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WYCOMBE
DISTRICT COUNCIL

Queen Victoria Road
High Wycombe
Bucks HP11 1BB

Special Cabinet

Date: 19 August 2019
Time: 5.00 pm
Venue: Council Chamber
District Council Offices, Queen Victoria Road, High Wycombe Bucks

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Agenda

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ITEMS 9 TO 10

For further information, please contact Democratic Services on 01494 421206, or email:committeeservices@wycombe.gov.uk

AGENDA

1. APOLOGIES FOR ABSENCE

To receive apologies for absence.

2. MINUTES

To confirm the minutes of the meeting of the Cabinet held on 8 July 2019 (attached).

3. DECLARATIONS OF INTEREST

To receive any disclosure of disclosable pecuniary interests by Members relating to items on the agenda. If any Member is uncertain as to whether an interest should be disclosed, he or she is asked if possible to contact the District Solicitor prior to the meeting.

Members are reminded that if they are declaring an interest, they should state the nature of that interest whether or not they are required to withdraw from the meeting.

Cabinet Minutes

Date: 8 July 2019

Time: 7.00 - 7.38 pm

PRESENT: Councillor Ms K S Wood (Executive Leader of the Council - in the Chair)

Councillor Mrs J A Adey	- Cabinet Member for Environment
Councillor D H G Barnes	- Deputy Leader and Cabinet Member for Engagement and Strategy
Councillor D J Carroll	- Cabinet Member for Youth and External Partnerships
Councillor D A Johncock	- Cabinet Member for Planning
Councillor Mrs J D Langley	- Cabinet Member for Housing
Councillor G Peart	- Cabinet Member for Community
Councillor D M Watson	- Cabinet Member for Finance and Resources
Councillor L Wood	- Cabinet Member for Digital Development & Customer Services

By Invitation

Councillor Mrs S Adoh	- Deputy Cabinet Member for Engagement and Strategy
Councillor C Etholen	- Deputy Cabinet Member for Digital Development and Customer Service
Councillor R Gaffney	- Chairman of Improvement & Review Commission
Councillor A R Green	- Deputy Cabinet Member for Unitary Transition
Councillor M E Knight	- Leader of the East Wycombe Independent Party
Councillor S Saddique	- Deputy Cabinet Member for Finance and Resources
Councillor A Turner	- Deputy Cabinet Member for Planning

1 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Z Ahmed (Deputy Cabinet Member for Housing), S Broadbent (Cabinet Member for Economic Development and Regeneration), Miss S Brown (Deputy Cabinet Member for Community), G Hall (Deputy Cabinet Member for Environment), M Harris (Deputy Cabinet Member for Economic Development and Regeneration), R Raja (Leader of the Labour Group), and P Turner (Chairman of Council).

2 MINUTES

RESOLVED: That the minutes of the meetings of the Cabinet held on 11 March 2019 be approved as a true record and signed by the Chairman.

3 DECLARATIONS OF INTEREST

Councillors Mrs J Adey and Mrs J Langley declared a non-pecuniary interest in Minute 7 due to consultation undertaken with Wooburn and Bourne End Parish Council. Councillors D Barnes and A Turner declared a non-pecuniary interest in Minute 7 in relation to their roles as Parish/Town Councillors. Councillor Ms K Wood also declared a non-pecuniary interest in Minute 7 in relation to her role as a member of Bucks Business First, she confirmed that she was not a controlling member. All the aforementioned Members decided that their interests were such that they would remain in the Chamber during consideration of the item.

4 REFERRAL FROM THE HIGH WYCOMBE TOWN COMMITTEE - HIGH WYCOMBE CEMETERY MUSLIM BURIAL VAULTS

Cabinet had before it a report that set out the recommendations from the High Wycombe Town Committee that 66 additional burial vaults should be purchased and installed at the High Wycombe Cemetery. The High Wycombe Town Committee had made the recommendations at its meeting on 11 June 2019.

The Chairman of the High Wycombe Town Committee presented the report to the meeting and invited Cabinet to consider the Town Committee's recommendation to agree to the acquisition and installation of the additional vaults. It was noted that the report before Cabinet provided the background in relation to the options that had been considered.

The following decision was made as the High Wycombe Cemetery would be reaching its capacity for available vaults by September 2019. The purchase of additional vaults enabled the existing service to continue uninterrupted while the new Cemetery project was implemented.

RESOLVED: That (i) the release of £44,880 for 66 additional burial vaults from the Special Expenses Account be approved;

(ii) the release of £76,500 from the Special Expenses Account for works to install an additional terrace be approved; and

(iii) delegated authority be granted to the Head of Housing, Environment and Community Services, in consultation with the Head of Finance and Commercial and the Chairman of the High Wycombe Town Committee, to make amendments to fees and charges relating to new concrete chambers for Muslim burials.

5 2018/19 PERFORMANCE REPORT

Cabinet had before it the end of year position for the Council's performance at service level, as well as progress made on the key projects delivering the Council's priorities. Cabinet would continue to receive quarterly performance monitoring reports during the year, with any areas of under-performance highlighted to ensure that Cabinet could address any issues promptly.

Members thanked the officers for all their hard work in achieving an excellent set of performance results.

The following decisions were made to review the performance position to ensure that the Council was performing at the appropriate level.

RESOLVED: That (i) the 2018/19 full year outturn for the Council's key performance measures, in particular that all of the performance measures where targets were set either exceeded the target or met the target (within +/- 5%) be noted; and

(ii) the summary report and full list of results from the corporate performance indicators for the full year be noted.

6 TREASURY MANAGEMENT ANNUAL REPORT AND PRUDENTIAL INDICATORS

Cabinet had before it the annual report on the Treasury Management Strategy and the Prudential Indicators 2018/2019 and was reminded of the requirements placed upon the Council in regard to these.

Members expressed their thanks and congratulated the Cabinet Member for Finance, and the Head of Finance and his team, for all their hard work.

The following decisions were made as the Local Government Act 2003 and the CIPFA prudential Code required approval of the activity undertaken compared to the strategies, limits and indicators at the end of each financial year.

RESOLVED: That the outturn position for treasury management activities for 2018/19 be reviewed and noted.

7 ECONOMIC DEVELOPMENT AND HOUSING DELIVERY ALLOCATIONS

The report before Cabinet set out the economic development and housing allocations that the Council would be adopting to provide required infrastructure to support new housing development. It was recognised that a framework for fund allocation had been developed based on the 10 strategic objectives set out in the Economic Development Strategy. It was also noted that the proposed allocations across the district reflect the location of housing as outlined in the New Local Plan.

The following decisions were made to enable the allocation of the economic development and housing facilitation grants included in the 2019/20 budget.

RESOLVED: That (i) the allocations as set out in section 3 of the report and Appendix A of the report be agreed; and

(ii) the application of the allocation held for rural schemes be delegated to the Leader.

8 UPDATE REPORT FOR TEMPORARY ACCOMMODATION SCHEME

Following the Cabinet decision on the 13 November 2017 regarding Members consent to the provision of future temporary accommodation being located in High Wycombe Town Centre, a planning application for the proposed scheme on Desborough Road had been granted permission.

Cabinet recalled that the current provision at Saunderton Lodge remained an ageing building with small, non-standard units, in an isolated location, with high continuous maintenance costs. Members emphasised the importance of ensuring that the scheme progressed in order to contribute towards the national housing shortage. Cabinet approval was sought to delegate authority to enter into contractual agreements with the principle contractor, when appointed.

The Cabinet Member commented that the Council was fortunate to have such expertise, vision and knowledge within its workforce to bring such a scheme forward and thanked officers for all their hard work. This was supported by the whole of Cabinet. Cabinet also expressed their thanks to the Cabinet Members that had been involved for their continued hard work in bringing the scheme to fruition.

The following decisions were made to enable the Council to enter into contractual agreement and achieve a meaningful start on site in 2019.

RESOLVED: That further to the Cabinet approval in November 2017 in which the Council decided that the project funds as relevant to the town centre option selected by Cabinet be approved, that:

(i) a construction contract for no more than £7.5m be entered into to complete the scheme granted planning permission on the 24 April 2019; and

(ii) delegated authority be granted to the Corporate Director (Growth and Regeneration), in consultation with the Head of Finance and Commercial, the Cabinet Member for Economic Growth & Regeneration, and the Cabinet Member for Finance & Resources to enter into the construction contract.

EXCLUSION OF PRESS AND PUBLIC

RESOLVED: That pursuant to Regulation 4(2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 the press and public be excluded from the meeting during consideration of Minute Nos 9 to 12, because of their reference to matters which contain exempt information as defined as follows:

Minute 9 Provisional Outturn Report for year ending 31 March 19 – Appendices C1 to C4

Minute 11 Proposed Acquisition of land at Little Marlow

Information relating to the financial or business affairs of any particular person (including the authority holding that information) (Paragraph 3, Part 1 of Schedule 12A, Local Government Act 1972)

(The need to maintain the exemption outweighs the public interest in disclosure, because disclosure could prejudice the Council's position in any future tender process or negotiations)

Minute 12 - File on Action taken under Exempt Delegated Powers

**Economic Development & Regeneration sheet nos:
EDR/10/19 - EDR/26/19**

Environment sheet no: E/2/19

Information relating to the financial or business affairs of any particular person (including the authority holding that information) (Paragraph 3, Part 1 of Schedule 12A, Local Government Act 1972)

(The need to maintain the exemption outweighs the public interest in disclosure, because disclosure could prejudice the Council's position in any future tender process or negotiations)

9 PROVISIONAL OUTTURN REPORT FOR THE YEAR ENDING 31 MARCH 2019

Cabinet considered a report on the provisional outturn for 2018/19 which included the General Fund, Repairs and Renewal Fund and the Capital Programme, together with the potential Efficiency Plan Savings.

The report before Cabinet set out an analysis of the key issues from the 2018/19 financial outturn, with detailed breakdowns of spend and movements which were set out in the appendices of the report.

Cabinet expressed their thanks to the Cabinet Member for Finance, and the Head of Finance and his team, for all their hard work on the outturn report.

The following recommendation and decisions were made as the Cabinet approved a budget each year within the context of a Medium Term Financial Plan (MTFP) to achieve the Council's priorities.

Recommended: That the new legal services expenditure budget of £675,000, and the new legal services recovery income budget of £675,000 be agreed. Net change in budget requirement was Zero, (full details were included in Appendix D of the Cabinet report).

RESOLVED: That (i) the provisional outturn position for both Revenue and Capital for 2018/19 be noted;

(ii) the movement in Reserves and Carry Forwards as set out in paragraph 2.4.2.3 and 2.4.2.4 respectively of the report be approved;

(iii) the net surplus of £2k transferred to General Reserves as set out in paragraph 2.5 of the report be approved;

(iv) the carry forwards and advance funding on the Capital programme outlined in paragraph 3.2 and set out in Appendices C1 and C2 of the report be approved; and

(v) the virement for Capital schemes detailed in paragraph 3.2.6 of the report be approved.

10 FILE ON ACTION TAKEN UNDER DELEGATED AUTHORITY

Cabinet received the following files on actions taken under delegated powers:

Community	C/10/19 – C/13/19
Digital Development & Customer Services	DDCS/01/19
Finance	F/06/19
Leader	L/03/19 – L/07/19
Planning & Sustainability	PS/04/19 – PS/11/19

11 PROPOSED ACQUISITION OF LAND AT LITTLE MARLOW

Cabinet approval was sought to acquire the freehold interest in land at Little Marlow.

It was noted that the report was being presented to the Shadow Executive on 23 July and it was suggested that the Shadow Executive should have a site visit to assess the site. It was agreed that the Corporate Director would take this forward.

The following decisions were made to approve the release of Major Projects Strategic Land allocation in the Capital Programme to fund the proposed acquisition.

RESOLVED: That (i) the freehold interest in land at Little Marlow (lots 1 and 2 as set out in confidential Appendix B of the report) be acquired for the sum set out in section 6 of the report, detailed terms to be agreed in accordance with paragraph (ii) below;

(ii) delegated authority be granted to the Major Projects Executive to agree detailed terms of the acquisition in consultation with the Interim Corporate Director, the Head of Finance, the District Solicitor and their

respective Cabinet Members, SUBJECT TO the Head of Finance being satisfied the contamination can be remediated in accordance with the budget set out at Paragraph 27 of the report; and

(iii) the acquisition be referred to the Shadow Executive in accordance with the spend protocol agreed by the Council in respect of transition to Unitary Council.

12 FILE ON ACTION TAKEN UNDER EXEMPT DELEGATED POWERS

Cabinet received the following files on exempt actions taken under delegated powers:

Economic Development & Regeneration Sheet Nos: EDR/10/19 – EDR/26/1
Environment Sheet No: E/2/19

Chairman

The following officers were in attendance at the meeting:

John East	- Interim Corporate Director
Ian Hunt	- Democratic Services Manager
Catherine MacKenzie	- Principal Democratic Services Officer



Report For:	Cabinet
Date of Meeting:	Special Cabinet 19 August 2019
Part:	Part 1 - Open

SUMMARY

Title of Report:	ADOPTION OF THE WYCOMBE DISTRICT LOCAL PLAN 2013-2033
Cabinet Member: Officer Contact: Direct Dial: Email:	Councillor David Johncock Rosie Brake 01494 421581 rosie.brake@wycombe.gov.uk
Wards affected:	All
Reason for the Decision:	<p>The Council has received the independent Planning Inspector's report following the examination of the new Wycombe District Local Plan.</p> <p>The Inspector has found the Plan to be 'sound', subject to the inclusion of modifications to the plan, legally compliant and now capable of adoption.</p> <p>Adoption of the Plan is the next step and means that the Plan becomes a statutory part of the development plan for the District. Full weight can be attached to it in the consideration of planning applications.</p>
Proposed Recommendation to Council:	That Council accepts the Inspector's main modifications and adopt the Wycombe District Local Plan, as set out at Appendix B.
Sustainable Community Strategy/Council Priorities - Implications	<p>Corporate Implications</p> <p>The new Wycombe District Local Plan plays a significant part in delivering the Council's priorities as set out in the Corporate Plan, especially the "Great Place to Be" and "Growth and Prosperity" priorities.</p> <p>The plan allocates sites for new housing and economic development (including land that is owned by the Council) in sustainable locations, identifies key associated infrastructure requirements and sets a framework for determining planning applications.</p> <p>Equalities</p> <p>An Equalities Impact Assessment has been prepared alongside the preparation of the Plan.</p> <p>Health & Safety</p>

	There are no Health & Safety implications of adopting the Plan.
Monitoring Officer/ S.151 Officer Comments	<p>Monitoring Officer: The new Wycombe District Local Plan has been prepared under the Planning and Compulsory Purchase Act 2004 (as amended) (“the Act”) and the Town and Country Planning (Local Planning) (England) Regulations 2012</p> <p>The Inspector has issued her report and recommendations. Subject to accepting the Inspector’s main modifications, the Inspector considers the plan to be “sound” in the terms set out in the National Planning Policy Framework (NPPF) and to meet the requirements of Section 20(5) of the Act.</p> <p>As part of her assessment the Inspector has considered that the Plan has been prepared in a legally compliant way, including in relation to the “Duty to Cooperate” introduced through the Localism Act 2011.</p> <p>The Council can now proceed to adopt the Plan under section 23 of the Act amended by section 112 of Localism Act 2011. To adopt the Plan, the Council must accept all the Inspector’s recommended modifications.</p> <p>S.151 Officer: There are wider financial considerations arising from the preparation of the Plan including potential land acquisition costs, infrastructure costs and other costs associated with the council as landowner. As the Plan was being prepared some provision was made in the capital programme for such costs. However, all future capital and revenue costs will need to be submitted through the budget setting process for the new Buckinghamshire Council so all material financial risks can be considered within the Medium term Financial Planning process.</p>
Consultees:	<p>Consultation on the Plan has been in accordance with the adopted Statement of Community Involvement and as such there has been extensive consultation and engagement with the local community, stakeholders and statutory consultees; and with our neighbouring authorities through the Duty to Co-operate. There are no further consultation requirements.</p> <p>Appropriate individuals and organisations have been notified of the publication of the Inspector’s report and will also be need to be notified of the adoption of the Plan.</p>
Options:	There are two options:

	<ol style="list-style-type: none"> 1. Adopt the Plan incorporating the Main Modifications recommended by the Inspector, or 2. Not adopt the Plan at all. <p>The Council cannot adopt the Plan without including all the Inspector's recommendations. Whilst there are a number of modifications recommended by the Inspector, these are of a detailed nature and do not significantly alter the Plan. The fundamental strategy of the Plan, including the housing target, and all the main housing and employment allocations remain in the Plan.</p> <p>Given the important issues addressed in the Plan and how the Plan will help shape key areas of the District in the future and the extensive Council resources involved in, and community input to, preparing it, it is strongly recommended that the Council proceed with adoption of the Plan.</p>
Next Steps:	<p>Adoption of the plan by Full Council, following which the Council has to publish an Adoption Statement, notify those who have been asked to be notified of the Plan's adoption, and publish the sustainability appraisal and habitats regulations assessment reports that were prepared alongside the Plan.</p> <p>The adopted plan will replace the current Wycombe District Local Plan (the plan adopted in 2004) and the Core Strategy (adopted in 2008). The Delivery and Site Allocations plan will be updated along with the Policies Map.</p> <p>Members will be advised when the published Plan and Policies Map are available.</p>
Background Papers:	Report on the Examination of the Wycombe District Local Plan – by Inspector Nicola Gulley (July 2019)

Appendices to this report are as follows:

Appendix A –The Inspector's Report. Her recommended main modifications are available on the Council's website as an appendix to her report, and can be found at <https://www.wycombe.gov.uk/uploads/public/documents/Planning/New-local-plan/Local-plan-examination-2018/WDLP-Report-Final-with-appendices.pdf>

Appendix B – Wycombe District Local Plan 2013-2033 – Adoption Version can be found here: <https://councillors.wycombe.gov.uk/ieListDocuments.aspx?CId=118&MId=6237&Ver=4>

Detailed Report

1. The Wycombe District New Local Plan puts in place a spatial framework for meeting future housing and economic development needs over a 20-year period up to 2033. The plan aims to deliver sustainable development across the District, identifies sites and locations for new housing and employment sites and includes a set of policies for managing new development.
2. The new Plan includes a target of 10,925 new homes, including significant expansion of Princes Risborough, and large greenfield sites in High Wycombe and Bourne End. Smaller sites for homes are also allocated in larger villages, like Lane End, Stokenchurch and Marlow Bottom, as well as housing targets for Longwick and the Kimbles. The Plan also allocates new employment land at Wycombe Airpark, Princes Risborough and Stokenchurch, as well as safeguarding existing employment sites. The Plan identifies the infrastructure requirements linked to the new allocations and these are set out in site specific policies.
3. The new Plan is based on a substantial evidence base which includes housing and economic needs assessments, an assessment of sites (including sites in the Green Belt, Chilterns AONB) as well as flood risk, viability, infrastructure and transport assessments. The Plan has also been subject to a Sustainability Appraisal which has assessed different options for the overall spatial strategy and a Habitats Regulations Assessment.
4. Work on the Plan began in 2012 and following a series of public consultation stages the Plan was published for final consultation in September 2017 and submitted to the Government in March 2018 for examination in public. The Plan was debated at public hearings in July and September 2018 which were conducted by an independent Planning Inspector. The Inspector's role is to identify if the Council has met the duty to co-operate in relation to strategic issues in preparing the Plan, whether the Plan is "sound" and whether it has been prepared in a legally compliant way. Soundness is identified in the National Planning Policy Framework as being positively prepared, justified, effective and consistent with national policy.
5. The Council has now received the independent Planning Inspector's report following the examination of the Plan. The Inspector has found the Plan sound, subject to the inclusion of a number of main modifications. The Inspector's report is included in full at Appendix A. Her recommended main modifications are available on the Council's website as an appendix to her report, and can be found at <https://www.wycombe.gov.uk/uploads/public/documents/Planning/New-local-plan/Local-plan-examination-2018/WDLP-Report-Final-with-appendices.pdf>
6. Overall the modifications are not significant in that they do not alter the overall strategy of the plan or any of the main allocations. They are summarised as follows:
 - An overall increase in housing land supply from 10,927 to between 11,659 and 11,899 dwellings. Changes in supply include;
 - An increase in the indicative number of dwellings at: Policy HW5 - Abbey Barn South and Wycombe Summit from 505 to 580 dwellings; Policy HW6 – Gomm Valley and Ashwells from 520 to between 520 and 720 dwellings; and at Policy HW7 - Terriers Farm and Terriers House from 500 to between 500 and 540 dwellings;
 - An amendment to Policy CP5 to allow for the delivery of a range of Class B uses and sui generis employment related uses on all employment allocations;
 - The inclusion in Policy CP6 of the requirements for new retail floorspace;
 - Deletion of Policy HW15 - Land to the rear of Hughenden Road, High Wycombe

- The amendment of Policy DM24 to require the provision of affordable housing on the basis of units; and
 - Modifications to the wording of development management policies for consistency with national guidance, positive preparation and to reflect updated evidence.
7. These modifications were consulted on in February and March 2019 and the Inspector has considered responses to this consultation in reaching her decision on the Plan.
 8. It should be noted that the Inspector has not recommended any main modifications that introduce additional development site allocations into the Plan.
 9. The next step is to formally adopt the Plan. To do this the Council must accept all the Inspector's recommended main modifications and should not seek to make any other material changes to the Plan. Adoption of the Plan means that the Plan becomes a statutory part of the development plan for the District and full weight can be attached to it in the consideration of planning applications.
 10. The Plan that is recommended for adoption is set out in Appendix B. This incorporates all the Inspector's main modifications.
 11. Once adopted the new Plan will replace the old Local Plan adopted in 2004, the Core Strategy adopted in 2008 and some limited parts of the Delivery and Site Allocations Plan (DSA) adopted in 2013. The new Plan will be used along with the DSA in the future.

Sustainable Community Strategy/Council Priorities – Implications

12. The new Wycombe District Local Plan plays a significant part in delivering the Council's priorities as set out in the Corporate Plan, especially the "Great Place to Be" and "Growth and Prosperity" priorities. The plan allocates sites for new housing and economic development (including land that is owned by the Council) in sustainable locations, identifies key associated infrastructure requirements and sets a framework for determining planning applications.
13. An equalities impact assessment has been prepared alongside the preparation of the Plan and there are no Health & Safety implications of adopting the Plan.

Risk

14. There is a six-week period after adoption during which leave to make a legal challenge can be applied for. The Council engaged independent legal representation to advise on the latter stages of the plan preparation, publication and examination to ensure that its content and preparation are legally compliant.
15. The Plan has been produced in accordance with the Planning and Compulsory Purchase Act 2004 (as amended) ("the Act") and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

Legal and Financial Implications

16. The new Wycombe District Local Plan has been prepared under the Planning and Compulsory Purchase Act 2004 (as amended) ("the Act") and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The Plan was submitted for examination by an independent planning inspector under section 20 of the Act and the Inspector has issued her report and recommendations. Subject to accepting the Inspector's main modifications, the Inspector considers the plan to be "sound" in the terms set out in the National Planning Policy Framework (NPPF) and to meet the requirements of Section 20(5) of the Act. As part of her assessment the Inspector has considered that the Plan has been prepared in a legally compliant way, including in relation to the "Duty to Cooperate" introduced through the Localism Act 2011.

17. There are wider financial considerations arising from the preparation of the Plan including potential land acquisition costs, infrastructure costs and other costs associated with the council as landowner. As the Plan was being prepared some provision was made in the capital programme for such costs. However, all future capital and revenue costs will need to be submitted through the budget setting process for the new Buckinghamshire Council so all material financial risks can be considered within the Medium term Financial Planning process. Investing in, and being up to date with, our plans discourages speculative development leading to costly appeals. It means we can steer development towards what we locally want and need, and can improve the quality and sustainability of development. Site specific policies identify necessary infrastructure requirements that development should fund.

Consultation

18. Consultation on the plan has been in accordance with the adopted Statement of Community Involvement and as such there has been extensive consultation and engagement with the local community, stakeholders and statutory consultees; and with our neighbouring authorities through the Duty to Co-Operate.
19. There has been consultation at each stage of the Plan since work began in 2012 which has informed the development of the Plan's strategy, allocations and detailed policies.

Options

20. The Council has two options in how it progresses upon receipt of the Inspector's Report. First, the Council can proceed to adopt the Plan under section 23 of the Act amended by section 112 of Localism Act 2011. However, it must adopt the Plan as recommended for modification by the Inspector.
21. Second, the Council can choose not to accept the modifications, not adopt the Plan and withdraw it.
22. The Council cannot adopt the Plan without including all the Inspector's recommendations and cannot change them. As such, given the important issues addressed in the Plan; how the Plan will help shape key areas of the District in the future; and the extensive Council resources involved in, and community input to, preparing it, it is strongly recommended that the Council proceed with adoption of the Plan.

Conclusions

23. The Inspector's report has found that the Local Plan is sound, subject to the modifications it contains. The report also identifies that the Council has satisfied the Duty to Co-operate and other legal requirements in producing the Plan. On the whole the nature of the modifications do not substantially alter the strategy set out in the Plan or the sites identified for development and as such there is no reason for the Council not to proceed to adoption.

Next Steps

24. Once the Plan is adopted by Full Council, the Council has to publish an Adoption Statement, notify those who have been asked to be notified of the Plan's adoption, and publish the Sustainability Appraisal report that was prepared alongside the Plan.
25. The Delivery and Site Allocations plan will be updated along with the Policies Map. Members will be advised of when the published Plan and Policies Map are available.

Background Papers

Appendix A –The Inspector's Report. Her recommended main modifications are available on the Council's website as an appendix to her report, and can be found at <https://www.wycombe.gov.uk/uploads/public/documents/Planning/New-local-plan/Local-plan-examination-2018/WDLP-Report-Final-with-appendices.pdf>

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The Planning Inspectorate

Report to Wycombe District Council

by Nicola Gulley MA MRTPI

an Inspector appointed by the Secretary of State

Date: 10 July 2019

Planning and Compulsory Purchase Act 2004

(as amended)

Section 20

Report on the Examination of the

Wycombe District Local Plan

The Plan was submitted for examination on 28 March 2018

The examination hearings were held between 16 July and 26 September 2018

File Ref: PINS/K0425/429/12

Abbreviations used in this report

AA	Appropriate Assessment
AMR	Authority Monitoring Report
AP	Action Point
AONB	Area of Outstanding Natural Beauty
ADSAP	Adopted Delivery and Site Allocations Plan
CCB	Clinical Commissioning Board
ChCB	Chilterns Conservation Board
DASAP	Adopted Delivery and Site Allocations Plan
DtC	Duty to Co-operate
DPH	Dwellings Per Hectare
FOAN	Full Objectively assessed need
FEMA	Functional Economic Market Area
GB	Green Belt
GIA	Gross Internal Area
GTAA	Gypsy and Traveller Accommodation Assessment
HEDNA	Housing and Economic Needs Assessment
HELAA	Housing and Economic Land Availability Assessment
HMA	Housing Market Area
HLS	Housing Land Supply
HRA	Habitats Regulations Assessment
LDS	Local Development Scheme
LP	Local Plan
MEA	Main Expansion Area
MHCLG	Ministry of Housing, Communities and Local Government
MM	Main Modification
NHS	National Health Services
NP	Neighbourhood Plan
NPPF	National Planning Policy Framework
OAN	Objectively assessed need
PPG	Planning Practice Guidance
PPTS	Planning Policy for Traveller Sites
PREA	Princes Risborough Expansion Area
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SPD	Supplementary Planning Document
WMS	Written Ministerial Statement

Non-Technical Summary

This report concludes that the Wycombe District Local Plan provides an appropriate basis for the planning of the District, provided that a number of main modifications [MMs] are made to it. Wycombe District Council has specifically requested me to recommend any MMs necessary to enable the Plan to be adopted.

The MMs all concern matters that were discussed at the examination hearings. Following the hearings, the Council prepared schedules of the proposed modifications and carried out a sustainability appraisal of them. The MMs were subject to public consultation over a six-week period. In three cases, MM7, 17 and 59, I have added consequential modifications that I consider are necessary for the soundness of the Plan. I have recommended their inclusion in the Plan after considering all the representations made in response to consultation on them.

The MMs can be summarised as follows:

- An overall increase in housing land supply from 10,927 to between 11,659 and 11,899 dwellings;
- An amendment to Policy CP5 to allow for the delivery of a range of Class B uses and sui generis employment related uses on all employment allocations;
- The inclusion in Policy CP6 of the requirements for new retail floorspace;
- An increase in the indicative number of dwellings at: Policy HW5 - Abbey Barn South and Wycombe Summit from 505 to 580 dwellings; Policy HW6 - Gomm Valley and Ashwells from 530 to between 520 and 720 dwellings; and at Policy HW7 - Terriers Farm and Terriers House from 500 to between 500 and 540 dwellings;
- Deletion of Policy HW15 - Land to the rear of Hughenden Road, High Wycombe
- The amendment of Policy DM24 to require the provision of affordable housing on the basis of units; and
- Modifications to the wording of development management policies for consistency with national guidance, positive preparation and to reflect updated evidence.

Introduction

1. This report contains my assessment of the Wycombe District Local Plan in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended) (the 2004 Act). It considers first whether the Plan's preparation has complied with the duty to co-operate. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework 2012 (the Framework) (paragraph 182) makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy. The revised Framework was published in July 2018. It includes a transitional arrangement in paragraph 214 whereby, for the purpose of examining this Plan, the policies in the 2012 Framework will apply. Unless stated otherwise, references in this report are to the 2012 Framework.
2. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The Wycombe District Local Plan, submitted in March 2018, is the basis for my examination. It is the same document as was published for consultation in October 2017.

Main Modifications

3. In accordance with section 20(7C) of the 2004 Act the Council requested that I should recommend any Main Modifications [MMs] necessary to rectify matters that make the Plan unsound or not legally compliant and thus incapable of being adopted. My report explains why the recommended MMs, all of which relate to matters that were discussed at the examination hearings, are necessary. The MMs are referenced in bold in the report in the form **MM1**, **MM2**, **MM3** etc, and are set out in full in the Appendix.
4. Following the examination hearings, the Council prepared a schedule of proposed MMs and carried out a sustainability appraisal (SA) of them. The MM schedule was subject to public consultation for six weeks. I have taken account of the consultation responses in coming to my conclusions in this report and have recommended some consequential modifications where these are necessary for consistency or clarity. None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and SA that has been undertaken. Where necessary I have highlighted these amendments in my report.

Policies Map

5. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the submission policies map comprises a set of 16 no. A3 plans identified as Appendix L: Maps as set out in the submitted Wycombe District Local Plan.
6. The policies map is not defined in statute as a development plan document and so I do not have the power to recommend MMs to it. However, a number of the published MMs to the Plan's policies require further corresponding changes to be made to the policies map.

7. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to update the adopted policies map to include all the changes proposed to the Policies Map in Appendix L – Maps of the Wycombe District Local Plan (Regulation 19) and the further changes published as Annex 2 of the proposed MMs.

Consultation

8. Section 20(5)(a) of the Act requires that I consider whether the requirements of sections 19 and 24(1), the regulations under section 17(7), and any regulations under section 36 have been met. My findings in relation to these matters are set out in the following paragraphs.
9. The content and timing of the Plan and the approach to public consultation / engagement is set out in the Local Development Scheme (LDS)¹ and the Statement of Community Involvement (SCI)². A number of local residents and interest groups have expressed concerns about the effectiveness of the public consultation. These include claims that the Council failed to engage with local communities in a constructive and meaningful way, informed rather than included local communities in decision making, did not disseminate information effectively and had insufficient regard for the comments and representations made to proposals throughout the plan making process. I am however, satisfied that the Council has made genuine attempts to effectively consult and engage with stakeholders at every stage of the plan making process and has complied with the requirements set out in the SCI for the LP. Moreover, there is no substantive evidence to lead me to conclude that the Council has failed to comply with the relevant legislation, national policy and guidance, or SCI.

Sustainability Appraisal

10. A SA report, including a Strategic Environmental Assessment, (SA) was published in September 2017³. As part of the Examination, the SA was updated through the compilation of a composite SA document which brought together evidence base documents⁴ to provide a single document, the provision of a clear explanation of the site selection process and how it relates to the SA, the addition of a new chapter in the SA which provides a detailed overview of findings in respect of the draft Plan and its cumulative effects, and an appraisal of the MMs.
11. During the hearing sessions several representors expressed concern that the plan making process had failed to give appropriate consideration to alternatives. These concerns related primarily to the formulation of the strategy, settlement hierarchy and the site assessment process. I am however, satisfied that the SA of the Plan's strategy, policies and allocations has considered reasonable alternatives and that the reasons for selecting particular policy approaches and site allocations, and rejecting others, are clear. Specific aspects of the SA work conducted during the examination are dealt with in the relevant sections of this report.

¹ WDLDP12

² WDLDP11

³ WDLP2 & WDLP2.1

⁴ SA1, SA2, SA3, SA4, SA5, WDLP2, WDLP2.1, WDLP10.19 (where relevant to the SA) and WDLP10.22.

12. Overall, I am satisfied that the sustainability appraisal, including the consideration of reasonable alternatives, has been carried out throughout the process of preparing the Plan, as required by section 19(5) of the Act, and complies with the requirements of the European Directive on strategic environmental assessment and relevant national policy and guidance.

Habitats Regulations Assessment

13. In accordance with the Habitats Directive⁵, an HRA⁶ of the Plan has been undertaken and reviewed as necessary in the light of changes put forward during the examination. The HRA, which was revised to take account of the '*People over Wind, Peter Sweetman v Coillte Teoranta*' and the '*Holohan v. An Bord Pleanál*' **judgements**, concluded that significant effects were likely or uncertain in relation to: Air pollution at Windsor Hill SSSI, Bradenham Woods, Park Wood and the Coppice SSSI, and Bisham Woods SSSI (components of the Chiltern Beechwoods SAC), Aston Rowant SAC and Burnham Beeches SAC; and Recreational pressure at Windsor Hill, (components of the Chiltern Beechwoods SAC) and Burnham Beeches SAC. Appropriate Assessments of these effects were undertaken, and it was concluded that the Plan would not adversely affect, either alone or in combination, the integrity of the SACs assessed. Based on the submitted evidence, I am satisfied that the Plan is compliant with the requirements of the Habitats Directive.

Climate Change

14. The Plan includes policies designed to ensure that the development and use of land in the district contribute to the mitigation of, and adaptation to, climate change as required by section 19(1A) of the Act. These include the development strategy and other policies which focus development in locations within the Tiers 1 to 6 of the settlement hierarchy thereby reducing the need to travel; CP12 (Climate Change), DM33 (Managing Carbon Emissions: Transport and Energy Generation), DM38 (Water Quality and Supply) and DM39 (Managing Flood Risk and Sustainable Drainage Systems); Policies CP10 (Green Infrastructure and the Natural Environment), DM34 (Delivering Green Infrastructure and Biodiversity in Development) and DM35 (Placemaking and Design Quality) which provide a framework for green infrastructure, design and place making, the natural environment and biodiversity. The policies are based on the findings and recommendations of studies contained in the Council's evidence base.

Assessment of the Duty to Cooperate

The Duty to Cooperate

15. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33(A) in respect of the plan's preparation. The Council's Duty to Co-operate Report⁷ (REF WDLP8) details the strategic, cross-boundary issues of relevance to the plan's preparation such as housing, employment (including retail) infrastructure, Travellers and Travelling Showpeople, heritage and the historic environment, Green Belt, the Chilterns Area of Outstanding Natural Beauty (AONB) green infrastructure and biodiversity, flood

⁵ European Union Habitats Directive (92/43/EEC)

⁶ WDLP 3, 3A, 3B and 3C

⁷ WDLP8

risk, water quality and supply, and identifies the bodies with whom the Council sought to co-operate in the plan making process.

16. Of particular note is the positive and constructive approach to co-operation and joint working taken by the Buckinghamshire Authorities. This approach has led to a number of important outcomes including:

- A Memorandum of Understanding (MoU) between the Council and Aylesbury Vale District Council (AVDC) to allocate land within its emerging LP to meet the unmet housing need of 2,275 dwellings in Wycombe District⁸;
- A MoU between AVDC and the other Buckinghamshire Councils in respect of the allocation and distribution of land for Class B employment uses within the defined Functional Economic Market Area⁹; and
- Joint working between the Councils on the production of a number of strategic evidence base documents including those relating to the definition of Housing Market Area / Functional Economic Market Area in Buckinghamshire, the Buckinghamshire Housing and Economic Development Needs Assessment and the Buckinghamshire Green Belt Assessment.

17. Whilst concerns have been raised under the auspices of the duty to co-operate, these fundamentally relate to other aspects of the Plan's legal compliance or to its soundness and are, consequently, addressed elsewhere in this report. Importantly, no organisation with whom the Council is required to co-operate contends that the Council has not fully met the duty.

Conclusion on the Duty to Cooperate

18. Overall, I am satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the Plan and that the duty to co-operate has therefore been met.

Assessment of Soundness

Main Issues

19. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, I have identified 10 main issues upon which the soundness of the Plan depends. Under these headings my report deals with the main matters of soundness and legal compliance rather than responding to every point raised by representors.

Issue 1 – Is the objectively-assessed need for housing soundly based, supported by robust and credible evidence, consistent with national policy? And are there any unmet needs and if so, how will they be addressed during the Plan period?

⁸ MoU3 and WDL8.1

⁹ MoU5 and WDL8.1

Housing Market Area

20. The Council, together with its partner authorities, commissioned a study to determine the housing market area (HMA) and Functional Economic Market Area (FEMA) for each local authority within Buckinghamshire. The study¹⁰, which was updated in 2016 to allow for consideration of additional 2011 Census data¹¹, looked at a range of factors including commuting patterns, house price data, migration flows within the County and wider region. The findings of the updated Study indicate that Wycombe District exhibited high levels of self – containment and, as a consequence, falls wholly within the Central Buckinghamshire HMA. On the basis of the evidence presented the HMA is justified and represents an appropriate basis on which to assess housing need in the District.

Objectively-Assessed Need for Housing in Wycombe

21. The Buckinghamshire Housing and Economic Development Needs Assessment (HEDNA) has sought to establish the Full Objectively Assessed Need for Housing (FOAHN) and Full Objectively Assessed Economic Needs (FOAEN) across Buckinghamshire. The assessment was: initially produced in 2015¹²; updated in 2016¹³ to reflect the decision of South Buckinghamshire and Chiltern District Councils to produce a joint local plan, as well as include newly released population and household projection data and consultation feedback received by all four authorities; and supplemented by an Addendum in 2017¹⁴ which provided additional analysis and clarification in relation to the economic development needs assessment and the need for affordable housing. The evidential base line for the Plan is provided by the HEDNA Update (2016) and HEDNA Addendum (2017).

22. The HEDNA Update identifies an OAHN for Wycombe District of 13,200 dwellings for the plan period. This figure has been derived using the 2014-based household projections which identified a baseline figure of 10,991 households that was adjusted to reflect the individual circumstances of the District. In accordance with the advice in the PPG¹⁵, adjustments have been made to the baseline figures, including the use of a 10-year migration variant, an allowance for transactional vacancies, second homes and suppressed households and other demographic factors such as changes in the birth and death rates and the reduction in household size. The use of a 10-year migration trend, which takes account of short-term fluctuations in migration rates and household formation rates is a robust and appropriate approach. The result of these adjustments was an increase in the base line figure to 11,207 dwellings. The approach to, and nature of, the adjustments made to the baseline have been clearly explained in the HEDNA Update, are based on robust evidence and have resulted in the definition of a figure on which the OAHN can be based.

23. In addition to the adjustments to the 2014 baseline, the HEDNA Update also assessed the need for a further uplift to be made to the figure arising from other factors including:

¹⁰ HMA3

¹¹ HMA1

¹² HEDNA5

¹³ HEDNA3

¹⁴ HEDNA2

¹⁵ Planning Practice Guidance – Housing and Economic Needs Assessment (2014)

- Market Signals – Consideration was given to a range of different market signals in the HMA, including matters such as house prices, affordability and development rates. These findings indicated that house prices in the HMA had increased consistently over the period 2011-16, that the affordability ratio for housing had deteriorated over the same period and the rate that new housing was being developed in the HMA was below that of the national average. The study concluded that in addition to making provision for concealed families and homeless households, a 10% uplift should be applied to the baseline housing requirement figure for Wycombe to address market signals. Based on the evidence presented I consider this is realistic and robust approach.
- Jobs Growth – In order to determine the potential impact of jobs growth on the OAHN for the Buckinghamshire HMA, the HEDNA considered a range of factors including: changes in the number of economically active people; forecast growth in the number of employees in the HMA/FEMA; and the impact of commuting patterns throughout the county. The findings suggest that overall it was likely there would be an increase of 40,700 jobs in the FEMA over the period 2013-33 and that in order to meet this increase there will be a need for 28,800 extra workers. Demographic projections predict that natural growth would result in the provision of an extra 22,500 workers. Therefore, in order to address the projected shortfall in workers, the HEDNA recommends an increase in the provision of new housing in the HMA/FEMA of 4,329 dwellings. The requirement was apportioned across the FEMA authorities and resulted in an additional need for 1,254 dwellings in Wycombe. However, when account was taken of the uplift for market signals it was clear that the projected growth in workers exceeded forecast and planned jobs growth in the District and that, as a result no further adjustment was needed. Although some concern was expressed about the use of census data, the approach taken is justified and based on robust and credible evidence.

24. I have had regard to the arguments that the OAHN should be either higher or lower than 13,200 dwellings. However, I consider that the figure is based on robust evidence which included a reasonable set of assumptions and is justified having regard to the circumstances of the District.

Affordable Housing

25. In accordance with the Planning Practice Guidance¹⁶, the HEDNA Update defines the quantum of new affordable homes needed in Wycombe over the plan period and considered whether an increase in the OAN for housing would assist in delivering the number of homes required. In doing so the assessment looked at a range of different data sources including those in relation to homelessness, concealed households and overcrowding and considers the ability of households to buy or rent accommodation within the District. The Assessment concludes that there is a need for an additional 3,100 new affordable homes to be provided in Wycombe over the plan period. Topic Paper 2: Housing¹⁷, explains that based on the housing supply contained in Policy CP4, the Plan would make provision for some 3,065 new affordable homes over the Plan period. The estimated need would therefore be within 1% of the estimated supply. As a consequence, the HEDNA Update makes no provision for an uplift in the baseline figure.

¹⁶ Planning Practice Guidance – Housing and Economic Development Needs Assessment

¹⁷ TP2

26. Whilst the potential exists for the delivery of affordable housing to fall below the level required, I am content that the mechanisms outlined in the monitoring framework would be sufficient to ameliorate such an occurrence.

Student Accommodation

27. The Wycombe District Council Strategic Housing Market Assessment (2013) Report of Findings¹⁸ indicates the presence of the Buckinghamshire New University is a potential driver for change in the High Wycombe housing market area. To ensure that appropriate consideration has been given to the potential impact of student accommodation on the OAHN, the Council reviewed the issue and presented evidence¹⁹ that: indicates that there has been a decline of approximately 598 or 7% in student numbers over the period 2005-16; that this trend data had been factored into the calculation of OAHN for the District; and that should a need arise for additional accommodation, it could be met through the implementation of an extant permission for a 258 bed halls of residence. Based on the evidence presented, I am satisfied that the approach taken to considering the need for student accommodation and its impact on the OAHN accords with the requirements of national planning policy.

Latest Household Projections

28. The 2016 – Based Household Principal Projections for England were issued shortly after the completion of the LP hearing sessions in September 2018. The projections indicate that household growth in Wycombe has slowed significantly and that the number of households shown in the 2016-based household projections is approximately 40% lower than that shown in the 2014-based household projections. Additional evidence presented in respect of this matter indicates that should the OAHN be revisited in light of the latest projections it is likely to result in a reduced housing requirement for the District²⁰.

29. However, there are some doubts about the reliability of the 2016-projections and their reliability for plan making. Notwithstanding this, the PPG on HEDNA makes clear that the household projections are only the starting point for establishing a housing requirement figure. For these reasons and having regard to the importance of boosting the supply of housing, it would be unjustified to revisit the Plan's evidence base and delay adoption of the Plan in the light of the 2016-based projections. In order to ensure certainty about the approach, it is recommended that the revisions outlined in **MM6** in respect of this matter are included in the plan.

