT

- 1. All development is required to protect and enhance green infrastructure features and networks both on and off site.**
- 2. Developments likely to affect the significance of designated or non-designated green infrastructure assets are required to evidence a thorough understanding of context through the preparation of a proportionate assessment of existing and planned green infrastructure and ecological features and networks both on the site and in the locality, and demonstrate how:**
 - a) Through physical alterations and a management plan**
 - i. Existing green infrastructure will be protected or maintained**
 - ii. Opportunities to enhance existing and provide new green infrastructure have been maximised, including delivering long lasting measurable net gains**
 - b) A sequential approach has been taken to avoid, minimise, mitigate, and finally compensate for (on then off site) any harm.**
- 3. In all cases, development is required as a minimum to:**
 - a) Secure adequate buffers to valuable habitats;**
 - b) Achieve a future canopy cover of at least 25% of the site area on sites outside of the town centres and 0.5HA or more;**
 - c) Within town centres and on sites below 0.5HA development is required to maximise the opportunities available for canopy cover (including not only tree planting but also the use of green roofs and green walls);**
 - d) Make provision for the long term management and maintenance of green infrastructure.**
 - e) Protect trees to be retained through site layout and during construction**

- 6.139** In this Policy Green Infrastructure refers to all of the natural or semi-natural components of the environment at whatever scale, everything from the Chilterns escarpment to individual gardens or trees, whether carrying a formal designation or not. It includes land and water habitats (sometimes called blue infrastructure) essential for biodiversity, areas and features important to our appreciation of the landscape, and areas created or managed for human enjoyment which bring us closer to nature, such as parks and cycle ways, and greenspaces. Green Infrastructure is hugely valuable – it provides us with multiple benefits from ecological to social and economic. These are known as “ecosystem services” and need protecting and enhancing.
- 6.140** DM34 acts as an umbrella over Policies DM11 - DM16 of the Delivery and Site Allocations Plan, which also address matters of Green Infrastructure. These policies identify designated and undesignated assets, which are to be taken into account in DM34. Assets will be accorded a weight proportionate to their importance. The evidence gathering may reveal other assets not identified in these policies, and these must also be taken into account.
- 6.141** The NPPF defines Green Infrastructure as “...a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”. The NPPG expands on this and explains that: "Green infrastructure is not simply an alternative description for conventional open space. As a network it includes parks, open spaces, playing fields, woodlands, but also street trees, allotments and private gardens. It can also include streams, canals and other water bodies and features such as green roofs and walls."
- 6.142** Houses and gardens provide opportunities through provision of e.g. hedgerow boundaries, wildflower turf and garden walls; streets can incorporate trees, wildflower-rich verges and SuDS schemes including biodiversity; and spaces such as woodland, allotments or local play areas can be managed for wildlife with appropriate planting and a range of habitats. Layouts should be planned so that new and existing trees are not only a significant feature of open spaces but they are also incorporated into

streets, gardens, parking courts and other publicly accessible areas. Trees must be given adequate space to allow for future growth of both roots and crown.

- 6.143** Wycombe District Council is an active member of the Buckinghamshire & Milton Keynes Natural Environment Partnership (the NEP). The NEP is a Partnership bringing together a wide variety of individuals, businesses and organisations that have an interest in driving positive change in the local natural environment. Our NEP forms one of 49 Local Nature Partnerships (LNPs) in Britain, which work to highlight the importance of the natural environment and develop and ensure a more joined up approach through linking environmental objectives with social and economic goals.
- 6.144** This Policy has been shaped by the NEP's 2016 Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire and Milton Keynes. The key points of the NEP Vision for the whole of Buckinghamshire and Milton Keynes by 2030 are working together towards a landscape-scale network of green and blue infrastructure that is:
- Well-designed, accessible, used and valued by our residents
 - Connected together at the landscape scale
 - Wildlife-rich
 - Recognised as a necessity into the long-term to provide benefits for sustainable growth
 - Delivered - through support, commitment and adequate funding ensuring additional, bigger, better and more joined up and connected green and blue infrastructure to provide multiple benefits is a priority.
- 6.145** The policy also complements existing Policies DM11 to DM14 in the Delivery and Site Allocations Plan, which should be read alongside this policy.
- 6.146** Part 2 of the Policy sets out the essential principles to follow – understanding context, delivering improvements, and following a mitigation hierarchy. The Policy applies to all scales and types of development, but as with some of the other policies in this chapter, the Council will only require a proportionate approach. A proposal for a house extension, for example, will typically only

require consideration of any existing trees affected by the proposal. A strategic housing proposal would consider a far wider and deeper assessment, including in some cases an Environmental Statement under the EIA regime.

- 6.147** In assessing net gains in biodiversity, a best practice methodology for biodiversity accounting is expected to be used. Gains in other types of green infrastructure are likely to be measured both qualitatively and quantitatively.
- 6.148** Trees, woodlands and hedgerows are valuable assets which provide Environmental, Economic, Social and Climate Change benefits. They are an important element of green infrastructure, are of particular importance for what they add to landscape character in the District and are also exceptionally important for their role in making urban areas more sustainable places to live and work.
- 6.149** Wooded areas account for 18.8% of Wycombe District; this represents over 32,000ha of woodland. In both urban and rural areas woodlands play an important role in defining the Chilterns landscape and supporting Chilterns ecology, and, particularly in rural areas, in supporting the economy. Trees, woodlands and hedgerows also help to secure sustainable development, through air quality enhancement, storm water control, habitat provision and helping to reduce the rate of global warming by trapping carbon dioxide. They can also be used as a resource for both recreation and education, and, historically, influenced the development of the furniture industry in the District.
- 6.150** Incidental open spaces such as small landscaped areas within housing or commercial developments provide important visual contrasts, soften the hard edge of buildings, and provide space for biodiversity. They provide opportunities for soft landscaping, and generally contribute to amenity. Typically less than 0.1 hectares in area, they are generally too small to identify on the Policies Map, but their importance to amenity throughout the District's built environment is such that they should be protected.

- 6.151** Where existing trees are on or adjacent to a site and have significant amenity value the District Council may use its powers to protect the trees with Tree Preservation Orders (TPOs). Where trees on or adjacent to a site could be affected by development the District Council will expect planning applications to follow the process set out in British Standard 5837:2012 Trees - in relation to design, demolition and construction (or subsequent revisions), with the use of buffers which exclude damaging activity or other suitable protective measures. The Council will require a tree survey and an Arboricultural Impact Assessment (AIA) to be submitted. Where special techniques and tree protection methods will be necessary for successful implementation, details of them must also be included in the form of a Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS). Details of foundations, services and levels may also be required to enable a properly considered decision to be made on the impact of development on retained trees.
- 6.152** Part 2 of the Policy specifies a number of design solutions that are required as a minimum on relevant developments. The Council may publish a Supplementary Planning Document to provide further detailed guidance on the measures set out. Until this guidance is adopted developers should work with the Council's Natural Environment and Arboricultural Officers to agree the approach to their scheme.
- 6.153** Protected habitats are highly vulnerable to direct and indirect impacts from development and adequate buffers are necessary to ensure their continued protection. Some of these are already well established in national guidance or best practice (e.g. 10 metres for streams or rivers, 15 metres for Ancient Woodland).
- 6.154** Canopy cover within urban areas provides a range of ecosystem services including biodiversity and climate change benefits such as increased habitat, increased rainwater control, and improved air quality. It also improves the quality, amenity value, and sense of place of an area. In most cases trees will be the optimum solution for increasing canopy cover, but alternatives such as green roofs and green walls will have an important role to play in

more constrained sites, especially in town centre locations. Sufficient space above and below ground for trees and other plants to meet their potential must be provided.

- 6.155** Effective management and maintenance are essential to ensure that biodiversity and green infrastructure benefits are long lasting. Specific requirements will be tailored by the Council according to the scale and complexity of the scheme.
- 6.156** There is a strong link to Policy DM35 Placemaking and Design Quality. To accord with the objectives of DM35 the detailed design and specification of the hard and soft landscaping elements that make up the new or improved green infrastructure assets must be high quality and must be fully integrated with the overall placemaking approach,

DM35 – Placemaking and design quality

- 6.157** Policy DM35 sets out our local approach to securing high quality design in development, accompanied by a strong sense of place.

POLICY DM35 – PLACEMAKING AND DESIGN QUALITY

- 1. All development is required to improve the character of the area and the way it functions.**
- 2. Development is required to evidence a thorough and holistic understanding of the functions, qualities, and character of the proposed development's natural and built context and demonstrate a positive response to this context including how:**
 - a) Existing positive characteristics will be retained**
 - b) Opportunities for improvements and enhancements have been maximised**
 - c) A sequential approach has been taken to avoid, minimise and mitigate any harm**
- 3. Development is required to:**

- a) Creating positive and attractive buildings and spaces;**
 - b) Take a comprehensive approach to site layout and design including adjacent sites where these are suitable for redevelopment;**
 - c) Provide a robust and legible structure of public realm and private spaces;**
 - d) Direct most activity to the public realm;**
 - e) Provide good surveillance of the public realm through layout and building design;**
 - f) Provide a level of privacy and amenity for future occupants appropriate to the proposed use;**
 - g) Prevent significant adverse impacts on the amenities of neighbouring land and property;**
 - h) Demonstrate attractive and high quality design, and appropriate character in the scale, form, layout and detailed design of buildings, and the structures and spaces around them.**
- 4. Where the scale of development in its context provides the opportunity to do so, development will also be required to provide a robust and legible network of connected green infrastructure, streets and other spaces which is integrated both within and beyond the site.**
- 5. Streets and off-site highway improvements should be designed to strike an appropriate balance between all of the five principle functions of a street: place, movement, access, parking, and utilities.**

6.158 Policy DM35 applies to all forms and scales of development – but only so far as they are appropriate to the scale of development proposed. Larger scale development will be required to rigorously apply this policy and any related guidance but the principles of good design apply at all scales.

6.159 A well designed place is the product of a robust and inclusive design process. The policy has been written with this in mind. Stakeholder and community involvement in the design process of large scale development is

required in accordance with the Council's Statement of Community Involvement.

- 6.160** The NPPF clearly sets out the importance of design in achieving sustainable development and the role it plays in good planning and contributing to positively to making places better for people¹⁶⁵. It further states that:

“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions¹⁶⁶.”

- 6.161** Further general guidance is given in the NPPG. Alongside this, the Council has adopted a local Residential Design Guide Supplementary Planning Document. The SPD confirmed as SPD to this Policy as soon as the Plan is adopted.

- 6.162** Central to this policy is the understanding that design is a wide concept; encompassing far more than just the architecture of a building, or how things look. The visual aspects of building design are important but design is a process that also involves decisions about how different land uses relate to each other and the manmade and natural infrastructure that underpins this (amongst other things).

- 6.163** Underpinning high quality design is a proper understanding of context, both in terms of character and equally importantly, in terms of the function and structure of a place. There will often be multiple ways in which a development can respond positively to this, either by reflecting what exists, or by introducing something new, but this has to be considered sensitively and with a proper understanding of the context.

- 6.164** Good design can also assist with achieving better use of resources, through the choice of materials, form and layout and how effectively renewables can be integrated into the design.

¹⁶⁵ National Planning Policy Framework (2012) paragraph 56

¹⁶⁶ National Planning Policy Framework (2012) paragraph 82

- 6.165** Mixed uses within an area can create more interest and vitality, greater opportunities for community activities, and a reduction in the need to travel. Not every development can provide a mix of uses directly; but every development can contribute to a mix of uses in its locale.
- 6.166** Comprehensive development can assist in making efficient use of land, by ensuring proposals on one piece of land do not prejudice that ability to bring forward larger schemes on adjacent sites.
- 6.167** Public realm includes streets, footpaths, public parks and any other space that is not intended to be private space. The layout of development must ensure that there is a robust structure of space to avoid unnecessary conflicts and to remove ambiguity in the environment, thereby maximising good neighbourliness and positive social interaction.
- 6.168** Good design should also incorporate the principles of Secured by Design. This is particularly relevant to the structure of public and private space and maximising activity and surveillance in the public realm.
- 6.169** Development must ensure an adequate level of amenity (external and internal) for both existing residents and future occupants of development in terms of privacy, overshadowing and enclosure of outlook. The level of amenity required will vary depending upon the use of the land or buildings affected. We expect homes to enjoy a high level of amenity, workplaces less so.
- 6.170** The amenity of exiting residents that may live adjacent to a development site must also be protected. Where excellent amenity is currently enjoyed, some reduction to that may still mean that the standard of amenity is acceptable. A significant adverse impact is where the proposal takes existing amenity to below that which would be expected for new development. However, if any level of adverse impact is proposed, it must be demonstrated that there are no alternatives to achieve the development that do not have adverse impacts.
- 6.171** The detailed design of buildings and spaces is also important. This entails (amongst other things) consideration of the scale and massing of building

forms, the composition and detailing of elevations, the quality and choice of materials, and detailed hard and soft landscape proposals.

Green infrastructure networks and high quality connected streets are essential. Consideration of this point should start with an assessment of the existing networks around and across the site. Policy DM34 provides further guidance on green infrastructure planning in development.

- 6.172** Part 3 of the policy relates to the appropriate balance in streets and junctions. This balance will be where the design and layout of street design and junction options is entirely fit for purpose in terms of highways safety, but where the sense of place, and opportunities to linger and socialise, and for children to play, are given equal or greater priority to the movement function. Manual for Streets (I and II) provide further guidance on street design including Home Zones and Home Zone style streets.¹⁶⁷.

DM36 – Extensions and alterations to existing dwellings &

DM37 – Small scale non-residential development

- 6.173** Policies DM36 and DM37 provide a more focussed framework for considering small scale development. DM36 applies to house extensions and extensions to small scale HMOs (See also DM23 for HMO development). DM37 applies to small-scale commercial development such as alterations to shop fronts and extensions to public houses.

POLICY DM36 – EXTENSIONS AND ALTERATIONS TO EXISTING DWELLINGS

1. Development will be required to:

- a) Achieve a high quality in the detail of the design;**
- b) Respect the character and appearance of the existing property;**
- c) Be subservient in scale and ancillary in function to the existing**

¹⁶⁷ Note: the ‘five functions of a street’ referred to in part 3 of this Policy are drawn directly from Manual for Streets I section 2.3. Guidance on Home Zones and making space for children to play in streets is set out at paragraphs 7.2.16

dwelling;

- d) Respect the character and appearance of the surrounding area;**
 - e) Preserve the amenities of neighbouring properties.**
- 2. Applications submitted as householder applications for outbuildings or annexes which are equivalent to the creation of a new dwelling in their layout, scale, or form will be refused. Genuine applications for new dwellings may be acceptable, subject to other policies in the Plan.**

POLICY DM37 – SMALL SCALE NON-RESIDENTIAL DEVELOPMENT

- 1. Development is required to:**
 - a) Achieve a high quality in the detail of the design;**
 - b) Respect the character and appearance of the building and its surroundings;**
 - c) Preserve the amenities of neighbouring properties.**
- 2. Alterations to shop-fronts and similar developments will be required to:**
 - a) Reflect the underlying rhythm of traditional plot divisions and the upper floor of the buildings affected;**
 - b) Give priority to the retention and repair of existing traditional shopfronts and shopfront elements.**
- 3. Security shutters to protect the windows of shops or other buildings within local or town centres, or fronting a public route, are required to be internal and visually permeable using open lattices or laminated glass.**
- 4. Plant and equipment are required to be sited so as to minimise their visual impact on the character and appearance of the building and its surroundings.**

- 6.174** Whilst the objectives and principles of Policy DM35 applies to small scale residential and commercial development Policies DM36 and DM37 will be used day to day to assess the design of these developments.
- 6.175** Cumulative small scale changes can have a detrimental effect on the quality and character of an area – it is therefore appropriate that there are policies to manage these developments.
- 6.176** The underlying rhythm of traditional plot divisions is particularly important in town and village centres with a historic core.
- 6.177** The adopted Residential Design Guidance will also be relevant to small scale residential development and further Design Guidance may be adopted for other forms of development.

DM38 – Water quality and supply

- 6.178** Policy DM38 sets out a local approach to address the impact of development on our water sources.

POLICY DM38 – WATER QUALITY AND SUPPLY

- 1. Developments are required to demonstrate how they will be served by adequate infrastructure capacity in terms of water supply, foul drainage, wastewater and sewage treatment, and other utilities, without leading to significant problems for existing users or contamination of waterways (rivers or streams), clean water supply, surface water or groundwater**
- 2. In order to protect and improve water quality, potentially contaminating developments on principal aquifers including the Chalk Aquifer, or within the District's Source Protection Zones as defined by the Environment Agency maps¹⁶⁸ will need to demonstrate that groundwater and surface water is adequately protected to prevent a deterioration of water quality and pollution of the water source.**
- 3. Developments which fall within a Groundwater Source Protection Zone**

¹⁶⁸ <http://apps.environment-agency.gov.uk/wiyby/37833.aspx>

will be required to be designed to allow for:

- a) The potential to encounter shallow groundwater and the restriction on the use of soakaways**
- b) Avoiding direct discharge of hazardous substances to groundwater**
- c) The potential for historic contamination to be encountered during development**
- d) Restrictions on deep penetrative foundation methods if contamination is encountered.**

6.179 Pollution prevention of rivers, clean water supply, surface water and groundwater are important environmental considerations for the Plan.

6.180 In Wycombe District the Environment Agency has designated source protection zones for clean water supply, and principal aquifers, (including the chalk aquifer) which are sensitive receptors. Potential risks to these receptors come from contaminated land with past historic uses of some sites. In other cases it can be linked to pollutants in surface water which infiltrate to the groundwater table.

6.181 All developments should consider the sensitivity of the underlying Chalk Aquifer and the large number of public water abstractions in the area protected by Source Protection Zones.

6.182 In considering SuDS solutions, the need to protect surface water and groundwater quality must be taken into account, especially where infiltration techniques are proposed. SuDS which contribute to removing pollutants as well as managing flows will be strongly preferred.

DM39 – Managing flood risk and sustainable drainage systems

6.183 Policy DM39 sets out our sequential approach to avoid and manage flood risk in proposed developments, including a requirement for development to incorporate sustainable drainage systems.

POLICY DM39 – MANAGING FLOOD RISK AND SUSTAINABLE DRAINAGE SYSTEMS

- 1. All development will be directed to areas at least risk of flooding and will be required to reduce the causes and impacts of flooding both on and off site.**
- 2. Inappropriate development in areas with a high risk of flooding will not be permitted.**
- 3. The functional flood plain is safeguarded for the purpose of storing and allowing water to flow in time of flood.**
- 4. Development in any area at risk of flooding will be required to evidence compliance with the sequential test and (as necessary and when appropriate) the exception's test as set out in national policy and guidance. There are three exceptions to this requirement for sequential testing:**
 - a) Development which is in accordance with a Development Plan allocation will not be required to provide further evidence of compliance with the sequential test. Developments for more vulnerable uses than the allocated use will still require sequential testing.**
 - b) Minor development or changes of use (other than change of use to a camping, caravan or mobile home site).**
- 5. Development in any area at risk of flooding or on any site greater than 1 hectare will require a site specific flood risk assessment demonstrating:**
 - a) The risks from all forms of flooding, including fluvial flooding, groundwater and surface water flooding;**
 - b) A sequential approach to site layout directing the most vulnerable uses to the areas of lowest flood risk;**
 - c) The feasibility of safe access and egress routes to the site and emergency planning procedures**

- d) Resilient and resistant construction methods for managing residual risk;**
 - e) A reduction in the causes and impacts of flooding both on and off site;**
 - f) The drainage characteristics of the site and the feasibility of Sustainable Drainage Systems (SuDS);**
 - g) The impact of climate change allowances on flood risk and drainage.**
- 6. All development will be required to incorporate Sustainable Drainage Systems (SuDS) ensuring that:**
- a) There is no material increase in run-off rates at the site boundary;**
 - b) For greenfield sites, run-off rates at the site boundary do not exceed existing greenfield run-off rates, and, where there is opportunity, these should be reduced to the minimum feasible rate;**
 - c) For brownfield sites, run-off rates at the site boundary are reduced as close as reasonably practicable to greenfield run-off rates;**
 - d) Within the site:**
 - i. Surface water run-off is managed as close to the source as possible;**
 - ii. Priority is given to Sustainable Drainage Systems (SuDS) which mimic and reflect natural drainage processes;**
 - iii. Details for future maintenance over the lifetime of the development are included.**

6.184 This Policy builds on the sequential approach to flood risk and development in the NPPF as well as the strategy for Climate Change in Policy CP12 of this plan. The overall objective in part 1 of the Policy reflects the guidance in paragraph 100 of the NPPF that Local Plans should, amongst other things, manage flood risk by “using opportunities offered by new development to reduce the causes and impacts of flooding”.

- 6.185** For the purposes of this policy, areas at risk of flood are defined as Fluvial Flood Zones 2, 3a or 3b or areas with Medium or High surface water flood risk or Wycombe Critical Drainage Areas identified in the Strategic Flood Risk Assessment or other areas from time to time identified by the Environment Agency or Lead Local Flood Authority as being subject to a similar level of risk.
- 6.186** Minor development means:
- Minor non-residential extensions: industrial/commercial/leisure etc. extensions with a footprint less than 250 square metres.
 - Alterations: development that does not increase the size of buildings e.g. alterations to external appearance.
 - Householder development: For example; sheds, garages, games rooms etc. within the curtilage of the existing dwelling, in addition to physical extensions to the existing dwelling itself. This definition excludes any proposed development that would create a separate dwelling within the curtilage of the existing dwelling e.g. subdivision of houses into flats.
- 6.187** Where the only source of flood risk is surface water flooding, the Council will consider departures from the requirement for sequential testing where development proposals provide evidence that show planned improvements to drainage that will reduce the future risk of surface water flooding to a low or very low level of risk.
- 6.188** For sites not allocated, and therefore not covered by the Council's Sequential Test, any application for sites at risk of flood or larger than 1 ha will need to be supported by a Sequential Test assessment. In areas at risk of flood this will need to demonstrate that there are no sites available in a lower flood risk zone. This assessment will need to include allocated sites. The scope of the sequential test should relate to the scale and location of a development and should be agreed with the Council beforehand. The Council needs to be satisfied that the sequential assessment justifies the site being developed before planning permission can be granted. Applicants should refer to tables 1 to 3 in the National Planning Practice Guidance. Depending on vulnerability of users, developments may need to demonstrate

that they can meet the Exception's test before being deemed appropriate. Inappropriate development will not be permitted.

- 6.189** Any site at risk of flooding or over 1 ha needs to be supported by a site-specific Flood Risk Assessment which will demonstrate to the Council how flood risk will be managed now and over the development's lifetime. This needs to take climate change into account, and vulnerability of its use(s). If required, the Sequential Test (and Exception's Test) assessment can be included in the Flood Risk Assessment. Developments on sites over 1 ha in Flood Zone 1 still need to be supported by a Flood Risk Assessment because of the potential impacts on surface water drainage and the risk of flooding within the associated catchment that they may create.
- 6.190** The Local Plan has been informed by the Wycombe's Strategic Flood Risk Assessment Level 1 update and Level 2¹⁶⁹, the River Wye Advice Note (2014), the Environment Agency's Catchment Flood Management Plan and Buckinghamshire County Council's Local Flood Risk Management Strategy¹⁷⁰. Developers are expected to refer to these and subsequent versions when appraising flood risk.
- 6.191** The Environment Agency regularly updates the flood risk zones and reference should be made to their website.
- 6.192** The Council will expect all developments to include sustainable drainage measures in the form of Sustainable Drainage Systems (SuDS). SuDS provide opportunities to reduce the causes and impacts of flooding, remove pollutants and provide amenity, recreation and wildlife benefit. Wherever possible the Council will require SuDS to be naturalistic, using softer green infrastructure options. In any event, SuDS need to integrate into any landscape proposal for a site. This has benefits not only in terms of biodiversity, green infrastructure and place making but it also helps to reduce the cost and burden of future maintenance over the lifetime of the development and to minimise the risk of drainage failures as a consequence

¹⁶⁹ Wycombe Strategic Flood Risk Assessment (SFRA) Level 1 Update (November 2014, Jacobs) and Wycombe Strategic Flood Risk Assessment Level 2 (September 2017, Jacobs)

¹⁷⁰ Local Flood Risk Management Strategy (March 2017, Buckinghamshire Council Council)

of neglect. Lifetime of development is considered to be 100 years for residential and 60 years for commercial properties.

6.193 There may be site specific circumstances where this is not possible due to reasons of contamination, and this will need to be set out in the FRA. Further guidance on SuDS can be provided by the Lead Local Flood Authority, Bucks County Council. and /or online at <http://www.susdrain.org/delivering-suds/using-suds/background/sustainable-drainage.html>

6.194 For information, a separate Flood Defence Consent may be required for:

- Works in, over, under or adjacent to main rivers. the Water Resources Act 1991 and associated byelaws require developers to apply for consent from the Environment Agency
- Under Section 23 of the Land Drainage Act 1991 Land Drainage Act 1991, developers will need the consent of the internal drainage board, or unitary or county council to construct or alter a culvert or flow control structure (such as a weir) on any ordinary watercourse.

Technical Housing Standards

6.195 The Government's Housing Standards Review 2015 introduced a national space standard for new dwellings and optional requirements in relation to access and water efficiency. The review was aimed at simplifying the regulation of technical standards and co-ordinating the approach across the planning and building control regimes.

DM40 – Internal space standards

6.196 Policy DM40 applies the current nationally described technical standard to residential development within the District.

POLICY DM40 – INTERNAL SPACE STANDARDS

- 1. All new dwellings will be required to meet up-to-date nationally described technical housing standards for minimum internal space requirements.**

6.197 These standards deal with internal space within new dwellings and are suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

6.198 The current standards can be accessed at <https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard>

6.199 The Government's Housing Standards Review 2015 concluded that as these issues are not controlled via the building control regime Councils that wish to apply these standards should do so via the planning regime. The Council has tested the impact of these requirements (and the requirements of DM41) on the viability of development and these standards are deliverable. These

standards will therefore be considered at the planning stage of new dwellings.

DM41 – Optional Technical Standards for Building Regulation Approval

6.200 Policy DM41 applies the optional technical standards set out within the Building Regulations to development within the District. Further information on these standards can be found in Building Regulations Circular 01/2015 and the relevant Approved Documents (referred to in the Circular).

POLICY DM41 – OPTIONAL TECHNICAL STANDARDS FOR BUILDING REGULATION APPROVAL

- 1. All new dwellings are required to achieve the higher water efficiency standard in the appendix to Building Regulations Approved Document Part G.**
- 2. All new dwellings are required to achieve the standards in Building Regulations Approved Document M4(2).**
- 3. All developments which are required to provide on-site affordable housing in accordance with DM23 will also be required to provide 30% of any affordable homes, and 20% of any market homes, in accordance with the dwelling standards in Building Regulations Approved Document M4(3).**
- 4. This policy will be deemed to apply to the nearest equivalent standards in any future amendment to the above Building Regulations Approved Documents.**

6.201 The Government's Housing Standards Review 2015 concluded that as these issues are controlled via the building control regime, assessment is not required at the planning stage. Despite this, these are optional building control standards and if the Council wishes to apply them through the building control regime then it can only do so if the standards are first adopted through Local Plan policy and required by planning condition on a scheme-by-scheme basis.