Housing Land Availability

30. In order to meet the FOAHN for Wycombe the Council undertook an assessment of the capacity of the District to accommodate additional housing development. The Housing and Economic Land Availability Assessment²¹ (HELAA), through a number of iterations and in conjunction with other studies such as the housing capacity

¹⁸ HM4

¹⁹ Council's Response to the Inspectors Follow Up Question 4

²⁰ Council's Response to the Inspectors Follow Up Question 3

²¹ HELS1

review, Green Belt and AONB assessments and the SA process²², assessed in detail the potential for new housing to be delivered from a range of sources. This included: the potential for development on unallocated sites capable of accommodating 5 dwellings or more; the release of land within the Green Belt; development in the AONB; a new settlement; the expansion of the existing settlements of Longwick-cum-Ilmer, Great and Little Kimble-cum-Marsh, Saunderton and Stokenchurch; an increase in the development capacity at the Princes Risborough Expansion site; a windfall allowance; and increased site densities. Matters in relation to the Green Belt, AONB and site specific issues are considered under issues 4, 7 and 8.

31. The HELAA used a 5-stage assessment process which identified the site/broad locations for development, considered the suitability, availability and achievability of sites/broad locations, assessed the potential for windfall development, reviewed the results of the assessment in order to determine if further opportunities for housing development existed, and identified the Plan's potential 5 year housing land supply and trajectory.
32. The findings of the Draft HELAA²³ indicated that the combination of all of the sites identified as suitable for development, including those within the Green Belt and AONB, would result in the provision of land for the development of 9,083 new dwellings. Following comments from Aylesbury Vale District Council²⁴ the Council reviewed the assumptions in the HELAA. The review concluded that Wycombe had the capacity to deliver 10,927 dwellings, some 2,275 dwellings short of the defined OAHN for the District.
33. The approach taken to defining the development capacity of the District in the HELAA process was well-considered, methodical and comprehensive and has resulted in the identification of a realistic and achievable housing target.

Unmet Need

34. To ensure the OAHN is delivered, the Council has, under the DtC, entered into a MoU with the AVDC for land to accommodate the remaining 2,275 dwellings to be allocated in their emerging local plan. Evidence presented at the hearing sessions confirmed that an appropriate uplift in housing supply had been included in the Regulation 19 Vale of Aylesbury Local Plan (VALP) and that the plan was, at that time, subject to examination. Whilst some apprehension has been expressed about the appropriateness of the unmet need for Wycombe being provided in the emerging VALP, it is consistent with NPPF and represents a positive approach to the delivery of new housing that would, largely, be within the same HMA and timeframe as that of the LP. As such, I consider that the approach to the delivery of unmet need is sound.

Housing Requirement

35. To meet the OAHN, Policy CP4 outlines a requirement for 10,925 new dwellings to be constructed in the District over the Plan period. Figure 6, as updated by **MM6**, indicates that in order to meet the housing target over the plan period, there is a

²² HELS6, GB1, AONB1 and SA1

²³ HELS2

²⁴ HELS5

housing land supply (HLS) of between 11,659 and 11,899 dwellings. The HLS is made up of:

- Between 5,359 – 5,599 dwellings on allocated sites;
- 255 dwellings on sites allocated in the Adopted Delivery and Site Allocations Plan (2013);
- 100 dwellings on sites allocated in the 'made' Longwick-cum-Ilmer and Bledlow-cum-Saunderton Neighbourhood Plans (NP);
- 137 dwellings on sites to be allocated in the emerging Great and Little Kimble-cum-Marsh NP;
- 2,404 dwellings on sites that had been constructed between 1st April 2013 and 1st April 2018;
- 2,865 dwellings on sites which had an extant planning permission or were under construction on 1st April 2018; and
- 539 dwellings on windfall sites.

36. The Updated Monitoring Data to April 2018²⁵ indicates that when data from 2017-18 is taken into account the number of completions increases from 1,065 to 2,404 dwellings and the number of sites with planning permission or under construction has increased by 409 to 2,865 dwellings. These figures have also been adjusted to take account of expired permissions on unallocated sites and demolitions and in my view provide a robust basis on which to calculate this element of the Plan's housing supply.

37. The HLS makes an allowance for the provision of 80 dwellings within the NP of Longwick-cum-Ilmer (Policy RUR5), 20 dwellings in the Bledlow-cum-Saunderton NP and 137 dwellings in the emerging Great and Little Kimble-cum-Marsh NP (Policy RUR6). Sites which already have planning permission in Longwick-cum-Ilmer are included in the commitments.

38. The windfall element of the supply provides for 539 dwellings to be constructed on unallocated sites during the period 2020-33. The allowance has been calculated having regard to the historic trend data in respect of completions on sites of 5 dwellings or less over the period 2006-2016. No allowance is made in the calculation for the development of residential gardens or prior approvals for office to residential conversions. This is because the use of data relating to development of residential gardens to predict future windfall allowances is contrary to the requirements of the NPPF and insufficient trend data currently exists to accurately predict the contribution office conversions may make to the supply of housing. In my view the approach taken to defining the allowance is justified and supports the windfall figure contained in the Plan.

39. The housing supply calculations do not include a provision for undetermined planning applications. Although this source has the potential to yield housing, sites which did not have planning permission on the base date were, correctly, omitted from supply calculation. The sites will, following the grant of planning permission, be included in subsequent iterations of the Plan. Equally, the Plan does not identify reserve or safeguarded sites.

40. Whilst the HLS contained in Policy CP4 exceeds the requirement by between 734 and 974 dwellings, the level of exceedance is not significant, but would be

²⁵ AP3.3

sufficient to provide a buffer for flexibility and allow the Council to manage the fluctuations in the supply and delivery of new housing over the Plan period.

Other Housing Policies

41. Policy DM22 provides the mechanism for managing the provision of new development to meet a range of housing needs and tenures in Wycombe over the Plan period. This includes the requirement for all sites to include a mix of dwelling size, type and tenure and, on sites of 100 dwellings or more, for at least, 5% of the plots to be self-build. Concerns were expressed about the appropriateness of requiring a mixture of dwellings on all sites, that the policy failed to adequately address the needs of older people and that the scale of the requirement for self-build plots was overly restrictive and would have an adverse impact on site viability. Although concerns have been expressed about Policy DM22, subject to **MM57** which is necessary to clarify requirements in respect of mixed housing developments, self-build plots and to explain the need for older persons accommodation, the policy is sound.
42. In conjunction with Policy DM22, Policy DM23 provides a framework for the development of other residential uses in Wycombe. Subject to the revisions contained in **MM58** which is necessary to clarify when Class C2 development is acceptable in the countryside, the policy is supported.
43. Modifications, through **MM68**, are also necessary to Policy DM36 to ensure that the requirements in respect of managing future extensions and alterations to dwellings are clear and robust.
44. Policy DM40 seeks to ensure that new dwellings meet up-to-date national technical standards for accessible and adaptable housing as set out in the Planning Practice Guidance on Housing- Optional Technical Standards. In support of the policy, additional evidence was submitted which demonstrates that the need for the implementation of the standards in Wycombe and that the requirement would not place an undue burden on new development in the District²⁶. In light of this, and subject to **MM71** which requires the inclusion of the current technical standards in the Plan, the requirements of Policy DM40 are justified and comply with the requirements of the NPPF.

Conclusions on Issue 1

45. Having considered all the matters raised and subject to the MMs, I am satisfied that the Plan's overall requirement for housing is based on a rigorous and objective assessment of need which takes account of local circumstances. Although the OAHN for housing cannot be met fully within the District, the approach to identifying the Plan's housing land supply has been rigorous, based on robust and credible evidence and has sought to maximise the provision in accordance with the key objectives of national planning policy. The approach to providing for unmet need is sound.

²⁶ Action Point 3.20

46. Issue 2 - Is the objectively-assessed need for employment provision soundly based, supported by robust and credible evidence and is it consistent with national policy? And will it be met during the Plan period?

Functional Economic Area

47. With the adjoining authorities of Aylesbury Vale, Chiltern and South Buckinghamshire, Wycombe District lies within the Central Buckingham FEMA and in the sub-FEMA of Wycombe, Chiltern and Beaconsfield. Travel to work patterns show strong levels of containment within the four Districts, with approximately 68% of residents employed in the Central Buckingham FEMA²⁷. Having regard to the nature of the District and its strategic location, the FEMA represents the most appropriate basis to assess employment needs.

Employment OAN and Employment Land Requirements

48. The Vision and objectives of the Plan seek to ensure that Wycombe is a District that is economically strong and fosters the economic strength of the M40/A404 location and that of the rural economy. The Plan through Policy CP5 seeks to provide a framework to deliver and manage these strategic requirements.

49. The evidence base for the economic components of the Plan is provided by a combination of the HEDNA Update²⁸ and HEDNA Addendum²⁹. These test a number of forecasts and projections, including labour demand forecasts³⁰ which are based on the anticipated growth in the employment sector; labour supply forecasts which are founded on the dwelling led population projections; past employment take up projections which are based on floorspace completions over a 10 year period; and 'bottom up' forecasts which take account of local demand information. In addition, the studies provide an updated analysis of the property market, assess the supply and demand balance and, using an established national methodology³¹, identify future floorspace and land requirements for the FEMA and constituent authorities.

50. Critics contend that the approach taken to defining the OAN for employment is too cautious, it fails to take account of commercial insights and would result in the under provision of employment land in the FEMA. However, determining the OAN for employment is not an exact science. In this case the approach taken to determining employment needs in the combined HEDNA was based on a detailed assessment which looked at a range of clearly defined and distinctly different growth scenarios and was informed by a property market analysis that considered a range of contextual indicators. It includes a review of the current and future trends in the sector and the views of property agents, business representatives and organisations operating in the FEMA. The approach accords with the requirements of the PPG on HEDNA, is comprehensive, well considered and provides a positive basis on which to plan for the employment needs of Wycombe.

51. The findings of the Addendum indicate that jobs growth in the District is projected to rise from a total FTE workforce of 36,100 in 2013 to 40,200 by 2033, an increase of 4,100 jobs or 11%. When considered on a sectorial level the findings

²⁷ HMA1

²⁸ HEDN3

²⁹ HEDN2

³⁰ Provided by Oxford Economics and Experian

³¹ Homes and Communities Agency Employment Density Guidance (2015)

indicate that there will be a combined growth for Class B1a and B8 uses of some 5,400 FTE employees and a decrease of 1,300 FTE employees in Class B1c/B2 uses. When the level of projected job growth is converted into floorspace requirements, the assessment concludes that there would be a total need for an additional 54,000 sqm of floorspace to accommodate the total projected employment growth up to 2033. The Addendum indicates that this would result in a need for 14 hectares of land for Class B1a, 8 hectares for Class B1c/B2 and 10 hectares for Class B8 use. This equates to a total need for 32 hectares of new employment land in Wycombe over the Plan period once existing commitments are taken into account.

52. The conversion ratios were based on those contained in the Housing and Communities Agency Employment Density Guidance (2015) and have been reviewed against the methodologies used by other local plans in the region. Some concern has been expressed about the level of the ratio applied to Class B8 use, principally because it is suggested that it does not reflect the floorspace requirements associated with national and regional warehousing and distribution development. However, I am content that the ratio falls within the parameters identified in the Guidance for Class B8 use and would ensure that appropriate provision is made for warehouse development. **MM7** is required to allow for a more flexible approach to the delivery of Class B uses on allocated sites and to ensure that Class B8 development could, where necessary, be accommodated in the District.

Employment Land Supply

53. The process of identifying land for the development of new employment related uses, was, broadly, similar to that undertaken in respect of housing. The HELAA process identified 23 possible sites for employment related development. Each site was then subject to a detailed assessment process which considered its development potential, suitability, availability, achievability including viability and the potential to overcome constraints to development. This was informed, in part, by the findings of the Wycombe Commercial Assessment³² which provided commercial property advice on the provision of employment allocations. Sites within the Green Belt and AONB were subject to additional assessments which looked specifically at the impact the removal or development of the site would have on the specific designation.

54. The findings of the HELAA process identifies 6 sites, of which 1 site is within the Green Belt, as suitable for allocation in the Plan for strategic and local Class B use. Each of the sites identified for allocation was found to be deliverable within the second quarter of the plan period and would serve, to differing levels, the needs of the regional and local employment market. The combination of these sites would deliver 21 hectares of land for new employment related development. This leaves a shortfall of some 10 hectares in employment provision which, subject to the MoU³³, would be provided within in Aylesbury Vale.

55. The quantum of land identified in the HELAA falls below the level of the OAN for employment in the District. Therefore, in order to ensure that sufficient land is made available to meet the defined need within the FEMA land has been identified

³² HELS12

³³ MoU5

for new employment related development within the emerging Aylesbury Vale Local Plan. This includes land for Class B1a and B8 uses. Critics of the approach suggest that the provision of land for Class B8 use in Aylesbury Vale would not address market demand in the sector nor would it assist in meeting the suppressed need for warehousing in Wycombe. However, the Plan makes provision for 6 hectares or 60% of the OAN for Class B8 use; that the remaining 4 hectares would be provided within the same FEMA as the need arises; and, as I outline later in my report, the revisions proposed to Policy CP5 would allow for greater flexibility in the delivery of land for Class B8 use in Wycombe. In light of this, I am satisfied that the approach taken to the allocation of land to meet the identified OAN for employment is sound.

Employment Requirement

56. To address the need of the local economy, Policy CP5 outlines a requirement for the provision of 21 hectares of new strategic and local employment land. To meet this requirement land is allocated at the following sites:

- Wycombe Air Park, High Wycombe Policy HW16);
- Abbey Barn South, High Wycombe (Policy HW5);
- Gomm valley, High Wycombe (Policy HW6)
- Land adjacent to Regents Park, Princes Risborough (Policy PR9);
- Lower Icknield Way, Princes Risborough (Policy PR10); and
- Stokenchurch Business Park, Stokenchurch (Policy RUR10)

57. In addition, the policy seeks to: safeguard strategic and local employment areas; support High Wycombe as a centre for office development; and facilitate rural enterprise and diversification.

58. In order that Policy CP5 is flexible and therefore responsive to changes in the sector, **MM7** is necessary to include a new criterion which seeks to ensure that a range of Class B Uses or similar sui generis uses can be developed on new or existing employment sites and to amend criterion 2 to support the development of new offices within High Wycombe town centre. Similar revisions are necessary Policy PR9 (**MM34**) and Policy RUR10 (**MM53**). Whilst I note the representations made to MM7, I am content that the modified Plan would improve the clarity and application of the policy and accord with the Framework. I have made a consequential change to Policy CP5 (3) to read 'town centre'.

59. Policy DM28 seeks to restrict development within strategic employment areas to B class uses. Whilst the approach is similar on local employment areas the policy provides some flexibility and allows Class D1 uses and sui generis /other uses which complement the primary use of the site. In order to improve the clarity and application of the policy, **MM61** is required to provide a new criterion and reasoned justification which seeks to clarify the nature and scale of the sui generis /other uses acceptable on local employment sites and the approach to be taken to the redevelopment of existing sites. A further revision, through **MM78** to Appendix G – List of Strategic and Local Employment Areas, is necessary to ensure the accuracy of the information contained in the Plan.

Conclusions on Issue 2

60. Overall, having regard to all the matters raised and subject to the MMs the Plan's strategy for employment is soundly based, supported by robust and credible evidence and consistent with national planning policy.

Issue 3 – Is the Plan's overall strategy justified, effective and consistent with national planning policy?

Vision and Objectives

61. Wycombe District is in southern Buckinghamshire and is characterised by attractive and historic settlements many of which are set within or close to the spectacular landscape of the Chilterns AONB and / or the Metropolitan Green Belt. The location of Wycombe in relation to the strategic road and rail network and its proximity to London has meant the District has experienced a significant increase in the demand for new housing and commercial development over recent years.

62. The key issues which need to be addressed by the LP have been identified in Wycombe District – Big Challenges. These include the need to provide new market and affordable homes, jobs and infrastructure in a manner that promotes sustainable development meets the need of the growing and aging population and respects the unique character of the District.

63. The Plan's Vision, which is taken from the Sustainable Community Strategy for Wycombe, encapsulates these key issues and provides a clear, locally distinct and aspirational picture of the place Wycombe is intended to be at the end of the Plan period. Whilst it has been suggested that the Vision should be expanded to include reference to the rich natural and historic environment of the District and to provide a commitment to planning for future development needs, these amendments are not necessary to improve either its clarity or application.

64. In order to achieve the vision, the LP sets out a series of objectives under the following eight themes: Cherish the Chilterns; Strengthen the Sense of Place; Foster Economic Growth; Improve Strategic Connectivity; Facilitate Local Infrastructure; Deliver Housing; Champion Town Centres; and Mitigate Climate Change. Subject to **MM3**, which correctly amends the Plan to clarify that there is no prioritisation between objectives, and its approach to flood risk, I am satisfied that the objectives address the key issues and considerations that have been identified, expand on the Plan's vision and provide a clear context for the LP Strategy.

Overall Strategy

65. The strategy contained in the submitted Plan comprises four distinct elements: an overarching core policy which seeks to deliver sustainable development throughout the District; a spatial strategy which seeks to distribute development in a proportionate and sustainable manner throughout the defined settlement hierarchy; a growth strategy which seeks to meet the defined need for infrastructure, future housing, employment and retail development; and a policy framework for the management of future development in Wycombe, which needs to be updated by **MM5** to reflect the requirements of the NPPF. The strategy is

accompanied by a diagram which clearly illustrates the distribution of development throughout the District, the AONB and Green Belt and the transportation linkages between individual settlements and the wider region.

66. A number of alternative strategy options were considered as part of the Local Plan: Options Consultation (2014)³⁴. This included the consideration of a range of different housing and employment growth and spatial development options. These options were assessed and refined in light of the findings of the SA process, public consultation, the Duty to Cooperate and the evidence contained in a range of studies including those in relation to the settlement hierarchy, housing and functional economic market areas, retail, viability, land supply, the Green Belt, the AONB, transport, green infrastructure and flood risk and water. I am content that the process of assessing options and all reasonable alternative strategies was comprehensive and undertaken in a positive and robust manner.

Sustainable Development

67. Policy CP1 provides an overarching framework for the delivery of sustainable development at local level and requires that all new development contributes towards achieving the objectives of the Plan and the principles for development in High Wycombe, Marlow, Princes Risborough, Bourne End and Wooburn and the Rural Areas. The approach advocated by Policy CP1 is appropriate, consistent with the requirements of the NPPF and will provide a positive basis on which to deliver new, sustainable development throughout the District.

Spatial Strategy

68. The spatial components of the strategy are expressed under Policies CP2 and CP3 which, in combination, distribute growth and define the settlement hierarchy for the District.

69. It has been suggested that the approach to the distribution of housing and employment development outlined in Policy CP2 is constraints led. I am however, mindful that the combination of the AONB and Green Belt designation means that 77% of the District is subject to significant constraint and that it is incumbent on the Council, as part of the plan making process, to have appropriate regard for these constraints. In my view, the approach taken to the formulation of the overall strategy has, carefully, sought to balance the socio-economic and the environmental needs of the District. As a consequence, I consider that the Plan's strategy provides a positive framework which seeks to meet the District's need for new housing and commercial development, whilst continuing to safeguard those aspects of the built, natural and historic environment that are of local and national importance. These matters are considered in more detail in Issues 1, 2 and 7 of this report.

70. In light of this, I consider that Policy CP2 provides a logical and realistic approach to the delivery of development, is based on a clear understanding of the relevant socio-economic and environmental factors and provides a positive and flexible framework to meet the need for new development.

³⁴ CONS4

Settlement Hierarchy

71. Policy CP3, subject to **MM5** which is necessary to provide clarification about the approach to the development of previously developed land and the nature of the constraints to development, identifies those settlements which are considered to be sustainable and therefore capable of accommodating growth over the Plan period. These include: Tier 1 - Large Urban Areas; Tier 2 - Market Towns and Other Major Settlements; Tier 3 - Higher Order; Tier 4 - Other Service Villages; Tier 5 - Small Villages; and Tier 6 - Hamlets.
72. The Settlement Hierarchy³⁵ was defined following an assessment of the main socio-economic characteristics of each settlement and refined through the SA and public consultation process. The assessment process considered a range of factors including the existing population of each settlement, the availability of key services³⁶, travel distance between settlements and higher tier settlements and accessibility to public transport. The settlements were then ranked with those with the largest population and greatest number of key services at the top of the hierarchy. Some adjustments were made to the definition of higher tier settlements to allow for geographical factors and the proximity of smaller settlements. In my view the approach to defining the settlement hierarchy was based on comprehensive and robust evidence and has resulted in the logical and realistic categorisation of settlements across the District.
73. High Wycombe has the largest population and the highest number of services and has correctly been identified as the only Tier 1 Settlement in the District. Having regard to its role in the District and beyond, and taking account of its potential, it is justified that around 50% of the Plan's allocated housing and 75% of the allocated employment growth will be constructed in this settlement over the Plan period.
74. Tier 2 of the hierarchy includes the 'Market Towns and Other Major settlements' of Princes Risborough, Marlow and Bourne End/Wooburn. In combination these settlements are intended to accommodate 3,045 new houses on allocated sites and will provide for new/relocated employment development on the Regents Park (Policy PR9) and Lower Icknield Way (Policy PR10) sites over the plan period. These settlements have populations of between 6,890 and 14,325 residents and have between them 24 key services, 14 high-order services and have good access to public transport. Although more limited in terms of size and facilities than the 'Large Urban Areas', the 'Market Towns and Other Major Settlements' offer a good range of facilities and act as service centres for their own and surrounding communities. It is therefore appropriate that these settlements have been identified as capable of accommodating further growth.
75. Eleven settlements are identified as being 'Higher Order Service Villages' and 'Other Service Villages' and are in the third and fourth Tier of the hierarchy. These settlements have populations of between 5,965 and 682 residents and provide between them 73 key services, 11 high-order services and have good to limited access to public transport. Proposed new housing and employment related development in these settlements is of a smaller scale with the Plan allocating land

³⁵ SHS1 and SHS1.1

³⁶ Defined as post offices, primary schools, GP surgeries, food stores, community/village halls, high-order services such as secondary schools, dentists, pharmacies, indoor sports / leisure centres and permanent libraries.

for 326 new houses and 2.9 hectares of new employment land. In addition to these allocations, Policy RUR 5 and RUR 6 indicate that the Neighbourhood Plans for Longwick-cum-Ilmer Parish and Great and Little Kimble-cum-Marsh Parish will identify opportunities for a further 460 new houses to be built over the Plan period. Although more limited in terms of size and facilities than the 'Market Towns and Other Major Settlements', the 'Higher Order Service Villages and Other Service Villages' offer a good range of facilities and act as important service centres for their own, and surrounding communities. It is therefore appropriate that these settlements have been identified as capable of accommodating further growth.

76. The lowest two tiers of the hierarchy are 'Small Villages' and 'Hamlets' and include 38 settlements which have populations of less than 700 and offer limited key services. In view of the small scale of these settlements the Plan does not specifically allocate sites but, correctly, provides a policy framework which seeks to ensure that proposals for new housing and employment related development in these settlements comply with the Framework.

77. It was suggested that the approach to the categorisation of Bourne End/Wooburn as a Tier 2 settlement and Flackwell Heath as a Tier 3 settlement were incorrect. However, the evidence indicates that Bourne End and Wooburn combined have the fourth largest population in the district, benefit from a full range of key services and all but one of the high-order services, and have a 'good' accessibility by public transport to the district and wider region. Based on the evidence presented I am content that combining the settlements Bourne End and Wooburn to form a single Tier 2 settlement is justified, and that the combined settlement would be capable of absorbing future growth. With regard to Flackwell Heath, the evidence makes clear that, although the settlement has the fifth largest population in the district, it does not provide all the key services or high-order services expected of a Tier 2 settlement and only has 'fair' access to public transport serving Wycombe. In light of the evidence presented, I am content that Bourne End / Wooburn and Flackwell Heath have been correctly categorised.

78. Overall, I conclude that the approach to Policy CP3 and the definition of the settlement hierarchy is justified.

Growth Strategy and Management of Future Development

79. The growth component of the strategy outlines a realistic but nevertheless positive approach to meeting the defined needs and delivering the vision and objectives of the Plan. The growth strategy is expressed through Policies CP4 (Delivering Homes), CP5 (Delivering Land for Business), CP6 (Securing Vibrant and High-Quality Towns) and CP7 (Delivering the Infrastructure to Support Growth) which, collectively, provide a framework for the delivery of: between 5,359 and 5599 new dwellings; 3100 new affordable homes; 21 hectares of land for employment purposes; and 22,300 square metres of new retail floorspace. The level of growth identified is based on the findings of evidence produced specifically to inform the development of the Plan and is consistent with the approach advocated in the Framework. More detailed matters relating to the growth strategy are considered elsewhere in the report and in the light of all the evidence, I am satisfied that it is sound.

Strategic Context

80. The location of Wycombe, between London and Oxford and its close links with the national motorway network and Heathrow Airport, means that the District is, in the later stages of the Plan period, likely to be affected by the implementation of a number of key strategic projects. These projects include the Cambridge –Milton Keynes – Oxford Arc, the East-West Expressway and the construction of a third runway at Heathrow. The Plan, as submitted, makes little reference to these projects or their potential socio-economic significance for the District. **MM1,2 and 4**, are necessary to include an explanation of the proposals, timescales and possible governance arrangements for the delivery of these projects so that the Plan has been positively prepared ³⁷.

Conclusions on Issue 3

81. The Plan's overall strategy has been informed by evidence in relation to key strategic issues, objectives and the vision for the District. Based on clear and robust evidence, a sensible and logical settlement hierarchy has been defined which provides an effective framework for the distribution of growth and management of resources throughout Wycombe. Subject to the MMs described above, the strategy set out in the Plan is justified and likely to be effective in ensuring that the development needs of the District can be met in a way that contributes to the achievement of sustainable development, and it is consistent with national planning policy.

Issue 4 - Can the identified need for housing and employment provision be accommodated without releasing any land from the Green Belt? If not, do exceptional circumstances exist that would justify the release of land from the Green Belt?

Overview

82. The HEDNA³⁸ and HEDNA Addendum³⁹ suggest that the OAN for Wycombe over the Plan period is 13,200 new dwellings and 32 hectares of employment land. The Plan has been prepared in the context of the 2012 NPPF which requires that every effort should be made objectively to identify and then meet the housing, business and other development needs of an area and respond positively to wider opportunities for growth.

83. In order to maximise the potential for delivering the objectively assessed need for housing and employment within the District, a Green Belt Review has been undertaken. The decision to undertake a Green Belt review was informed by early work on the SA, HEDNA and HELAA⁴⁰, which looked at a range of factors to determine the overall capacity for development across the District, including: appropriate scope for development at settlements in different tiers of the settlement hierarchy; capacity for development within the AONB; the release of employment land for housing; as well as considering different strategies for distributing growth across the District. In the Council's Response to the Aylesbury

³⁷ Council's response to Inspectors Follow Up Question 2

³⁸ HEDN3 and 5

³⁹ HEDN2

⁴⁰ HELS1

Vale Review of Housing Capacity⁴¹, the Council further refined work on capacity including reviewing:

- The scope for development within the Parishes of Great and Little Kimble and Longwick-Cum-Ilmer (outside the Green Belt);
- The possible enlargement of the Princes Risborough Expansion Area;
- A re-assessment of developable areas within the former 'reserve' sites;
- An examination of the potential for releasing further employment and publicly owned land for the construction of housing;
- An appraisal of the potential for empty homes and housing estates for regeneration to yield additional housing supply.
- A review of windfall assumptions; and
- A re-assessment of development densities for all sites

84.The GB Review found that, outside the Green Belt, the District had the capacity to accommodate 9,788 new dwellings (74% of the OAHN) and approximately 5 hectares of new employment land (15% of the OAEN). This left a shortfall of some 5,689 dwellings and 27 hectares of employment land.

85.The findings of the Green Belt review concluded that there were 10 sites within the designation that were suitable for release and that the development of these sites would result in the provision of an additional 1,139 new dwellings and 17 hectares of new employment land. To accommodate this level of development, changes are proposed to the Green Belt boundary which would result in the removal of approximately 77 hectares of land from the designation. This equates to approximately 0.5% of the District's Green Belt.

86.The combination of all of the sites identified as suitable for development within, and outside the Green Belt, would result in the provision of land for the development of 10,927 new dwellings (83% of the OAHN) and 21 hectares of new employment land within the District (66% of the OAEN). The unmet need for 2,275 new dwellings will be met, through the DtC, in Aylesbury Vale. The remaining 10 hectares of new employment land will be delivered in the FEMA outside the District.

87.It is clear from the evidence presented that although every effort has been made to identify suitable land for development outside the designation, there would still be a considerable shortfall in the provision of land for new housing and employment development. The release of land from the Green Belt to provide for 1,139 new dwellings and 17 hectares of new employment land would make a significant contribution towards reducing this shortfall.

88.As such, I conclude that there is a compelling case for the release of land from the Green Belt to meet the OAN housing and employment development. This is, however, subject to exceptional circumstances being demonstrated for the alteration of the Green Belt boundaries to justify the removal of specific sites for development, a matter that I deal with in Issue 8.

Green Belt Review

⁴¹ HELS3

89. The Buckinghamshire Green Belt Assessment⁴² was commissioned in partnership with the other authorities in the County⁴³. The study reviewed: Green Belt and non-Green Belt land within the county; defined 'large built-up areas' within each constituent authority; identified logical and justified parcels of Green Belt land for assessment; assessed the parcels at a strategic level against the Green Belt purposes contained in the NPPF; and presented conclusions on the performance of each parcel. The findings of the review indicate that, within Wycombe, only the settlement of High Wycombe was considered to be a large built-up area and that that, although every area of the Green Belt met the NPPF purposes to some degree, there were some weakly performing areas that required further consideration. The study identified 7 weakly performing areas, either wholly or partially, within Wycombe.

90. The Green Belt Part Two Assessment (GB2)⁴⁴ reviewed the designation within Wycombe at a detailed level. The study built on the earlier review and considered adjustments to the Green Belt boundary in respect of, weakly performing areas identified in the Part One study, sites promoted by land owners and developers at earlier stages in the LP process and sites identified by the Council. In total 104 sites were identified. The sites were subject to a 4-stage assessment process in order to determine if exceptional circumstances existed and justified their removal from the Green Belt. These stages considered whether a site: was capable of delivering sustainable development; was, when considered against the Green Belt purposes, capable of being removed from the designation; otherwise developable; and whether there were exceptional circumstances to justify the amendment to the Green Belt Boundary.

91. The review identified 10 sites which it considered appropriate for removal from the Green Belt. These were:

- Wycombe Air Park, High Wycombe (Policy HW16);
- Land Adjoining High Heavens Household Recycling Centre, Off Clay Lane, High Wycombe (Policy HW 17);
- Hollands Farm, Bourne End (Policy BE2);
- Land at Green Farm, Glynswood, High Wycombe (Policy HW9);
- Land off Amersham Road including Tralee Farm, Hazlemere (Policy HW8);
- Land East of Sidney House, Lane End (Policy RUR 3)
- Land adjacent to Seymour Court Road, Marlow (Policy MR6);
- Clappins Lane, Naphill, (Policy RUR7);
- Poppy Road, Princes Risborough (Policy PR11); and
- Heavens Above, 16 High Heavens, Marlow Bottom (Policy RUR 11)

92. The Council has considered the need to deliver sustainable development which is central to the assessment, and appropriate consideration was given to the matters identified by representors. Equally clear is that the approach to identifying sites suitable for removal from the Green Belt has been rigorous and demonstrates the Council's wish to maximise the opportunities to meet as much of the housing need within the District as possible. With regard to consistency with the NPPF, there is no nationally prescribed methodology for reviewing Green Belts. The NPPF does

⁴² GB2

⁴³ Aylesbury Vale DC, Chiltern DC, South Bucks DC and Buckinghamshire CC

⁴⁴ GB1

however, clearly set out the 5 purposes of designation and it has become common practice amongst LPAs to conduct reviews which seek to test whether the designated area, as a whole, still meets these purposes and if any subsequent removal of sites would be deliverable and promote sustainable development. The methodology in both the Green Belt Studies reflects this approach, and in my view adequately addresses the requirements of the NPPF.

93. As such, I am satisfied that both the Green Belt Assessments, as they relate to Wycombe District, provide a sound and robust evidence base which are consistent with the requirements of the NPPF and afford a basis for the enduring Green Belt boundaries shown on the policies map.

Green Belt Policy

94. The framework for the management of development in the Green Belt is provided by Policies CP2 and CP8. In addition, Policies DM42, DM43 and DM45 provide a mechanism for managing the development, replacement or extension of dwellings and conversion of existing buildings in the Green Belt. Subject to **MM72, 73, 74, 75** and **76**, which are necessary to reflect the requirements of the NPPF and provide greater clarity about the application of the policies, I am satisfied that the framework provided is justified and consistent with the requirements of national policy.

Conclusions on Issue 4

95. Subject to the MMs outlined, I conclude that there is a compelling case in principle for the release of land from the Green Belt to meet objectively assessed need for housing and employment. This is however, subject to the exceptional circumstances being demonstrated for the alteration of the Green Belt boundary to justify the removal of specific sites from the designation for development, matters dealt with in Issue 8.

Issue 5 – Are the requirements for affordable housing and Gypsy and Traveller accommodation supported by robust and credible evidence, consistent with national policy and will they be met during the Plan period?

Affordable Housing

96. As indicated in Issue 1, the findings of the HEDNA indicate that there is a need for an additional 3,100 new affordable homes to be provided in Wycombe over the plan period.
97. The Wycombe District Council Viability Assessment (2017)⁴⁵ provides the evidence base for the Plan's approach to securing affordable housing. The study employs a residual land valuation model, which: includes locally specific factors such as construction cost, sales values, developer profit, density and housing mixes, CIL and S106 contributions and benchmark land values for agricultural, residential and commercial/employment land; and tests a number of target options against a range of different sized and located notional sites in order to determine the contribution new residential schemes can make to the supply of affordable housing in the District.

⁴⁵ VIA1

98. I am content that the viability assessment has been prepared in accordance with the requirements of national planning policy and provides a robust and comprehensive basis on which to determine the Plan's affordable housing target.
99. Policy DM24 of the submitted LP sets out the requirement for the provision of affordable housing on sites of 11 dwellings or more outside the AONB. Sites outside the AONB are required to provide on-site affordable housing of at least 40% of the total Gross Internal Area (GIA) on sites that are greenfield, were last used for Class B Business uses or similar sui generis employment generating uses, and 30% of the total GIA on all other sites. Whilst inside the AONB, sites of between 6 and 10 dwellings or more or greater than 1000 sqm of residential floorspace, are required to make commensurate financial contributions.
100. Policy DM24 as drafted does not comply with the requirements of national planning policy in the NPPF, which seeks the provision of affordable homes on sites of 10 or more dwellings. In addition, although the use of GIA as a means of securing affordable housing is innovative, it is also likely to lead to uncertainty amongst land owners, developers and lending institutions about the cost of a development over the life of a scheme and could, potentially, delay new housing delivery.
101. **MM59** is necessary to amend Policy DM24 to require the provision of affordable housing on sites of 10 or more dwellings outside the AONB, replace the use of GIA with a requirement for provision to be based on the total number of units on sites and to provide further clarification about the mix and tenure of provision. Additional evidence contained in the Wycombe District Council Viability Assessment Briefing Note⁴⁶ supports the proposed modifications and indicates that these changes would result in a requirement outside the AONB for 48% of the total number of units on greenfield sites or land last used for Class B business or a similar sui generis use and 35% of the total number of units on all other sites.
102. Whilst I note the representations made to MM59, I am content that the revision proposed would improve the clarity and application of the policy and accord with the Framework. However, in order to ensure numerical consistency, I have made a consequential change to Policy DM24(3) to delete 'between 6 and 10 dwellings' and replace it with 'between 6 and 9 dwellings'.

Gypsy and Travellers Accommodation

103. In accordance with the requirements of the Planning Policy for Traveller Sites (PPTS) (2015), the Aylesbury Vale, Chiltern, South Bucks and Wycombe District Gypsy, Travellers and Travelling Showpeople Accommodation Assessment (GTAA)⁴⁷, provides an assessment of the current and future accommodation needs in Wycombe District for the period 2016-2033.
104. The findings of the GTAA indicate that: there is no need for additional Gypsy and Traveller pitches to meet the needs of households that fall within the PPTS, Annex 1 definition but a need exists for 7 pitches to meet the needs of unknown households; and a need exists for 1 plot to meet the needs of Travelling

⁴⁶ AP3.10

⁴⁷ GT1

Showpeople households that fall within the PPTS, Annex 1 definition and for 2 additional plots to meet the needs of unknown households. The GTAA therefore shows a total need for 1 plot to meet the needs of a household and 7 pitches and 2 plots for unknown households over the Plan period. Of these, 3 pitches and 1 plot are required to be provided between 2016-23, with the remainder required towards the latter end of the Plan period.

105. The approach taken to determining the need for new accommodation is based on clear and robust evidence which, I am satisfied, has been prepared in a manner that is consistent with the requirements of the NPPF and PPTS.
106. Evidence contained within Topic Paper 10: Meeting the needs of Travellers⁴⁸, indicates that planning permission for 5 qualifying pitches has been granted since the base date of the GTAA. The remaining need, for 2 pitches and 3 plots, will be accommodated through the intensification of existing sites in the District during the last quarter of the Plan period
107. The submitted Plan makes no specific provision to address the remaining need. Rather, through Policy DM26, as amended by **MM60** which is necessary to make clear that the policy applies to the settlement area of Marsh, it provides a framework for delivering additional pitches/plots through a combination of new sites and/or the expansion and intensification of existing sites. In light of the modest scale of the remaining need and the evidence of delivery I am content that the proposed approach to providing additional pitches and plots is realistic and justified.

Conclusions on Issue 5

108. Overall, subject to the MMs, I am satisfied that the requirements for affordable housing and Gypsy and Traveller accommodation are supported by robust and credible evidence, consistent with national policy and that they will be met during the Plan period. In addition, I am satisfied that, subject to the MMs, the Plan takes fair and reasonable account of the needs of Gypsies and Travellers as a group with protected characteristics in accordance with the Equality Act.

Issue 6 - Are the requirements for town centres and community facilities supported by robust and credible evidence and consistent with national policy?

Town Centres

109. The submitted Plan through Policy CP6 augments the ADSAP and defines the hierarchy for town centres, directs development to the appropriate centre and seeks to improve the quality of the public realm through the implementation of regeneration proposals and a reduction in vacant units.
110. To provide certainty, **MM8** is necessary to amend Policy CP6 to identify a need for new convenience and comparison goods floorspace in High Wycombe and Princes Risborough and explain how it will be delivered. The requirement of the policy is supported by the findings of the Wycombe Town Centres and Retail Study,

⁴⁸ TP10

Addendum⁴⁹ which identifies a need for: 4,500 sqm of new convenience and 30,600 sqm of new comparison floorspace in High Wycombe; and 1,200 sqm of new convenience and 800 sqm of new comparison floorspace in Princes Risborough for the Plan period.

Community Facilities

111. Policy DM29, supported by the Community Facilities Strategy⁵⁰, provides the framework for the management of existing and provision of new community facilities in the District. To ensure the currency of the policy and to allow for the consideration of issues in relation to the viability of existing and future uses, **MM62** is necessary to update the reasoned justification to accord with national policy.

Conclusions on Issue 6

112. Subject to the MMs, I am satisfied that the requirements for town centres and community facilities are supported by robust and credible evidence and consistent with national policy.

Issue 7 – Does the Plan provide a framework for the management of the Natural, Built and Historic Environment that is soundly based, justified and consistent with the requirements of national policy?

The Chilterns Area of Outstanding Natural Beauty

113. The strategic framework for development in that part of the Chilterns AONB that falls within the District is outlined by Policy CP2 of the submitted Plan. The policy, which is supported by the findings of the AONB Site Assessment Report, provides a strategy which seeks to ensure that all new development within the AONB, when considered as a whole, contributes towards the conservation and enhancement of the natural beauty of the area. In my view the policy provides a clear, justified and positive strategy which appropriately balances the requirement to conserve and enhance the AONB with the need for future development.
114. At local level, Policy DM30 provides the mechanism for managing all new development within the AONB.
115. The inclusion of '*where possible enhance*' within the policy, does not in my view diminish the requirement to enhance the AONB contained in national policy, rather it recognises that not all new development could or should seek to improve the designation. This is particularly the case with development such as small-scale domestic extensions and proposals for the change of use of existing buildings. Equally, I consider that the inclusion of '*significant*' in criterion 3 of the policy, in relation to the assessment of the impact of development on the setting of the AONB, does not weaken the approach but represents a sensible way of allowing the nature, scale and location of new development to be balanced against its potential impact on the designated area. With regard to major development, I am satisfied an appropriate definition has been provided within the reasoned justification of the policy and that it complies with the NPPF. To provide greater clarity about the requirements of the policy, **MM63** revises the reasoned justification of Policy DM30

⁴⁹ RET1

⁵⁰ INF9 and 10

to make reference to Policy CP10 and explain how proposals in the setting of the AONB will be assessed. This is necessary for the effectiveness of Policy DM30.

Development in the Area of Outstanding National Beauty

116. The Area of Outstanding Natural Beauty Site Assessment Report⁵¹ provides the evidential basis for the identification and allocation of sites for housing and employment related development within the AONB. The study reviewed sites using a four stage methodology which: identified the broad locations suitable for development, having regard to the settlement hierarchy and the findings of the Green Belt Assessment; considered the suitability of the sites in light of a variety of possible constraints; provided a detailed landscape assessment of the site; and assessed whether the allocations of each of the remaining sites would be major development in the AONB. Of the sites reviewed the assessment identified 12 sites for allocation, on which it was considered development would not be 'major' and would therefore not have a serious adverse effect on the AONB. These sites are:

- Land to the rear of Stokenchurch Business Park (Policy RUR10)
- Land to the rear of Mill Road, Stokenchurch (Policy RUR8)
- Land at Wood Farm, Stokenchurch (Policy RUR9)
- Land south of Finings Road (Policy RUR1)
- Land at Sidney House (Policy RUR3)
- Land between Chalky Road and Marlow Road, Lane End (Policy RUR2)
- Part of Greens Farm, Glynswood, High Wycombe (Policy HW9)
- Seymour Court Road, Marlow (Policy MR6)
- Heavens Above, 16 High Heavens Wood, Marlow Bottom (Policy RUR11)
- Land off Clappins Lane, Naphill (Policy RUR7)
- Land to rear of Poppy Road, Princes Risborough (Policy PR11)

117. Although differing approaches have been taken in the Green Belt and the AONB Assessments, it is clear that the legislative and policy basis for these designations are fundamentally different and that these differences, are, at least in part, the reason why the assessments have not been conducted in the same way. A key difference is the way the boundaries of the designations can be altered. In the case of Green Belts these changes can be made by local authorities through the plan making process, whilst AONB boundaries can only be altered by Central Government.

118. In terms of the development within the AONB, the Assessment explains that the NPPF does not provide a strict numerical definition of 'major development' but rather requires that a judgement is made about the individual circumstances of a site, the nature and scale of the proposal and the potential impact of these factors on the AONB. To provide clarity the Assessment methodology outlines the factors which need to be considered in determining the significance of the development. These include an assessment of the local context of the site in terms of its scale and form in relation to the existing settlement, the potential for the allocation to have a serious impact on the landscape, quiet enjoyment, wildlife/habitats and heritage of the AONB and whether or not the development could be considered 'major' in the normal meaning of the word. The approach taken in the Assessment and subsequent site allocations complies with the requirements of the NPPF and

⁵¹ AONB1

provides a clear, logical and justified basis on which to make a judgement about what constitutes 'major development' in the AONB.

Green Infrastructure and Biodiversity

119. The Natural Environment Topic Paper indicates that in addition to the AONB, Wycombe has a number of sites of European, National and Local ecological and/or geomorphological importance. This includes Ancient Woodland, Special Areas of Conservation, Sites of Special Scientific Interest and Priority Habitats⁵².
120. Policy CP10 in conjunction with Policy DM34 and Policies in the ADSAP provides a mechanism for protecting, conserving and enhancing natural environmental assets of local, national and international importance, protecting and enhancing green infrastructure networks and making provision for the long-term management and maintenance of green infrastructure.
121. Policies CP10 and DM34, as submitted, do not reflect the requirements of the NPPF in respect of green infrastructure and biodiversity gain. **MM9** and **MM66**, are necessary to ameliorate this and ensure consistency with national policy.
122. A number of representors have expressed concern that Policy DM34 (3) would have an adverse impact on the delivery of new housing, employment and retail sites. In many cases these concerns are based on the belief that to achieve the objectives of the policy, it would be necessary for trees to be planted on 25% or more of the developable area of a site. This is not the case, and the additional evidence presented during the Examination⁵³ demonstrates that the provision of trees with the capacity to create 25% canopy cover could be achieved without requiring tree planting on a quarter of the developable area of a site or adversely affect its development capacity. That said, no substantive evidence has been presented to demonstrate that significantly more than 25% canopy cover could be achieved on a range of sites or that the requirements of the policy are flexible enough to respond to the individual characteristics of a development or site. Therefore, **MM66** is required to amend the criterion by the deletion of 'at least', and to expand the definition of tree canopy to include green roofs and walls.

Landscape Character and Settlement Patterns

123. Policy DM32 provides a framework for assessing and managing the impact of development on the landscape character and settlement patterns of the District. Subject to **MM65**, which is necessary to clarify requirements in relation to the design, density and layout of development in semi-rural areas, the policy is sound.

Historic Environment

124. Wycombe is an area rich in heritage and has 61 designated Conservation Areas, over 1,200 Listed Buildings, 54 Scheduled Ancient Monuments and 11 registered historic parks and gardens and a significant number of non-designated heritage assets⁵⁴. The framework for the management of the historic environment is provided by Policies CP11 and DM31.

⁵² TP7

⁵³ Action Point 5.9

⁵⁴ TP9

125. It has been suggested that the Plan does not provide a positive and comprehensive strategy for the conservation and enjoyment of the historic environment, and that Policy DM31 fails to differentiate between designated and non-designated heritage assets.

126. To ameliorate the situation, **MM10** provides for revisions to Policy CP11 that clarify the approach to be taken to the management of designated, non-designated and historic landscapes in the District. Modifications are also necessary to Policy DM31, through **MM64**, to ensure that the policy clearly differentiates between designated and non-designated heritage assets. On this basis I am satisfied that Policies CP11 and DM31 comply with the requirements of national policy. However, I note that not all of the text proposed for deletion in Policy DM31 was shown in the MMs table that was subject to consultation. I have therefore made an amendment to the text of MM64 to clarify the text to be deleted from Policy DM31.

Sense of Place

127. The framework for the management of the design of new residential and non-residential development within the built environment and the countryside is provided by Policies CP9, DM32, DM35, DM36, DM37 and DM44. In the interests of a clear and effective policy **MM67** is necessary to amend Policy DM35 by including a criterion which seeks to ensure the efficient use of land and a reference to the Chiltern Design Guide; **MM75** is required to modify Policy D44 by the deletion of the reference to 'employment' in the criterion 1.c; and revisions through **MM69** are necessary to ensure that Policy DM37 makes clear the approach to the provision of security shutters in buildings fronting a public highway.

Other Policies

128. Policy DM20 outlines those matters to be determined in accordance with the NPPF. In order to ensure the longevity of the policy, **MM56** correctly proposes to delete the specific reference to paragraphs of the NPPF in the policy. In order to ensure the factual accuracy of the Plan I have amended MM56 to clarify that it applies to the third version of the NPPF.

Conclusions on Issue 7

129. Subject to the MMs outlined, the Plan will provide a positive framework for the management of the natural, built and historic environment that is soundly based, justified and consistent with the requirements of national policy.

Issue 8 – Are the housing, employment, mixed-use and transportation and other allocations positively prepared, justified and effective? where necessary have exceptional circumstances been demonstrated to justify releasing land from the Green Belt? And do the allocations in the AONB accord with the requirements of national planning policy?

Site Selection Process

130. The individual site allocations contained within the submitted Plan were identified through the HELAA and refined as part of the SA process. In total 356 possible development sites were identified which, following an initial review, were

reduced 160 sites. Each of the site was then subject to a detailed assessment process which considered its development potential, suitability, availability, achievability including viability and the potential to overcome the constraints to development.

131. Sites within the Green Belt and AONB were subject to additional assessments which looked specifically at the impact the removal or development of the site would have on the specific designation.
132. There have been some challenges to the approach taken to the identification and assessment of sites, this is inevitable given that an element of planning judgement is required as part of the process. I am however, content that the reasons for selecting allocated sites and rejecting others are clear and that the conclusions are reasonable and logical.
133. In addition to identifying developable sites, the detailed findings of the HELAA and related studies were used to inform and define the scale of development and the detailed requirements contained in the Plan's site allocation policies. This approach will assist in ensuring the timely delivery of the allocated sites and that future development proposals respond appropriately to site specific issues.

Housing Densities

134. The HELAA explains that the Plan does not take a standard approach to the application of site densities. Rather, to determine the indicative development capacity for individual sites, consideration was given to a range of factors including the local development context, landscape and ecological constraints. Evidence in relation to the approach taken to the definition of density levels for every allocated site is contained in Appendix 4 of the HELAA⁵⁵. To provide greater clarity about the average density for each of the allocations, **MM77** is necessary to include specific information in relation to the net developable area and dwellings per hectare (dph) of the allocated and committed housing sites within Appendix 7. The revised appendix indicates that the density levels on allocated sites range from 16 to 300dph. Although I note the variation in density levels, I am mindful that two thirds of the sites exceed 30dph and nearly half 35dph and that where they fall below these levels there are clear and logical reasons for doing so. In my view the approach to defining density levels is realistic, based on robust evidence and will assist in maximising the potential for the delivery of new housing development in the District.
135. **MM13, 14, 15** and **16** are necessary to amend the indicative development capacity at: Policy HW5 - Abbey Barn South and Wycombe Summit from 505 to 580 dwellings; Policy HW6 - Gomm Valley and Ashwells from 530 to between 520 and 720 dwellings; Policy HW7 - Terriers Farm and Terriers House from 500 to between 500 and 540 dwellings; and Policy HW11 - Clay Lane, Booker, High Wycombe from 30 to 40 dwellings. These modifications are necessary to reflect changes in the development context of the sites and will assist in ensuring an appropriate level of flexibility in the housing land supply.

⁵⁵ HELS1.4

Flood and Landscape Management

136. The framework for the consideration of matters in relation to flood risk and sustainable drainage systems is provided by Policy DM39, as revised by **MM70**, which is necessary to provide clarity about the requirements of national policy. The policy is based on the findings and recommendations contained in the Wycombe Strategic Flood Risk Assessment (SFRA) Level 1⁵⁶ and SFRA Level 2⁵⁷ and is, in my view, consistent with the requirements of national policy. To ensure that the requirements of the Policy are addressed in site specific proposals, revisions through **MM12, 14, 15, 22, 38, 39, 40, 46** and **48** are necessary to the Policies HW4, HW6, HW7, HW19, PR13, PR14, PR15, RUR2 and RUR 4 to explain the requirement for proposals to manage local sources of flood risk. Similarly, in order to ensure that the development of allocated sites does not have an adverse impact on the landscape or AONB, **MM51** and **52** are necessary to amend Policies RUR8 and RUR9 to ensure that development takes a landscape-led approach. Other policies subject to similar modifications in relation to flood risk and landscape are addressed in the following site-specific assessments.

Housing Allocations

Policy HW8 - Land off Amersham Road including Tralee Farm, Hazlemere

137. The site could accommodate 350 dwellings and associated public open space. It is anticipated that the allocated site will be brought forward in conjunction with the adjoining site known as 'Land Off Earl Road' which is in Chiltern District. The site is situated within the Green Belt and adjacent to the AONB. The allocated site, which comprises approximately 12 hectares of land currently occupied by agricultural buildings, warehousing, a former equestrian centre and some residential dwellings, is enclosed largely by residential development and is located adjoining the Tier 1 settlement of High Wycombe. The conclusions of the GB2 Assessment indicate that the Green Belt parcel, which contains the allocation: only fulfils the Green Belt purposes defined in the NPPF relatively weakly; is in a sustainable location for growth; capable of being removed from the Green Belt; and suitable for the proposed use. Having regard to my conclusions on Issue 1 and 4, and considering the evidence presented, I consider that exceptional circumstances exist to justify the alteration of the Green Belt boundary to remove the site for housing development.

138. Although I note the issues in relation to the impact of the proposal on the existing orchard, flood risk and the provision of a primary school, I am content that, subject to **MM16** which is required to explain the requirements for flood management and educational provision, these issues are addressed in the policy and can be appropriately managed through the course of the development. Therefore, based on the submitted evidence, I am content that the allocated site is sound.

Policy HW9 Land at Green Farm, Glynswood, High Wycombe

139. The site at Green Farm, Glynswood is allocated for the construction of 50 dwellings. It is situated within the Green Belt and in the AONB. The allocated site,

⁵⁶ FRW12

⁵⁷ FRW2

which comprises a roughly square area of grassland enclosed by a combination of residential development and mature trees, is located on the urban fringe of the Tier 1 settlement of High Wycombe. The findings of the GB2 Assessment indicate that the allocated site only fulfils the Green Belt purposes defined in the NPPF relatively weakly, is in a sustainable location, is capable of being removed from the Green Belt without adversely impacting on the wider designation and is suitable for the proposed use. Having regard to my conclusions on Issue 1 and 4, and considering the evidence presented, I consider that exceptional circumstances exist to justify the alteration of the Green Belt boundary to remove the site for housing development.

140. Several representors have suggested that because of its potential impact on a heritage asset, the Disraeli Monument, which is located across Hughenden Valley, the proposal constitutes 'major development' in the AONB. Whilst I recognise that the allocated site is visible from the Monument, I consider that the long range nature of these views together with the location of the site, adjacent to existing residential development, and the presence of boundary trees would ensure that the development of the site would appear to be part of the existing urban area and as such would not have a significant impact on the heritage asset or the enjoyment or landscape qualities of the wider AONB. Therefore, subject to the revision proposed in **MM17** which requires the addition of new criteria that seek to manage flood risk and clarify the nature of the view from the site, I am content that the allocated site is sound. Whilst, I note the representations made to MM17, I am content that the revision proposed would improve the clarity and application of the policy and accord with the Framework. I have made a consequential change to paragraph 5.1.71 of the LP.

Policies HW10 - Horns Lane, Booker, High Wycombe and HW11 - Clay Lane, Booker, High Wycombe;

141. Land at Horns Lane and Clay Lane are allocated for the construction of 64 dwellings and, subject to **MM18** which is necessary to increase the scale of development, 40 dwellings respectively. The sites, along with that allocated under Policy HW16 for employment, are located within close proximity to each other and are situated within the Green Belt to the south-west of High Wycombe. As a result, the submitted Plan identifies the sites allocated under Policies HW10, HW11 and HW16, and the intervening land, which accommodates small-scale commercial and residential development along Clay Lane, as being a single site proposed for removal from the Green Belt.

142. The Horns Lane allocation is located on the urban fringe of High Wycombe and comprises a roughly triangular area of land enclosed by a combination of residential development, the M40 and allotments. The Clay Lane allocation, which comprises an area of undeveloped land enclosed by Clay Lane and Clay Hill, is also located close to High Wycombe. The Wycombe Air Park allocation comprises two parcels of land which include the existing operational air park and a substantial area of undeveloped land. The allocation is enclosed by a combination of the M40, Clay Lane, Marlow Road and to the west by the legal and regulatory limits to development associated with the licensing and operation of the air park. The findings of the GB2 Assessment indicate that the combined site only fulfils the Green Belt purposes defined in the NPPF relatively weakly, is in a sustainable location for growth, and is capable of being removed from the Green Belt without

having an adverse impact on the integrity of the wider designation and suitable for the proposed use.

143. Whilst the combined site is situated largely outside the urban area of High Wycombe, because of its proximity, connectivity and predominantly semi-urban character, the area for removal is, functionally, part of the larger area of the Tier 1 settlement, and as such in a sustainable location. The removal of a relatively small area of land, which is largely semi-urban in character, would not materially increase the potential for High Wycombe, Lane End or Marlow Bottom to coalesce, promote urban sprawl or result in the further encroachment of development into the countryside. Moreover, the requirements outlined in Policy HW11 and HW16 would, for the most part, ensure the establishment of appropriate and enduring boundaries. Therefore, having regard to my conclusions on Issue 1, 2, 4 and HW16 and considering the evidence presented, I consider that exceptional circumstances exist to justify the alteration of the Green Belt boundary to remove the site for employment and housing development.

144. The conclusions of the HELAA indicate that both the proposed allocated sites are largely free from constraint and based on the evidence presented I am content that the allocations in respect of Policies HW10 and HW11 are sound. I have made a consequential change to MM11 which amends Table 11 - Sites identified for housing or housing-led mixed use development in the High Wycombe area to reflect the change in indicative capacity at the Clay Lane site contained in MM18.

HW15 - Land to the rear of Hughenden Road, High Wycombe

145. The site, which is located close to the Hughenden Stream, is allocated in the Plan for the construction of an unspecified number of dwellings. Evidence presented by the Environment Agency⁵⁸ indicates that the site should be considered a Functional Flood Zone (Flood Zone 3b)⁵⁹ and that proposals other than 'water compatible' development and 'essential infrastructure' would be inappropriate and undeliverable at this site. The site allocation is not soundly based and **MM19 and MM80** are necessary to delete the allocation.

Policy MR6 - Land adjacent to Seymour Court Road, Marlow

146. Land adjacent to Seymour Court Road comprises an area of some 0.3 hectares of undeveloped agricultural land, which is allocated for the construction of 9 dwellings. The allocated site, which is situated within the Green Belt and the AONB, adjoins the Tier 2 settlement of Marlow and is enclosed by a combination of residential development and mature trees. The findings of the GB2 Assessment indicate that overall the site only fulfils the Green Belt purposes defined in the NPPF relatively weakly, is in a sustainable location for growth, capable of being removed from the Green Belt without adversely affecting the integrity of the wider designation and suitable for the proposed use. Having regard to my conclusions on Issue 1 and 4, and considering the evidence presented, I consider that exceptional circumstances exist to justify the alteration of the Green Belt boundary to remove the site for housing development.

⁵⁸ SCG2A

⁵⁹ As defined by Table 1 'Flood risk' the Planning Practice Guidance

147. Whilst I note the issues in relation to the impact on the countryside and ribbon development, none of the matters identified demonstrates that the development of the allocation would be of an inappropriate scale or be harmful within the wider landscape. I am therefore, satisfied that the allocation, subject to **MM25** which is necessary to ensure a landscape-led approach to development, is sound.

Policy PR11 – Land to the rear of Poppy Road, Princes Risborough

148. The Poppy Road site is allocated for the construction of 58 dwellings. The site is situated within the Green Belt and, partially, the AONB. The allocated site, which comprises part of the existing garden of 108 Wycombe Road, is enclosed by a combination of residential development and mature trees and located adjacent to the Tier 2 settlement of Princes Risborough. The indicative layout plan⁶⁰ for the site indicates that the development would be sited in the north-eastern section of the site close to the existing urban area, whilst the remainder of the site would be undeveloped. Access to the allocation would be via a new link road leading from the Princes Risborough relief Road (Policy PR8) and the existing access from Wycombe Road.

149. The findings of the GB2 Assessment demonstrate clearly that the allocated site only fulfils the Green Belt purposes defined in the NPPF relatively weakly, is in a sustainable location, is capable of being removed from the Green Belt without adversely impacting on the wider designation and is suitable for the proposed use. The Assessment recommended that, to ensure an enduring boundary for the Green Belt, landscape mitigation would be needed along the southern boundary of the site with Culverton Farm. This requirement has, correctly, been addressed in Policy PR11. Therefore, having regard to my conclusions on Issue 1 and 4, and considering the evidence presented, I consider that exceptional circumstances exist to justify the alteration of the Green Belt boundary to remove the site for housing development.

150. The location of the proposed allocation, adjoining the urban area of Princes Risborough and the presence of mature boundary trees which, largely, screen the site from Pyrtle Spring and the countryside beyond, would, in my view, ensure that the development of the site would not be visually prominent or have a serious adverse impact on the character or visual qualities of the AONB. Matters in relation to the impact of a new highway access on the AONB are addressed in my findings in relation to the Princes Risborough Expansion Area.

151. With regard to constraints, it is clear that the allocation is, in part, a priority habitat, would be within Flood Zone 3 and that highway improvements would be required to ensure safe vehicular access arrangements. The written and oral evidence presented during the examination make clear that these issues can be positively addressed and managed through the development of the site. To ensure that this is accurately reflected in the policy framework, **MM36** proposes revisions to Policy PR11 necessary to require future development proposals to include a detailed ecological, hydrological and visual impact assessment of the site, a water management strategy, implement an ecological buffer, provide additional landscaping and a landscape-led approach to the design and layout of the site, and clarify access arrangements.

⁶⁰ Figure 32 of the Submitted LP

152. Based on the evidence presented, and, subject to the proposed modifications, the allocation is sound.

Policy BE2 - Hollands Farm, Bourne End

153. Land at Hollands Farm is allocated for the construction of 467 dwellings, a primary school and associated public open space. The site is situated in the Green Belt and comprises some 23 hectares of agricultural land which is enclosed on all sides by built development and located within the Tier 2 settlement of Bourne End/Wooburn. The findings of the GB2 Assessment indicate that the allocated site only fulfils the Green Belt purposes defined in the NPPF relatively weakly, is in a sustainable location, is capable of being removed from the Green Belt without adversely impacting on the wider designation and is suitable for the proposed use.

154. The NPPF indicates that the first purpose of Green Belts is to check the unrestricted sprawl of large built up areas. The Buckinghamshire Green Belt Assessment⁶¹, defines 'large built up areas' as being the Tier 1 settlements within constituent authority areas. In this case, the land proposed for removal is located adjacent to the Tier 2 settlement of Bourne End/Wooburn, and so therefore has correctly been adjudged not to fulfil the requirements of the first purpose.

155. The Settlement Hierarchy Study⁶² does not identify either Hawks Hill/Harvest Hill as a separate settlement and considers that it is, functionally, part of the Tier 2 settlement. As such, I do not consider that the proposed allocation would materially alter this situation or promote the coalescence of separate settlements. As for encroachment, the proximity of the surrounding built development, gives the site the appearance of being semi-urban, and as such, I do not consider that its removal from the Green Belt would result in the loss of, or promote development in, the countryside. Based on the foregoing, the evidence presented and having regard to my conclusions on Issue 1 and 4, I consider that exceptional circumstances exist to justify the alteration of the Green Belt boundary to remove the site for housing development.

156. The Hollands Farm site provides an area of open pasture and woodland on the edge of the settlement of Bourne End/Wooburn and is not currently subject to either a local or national landscape designation. Moreover, whilst I note the allocation is part of a significantly larger area of land being considered for inclusion in the AONB, no decision has been made by Natural England on the suggested revision to the designation's boundary.

157. In terms of the quality of the land, it is accepted that the proposed allocation would result in the loss of fields currently in agricultural use. However, I am content that the approach taken by the Council in assessing and allocating the Hollands Farm site, and other sites in the plan, complies with the requirements of NPPF which seeks to protect the best and most versatile agricultural land.

⁶¹ GB2

⁶² SHS1

158. With regard to the impact of the proposal on the local highway network, the Wycombe Local Plan Sites Traffic Modelling Study⁶³ and the Countywide Local Plan Modelling Study⁶⁴ have both assessed the impact of additional traffic generated by the Hollands Farm site on the local area and concluded that, subject to the provision of a spine road which would link Princes Road with Hedsor Road and distribute traffic within the allocation, the additional traffic generated by the site could be accommodated on the highway network. The indicative access point at Hedsor Road is within Flood Zone 3 but, the findings of the Sequential Test Report⁶⁵ makes clear that the site passes the exceptions test and that in the event of a flood event affecting the southern access, alternative access and egress would be available at two other locations to the north of the site. In my view this approach is robust and sufficient to demonstrate that, in principle, a safe and suitable access can be achieved.

159. In terms of the impact the proposed access road would have on the Hedsor Road and Riverdale Conservation Area, the exact siting and design of the road has yet to be determined. As such these are matters that can be effectively addressed by Policies DM31, DM35 and BE2, which has correctly been amended by **MM43** to emphasise the need to have special regard to conserving heritage assets and their settings, and through the masterplanning of the site.

160. Overall, I am content that the proposed Hollands Farm allocation is sound.

Policy RUR3 - Land East of Sidney House, Lane End

161. Land East of Sidney House site is situated within the Green Belt and the AONB. The allocation, which comprises a redundant and vacant sheltered housing development and an area of undeveloped land, is located on the northern edge of the Tier 3 settlement of Lane End and enclosed by the M40 motorway. The findings of the GB2 Assessment indicate that the site: does not fulfil any of the Green Belt only fulfils the Green Belt purposes defined in the NPPF relatively weakly, is in a sustainable location for growth, is capable of being removed from the Green Belt without adversely affecting the integrity of the wider designation; suitable for the proposed use and that its removal from the Green Belt would assist in the redevelopment of an underused PDL site for residential purposes. Having regard to my conclusions on Issue 1 and 4, and considering the evidence presented, I consider that exceptional circumstances exist to justify the alteration of the Green Belt boundary to remove the site for housing development. Therefore, subject to the revision proposed in **MM47** which requires the addition of a new criteria that seeks a landscape-led approach to development, I endorse the allocation.

Policy RUR1 - Land South of Finings Road, Lane End; Policy RUR2 – Land Between Chalky Field and Marlow Road, Lane End; Policy RUR8 - Land South of Mill Road, Stokenchurch; and Policy RUR9 - Land at Wood Farm, Stokenchurch

162. Policies RUR1, RUR2, RUR8 and RUR9 allocate land within the AONB for the development of 10 (MM45), 27, 100 and 28 dwellings respectively. Evidence contained in the AONB Study and HELAA indicate that the proposed allocations are in sustainable locations, would not have an adverse impact on the enjoyment or

⁶³ TR6

⁶⁴ TR1

⁶⁵ FRW1

visual qualities of the AONB and are largely free from constraint. Whilst I note that some concerns have been raised about the development of these sites, none of the matters identified demonstrate that the development of the allocated sites would be of an inappropriate scale or be harmful to the visual qualities of the wider landscape. Therefore, subject to the revisions required in **MM45, 46, 51** and **52**, which correctly reduce the indicative number of dwellings on the site allocated under Policy RUR1 and require the addition of a new criteria Policy RUR2 to manage flood risk, and in Policies RUR1, 2, 8 and 9 seeking a landscape-led approach to the design and layout of the sites, I am satisfied that the allocations are sound.

Policy RUR6 – Great and Little Kimble-Cum-Marsh Parish

163. Policy RUR6 provides the framework for the development of 160 new dwellings within the emerging Great and Little Kimble-Cum-Marsh Neighbourhood Plan (NP). In order to improve the clarity and application of the policy, **MM49** makes revisions necessary to explain the type of development permissible, the need for it to be phased over the lifetime of the LP and explain the requirement for the site selection process to have regard to local sustainability issues, such as landscape capacity and the availability of public transport. It also includes an additional criterion explaining how development will be delivered in the absence of a made NP. Based on the evidence presented, I am satisfied that the level of growth outlined in the Policy is reasonable and proportionate and that the approach to the delivery of new development is realistic and achievable.

Policy RUR7 - Clappins Lane, Naphill

164. The Clappins Lane site is allocated for the construction of 64 dwellings. The site is situated within the Green Belt and the AONB. The allocated site, which comprises an area of some 2.2 hectares of undeveloped pasture, is enclosed largely by residential development and is located adjoining the Tier 3 settlement of Naphill. The findings of the GB2 Assessment indicate that the site only fulfils the Green Belt purposes defined in the NPPF relatively weakly, is in a sustainable location for growth, capable of being removed from the Green Belt without adversely affecting the integrity of the wider designation and suitable for the proposed use. Having regard to my conclusions on Issue 1 and 4, and considering the evidence presented, I consider that exceptional circumstances exist to justify the alteration of the Green Belt boundary to remove the site for housing development.

165. Whilst some concerns have been raised about the development of the site, none of the matters identified demonstrate that the proposals would have an adverse impact on the enjoyment or visual qualities of the AONB or are significant enough to warrant the removal of the sites from the Plan. Therefore, subject to the revision proposed in **MM50** which require the addition of a new criteria to manage flood risk, I endorse the allocation.

Policy RUR 11 - Heavens Above, 16 High Heavens, Marlow Bottom

166. The Heavens Above site is allocated for the construction of 20 dwellings. The site is situated within the Green Belt and the AONB. The allocated site, which is currently in residential use, is located on the edge of the Tier 3 settlement of Marlow Bottom and enclosed on three sides by dense woodland. The findings of the

GB2 Assessment indicate that the site only fulfils the Green Belt purposes defined in the NPPF relatively weakly, is in a sustainable location for growth, capable of being removed from the Green Belt without adversely affecting the integrity of the wider designation, and suitable for the proposed use. Having regard to my conclusions on Issue 1 and 4, and in light of the evidence presented, I consider that exceptional circumstances exist to justify the alteration of the Green Belt boundary to remove the site for housing development.

167. Based on the additional evidence presented⁶⁶, I am content that the site is deliverable and can be brought forward in the manner envisaged in the Plan. Subject to the revision proposed in **MM54** which seeks a landscape-led approach to development and to manage local sources of flood risk, I am satisfied that the allocation is sound

Employment Allocations

Policies HW16 Wycombe Air Park, High Wycombe

168. Land at Wycombe Air Park, subject to **MM20** which is required to explain the increase in the quantum of development, is allocated for the creation of between 22,000 and 26,600 square metres of new employment floorspace. The site is located close to those allocated for housing development under Policies HW10 and 11 and is situated within the Green Belt to the south-west of High Wycombe. As a result, the submitted Plan identifies the allocated sites and intervening land as being a single site proposed for removal from the Green Belt. The Air Park site is not within the AONB but is within the setting of the designation.
169. The Wycombe Air Park allocation, which is owned by the Council, comprises two parcels of land. The northern parcel includes much of the existing operational Air Park such as air craft hangers, commercial buildings and car parking, whilst the southern parcel is undeveloped land. The site is enclosed by a combination of the M40, Clay Lane, Marlow Road and to the west by the legal and regulatory limits to development associated with the licensing and operation of the air park. The findings of the GB2 Assessment indicate that the combined site: only fulfils the Green Belt purposes defined in the NPPF relatively weakly; is in a sustainable location for growth; capable of being removed from the Green Belt; and suitable for the proposed use.
170. For the reasons outlined earlier in this report, the removal of the Wycombe Air Park Site in conjunction with those allocated for development by Policies HW10 and 11 is supported. Therefore, having regard to my conclusions on Issues 1, 2 and 4, and considering the evidence presented, I consider that exceptional circumstances exist to justify the alteration of the Green Belt boundary to remove the site for employment and housing development.
171. The Wycombe Air Park allocation proposes the intensification of the existing commercial use of the site and its expansion to allow for the creation of additional, non-aviation, employment related floorspace. The findings of the Wycombe Commercial Assessment⁶⁷ indicate that although the location of the Air Park site may not make it attractive to companies wishing to serve the regional and national

⁶⁶ Action Point 9.9

⁶⁷ HELS12

warehousing and distribution market, it would be well placed to meet more localised needs.

172. To support this, the land owner⁶⁸ has provided additional evidence which outlines the key actions necessary for the development of the northern and southern sections of the site. The evidence indicates that proposals for the upgrading of the existing access to serve the northern parcel have been agreed with the Highway Authority, that the work on the new access road will commence in 2019 and that discussions in relation to the acquisition of land/and proposals to relocate the Gliding Club are at an advanced stage. It is anticipated that development on the northern site to accommodate the glider club and alterations to air traffic movements will be completed by summer 2020 and a planning application for the development of the southern parcel will be submitted in summer 2019 with construction work on the site estimated to start a year later. Whilst this is a complex proposal, based on the evidence presented it is clear that the allocation can be delivered in the manner and timescales envisaged in the LP.

173. The development on the Air Park site would be within the setting of the AONB and as such, must have regard to the need to preserve and, where appropriate, enhance the landscape. The detailed design, scale and siting of future buildings on the site can be effectively addressed through the master planning of the site and, I am content that the framework provided by Policies HW16, DM32, DM33 and DM35 will provide an appropriate mechanism for assessing and managing future development.

174. In light of the foregoing, I am content that the allocation is sound.

Policy HW 17 - Land Adjoining High Heavens Household Recycling Centre, High Wycombe

175. Land Adjoining High Heavens Household Recycling Centre is allocated for low density yard-based activity⁶⁹. The site is situated within the Green Belt and the AONB. The allocated site comprises an area of some 3.7 hectares of rough grassland, largely enclosed by a combination of mature trees and hedgerows and is located adjacent to the established High Heavens Household Recycling Centre. The submitted Plan proposes the removal of the allocated site, and the existing Household Recycling Centre from the Green Belt. The findings of the GB2 Assessment, indicate that: the combined site only fulfils the Green Belt purposes defined in the NPPF relatively weakly; is in a sustainable location; and capable of being removed from the Green Belt without adversely affecting the integrity of the wider designation and suitable for the proposed use.

176. As with the site proposed for removal in relation to Policies HW10, HW11 and HW16, although the combined site is located outside the urban area of High Wycombe, I nevertheless consider that because of its proximity, connectivity and the nature of the existing use, the area proposed for removal is, functionally, part of the larger High Wycombe area, and as such is in a sustainable location. With regard to the potential impact of removing the combined site from the Green Belt, I am mindful that the existing and future use of the land will make an important contribution towards meeting the social and economic needs of the District and

⁶⁸ AP7.13

⁶⁹ AP7.17 and 7.20

that the removal of a comparatively small area of land would not undermine the integrity of the designation or its ability to meet the purposes set out in the NPPF. Moreover, having regard to my conclusions on Issue 2 and 4, and considering the evidence presented, I consider that exceptional circumstances exist to justify the alteration of the Green Belt boundary to remove the site for economic development.

177. The evidence contained in the HELAA and submitted in respect of Action Point 7.16 indicates that the proposed allocation does not constitute major development in the AONB and is largely free from constraint. However, these findings have been disputed and it has been suggested that because of its potential impact on the landscape the proposal constitutes 'major development' in the AONB. Whilst I agree that the allocated site can be viewed from public vantage points, these are limited in scope and, largely, restricted to the area immediately surrounding the site. Moreover, I consider that the nature of the allocation, its proximity to the existing recycling centre and the presence of mature boundary trees would ensure that the site would not be visually prominent or have a serious adverse impact on the enjoyment or visual qualities of the AONB. As such I do not consider that the proposed allocation would result in major development in the AONB. Therefore, subject to the revision proposed in **MM21** which requires the addition of new criteria that seek a landscape-led approach to development, the allocation is soundly based.

Policy RUR10 - Land rear of Stokenchurch Business Park, Stokenchurch

178. Land to the rear of Stokenchurch Business Park is allocated for Class B1, B2 and B8 uses. The allocated site is located in the AONB and comprises a roughly triangular area of agricultural land enclosed by a combination of the existing business park, the M40 and mature hedgerows. The evidence contained in the AONB Study and HELAA indicate that the development of the allocation would not be of an inappropriate scale or be harmful to the visual qualities of the wider landscape and is largely free from constraint. I am satisfied that the development framework provided by the policy is sufficient to address detailed issues in relation to the future use, access arrangements and that the impact of the allocation on the SAC has been fully and rigorously considered as part of the HRA. Therefore, based on the evidence presented, I am content that the allocation is sound.

Mixed Use and Transportation Allocations

Princes Risborough Expansion Area

179. The combination of Policies PR3, PR4, PR5, PR6, PR7, PR8, PR10, PR11, PR16 and PR17 provide the framework for the Expansion of Princes Risborough (PREA). Matters in relation to Policies PR11 and PR16 are discussed separately. Policies PR3 and PR4, as revised by **MM27, 28** and **29** which are necessary to clarify the requirements for housing and infrastructure delivery, allocate land within the PREA for the construction of up to 2300 dwellings on the MEA allocation, 58 dwellings at the Poppy Road allocation (Policy PR11) and 45 dwellings at the Princes Risborough Station allocation (Policy PR16), two primary schools, a local centre, public open space/green infrastructure and a relief road. The MEA comprises 177 hectares of, largely, agricultural land with some employment uses located between the north-west boundary of the Tier 2 settlement of Princess Risborough and the southern boundary of the smaller settlement of Longwick. The

site is bordered to the north by Lower Icknield Way and to the south by the Chiltern railway line.

180. The allocation is supported by Policies PR6, PR7, PR8 and PR10, as revised by **MM26, 31, 32** and **33** which are necessary to clarify the requirements of the policies and make consequential amendments to the boundary of the strategic buffer. The combination of the policies outlines the design principles; development requirements for the expansion; seeks the provision and safeguarding of transport infrastructure, including the relief road and a number of local highway improvements; and reserves land at Lower Icknield Way for the relocation of businesses affected by the expansion area. In order to ensure the timely and effective delivery of the development, Policy PR17, subject to **MM42** which is necessary to clarify the application of the policy, outlines the requirement for the provision, funding and management of new educational, recreational and highway infrastructure. Policy PR5 provides the mechanism for managing the defined settlement boundary and strategic buffer between Longwick and Princes Risborough.
181. The MEA is within the setting of the AONB and would be visible from several vantage points in the Chilterns including Whiteleaf cross, Brush Hill Local Nature Reserve and along the Ridgeway National Trail. Critics of the proposed allocation contend that the development of the site would result in increased noise and vibration levels, a reduction in air quality and would ultimately erode the tranquillity of the AONB. The Princes Risborough Expansion Landscape Sensitivity and Capacity Study⁷⁰ analyses in detail the ability of the land immediately to the south, west and north of the settlement to accommodate a major expansion area. The study found that those parts of the site closest to the built-up area and railway line have the greatest capacity to absorb new development, whilst those along Icknield Way have less capacity. The findings recognised that the development of the MEA would have an impact on the setting of the AONB, but concluded that with appropriate mitigation, any impact could be effectively ameliorated. The recommendations of the study in respect of masterplanning and landscape mitigation have been carried forward into the principles for development in Princes Risborough and the requirements of Policies PR6 and PR7.
182. A key element of the PREA is the provision of a relief road to serve the development and relieve traffic in the centre of Princes Risborough. The indicative route of the proposed relief road runs from Lower Icknield Way, south through the MEA and skirts the existing urban area to connect with Wycombe Road. The opponents of the proposed scheme question both the need for, and the route of the proposed road. However, the evidence presented in respect of the need for the scheme supports the provision and makes clear that the forecast volume of traffic from the PREA could only be accommodated if extra road capacity in the form of a new relief road was provided⁷¹. The options for the indicative alignment of the relief road were defined in discussion with statutory consultees and through engagement with local residents. The options, and a number of variants, were reviewed through a number of technical studies^{72 73} and assessed as part of the SA process. The reviews /assessments process concluded that, overall, the indicative

⁷⁰ LAN1

⁷¹ TR19

⁷² TR22

⁷³ TR15

alignment of the proposed relief road identified in the submitted Plan was the best performing option. Based on the evidence presented, and subject to detailed considerations, the need for, and indicative route of the proposed relief road is justified and based on robust and credible evidence.

183. The southern section of the indicative relief road, between Picts Lane and Wycombe Road, is located within the AONB and the Green Belt. In addition to its primary function, the road will also provide access to the Poppy Road allocation (Policy PR11). The southern section of the highway would be some 700 metres in length and would have a land take of less than 1.5 hectares and would because of its siting, in the countryside to the west of Wycombe Road and close to Pyrtle Brook, be visible in the landscape of the AONB. This in itself does not demonstrate harm, and it is clear from the evidence presented that any impact could, with careful siting and a detailed design that incorporates the mitigation measures in relation to matters such as lighting, ecology, hydrology and visual impact, be effectively mitigated⁷⁴.
184. On balance, and in light of the submitted evidence, I am satisfied that the MEA and the indicative route of the relief road would not have a serious adverse impact on the AONB.
185. With regard to the impact on the Green Belt, the NPPF makes clear that local transport infrastructure schemes are not inappropriate development in Green Belts, provided it can be demonstrated that the location is necessary. In light of my earlier conclusions in respect of the need for, and indicative siting of the relief road, I consider that its location within the Green Belt is justified in principle.
186. Situated in the centre of the Expansion area is the small historic hamlet of Alscot. Whilst concerns have been expressed about the impact of development on the character and appearance of the Conservation Area, these are matters of judgement which should be made on the basis of detailed evidence. In the absence of such detailed evidence, matters in relation to the impact of the development on the setting or character and appearance of the heritage asset can, having regard to the statutory requirements⁷⁵, be effectively addressed through the masterplanning of the site and the framework provided by Policies PR6, DM31 and DM35 which provide an appropriate mechanism for assessing and managing future development on the site.
187. A strategic buffer, approximately 50 metres wide and extending the length of the northern boundary of the MEA area, provides a barrier/open space between: the MEA and Longwick; and the MEA and the countryside beyond Lower Icknield Way. A number of concerns have been expressed about the width of the buffer because, it is suggested that it would not be visible when viewed in the wider landscape and because the open land would, in part, be used for strategic open space.
188. Policy PR5, as amended by **MM30** which correctly takes account of the granting of planning permission at Ivy Farm, Longwick, and the Princes Risborough Expansion: Issues and Options Report⁷⁶ make clear that the purpose of the strategic buffer is, for the most part, to protect the undeveloped character of the

⁷⁴ TP6, AONB1 and WDLP2

⁷⁵ Planning (Listed Buildings and Conservation Areas) Act 1991 and NPPF

⁷⁶ PR9

countryside within the designation and to maintain separation between smaller settlements and the MEA. The scale and location of the strategic buffer would, when viewed from the area immediately surrounding the MEA, be sufficient to ensure the visual and physical separation of the settlements and protect the identity of Longwick as a separate village. With regard to the issue of development in the strategic buffer, Policy PR5 explains that the designation is not intended to be an absolute restriction on all development but that any such development would need to be small scale in order to respect the rural character of the area.

189. The scale of growth at the MEA was defined through public consultation⁷⁷ and the SA⁷⁸ process. The revised trajectory⁷⁹ for the allocation, indicates that construction work will commence in 2024, with 792 dwellings delivered by 2029, a further 840 dwellings by 2033, and the remainder of the site, some 599 dwellings, constructed beyond the Plan period. The anticipated rate of delivery allows for the construction of 180 dwellings per annum. As the site is likely to be constructed by at least 3 national housebuilders this rate of delivery would equate to 60 dwellings per annum, for each developer. In my view, a reduction in the scale of the growth proposed would undermine the objective of delivering the OAHN, whilst an increase in the scale of the allocation is likely to be undeliverable given the anticipated rate of delivery on the site. In light of the evidence presented and the need to meet the OAHN the scale and rate of delivery of housing at the MEA is considered reasonable and realistic.
190. To facilitate the development of the MEA for housing, it will be necessary for the employment related uses within the site to be relocated. Policy PR10, in conjunction with Policy PR4, reserves an area of some 12 hectares of land at the junction of Chestnut Way and Lower Icknield Way immediately west of the Birmingham railway line, for the relocation of existing B1, B2 or B8 business uses affected by the expansion of Princes Risborough. The approach outlined in Policy PR10 is logical and, subject to **MM35** which is desirable to allow for the flexible delivery of employment related uses, is sound.
191. The delivery of social, educational and transport infrastructure is an integral part of the proposal. The framework for managing infrastructure provision is provided by Policy PR17, which seeks to deliver on-site provision and off-site contributions in an equitable way and phase delivery to ensure that infrastructure and housing development align. The required infrastructure will be funded, largely, from S106 contributions secured from the Land Owners/Developers of the site, with, subject to final approval, additional funding for the southern section of the relief road provided by a grant from the Housing Infrastructure Fund (HIF).
192. Seeking a coordinated approach to the delivery of infrastructure and housing across the site is an important element of the scheme and necessary to ensure that the PREA functions and integrates effectively into the settlement. **MM28** is necessary to amend Policy PR3 to allow the submission of planning applications for individual parcels. In my view this revision is necessary to introduce flexibility into the policy framework and ensure that development can commence on site in a timely manner. The use of a framework for equalisation is necessary to ensure an equitable distribution of costs and the timely delivery of infrastructure.

⁷⁷ PR6, PR8 and PR9

⁷⁸ WDLP2

⁷⁹ Council's Statement for Matter 8 – Development Framework for Princes Risborough

193. Critics have suggested that not all the infrastructure identified in the Plan is necessary for the delivery of the development and that the scale of provision would impact adversely on the viability of the site. These are matters that will change over the lifetime of the scheme and will need to be revisited as the delivery of the site progresses. The evidence presented in respect of the site does however, demonstrate that there is a need for the provision of affordable housing, school places, medical facilities, open space and transportation improvements⁸⁰ and that, based on the submitted evidence⁸¹ and allowing for development costs and S106 contributions, there would still be significant headroom in the scheme. With regard to HIF funding, the Council accepts that the provision of the grant may not be guaranteed and, sensibly, outlines in its statement for Matter 8 an alternative funding mechanism for the scheme.

194. Overall, and based on the submitted evidence, I am content that the PREA allocation is sound.

Other allocations in Princes Risborough

195. Policies PR12, PR13, PR14 and PR16 collectively provide the framework for the management of Town Centre Traffic and Public Realm Enhancements in Princes Risborough and the redevelopment of the: Land Fronting New Road (Back Lane); Land South of Horns Lane; and Land at Princes Risborough Station. Subject to the revisions proposed by **MM37, 38, 39, 40** and **41** which, correctly, seek to clarify the requirements of the policies and are necessary for soundness, I am content that Policies PR12, PR13, PR14 and PR16 are sound.

Other Allocations

Policy HW21 – Land at Queensway, Hazelmere

196. Land at Queensway is allocated for the development of a new cemetery, which is intended to meet the future burial ground needs of the High Wycombe area over the Plan period. The site is located within the Green Belt and AONB. The NPPF makes clear that cemetery uses are not inappropriate development in Green Belts, as long as they preserve the openness of the Green Belt and do not conflict with the purpose of including land within it. Based on the submitted evidence, I am content that the framework provided by the policy would ensure that the openness of the Green Belt in this location would not be reduced. Similarly based on the evidence contained in the HELAA I am content that the proposal would not have a serious adverse impact on the AONB or constitute major development. Therefore, subject to the revision proposed in **MM23** which requires a landscape-led approach to development, I am satisfied that this allocation is sound.

Policy RUR4 – Little Marlow Country Park

197. The Little Marlow Country Park allocation occupies approximately 329 hectares of land formerly used for minerals extraction and is situated in the Green Belt and AONB to the west of Bourne End. The Country Park allocation is intended

⁸⁰ HEDN2, INF4 and TR19

⁸¹ VIA2

to provide environmental improvements, including ecological and biodiversity enhancements, open space and informal recreational opportunities for the residents of the District. Evidence presented by the Council demonstrates its commitment to delivering and securing funding for the project⁸². Although not directly related to either its scale or primary purpose, the allocation will also contribute towards attenuating the recreational impacts of new development within the vicinity of Burnham Beeches SAC, specifically the allocation at Hollands Farm (Policy BE2) by providing alternative recreational opportunities⁸³. Subject to the necessary revisions outlined in **MM48**, I am satisfied the proposed allocation is sound.

Conclusions on Issue 8

198. The Plan's site selections are based on a logical and appropriate set of criteria and assessment methodologies, SA and HRA. Subject to the MMs, I consider that all of the Plan's employment, housing, mixed use and transportation and other allocations have been positively prepared, are justified and will be effective. Where necessary, exceptional circumstances have been demonstrated to justify alterations to the Green Belt boundary and the removal of land to meet the objectively assessed need for employment and housing. In addition, I have found that none of the site allocations within the AONB would constitute 'Major Development' and as such comply with the requirements of the NPPF.

Issue 9 - Will a 5-year supply of deliverable sites be available on adoption of the Plan and are there reasonable prospects that this can be maintained over the Plan period?

199. The housing requirement figure as proposed is 10,925 or 546 dwellings per annum (PA). This represents a modest but nevertheless significant increase in the level of delivery rates from those previously experienced in Wycombe. Delivery has varied considerably over the period 2006 - 17 with completions ranging from 625 dwellings in 2008 - 09, to 223 dwellings in 2012 - 13. This resulted in an average of 482 dwellings pa over that period. Completions for the early part of the LP period (2013 -18) were expected to be 2,730 dwellings, but have fallen below the level required with only 2,404 or 480 dwellings pa delivered.

200. The revised housing supply data (MM6) indicates that completions, current commitments, windfalls and site allocations would provide between 11,648 and 11,888 dwellings during the plan period. The increase in the overall supply figure of between 721 and 961 dwellings has, principally, occurred as a result in changes to the indicative capacity at 4 allocated sites and an increase in sites with planning permission. Whilst the 'headroom' between the requirement and total supply remains limited, this addition provides sufficient 'contingencies' to ensure that delivery will not be put at risk.