6.202 The higher standard for water efficiency is justified by evidence that the District is an area of water stress. The current standard in Part 6 is 110 litres per person per day.

6.203 The higher standards for accessibility within housing are justified by evidence within the Bucks HEDNA (paragraphs 8.61 and 8.622) which concluded that the evidence supports the need for

- All dwellings to meet Category 2 requirements, and;
- 10% of market housing and 15% of affordable housing to meet Category 3 requirements.

6.204 Consequently, this policy requires all new dwellings to meet the higher water efficiency standards and the Category 2 (adaptable homes) standard in Part M of the Building Regulations. Part M contains 3 categories of accessible dwelling:

- Category 1: Visitable dwellings – Mandatory, broadly about accessibility to ALL properties
- Category 2: Accessible and adaptable dwellings – Optional, similar to Lifetime Homes
- Category 3: Wheelchair user dwellings – Optional, equivalent to wheelchair accessible standard.

6.205 To meet the more limited need for Category 3 dwellings without creating a disincentive for small developers a threshold is proposed in parallel to the threshold for affordable housing. Delivering the overall requirement identified in the HEDNA from only a portion of all new housing will therefore require a higher proportion of category 3 dwellings from the schemes above the threshold.

6.206 While the assessment of a development against these standards will be undertaken through the building control regime, planning conditions will be required as a trigger on a case-by-case basis. With regards to the pro rata requirement for Category 3 dwellings this will require prior approval via planning condition of which dwellings within the scheme will be designed to

Category 3 standard. This will be necessary to identify which specific dwellings will be built to which standard for later assessment through the building control regime.

Managing Development in the Green Belt and our Rural Areas

Overview

6.207 Green Belts are designated to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. The Green Belt within Wycombe District is part of the London Metropolitan Green Belt and the detailed boundaries within the District are identified on the Policies Map.

6.208 The Green Belt is a policy tool which aims to prevent development within designated areas unless development is identified as being appropriate as set out in the NPPF. Any other development is inappropriate and as such will not be permitted.

6.209 The NPPF identifies appropriate development as:

- Buildings for agriculture and forestry;
- Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or

- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

6.210 The following set of policies respond to local circumstances and provide clarity and interpretation of a number of the terms set out in the NPPF.

DM42 – Managing development in the Green Belt

6.211 A significant proportion of the Wycombe District is designated as Green Belt. Policy DM42 sets out our local requirements concerning developments that may come forward within the Green Belt.

POLICY DM42 – MANAGING DEVELOPMENT IN THE GREEN BELT

- 1. Development in the Green Belt is required to be appropriate development. Appropriate development in Wycombe District comprises:**
 - a) Development that accords with a made Neighbourhood Plan, or;**
 - b) Development that the NPPF classifies as not inappropriate, but only when subject to the following clarifications;**
 - i. Development for agriculture and forestry is only appropriate when it reasonably necessary for an existing agricultural trade or business;**
 - ii. Appropriate development for agriculture and forestry may include essential rural workers dwellings in accordance with DM27;**
 - iii. The replacement or extension of dwellings will only be appropriate when they accord with DM43;**
 - iv. Limited infilling is only appropriate within the built-up villages identified on the Policies Map and in accordance with the definition in paragraph 6.215 below;**

v. Limited affordable housing for local community needs is only appropriate in accordance with DM25;

2. All other development is inappropriate. Inappropriate development will be refused unless there are very special circumstances. Very special circumstances will exist when the harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

6.212 Whilst in many instances National Policy provides sufficient detail to determine whether a proposal is appropriate development in the Green Belt there are instances which require clarification in the interests of certainty and consistency. These are set out in the Policy above and include, for example, our benchmark approach to determining the degree to which a house can be extended without resulting in disproportionate additions. However it is also important that we allow Neighbourhood Plans to adopt a local approach to these same issues of detail. Hence the inclusion of 1(a) in this Policy. Note, a Neighbourhood Plan still has to accord with the strategic policies of the Local Plan.

6.213 The clarification in 1(c) is necessary to ensure the openness of the Green Belt is not harmed by development which might share the outward form and design of agricultural buildings but which are not reasonably necessary for agriculture (or forestry).

6.214 The villages that we have identified as appropriate for limited infilling are those villages which are washed over by the Green Belt but which are identified in the Settlement Hierarchy and Strategy as sustainable locations for incremental growth.

6.215 Limited infilling is defined as at most one detached or one pair of semi-detached dwellings in an existing small gap between other buildings in the built-up area, and only where the siting would also be appropriate with regards to settlement pattern and the grain and morphology of the village. To be limited infilling the plot must be comparable in size and shape to the

average house plots in the village (excluding any that are atypically large or small). The proposed building must be similarly comparable in size and scale (again, excluding outliers). This is assessed on the size of the building proposed (not the size of each dwelling) to allow flexibility for smaller pairs of semi-detached houses as infilling in areas of larger detached housing (or vice versa). Suitable infilling plots can be created by the subdivision of larger residential gardens (or other previously developed land) but not by the artificial sub-division of agricultural fields, or paddocks, or similar land that has not been previously developed, where this is likely to result in incrementalism.

DM43 – The replacement or extension of dwellings in the Green Belt (including outbuildings)

6.216 Policy DM43 sets out our local approach to development that involves either extending or replacing an existing dwelling that is located within the Green Belt. It also includes a framework to determine decisions relating to the erection of outbuildings serving dwellings within the Green Belt.

POLICY DM43 – THE REPLACEMENT OR EXTENSION OF DWELLINGS IN THE GREEN BELT (INCLUDING OUTBUILDINGS)

- 1. The extension or replacement of a dwelling will only be considered appropriate development in the Green Belt when it satisfies one (or more) of these conditions. The volume of existing outbuildings will not be included in any calculations.**
 - a) It accords with a made Neighbourhood Plan.**
 - b) The dwelling is within a built-up village shown on the Policies Map.**
 - c) The dwelling is within a ribbon of development that presents a substantially built up frontage and the resultant dwelling would not exceed the average volume of its two directly adjacent neighbours.**
 - d) Where the volume of the original dwelling is less than 240 cubic metres, the total volume of the resulting building is no more than 360**

cubic metres.

- e) Where the volume of the original dwelling is between 240 and 720 cubic metres, the total volume of the resulting building is no more than the volume of the original building plus 50%.**
 - f) Where the volume of the original dwelling is more than 720 cubic metres, the total volume of the resulting building is no more than 1080 cubic metres.**
 - g) The total volume of the resulting dwelling is no more than the volume of the dwelling which is being replaced.**
- 2. The erection of residential outbuildings will be considered appropriate development in the Green Belt within a built-up village identified on the Policies Map or in accordance with a made Neighbourhood Plan. Elsewhere in the Green Belt, any increase in the volume of residential outbuildings will only be considered appropriate development when ALL of the following conditions apply:**
- a) The total volume of all existing and proposed outbuildings on the property would not exceed 25% of the volume of the original dwelling.**
 - b) The total volume of all existing and proposed outbuildings on the property would not exceed 140 cubic metres.**
 - c) No more than 50% of the curtilage outside of the dwelling would be occupied by outbuildings.**
 - d) No part of the building has more than a single level of habitable accommodation.**
 - e) No part of the development would exceed 4 metres in height (measured from the lowest adjoining pre-existing ground level).**
- 3. In all cases (either the extension or replacement of a dwelling or the erection of an outbuilding) development will also be required to respect the open character of the Green Belt and appear proportionate to the original dwelling, taking particular account of visual impact.**

6.217 This policy relates to two related categories of appropriate development in the NPPF – extension/alteration and replacement of a building in the green belt¹⁷¹; clarifying the approach to be taken in respect of existing dwellings. The replacement or extension of other buildings will be assessed against the NPPF on a case-by-case basis. The NPPF allows for the possibility of:

- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

6.218 The first of these bullets allows for proportionate additions relative to the size of the **original** building. The second allows the replacement of a building so long as it is not materially larger than the **existing** building. (Which may already be larger than the original building.) This policy allows for both of these classes of development but also for the ‘replacement and extension’ of a dwelling in one operation.

6.219 Over previous decades the Council has defined ‘proportionate’ with reference to gross floorspace. This however produced a number of anomalies with regards to issues such as double height voids within building and alternative roof designs. We consider that greater clarity and consistency will be achieved by an assessment of three dimensional mass, i.e. gross external volume, including any basement. The policy reflects the established approach in our District of allowing greater flexibility for very small dwellings and applying an upper limit on the extension of very large dwellings. Likewise, the policy maintains a distinction between house extensions and residential outbuildings.

6.220 The baseline in each case is the original building, which is the building as it existed on 1 July 1948 or, if the first building was constructed later than this, the first building constructed.

¹⁷¹ National Planning Policy Framework (2012) paragraph 89

DM44 – Development in the Countryside Outside of the Green Belt

- 6.221** This policy provides a development management framework for development in the countryside beyond the Green Belt. Although not subject to the same restrictions as the Green Belt, these are areas where new development is generally not sustainable, but where some new development can contribute positively to the vitality and sustainability of rural communities. Whilst some additional development can help to sustain rural communities and local services, in exceptional circumstances it may be concluded that the amount of development proposed exceeds the capacity of local services.

POLICY DM44 – DEVELOPMENT IN THE COUNTRYSIDE OUTSIDE OF THE GREEN BELT

- 1. Within that portion of the countryside outside of the Green Belt, and subject to other relevant policies, permission will only be granted for:**
 - a) Development that accords with a made Neighbourhood Plan;**
 - b) Development for agriculture and forestry, outdoor sports and recreation, and for cemeteries where there is a genuine need;**
 - c) Additional buildings for employment where these are required to support an existing rural enterprise or business located in the countryside, which are proportionate to the existing;**
 - d) The construction of additional dwellings and other buildings only within settlement boundaries identified in accordance with CP3 and DM21 as shown on the Policies Map;**
 - e) Rural exceptions housing in accordance with DM25;**
 - f) Sites for travellers in accordance with DM26;**
 - g) Housing for rural workers in accordance with DM27;**
 - h) Extensions and alterations to existing dwellings in accordance with DM36;**
 - i) The conversion of existing buildings in accordance with DM45;**

j) The redevelopment of previously developed land, provided this respects the rural character of the surroundings.

6.222 This policy implements the remaining aspects of the Settlement Strategy in CP3. It applies to those areas of the countryside that are not in the Green Belt, and are not otherwise allocated for development in this Plan. It reflects the general principles of other Policies in this Chapter which ensure that new development is located where it is capable of contributing to sustainable development. It also supports the NPPF aim to avoid isolated new dwellings in the countryside.

6.223 This policy and Policy CP3 also recognise that there will be some small housing sites that come forward that have not been allocated in this or other plan documents; these are known as windfall sites. The NPPF defines windfall sites as those that have not been specifically identified as available in the Local Plan process. Not all locations, however, will be suitable or sustainable. This policy aims to make it clear that existing settlements are the most sustainable locations for new developments. Alongside this however the Council wishes to support the reuse of existing buildings. Many such proposals will be deemed Permitted Development, but only outside of the Area of Outstanding Natural Beauty. This policy sets the criteria for considering in principle whether development in the countryside beyond the Green Belt is acceptable.

DM45 – Conversion of existing buildings in the Green Belt and other rural areas

- 6.224** Policy DM45 sets out a framework to inform developments proposing the conversion of existing buildings within the Green Belt, the Area of Outstanding Natural Beauty, and elsewhere in the countryside.

POLICY DM45 – CONVERSION OF EXISTING BUILDINGS IN THE GREEN BELT AND OTHER RURAL AREAS

- 1. The conversion of existing buildings to new uses in the Green Belt, the Area of Outstanding Natural Beauty, and elsewhere in the countryside is acceptable where:**
 - a) The existing foundations, floors, walls and roof of the building are of sound and permanent construction suitable for the proposed use;**
 - b) The building is not a building that was erected for the purposes of agriculture or forestry within the preceding 10 years;**
 - c) The proposed use will support the vitality and sustainability of the local rural community, the rural economy, or local services.**

- 6.225** Over the last several years the Government has introduced a range of Permitted Development Rights for the conversion of agricultural buildings to a range of other uses. However, not all locations benefit from these permitted changes. Perhaps most significantly for our District, the deemed change of use of an agricultural building to a dwelling does not apply in the Chilterns Area of Outstanding Natural Beauty. (Schedule 2 Section Q.1.j of the Town and Country Planning (General Permitted Development) (England) Order 2015).

- 6.226** The Council considers that barn conversions in the Area of Outstanding Natural Beauty, and other similar projects, are acceptable in principle subject to the two basic criteria that the building has existed for at least 10 years

prior to its conversion and that the proposed use will be a benefit to the community by providing homes or jobs or services as the case may be.

- 6.227** Building works to facilitate the conversion will normally be acceptable along with the change of use. The extent of building works required to facilitate the conversion should be fully described in any planning applications. The detail of proposed conversions may be subject to other policies in the Plan.

Safeguarded Land for Essential Infrastructure

- 6.228** The District may see two nationally or regionally important infrastructure projects happen over the lifetime of the plan or beyond:

- High Speed 2, which will touch the northern part of the District which has parliamentary consent and will be developed over the life time of the plan;
- The re-opening of part of the closed Oxford to Cambridge railway line and enhancements to services between London and Milton Keynes via High Wycombe as part of the East West Rail Project.

- 6.229** Policy DM46 safeguards an area for the implementation of High Speed 2, so that development in this area might not prejudice the project's implementation. Similarly, policy DM47 safeguards a corridor alongside the Princes Risborough to Aylesbury branch line so that development in this area does not prejudice the future double-tracking of this line.

DM46 – Safeguarded land – High Speed 2

6.230 High Speed 2 (HS2) is a national infrastructure project that will link London to Birmingham, then to Leeds and Manchester. In December 2010 the government announced a preferred route option for the proposed high speed rail link between London and Birmingham.

POLICY DM46 – HS2 SAFEGUARDED LAND

- 1. Development which would prejudice the implementation of High Speed 2 (HS2) will not be permitted.**
- 2. The implementation of HS2 will be expected to:**
 - a) Manage the construction to minimise the impact on communities and the environment;**
 - b) Make use of careful design to protect communities and the environment from noise, visual intrusion, loss of accessibility and impacts on biodiversity, mitigating unavoidable impacts where practicable.**
- 3. The safeguarded area for HS2 is shown on the Policies Map.**

6.231 The Secretary of State for Transport issued a safeguarding direction for the first part of the route between London and Birmingham in July 2013. The route runs through the most northern part of the District, north-east of Terrick and is shown on the Policies Map. The safeguarding directive requires the notification to HS2 Ltd of any planning application which affects the safeguarded line. The HS2 Bill received Royal Assent in February 2017.

DM47 – Safeguarded rail corridor – Aylesbury branch line

**POLICY DM47 – PRINCES RISBOROUGH TO AYLESBURY (PRA)
SAFEGUARDED LAND**

- 1. Development of land adjoining the Princes Risborough to Aylesbury railway line must not prejudice the future double-tracking of the line.**
- 2. New structures introduced across the line shall make passive provision for future double-tracking.**

6.232 The Princes Risborough to Aylesbury branch is a single track line with speed restrictions serving Monks Risborough and Kimble. Additional main line passenger services to Princes Risborough between Milton Keynes and Marylebone are already planned as part of East West Rail phase 2 in the period 2020-24. Double-tracking this branch line is outside of the scope of current projects but it has been identified By Network Rail in their West Midlands and Chilterns Route Study 2017.¹⁷²

6.233 The indicative Train Service Specification for 2043 developed to support Network Rail's route study shows a requirement for up to three trains per hour along the line, in place of the current one train per hour. This level of service would require the line to be double-tracked. Increasing the train paths to two an hour could be a requirement sooner than this, within the plan period. This increase in capacity is required to support the planned level of sustainable growth across the Chilterns network area.

6.234 The Council strongly supports the mid- to long-term aspiration of Network Rail to double-track the Princes Risborough to Aylesbury line. It is appropriate to ensure that development adjoining the branch line does not prejudice this. In that context, all planning applications within 50 m of the

¹⁷² The Route Study presents a series of proposals that would deliver the Indicative Train Service Specification for 2043 and forms the basis of funding decisions by rail industry funders. See Option Table 22, located on page 81 of the West Midlands & Chilterns Route Study (August 2017)

branch line will be subject to consultation with Network Rail, as shown on the Policies Map.

7.0 Monitoring and Delivery

- 7.1** The local plan sets out what development can take place where, but although most of that development is undertaken by the private sector, the local planning authorities responsibility does not stop with the adoption of the plan. The authority needs to be active in assisting in delivery of those elements where the private market may not deliver proposals alone, and also in monitoring the plan to be sure it is delivering what it aims to do – and to bring forward early revisions if necessary.

Delivery

- 7.2** A Local Plan is an opportunity for the local planning authority to set out a positive vision for the area, but the plan must also be realistic about what can be achieved and when (including in relation to infrastructure). We have paid careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time; and ensuring that the requirements of the plan as a whole will not prejudice the viability of development.
- 7.3** A key element of the Plan is the delivery of housing and the requirement to have a 5 year housing land supply. The HELAA sets out the detail on housing delivery, including a housing trajectory indicating housing delivery rates, over the course of the plan period.
- 7.4** Given the national objective to boost the supply of housing the plan does not seek to “artificially” phase housing development across the plan period. However some sites will take longer to come forward due to their size and more complex nature.
- 7.5** Early discussion with infrastructure and service providers have taken place in the preparation of the Infrastructure Delivery Plan. This allows us to understand their investment plans and critical dependencies, and can be updated more regularly than the Plan itself.

- 7.6** We have worked closely with Buckinghamshire Thames Valley Local Enterprise Partnership, as well as other partners, throughout the preparation of the plan, to ensure that we have a shared understanding of the strategic issues, including the prospects for investment in infrastructure.
- 7.7** Where infrastructure is fairly and reasonably related to particular site allocations, the provision of that infrastructure is required as part of the planning policy for the site. Viability assessments have been undertaken to check that these requirements do not place an unreasonable burden on developers, taking into account our current CIL regime.
- 7.8** However, the delivery of infrastructure is not just a matter of the overall viability. It is often a question of cash flow – in that infrastructure is required before ahead of houses being built and sold. It can also require different land owners to co-operate, and in some situations need additional land to be achieved.
- 7.9** In these complex issues where the private sector is not able to deliver, the Council is taking an active role in assisting. In December 2016 Cabinet considered a report that set out some of these issues specifically for Princes Risborough, including a willingness, should it be necessary, to undertake CPOs to deliver plan proposals. A similar commitment would be made to other proposals elsewhere in the plan area should they be necessary.
- 7.10** The Council was successful in winning government capacity funding early in 2017 to ensure the Plan proposals could be progressed. The Council is also making bids under the Housing Infrastructure Fund, and will continue to take any opportunities to facilitate the delivery of the Plan.
- 7.11** For individual sites, the Council also prepares detailed development briefs, for example the Gomm Valley and Abbey Barn South. For Princes Risborough this is taking the form of a Capacity Plan and a Delivery Plan, which will ensure phasing of development and infrastructure can be properly managed, to ensure the aim of achieving high quality places, supported by the right infrastructure at the right time, can be achieved. The Council has

already entered into an MOU with Network Rail, and is in active discussions with them about key elements of infrastructure provision.

- 7.12** In terms of contingency, there are risks associated with delivering the infrastructure that is required of individual sites in terms of site viability, and where necessary land assembly. The Council is confident of its position on viability, and is taking a proactive approach on assisting with infrastructure delivery where necessary. There is also an element of contingency in terms of the timing of the provision of the infrastructure in relation to the phasing of the development.
- 7.13** As a CIL charging authority, the Council has greater discretion in dealing with those areas where infrastructure improvements are needed, but which are not directly related to a specific site. We work closely with the County Council, which has recently submitted a bid for significant improvements to the London Road in High Wycombe. The Local Transport Board has also committed £6m for road improvements to assist with the growth agenda. However, these improvements to existing infrastructure are not detailed in the Plan, because they are not essential for the development proposed in the plan to be brought forward.
- 7.14** There are a number of strategic transport infrastructure matters – Access to Wycombe; the Oxford to Cambridge Expressway; Rail access to the Thames Valley particularly in the context of Heathrow expansion – set out elsewhere in this Plan, which are unresolved in time for this Local Plan. Given their implications for future patterns of growth, Wycombe District Council expects to undertake an early revision of this Plan.
- 7.15** There are other delivery risks outside of our control in bringing the plan forward. An early plan review may be required if there are significant changes in the legal and regulatory framework that governs the local plan process.
- 7.16** The national economic cycle could influence delivery – although Wycombe District performed well in terms of maintaining house building through the years following the 2008 crash. Other factors that might influence delivery

are the constraints within the building industry, such as the supply of labour, on which Brexit may have an impact. By taking a proactive approach in terms of facilitating infrastructure delivery, we would hope that developers would find it beneficial to work with Wycombe, which might mitigate these risks to a degree.

- 7.17** Ensuring the Planning Service has sufficient staff to deal with applications in a timely way is also important to delivery. We take a ‘value added’ approach, with in-house specialists in design, conservation, landscape and ecology, to be sure development is of high standard, and to ensure we can work creatively with developers in finding solutions to the constraints presented by different sites. The Council welcomes the proposal to increase planning fees because this will provide resources to ensure a proactive approach to planning applications can be maintained.

Monitoring

- 7.18** Monitoring the delivery of the policies and proposals in the Plan is key to measuring the success of the Plan, Appendix H sets out a monitoring framework for the plan. Once the Plan is adopted, this data will be reported on a regular basis in the Council’s Authority Monitoring Report, alongside monitoring data from the other adopted plan, the Delivery and Site Allocations plan. The Monitoring Report is a key tool for determining progress, and can inform whether there is a need to review the plan or parts of it.
- 7.19** The monitoring framework focuses on the delivery of the Core Policies (‘CP’) that shape the plan itself. These policies are the tools to deliver the Plan’s strategic objectives, and, therefore, if the Core Policies are effectively monitored, the extent to which the Plan’s strategic objectives are being met can be assessed.
- 7.20** It is vital that in putting a monitoring framework together, the Council is mindful of the resources that it takes to effectively monitor, and the costs, therefore, to the taxpayer of undertaking this. By focusing monitoring on the ‘CP’ policies, and using established data sets and other processes that are

used for other purposes, the approach to monitoring is both efficient and effective.

- 7.21** As part of the proportional approach to monitoring the plan, where a more qualitative analysis is needed a sample of applications will be assessed in order to identify if policies are being implemented successfully. It is proposed to use two sampling approaches for different indicators.
- 7.22** Some will be based on those applications going to Planning Committee within the monitoring year. Others are based on the Council's 'Quality Counts Tour'. Each year the Council arranges a visit to sites that have been built to learn lessons. The visit is made up of officers, members, and stakeholders. We will introduce a formal monitoring element to each visit, to assess certain indicators. Sometimes the Tour goes outside of the District to learn lessons from other places. In these years there will be no monitoring against those indicators.

Local Plan review process

- 7.23** Although the plan sets out the development needs and allocations for a twenty year period, it may well be necessary to undertake an early review of the plan if as a result of monitoring the implementation of targets set out in the plan are not being met. The Council will closely monitor employment land provision in light of the high levels of forecast need and the challenges of market delivery. Fundamental changes in national planning policy may also trigger a need to review the plan as may potential changes in the regional/sub-regional context

Appendices

Appendix A. Glossary	400
Appendix B. Common Abbreviations	405
Appendix C. Settlement Hierarchy	407
Appendix D. List of Housing Allocations (or mixed use with Housing)	408
Appendix E. Areas where future development for travellers is restricted	417
Appendix F. Non-Residential Mixed-Use Allocations	418
Appendix G. List of Strategic and Local Employment Areas	419
Appendix H. Monitoring – How the outcomes will be delivered	422
Appendix I. Schedule of new transport improvement lines	442
Appendix J. Schedule of policies replaced by this Local Plan; and Schedule of policies retained in the Delivery and Site Allocations Plan	444
Appendix K. Schedule of changes to the Policies Map	452
Appendix L. Maps	461

Appendix A. Glossary

Term	Description
AONB	Area of Outstanding Natural Beauty, an area of countryside designated as having natural features of exceptional beauty and therefore given a protected status. A significant part of Wycombe District is located within the Chilterns AONB.
Active frontage	Frontages that have lively internal uses, particularly at ground level, which are either visible from the street or spilling out onto the street, via frequent doors and windows. Narrow plots or buildings with a variety of uses provide a better quality active frontage than single large plots or uses.
Allocations	Sites specifically identified on the Policies Map for development.
Core Strategy	The long-term spatial vision and strategy for the area, including the key strategic policies and proposals to deliver that vision.
Designations	Areas shown on the Policies Map to which specific policies apply (not allocations).
Development Plan	This includes adopted Local Plans, neighbourhood development plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. The Development Plan is the prime consideration in the determination of planning applications.
Green Belt	A designation used to maintain open space and restrict urban sprawl. A significant proportion of the Wycombe District is designated as Green Belt.
Local Development Scheme (LDS)	Rolling three-year project plan for the preparation of Local Development Documents.
Local Plan	The Wycombe District Local Plan adopted in 2004 under the 1990 Town and Country Planning Act is a statutory District-wide document that sets out land use policies and proposals for the area.