201. The Council has robust monitoring arrangements in place and has positive working relationships with the majority of the developers of the allocated sites. This will ensure that any barriers to delivery can be identified and addressed in a timely manner. Delivery rates will be carefully monitored through the Council's Annual Monitoring Report and, if necessary, the plan may need to be reviewed to

⁸² Council's Statement for Matter 9 - Development in Rural Areas

⁸³ WDLP3B

ensure that housing need to 2033 is achieved. Whilst some representors consider that additional sites should be allocated to bolster supply, that would be likely to require the deletion of further land from the Green Belt and result in a delay in Plan adoption.

202. Turning to the five-year requirement, from 2006 to 2015 against a Wycombe Core Strategy (2006 – 20) proportionate requirement of 3,618, 4,334 dwellings were delivered. This is some 20% above the anticipated rate of delivery and, in accordance with paragraph 47 of the NPPF, a 5% buffer has been applied to the five year housing requirement figure.

203. As I indicated earlier, there has been a shortfall in delivery in the first quarter of the Plan period of 326 dwellings. The Council's preferred approach has been to deal with the shortfall within the first five years from adoption - the Sedgefield method. Applying the necessary 5% buffer and allowing for the delivery of the shortfall, the five year requirement from 2018/19 to 2022/23 would be 3,082 dwellings or 616 pa. Based on past rates of delivery, and in light of the new site allocations this requirement is realistic and achievable.

204. Assessing the precise level of five-year supply and anticipated rates of delivery is not an exact science. It involves making assumptions about a large number of sites and various factors including likely start rates and annual rates of building which could be subject to change. In broad terms I am satisfied that most of the sites that the Council has identified within the five-year supply from 2018 - 19 to 2022 - 23 have a realistic prospect of being delivered over the next 5 years and that the level of contingency within the supply is sufficient to address any slippage in delivery at major sites.

Conclusions on Issue 9

205. In light of the evidence presented I consider that there is a reasonable prospect that at the adoption of the Plan there will be a 5-year supply of deliverable housing land and that this situation will be maintained throughout the Plan period.

Issue 10 – Are the arrangements for monitoring and delivery robust and will the Plan be flexible enough to respond to changing circumstances?

206. The Plan includes a monitoring framework that will provide an effective means of measuring the implementation and delivery of the policies and allocations. The findings of the Council's monitoring process will be reported in the Authority Monitoring Report (AMR). Details in respect of housing delivery, including the housing trajectory indicating housing delivery rates, are set out in the HELAA and will be subject to regular review/update through the monitoring process. Amendments necessary to provide an update on the delivery of the identified housing or housing mixed-use developments in High Wycombe, Marlow, Princes Risborough and the Rural Areas are set out in **MM11, 24, 27** and **44**. In addition, in recognition of the changing strategic context for the Plan (MM1, 2 and 4), **MM79** correctly propose to extend the monitoring framework for Policy CP2 to include consideration of wider sub-regional growth dynamics.

207. The Plan does not contain a specific commitment to an early review but recognises that the delivery of employment land, in light of the levels of forecast

need and challenging market conditions, has to be closely monitored. Having regard to the requirement in the PPG that plans should be reviewed every five years, I do not consider that a specific review policy is necessary. The monitoring process set out in the Plan will, in my view, provide an effective mechanism to assess whether the Plan is meeting its objectives and intended outcomes.

Conclusions on Issue 10

208. The provisions made for monitoring and review in the submitted LP, as amended by the MMs, are consistent with national planning policy and will provide a robust and sound basis on which to assess the performance of the Plan.

Public Sector Equality Duty

209. In conducting the examination, I have had due regard to the aims expressed in Section 149(1) of the Equality Act 2010 and the evidence presented in the Council's Equality Impact Assessment⁸⁴. This includes the consideration of matters including the accommodation of Gypsies and Travellers and the need for accessible design.

Assessment of Legal Compliance

210. Overall, I am satisfied that the Plan complies with Section 19(1A) of the 2004 Act which requires that development plan documents (taken as a whole) must include policies to ensure that the development and use of land contributes to the mitigation of, and adaptation to, climate change.

211. My examination of the legal compliance of the Plan is summarised below:

- The Local Plan has been prepared in accordance with the Council's Local Development Scheme;
- Consultation on the Local Plan and the Main Modifications (MM) was carried out in compliance with the Council's Statement of Community Involvement.
- A Sustainability Appraisal has been carried out and is adequate.
- The Habitats Regulations Appropriate Assessment Report⁸⁵, most recently updated in January 2019 sets out why an Appropriate Assessment was undertaken and explains why it concluded that the Plan would not adversely affect, either alone or in combination, the integrity of the SACs assessed; and
- The Local Plan complies with all relevant legal requirements, including the 2004 Act (as amended) and the 2012 Regulations.

⁸⁴ WDLP4

⁸⁵ WDLP3 and WDLP3B

Overall Conclusion and Recommendation

212. The Plan has a number of deficiencies in respect of soundness for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explored in the main issues set out above.
213. The Council has requested that the appointed Inspector recommend MMs to make the Plan sound and capable of adoption. I conclude that, subject to the recommended MMs set out in Appendix 1, the Wycombe District Local Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the Framework.

Nicola Gulley
Inspector

This report is accompanied by an Appendix containing the MMs.



Wycombe District Local Plan

Adopted August 2019



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اگر آپ کو مہیا کردہ معلومات کسی اور زبان میں درکار ہوں تو وکیمب ڈسٹرکٹ کاؤنسل کے دفاتر میں تشریف لائے جہاں ہم آپ کے لینے حسب ضرورت مناسب تحریری یا زبانی ترجمانی کے انتظامات کر سکتے ہیں۔

اخراجات کو مد نظر رکھتے ہوئے ممکن ہے کہ ہم اس دستاویز کا مکمل طور پر ترجمہ مہیا نہ کر سکیں۔ تاہم یہ ممکن ہے کہ اس کے اہم ترین حصوں کا حسب ضرورت تحریری یا زبانی ترجمہ کروایا جاسکے۔ برائے مہربانی وکیمب ڈسٹرکٹ کاؤنسل کے دفاتر میں تشریف لائے۔

Jeśli potrzebne jest Państwu tłumaczenie przekazanych informacji na inny język, zapraszamy do biura Rady Okręgowej Wycombe w celu zaaranżowania – gdzie stosowne – tłumaczenia pisemnego lub ustnego.

Ze względu na koszty możliwe jest, iż nie będziemy w stanie zlecić tłumaczenia całości tego dokumentu. Możemy jednak – gdzie stosowne – zlecić tłumaczenie pisemne lub ustne niezbędnych fragmentów. Zapraszamy do biura Rady Okręgowej Wycombe.

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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 Hazlemere 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 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.

This plan replaces 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 should be read alongside this Plan.

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 the 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 2,080 are expected to be built by 2033, including on some sites in the existing town, leaving about 540 homes for later years.

In terms of business, the Plan proposes to take an area of land out of the Green Belt at the Wycombe Air Park, to allow for more business development. The Air Park 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 growth and connectivity to be addressed. However, this work is still at an early stage 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 recently confirmed new runway at Heathrow; the work being done by the National Infrastructure Commission on the Oxford To Cambridge Expressway and Growth Arc, 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 Junction 4.

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 and Ashwells, 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 Amersham Road 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 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 Air Park – but the Air Park remains operational. Land is identified for:

- More intensive use on the area of the existing buildings at the Air Park
- New employment uses on the triangle of land to the south of the Air Park
- 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 Air Park.

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 over 2,600 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 2,000 of these homes are expected in the plan period (to 2033), about 1,700 in the Main Expansion Area (about 100 already have planning permission), about 100 on other allocations in the expansion area, and about 220 on other sites elsewhere in the town, some of which have planning permission. This leaves 540 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 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 has produced a Neighbourhood Plan. The detailed sites are 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 the DSA development management 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 K sets out the policies to be deleted.

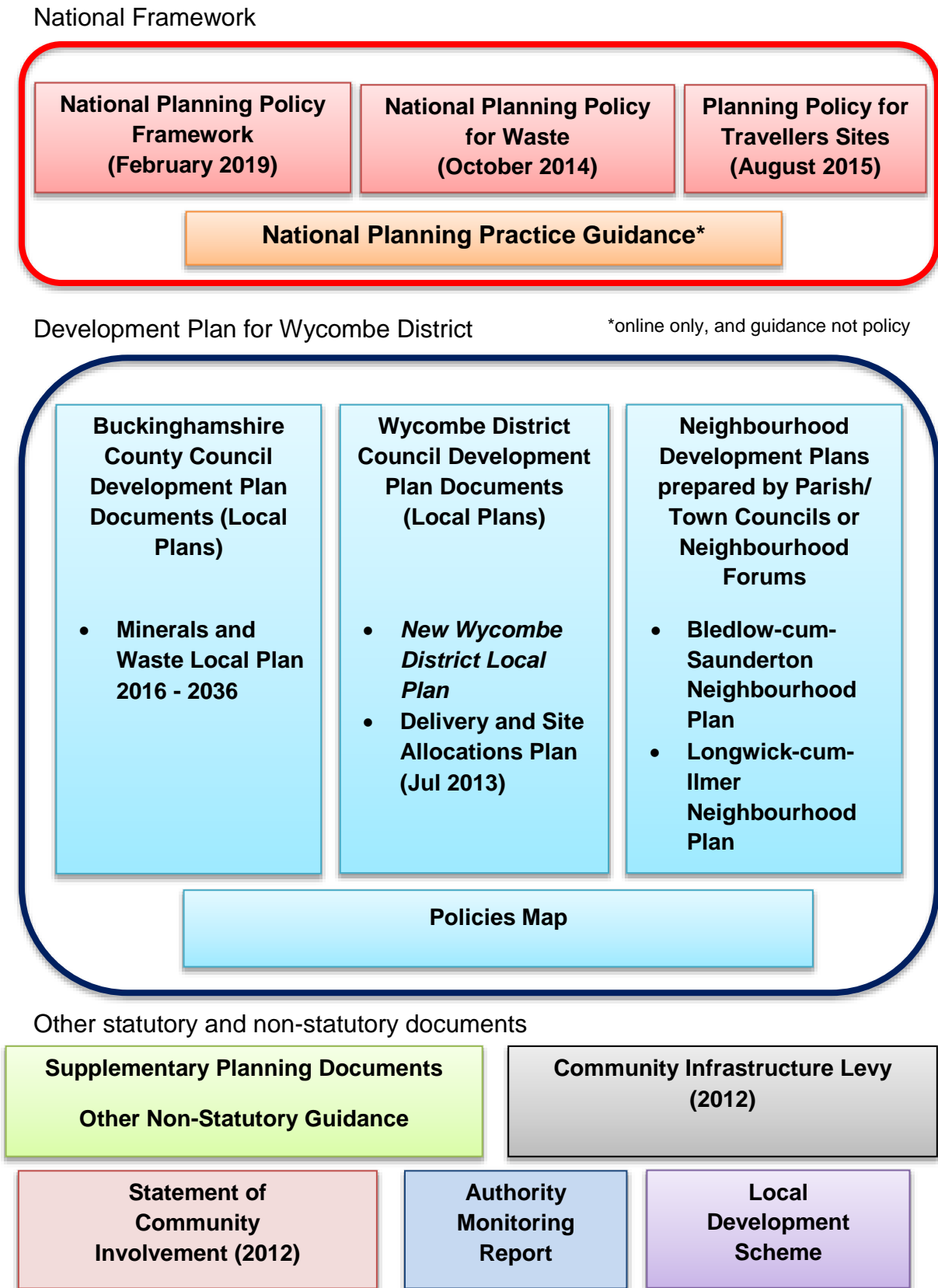
1.6 It will sit alongside the Delivery and Site Allocations Plan (2013) which sets out proposals for the three town centres in the District together with a number of policies to guide development. This is an up to date Plan. A full schedule of the retained policies is given at Appendix K.

- 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 August 2019



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 Neighbourhood Plans for Bledlow-cum-Saunderton Parish Council⁵ and Longwick-cum-Ilmer⁶, 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*

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.

⁶ Longwick-cum-Ilmer Neighbourhood Plan includes, among others, a revised settlement boundary to encompass seven site allocations; designations for Local Green Spaces; and policies for sustainable transport and small businesses.

- *Specific policies in this Framework indicate development should be restricted.*

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

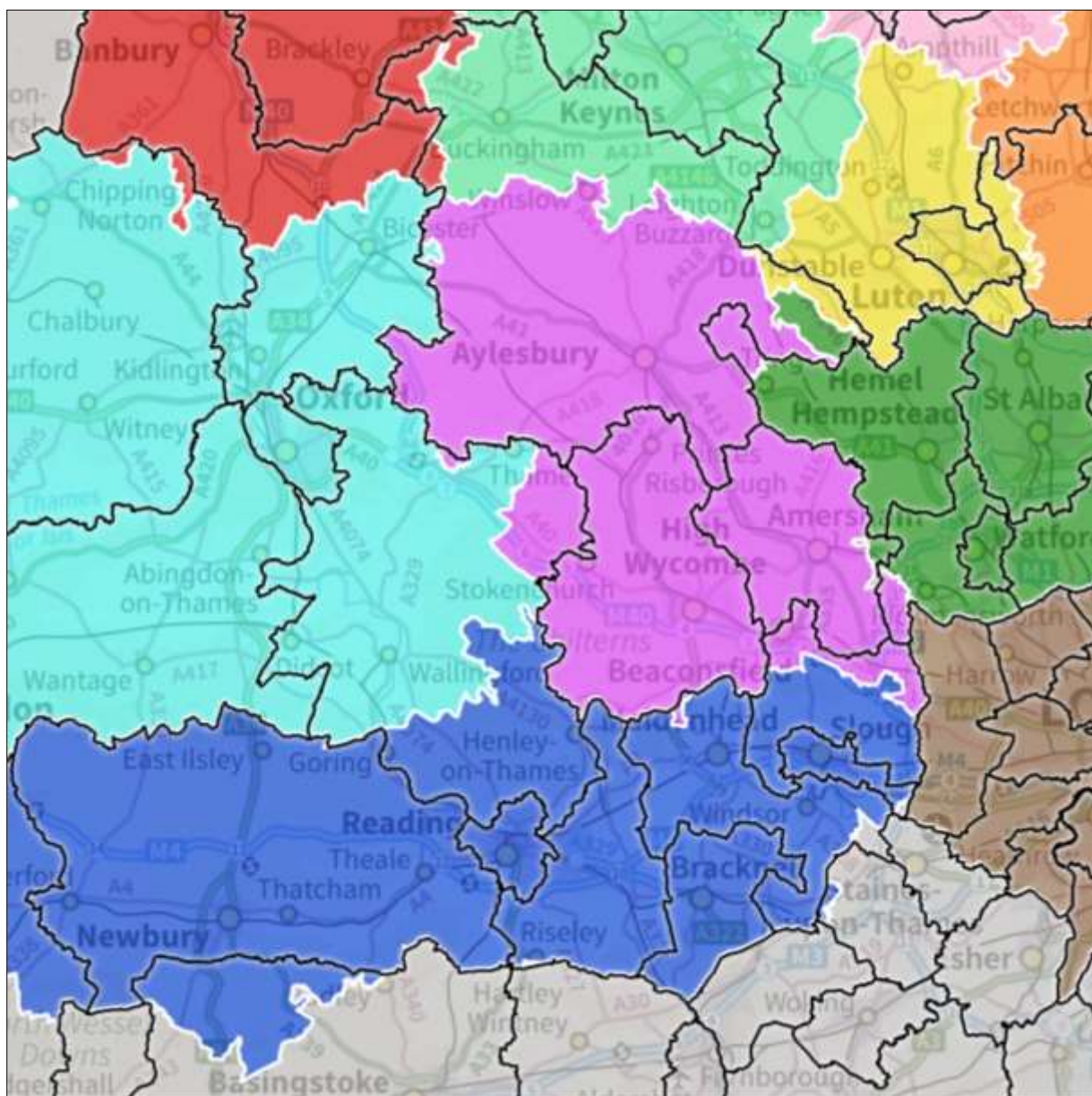
issues. The starting point however was to identify the right geography for addressing housing and economic needs. A study was commissioned by the four Buckinghamshire Districts⁷ to identify the housing market area and functional economic market area. The area shown in pink in figure 2 is the housing 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 Bucks⁸ and Wycombe Districts.

- 1.16** There are a number of sub-regional strategic initiatives whose development is still at an early stage. This includes the Oxford-Cambridge Growth Arc and associated East-West Expressway, and the third runway at Heathrow. It is too early to say what these projects might imply for growth in the District; the Council expects to actively engage in the formation of appropriate governance structures to steer the preparation of formal strategic plans as part of the process of Plan review.

⁷ HMAs and FEMAs in Buckinghamshire: Updating the Evidence (June 2016, Opinion Research Services and Atkins)

⁸ 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

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1.17 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

1.18 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 Cooperate⁹.

⁹ Wycombe District Local Plan and the Duty to Cooperate draft report (September 2017, Wycombe District Council)

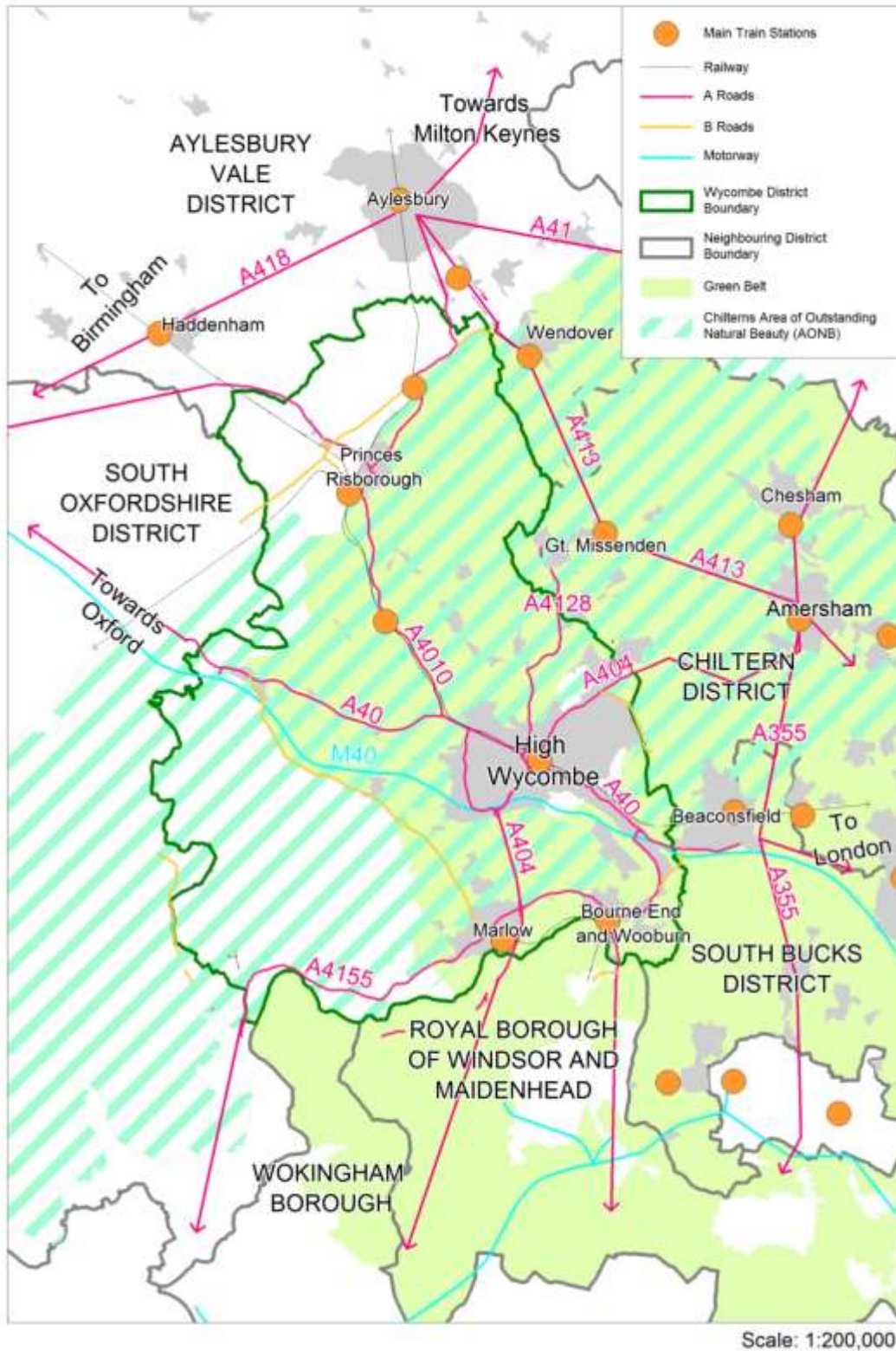
1.19 In addition to preparing evidence on key strategic issues, there are a range of other strategic plans and projects that may affect the District. These include:

- 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;
- The Oxford-Cambridge Growth Arc and East-West Expressway – aiming to deliver up to 1 million new homes by 2050 in a broad area between Oxford and Cambridge, supported by major new road infrastructure;
- The third runway at Heathrow, associated infrastructure improvements and economic growth;
- HS2 – which cuts through the very northern tip of the District;
- East West rail project – which will re-establish a rail link between Cambridge and Oxford. A new connection between High Wycombe and Oxford is already available and it will introduce direct connections between Aylesbury and 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



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Planning Locally

- 1.20** 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.
- 1.21** The evidence base to support the Plan is available on the Council’s website¹⁰. 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.
- 1.22** 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.
- 1.23** 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”¹¹.
- 1.24** 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.
- 1.25** 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 provided an opportunity for the community and stakeholders to comment

¹⁰ <https://www.wycombe.gov.uk/newlocalplan>

¹¹ Community Conversations Report (August 2013, Wycombe District Council)

both on the draft plan and the evidence that we had produced to support the Plan.

1.26 Over 3,000 people and organisations responded to the 2016 consultation raising nearly 10,000 individual comments/issues¹². 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 Green Belt 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

1.27 Initial work on the Local Plan included assessing the opportunity to expand Prince Risborough 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 the town as a separate Area Action Plan.

1.28 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.

1.29 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,

¹² <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.

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

Publication, Examination and Adoption of the Plan

- 1.31** The Plan was published for statutory consultation in October 2017 and was subsequently submitted for examination by an independent planning inspector in March 2018. As part of the examination, public hearings took place in July and September 2018 and consultation was undertaken on Proposed Main Modifications to the Plan in February and March 2019. The Inspector issued her report on the examination in July 2019. The Council formally adopted the Plan on 19th August 2019.

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 and enhances both its historic environment and its strong green infrastructure, particularly the Chilterns Area of Outstanding Natural Beauty, for future generations. In doing so, the wider social, cultural, economic and environmental benefits that conservation of the natural, built, and historic environment can bring in conjunction with new development should be recognised.

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)¹³. 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.

¹³ Buckinghamshire Housing and Economic Development Needs Assessment Update 2016 – Addendum Report (September 2017, Opinion Research Services and Atkins)

- 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 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 jobs¹⁴ in Wycombe District in the period 2013-2033, across a range of different sectors. This includes growth of around 5,000¹⁵ jobs in the “B use class” sectors of office, industrial and warehousing, generating a requirement for an additional 54,000 sqm floorspace¹⁶. 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

¹⁴ The figure for all jobs, not just full time equivalents is 11,000 - see the Buckinghamshire Housing and Economic Development Needs Assessment Update 2016 Report of Findings (December 2016, Opinion Research Services and Atkins)

¹⁵ This is the Full Time Equivalent figure (FTE) – total jobs will be higher

¹⁶ Buckinghamshire Housing and Economic Development Needs Assessment Update 2016 – Addendum Report (September 2017, Opinion Research Services and Atkins)

drawing up this Plan we have worked closely with various infrastructure providers to identify what is needed and when¹⁷.

- 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** In September 2018, the route of the proposed ‘expressway’ between Oxford and Cambridge being developed by the National Infrastructure Commission, was announced as focusing on the central corridor ‘B’. This corridor does not fall within the District though it is expected to 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 in terms of associated infrastructure such as the Western Rail Access and increased demand for surface access.
- 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. Forecasts¹⁸ 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

¹⁷ Local Plan Publication Version Infrastructure Delivery Plan (September 2017, Wycombe District Council)

¹⁸ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

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 date¹⁹ and are not 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.

¹⁹ The Delivery and Site Allocations Plan was examined and adopted after the National Planning Policy Framework was issued in March 2012.

3.0 Our Vision and Strategic Objectives

- 3.1** Wycombe District is ambitious and hopeful about the future. The Sustainable Community Strategy for Wycombe District²⁰ 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.

²⁰ 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 Framework²¹, add up to delivering the environmental, social and economic aspects of sustainable development for the District. There is no significance in the ordering of the list in terms of their priorities.

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

²¹ National Planning Policy Framework (2012) paragraph 17

hills exert an influence over the landscape of the Aylesbury Plain as well. 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 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 future²².

²² 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.

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. Adapt to flood risk and water scarcity through flood avoidance and mitigation, and through water resources management.

- 3.18** We plan to focus housing and economic development in High Wycombe, which has the widest range of local services and 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.
- 3.19** We plan to locate most development outside areas at risk of flooding. Appropriate development in areas at risk is managed through taking a sequential approach, and by implementing SuDS. The Plan protects water resources - both in terms of supply and quality - for future needs.

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 development²³. 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 policy²⁴. 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.

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**

²³ 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.

²⁴ Delivery and Site Allocations Plan Policy DM1 (July 2013, Wycombe District Council)

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:

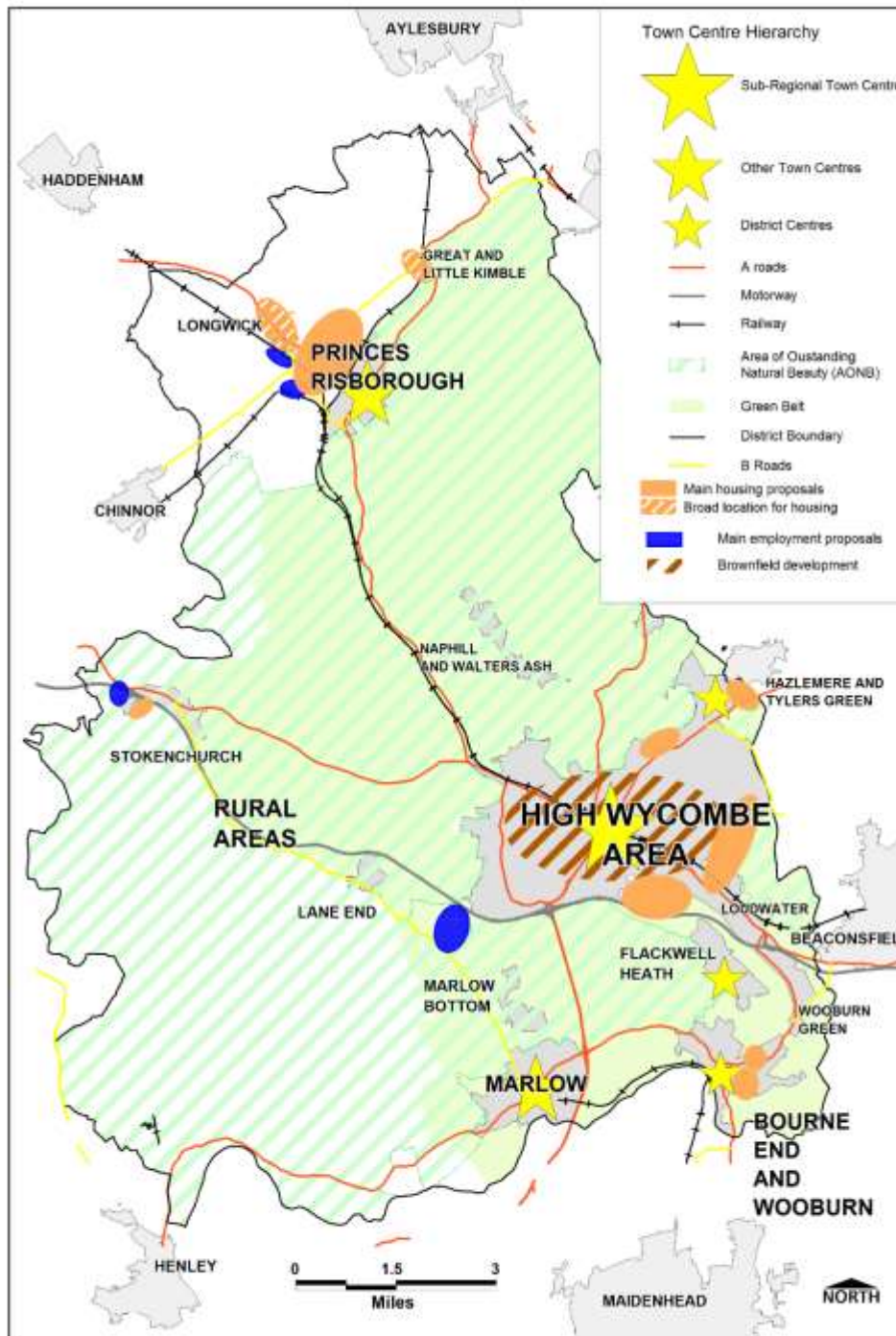
- Our location: in the Chilterns Area of Outstanding Natural Beauty, and within the metropolitan Green Belt
- Our connections: M40 and rail to London and A404 to Thames Valley, and the need for better connections to the South East Midlands
- Our settlements, the facilities they provide and the infrastructure 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 restricted²⁵. 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 relevant²⁶. 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 (AONB). 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.

²⁵ National Planning Policy Framework (2012) paragraph 14 and footnote 9

²⁶ 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)

- 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 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 District²⁷. 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 DM25) 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 process²⁸. This strategy for delivering sustainable development has taken into account the constraints and despite

²⁷ See Policy CP3; and Wycombe District Local Plan Settlement Hierarchy Study Final Report (September 2017, Wycombe District Council)

²⁸ Sustainability Appraisal (SA) of the Publication (Regulation 19) Draft of the Wycombe District Local Plan (September 2017, AECOM & Wycombe District Council)

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 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 met²⁹.

- 4.18** Wycombe District Council 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

²⁹ See Policies CP4 and CP5 for more detail

the automatic option for consideration for this strategic route, but wishes to work strategically with the County Council in resolving this issue swiftly.

- 4.21** In September 2018, the National Infrastructure Commission announced corridor B as the preferred option 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. At this stage it is too early to say what the implications may be for the District in terms of homes and jobs; however, the Council expects to engage actively in overarching governance structures to steer the preparation of formal strategic plans and a wider spatial strategy which responds to these.

CP3 – Settlement Strategy

- 4.22** The settlement strategy ensures that development is not proposed in areas where development should be restricted such as AONB, Green Belt and areas at risk of flooding, or 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: through developing 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: through developing 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: through developing 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 hierarchy³⁰ 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 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

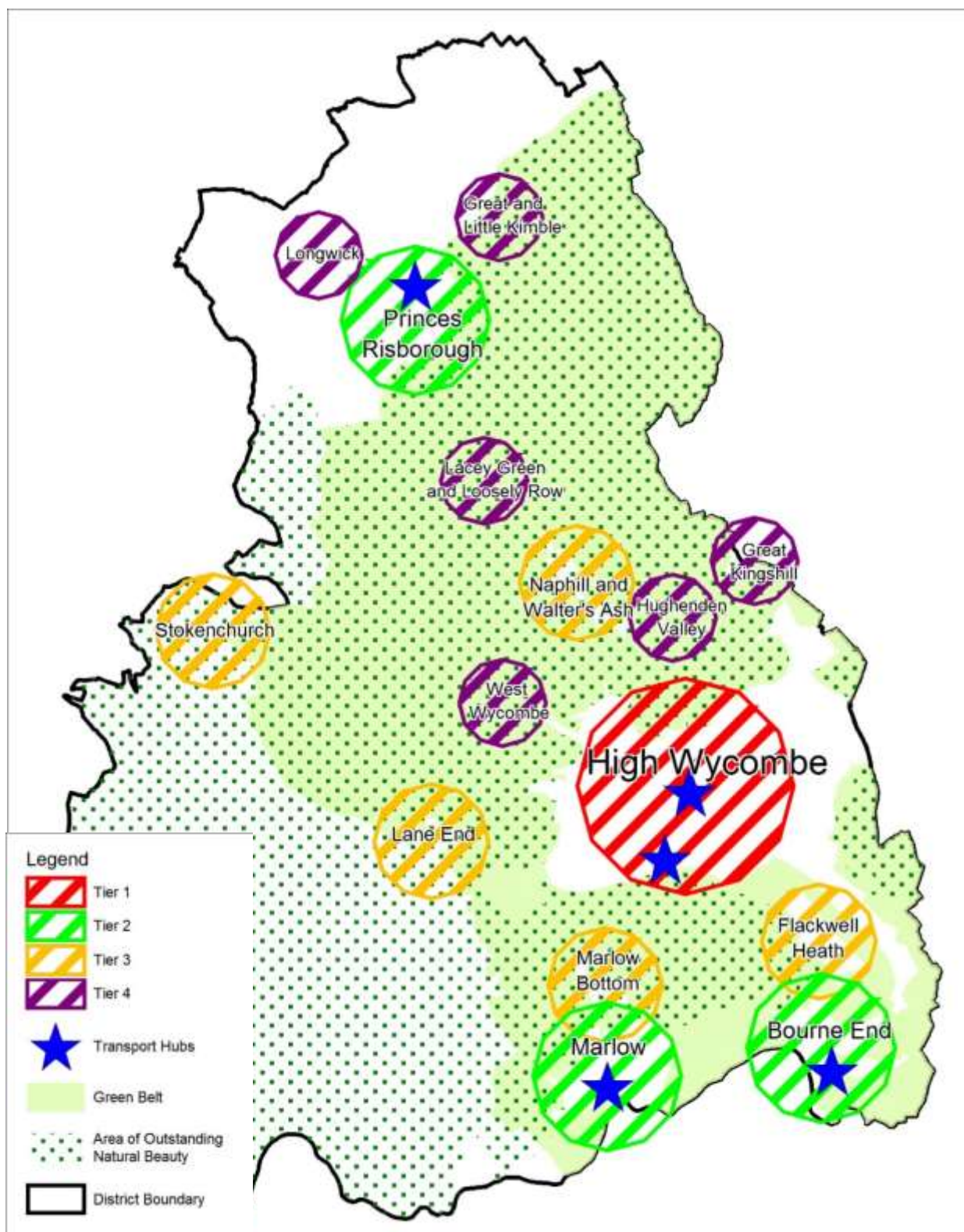
³⁰ Wycombe District Local Plan Settlement Hierarchy Study Final Report (September 2017, Wycombe District Council)

evidence set out in the Council's assessment of land available for development³¹.

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 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.

³¹ Wycombe District Council Housing and Economic Land Availability Assessment (HELAA) publication version (September 2017, Wycombe District Council)

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 villages³² 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.

³² 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 Risborough³³;**
 - 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).**

³³ The expansion of Princes Risborough is expected to continue beyond the end of the plan period in 2033 adding approximately a further 540 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 need³⁴ for housing across the whole of the Buckinghamshire Housing Market Area around 46,200 homes for period 2013 – 2033. 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

³⁴ 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** In September 2018 updated household projections were published which showed lower projected household growth in the District and across the Buckinghamshire Housing Market Area compared with the projections that underpinned the calculation of the housing need in the Housing and Economic Development Needs Assessment. However the household projections are just the starting point for calculating the housing need. Furthermore the Government has expressed concerns about the projections and has since consulted on a revised approach. This indicates that using the new standard methodology for calculating local housing need in the future³⁵ should be based on the 2014-based household projections in the short term and then updating the methodology to maintain higher levels of housing delivery long term. As such the Council is satisfied that the current Housing and Economic Development Needs Assessment continues to provide a sound basis for the Plan.
- 4.38** 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 flooding³⁶. 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 development³⁷.

³⁵ As a result of the transition arrangements set out in the new National Planning Policy Framework (2018) this Plan uses the “old” methodology for calculating housing need (the objectively assessed housing need) rather than the new simplified standard methodology (local housing need).

³⁶ National Planning Policy Framework (2012) paragraph 14

³⁷ National Planning Policy Framework (2012) paragraphs 47 and 182

4.39 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;

4.40 The process included consulting on proposals in a draft Local Plan (June 2016) and then further reviewing the potential housing capacity of the District 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 forward³⁸.

4.41 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. Up to date monitoring of commitments to March 2018 has identified a greater supply of housing than the plan target. Table 4 shows the main sources of the housing supply identified.

³⁸ Sustainability Appraisal (SA) of the Publication (Regulation 19) Draft of the Wycombe District Local Plan (September 2017, AECOM & Wycombe District Council)

Table 4 Main sources of Housing Land Supply

2013-2033	Total net dwellings
Previously developed sites in urban and rural areas	6,200
Development of the Former Reserve Sites (Greenfield)	1,850 - 2,090
Princes Risborough Main Expansion Area (Greenfield)	1,662
Green Belt Review (Greenfield)	1,122
Other Greenfield (including around villages)	825
Total	11,659 – 11,899

- 4.42** 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 of those discussions Aylesbury Vale have agreed³⁹ 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.
- 4.43** The housing requirement of 10,925 results in an annual requirement of 546 homes per year.
- 4.44** 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

³⁹ See Buckinghamshire Memorandum of Understanding between Aylesbury Vale District Council, Wycombe District Council, Chiltern District Council, South Bucks District Council, and Buckinghamshire Thames Valley Local Enterprise Partnership (July 2017).

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)
2013-18 (Completions)	2,404
2018-23	4,651
2023-28	3,073 – 3,313
2028-33	1,531
Total	11,659 – 11,899

- 4.45** 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 sites⁴⁰, 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.
- 4.46** Table 6 indicates that some of this supply has already been built and some are 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 5,360 – 5,600 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.

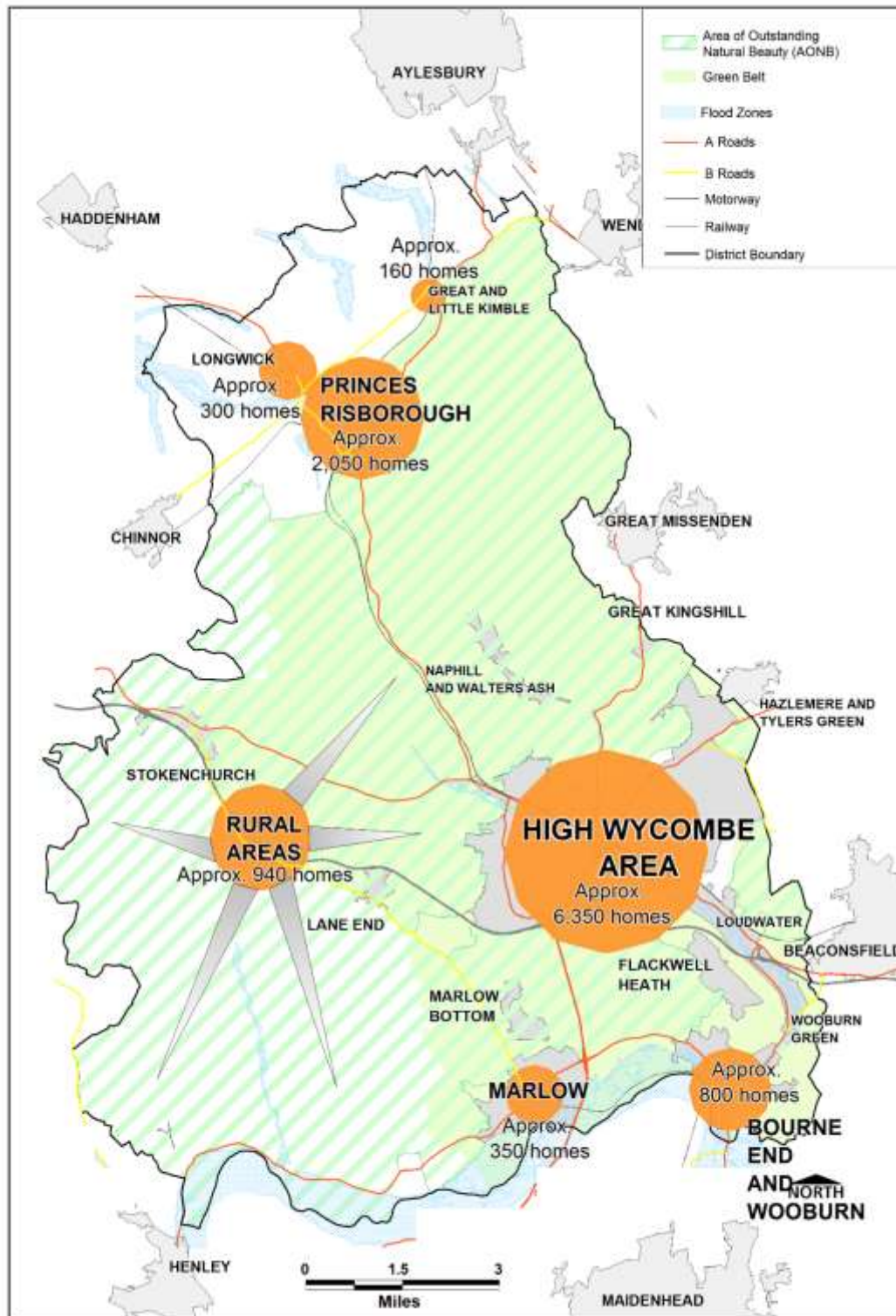
⁴⁰ This applies for the 5 year periods 2016-21 and 2018-23.

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

Type of site	Net Dwellings
Completions (2013-18)	2,404
Sites with permission or under construction @ 1/4/18	2,865
Allocations in the Delivery and Site Allocations Plan	255
Allocations in 'made' Neighbourhood Plans ⁴¹	100
Allocations in this Local Plan (up to 2033)	5,359 – 5,599
Allocations to be made in Neighbourhood Plans	137
Windfall	539
Total	11,659 – 11,899

⁴¹ Neighbourhood Plans 'made' since the base date – Longwick-cum-Ilmer Neighbourhood Plan 'made' 27th March 2018

Figure 6 The housing distribution 2013-33 as set out in Policy CP4



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4.47 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 Framework⁴² does not allow neighbourhood plans to “make changes” to the Green Belt.

4.48 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 2,300 homes⁴³ at Princes Risborough and a number of sites accommodating several hundred homes, to many sites accommodating less than 10 homes. Table 7 shows that over 40% of the housing supply will come forward on sites of less than 100 homes and the remainder 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.

⁴² National Planning Policy Framework (2012) paragraph 83

⁴³ 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	2,088	18%
10 - 99 units	3,048	25%
100 - 499 units	3,065	26%
500 units & above	3,458 – 3,698	30% - 31%
	11,659 – 11,899	100%

4.49 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.

4.50 The Buckinghamshire Housing and Economic Development Needs Assessment (HEDNA) Addendum⁴⁴ and other studies⁴⁵ 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 older persons housing units of various type in the District⁴⁶

4.51 Travellers and Travelling Showpeople – the latest assessment⁴⁷ 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.

4.52 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, Aylesbury Vale District Council 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 District⁴⁸.

CP5 – Delivering land for business

4.53 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.

⁴⁴ Buckinghamshire Housing and Economic Development Needs Assessment Update 2016 – Addendum Report (September 2017, Opinion Research Services and Atkins)

⁴⁵ Buckinghamshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (February 2017, Opinion Research Services)

⁴⁶ This includes all types of housing not only care or nursing homes

⁴⁷ Buckinghamshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (February 2017, Opinion Research Services)

⁴⁸ Buckinghamshire Memorandum of Understanding between Aylesbury Vale District Council, Wycombe District Council, Chiltern District Council, South Bucks District Council, and Buckinghamshire Thames Valley Local Enterprise Partnership (July 2017)

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 Appendix G) from non-business development as well as encouraging and facilitating their ongoing regeneration and redevelopment for economic purposes.**
- 2. Encouraging a range of development proposals for employment on new and existing employment areas that deliver B use classes or similar sui generis uses.**
- 3. Supporting High Wycombe as a location for high quality offices by encouraging the development of new premises in the town and also ensuring the delivery of existing key employment commitments, including Handy Cross Hub and High Wycombe Town Centre sites, to provide new B1a office accommodation.**
- 4. Allocating 21 ha⁴⁹ of new strategic and local employment areas including:**
 - a) Additional new employment sites on the edge of High Wycombe (Wycombe Air Park), 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).**
- 5. Facilitating rural enterprise and diversification.**

⁴⁹ 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.