Main Town Centre Uses	<p>Uses commonly found in a town centre, including:</p> <ul style="list-style-type: none"> • Retail development (including warehouse clubs and factory outlet centres); • Leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); • Offices; and • Arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
NPPF	The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.
NPPG	The National Planning Practice Guidance builds on the NPPF and provides the Government's more detailed guidance on a wide range of issues.
Primary Shopping Frontage	Primary shopping frontages are likely to include a high proportion of retail uses.
Primary Shopping Area	Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage). Smaller centres may not have areas of predominantly leisure, business and other main town centre uses adjacent to the primary shopping area, therefore the town centre may not extend beyond the primary shopping area.
Policies Map	Illustrates the application of policies and proposals in Local Plans. The Policies Map is a development plan document.
Sites of national and international importance	These are Special Areas of Conservation (SACs), National Nature Reserves (NNRs) and Sites of Special Scientific Interest (SSSIs). For these sites the harm that may be caused to the wider national network of sites will also be considered. Developments that are likely to affect the

	integrity of the District's SACs are required to follow the protocol as outlined in the Conservation of Habitats and Species Regulations 2010.
Statement of Community Involvement (SCI)	Sets out the approach of the authority to involving the community in the preparation, alteration and review of Local Development Documents and in the consideration of significant planning applications.
Strategic Environmental Assessment (SEA)	Environmental assessment of policies, plans and programmes required under the European SEA Directive 2001/42/EC
Supplementary Planning Document (SPD)	Statutory documents that expand upon policies or proposals in Local Plan.
Sustainability Appraisal (SA)	A social, economic and environmental appraisal of strategy, policies and proposals – required for Local Plans. To be undertaken jointly with Strategic Environmental Assessment.
Town Centre	Defined area, including the primary shopping area and areas of predominantly leisure, business and other main town centre uses within or adjacent to the primary shopping area.
Use Class Order	<p>The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.</p> <p>The following list gives an indication of the types of use which may fall within each use class. Please note that this is a guide only and it's for local planning authorities to determine, in the first instance, depending on the individual circumstances of each case, which use class a particular use falls into.</p> <p>A1 Shops - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.</p>

	<p>A2 Financial and professional services - Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices.</p> <p>A3 Restaurants and cafés - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.</p> <p>A4 Drinking establishments - Public houses, wine bars or other drinking establishments (but not night clubs).</p> <p>A5 Hot food takeaways - For the sale of hot food for consumption off the premises.</p> <p>B1 Business - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.</p> <p>B2 General industrial - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).</p> <p>B8 Storage or distribution - This class includes open air storage.</p> <p>C1 Hotels - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).</p> <p>C2 Residential institutions - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.</p> <p>C2A Secure Residential Institution - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.</p> <p>C3 Dwelling Houses - this class is formed of 3 parts:</p> <p>C3 (a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster</p>
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	<p>parent and foster child.</p> <p>C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.</p> <p>C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.</p> <p>C4 Houses in multiple occupation - small shared dwelling houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.</p> <p>D1 Non-residential institutions - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.</p> <p>D2 Assembly and leisure - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).</p> <p>Sui Generis - Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: theatres, houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.</p>
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Appendix B. Common Abbreviations

Abbreviation	Meaning
ACV	Assets of Community Value
AONB	Area of outstanding natural beauty
BiDCO	Business Improvement District Company
BTVLEP (or LEP)	The Buckinghamshire Thames Valley Local Enterprise Partnership, sometimes referred to as “Local Enterprise Partnership”
CIL	Community Infrastructure Levy
CROW Act	Countryside and Rights of Way Act 2000
CS	Core Strategy
DPD	Development Plan Document
DSA (or DSADPD)	The Wycombe Delivery and Site Allocations Plan, adopted July 2013. Sometimes referred to as “Wycombe Delivery and Site Allocations Development Plan Document”
DtC	Duty to Cooperate
EA	Environment Agency
FEMA	Functional Economic Market Area
FRA	Flood Risk Assessment
GB	Green Belt
GI	Green Infrastructure
GPDO	General Permitted Development Order
GTAA	Gypsy and Traveller Accommodation Assessment
ha	Hectares
HEDNA	Housing and Economic Development Needs Assessment
HELAA	Housing and Economic Land Availability Assessment
HER	Historic Environment Record
HMA	Housing Market Area
HMO	House in Multiple Occupation

HS2	High Speed 2
IDP	Infrastructure Delivery Plan
LDS	Local Development Scheme
LNP	Local Nature Partnership
LTP	Local Transport Plan
MUGA	Multi-Use Games Area
NEP	Natural Environment Partnership
NPPF	National Planning Policy Framework
NPPG (or PPG)	National Planning Practice Guidance, sometimes referred to as “Planning Practice Guidance”
PPTS	Planning Policy for Traveller Sites
RBMP	River Basin Management Plan
S106	Section 106 planning obligation
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SCI	Statement of Community Involvement
SEA	Strategic Environmental Assessment
SEP	Strategic Economic Plan
SPD	Supplementary Planning Document
sqm	Square metres
SSSI	Site of Special Scientific Interest
SUDS (or SuDS)	Sustainable Drainage Systems
TPO	Tree Preservation Order
WDC	Wycombe District Council
WDLCA (or LCA)	Wycombe District Landscape Character Assessment, sometimes referred to as “Landscape Character Assessment”
WFD	Water Framework Directive

Appendix C. Settlement Hierarchy

Tier 1 Large Urban Area	High Wycombe (including Downley, Hazlemere/Widmer End/Tylers Green, Penn*, Holmer Green*, Loudwater and Wooburn Green)
Tier 2 Market towns and Other Major Settlements	Marlow Princes Risborough Bourne End and Wooburn Town
Tier 3 Higher order service villages	Flackwell Heath, Stokenchurch, Marlow Bottom, Naphill/Walter's Ash, Lane End,
Tier 4 Other service villages	Hughenden Valley, Lacey Green/Loosely Row, West Wycombe, Great Kingshill (including Heath End*), Great and Little Kimble, Longwick
Tier 5 Small villages	Little Marlow, Radnage, Medmenham, Bledlow Ridge, Speen, Cadmore End, Frieth
Tier 6 Hamlets	Cryers Hill; Hambleden/Pheasant's Mill, Piddington, Danesfield, Claymoor/Clayhill, Bledlow, Saunderton ¹⁷³ , Ibstone, Beacons Bottom, Askett, North Dean, Hedsor, Bovingdon Green/Marlow Common, Great and Little Hampden, Bryants Bottom and Denner Hill, Fawley, Terrick, Butlers Cross, Bradenham, Bolter End, Wheeler End, Mill End, Moor Common, Ilmer, Skirmett, Ellesborough, Marsh, Fingest, Meadle, Owlswick, North Lee, Turville Heath

* In Chiltern District

¹⁷³ Area by the railway station only

Appendix D. List of Housing Allocations (or mixed use with Housing)

Policy reference	Site	Settlement	Site area (ha)	Indicative dwelling numbers
HW4	Abbey Barn North	High Wycombe Area	11.32	100
HW5	Abbey Barn South and Wycombe Summit	High Wycombe Area	34.3	505
HW6	Gomm Valley and Ashwells	High Wycombe Area	74	530
HW7	Terriers Farm and Terriers House	High Wycombe Area	24.6	500
HW8	Land off Amersham Road including Tralee Farm, Hazlemere	High Wycombe Area	15.93	350
HW9	Part of Greens Farm, Glynswood, Green Hill, High Wycombe	High Wycombe Area	1.62	50
HW10	Horns Lane, Booker, High Wycombe	High Wycombe Area	2.04	64

Policy reference	Site	Settlement	Site area (ha)	Indicative dwelling numbers
HW11	Clay Lane, Booker, High Wycombe	High Wycombe Area	1.97	30
HW12	Leigh Street, Desborough Area, High Wycombe	High Wycombe Area	1.21	275
HW13	Former Bassetsbury Allotments, Bassetsbury Lane	High Wycombe Area	2.08	30
HW14	Highbury Works/Hazlemere Coachworks, Chestnut Lane, Hazlemere	High Wycombe Area	0.62	14
	JC and MP Smith, Princes Gate (also known as Ricketts road, Ryedale), High Wycombe, HP13 7AB	High Wycombe Area	0.16	32
	46 West Wycombe Road High Wycombe Buckinghamshire HP11 2LW	High Wycombe Area	0.08	12
	193-197 West Wycombe Road High Wycombe Buckinghamshire HP12 3AW	High Wycombe Area	0.19	9

Policy reference	Site	Settlement	Site area (ha)	Indicative dwelling numbers
	Edie Pusey House 9A Amersham Road High Wycombe Buckinghamshire HP13 6PN	High Wycombe Area	0.18	8
	Delafield Heights South, Longland Way / Pettifer Way, previously known as Flats off Chairborough Road	High Wycombe Area	0.7	40
	Frank Hudson Furniture Factory, Rosebery Avenue, High Wycombe	High Wycombe Area	0.11	11
	Kitchener Works, Kitchener Road, adjacent to Smewin Court, High Wycombe	High Wycombe Area	0.24	14
	Notcutts Garden Centre, Clay Lane, High Wycombe	High Wycombe Area	0.91	15
	Delafield Heights North, (Longland Way / Pettifer Way, also known as Castlefield Estate, High Wycombe)	High Wycombe Area	1.74	32

Policy reference	Site	Settlement	Site area (ha)	Indicative dwelling numbers
	Casa Mia, Gillets Lane, High Wycombe, HP12 4BB	High Wycombe Area	0.23	12
	7-8 High Street, High Wycombe	High Wycombe Area	0.06	12
	17-19 Frogmoor, High Wycombe	High Wycombe Area	0.04	11
	27 High Street, High Wycombe	High Wycombe Area	0.01	5
	Rear of 154-156 West Wycombe Road, High Wycombe	High Wycombe Area	0.1	10
	Burleighfield House (Mayflower House), London road, Loudwater	High Wycombe Area	1.55	11
	Dashwood Avenue, High Wycombe	High Wycombe Area	0.89	70
	34 Dashwood Avenue High Wycombe Buckinghamshire HP12 3DX	High Wycombe Area	0.02	5
	Ogilvie Road, High Wycombe	High Wycombe Area	0.21	9

Policy reference	Site	Settlement	Site area (ha)	Indicative dwelling numbers
	Land to the rear of Quebec Road, High Wycombe	High Wycombe Area	0.18	5
	Netley Works, 89 Queens Road, High Wycombe	High Wycombe Area	0.08	11
	Garages between Chiltern Avenue and Rutland Avenue, High Wycombe	High Wycombe Area	0.38	10
	Garages at Tyzack Road, High Wycombe	High Wycombe Area	0.25	6
	Garages at Havenfield Road, High Wycombe, HP12 4ST	High Wycombe Area	0.03	5
	1-9 Shaftesbury Street, High Wycombe, HP11 2NA	High Wycombe Area	0.03	9
	The Gordon Arms, Gordon Road, High Wycombe	High Wycombe Area	0.11	11
	Sunnyside and St Johns House, High	High Wycombe Area	0.09	5

Policy reference	Site	Settlement	Site area (ha)	Indicative dwelling numbers
	Wycombe			
	Westside Fruit/The Apple Orchard, Clay Lane	High Wycombe Area	0.62	11
HW15	Land to the rear of Hughenden Road, High Wycombe	High Wycombe Area	2.55	Further work required
	Beaumont, 3-13 Holmer Green Road, Hazlemere	High Wycombe Area	0.31	28
	Thame House, Castle Street, High Wycombe	High Wycombe Area	0.25	120
MR6	Land at Seymour Court Road, Marlow	Marlow	0.3	9
	Police Station, Dean Street, Marlow, Bucks, SL7 3AB	Marlow	0.24	29
	Foxes Piece Marlow Buckinghamshire	Marlow	1.52	10

Policy reference	Site	Settlement	Site area (ha)	Indicative dwelling numbers
PR3	Princes Risborough Expansion Area	Princes Risborough	177.25	1,662 ¹⁷⁴
PR11	Land to the Rear of Poppy Road, Princes Risborough	Princes Risborough	3.74	58
PR16	Land at Princes Risborough Station, Princes Risborough	Princes Risborough	2	45
	Greensleeves, Maryland, Longwick Road and Aylesbury Road, Princes Risborough	Princes Risborough	0.33	32
BE1	Slate Meadow, Bourne End and Wooburn	Bourne End and Wooburn	10.26	150
BE2	Hollands Farm (north), Bourne End and Wooburn	Bourne End and Wooburn	23.74	467
	Windrush House, Bourne End	Bourne End and	0.15	8

¹⁷⁴ Within the plan period to 2033 and excluding the Leo Labs site which is counted separately as it has a planning permission.

Policy reference	Site	Settlement	Site area (ha)	Indicative dwelling numbers
		Wooburn		
RUR1	Land south of Finings Road, Lane End	Lane End	0.86	19
RUR2	Land between Chalky Field and Marlow Road, Lane End	Lane End	1.27	27
RUR3	Land at Sidney House, Lane End	Lane End	1.14	Further work required
	Land off Simmons Way (remainder of Springbank House)	Lane End	0.26	17
RUR7	Land off Clappins Lane, Naphill	Naphill	2.24	64
RUR8	Land off Mill Road, Stokenchurch	Stokenchurch	4.97	100
RUR9	Land at Wood Farm, Stokenchurch	Stokenchurch	0.9	28
	Land Adjacent to Longburrow Hall, Park Lane, Stokenchurch	Stokenchurch	0.6	14

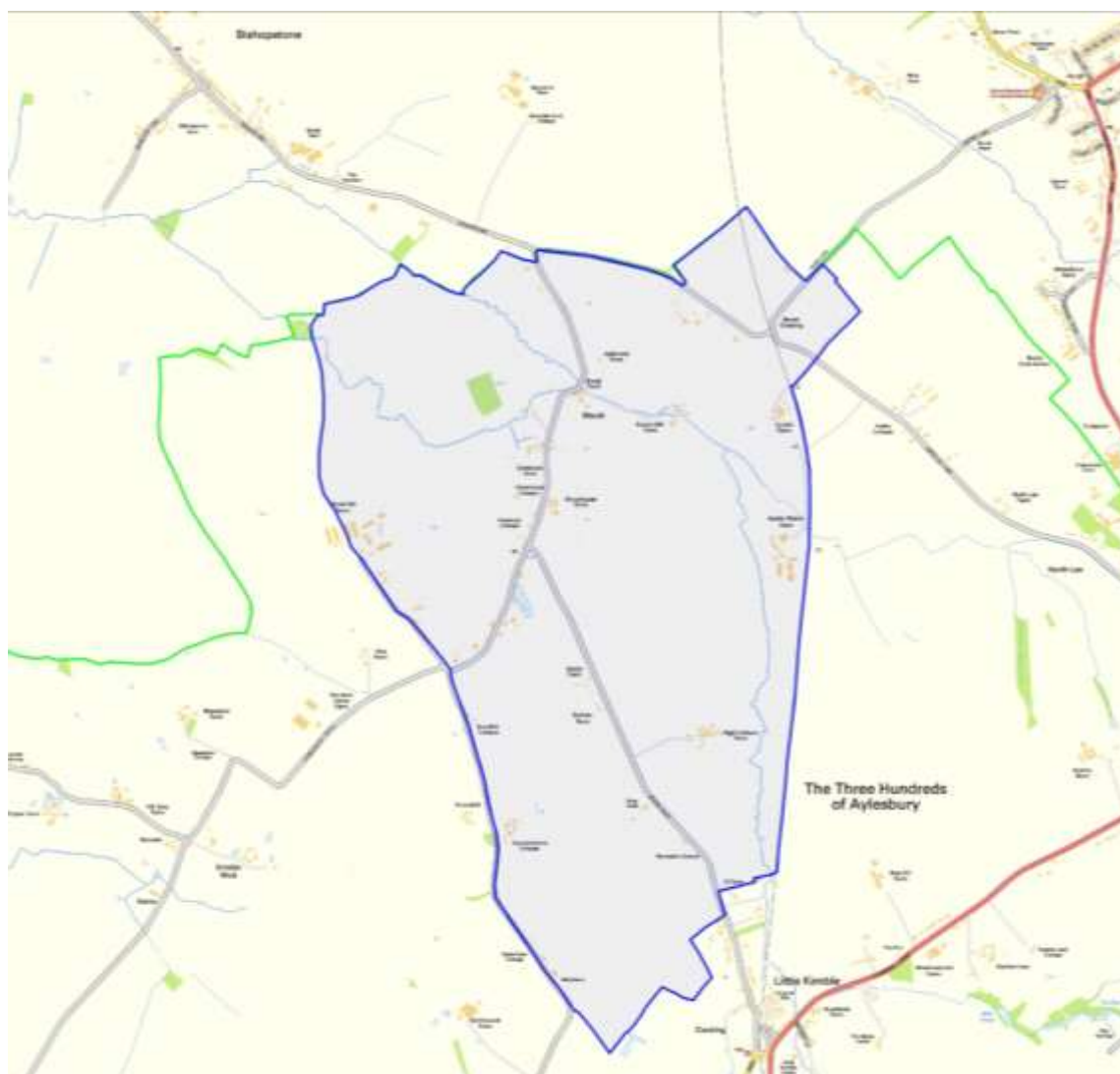
Policy reference	Site	Settlement	Site area (ha)	Indicative dwelling numbers
RUR11	Land at Heavens Above, Marlow Bottom	Marlow Bottom	1.14	20
	Westhorpe House, Westhorpe Park, Little Marlow, SL7 3RQ	Little Marlow	1.86	12
	Coal Yard Smalldean Lane Saunderton Buckinghamshire	Saunderton	0.67	6
RUR12	Uplands Conference Centre	Cryers Hill	7.6	59

The following identified Parishes intend to produce a Neighbourhood Development Plan:

Policy reference	Identified settlement	Settlement	Required dwellings to be delivered
RUR5	Longwick-cum-Ilmer Parish	Longwick	300
RUR6	Great and Little Kimble-cum-Marsh Parish	Great and Little Kimble	160

Appendix E. Areas where future development for travellers is restricted

Figure 52 Area around Marsh where future development for travellers is restricted



Appendix F. Non-Residential Mixed-Use Allocations

Policy reference	Site	Settlement	Site Area (Ha)
HW19	Office Outlet site, Queen Alexandra Road, High Wycombe	High Wycombe	0.4
PR13	Land fronting New Road, Princes Risborough	Princes Risborough	2
PR14	Land south of Horns Lane, Princes Risborough	Princes Risborough	0.5

Appendix G. List of Strategic and Local Employment Areas

Policy reference	Site	Settlement	Site Area (Ha)
	STRATEGIC EMPLOYMENT AREAS		
HW18	Cressex Business Park	High Wycombe	63.5
HW16	Wycombe Airpark (including expansion)	High Wycombe	27
	Johnson and Johnson	High Wycombe	5.7
	Peregrine Business Park	High Wycombe	2
	Kingsmead Business Park	High Wycombe	3.4
	Sands industrial Estate	High Wycombe	18.9
	Glory Park	Bourne End and Wooburn	4.8
	Mercury Park	Bourne End and Wooburn	3.2
	Millboard Road	Bourne End and Wooburn	3.5
	Cores End Road	Bourne End and Wooburn	2.2
	Soho Mills Industrial Estate / Wooburn Industrial Park	Bourne End and Wooburn	9.4
	Marlow International	Marlow	3.3

Policy reference	Site	Settlement	Site Area (Ha)
	Globe Park	Marlow	21.5
PR9	Princes Estate/Regent Park (including expansion)	Princes Risborough	15.8
RUR10	Stokenchurch Business Park (including expansion)	Stokenchurch	4.8
	The Heights, Stokenchurch	Stokenchurch	1.9
LOCAL EMPLOYMENT AREAS			
HW17	High Heavens new employment area	High Wycombe	3.7
	Desborough Park Road	High Wycombe	5.7
	Valley Business Centre, Gordon Road	High Wycombe	2.5
	London Road Employment Area	High Wycombe	1.4
	Station Road, Loudwater	High Wycombe	1.2
	Gomm Road/Tannery Road Industrial Estate	High Wycombe	5
	Victoria Street/Marlborough Industrial Estate	High Wycombe	2.5
	Wye Industrial Estate	High Wycombe	1.3
	High Wycombe Business Park	High Wycombe	0.5
	Baker Street	High Wycombe	1
	Kitchener Road	High Wycombe	0.7
	Leigh Street	High Wycombe	0.4

Policy reference	Site	Settlement	Site Area (Ha)
	Mill End Road	High Wycombe	6
	Knaves Beech Way	High Wycombe	13.6
	Grafton Street	High Wycombe	1.4
	Bellfield Road	High Wycombe	2.8
	Hughenden Avenue	High Wycombe	2.5
	Wessex Road Industrial Estate	Bourne End and Wooburn	4.0
	Meadow Bank	Bourne End and Wooburn	1.2
	Holtspur Lane	Bourne End and Wooburn	2.3
	Lane End Industrial Park	Lane End	2.1
	Daws Hill employment area	High Wycombe	1.3

The following area is identified as employment land reserved for the relocation of existing businesses affected by the expansion of Princes Risborough:

Policy reference	Site	Settlement	Site Area (Ha)
PR10	Land north of Lower Icknield Way, Princes Risborough	Princes Risborough	12

Appendix H. Monitoring – How the outcomes will be delivered

This appendix shows how we will monitor the performance of the policies within the Wycombe District Local Plan. It links the objectives of the plan to the policies which will deliver these outcomes as well as key indicators and targets and delivery mechanisms. All will be reported in our Monitoring Report.

Objectives	Local Plan Policy
1. Cherish the Chilterns	<ul style="list-style-type: none"> • CP1 – Sustainable development • CP2 – Overall spatial strategy • CP3 – Settlement strategy • CP8 – Protecting the Green Belt • CP9 – Sense of place • CP10 – Protecting and enhancing green infrastructure and the natural environment
2. Strengthen the sense of place	<ul style="list-style-type: none"> • CP1 – Sustainable development • CP2 – Overall spatial strategy • CP3 – Settlement strategy • CP6 – Securing vibrant and high quality town centres • CP8 – Protecting the Green Belt • CP9 – Sense of place • CP11 – Historic environment • CP12 – Climate change
3. Foster economic growth	<ul style="list-style-type: none"> • CP2 – Spatial strategy • CP3 – Settlement strategy • CP5 – Delivering land for business • CP6 – Securing vibrant and high quality town centres

Objectives	Local Plan Policy
4. Improve strategic connectivity	<ul style="list-style-type: none"> • CP7 – Delivering the infrastructure to support growth
5. Facilitate local infrastructure	<ul style="list-style-type: none"> • CP7 – Delivering the infrastructure to support growth • CP10 – Protecting and enhancing green infrastructure and the natural environment
6. Deliver housing	<ul style="list-style-type: none"> • CP2 – Spatial strategy • CP3 – Settlement strategy • CP4 – Delivering homes
7. Champion town centres	<ul style="list-style-type: none"> • CP6 – Securing vibrant and high quality town centres
8. Mitigate Climate Change	<ul style="list-style-type: none"> • CP1 – Sustainable development • CP2 – Spatial strategy • CP3 – Settlement strategy • CP10 – Green infrastructure and the natural environment • CP12 – Climate Change

Policy	Target	Indicators	Frequency	Source
CP1 Sustainable Development	This policy is achieved through the delivery of the other strategic policies – it therefore does not have a target or set of monitoring indicators in its own right	n/a	n/a	n/a
CP2 Overall Spatial Strategy CP2 (1ai)	No major developments in AONB	Number of planning applications permitted (including on appeal) that are major developments in the AONB	Annual	Officer reporting.
CP2 (1aii)	No numerical target. Over the lifetime of the	Number of planning applications (including	Annual	Officer reporting.

Policy	Target	Indicators	Frequency	Source
	plan there will be some very special circumstances resulting in planning permission being granted in the Green Belt, but these need to be very limited in number	on appeal) that are permitted in the GB under very special circumstances		
CP2 (1b) & (c)	85% of housing in Tier 1 & 2 settlements	Percentage of net increase in homes in Tier 1 and 2 settlements.	Annual	Annual monitoring assessment of completed development.
CP2 (2)	Progress in addressing strategic connectivity	Not a statistical measure: indicator not relevant	Review at the start of the preparation of the next plan	Partnership working and implementation projects
CP3 Settlement Strategy	This will be monitored through site specific	n/a	n/a	n/a

Policy	Target	Indicators	Frequency	Source
	allocations related to CP4 and 5.			
CP4 Delivering Homes CP4 (1)	10925 homes to 2033	Numbers of homes built each year, and cumulatively over the plan period, as a proportion of the target, against the reminder of the plan period	Annual	Annual monitoring assessment of completed development.
CP4 (2a)	6350 homes within urban area of High Wycombe to 2033	As for CP4 (1)	Annual	Annual monitoring assessment of completed development.
CP4 (2bi)	2050 homes at Princes Risborough to 2033	As for CP4 (1)	Annual	Annual monitoring assessment of completed development.
CP4 (2bii)	350 homes at Marlow to	As for CP4 (1)	Annual	Annual monitoring

Policy	Target	Indicators	Frequency	Source
	2033			assessment of completed development.
CP4 (2biii)	800 homes at Bourne End and Wooburn to 2033	As for CP4 (1)	Annual	Annual monitoring assessment of completed development.
CP4 (2ci)	300 homes in Longwick Parish to 2033	As for CP4 (1)	Annual	Annual monitoring assessment of completed development.
CP4 (2cii)	160 homes in Great and Little Kimble cum Marsh Parish to 2033	As for CP4 (1)	Annual	Annual monitoring assessment of completed development.
CP4 (2ciii)	940 homes in rural areas (excluding settlements named above) to 2033	Numbers of homes built in Tier 3 & 4 Settlements, and number of homes built elsewhere, each year,	Annual	Annual monitoring assessment of completed development.

Policy	Target	Indicators	Frequency	Source
		and cumulatively over the plan period, as a proportion of the 940 against the remainder of the plan period.		
CP4 (3a)	<p>All brownfield sites of more than 10 dwellings to achieve 30% affordable housing by floor area</p> <p>All greenfield site of more than 10 dwellings to achieve 40% affordable housing by floor area</p> <p>All schemes within the</p>	<p>Number of permissions below target.</p> <p>Number of rural schemes without a S106 contribution</p> <p>Across all brownfield permissions, % affordable of the total homes permitted, by units and floor area</p>	Annual	<p>Annual monitoring assessment of completed development.</p> <p>Officer reporting.</p>

Policy	Target	Indicators	Frequency	Source
	<p>AONB of between 6 and 10 homes to make a S106 contribution to off-site affordable housing.</p> <p>All applications with affordable housing to have conditions requiring enhanced accessibility standards through Part M of building regulations</p>	<p>Across all greenfield permissions, % affordable of the total homes permitted, by units and floor area.</p> <p>Amount of S106 funds collected for off-site affordable housing.</p> <p>Number of affordable homes built, split into tenure types, each year, and cumulatively over the plan period.</p> <p>Number of affordable</p>		

Policy	Target	Indicators	Frequency	Source
		<p>homes permitted as rural exception schemes</p> <p>Number of enabling private homes permitted as part of rural exception schemes.</p> <p>% of eligible applications with the correct condition requiring the enhanced standard.</p>		
CP4 (3b)	No numerical target	<p>Number of homes for older people each year and cumulatively.</p> <p>Report on both C2 and C3.</p>	Annual	Annual monitoring assessment of completed development.

Policy	Target	Indicators	Frequency	Source
CP4 (3c)	<p>7 pitches for Travellers and 3 plots for Travelling Showpeople.</p> <p>No new pitches in the area around Marsh, as defined in Appendix E</p>	<p>Number of pitches and plots each year and cumulatively as a proportion of the target against the remainder of the plan period.</p> <p>Number of new pitches in the area around Marsh</p>	Annual	Annual monitoring assessment of completed development
CP4 (3d)	Most recent evidence of housing mix requirements	Number of homes by number of bedrooms, each year and cumulatively over the plan period, as against the current evidence of housing mix requirements	Annual	Annual monitoring assessment of completed development.