- 4.54** Detailed policies facilitating rural enterprise and diversification are DM27 and DM42 – DM45.
- 4.55** 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.
- 4.56** Economic forecasts in the Housing and Economic Development Needs Assessment (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 (sqm)	hectares
B1a/b Office	+68,000	+14
B1c/ B2 Industrial	-48,000	-12
B8 Warehousing	+34,000	+7
Total	+54,000	+8

- 4.57** The Council assessed a wide range of different options and approaches in order to try and meet this demand. These are summarised below:
- i. **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.

- ii. **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 Review⁵⁰ considered which sites should be retained (see Policy DM28), this has been supplemented by a further update⁵¹ which identified sites which could be released to housing. In addition, the Delivery and Site Allocations Plan⁵² 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 HW17 and MR7.

⁵⁰ Wycombe District Council Economy Study and Employment Land Review (January 2014, Peter Brett Associates)

⁵¹ Report to the Wycombe District Council Cabinet dated 21 September 2015, 'Short Term Employment Land Review'

⁵² 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.

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 Air Park and High Heavens, where exceptional circumstances are considered to exist⁵³, and smaller scale employment land provision on some of the Reserve Sites and at the Office Outlet site. 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 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.

4.58 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

⁵³ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

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.

- 4.59** 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 loses 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.

- 4.60** 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 Housing and Economic Development Needs Assessment (HEDNA)⁵⁴. 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.
- 4.61** 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.
- 4.62** 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)⁵⁵. 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.
- 4.63** 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

⁵⁴ Buckinghamshire Housing and Economic Development Needs Assessment Update 2016 – Addendum Report (September 2017, Opinion Research Services and Atkins)

⁵⁵ 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.

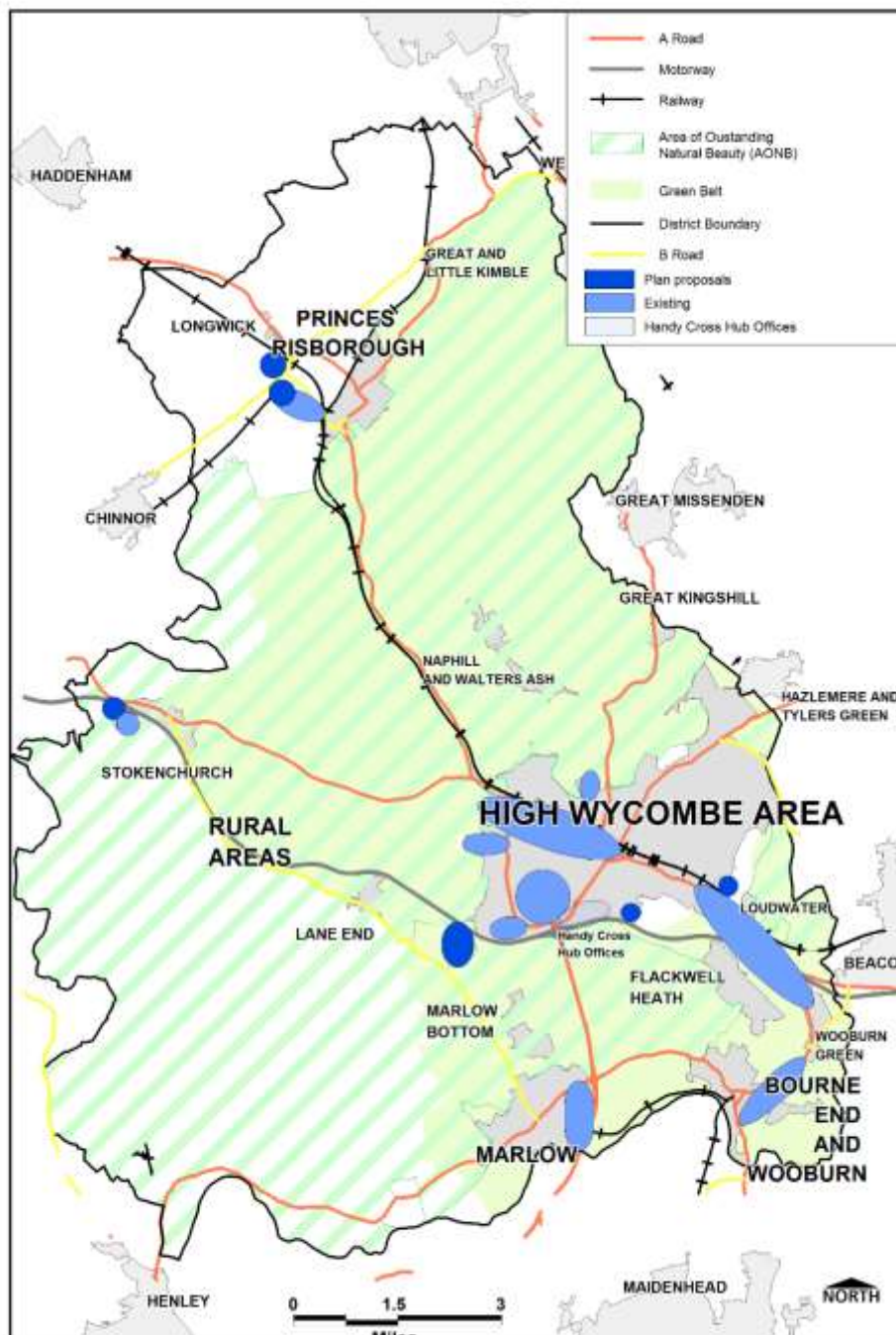
suitable for a range of B class uses and to monitor the situation closely and manage it through plan reviews.

- 4.64** 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, most of the allocations in this Plan are flexible, not restricting development proposals to any particular type of B use class and in some cases also allowing for sui generis employment generating uses to ensure that the Plan can be responsive to 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.
- 4.65** 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 signed⁵⁶ 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.

⁵⁶ Buckinghamshire Memorandum of Understanding between Aylesbury Vale District Council, Wycombe District Council, Chiltern District Council, South Bucks District Council, and Buckinghamshire Thames Valley Local Enterprise Partnership (July 2017)

4.66 Figure 7 illustrates the spatial distribution of this strategy.

Figure 7 Economic development strategy



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CP6 – Securing vibrant and high quality town centres

4.67 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 12) 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 for approximately 15,000 sqm of comparison and 5,000 sqm of convenience floorspace (gross);**
 - 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 for approximately 1,400 sqm of comparison and 900 sqm of convenience (gross);

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.

4.68 The town centre hierarchy (table 12) 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.

4.69 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 period⁵⁷.

4.70 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.

4.71 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.

⁵⁷ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

4.72 Table 10 below compares the supply of sites⁵⁸ identified in the Plan for comparison and convenience retail floor space, together with the take up of a proportion of the vacant units, with the projected need for retail floor space over the same period; broken down into five year periods.

Table 10 Comparison of the need for retail with supply in High Wycombe Town Centre

High Wycombe (sqm)	2016-23	2023-28	2028-33	Total
Comparison				
Need	2,100	13,800	14,700	30,600
Supply	1,850	9,500 ⁵⁹	3,550	14,900
Difference ⁶⁰	-250	-4,550	-15,700	-15,700
Convenience				
Need	2,500	1,000	1,000	4,500
Supply	5,150	0	50	5,200
Difference	+2,650	+1650	+700	+700

4.73 It is clear from table 10 that in the period up to 2028 there is more than sufficient convenience retail floor space (surplus of 1,650 sqm) but a shortfall of 4,550 sqm of comparison floor space. A comprehensive site search was undertaken 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 to meet retail needs without impacting on other key constraints⁶¹.

4.74 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

⁵⁸ Excluding sites in the Delivery and Site Allocations Plan and existing commitments and completions up to 2017

⁵⁹ Includes 7,000 sq m for vacant shops being bought back into use.

⁶⁰ Difference between the cumulative total for supply and need for retail floorspace.

⁶¹ Sustainability Appraisal (SA) of the Publication (Regulation 19) Draft of the Wycombe District Local Plan (September 2017, AECOM & Wycombe District Council)

use sites in the town centre⁶² 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.

- 4.75** Table 11 below compares the new supply of comparison and convenience floorspace with the need, over the same time periods, for Princes Risborough. This table shows that in the period up to 2028 the planned development will meet all the needs for comparison floor space of 900 sq m. and result in a small deficit of convenience.

Table 11 Comparison of the need for retail with supply in Princes Risborough Town Centre

Princes Risborough (sqm)	2016-23	2023-28	2028-33	Total
Comparison				
Need	200	300	300	800
Supply	0	1,400	0	1,400
Difference ⁶³	-200	+900	+600	+600
Convenience				
Need	1,000	100	100	1,200
Supply	0	900	0	900
Difference	-1,000	-200	-300	-300

- 4.76** 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.

⁶² An Assessment of the Office Market in High Wycombe Town Centre (March 2017, Chandler Garvey)

⁶³ Differences between the cumulative totals for supply and need.

- 4.77** 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.
- 4.78** 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.
- 4.79** 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 Plan⁶⁴, 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.

⁶⁴ 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 12 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

4.80 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.**

4.81 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.

- 4.82** 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.
- 4.83** 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.
- 4.84** 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.
- 4.85** 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.
- 4.86** 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

approaches⁶⁵. 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.

- 4.87** 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.
- 4.88** 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.
- 4.89** The Council also operates a Community Infrastructure Levy which will assist in delivering key infrastructure requirements and the Council will update its Regulation 123 list⁶⁶ 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 Schedule⁶⁷. 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 viable⁶⁸. The Council's detailed policy approach to infrastructure provision and viability is set out in Policy DM19 of the Delivery and Site Allocations Plan.

⁶⁵ 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.

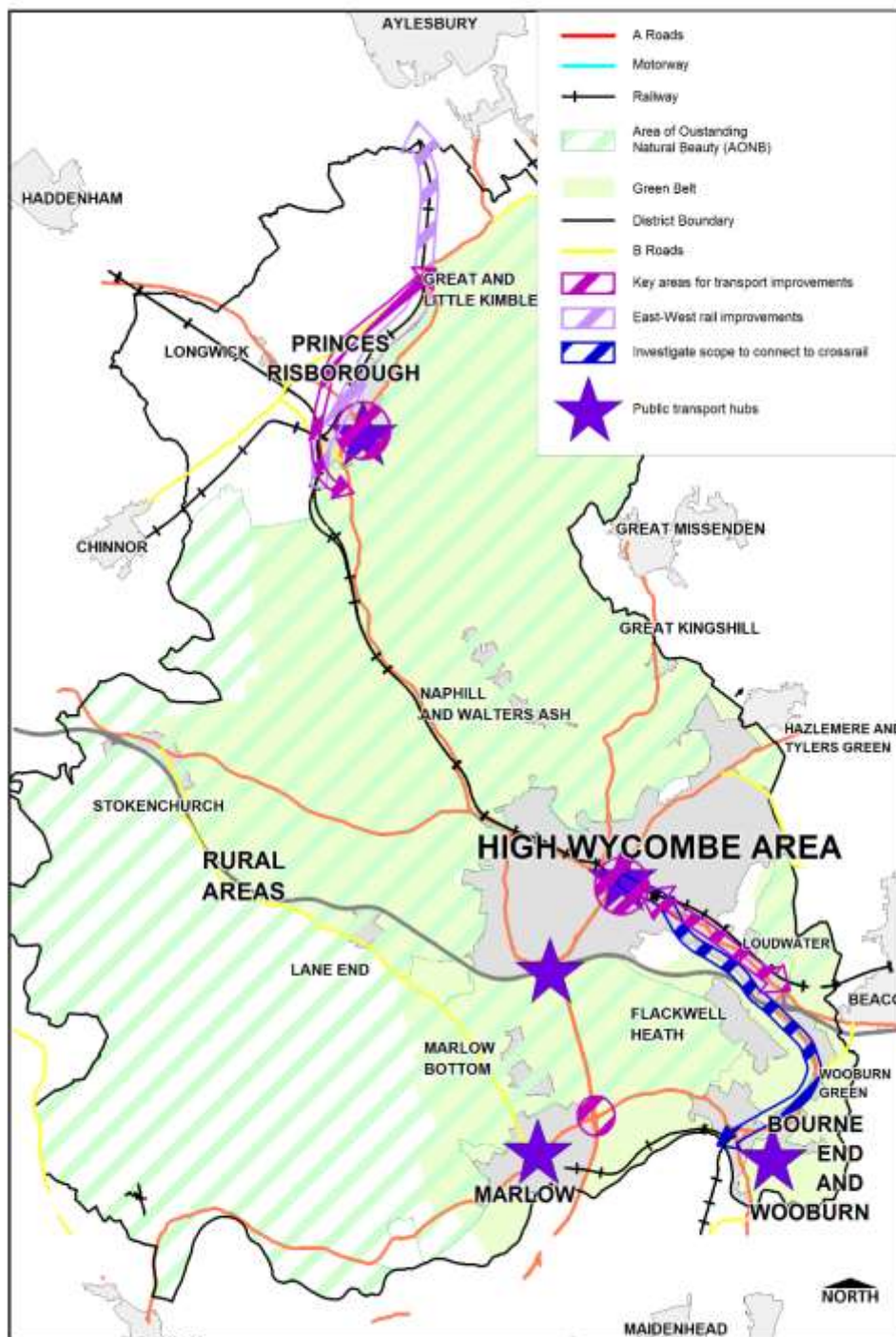
⁶⁶ The Regulation 123 (R123) list ensures that Section 106 and CIL funds are not collected for the same purposes. The Council's current R123 list is available on the Council's website.

⁶⁷ The Council adopted its CIL charging schedule in November 2012. It is available on the Council's website.

⁶⁸ Viability Assessment (May 2017, Adams Integra)

4.90 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

4.91 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

4.92 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.**

4.93 Government policy attaches great importance to Green Belts. It indicates that the Green Belt should only be reviewed in exceptional circumstances⁶⁹. However the National Planning Practice Guidance also makes clear that the

⁶⁹ National Planning Policy Framework (2012) paragraph 83

Green Belt constraint may also be a reason for a local authority not meeting all its development needs⁷⁰.

- 4.94** We have completed a detailed two stage Green Belt review process⁷¹. 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.
- 4.95** 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.
- 4.96** 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

⁷⁰ National Planning Practice Guidance, Housing and Economic Land Availability Assessment (October 2014), paragraphs 044-045, reference IDs 3-044-20141006 & 3-045-20141006

⁷¹ 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.

- 4.97** 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.
- 4.98** 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 policy⁷².
- 4.99** Detailed policies on managing development proposals within the Green Belt are set out at Policies DM42 to DM45.

⁷² National Planning Policy Framework (2012) paragraph 82

CP9 – Sense of Place

4.100 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 Map.

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.**

- 4.101** 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.
- 4.102** Detailed policies to conserve the natural and historic environment and achieve high quality design are set out in DM30 – DM41.
- 4.103** 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.
- 4.104** 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.
- 4.105** Detailed policies in this Plan, the Delivery and Site Allocations Plan⁷³, 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.
- 4.106** 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.
- 4.107** New development can and should contribute to strengthening of the sense of place through high quality locally distinctive design and place shaping.

⁷³ 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.

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 context⁷⁴.

CP10 – Green infrastructure and the natural environment

4.108 The landscape character and green infrastructure within the District are vital to its sense of place. Protecting and enhancing existing assets through planning 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 proposals.**

⁷⁴ 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)

- 2. Ensuring there is a net gain in biodiversity within individual development proposals and across the District as a whole over the plan period.**
- 3. Working with local natural environment partnerships to protect and enhance the green infrastructure network of the District by:**
 - a) Protecting designated sites and through management plans ensuring their biodiversity value will be enhanced;**
 - b) Proactive, early and strategic planning of green infrastructure to maximise its benefits, including a baseline assessment of what exists (function, location, size, connectivity);**
 - c) 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;**
 - d) Ensuring through development management policies that all development is required to maximise the opportunities to protect, enhance, expand, connect, improve and use the existing green infrastructure, including across the border of the development site.**
- 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 Plan (RBMP).**

4.109 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.

- 4.110** 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.
- 4.111** 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 partnership⁷⁵.
- 4.112** 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.
- 4.113** 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)
 - Local wildlife sites (LWS)
 - Biological Notification Sites (BNS)

⁷⁵ Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire and Milton Keynes (September 2016, Buckinghamshire and Milton Keynes Natural Environment Partnership)

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

4.114 These designated sites are the anchor to an important part of the green infrastructure network. By requiring net gain in biodiversity for all development, and long-term management and monitoring plans to secure it, including where designated sites are adjacent to development, an enhancement of the biodiversity value of these sites can be ensured.

4.115 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 DM34 sets out mechanisms to secure this.

4.116 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.

4.117 In preparing this Plan the Council has worked with Stakeholders to assess the impacts of growth and ensure there is no deterioration in water quality⁷⁶. 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.

⁷⁶ Princes Risborough and Little Marlow Wastewater Treatment Work Assessments (May 2017, AMEC Foster Wheeler)

CP11 – Historic environment

4.118 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.

4.119 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 significance, special interest, character and appearance of designated and non-designated heritage assets and historic landscapes; and taking opportunities to reinforce the positive contribution to local character and distinctiveness by sustaining the historic environment.**
- 2. Ensuring the setting of designated and non-designated heritage assets and historic landscapes conserves or where possible enhances the special interest 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.**

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

4.121 Any development proposal that affects the significance or special interest of heritage assets, including by being within their setting, needs to consider the protection, conservation, and enhancement of that significance or special interest. The more important the asset, the greater the weight will be. The effect of an application on the significance of a non-designated heritage asset will be taken into account in determining the application. In this policy, a non-designated asset of archaeological interest of demonstrably equivalent significance to a scheduled monument shall be treated as a designated heritage asset. 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.

- 4.122** 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.
- 4.123** 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.
- 4.124** 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.
- 4.125** 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.
- 4.126** 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

4.127 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.**

- 4.128** 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).
- 4.129** 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.
- 4.130** 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 DM32) 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.
- 4.131** 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

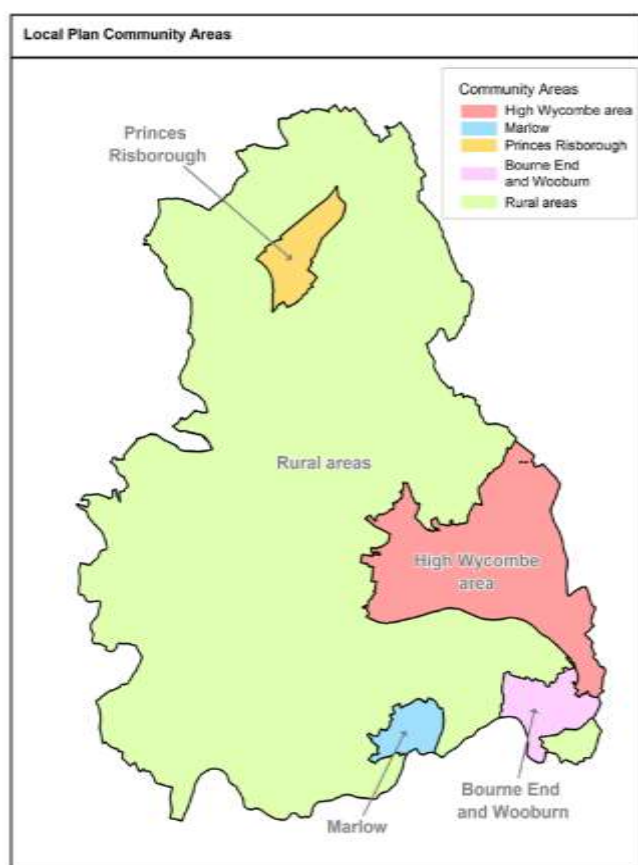
Introduction to this section

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;

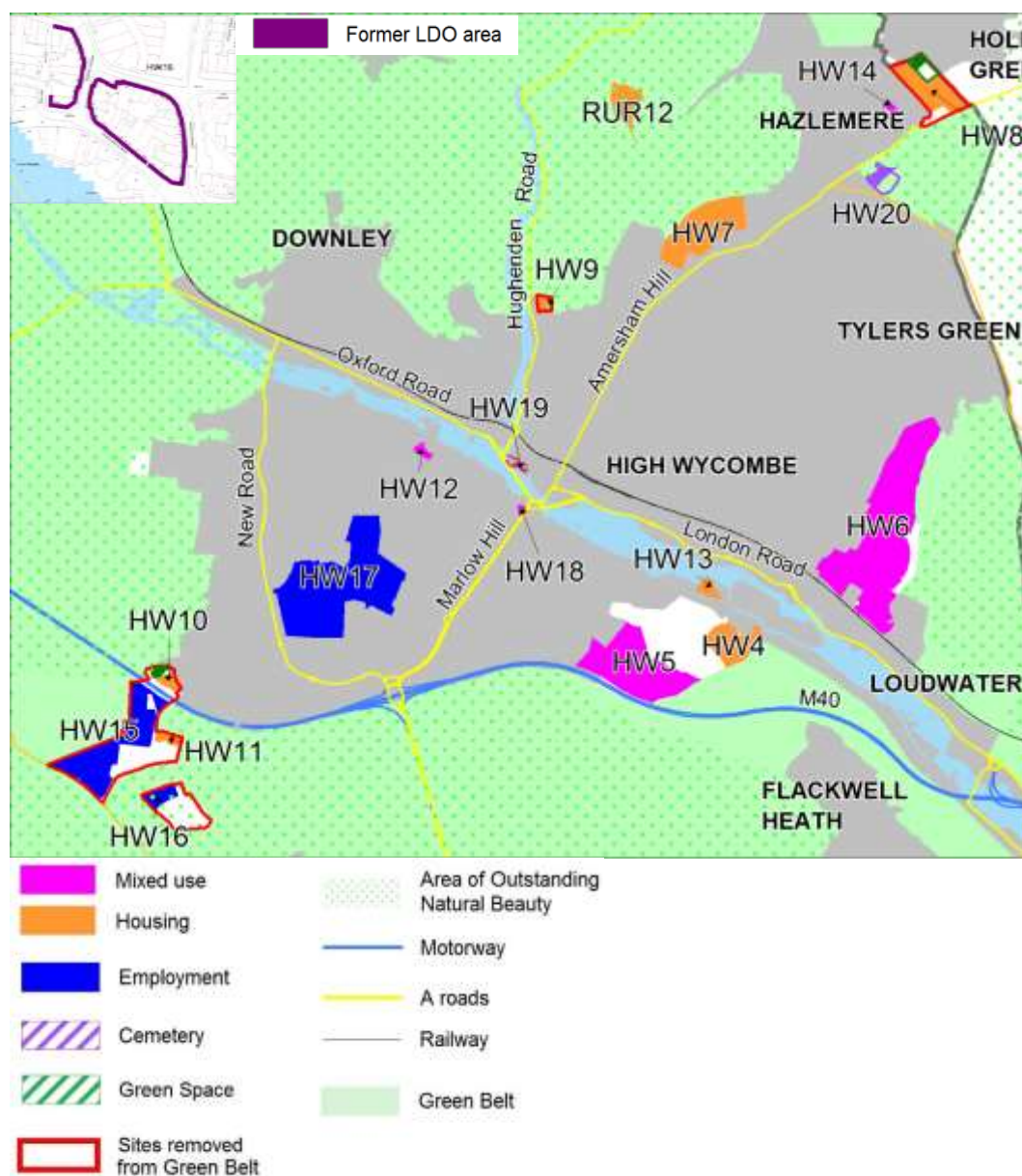
b) Stimulate the lunch time and after work retail trade through establishing office uses within the town centre;

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 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 13 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	580
HW6	Gomm Valley and Ashwells	74	520 - 720
HW7	Terriers Farm and Terriers House	24.6	500 - 540
HW8	Land Off Amersham Road Including Tralee Farm, Hazlemere	12.87	350
HW9	Part of Greens 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	40
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

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

Table 14 Additional sites identified for housing in the High Wycombe area

Site	Area (hectares)	Indicative dwelling numbers
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
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
27 High Street, High Wycombe	0.01	5
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

Site	Area (hectares)	Indicative dwelling numbers
Sunnyside and St Johns House, High Wycombe	0.09	5
Westside Fruit/The Apple Orchard, Clay Lane	0.62	11

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 development⁷⁷. 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.

⁷⁷ 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’

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 work⁷⁸ to support the development of the sites. There will also be site-specific and wider infrastructure requirements which have been identified in the Infrastructure Delivery Plan⁷⁹ as well as in supporting transport assessments for each site.

HW4 – Abbey Barn North⁸⁰

5.1.15 Abbey Barn North is an 11 ha 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;**

⁷⁸ High Wycombe Reserve Sites Transport Framework (January 2016, Jacobs)

⁷⁹ Local Plan Publication Version Infrastructure Delivery Plan (September 2017, Wycombe District Council)

⁸⁰ 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. Does not prejudice the realignment of Abbey Barn Lane through the eastern part of 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;
- 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;
- e) Manage local sources of flood risk.

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 through the eastern part of the site which is less constrained.

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** This site contains critical drainage areas; as a result any flood risks presented by ground or surface water flooding should be assessed and mitigated for in accordance with Policy DM39.
- 5.1.24** 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.
- 5.1.25** 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.
- 5.1.26** 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.
- 5.1.27** A development brief will be prepared for this site.

HW5 – Abbey Barn South and Wycombe Summit, High Wycombe

5.1.28 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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5.1.29 The indicative number of dwellings for the site is 580 dwellings. The Wycombe Summit site has planning permission for 30, leaving 550 as the indicative number for Abbey Barn South.

5.1.30 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.

- 5.1.31** 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.
- 5.1.32** 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.
- 5.1.33** 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.
- 5.1.34** 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.
- 5.1.35** 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.
- 5.1.36** 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

5.1.37 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 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).****

b) Manage local sources of flood risk.

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

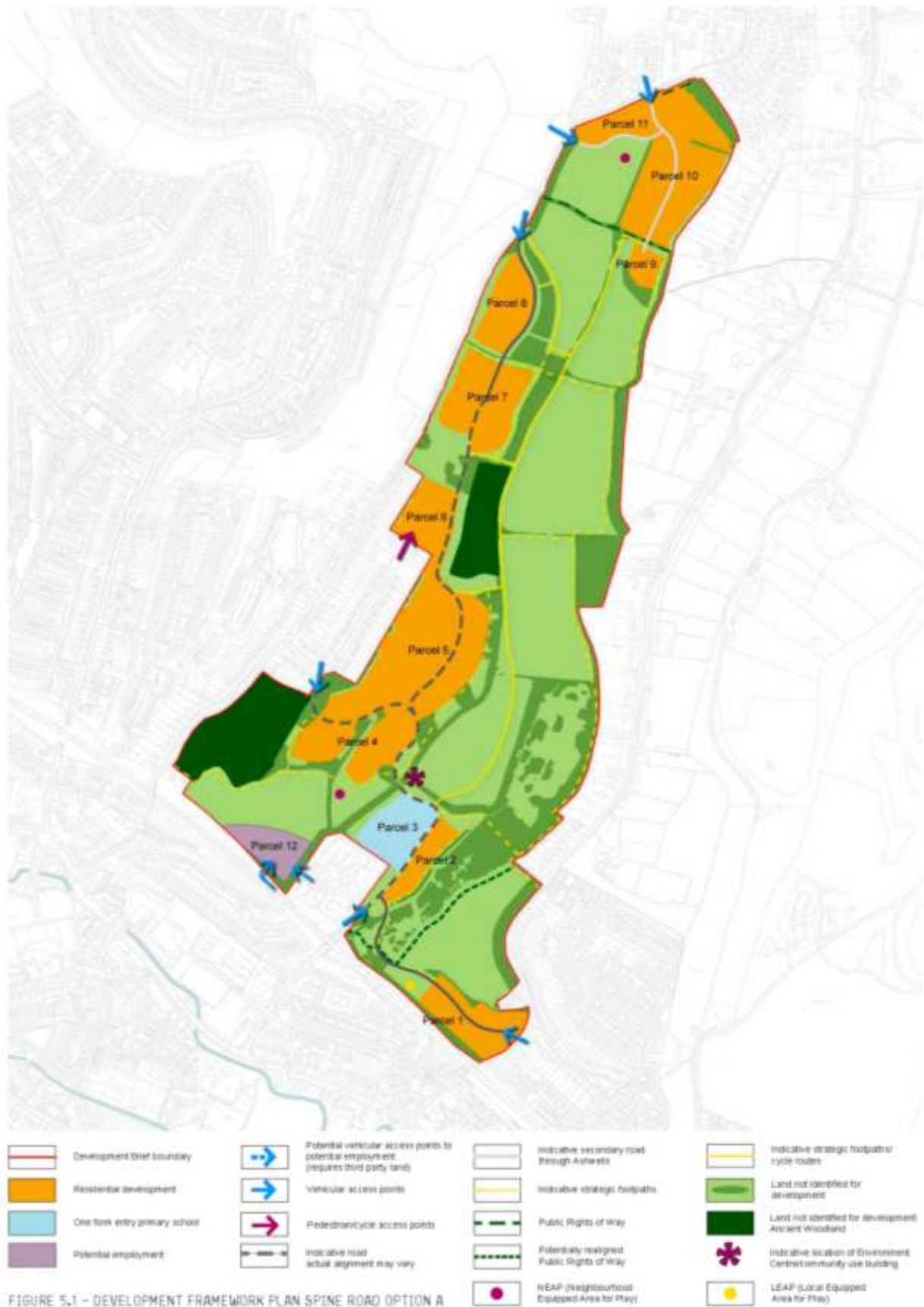


FIGURE 5.1 – DEVELOPMENT FRAMEWORK PLAN SPINE ROAD OPTION A

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- 5.1.38** Based on a conventional design approach (as set out in the adopted Development Brief for the site) the indicative capacity of the site is 520. This is likely to be about 400 for Gomm Valley, and about 120 for Ashwells. It is acknowledged that higher housing numbers may be achievable on the site where a high quality innovative and bespoke architectural response is adopted and/or a higher proportion of smaller dwellings form part of the mix. This might result in an indicative capacity of 600 dwellings for Gomm Valley and a capacity for the site as a whole of 720 dwellings. The Council will view positively any proposals for the Gomm Valley site which seek to deliver more than 600 dwellings, where it can be demonstrated that the development would comply with the requirements of national and local policy.
- 5.1.39** If outline permission is sought for more than 520 dwellings (400 for Gomm Valley) a bespoke architectural response would need to be robustly proven at application stage with detailed parameter plans and detailed illustrative supporting documents and plans. All of these indicative capacities remain subject to the proviso in paragraph 5.0.4 that they are to be treated as neither maxima nor minima in the planning application process.
- 5.1.40** 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. When more technical work is undertaken, it may be demonstrated that there are better ways of delivering the objectives than those set out in the brief. Should these improvements differ significantly from the brief, amendments will be required to those parts of the brief so affected.
- 5.1.41** 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.

5.1.42 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

5.1.43 Parts of the site are also covered by the Gomm Valley Biodiversity Opportunity Area Statement⁸¹ which provides a breakdown of the different habitats on the site.

5.1.44 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, 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.

5.1.45 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.

5.1.46 This site contains critical drainage areas; as a result any flood risks presented by ground or surface water flooding should be assessed and mitigated for in accordance with Policy DM39.

5.1.47 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;

⁸¹ Gomm Valley Biodiversity Opportunity Area Statement (December 2010, Buckinghamshire County Council)

- 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.

5.1.48 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).

5.1.49 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. The purpose of this spine road is to distribute traffic from the development. It is not intended to act as an unofficial 'bypass' as this would be detrimental to Penn and Tylers Green due to the increase in through traffic. The capacity of the spine road and the northern end of Cock Lane, must therefore be restricted through effective traffic calming to deter through traffic.

5.1.50 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.

5.1.51 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?

- 5.1.52** 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.
- 5.1.53** The infrastructure assessment⁸² 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.
- 5.1.54** 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.

⁸² Local Plan Publication Version Infrastructure Delivery Plan (September 2017, Wycombe District Council)

HW7 – Terriers Farm and Terriers House

5.1.55 Terriers Farm area is a 24 ha 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) Manage local sources of flood risk;**
- c) 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;**
- d) Retain the main North-South hedgerow, which has an adjacent public footpath, as the major green link through the site;**
- e) 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;**

- f) 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 EXISING 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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- 5.1.56** The indicative capacity of the site is 500 – 540.
- 5.1.57** 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.
- 5.1.58** 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.
- 5.1.59** 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.
- 5.1.60** This site contains critical drainage areas; as a result any flood risks presented by surface water flooding should be assessed and mitigated for in accordance with Policy DM39.
- 5.1.61** The infrastructure assessment for the Local Plan⁸³ 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.

⁸³ Local Plan Publication Version Infrastructure Delivery Plan (September 2017, Wycombe District Council)

5.1.62 The Reserve Site transport assessment identifies a range of improvements that will be required on and off-site. 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 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

5.1.63 The site of 12.87 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;**
- d) Redevelop the existing coach yard and riding stables;**
- e) 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

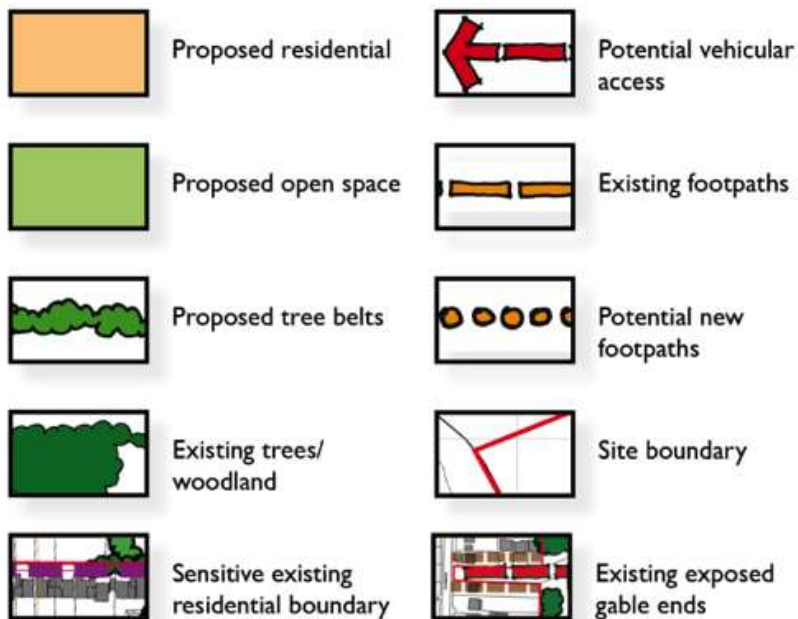
- a) Provide access to and retain the existing orchard within the north east of the site;**
- b) Provide protection and future management for the orchard;**
- c) Retain the woodland in the south west corner of the site at Badger Way;**
- d) Provide a Green Infrastructure link through the valley of the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

4. Development of this site will be required to meet the needs arising from the development for additional primary school places.

Figure 14 Land off Amersham Road including Tralee Farm



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



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- 5.1.64** The site is allocated for 350 homes.
- 5.1.65** The site has been taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report⁸⁴ has reviewed this site and indicated that exceptional circumstances exist for removing the site from the Green Belt.
- 5.1.66** 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.
- 5.1.67** 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.
- 5.1.68** 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, a new primary school will be required. (This may be located on either site, with the location and delivery strategy to be determined as part of the development brief process.)
- 5.1.69** Alternatively, a commensurate financial contribution (via a S106 planning obligation) will be required for the provision of additional school places if the adjoining Chiltern site is not allocated OR if it can be demonstrated to the

⁸⁴ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

satisfaction of the Local Education Authority that these needs will be better met through the expansion of existing schools.

- 5.1.70** 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.
- 5.1.71** Although the site in Wycombe District physically adjoins Hazlemere, the likely access points onto the site mean that residents are more likely to use the facilities in, and feel part of, Holmer Green.
- 5.1.72** 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 Hazlemere and Holmer Green.
- 5.1.73** 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.
- 5.1.74** This site contains critical drainage areas; as a result any flood risks presented by surface water flooding should be assessed and mitigated for in accordance with Policy DM39.
- 5.1.75** There is scope to redevelop some of the built development on the site. It would be inappropriate to retain the stables, 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

5.1.76 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, GLYNSWOOD, GREEN HILL, HIGH WYCOMBE

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

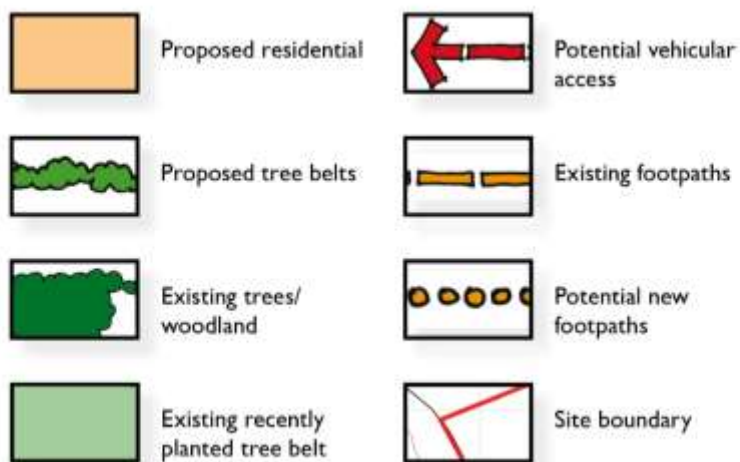
Development of the site is required to:

- 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. Manage local sources of 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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5.1.77 The indicative capacity for the site is 50 dwellings.

- 5.1.78** The site has been taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report⁸⁵ has reviewed this site and indicated that exceptional circumstances exist for removing the site from the Green Belt.
- 5.1.79** 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. This includes views both from the Registered Historic Park and Gardens and other views associated with the wider historic landscape, and in particular, views from the Disraeli monument.
- 5.1.80** 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. Risk should be assessed and mitigated for in accordance with DM39.

⁸⁵ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

HW10 – Horns Lane, Booker, High Wycombe

5.1.81 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.

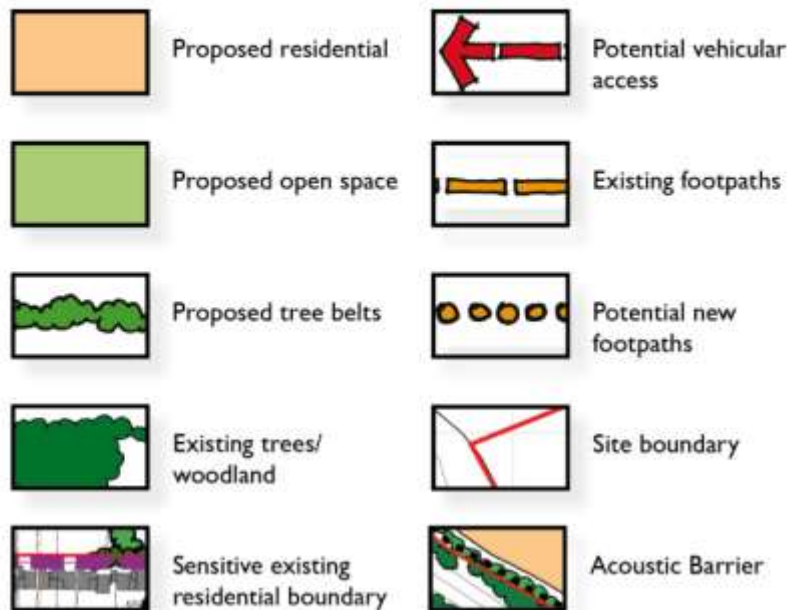
Development of the site is required to:

- 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



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



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- 5.1.82** The indicative capacity of the site is 64 homes (subject to outcome and impact of any noise assessment).
- 5.1.83** The site has been taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report⁸⁶ has reviewed this site and indicated that exceptional circumstances exist for removing the site from the Green Belt.
- 5.1.84** 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.
- 5.1.85** 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.
- 5.1.86** 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

⁸⁶ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

HW11 – Clay Lane, Booker, High Wycombe

5.1.87 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 1.97 ha green field site.

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 metre 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.**

5.1.88 The indicative capacity of the site is 40 dwellings.

5.1.89 The site has been taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report⁸⁷ has reviewed this site and indicated that exceptional circumstances exist for removing the site from the Green Belt.

⁸⁷ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

- 5.1.90** 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.
- 5.1.91** A 10 metre tree belt along the northern and eastern boundary should be planted to ensure a long term defensive boundary is established.
- 5.1.92** 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.
- 5.1.93** 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.
- 5.1.94** 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.
- 5.1.95** 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

5.1.96 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.**

5.1.97 The indicative capacity for the site is 275 dwellings.

5.1.98 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.

5.1.99 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.

5.1.100 The Council has produced a development brief⁸⁸ 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.

⁸⁸ Leigh Street Quarter Development Brief (November 2008, Wycombe District Council)

HW13 – Former Bassetsbury Allotments, Bassetsbury Lane

5.1.101 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;**
- 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.**

5.1.102 The indicative capacity of the site is 30 dwellings.

5.1.103 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.

5.1.104 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.

5.1.105 The site will require decontamination treatment to a standard appropriate for residential development.

5.1.106 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.

5.1.107 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 2⁸⁹.

⁸⁹ Strategic Flood Risk Assessment (SFRA) Level 1 Update (November 2014, Jacobs) and Level 2 Strategic Flood Risk Assessment (September 2017, Jacobs)

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

5.1.108 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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5.1.109 The indicative capacity of the site is 14 dwellings.

5.1.110 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.

5.1.111 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.

Land for Economic Development

HW15 –Wycombe Air Park

5.1.112 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 HW15 – 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 18 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 18 New Green Belt Boundary and Site Opportunities in the Air Park area



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5.1.113 Based on an assessment of the commercial market the indicative capacity of the Air Park is between 22,000 sqm to 26,600 sqm. 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.

- 5.1.114** 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.
- 5.1.115** 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.
- 5.1.116** The Green Belt Part 2 report assessed the site and indicated that exceptional circumstances exist for removing land from the Green Belt at the Air Park for employment purposes.
- 5.1.117** 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.
- 5.1.118** The proposed revised Green Belt boundary is shown in figure 18. 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.

5.1.119 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 air parks.

5.1.120 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.

5.1.121 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.

5.1.122 There is potential for other outdoor sporting activities in and adjacent to the Air Park, 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.

HW16 – Land Adjoining High Heavens Household Recycling Centre, off Clay Lane

5.1.123 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.