Policy	Target	Indicators	Frequency	Source
CP4 (4)	No monitoring required	n/a	n/a	n/a
CP4 general	No numerical target	Identification by site of allocations that have permission / have started on site / are built out	Annual	Annual monitoring assessment of permitted, started and completed development.
CP5 Delivering land for business CP5 (1)	No non-business uses permitted in Strategic Employment Areas. No numerical target but limited non-business permissions in Local Employment Areas.	Numbers of applications for, and floor space of, non-business uses in Strategic Employment Areas and separately in Local Employment areas	Annual	Annual monitoring assessment of permitted development.
CP5 (2)	No numerical target but extent of new B1a accommodation	Net Floor area for new B1a accommodation, by location	Annual	Annual monitoring assessment of business space under construction

Policy	Target	Indicators	Frequency	Source
CP5 (3)	No numerical target	Identification by site of allocations that have permission / have started on site / are built out	Annual	Annual monitoring assessment of permitted, started and completed development.
CP5 (4)	No numerical target	Numbers of applications and floor area of employment space in rural locations	Annual	Annual monitoring assessment of permitted development.
CP6 Securing vibrant and high quality town centres CP6 (1)	No numerical target	Net increase/decrease in retail floorspace by town centre By planning application Whether implemented	Annual Periodic review, including at the start of the preparation of the next plan	Annual monitoring assessment of permitted, started and completed development.
CP6 (2)	No numerical target	Extent to which town	Each monitoring report	Project progress.

Policy	Target	Indicators	Frequency	Source
		centre enhancements have been implemented	to identify if projects have been initiated, and report on progress and completions	Officer reporting.
CP6 – please note site specifics are measured under the DSA monitoring scheme				
CP7 Delivering the infrastructure to support growth	No numerical target	Specific scheme implementation	Each monitoring report to identify if projects have been initiated, and report on progress and completions	Project progress.
	No numerical target	Funds collected through CIL and S106 in the monitoring year	Annually	CIL and S106 monitoring records

Policy	Target	Indicators	Frequency	Source
CP8 Protecting the green belt CP8 – see CP2 (1a ii)				
CP9 Sense of Place CP9 (1)	No numerical target	Extent to which natural and historic features have been integrated and enhanced in developments,	Sample of sites, most years	Through the quality counts tour –
CP9 (2)	No numerical target	Extent to which developments achieve the outcomes of the residential design guide	Sample of sites, most years	Through the quality counts tour
CP9 (3) & (4)	50% of homes to be built on brownfield sites	Percentage of homes built on brownfield homes, by year and cumulatively		

Policy	Target	Indicators	Frequency	Source
CP9 (5)	No numerical target	Extent to which development optimises density to make the base use of land whilst respecting the distinctive character of the area.	Sample of sites, most years	Through the quality counts tour –
CP10 Green infrastructure and the natural environment CP10 (1)	No applications approved against professional landscape advice	Number of planning applications approved against professional landscape advice	Annually	Analysis of applications which have been to Planning Committee.
CP10 (1)	No numerical target	Numbers of dwellings built within 5km of Burnham Beeches SAC	Periodic – at least prior to the preparation of the next plan, or plan review.	Annual monitoring assessment of permitted development.
CP10 (2)	No numerical target	Extent to which the applications lead to a net increase in	Sample of sites, most years	Analysis of applications which have been to

Policy	Target	Indicators	Frequency	Source
		biodiversity		Planning Committee.
CP10 (3) see CP9 (1)				
CP10 (4) monitored by EA				
CP11 Historic environment CP11 (1)	No numerical target	Number of planning applications and listed building applications approved against professional historic environment advice.	Annually	Analysis of applications which have been to Planning Committee.
CP11 (2)	No listed buildings on the buildings at risk register	Number of buildings on the register, and number of years they have been on the list	Annually	Buildings at Risk register
CP11 (3)	All conservation areas to have a character appraisal	Number of conservation areas without an appraisal	Annually	Conservation appraisals

Policy	Target	Indicators	Frequency	Source
CP11 (4)	No numerical target	Whether there have been additions to the local list, and if so how many Whether any locally listed buildings have been demolished, and if so how many	Annually	Local list register
CP11 (5) – see CP6 (2)	n/a			
CP11 (6)	No numerical target	Number of planning applications for historic parks and gardens approved against professional advice on historic landscapes	Annual	Analysis of applications which have been to Planning Committee.
CP11 (7) no monitoring required				

Policy	Target	Indicators	Frequency	Source
CP12 Climate change CP12 (1) – see CP2				
CP12 (2) no monitoring required				
CP12 (3) – see CP9 (1)	No numerical target.	Extent to which new blue and green infrastructure features have been integrated into developments.	Annual	Through the Quality Counts Tour.
CP12 (4) –	No numerical target.	Number of applications which achieved DM41 (1)		Analysis of applications which have been to Planning Committee.
CP12 (5)	No numerical target	Percentage of applications that achieve 25% canopy cover.	Annual	Analysis of applications which have been to Planning Committee.

Policy	Target	Indicators	Frequency	Source
CP12 (6) – no cost effective monitoring process available.				

Appendix I. Schedule of new transport improvement lines

This schedule adds to the list of new transport improvement lines set out in Appendix B of the Delivery and Site Allocations Plan (July 2013), and is subject to policy DM3 (Transport Improvement Lines) of the Delivery and Site Allocations Plan.

Hazlemere and Cryers Hill

1. Amersham Road/Queensway junction
2. Queensway Road improvement line
3. Queensway/Penn Road junction
4. Holmer Green Road/Eastern Dene/Hill Avenue junction
5. Eastern Dene/Amersham Road junction

Totteridge, Terriers, Micklefield and Tylers Green

6. Kingshill Road/Amersham Road/Totteridge Lane junction
7. Cock Lane improvement line

Cressex/Booker

8. Cressex Road/Horns Lane junction
9. Clay Lane/Marlow Road junction

Loudwater

10. Bassetsbury Lane/London Road junction
11. Chestnut Avenue/London Road junction
12. Kingsmead Road/Abbey Barn Lane junction
13. Gomm Road/London Road junction

Bourne End and Wooburn

- 14. Cores End Road/Millboard Road junction
- 15. Brookbank/Cores End Road/Groves Close junction
- 16. Groves Close/Princes Road improvement line
- 17. Hedsor Road/site access junction
- 18. Hedsor Road/Ferry Lane junction

Stokenchurch

- 19. Mill Road/Ibstone Road junction

Princes Risborough

- 20. Lower Icknield Way/expansion area junction
- 21. Summerleys Road/expansion Area junction
- 22. Summerleys Road/railway station site junction
- 23. Picts Lane/Relief road junction
- 24. Access road from relief road to land to the rear of Poppy Road
- 25. Relief road/Wycombe Road junction

Kimble

- 26. Grove Lane/Aylesbury Road junction

Appendix J. Schedule of policies replaced by this Local Plan; and Schedule of policies retained in the Delivery and Site Allocations Plan

Deleted Policies

The following policies are deleted from adopted Plans and some are replaced with new policies or site proposals within this Local Plan:

Deleted
2004 Local Plan
Chapter 2 – General Development <ul style="list-style-type: none">- Policy G3: General Design Policy- Policy G7 Development in relation to local topography- Policy G8: Detailed Design Guidance and Local Amenity- Policy G10: Landscaping- Policy G11: Trees and Hedgerows- Policy G12: Waste Management- Policy G15: Noise Pollution- Policy G16: Light Pollution- Policy G19: Water Resources- Policy G25: Advertisements and Signs- Policy G26: Designing for Safer Communities- Policy G28: Telecommunications Chapter 3 – Housing <ul style="list-style-type: none">- Policy H1: Housing Development (Housing Land Supply)- Policy H2: Housing Development (Allocations)- Policy H4: Phasing of New Housing Development

- Policy H6 Wycombe Marsh
- Policy H8: Appropriate Development Densities
- Policy H9: Creating Balanced Communities
- Policies H10, H11: The Protection of Existing Residential Accommodation and Land
- Policy H14: Affordable Rural Housing
- Policy H15: Houses in Multiple Occupation
- Policy H17: Extensions and Other Developments within Residential Curtilages
- Policy H18: Conversions
- Policy H19: Residents' Amenity Space and Gardens
- Policy H21: Residential Accommodation in Town Centres
- Policy H24: Caravans and Mobile Homes

Chapter 4 – Employment

- Policy E2: Existing Business Parks
- Policy E3: Employment Areas
- Policy E6: Wycombe Marsh
- Policy E7: The Princes Estate, Princes Risborough
- Policy E8: Stockwells Timber Yard, Ibstone Road, Stokenchurch

Chapter 5 - Retailing

- Policy S6: Local Shops
- Policy S7: Changes of Use of Shops to Non-Shop Uses
- Policy S8: Shop Front Design

Chapter 6 - Town Centres

- **Marlow Town Centre**
- Policy M2: Public Car Parks

Chapter 7 – Transport

- Policy T2: On-Site Parking and Servicing
- Policies T4: Pedestrian Movement and Provision
- Policies T5 & T6: Cycling
- Policy T8: Buses
- Policy T12: Taxis and Private Hire Vehicles

- Policy T13: Traffic Management and Traffic Calming
- Policy T15: Park & Ride
- *Car Free and Car Reduced Housing*
- Policy T17: Town Centre Parking
- *Handy Cross M40/ A404 Interchange*
- *Cressex Island*

Chapter 8 - The Countryside and the Rural Economy

- District-wide Countryside Policies

- Policy C2: Agricultural Permitted Development
- Policy C4: Extensions of Site Boundaries in the Countryside

District-wide Countryside Policies to be Read in Conjunction with Green Belt Policies Where Appropriate

- Policy C6: Farm Diversification
- Policies C7, C8: Re-use and Adaptation of Buildings in the Countryside

Countryside Beyond the Green Belt

- Policy C9: Settlements Beyond the Green Belt
- Policy C10: Development in the Countryside Beyond the Green Belt
- Policy C11: The Rural Economy
- Policy C12: Major Developed Sites in the Countryside
- Policy C14: Extensions to Dwellings in the Countryside
- Policy C15: Development within Residential Curtilages in the Countryside
- Policy C16: Hawks Hill/Harvest Hill

Chapter 9 - Green Belt

- Policy GB1: Safeguarded Land
- Policy GB2: Development in the Green Belt
- Policy GB4: Built-up Areas within the Green Belt
- Policy GB5: Replacement Dwellings in the Green Belt
- Policy GB6: Extensions to Dwellings in the Green Belt
- Policy GB7: Detached Outbuildings
- Policy GB9: Major Developed Sites within the Green Belt
- Policy GB10: Wycombe Airpark

Chapter 10 - Landscape and Nature Conservation

- Policy L1: The Chilterns Area of Outstanding Natural Beauty
- Policy L2: Areas of Attractive Landscape and Local Landscape Areas
- Policy L4: Incidental Open Space
- Policy L6: Woodlands

Chapter 11 – Heritage

- Listed Buildings

- Policy HE1: Demolition of Listed Buildings
- Policy HE2: Alterations and Extensions to Listed Buildings
- *Use of Materials*
- Policy HE3: Development Affecting the Settings of Listed Buildings
- Policy HE5: Local List Buildings

- Conservation Areas

- Policy HE6: New Development in Conservation Areas and Conservation Area Character Surveys
- Policy HE8: Demolition of Unlisted Buildings in Conservation Areas
- Policy HE10: Burgage Plots and Historic Plots and their Boundaries
- Policy HE11: Development Adjoining Conservation Areas
- *Trees in Conservation Areas*
- *Shop Fronts and Advertisements in Conservation Areas*
- Policy HE12: Shop Front Design in Conservation Areas
- Policy HE13: Advertisements and Shop Signs in Conservation Areas
- Policy HE14: Illumination of Signs in Conservation Areas
- Policy HE15: Security Shutters

- Ancient Monuments and Archaeology

- Policy HE18: Scheduled Ancient Monuments
- Policy HE19: Archaeology – Unscheduled Sites and Monuments

- Parks and Gardens of Special Historic Interest

- Policy HE20: Parks and Gardens of Special Historic Interest

Chapter 12 - Recreation and Tourism

- Policy RT3: Playing Pitch Provision
- Policy RT5: Recreational Uses in the Countryside

- *Visitor Accommodation*
- Policy RT7, RT8: Bed & Breakfast /Serviced Accommodation
- Policy RT9: Camping and Caravanning
- Policy RT10: Storage of Caravans
- Policy RT11: Mooring and Boating Facilities on the River Thames
- Policy RT13: Recreation and the River Thames and its Tributaries
- Policy RT14: The Thames Path National Trail
- Policy RT15: The Ridgeway Path
- Policy RT16: Golf Courses and Driving Ranges
- Policy RT17: Horse Related Facilities
- Policy RT18: Allotments
- Policy RT19: Little Marlow Gravel Pits

Chapter 13 - Community Facilities

- Policy CF3: Community Based Health Facilities
- Policy CF7: Burial Grounds

2008 Core Strategy

- Policy CS 1 Overarching Principle - Sustainable Development
- Policy CS 2 Main Principles for the Location of Development
- Policy CS 3 High Wycombe Principles
- Policy CS 4 High Wycombe Key Areas of Change
- Policy CS 4.1 High Wycombe Key Areas of Change - Desborough Area
- Policy CS 4.2 High Wycombe Key Areas of Change - Hughenden District
- Policy CS 4.3 High Wycombe Key Areas of Change - M40 Gateway
- Policy CS 5 Marlow
- Policy CS 6 Princes Risborough
- Policy CS 7 Rural Settlements and the Rural Areas
- Policy CS 8 Reserve Locations for Future Development
- Policy CS 9 Green Belt
- Policy CS 10 Town Centre Hierarchy Policy CS 11 Land for Business
- Policy CS 12 Housing Provision
- Policy CS 13 Affordable Housing and Housing Mix

Policy CS 14 Gypsies, Travellers and Travelling Showpeople
 Policy CS 15 Community Facilities and Built Sports Facilities
 Policy CS 16 Transport
 Policy CS 17 Environmental Assets
 Policy CS 18 Waste/Natural Resources and Pollution
 Policy CS 19 Raising the Quality of Place-Shaping and Design
 Policy CS 20 Transport and Infrastructure
 Policy CS 21 Contribution of Development to Community Infrastructure

2013 Delivery and Site Allocations Plan for Town Centres and Managing Development

Princes Risborough

- PR3 Land Fronting New Road
- PR4 Land South of Horns Lane

Development Management Policies

- DM17 Planning for Flood Risk Management
- DM18 Carbon Reduction and Water Efficiency

Retained Policies in the 2013 Delivery and Site Allocations Plan for Town Centres and Managing Development

High Wycombe Town Centre

- HWTC1 Delivering the Town Centre Vision
- HWTC2 Town Centre Environment
- HWTC3 Connections, Movement and Access
- HWTC4 Economy
- HWTC5 Primary Shopping Frontages: High Wycombe
- HWTC6 Secondary Shopping Frontages: High Wycombe
- HWTC7 Easton Street
- HWTC8 Council Offices and Royal Mail Sorting Office
- HWTC9 Land off Duke Street
- HWTC10 Swan Frontage
- HWTC11 Wycombe Hospital
- HWTC12 Chilterns Shopping Centre And Frogmoor East
- HWTC13 Lily's Walk (Former Gas Works Site)
- HWTC14 Buckingham House and Castle House
- HWTC15 Collins House and Corner of Bridge Street/Desborough Road
- HWTC16 Oxford Road roundabout
- HWTC17 Bridge Street
- HWTC18 Baker Street
- HWTC19 Rapid House
- HWTC20 Oxford Road (west)
- HWTC21 Central Business Centre

Desborough

- HW1 Desborough Delivery and Design Framework
- HW2 Delivering New Open Space and River Corridor Improvements
- HW3 Green Street School

Marlow

- MR1 Primary Shopping Frontages: Marlow
- MR2 Secondary Shopping Frontages: Marlow
- MR3 Riley Road

- MR4 Portlands

- MR5 Liston Road

Princes Risborough

- PR1 Primary Shopping Frontages: Princes Risborough

- PR2 Secondary Shopping Frontages: Princes Risborough

Development Management Policies

- DM1 Presumption in Favour of Sustainable Development

- DM2 Transport Requirements of Development Sites

- DM3 Transport Improvement Lines

- DM4 Former Bourne End To High Wycombe Railway Line

- DM5 Scattered Business Sites

- DM6 Mixed-Use Development

- DM7 Town Centre Boundaries

- DM8 The Primary Shopping Areas

- DM9 District Centres

- DM10 Thresholds for the Assessment of Schemes for Town Centre Impact

- DM11 Green Networks and Infrastructure

- DM12 Green Spaces

- DM13 Conservation and Enhancement of Sites, Habitats and Species of Biodiversity and Geodiversity Importance

- DM14 Biodiversity In Development

- DM15 Protection and Enhancement of River and Stream Corridors

- DM16 Open Space in New Development

- DM19 Infrastructure and Delivery

Appendix K. Schedule of changes to the Policies Map

This table sets out the changes to the policies map identifying where policies are deleted, replaced or amended. It also identifies additions to the policies maps.

Adopted policies	Deleted / Replaced / New in this Plan
2004 Local Plan	
H2 Housing Development (Allocations) (a) Bucks Free Press Gomm Road (b) Downley Middle School / Turners Field (c) Ercol (d) Garratts Way (e) Heights County First School, Downley (f) Terriers First School (g) Wycombe Marsh (h) Terriers Farm (i) Great Marlow School Marlow (j) Portlands, Marlow (k) Park Mill Farm Princes Risborough	Partly replaced by Policy HW7 Terriers Farm and Terriers House Policy PR3 Princes Risborough Area of Comprehensive Development including Relief Road
H6 Wycombe Marsh Mixed Use Site	Deleted
E2 Existing Business Parks: Kingsmead Business Park, High Wycombe	Deleted and replaced by DM28 Employment Areas Strategic Employment Areas

<p>Peregrine Business Park, High Wycombe</p> <p>Dun and Bradstreet, Holmer Farm Way, High Wycombe</p> <p>Globe Park Marlow</p> <p>Marlow International Marlow</p> <p>Beacon Heights, Ibstone Road, Stokenchurch</p>	<p>(sites listed at Appendix G)</p>
<p>E3 Employment Areas</p>	<p>Deleted and replaced by DM28 Employment Areas</p> <p>Local Employment Areas</p> <p>(sites listed at Appendix G)</p>
<p>E6 Wycombe Marsh</p>	<p>Deleted</p>
<p>E7 The Princes Estate</p>	<p>Replaced by PR9 Princes Estate and expansion</p>
<p>E8 Stockwells Timber Yard, Ibstone Road, Stokenchurch</p>	<p>Partly deleted and replaced by DM28 Employment Area</p> <p>Strategic Employment Areas</p> <p>(sites listed at Appendix G)</p>
<p>C9 Settlements beyond the GB</p>	<p>Deleted and partially replaced by</p> <ul style="list-style-type: none"> PR5 Settlement Boundary and Strategic Buffer CP3 Settlement Strategy
<p>C12 Major developed sites in the countryside</p> <ul style="list-style-type: none"> Henley Management College 	<p>Deleted</p>

<ul style="list-style-type: none"> • Water Research Centre, Medmenham • HTS Management Centre, Lane End • SAS Institute, Medmenham 	
C16 Hawk's Hill/Harvest Hill Area	Deleted
<p>GB1 Safeguarded Land</p> <ul style="list-style-type: none"> • (i) Grange Farm (within AONB) • (ii) Abbey Barn North • (iii) Gomm Valley • (iv) Lane End Road (within AONB) • (v) Slate Meadow • (vi) Abbey Barn South 	Deleted
GB2 Green Belt	Replaced by CP8 Protecting the Green Belt
GB4 Built-up areas within the Green Belt	Replaced by DM42 Managing Development in the Green Belt
<p>GB9 Major Developed sites within the Green Belt</p> <ul style="list-style-type: none"> • Molins, Saunderton • Janssen – Cilag, Saunderton • Wycliffe Centre, Horsley Green • RAF High Wycombe, Walter's Ash • Little Marlow Sewage Works • Wycombe Air Park • Wycombe West School, 	Deleted

Downley <ul style="list-style-type: none"> • Uplands Conference Centre, Four Ashes • Pipers Corner School, Great Kingshill • Binders Yard, Cryers Hill • Amersham and Wycombe College, Flackwell Heath 	
GB10 Wycombe Air Park	Replaced by HW16 Wycombe Airpark, High Wycombe
GB10 Wycombe Air Park Existing developed area	Replaced by HW16 Wycombe Airpark, High Wycombe
L1 The Chilterns Area of Outstanding Natural Beauty	Replaced by DM30 The Chilterns Area of Outstanding Natural Beauty
L2 Area of Attractive Landscape and Local Landscape Area	Deleted
HE6 Conservation Areas	Replaced by DM31 Development Affecting the Historic Environment
HE18 Ancient Monuments	Replaced by DM31 Development Affecting the Historic Environment
HE20 Parks and Gardens of historical interest	Replaced by DM31 Development Affecting the Historic Environment
RT19 Little Marlow Gravel Pits	Replaced by RUR4 Little Marlow Lakes Country Park
RT14 The Thames Path National Trail	Deleted

RT15 The Ridgeway Path	Deleted
T5 Cycle routes	Deleted
Core Strategy	
CS9 Green Belt	Replaced by CP8 Protecting the Green Belt
2013 Delivery and Site Allocations Plan for Town Centres and Managing Development	
HWTC5 High Wycombe Town Centre - Local Development Order	Replaced by HW20 High Wycombe Town Centre – former Local Development Order area
PR3 Land Fronting New Road	Replaced by PR13 Town centre site: Land Fronting New Road (Back Lane)
PR4 Land South of Horns Lane	Replaced by PR14 Town centre site: Land South of Horns Lane
DM12 Green Spaces	Amended by the addition of : <ul style="list-style-type: none"> • Horns Lane Green Space • Orchard adjacent to Land off Amersham Road including Tralee Far, Hazlemere • Woodland adjacent to Hollands Farm
DM13 Conservation and Enhancement of Sites, Habitats and Species of Biodiversity and Geodiversity	New Local Wildlife Sites designated by Buckinghamshire County Council are being added to or amended on the Policies Map as part of DM13

Importance	<p>Conservation and Enhancement of Sites, Habitats and Species of Biodiversity and Geodiversity Importance, on the map shown as “DM13 Regional and Local Biodiversity and Geodiversity Designations”:</p> <ul style="list-style-type: none"> • Whiteleaf Golf Course • SS. Peter and Paul's Churchyard, Ellesborough • Medmenham Camp, Widefield Wood and Millbank Wood • Cock Lane Cemetery added to Kings Wood • Whitehouse Lane • Clappins Plantation and eastern part of Knox Plantation added to Seer, Lane and Little Stocking Woods (Great Seerhill Plantation) • Kingsbarn Farm Fields • Cryers Hill Road Verge • Extension to Hog and Kings Hanging Woods
DM17 Flood Zones 2 and 3	Replaced by DM39 Managing Flood Risk and Sustainable Drainage Systems

Additions to the Policies map as a result of the Wycombe District Local Plan (this plan)	
	HW4 Abbey Barn North
	HW5 Abbey Barn South and Wycombe Summit
	HW6 Gomm Valley and Ashwells
	HW8 Land off Amersham Road including Tralee Far, Hazlemere
	HW9 Part of Greens Farm, Glynswood, Green Hill, High Wycombe
	HW10 Horns Lane, Booker, High Wycombe
	HW11 Clay Lane, Booker, High Wycombe
	HW12 Leigh Street, Desborough Area, High Wycombe
	HW13 Former Bassetsbury Allotments, Bassetsbury Lane
	HW14 Highbury Works/Hazlemere Coach Works, Chestnut Lane, Hazlemere
	HW15 – Land to the rear of Hughenden road, High Wycombe

	HW17 Land Adjoining High Heavens Household Recycling Centre, off Clay Lane
	HW18 Cressex Business Park, High Wycombe
	HW19 Office Outlet site, Queen Alexandra Road, High Wycombe
	HW21 Land at Queensway, Hazlemere
	MR6 Seymour Court Road, Marlow
	MR7 Globe Park, Marlow
	PR3 Princes Risborough Area of Comprehensive Development including Relief Road
	PR8 Provision and Safeguarding of transport infrastructure
	PR15 Molins Sports Ground
	PR16 Land at Princes Risborough Station
	BE1 Slate Meadow
	BE2 Hollands Farm
	RUR1 Land South of Finings Road, Lane End

	RUR2 Land between Chalky field and Marlow Road, Lane End
	RUR3 Land at Sidney House, Lane End
	RUR7 Land off Clappins Lane, Naphill
	RUR8 Land south of Mill Road, Stokenchurch
	RUR9 Land at Wood Farm, Stokenchurch
	RUR10 Land to the rear of Stokenchurch Business Park, Ibstone Road, Stokenchurch
	RUR11 Heavens Above, 16 High Heavens, Marlow Bottom
	RUR12 Uplands Conference Centre, Four Ashes
	DM21 – The location of housing (sites listed at Appendix D)
	DM46- HS2 Safeguarded Land
	DM47 Princes Risborough to Aylesbury (PRA) safeguarded land

Appendix L. Maps

Please note, the Policies Maps in this appendix show the additions and replacements to the policies maps resulting from policies contained within the Local Plan. They also show the Area of Outstanding Natural Beauty, the Green Belt and published Flood Risk Zones 2 and 3¹⁷⁵ for context.

They do not show:

- All policies in the Development Plan: there are existing policies in the Delivery and Site Allocations Plan, which are to be retained. The existing policies can be seen on the policies maps currently on the Council website. Once the plan is adopted, the policies maps will be re-issued, reflecting all policies in the development plan – the Delivery and Site Allocations Plan and the new Local Plan.
- Policies which are being deleted as a result of the current Local Plan and Core Strategy being replaced in their entirety. Please see Appendix K, which schedules the deletions, and again, refer to the Policies Maps on the website to see where these policies apply.

¹⁷⁵ See the Environment Agency website for up to date and best available data

List of maps

Map 1 – Naphill, Walters Ash and Hughenden Valley

Map 2 – Hazlemere and Cryers Hill

Map 3 – Downley and Desborough

Map 4 – Totteridge, Terriers, Micklefield, and Tylers Green

Map 5 – Cressex and Booker

Map 6 – Loudwater

Map 7 – Flackwell Heath and Wooburn Green

Map 8 – Bourne End and Wooburn

Map 9 – Little Marlow

Map 10 – Marlow

Map 11 – Marlow Bottom

Map 12 – Lane End



























Map 13 – Stokenchurch

Map 14 – Princes Risborough

Map 15 – Various – other policies and designations

Map 16 – Various – Green Belt Removal Sites

Legend of maps

Housing Allocations			Regional and Local Biodiversity and Geodiversity Designation (DM13)
	Proposed housing allocation (DM21)		Proposed junction improvements (DM3)
	Proposed residential-led mixed use allocation (DM21)		Proposed highway improvements (DM3)
Employment Allocations			Settlement boundary (CP3 & PR5)
	New Strategic Employment Area		Princes Risborough to Aylesbury (PRA) safeguarded land (DM47)
	Strategic Employment Area		Safeguarded land for HS2 (DM46)
	New Local Employment Area		Former LDO area (HW20)
	Local Employment Area		Green Belt (CP8)
	Area reserved for employment relocation		Area of Outstanding Natural Beauty (DM30)
Other allocations and designations			Flood Risk Zones 2 and 3 (DM39)
	Non-residential mixed use		Sites proposed for removal from Green Belt
	Area of comprehensive development including relief road (PR3)		
	Proposed relief road (PR8)		
	Strategic buffer (PR5)		
	Outdoor sports (PR15)		
	Cemetery (HW21)		
	Proposed country park (RUR4)		
	Green Space (DM12)		