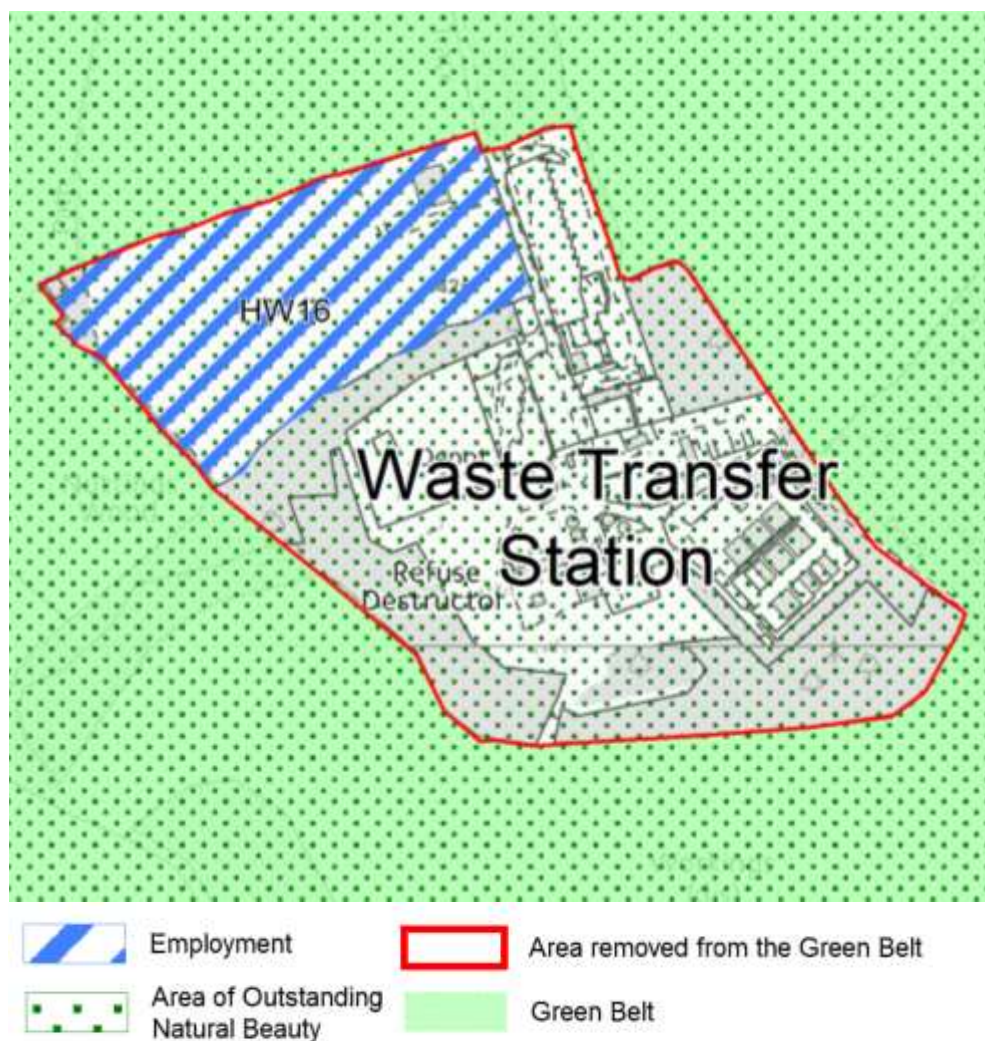
POLICY HW16 – LAND ADJOINING HIGH HEAVENS HOUSEHOLD RECYCLING CENTRE, OFF CLAY LANE

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. Provide a landscape-led positive approach to design and layout to limit its impact upon the Area of Outstanding Natural Beauty;**
- 3. 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;**
- 4. Provide off-site planting to the east so as to reinforce the western boundary; and**
- 5. Provide a full landscape assessment.**

Figure 19 Land adjoining High Heavens household waste recycling centre



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5.1.124 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 Study⁹⁰ identifies that there is a shortage of industrial land in the District. Given this shortage, it has been necessary, as for housing, to explore all the potential options for new employment land. A Green Belt review has therefore been undertaken.

⁹⁰ Wycombe District Council Economy Study and Employment Land Review (January 2014, Peter Brett Associates)

5.1.125 The Green Belt Part 2 report has assessed the site and indicated that exceptional circumstances exist 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, has also been removed from the Green Belt.

5.1.126 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.

HW17 – Cressex Business Park

5.1.127 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 HW17 – 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.**

5.1.128 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.

5.1.129 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 Business Park plays the Council will resist development that would undermine the economic role of Cressex Business Park and welcomes proposals to improve the management and maintenance of the area, as well as proposals to improve the Business Park's accessibility.

HW18 – Office Outlet site, Queen Alexandra Road, High Wycombe

5.1.130 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 boundary⁹¹.

POLICY HW18 – 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;**
 - e) Manage local sources of flood risk.**

5.1.131 The Delivery and Site Allocations Plan sets out the strategy for development within High Wycombe Town Centre, including a need for quality modern office space⁹² and the Housing and Economic Development Needs Assessment identified the need for additional office space in the District⁹³.

⁹¹ Delivery and Site Allocations Plan (July 2013)

⁹² Delivery and Site Allocations Plan (July 2013) Policy HWTC4, supported by the Wycombe Commercial Assessment (February 2016, Boyer Planning).

⁹³ Buckinghamshire Housing and Economic Development Needs Assessment Update 2016 Report of Findings (December 2016, Opinion Research Services and Atkins)

5.1.132 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 base⁹⁴ 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.”

5.1.133 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.

5.1.134 As stated in adopted Policy HWTC11 of the Delivery and Site Allocation Plan, Wycombe hospital should be maintained on the site for the long term. Any development proposals for the Office Outlet site should be sensitively designed so as not to compromise any future development of Wycombe hospital.

5.1.135 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 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.

⁹⁴ An Assessment of the Office Market in High Wycombe Town Centre (March 2017, Chandler Garvey)

5.1.136 This site contains critical drainage areas; as a result any flood risks presented by ground or surface water flooding should be assessed and mitigated for in accordance with Policy DM39.

HW19 – High Wycombe Town Centre – former Local Development Order area

5.1.137 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.

5.1.138 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

HW20 – Land at Queensway, Hazlemere

5.1.139 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 HW20 – 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. Minimise harm to the openness of the Green Belt;**
- 5. Conserve, and where possible enhance, the natural beauty of the AONB;**
- 6. Provide appropriate planting and boundary treatment; and**
- 7. 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 20 Land at Queensway, Hazlemere



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5.1.140 Recent assessment work⁹⁵ 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.

5.1.141 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

⁹⁵ High Wycombe Cemetery needs – note (June 2016, Wycombe District Council)

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.

5.1.142 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.

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

5.1.144 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. Strengthen 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 of 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 21 Main proposals in Marlow



Key

	Housing		Flood Zones
	Employment		A Road
	Other allocations		B Road
	Removal from Green Belt		Railway
	Green Belt		District Boundary
	Area of Outstanding Natural Beauty		

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

Table 15 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	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 0.30 ha and is located on the northern urban fringe of Marlow at the 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.

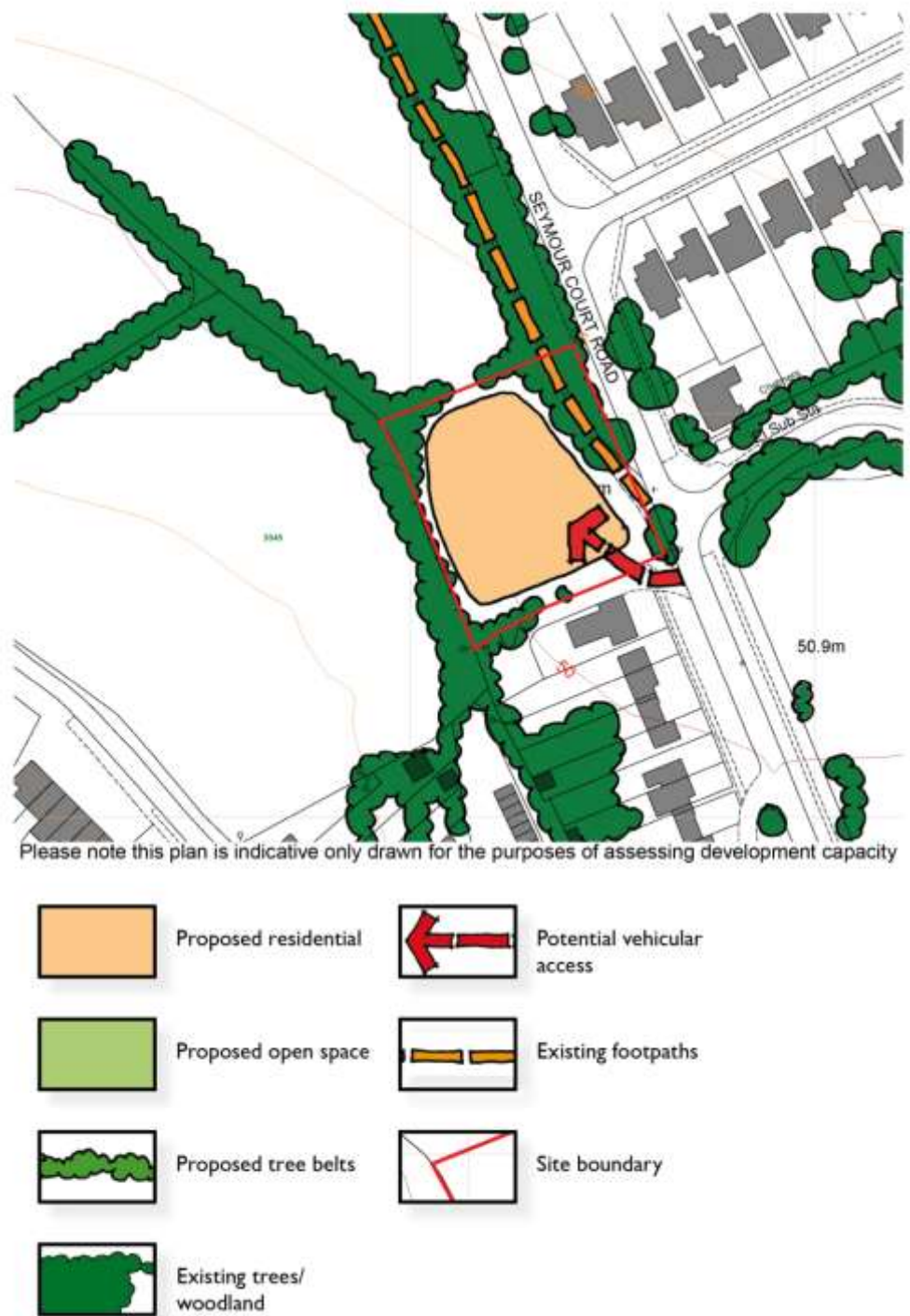
POLICY MR6 – SEYMOUR COURT ROAD, MARLOW

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

Development of the site is required to:

- 1. Provide 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 22 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 has been taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report⁹⁶ has reviewed this site and indicated that exceptional circumstances exist for removing the site from the Green Belt.
- 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, Marlow

- 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.**

⁹⁶ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

- 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. 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 will create a rail connection to Milton Keynes via Aylesbury. This will enhance the connectivity of the town and increase attractiveness to inward investment. 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 town⁹⁷. The Tibbalds Issues and Responses Report⁹⁸ 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 2016.

Table 16 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 its location in the setting of 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

⁹⁷ Princes Risborough Background Report (December 2014, Tibbalds)

⁹⁸ 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 Group⁹⁹.

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.

⁹⁹ 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.**

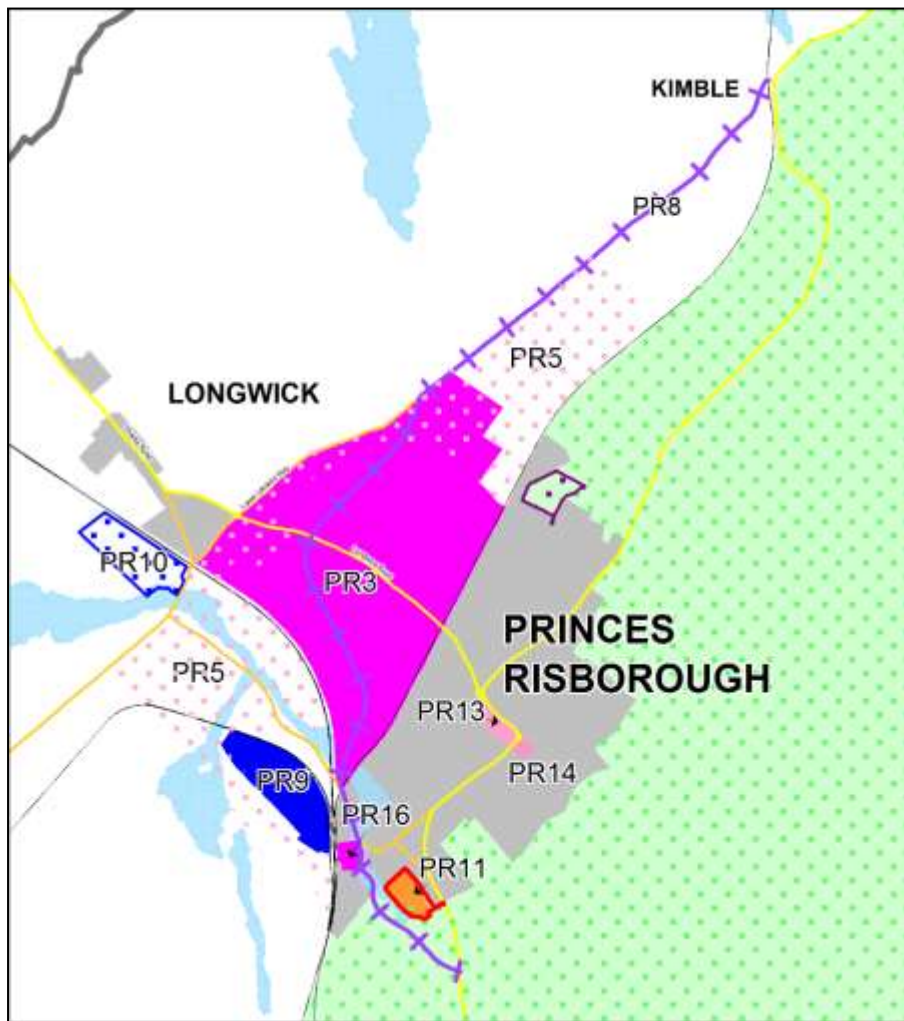
7. Champion town centres

- 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 23 Main proposals in Princes Risborough



- New mixed use
- New housing
- New employment
- Reserved for employment relocation
- Non-residential mixed use
- Strategic buffer
- Relief road
- Sports Ground
- Site removed from Green Belt
- A road
- B road
- Railway
- Flood zones
- Green Belt
- Area of Outstanding Natural Beauty

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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 17 are identified for housing or housing-led mixed use development to be delivered during the plan period (2033). Table 18 sets out all sources of supply, including beyond the plan period.

Table 17 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 (1,765)
Allocated sites in the Princes Risborough Area of Comprehensive Development (PR3)			
PR3	Princes Risborough Main Expansion Area (PR4)	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

Table 18 Housing supply in Princes Risborough

	Within the plan period (to 2033)		Beyond the plan period (after 2033)	Total
Within the Main Expansion Area	1758	Made up of <ul style="list-style-type: none"> • 96 Leo Labs with planning permission; • 1662 allocated in this Plan 	540	2,298
Other allocations within the expansion area	103	Made up of <ul style="list-style-type: none"> • 58 Land to the rear of Poppy Road (PR11) • 45 Land at Princes Risborough Station (PR16) 	n/a	103
Elsewhere in the town	222	Made up of <ul style="list-style-type: none"> • 195 built, under construction or with planning permission • 27 from windfall 	n/a	222
Total	2,083		540	2,623

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 including the relief road and other sites which are required to support the delivery of the relief road.
- PR4 defines the comprehensive approach to the Main 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 Main 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.
- DM28 protects land for business uses at the existing Princes Estate and PR9 allocates a further expansion to the site. PR9 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 Road¹⁰⁰.
- 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.

¹⁰⁰ 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 Road¹⁰¹

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 development of the Princes Risborough Expansion Area as defined on the Policies Map is required to be an area of comprehensive development, to be taken forward on a comprehensive basis. The following are allocated:

- 1. The Main Expansion Area for:**
 - a) Residential uses;**
 - b) A local centre with 300-400 sqm retail space ('A' use classes) and 500 sqm space for business start-ups;**
 - c) Supporting social infrastructure including schools, community / faith space, and sports facilities;**
 - d) Other supporting infrastructure, including green and blue infrastructure.**
- 2. Land to the rear of Poppy Road with primary vehicular access from the relief road for:**
 - a) Residential uses;**
 - b) Green and blue infrastructure.**
- 3. Land at Princes Risborough Station for:**
 - a) Mixed use development;**
 - b) Green and blue infrastructure.**
- 4. A new relief road as a complete alternative to the existing A4010 to be**

¹⁰¹ 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.

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.**

5.3.13 The extent of Policy PR3 is illustrated on figure 24 below.

5.3.14 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 policy area is to be built up entirely – landscape buffers, open spaces, and corridors for wildlife and flood mitigation will also be accommodated within that space.

5.3.15 The extent of the area that the policy covers between Picts Lane and the A4010 to the south of Princes Risborough is to give flexibility in future detailed design of the relief road. Land to the rear of Poppy Road (see Policy PR11) is proposed to be removed from the Green Belt, but the rest of the land within the PR3 designation in this location is to be retained in the Green Belt. It is also within the Area of Outstanding Natural Beauty.

5.3.16 A structured and coordinated planning approach is needed to ensure that policy will deliver the planned growth in a sustainable and desirable manner. It is not necessary that a single application is required for the whole expansion area. Realistically, the Council expects that applications for individual parcels will come forward and these will need to demonstrate how they work together to contribute to the whole, and not prejudice the realisation of the total expansion area. Policies PR4, PR5, PR6, PR7, PR8, PR11, PR16 and PR17 provide further detail in relation to the expansion area, and set out important development principles and requirements 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 Homes 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 contributions;
- iii. Further guide the pattern of development, including density, and location of facilities and infrastructure.

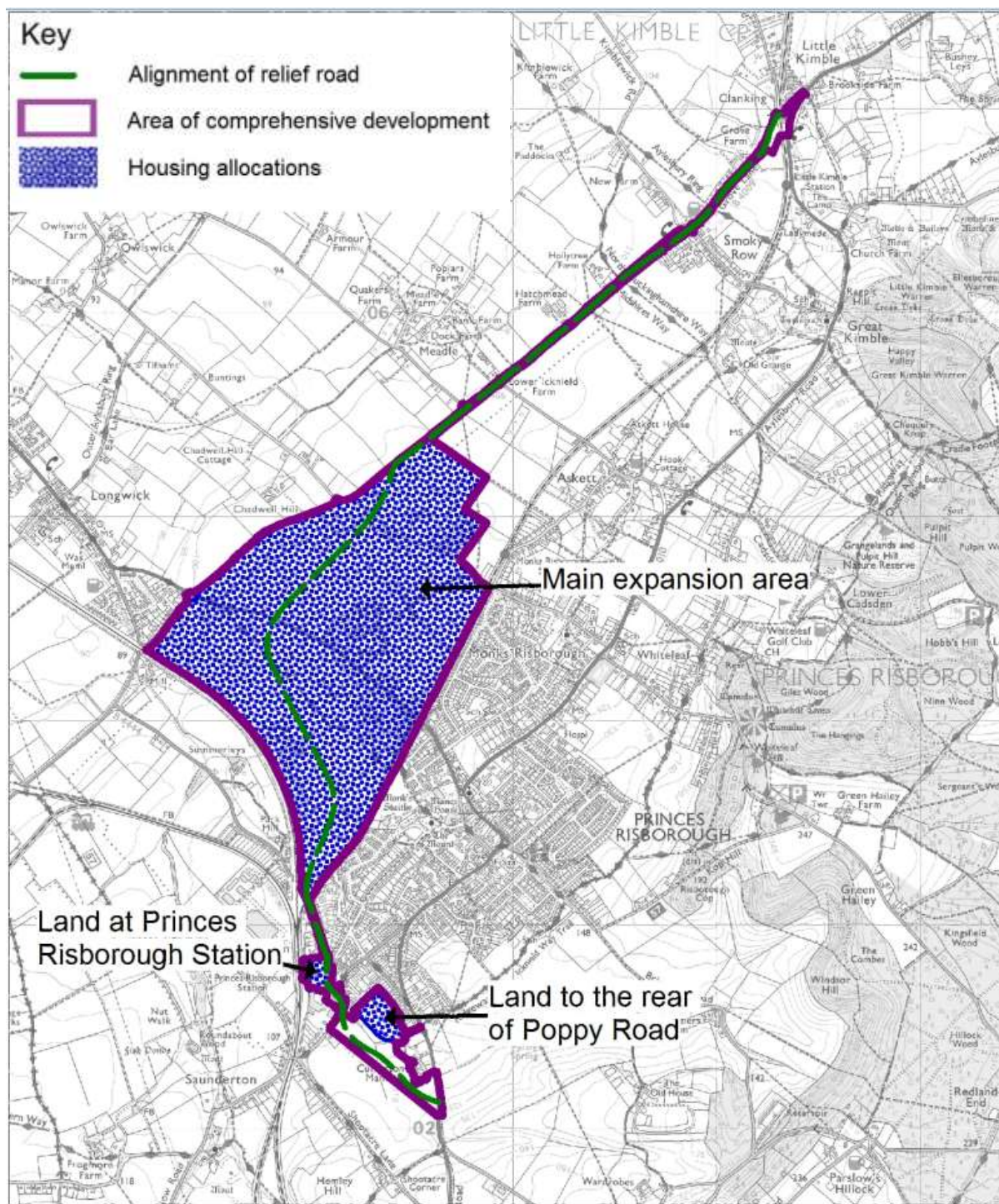
5.3.17 This ensures that a joined-up approach is taken to the delivery of high quality future development and infrastructure in the expansion area that contributes towards providing a strong and appropriate sense of place, as opposed to piecemeal development proposals being prepared in isolation. It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

5.3.18 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.

5.3.19 For information on the housing numbers please see tables 17 and 18.

5.3.20 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 expansion area, 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. Policies PR12 – 14 address the town centre, and Policy PR15 addresses Molins Sports Ground.

Figure 24 Princes Risborough area of comprehensive development



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5.3.21 The land chosen for the town main 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 option¹⁰², 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.

5.3.22 The extent and capacity of the Main 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.

5.3.23 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.

5.3.24 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.

5.3.25 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

¹⁰² Sustainability Appraisal (SA) of the Publication (Regulation 19) Draft of the Wycombe District Local Plan (September 2017, AECOM & Wycombe District Council)

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.

- 5.3.26** 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. This new road infrastructure will provide better access to the station, and provide the opportunity to access land to the rear of Poppy Road, which is removed from the Green Belt.

Development framework

5.3.27 The development framework for Princes Risborough is illustrated on the Concept Plan (see figure 25) which provides more detail than can be provided on the Policies Map, especially in relation to the Main Expansion Area.

PR4 – The Main Expansion Area Development Framework

5.3.28 The main expansion of the town has been planned as a whole and this comprehensive approach is illustrated by the Concept Plan (figure 25).

POLICY PR4 –THE MAIN EXPANSION AREA DEVELOPMENT FRAMEWORK

Development of the Main Expansion Area is required to deliver the broad disposition and scale of land uses, green infrastructure and major highway infrastructure, shown on the Concept Plan (figure 25). The Concept Plan is illustrative but the following elements are required within the layout:

- 1) Formation of residential neighbourhoods;**
- 2) Two primary schools;**
 - a) One located in the southern part of the Expansion Area, west of the Longwick Road;**
 - b) And one located near the local centre;**
- 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 Birmingham and Aylesbury railway lines, as part of an overall relief road which achieves and sustains satisfactory operation of the local road network;**
- 5) A green gap between development and Longwick;**
- 6) An east-west green corridor focused on the Crowbrook stream;**

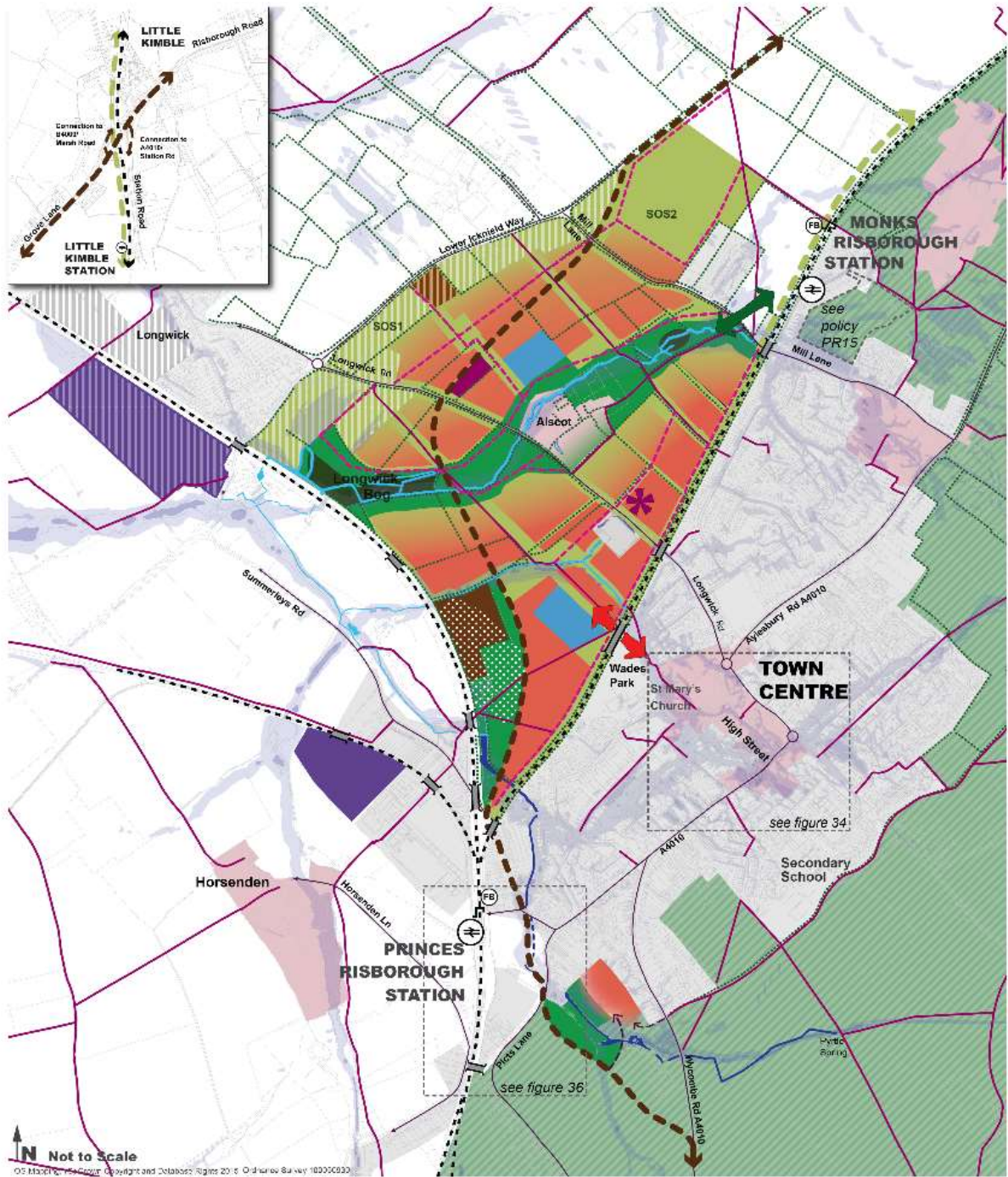
- 7) North-south green 'lanes' focused on existing rights of way;**
- 8) Land immediately north of the railway line to safeguard future railway expansion and associated green space;**
- 9) Pedestrian and cycle crossings of the railway;**
- 10) Strategic open spaces SOS1 and SOS2 on the periphery of the Expansion Area.**

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

5.3.30 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 centre or play areas. However, in order to secure a comprehensive and robust approach to the delivery of key structuring infrastructure within the Main Expansion Area, this policy sets out locational principles and the general configuration of a number of required elements of the illustrative Concept Plan.

5.3.31 Capacity work based on the Concept illustrated here indicates the expansion area can deliver up to 2,300 homes, with 540 of these homes being provided beyond the plan period. A breakdown of the housing figures showing the sources of supply is given at tables 17 and 18.

Figure 25 Princes Risborough Expansion Area Concept Plan



- | | | | |
|------------------------------------|--|--------------------------------------|--|
| Higher density housing | Neighbourhood & strategic open space | GP surgery | Existing hedgerows |
| Medium density housing | Nature conservation area | Flood plain & surface water flooding | Green Corridor |
| Lower density housing | Local wildlife or biological notification site | Watercourse | Railway line |
| Employment area allocated/reserved | Lower Icknield green buffer | Culverton Mill Corridor | Indicative new road |
| Primary school 2FE | Allotments | Proposed foot / cycle path | Sewage treatment works |
| Local centre | Conservation areas | Existing/realigned right of way | Odour buffer |
| Green Belt & AONB | Existing developed areas | Connection to countryside | Rail station |
| Approved residential development | | | Footbridge over rail line |
| | | | New foot/ cycle path through underpass |

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Rationale for the Concept Plan

Figure 26 Indicative constraints plan (Princes Risborough Background Study, Tibbalds, 2015)

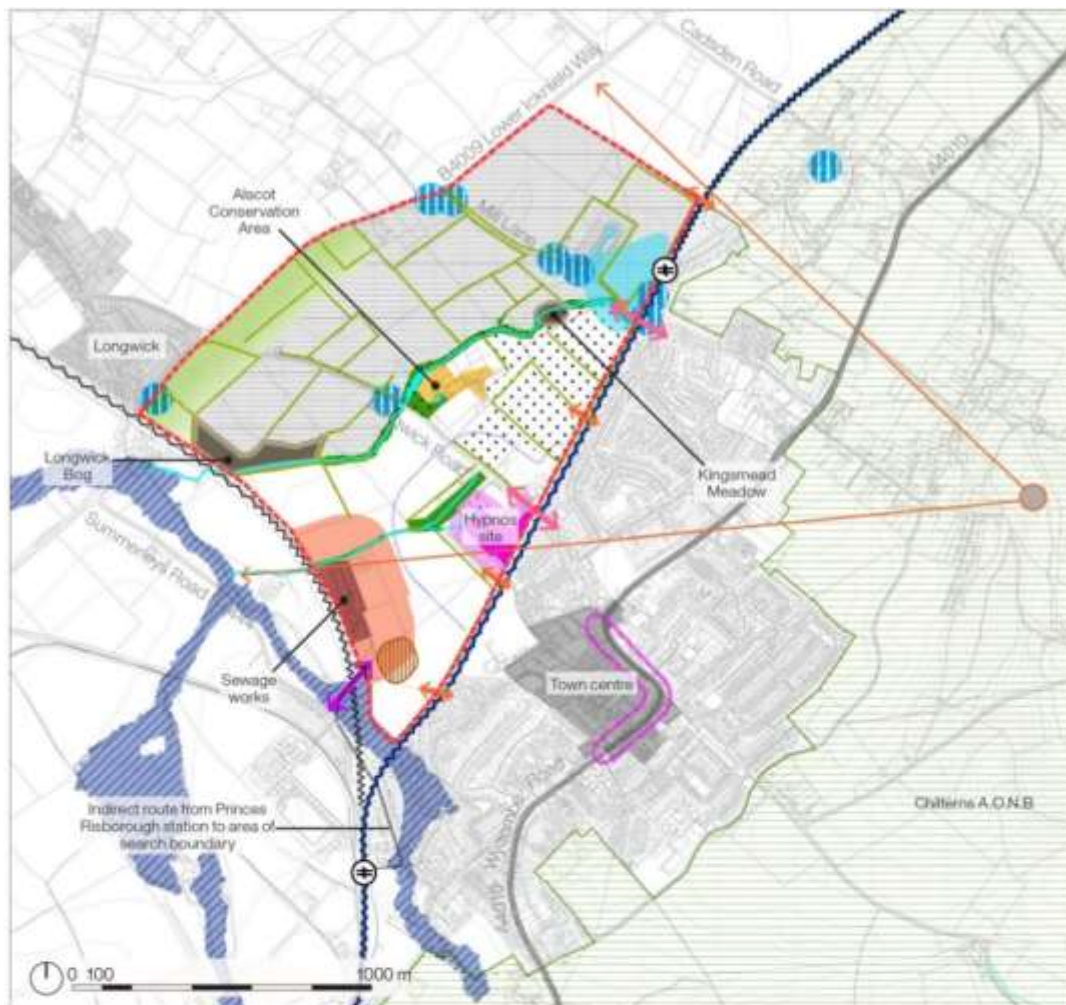
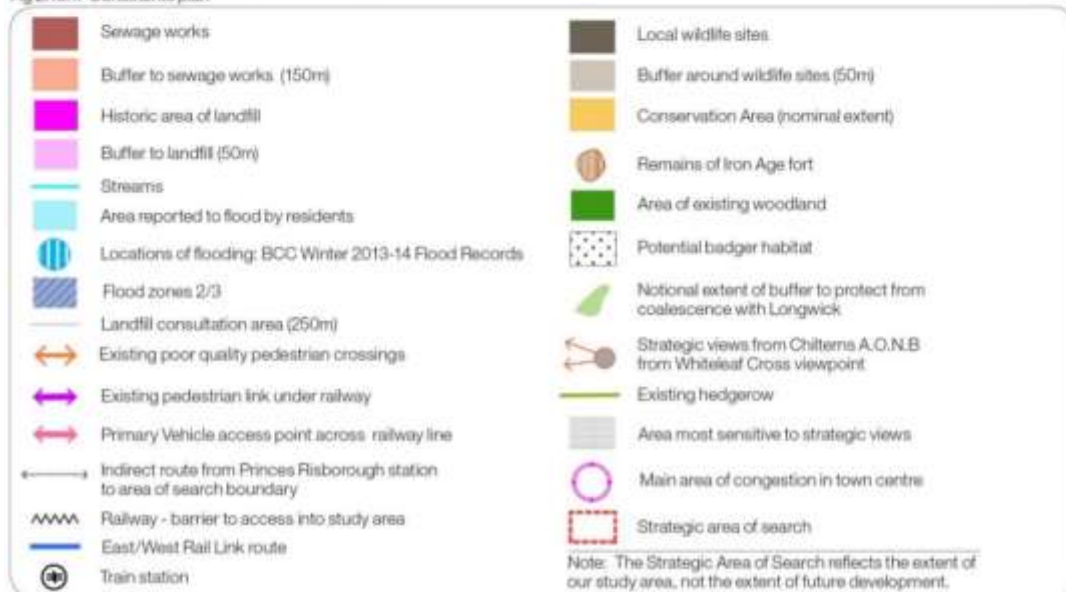


Fig 2.10.1: Constraints plan



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Access

5.3.32 The principal trafficked route through the Main Expansion Area runs from the Lower Icknield Way to the south west across the Main 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 Main 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 Main 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 Main 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 Main 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 the 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 the level of housing set out in the Plan. 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 primary schools need to be distributed through the Main Expansion Area in a way that allows families to walk to school easily and take into account the location of the existing primary schools in the town. One school will

therefore need to be in the south of the expansion area (as the existing schools are north of Longwick Road / New Road). Siting the other primary school close to the local centre will support the vitality and viability of the local centre. 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 main 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 27) 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

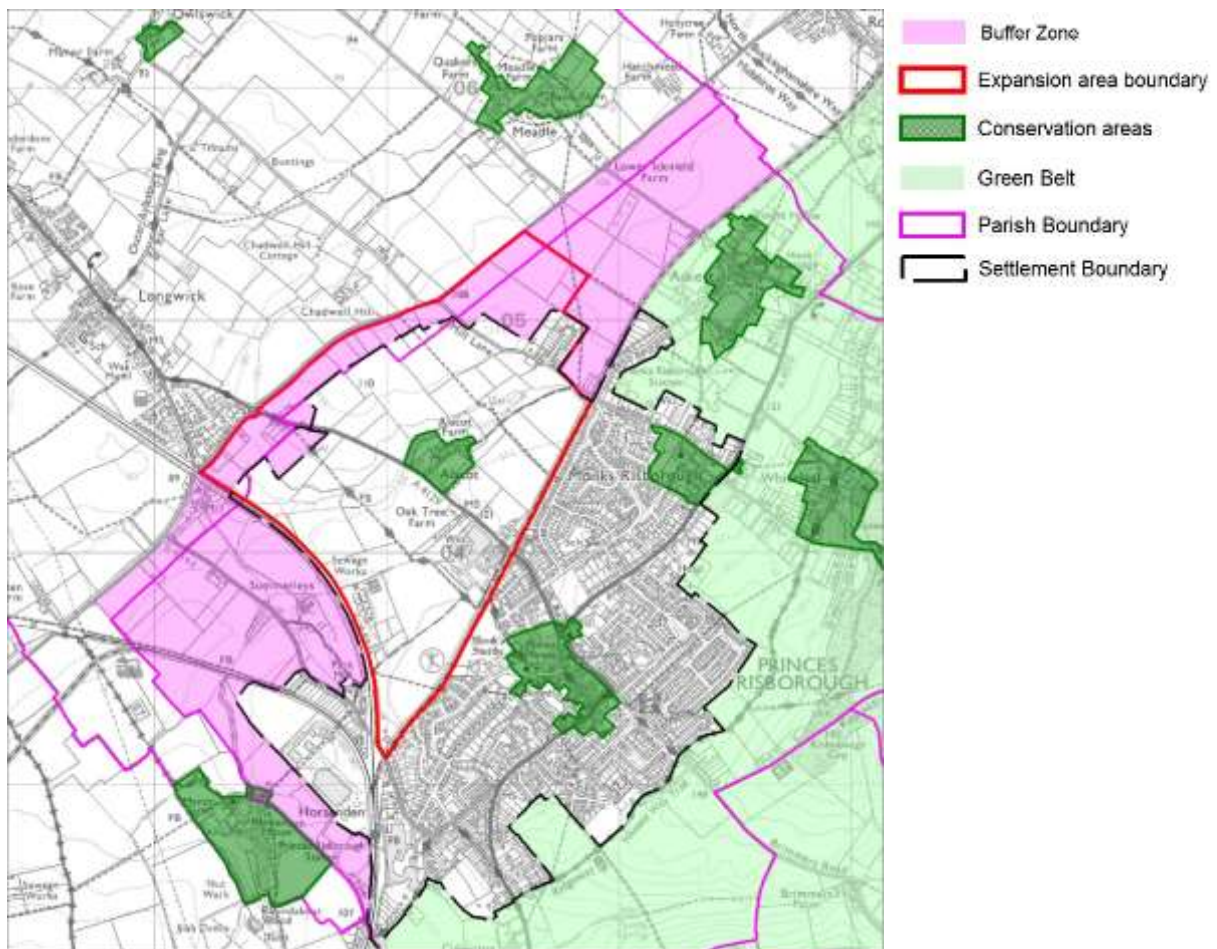
adheres to the Town Council (Parish) boundary, with the exception of the Longwick side where the PR5 area extends to the B4009 Lower Icknield Way .

- 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 focused 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 Main Expansion 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 Main 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 27 Princes Risborough strategic buffer



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Main expansion area development principles

PR6 – Main expansion area development principles

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

POLICY PR6 – MAIN EXPANSION AREA DEVELOPMENT PRINCIPLES

The Main 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, proposals are required 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 Main Expansion Area, provides a separation between the Main 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 Main Expansion Area 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 16, 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 Main Expansion Area with the existing town.
- 5.3.68** The Crowbrook corridor 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 Main 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

Development within the Main Expansion Area is required 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 Main 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 Main 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 Main 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 Main Expansion Area and within built development.**
- 19. Integrated flood risk management measures as an integral part of the Main 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 Main 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 Main 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 48% of the total number of units. 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 Main 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

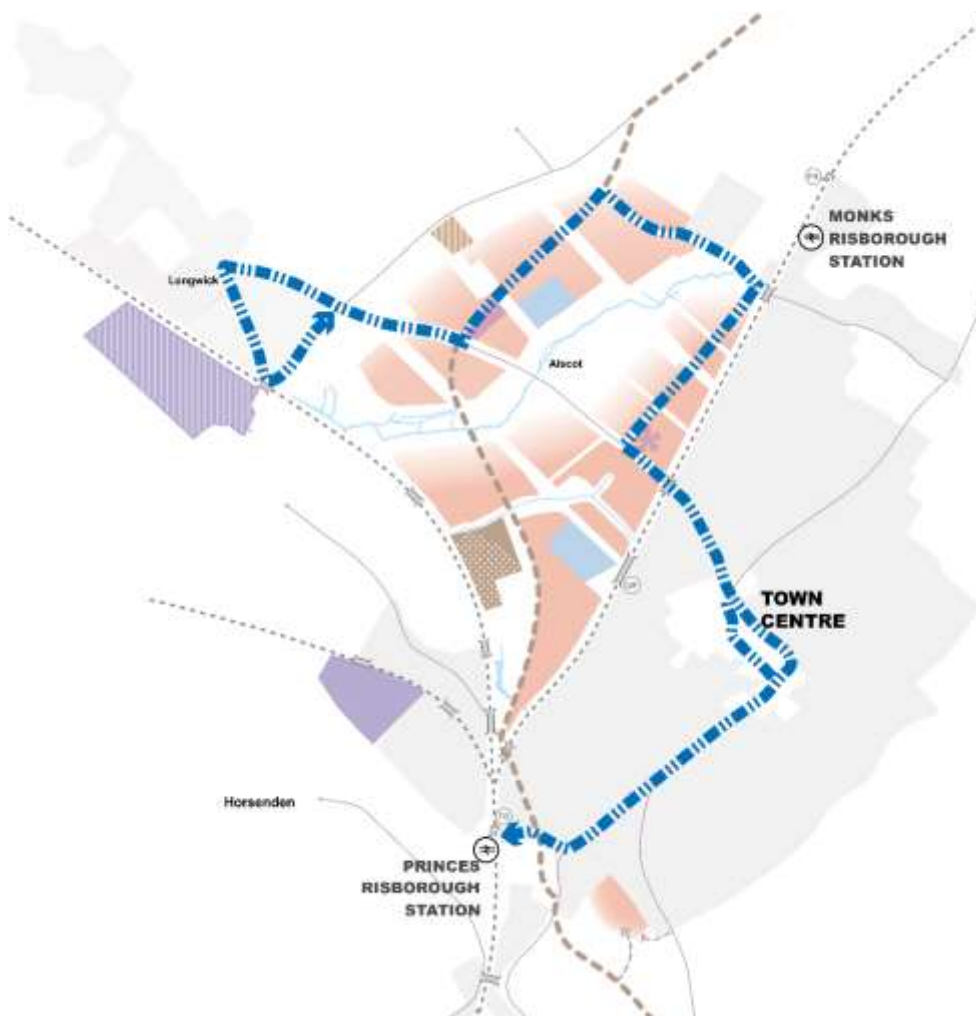
to link the Main Expansion Area with key destinations (the town centre and railway stations), connecting with existing inter-urban bus services and run with a reasonable frequency (ideally every fifteen minutes) throughout the day, and extend to Longwick village to assist in providing more sustainable public transport provision for the growth of the village, as set out in the made Longwick-cum-Ilmer Neighbourhood Plan. Sites allocated in the Longwick-cum-Ilmer 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 sustained¹⁰³.

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.

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.

¹⁰³ Princes Risborough Bus Route Viability Study (September 2016, Jacobs)

Figure 28 Indicative bus route



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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 Main 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 Main 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 Main 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 Main 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 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 relocations to ensure such businesses are retained and adequately provided for.
- 5.3.93** Evidence suggests¹⁰⁴ 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 adjacent to the 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 area incorporates a wider mix of uses, thereby assisting with the greater

¹⁰⁴ Wycombe Commercial Assessment Part 1 – Princes Risborough (January 2016, Boyer Planning)

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 delivery. These schools will also need to incorporate nursery and early years' provision.

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 Main 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 Main 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 Main 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 Main 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 Main 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 main expansion for provision of sports, and in smaller areas throughout the main 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 Centre¹⁰⁵.

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

¹⁰⁵ The Wycombe District Sports Facility Strategy 2015-2020 (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 Main 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 Main 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 Main 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 masterplan.

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 development.

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 expected increased frequency and speed of train services in the future.

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 Natural Environment Partnership (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 Main 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 competes with it. The development of the town will require an extra 1,200 sqm of convenience retail space and some 800 sqm of comparison space by 2033¹⁰⁶, 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 32).
- 5.3.125** While the Main Expansion Area will be well connected to the town for pedestrians and cyclists, there will be an increased number of shoppers from the new development needing to park in the town centre. Development

¹⁰⁶ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

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 period¹⁰⁷.

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. Development within the expansion area is required 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**

¹⁰⁷ Princes Risborough Parking Review Report (February 2016, Jacobs)

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 Main 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 forecasts¹⁰⁸ show that several significant links and junctions will be over capacity during the plan period,

¹⁰⁸ 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 Traffic Modelling (July 2017, Jacobs)

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 existing severance issues. Located north of the railway line, traffic from the Main 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 development¹⁰⁹.

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

¹⁰⁹ Princes Risborough Area Transport Study (January 2014, Jacobs, Wycombe District Council and Transport for Bucks)

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.

- 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 within the expansion area but outside the developable areas, 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

29. Feasibility studies have costed this alignment and shown that it is achievable¹¹⁰.

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 bias¹¹¹. However, viability work¹¹² 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 modelling¹¹³ 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

¹¹⁰ Princes Risborough Western Relief Road Feasibility Study (April 2016, Jacobs); and Princes Risborough Feasibility Review & Development of Southern Alternatives (September 2017, DRF Consulting)

¹¹¹ 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).

¹¹² Princes Risborough Expansion Viability Report (March 2017, Wycombe District Council)

¹¹³ Princes Risborough Masterplan Preliminary Phasing Strategy Modelling (May 2017, Jacobs); and Princes Risborough Masterplan Phasing Tests (May 2017, Jacobs)

Grove Lane and Summerleys Road with this (and the Wades Park underpass).

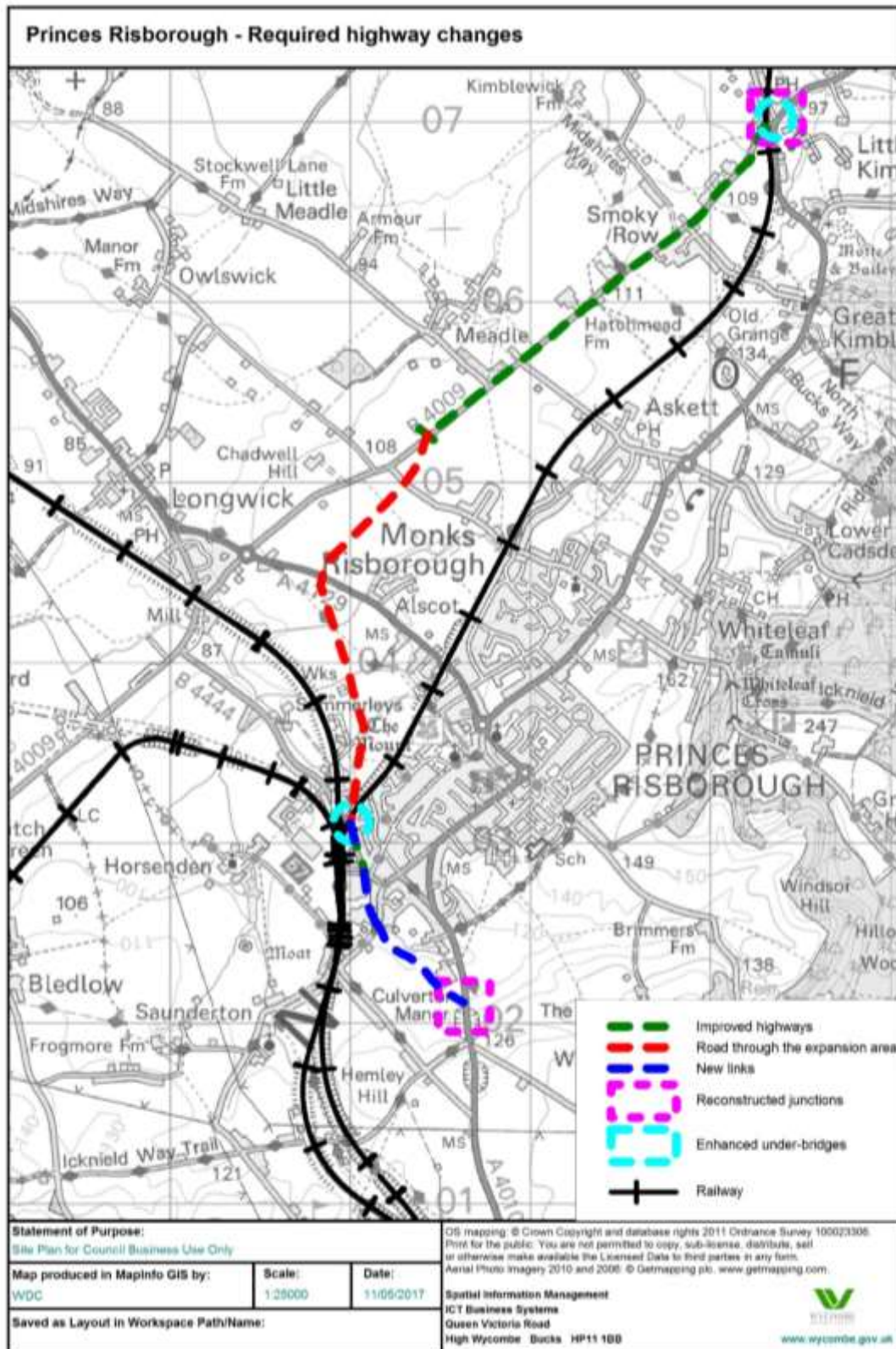
5.3.136 The Concept Plan for the main expansion shows a connecting road through the development which will be required in any case. Further additional improvements will be needed to deliver the whole alternative route.

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, 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 29 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.
- A safe crossing of the relief road for non-motorised users between the east and west parts of Picts Lane.
- 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, and Picts 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 condition surveys, pavement core samples and drainage review.

Rail Context

5.3.142 Depending on funding, the construction of the line between Bicester and Bletchley of the East West Rail project will start at the end of 2019 with trains operating from 2023. Land is safeguarded for potential double-tracking of the Princes Risborough - Aylesbury 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 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 EXPANSION

- 1. Land shown on the Policies Map is allocated for a new Strategic Employment Area as a northern expansion of the Princes Estate.**
- 2. New development in the expanded Business Park as identified on the Policies Map is required to:**
 - a) Be for employment generating uses in use classes B1, B2,B8 and sui generis employment generating uses;**
 - 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 The existing Princes Estate and expansion area is designated on the Policies Map as an area of Strategic Employment (Policy DM28) which protects the area for employment uses.

5.3.145 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.

5.3.146 The Plan aims to retain and grow existing businesses and provide start-up opportunities for local enterprise. Although this is a strategic site, there is the opportunity for plots to be subdivided for locally generally businesses. 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.

5.3.147 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.

5.3.148 The proper planning of the Princes Risborough expansion area for primarily residential purposes together with good place-making along the Longwick Road and at the Railway Station, 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.

5.3.149 The allocation could also include small scale industrial units for small local businesses seeking to establish themselves.

5.3.150 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

5.3.151 This policy is needed to allow businesses to relocate out of the expansion area at Princes Risborough, should they wish to.

POLICY PR10 – LAND NORTH OF LOWER ICKNIELD WAY

Employment land as identified on the Policies Map is reserved for the relocation of existing B1, B2, B8 and sui generis employment generating uses affected by the expansion of Princes Risborough.

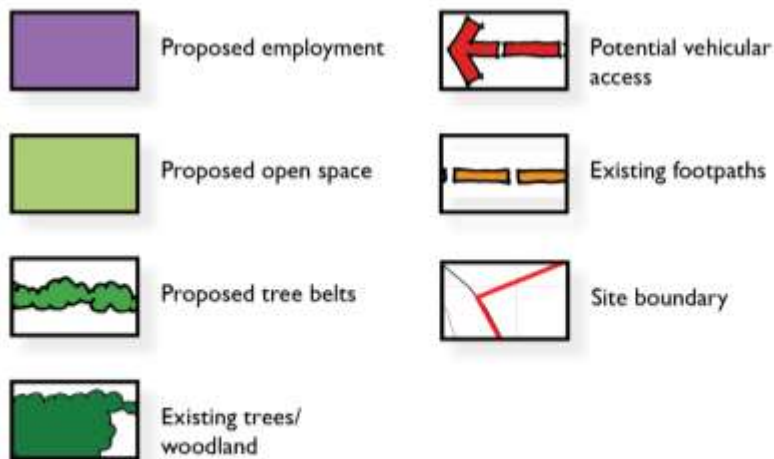
New development here is required to:

- 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 30 Concept for land North of Lower Icknield Way



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



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- 5.3.152** Policy PR4, in seeking a comprehensive approach to the expansion area, identifies land in business use to be redeveloped for housing. Policy PR10 reserves land as an alternative to the Princes Estate 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.
- 5.3.153** The economic strategy for Princes Risborough aims to retain and grow existing businesses.
- 5.3.154** 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.
- 5.3.155** 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.
- 5.3.156** 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.
- 5.3.157** 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.
- 5.3.158** 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

5.3.159 This policy is needed to set out the principles of development for this site.

POLICY PR11 – LAND TO THE REAR OF POPPY ROAD

Development of the site is required to:

- 1) Respond sensitively to the environmental context of the site by:**
 - a) Undertaking detailed ecological, hydrological and visual impact assessments;**
 - b) Conserving and enhancing important or species-rich habitats identified, including the chalk headwaters of the Pyrtle Spring, through:**
 - i) The provision of a 50m ecological buffer between development and the chalk headwaters of the Pyrtle Spring;**
 - ii) Ensuring an alternative means of disposal of surface water runoff from existing nearby roads into the Pyrtle Spring.**
 - c) Any other necessary measures identified as a result of the assessments in (a) above;**
 - d) Providing any further planting or landscaping required to mitigate any effects on important views;**
 - e) Establishing a management and maintenance plan for environmental enhancements.**
- 2) Provide a landscape-led positive approach to design and layout to limit its impact upon the Area of Outstanding Natural Beauty.**
- 3) Manage flood risk from all sources by:**
 - a) Taking a sequential approach to locating development within the site to avoid areas at higher risk of flooding where possible;**

- b) Implementing appropriate SuDS which support the ecological management regime.**
- 4) Provide suitable vehicular access. The preferred access is from the new Princes Risborough relief road. However, access is also possible from Wycombe Road;**
- 5) Make a contribution to off-site infrastructure proportionate to the scale of the development, taking into account on-site provision.**

Figure 31 Land to the rear of Poppy Road, Princes Risborough



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



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5.3.160 The indicative capacity for the site is 58 homes.

- 5.3.161** This site includes land to the rear of Poppy Road and land at 108 Wycombe Road. The site was formerly in the Green Belt. 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 within the AONB, in the terms of National Policy for the AONB.
- 5.3.162** The implementation of the relief road section between Picts Lane and Culverton Farm creates the opportunity for the preferred point of access. Vehicular access to this land from Wycombe Road is also possible, though the access would require redesign and reconstruction to create safe visibility splays. Access from the latter should in any case be retained for people on foot and cycle to increase accessibility to town services and the 300 bus route along the A4010.
- 5.3.163** Whilst it is a suitable location for development overall, the site is environmentally sensitive, both in terms of flood risk and ecology. It is critical therefore that an integrated approach to environmental management is taken in the development of this site, including ensuring the protection and future management of the buffer areas identified.
- 5.3.164** 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 25, 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.
- 5.3.165** 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, in accordance with DM39.

5.3.166 Development should take measures to minimise any potential visual impact from the Chiltern escarpment or relevant rights of way.

5.3.167 The site has been undisturbed for many years and may consequently contain previously unidentified assets of ecological value. The results of an ecological assessment should therefore inform the extent and nature of development here.

5.3.168 The Council will assess PR11(5) 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 an application for this site to demonstrate how the application is making a fair and equitable contribution towards the provision of off-site infrastructure. Thereafter, development should contribute in accordance with the capacity and delivery plans.

A Town fit for the future

Town centre

5.3.169 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.

5.3.170 There will be a need for:

- Increased retail space¹¹⁴ and a diverse offer on and around the High Street;
- Up to 200 more parking spaces in the town centre¹¹⁵. While opportunities for sustainable travel between the main 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.

5.3.171 The town centre is well used, but currently suffers from 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).

¹¹⁴ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

¹¹⁵ Princes Risborough Parking Review Report (February 2016, Jacobs)

5.3.172 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.

5.3.173 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 33 shows how the various town centre initiatives fit together and with the context of the expansion area.

5.3.174 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.

5.3.175 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.

5.3.176 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

5.3.177 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 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.**

5.3.178 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.

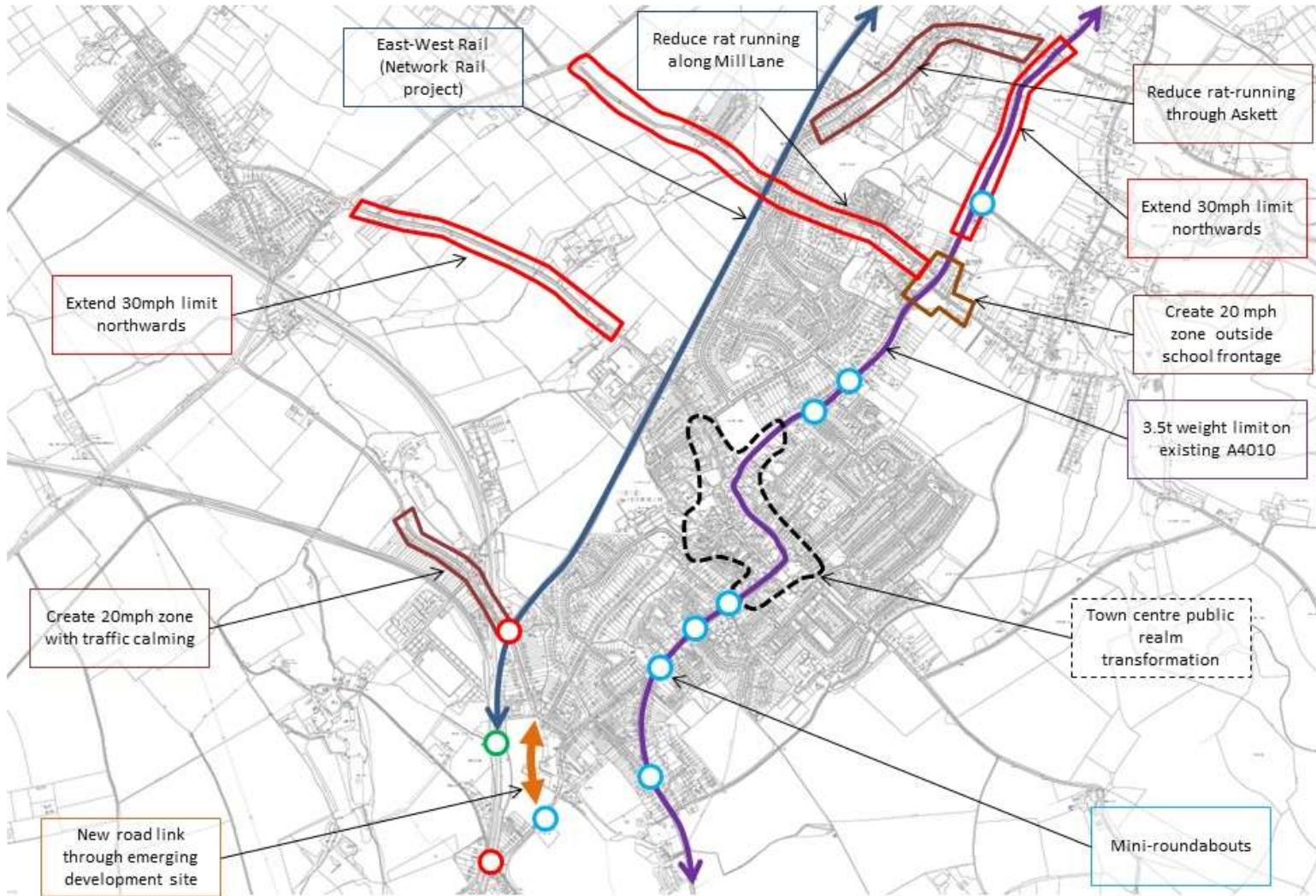
5.3.179 Additional measures to deter through-traffic have been developed through discussion with the stakeholder group. These are shown in figure 32.

5.3.180 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.

5.3.181 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.

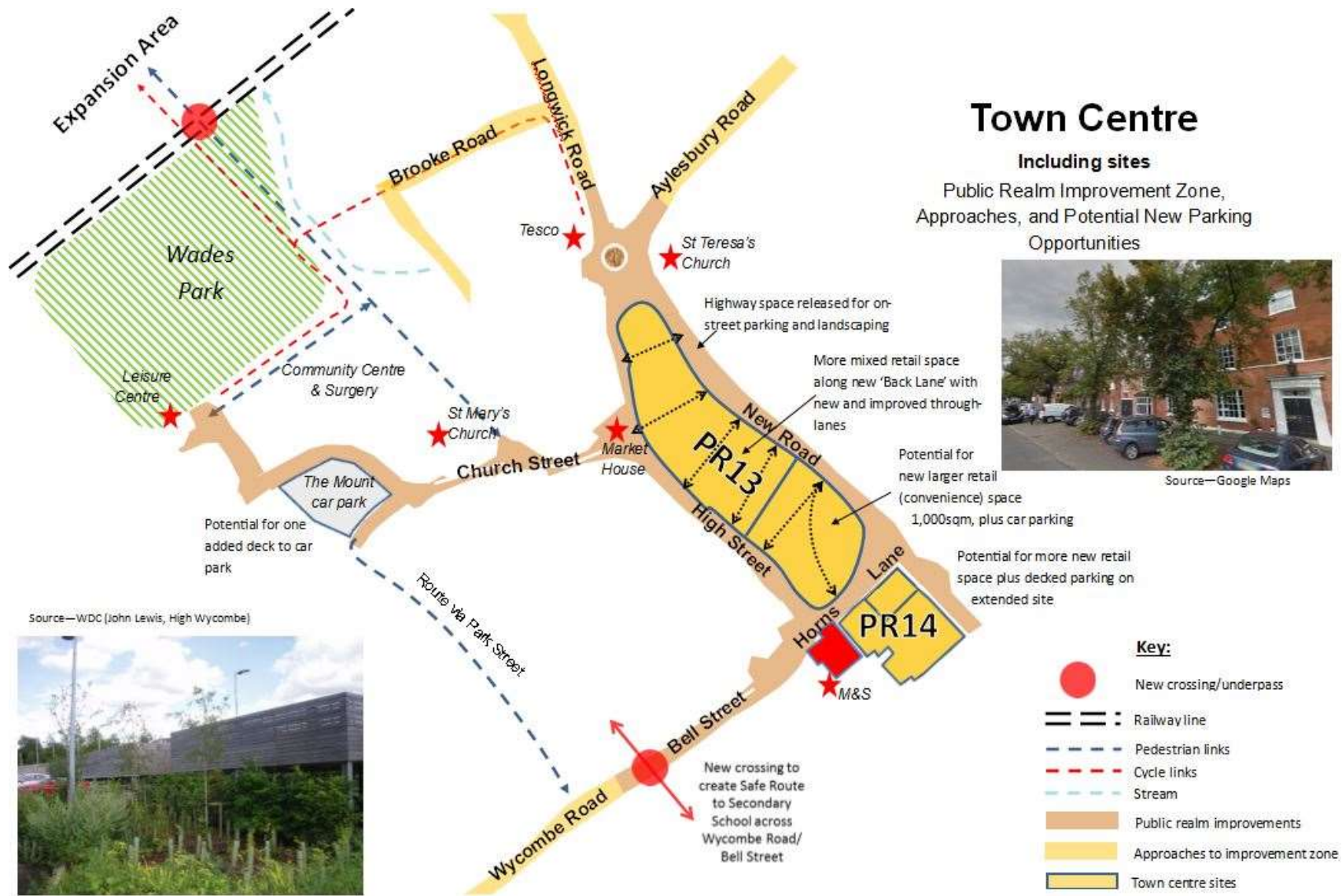
5.3.182 It is expected that these projects will be implemented by the public authorities, working closely with the Town Council.

Figure 32 Indicative town wide measures



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Figure 33 Town centre improvements and connections



Town centre allocations

5.3.183 The expansion of the town creates a need for more retail space¹¹⁶. Though some retail space will be needed in the local centre of the Main Expansion Area, and at the Railway Station, 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.

5.3.184 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.

5.3.185 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.

5.3.186 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.

5.3.187 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.

¹¹⁶ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

PR13 – Town Centre site: Land fronting New Road (Back Lane)

5.3.188 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. New development is required 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) Provide active frontages on the ground floor facing New Road or any new formalised pedestrian links;**
 - 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.**

5.3.189 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.

5.3.190 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.

5.3.191 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 of a supportive scale to the town centre, rather than at a competing level.

5.3.192 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.

5.3.193 This site contains critical drainage areas; as a result 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

5.3.194 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. Re-development proposals are required to:**
 - a) Contribute to meeting town-wide needs for parking;**
 - b) Take a comprehensive approach to redevelopment;**
 - c) Enable the satisfactory relocation of the public toilets;**
 - d) Provide active frontage on the ground floor facing Horns Lane;**
 - e) Reflect the prominent position of the site;**
 - f) Follow the pattern of development / building line on New Road located north-east of the site;**
 - g) Follow the established building line of New Road to the south-east;**
 - h) Provide a pedestrian crossing point over New Road south of the roundabout with Horns Lane;**
 - i) 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.

5.3.195 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.

5.3.196 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.

5.3.197 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.

5.3.198 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.

5.3.199 Redevelopment should explore the feasibility of decked parking provision here.

5.3.200 This site contains critical drainage areas; as a result any flood risks presented by ground or surface water flooding should be assessed and mitigated for in accordance with Policy DM39.

Molins Sports Ground

PR15 – Molins Sports Ground

5.3.201 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.**
- 4. Local sources of flood risk should be managed.**

5.3.202 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.

5.3.203 The sports ground is on land situated in both the Metropolitan Green Belt and the Chilterns AONB. There is an existing shortage of sports pitches¹¹⁷ within the town so bringing this sports ground back into use would help address this.

5.3.204 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.

5.3.205 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.

5.3.206 The site contains critical drainage areas; as a result any flood risks presented by ground or surface water flooding should be assessed and mitigated for in accordance with Policy DM39.

¹¹⁷ Wycombe District Sports Facilities Strategy 2015-2020 (2015, Wycombe District Council)

Main Railway Station Area

5.3.207 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 main station for all modes of travel will be needed, and train services of sufficient capacity to meet peak demands.

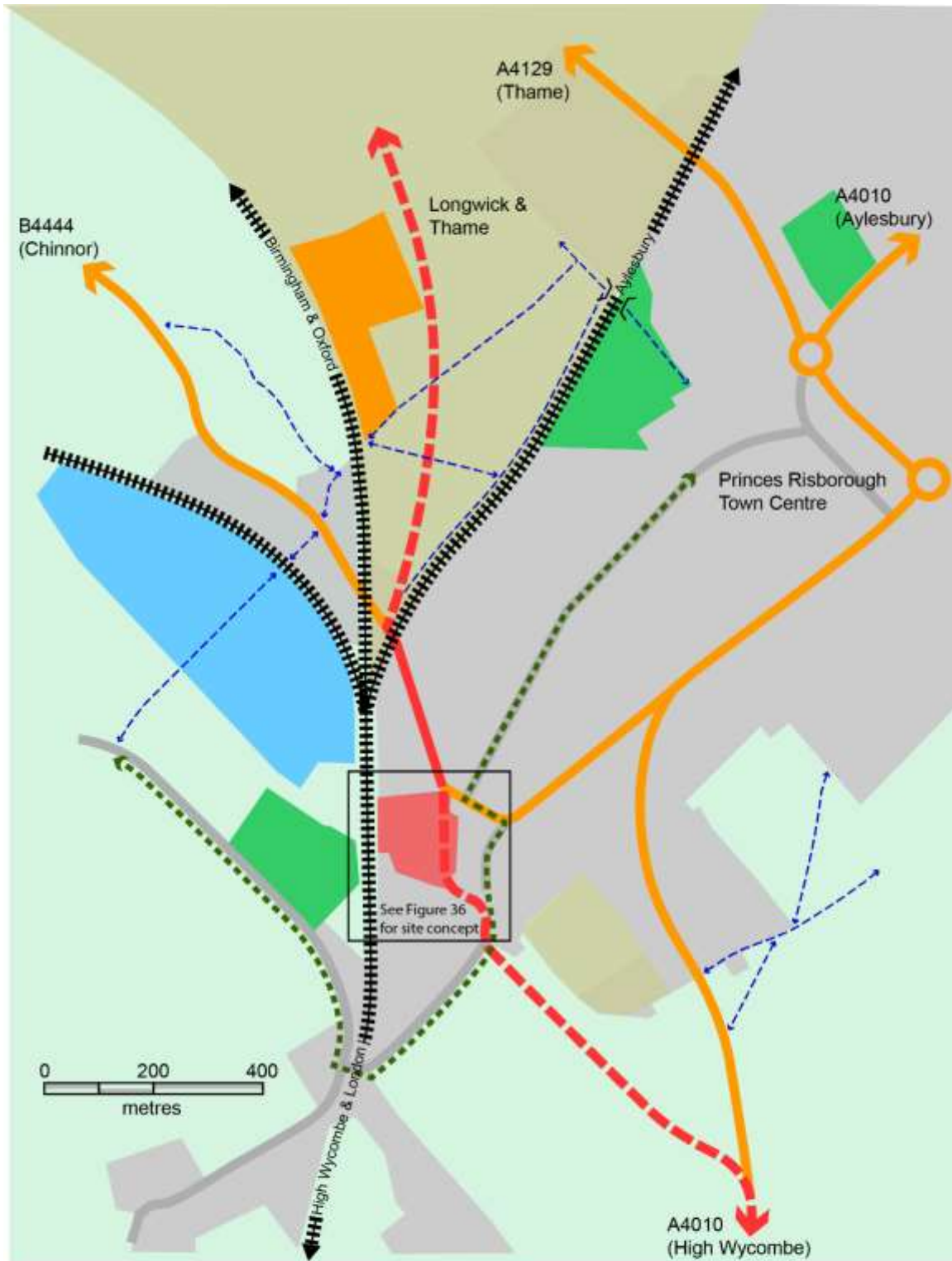
5.3.208 The introduction of a direct highway connection from the main station into the Main Expansion Area via Summerleys Road and through the Picts Lane site will revitalise the station area and make it better connected to the expanded town. The provision of the route via the Picts Lane site also relieves traffic pressure on Poppy Road which is narrow and constrained by parked cars.

5.3.209 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.

5.3.210 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 double¹¹⁸. These could be provided by decking the current space.

¹¹⁸ Princes Risborough Parking Review Report (February 2016, Jacobs)

Figure 34 Railway station context



- | | | |
|--|---|--|
|  Existing urban area |  Sewage works |  Proposed relief road (solid = existing road) |
|  Development area |  Existing sport/open space |  Main highway route |
|  Station development area |  Open countryside |  National Cycle Route 57 / Phoenix Trail |
|  Employment land |  Railway corridor |  Public right-of-way (existing/proposed) |

PR16 – Land at Princes Risborough Station














5.3.211 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

- 1. The redevelopment of the land at Princes Risborough Station will provide an important gateway to the town and to the Chilterns AONB. Development proposals are required to be of a high standard of design and provide:**
 - a) Around 300-400 sqm of convenience retail space and limited A3 development linked to the station;**
 - b) A public square and associated public spaces which:**
 - i) Facilitate bus access;**
 - ii) Incorporate an improved, cycle- and pedestrian-friendly approach to the railway station;**
 - 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) 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;**
 - g) A contribution to off-site infrastructure proportionate to the scale of the development, taking into account on-site provision.**
- 2. Tourism-related development proposals, such as a hotel and/or a combined information centre/café, are encouraged and will also be acceptable in principle.**

Figure 35 Railway station site indicative concept



- | | | | |
|---|--|---|---------------------------|
|  | PR16 Policy Area |  | Development Blocks |
|  | Relief Road |  | Civic Open Space |
|  | Access to Station |  | Bus/Taxi Pick-up/Drop-off |
|  | Station Car Park |  | Open Space |
|  | Site with Planning Permission |  | Existing / New Trees |
|  | New Junction with Pedestrian Priority to Station |  | Reinstated Stream |
| | |  | Potential Access |

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5.3.212 The indicative capacity of the site is 45 homes.

5.3.213 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.

5.3.214 The creation of a public 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.

5.3.215 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

5.3.216 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.

5.3.217 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 SFRA¹¹⁹. 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.

5.3.218 Proposals for this site should ensure that appropriate archaeological, and landscape and visual impact assessments are undertaken.

5.3.219 The Council will assess 1(g) 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 an application for this site to demonstrate how the application is making a fair and equitable contribution towards the provision of off-site infrastructure, taking into account the on-site infrastructure provided.

¹¹⁹ Level 2 Strategic Flood Risk Assessment (September 2017, Jacobs)

Infrastructure and delivery plan

Comprehensive approach to delivery

5.3.220 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

5.3.221 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. New development within the expansion area is required to:**
 - a) 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) Phase the delivery of infrastructure in step with the provision of residential development.**
- 2. This development (1. above) will be assessed against the Council’s capacity and delivery plans for the area. Until such time as this has been produced and approved by the Council, planning applications for development within the Main Expansion Area are required 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 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) Purchasing 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.**

5.3.222 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.

5.3.223 The Council is prepared to take positive action to enable the comprehensive implementation of growth at Princes Risborough and the full requirements for infrastructure.

5.3.224 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 needed¹²⁰, and is preparing to allocate capital funds for voluntary purchase of key land parcels¹²¹.

5.3.225 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.

5.3.226 It is acknowledged that the pursuit of sustainable development requires careful attention to viability and deliverability. The viability assessment¹²² 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

¹²⁰ Report to Cabinet (December 2016)

¹²¹ Report to Cabinet (September 2017)

¹²² Viability Assessment (May 2017, Adams Integra)

development; and fairly and reasonably related in scale and kind to the development.

5.3.227 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 R123¹²³ 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 19 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 – around 950 in total.	<ul style="list-style-type: none"> • Relief road completed. • Second primary school opened.

¹²³ 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
		<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.

5.3.228 Delivery of these proposals will be phased over a number of years (see table 19). 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.

5.3.229 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.

5.3.230 The Council has prepared a schedule of infrastructure requirements associated with the Princes Risborough proposals¹²⁴. 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.

¹²⁴ Local Plan Publication Version Infrastructure Delivery Plan (September 2017, Wycombe District Council)

5.3.231 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.

5.3.232 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 off-site requirements are still secured.

Detailed site capacity plan and delivery plan

5.3.233 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.

5.3.234 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.

5.3.235 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.

5.3.236 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.

5.3.237 Transport modelling work shows¹²⁵ 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.

5.3.238 Primary schools in the Princes Risborough area are close to capacity¹²⁶, and their potential for on-site expansion is limited. Therefore a new primary school will be required early in the first phase of development.

¹²⁵ 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 Traffic Modelling (July 2017, Jacobs)

¹²⁶ Local Plan Publication Version 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 Site 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 Plans¹²⁷.

¹²⁷ National Planning Policy Framework (2012) paragraph 83

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 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

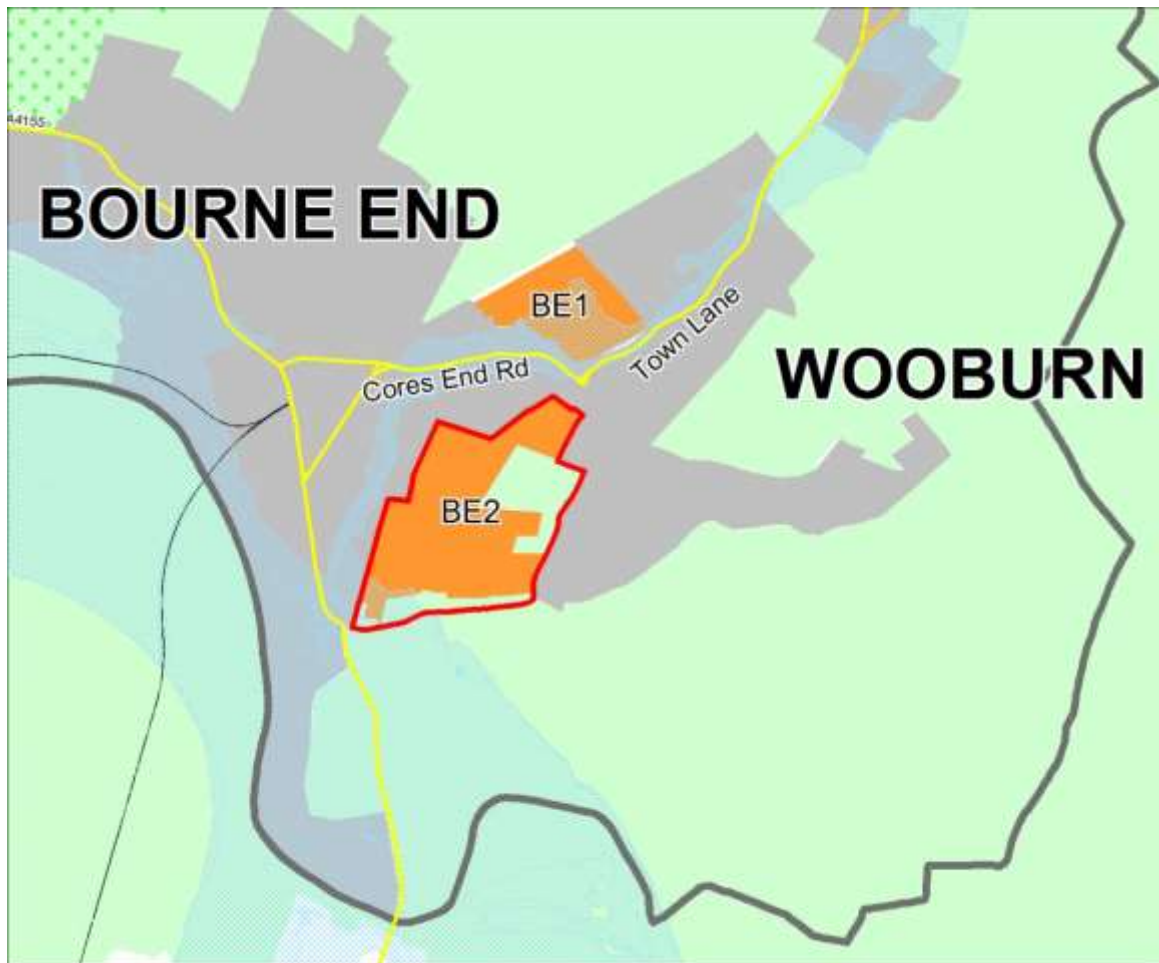
a) Maintain and improve the vitality and viability of Bourne End and Wooburn village centre.

8. Mitigate climate change

a) Ensure issues of flooding are fully mitigated in any proposals.

Housing or Mixed Use Sites including Housing

Figure 36 Main proposals in Bourne End and Wooburn



Key

-  Housing
-  Removal from Green Belt
-  Green Belt
-  Area of Outstanding Natural Beauty
-  Flood Zones
-  A Road

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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 20 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 21 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 line. Part of the site is a village green which needs to be retained.

POLICY BE1 – SLATE MEADOW, BOURNE END AND WOOBURN

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

1. Place making

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

2. Transport

- a) Provide the main vehicular access from Stratford Drive, ensuring the site access is designed to protect safe and effective operation of the existing Stratford Drive/ St Pauls Church of England Combined School access and Stratford Drive / Orchard Drive junctions;**
- b) Limit any vehicular access from both Eastern Drive and Frank 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;**
- c) Ensure that there is no direct vehicular access onto A4094 Brookbank or off the existing Cores End roundabout unless all other vehicular access options prove undeliverable, unfeasible or unaffordable;**
- d) Provide shared cycle/pedestrian paths connecting to the:**
 - i. Proposed bridleway (within the disused railway corridor);**
 - ii. Existing estate roads around the site; and**

- e) Provide by way of legal agreement financial contributions to:**
 - i. Measures along the A4094 to ensure the routes resilience, providing an appropriate balance between through movement and local access journeys;**
 - ii. Improve or provide footways beside existing access roads to the site;**
 - iii. If appropriate upgrade the pedestrian crossing east of Stratford Drive to a signal controlled crossing.**
- f) Provide for school travel improvements through the provision of additional, unallocated, on-street parking on site, including any necessary alterations to Stratford Drive to facilitate pedestrians crossing from the development to the school and back.**

3. Green Infrastructure/ Environment

- a) Provide a semi-naturally landscaped and accessible corridor beside the River Wye;**
- b) Enhance the ecological value of the site and form an ecological link between the former Bourne End and Wooburn to High Wycombe Railway Line corridor, the River Wye and its buffer zone;**
- c) Provide new hedgerows to create a network through the site, linking the former railway corridor along the northern boundary with the river corridor on the southern boundary;**
- d) Use surface SuDs features to enhance the ecological biodiversity throughout the site including the developable areas;**
- e) Design the ecological areas so they facilitate public access to them through the use of boardwalks, pathways and viewing areas;**
- f) Provide a management plan for the village green;**
- g) Mitigate recreational impacts at Burnham Beeches SAC.**

4. Landscape

- a) Retain views up to the valley sides to the north and south both from within the site and from outside the site across/through the developed areas within it;**
- b) Provide a layout, scale and appearance of the development that minimises the impact on views down from the valley sides.**

5. Flood Risk

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

6. Other

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

Figure 37 Slate Meadow – illustrative layout



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5.4.8 The indicative capacity of the site is 150 homes.

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 findings¹²⁸ 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.
- 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

¹²⁸ Wycombe District Local Plan Revised Habitats Regulations Assessment Report – including Appropriate Assessment (January 2019, Wycombe District Council)

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 2¹²⁹.

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 WOORBURN

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) Have special regard to the conservation of nearby Heritage Assets and their settings, including the Hedsor Road and Riversdale Conservation Area;**
- c) Maintain a sense of separation between Harvest Hill and the new development site;**

¹²⁹ Strategic Flood Risk Assessment (SFRA) Level 1 Update (November 2014, Jacobs) and Level 2 Strategic Flood Risk Assessment (September 2017, Jacobs)

- 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.**

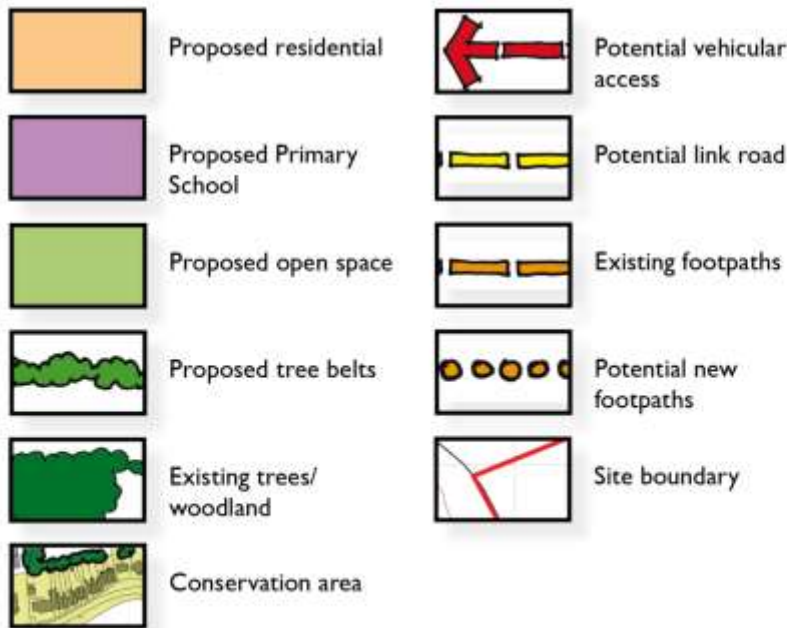
4. Other

- a) Provision of a 1 form entry primary school.**

Figure 38 Hollands Farm – illustrative layout



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



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- 5.4.17** The indicative capacity of the site is 467 homes.
- 5.4.18** The site is removed from the Green Belt and allocated for residential purposes. The Green Belt Part 2 report¹³⁰ 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 assets¹³¹, 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 site¹³² 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

¹³⁰ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

¹³¹ Hedsor Road and Riversdale draft Conservation Area Appraisal (September 2017, Wycombe District Council)

¹³² Wycombe Local Plan Sites Traffic Modelling (June 2017, Jacobs)

services through the site to serve the development. The road is to be designed to accommodate buses, to provide future flexibility.

- 5.4.23** Flood risk issues should be fully addressed in any development proposals, including the potential for fluvial, surface water and groundwater flooding. Applicants should refer to the SFRA level 1 and 2¹³³. 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 findings¹³⁴ 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.

¹³³ Strategic Flood Risk Assessment (SFRA) Level 1 Update (November 2014, Jacobs) and Level 2 Strategic Flood Risk Assessment (September 2017, Jacobs)

¹³⁴ Wycombe District Local Plan Revised Habitats Regulations Assessment Report – including Appropriate Assessment (January 2019, 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 WOUBURN

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 Strategy¹³⁵ 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.

¹³⁵ 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 22 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	10
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 23 Additional sites identified for housing in rural areas

Site	Area (hectares)	Indicative dwelling numbers
Westhorpe House, Westhorpe Park, Little Marlow	1.86	12
Coal Yard, Smalldean Lane, Saunderton	0.67	6

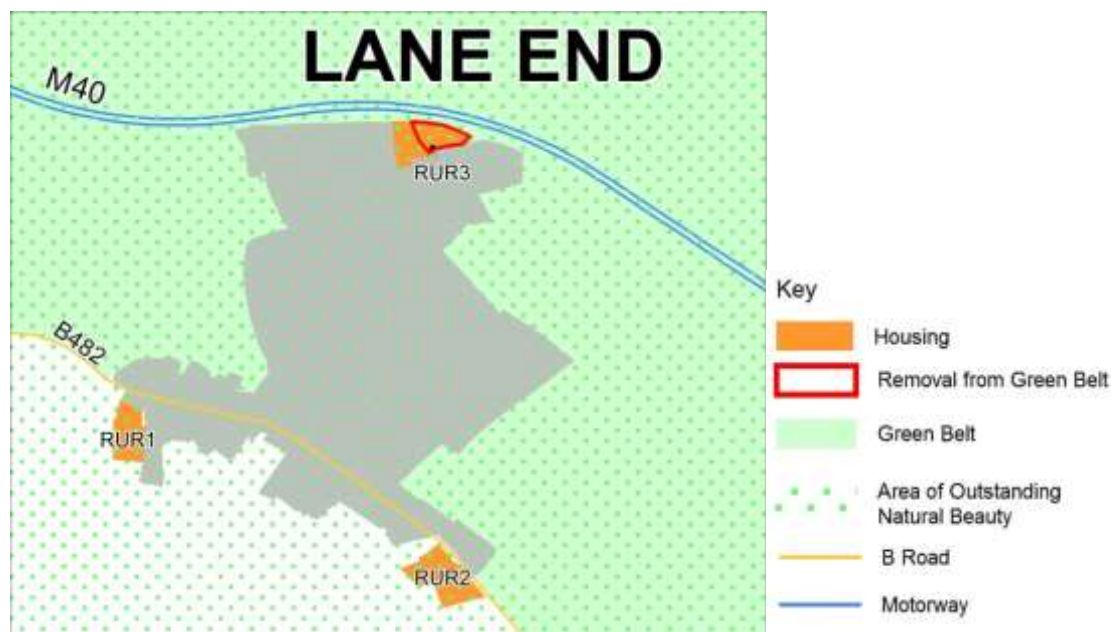
5.5.7 In addition to the above identified sites, the Parishes of Longwick-cum-Ilmer and Great and Little Kimble-cum-Marsh are in the process of preparing Neighbourhood Plans. This plan therefore sets a target for these two plans, rather than identifying the specific sites. The targets are set out in table 24 below:

Table 24 Parish areas which will be delivering housing growth through Neighbourhood Plans

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 39 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 report¹³⁶ 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 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)

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 Finings 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 a landscape-led positive approach to design and layout to limit its impact upon the Area of Outstanding Natural Beauty;**
- 5. Provide a 15m buffer for the Ancient Woodland;**
- 6. Create a robust landscape edge on the southern edge of the site providing connectivity to the ancient woodland and existing hedgerows.**

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.

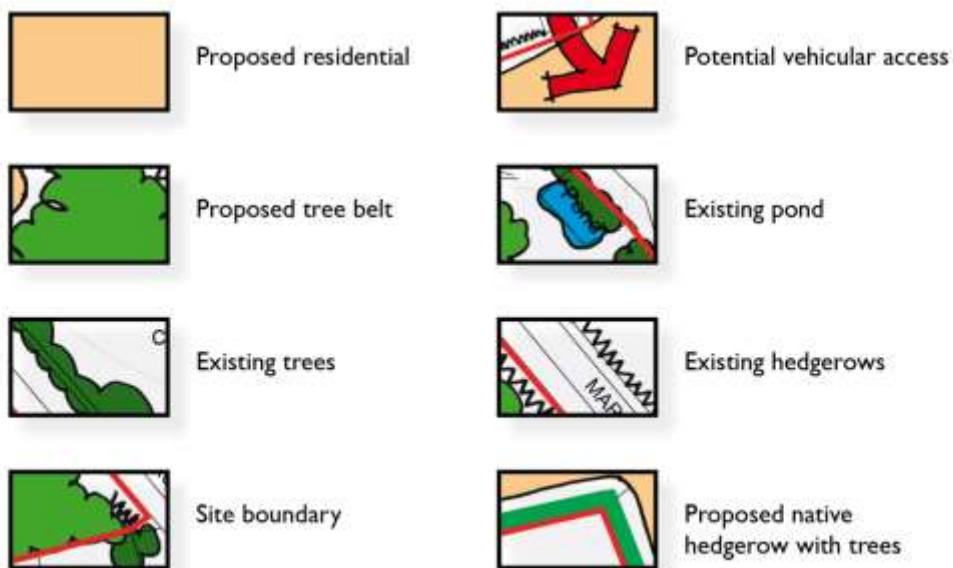
Development of the site is required to:

- 1. Provide access from Chalky Field;**
- 2. Provide a landscape-led positive approach to design and layout to limit its impact upon the Area of Outstanding Natural Beauty;**
- 3. Limit the extent of built form to within the boundary of Cutlers House, Marlow Road opposite;**
- 4. Create a new landscape structure for the southern boundary;**
- 5. Maintain and enhance screening from Marlow Road into Lane End;**
- 6. Retain and enhance the existing pond;**
- 7. Manage local sources of flood risk.**

Figure 41 Land between Chalky Field and Marlow Road – illustrative layout



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



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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.

5.5.15 The site contains critical drainage areas; as a result any flood risks presented by surface water flooding should be assessed and mitigated for in accordance with Policy DM39.

RUR3 – Land at Sidney House, Lane End

5.5.16 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.

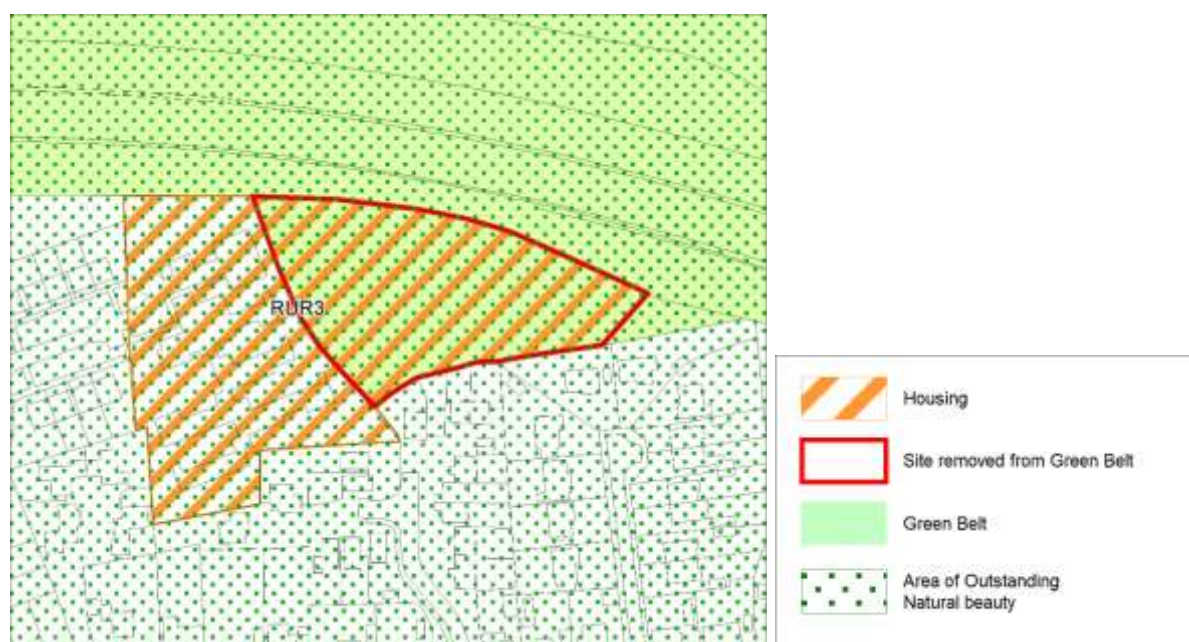
POLICY RUR3 – LAND AT SIDNEY HOUSE, LANE END

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

Development of the site is required to:

- 1. Provide a landscape-led positive approach to design and layout to limit its impact upon the Area of Outstanding Natural Beauty;**
- 2. Provide satisfactory access from either Park Close, Ivy Place or Denham Road;**
- 3. Protect new development from noise and light pollution from the motorway.**

Figure 42 Land at Sidney House, Lane End



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5.5.17 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 has been taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report¹³⁸ has reviewed this site and indicated that exceptional circumstances exist for removing the site from the Green Belt.

5.5.18 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.

¹³⁸ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

Little Marlow

RUR4 – Little Marlow Lakes Country Park

5.5.19 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.

5.5.20 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. Any development within the Country 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. 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 43 Little Marlow Lakes Country Park



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5.5.21 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.

5.5.22 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.

- 5.5.23** 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.
- 5.5.24** 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.
- 5.5.25** 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 Little Marlow Gravel Pits Supplementary Planning Guidance.
- 5.5.26** The site contains critical drainage areas; as a result any flood risks presented by surface water flooding should be assessed and mitigated for in accordance with Policy DM39.
- 5.5.27** 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.

- 5.5.28** 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.
- 5.5.29** Development should not propose the raising of land within the Flood Zone. Where this is unavoidable and necessary, appropriate compensatory measures will be required.
- 5.5.30** 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

5.5.31 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.

5.5.32 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 Main Expansion Area;**
- c) Encroach on the strategic buffer defined by Policy PR5 and as shown on the Policies Map.**

5.5.33 The Sustainability Appraisal for the Longwick-cum-Ilmer Neighbourhood Development Plan identifies a linear growth strategy for the village of Longwick consistent with its current form. Suitable development areas¹³⁹ 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.

5.5.34 A key concern for the Council about development at Longwick village is the poor public transport provision. A key objective for the made Longwick Neighbourhood Plan is to provide better transport and connectivity for sustainable development.

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 Main Expansion Area.

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

¹³⁹ The Longwick Village Capacity Study (February 2015, Tibbalds) identified and appraised a range of sites at Longwick, informing the growth strategy.

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 main 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 Policy 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 Great Kimble (including that part known as Smokey Row), Little Kimble, and the hamlets of Marsh and Kimblewick. Great Kimble and Little Kimble are together identified as being a Tier 4 settlement in the settlement hierarchy. 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 for housing and other uses as appropriate. The Neighbourhood Plan should have regard to the following principles:**
 - a) Development should be phased to be delivered over the lifetime of the Local Plan;**

b) The required housing be provided:

- i. On a range of small sites within or adjacent to the existing villages of Great Kimble (including Smokey Row), Little Kimble and**
- ii. Through including a small allowance for windfall sites in the hamlets of Marsh and Kimblewick;**

c) Development sites should be selected based on an appraisal of local sustainability issues, including an assessment of:

- i. The capacity of the landscape to accommodate development without having a major impact on the setting of the Chilterns Area of Outstanding Natural Beauty;**
- ii. The location of the proposed development sites in relation to public transport services, and / or their capacity to support improvements.**

3. In the absence of a Neighbourhood Plan, development will be required to meet the principles set out in 2 above;

4. Development proposals or allocations will not be permitted which would 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 assessment¹⁴⁰ appraised parcels of land around the villages of Great Kimble (Smokey Row) and Little Kimble, where a small number of homes (14) have already been completed and a further 9 units permitted¹⁴¹. The Sustainability Appraisal further informs this figure: the area having limited local facilities other than good public transport links.

¹⁴⁰ Landscape Sensitivity & Capacity Study - Kimble area (September 2017, Wycombe District Council)

¹⁴¹ As of 1 April 2016

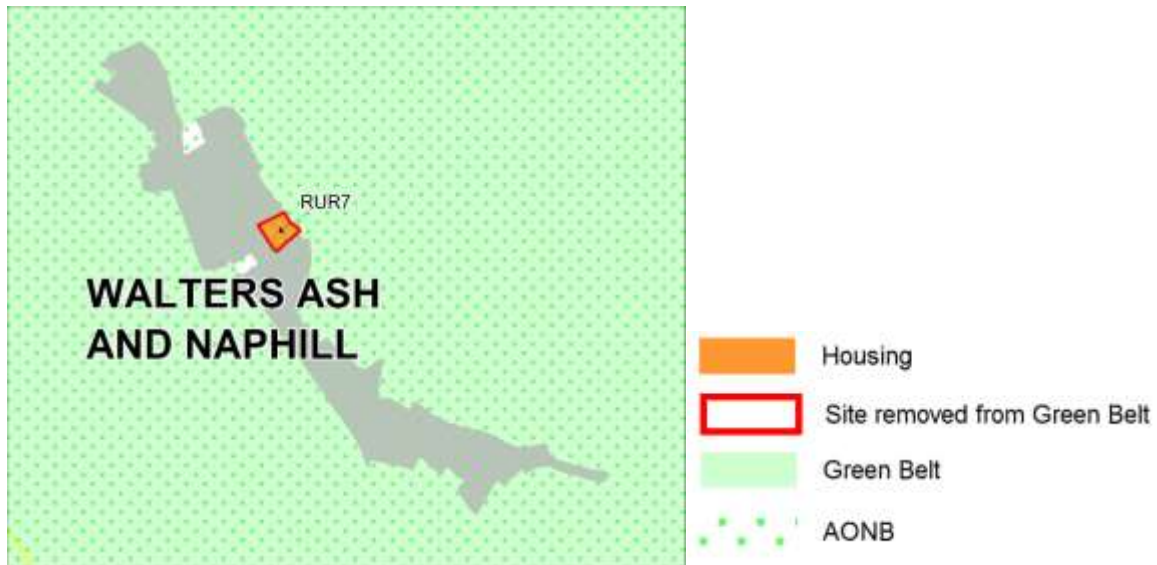
- 5.5.42** In allocating specific sites, a Neighbourhood Plan will take this policy as the starting point, but review the exact proportion of homes to be provided by windfall and to be allocated through specific sites, and the phasing of development. It is expected that the Neighbourhood Plan will wish to define the northern edge of the strategic buffer to Princes Risborough (Policy PR5). In the Local Plan the northern edge is defined as the Parish Boundary.
- 5.5.43** The Council accepts that a proportion of the new homes could be provided on windfall sites, as per 2 b ii. of the Policy, 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 of Great Kimble (Smokey Row) and Little Kimble. 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 evidence¹⁴² 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.

¹⁴² 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)

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

Naphill

Figure 44 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 2.26 ha 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.

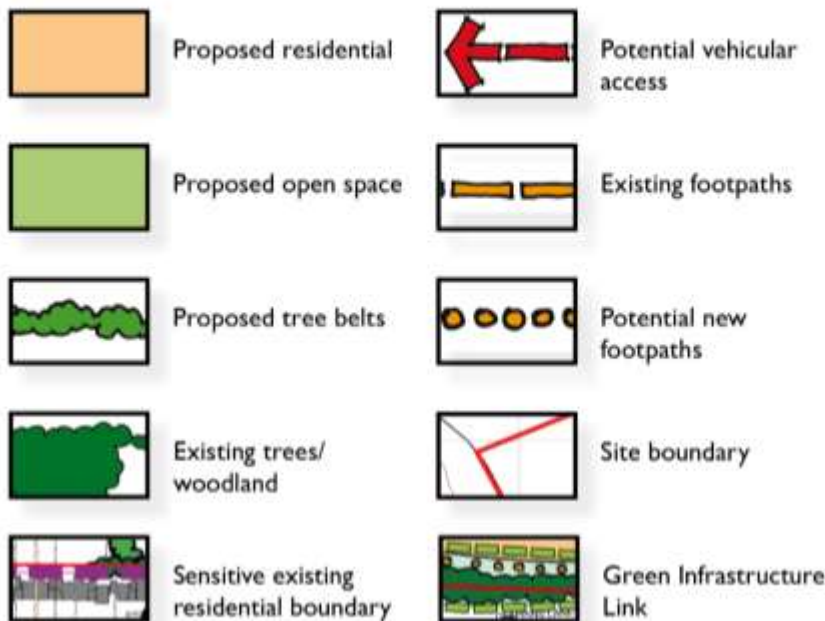
Development of the site will be required to:

- 1. Provide 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);**
- 7. Manage local sources of flood risk.**

Figure 45 Land off Clappins Lane, Naphill – illustrative layout



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



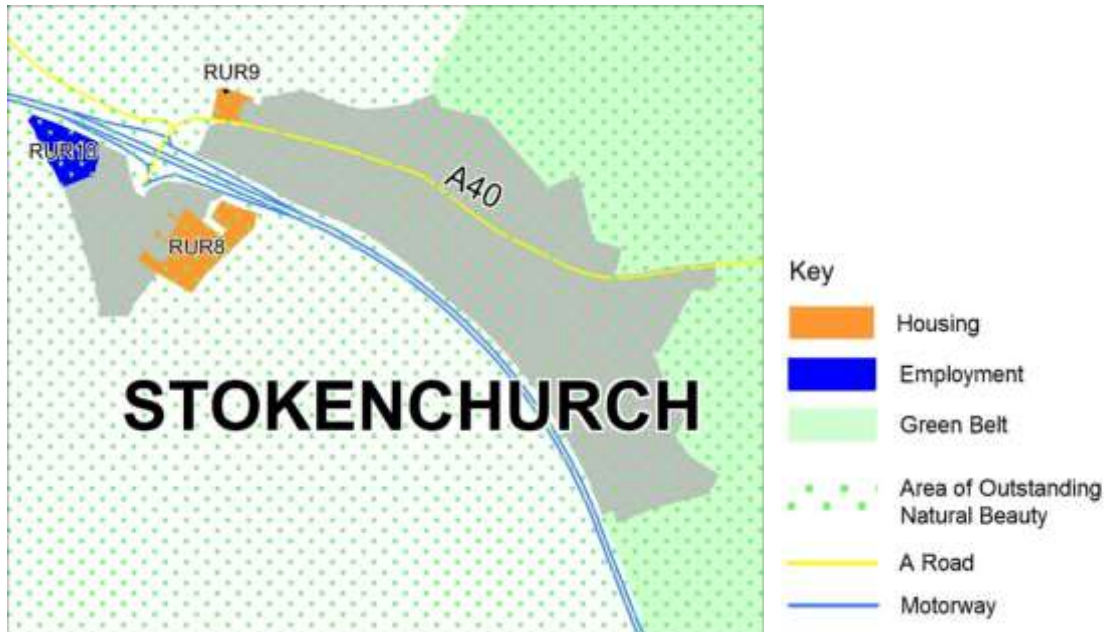
- 5.5.50** The indicative capacity of the site is 64 dwellings.
- 5.5.51** The site has been taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report¹⁴³ has reviewed this site and indicated that exceptional circumstances exist for removing the site from the Green 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).

¹⁴³ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

5.5.57 This site contains critical drainage areas; as a result any flood risks presented by surface water flooding should be assessed and mitigated for in accordance with Policy DM39.

Stokenchurch

Figure 46 Main proposals in Stokenchurch



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5.5.58 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 assessment¹⁴⁴ 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 Beauty¹⁴⁵. 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.

¹⁴⁴ 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)

¹⁴⁵ AONB Site Assessment Report (September 2017, Wycombe District Council)

RUR8 – Land south of Mill Road, Stokenchurch

5.5.59 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. Provide 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 47 Land south of Mill Road – illustrative layout



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

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- 5.5.60** The indicative capacity of the site is 100 dwellings.
- 5.5.61** This a 4.93 ha site 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.
- 5.5.62** 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.
- 5.5.63** 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

5.5.64 This site is located in the Area of Outstanding Natural Beauty 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.

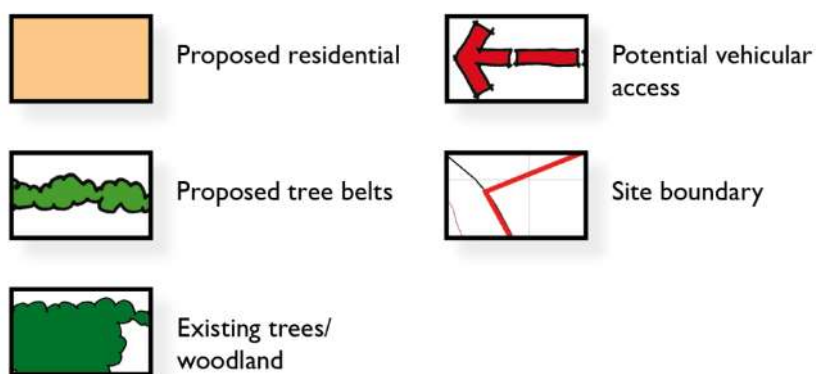
Development of the site will be required to:

- 1. Provide 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 48 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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5.5.65 The indicative capacity of the site is 28 dwellings.

5.5.66 This 0.9 ha 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.

5.5.67 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

5.5.68 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, B8 and sui generis employment generating uses.**
- 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 49 Land to the rear of Stokenchurch Business Park, Ibstone Road, Stokenchurch



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5.5.69 This site is designated on the Policies Map as an area of Strategic Employment, Policy DM28, which protects the area for employment uses.

5.5.70 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 49, is allocated for B use class employment uses. The Wycombe Commercial Sites Assessment¹⁴⁶ 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.

5.5.71 Development should ensure appropriate parking to meet the needs of the expanding Business Park.

¹⁴⁶ Wycombe Commercial Assessment (February 2016, Boyer Planning)

5.5.72 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 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

5.5.73 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.

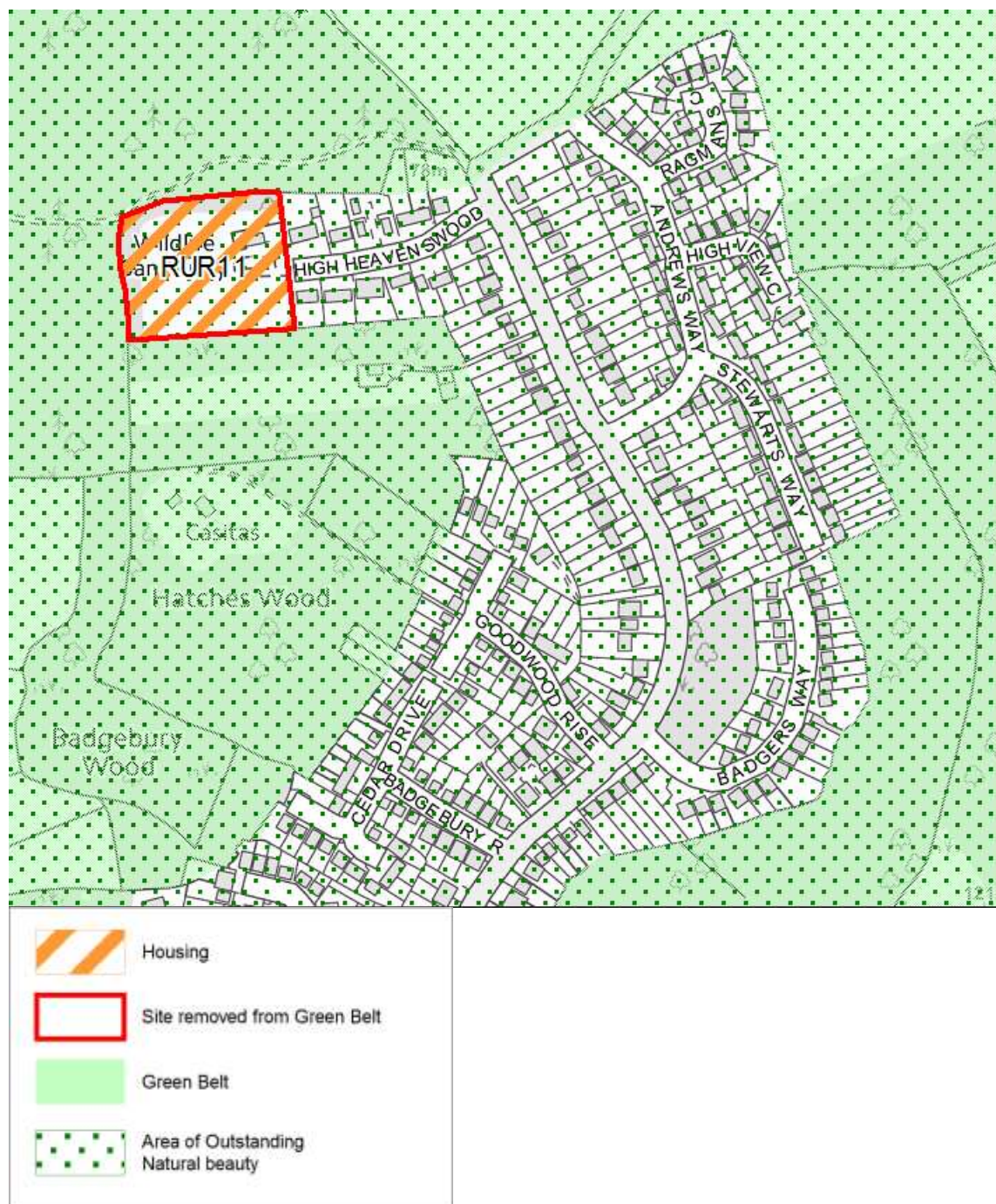
POLICY RUR11 – Heavens Above, 16 High Heavens, Marlow Bottom

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 landscape-led positive approach to design and layout to limit its impact upon the Area of Outstanding Natural Beauty;**
- 3. Provide a buffer to the ancient woodland to the north of the site;**
- 4. Minimise the disturbance effect of adjacent development of the other surrounding woodland;**
- 5. Provide measures to enhance the biodiversity value of the ancient woodland, and other woodland surrounding the site;**
- 6. Manage local sources of flood risk.**

Figure 50 Heavens Above, 16 High Heavens, Marlow Bottom



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5.5.74 The indicative capacity of the site is 20 dwellings.

5.5.75 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.

5.5.76 The site has been 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.

5.5.77 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.

5.5.78 The site contains critical drainage areas; as a result any flood risks presented by surface water flooding should be assessed and mitigated for in accordance with Policy DM39.

RUR12 – Uplands Conference Centre, Four Ashes

5.5.79 The former Uplands conference centre is located in the Green Belt and Area of Outstanding Natural Beauty 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.**

5.5.80 The indicative capacity of the site is 59 dwellings.

5.5.81 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.

5.5.82 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.

5.5.83 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 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:

- a) Policy DM17 Planning for Flood Risk Management. This is replaced by Policy DM39 Managing Flood Risk and Sustainable Drainage Systems.
- b) 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).

- 6.5** The National Planning Policy Framework was updated in 2018. However, this Plan and its policies have been examined and approved for adoption against the 2012 National Planning Policy Framework, as per paragraph 214 of the 2018 NPPF. The policies in this chapter were therefore drafted to respond to the 2012 NPPF. They are also considered to be consistent with the 2018 edition of the NPPF. Where reference is made to the NPPF in this Chapter of the Plan this is in effect a reference to both editions, as the substantive guidance has been carried forward.
- 6.6** The NPPF will continue to be a material consideration in future development management decisions but the starting point for any development management decision is still the adopted development plan. (Section 38(6) of the Planning and Compulsory Purchase Act 2004). This is confirmed in paragraph 47 of the 2018 NPPF which says: “Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.” (Note: as this Plan has been adopted after the 2018 NPPF, its policies are also not expressly subject to the advice on ‘weight’ in paragraph 213 of the 2018 NPPF.)



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

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Matters to be determined in accordance with national policy

DM20 – Matters to be determined in accordance with the national planning policy framework

6.7 Policy DM20 sets out those areas of policy on which the Council will rely on the detailed policies of the National Planning Policy Framework (NPPF) for determining planning applications. The current NPPF is the third edition published in February 2019. In the event that the NPPF is further 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

The following matters will be determined in accordance with the NPPF:

- 1. Development which is affected by contaminated land.**
- 2. Development which raises pollution issues (including air quality, noise issues, and light pollution).**
- 3. Applications for the display of advertisements.**
- 4. Applications for Listed Building Consent will be considered against the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990.**
- 5. Applications for telecoms development.**

6.8 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

6.9 This set of policies for Delivering Housing (DM21 to DM27) 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

6.10 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.**

6.11 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.

6.12 The sites allocated by this Plan have been identified through a variety of studies including the Housing and Economic Land Availability

Assessment¹⁴⁷, the Green Belt Assessment¹⁴⁸, Area of Outstanding Natural Beauty Sites Assessment¹⁴⁹, 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.

- 6.13** 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).
- 6.14** Windfall sites will include smaller sites, usually on previously developed land, or within existing garden areas¹⁵⁰. Past trends indicate that small windfall sites make a notable contribution to providing new homes.

DM22 – Housing Mix

- 6.15** Policy DM22 sets out local requirements to ensure a satisfactory mix of dwelling sizes, types, and tenures.

POLICY DM22 – HOUSING MIX
<ol style="list-style-type: none"> 1. All residential development of 10 or more dwellings 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 include 5% of the proposed dwelling numbers as self-build plots.

¹⁴⁷ Wycombe District Council Housing and Economic Land Availability Assessment (HELAA) publication version (September 2017, Wycombe District Council)

¹⁴⁸ 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)

¹⁴⁹ AONB Site Assessment Report (September 2017, Wycombe District Council)

¹⁵⁰ 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.

- 6.16** Where it can be demonstrated that there is no demand for the provision of self-build plots over a continual 12 month period, consideration will be given to reducing the requirement. Proposals which include the provision of more than 5% self-build plots or their inclusion on smaller sites will be supported.
- 6.17** A S106 planning obligation will be required to secure the delivery of self-build plots in accordance with this policy and must include details of a marketing strategy for the self-build plots on the application site and other measures intended to ensure effective engagement with the community and parties on the self-build register. The planning obligation will also set out the circumstances under which the requirement to deliver self-build plots will be relaxed or released.
- 6.18** 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.
- 6.19** 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.
- 6.20** The housing needs of older people cross over the C2 and C3 Use Classes and it takes a variety of forms. The Housing and Economic Development Needs Assessment (HEDNA), uses the Housing LIN toolkit, to identify 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, including through mainstream adaptable accommodation, as part of a mixed extra care development or sheltered housing. Specialist accommodation offers elderly people the opportunity to move from unsuitable or under-occupied accommodation. The HEDNA also identifies a need for institutional or C2 accommodation of 590

bedspaces, the Housing and Economic Land Availability Assessment (HELAA) identifies that at that time we already had committed schemes which will deliver 565 bedspaces (of which 263 bedspaces are already completed or under construction).

- 6.21** 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.
- 6.22** 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.
- 6.23** 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

6.24 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 in accordance with Policy CP3.**
- 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. Development for C2 residential institutions (and staff accommodation) on existing sites in the countryside will be acceptable where these are required to support an existing enterprise or business.**
- 6. Developments for Houses in Multiple Occupation will be required to secure an acceptable number and arrangement of communal facilities within the building.**

- 6.25** 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.
- 6.26** 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).
- 6.27** 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.
- 6.28** 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.
- 6.29** 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.
- 6.30** 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.

6.31 For HMO development, part 6 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.

6.32 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

6.33 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 10 or more dwellings or more than 1,000 sqm of residential floorspace to provide on-site affordable housing of at least:
 - a) 48% of the total number of units 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) 35% of the total number of units 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 9 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.**
- 4. The required affordable housing mix and tenure shall be provided in accordance with current evidence.**

6.34 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.

6.35 The National Planning Policy Guidance¹⁵¹ 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.

6.36 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%). Currently affordable housing is provided by four main sources:

- 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

¹⁵¹ National Planning Policy Guidance, Planning Obligations (November 2016) paragraph 031 reference ID 23b-031-20161116

- by negotiating a proportion of affordable housing on windfall sites
- through rural exceptions affordable housing to meet local needs in accordance with Policy DM25

6.37 Affordable Housing is defined in the National Planning Policy Framework. The proposed inclusion of Starter Homes¹⁵² in the definition of affordable housing, and further changes proposed in the Housing White Paper¹⁵³, 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.

6.38 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 conversions¹⁵⁴ and hence not all sites will contribute to the delivery of affordable housing.

6.39 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 value and a residential use. The need and land supply situation¹⁵⁵ justifies a higher requirement for these types of sites.

6.40 In relation to viability the Council commissioned a viability assessment¹⁵⁶ of the Plan that tested the level of affordable housing provision in the District

¹⁵² 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

¹⁵³ Housing White Paper 'Fixing our broken housing market' (February 2017) paragraphs A118 – A128

¹⁵⁴ Permitted Development under Class O of The Town and Country Planning (General Permitted Development) (England) Order 2015

¹⁵⁵ Wycombe District Council Housing and Economic Land Availability Assessment (HELAA) publication version (September 2017, Wycombe District Council)

¹⁵⁶ Viability Assessment (May 2017, Adams Integra)

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.

- 6.41** 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.
- 6.42** 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 contribution 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.
- 6.43** The viability assessment behind these percentages assumes a mix of house types and sizes across the affordable segment. In the absence of any specific requirement in relevant planning policies, experience suggests a tendency for normal development economics to skew units towards small flats (maximising the number of units at least cost). This would result in far less affordable housing need being met overall than should be expected, and the needs of families for larger units not being met at all. Therefore the required affordable housing mix set out in table 25 below is based on the current evidence of need in table 123 of the HEDNA Addendum. Delivering this mix is therefore integral to meeting identified affordable housing needs. At least 80% of the affordable housing must be affordable rented, with up to 20% as intermediate products, in line with the current evidence in the

HEDNA. We will update the evidence through a supplementary planning document if necessary based on new evidence and to provide flexibility in its application.

Table 25 Main sources of Housing Land Supply

Tenure	Type	Dwelling Size	Required proportion of each tenure
Affordable Rented	Flats or Houses	1 bedroom / 2 person	At least 12%
	Flats or Houses	2 bedroom / 4 person	At least 35%
	Houses only	3 bedroom / 5 or 6 person	At least 35%
	Houses only	4 bedroom or larger / 7 or 8 person	No more than 15%
Intermediate	Flats or Houses	1 bedroom / 2 person	At least 12%
	Flats or Houses	2 bedroom / 4 person	At least 45%
	Houses only	3 bedroom / 5 or 6 person	No more than 35%
	Houses only	4 bedroom or larger / 6 or 7 person	No more than 5%

- 6.44** Smaller affordable units are best delivered in a mix of flats and houses, and the most appropriate mix will vary site by site. Larger affordable units are only appropriate as family houses, not as large flats.
- 6.45** The size of units is expressed as a combination of bedroom numbers and person numbers. This is to ensure that bedrooms are adequately sized for optimum occupation of the affordable housing.

- 6.46** The required proportions include a combination of maxima and minima. This allows for a degree of flexibility in design and delivery whilst ensuring the most critical housing needs are prioritised.

DM25 – Rural Exceptions Affordable Housing

- 6.47** 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.**

- 6.48** 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.

- 6.49** The NPPF states that Councils should consider meeting the housing needs of rural areas through rural exceptions schemes. 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.

- 6.50** 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.
- 6.51** 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.
- 6.52** 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.
- 6.53** 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.

- 6.54** 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.
- 6.55** Starter homes¹⁵⁷ 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

- 6.56** 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 policy¹⁵⁸. 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 sites will only be allowed where:**
- a) The site is not in the Green Belt;**
 - b) The site is not in the settlement area of Marsh, as shown in the plan in Appendix E.**

¹⁵⁷ National Planning Practice Guidance, Starter Homes (March 2015) paragraph 001, reference 55-001-20150318

¹⁵⁸ Planning policy for traveller sites (2015) paragraph 10

- 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.**

6.57 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.”

- 6.58** 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 2017¹⁵⁹.
- 6.59** 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.
- 6.60** 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.
- 6.61** 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.
- 6.62** National policy also indicates that it is appropriate to allow some contingency or buffer to the overall requirements. It is considered that this should be approximately 10% on top of the identified need for travellers who meet the current legal definition. As noted at paragraph 6.60 above, we have taken the view that any family whose travelling status was assessed as unknown¹⁶⁰ meet the legal definition for the purposes of assessing our need.

¹⁵⁹ Buckinghamshire Gypsy, Traveller, and Travelling Showpeople Accommodation Assessment (February 2017, Opinion Research Services)

¹⁶⁰ In the assessment carried out by ORS, the Buckinghamshire Gypsy, Traveller, and Travelling Showpeople Accommodation Assessment (February 2017, Opinion Research Services).

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.

- 6.63** 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.
- 6.64** 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.
- 6.65** Table 26 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 26 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

- 6.66** 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 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).
- 6.67** 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.

- 6.68** 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.
- 6.69** 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.
- 6.70** 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.
- 6.71** 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.

- 6.72** 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”¹⁶¹. 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.
- 6.73** 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.
- 6.74** 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.
- 6.75** 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.

¹⁶¹ Planning Policy for Traveller Sites (2015) paragraph 25

6.76 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

6.77 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 sqm 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.**

- 6.78** 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.
- 6.79** 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.
- 6.80** 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.

- 6.81** 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).
- 6.82** 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.
- 6.83** 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

6.84 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:**
 - a) Class B uses;**
 - b) Sui generis uses that are compatible with the surrounding commercial activity and will not undermine the viability or operations of the employment area;**
 - c) Class D1 uses which comprise clinics, health centres, GP or dental surgeries.**
- 3. Other uses such as ATMs / banking facilities, catering outlets, creches etc. that support or complement the business uses will be allowed where they are appropriate in scale, and directly support the character and function of the designated Employment Area.**
- 4. The redevelopment of existing employment sites and premises for employment use to make more efficient use of sites and provide modern premises attractive to the market will be encouraged, provided that the**

development does not have an adverse impact on amenity, car parking or highway safety in the surrounding area.

5. Other uses will not be permitted in the designated Employment Area.

6.85 The areas designated as Strategic Employment Areas and Local Employment Areas are shown on the Policies Map and listed in Appendix G. In addition to the designated Strategic and Local Employment Areas, as shown on the Policies Map, the Adopted Delivery and Site Allocations Plan (DSA), seeks through Policy DM5 to provide a framework for the management of Scattered Business Sites in the District.

6.86 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. The types of sui generis uses considered suitable on employment land include builders' merchants and commercial garages.

6.87 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 Study¹⁶² and the Council has subsequently undertaken a further review of employment sites¹⁶³.

- 6.88** 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 (Part 3 of the policy – Strategic and Local Employment Areas) or they may be health related uses (Part 2.c – Local Employment Areas only). 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 (Part 2.c) include clinics, health centres, GP or dental surgeries.
- 6.89** 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.
- 6.90** The NPPF promotes a sequential approach to main town centre uses, 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

- 6.91** 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

¹⁶² Wycombe District Council Economy Study and Employment Land Review (January 2014, Peter Brett Associates)

¹⁶³ Report to the Wycombe District Council Cabinet dated 20 September 2015, ‘Short Term Employment Land Review’

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.**

6.92 The NPPF describes how ‘the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities’ and 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.’ 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”.

6.93 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 this policy include:

- Public halls (including Community/Youth Centres),
- Places of worship, churches and church halls
- Post Offices (standalone)

- Local/neighbourhood shops within both urban and rural areas
- Indoor and outdoor sports facilities (see paragraph 6.98 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

6.94 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.

6.95 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.

6.96 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 will not be the normal or accepted approach.

- 6.97** 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.
- 6.98** In relation to indoor and outdoor sports facilities, existing sports facilities are protected by this policy (part 2) however the requirement in part 1 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.

- 6.99** Site specific policies may include specific requirements in relation to community facilities.

Placemaking

- 6.100** 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

- 6.101** A large proportion of 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 CHILTERNNS 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 accordance with national policy, and will otherwise be refused.

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.

6.102 Areas of Outstanding Natural Beauty (AONB) 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.

6.103 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.

6.104 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 in the determination of planning applications and should be used to inform the formulation of planning proposals.

- 6.105** 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.
- 6.106** The legal framework for Areas of Outstanding Natural Beauty 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.
- 6.107** The National Planning Policy Framework advises that “great weight should be given to conserving and enhancing 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.

- 6.108** This policy is drafted to reflect the strategic objectives of Policy CP10 and this legal framework, giving priority to the natural beauty of the Area of Outstanding Natural Beauty. Policy CP10 embeds the enhancement of natural beauty as a strategic objective of the plan. Part 1 of this Policy draws together the NPPF guidance on Areas of Outstanding Natural Beauty with other issues arising from the CROW duties. All development should, as a minimum, conserve the natural beauty of the Chilterns AONB. Development should also, wherever possible, provide for positive enhancement to the natural beauty of the Chilterns AONB. The Council recognises that not all development can enhance natural beauty, but where there are opportunities to do so, then permission may be refused if these opportunities are not taken.
- 6.109** Section 2 of the Policy replicates the NPPF, but is included here for clarity. The NPPF sets out 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 of the CROW Act 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 AONB itself but also as they might affect land in an AONB (such as in its setting).
- 6.110** 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. Where development in the setting of the AONB would demonstrably harm the AONB, and having regard to the scale of harm and the significance of the landscape, consent will be refused unless this harm is outweighed by other land use planning benefits.

DM31 – Development affecting the Historic Environment

6.111 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 the conservation of a designated asset’s significance, its setting, and other character features or positive elements of special interest.**

Designated heritage assets include:

- a) Listed Buildings**
- b) Scheduled Monuments**
- c) Registered Historic Parks and Gardens**
- d) Conservation Areas**

- 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, the significance of the asset and any potential impacts on that significance through the preparation of a proportionate heritage impact assessment.**

- 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. Where development would lead to substantial harm to or total loss of significance of a designated heritage asset, consent will be refused unless it can be demonstrated that this is necessary to achieve substantial public benefits that cannot be achieved otherwise and which outweigh that harm or loss, or all of the following apply:**
 - a) The nature of the heritage asset prevents all reasonable uses of the site;**
 - b) No viable use of the heritage asset can be found in the medium term through appropriate marketing that will enable its conservation;**
 - c) Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible;**
 - d) The harm or loss is outweighed by the benefit of bringing the site back into use.**
- 5. Where development would lead to less than substantial harm to the significance of a designated heritage asset, consent will be refused unless this harm is outweighed by the public benefits of the proposal, including securing its optimum viable use.**
- 6. Where development would demonstrably harm the significance of a non-designated heritage asset, and having regard to the scale of harm and the significance of the asset, consent will be refused unless this harm is outweighed by other land use planning benefits.**

Non-designated heritage assets include:

 - a) Locally listed buildings**
 - b) Areas of archaeological importance**
 - c) Non-scheduled archaeological remains**
 - d) Historic parks and gardens on the Buckinghamshire County Register**

e) Other historic landscapes and features

- 6.112** 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.
- 6.113** 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.
- 6.114** 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.
- 6.115** National policy sets out that the weight afforded to heritage assets when considering applications for development should be proportionate to their importance. This weight should be applied in full when considering applications for development affecting heritage assets in 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 asset.

- 6.116** 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 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.
- 6.117** 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.
- 6.118** 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.
- 6.119** 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.

- 6.120** The Council maintains a list of locally important assets of historical or architectural character. While these are considered to be non-designated heritage assets in national policy, inclusion on the local list is a material consideration in the consideration of a scheme. The Wycombe Local List of buildings and monuments of archaeological significance is available on our website.
- 6.121** 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.
- 6.122** 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.
- 6.123** 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.
- 6.124** 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.

- 6.125** 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

- 6.126** 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. This policy applies to the whole District.

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.**

6.127 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.

6.128 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.

- 6.129** 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.
- 6.130** 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.
- 6.131** 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.
- 6.132** Some areas of the District, such as the Hawks Hill/Harvest Hill area, display a semi-rural character and this should be protected from development that would introduce an urban character through its design, density or layout. Features such as sunken lanes and low density development are more characteristic of a rural area and development proposals that introduce

features that have urban characteristics would not be appropriate as they are likely to have an adverse impact on these semi-rural areas.

DM33 – Managing Carbon Emissions: Transport and Energy Generation

6.133 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.**

- 6.134** Please note in relation to street design, please refer to DM35
- 6.135** 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)¹⁶⁴ 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.
- 6.136** 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 objectives. This policy implements these aims and reflects the approach set out in the Local Transport Plan.
- 6.137** The NPPF advises 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 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

¹⁶⁴ 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)

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.

- 6.138** 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.
- 6.139** 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.
- 6.140** 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.
- 6.141** 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 1e of this policy). Currently, the adequacy of parking and servicing will be assessed against the 2015 Buckinghamshire County Parking Guidance.
- 6.142** 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.

- 6.143** 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.
- 6.144** 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.
- 6.145** 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

- 6.146** 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 Green Infrastructure required by Part 2. This policy is designed to help achieve the aims of CP7, CP9 and CP10 and it should be applied in conjunction with DM11 to DM14 as necessary. Whilst the Policy applies to all development, the application of the Policy requirements will be tailored in proportion to the scale and sensitivity of the individual development proposal. Further guidance may be provided in SPD.

POLICY DM34 – DELIVERING GREEN INFRASTRUCTURE AND BIODIVERSITY IN DEVELOPMENT

- 1. All development is required to protect and enhance both biodiversity and green infrastructure features and networks both on and off-site for the lifetime of the development.**
- 2. Developments proposals are required to evidence a thorough understanding of context through the preparation of a proportionate assessment of existing and planned green infrastructure, biodiversity and ecological features and networks both on the site and in the locality, and demonstrate how:**
 - a) Through physical alterations and a management plan for the lifetime of the development:**
 - i. Existing green infrastructure and biodiversity assets will be maximised;**
 - ii. Opportunities to enhance existing and provide new green infrastructure and biodiversity assets will be maximised;**
 - iii. Development will deliver long lasting measurable net gains in biodiversity;**
 - iv. Where appropriate, a monitoring plan will be put in place to review delivery of i - iii.**
 - b) The mitigation hierarchy has been applied by following a sequential approach to avoid, minimise, mitigate, and finally compensate for (on then off-site) any harm to biodiversity. If significant harm cannot be avoided in this way, development will not be permitted.**
- 3. Development (excluding householder applications) is required as a minimum to:**
 - a) Secure adequate buffers to valuable habitats;**
 - b) Achieve a future canopy cover of 25% of the site area on sites outside of the town centres and 0.5 ha or more. This will principally be**

achieved through retention and planting of trees, but where it can be demonstrated that this is impractical the use of other green infrastructure (e.g. green roofs and walls) can be used to deliver equivalent benefit;

- c) Within town centres and on sites below 0.5 ha 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 and biodiversity assets;**
- e) Protect trees to be retained through site layout and during construction.**

6.147 This Policy refers to both Biodiversity and Green Infrastructure. These are distinct concepts and policy objectives, but they relate to many of the same features of the environment. 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. Biodiversity refers to the diversity of species and habitats in the environment and biodiversity assets are those parts of the environment that contribute to biodiversity.

6.148 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.

- 6.149** 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 Planning Practice Guidance 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."
- 6.150** 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.
- 6.151** 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.

6.152 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.

6.153 The policy also complements existing Policies DM11 to DM14 in the Delivery and Site Allocations Plan, which should be read alongside this policy.

6.154 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.

6.155 In assessing net gains in biodiversity, a best practice methodology for biodiversity accounting is expected to be used, for example based on the Defra metric, unless or until a local approach is set out in a future Supplementary Planning Document. Gains in other types of green infrastructure are likely to be measured both qualitatively and quantitatively.

6.156 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.

- 6.157** Woodland areas account for some 19% of the District, amount to some 6,245 ha, and overall there are estimated to be 1.1m trees providing 25% canopy cover. 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.
- 6.158** 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.
- 6.159** 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.

- 6.160** Part 3 of the Policy specifies a number of design solutions that are required as a minimum on relevant developments. The Council will 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.
- 6.161** 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 most streams or rivers, a minimum of 15 metres for irreplaceable habitat, including Ancient Woodland).
- 6.162** 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, a Supplementary Planning Document will provide further detailed guidance on how other forms of Green Infrastructure can be designed into developments to provide similar benefits to tree canopy cover. Sufficient space above and below ground for trees and other plants to meet their potential must be provided.
- 6.163** 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.

6.164 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

6.165 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) Create 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;**
 - i) Demonstrate the efficient use of land through the scale and height of buildings.**
- 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.**

6.166 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.

6.167 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.

6.168 The NPPF clearly sets out the importance of design in achieving sustainable development and the role it plays in good planning and contributing positively to making places better for people. 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 functions.”

6.169 Further general guidance is given in the Planning Practice Guidance. Alongside this, the Council intends to update and seek to re-adopt its own Residential Design Guide Supplementary Planning Document. The Chilterns Building Design Guide (and the related technical guides) will also be relevant in the Chilterns Area of Outstanding Natural Beauty.

6.170 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).

6.171 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.

6.172 Good design can also assist with achieving better use of resources, in particular ensuring that development proposals demonstrate that an efficient use of land is achieved in terms of site coverage and building heights, as well as through the choice of materials, form and layout and how effectively renewables can be integrated into the design. Where single storey developments or surface-level car parks with nothing above are proposed, these will need to be supported by robust justification and appropriate only in limited circumstances.

- 6.173** 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.
- 6.174** 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.
- 6.175** 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.
- 6.176** 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.
- 6.177** 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.
- 6.178** 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.
- 6.179** 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.

- 6.180** Part 5 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 streets¹⁶⁵.

¹⁶⁵ Note: the ‘five functions of a street’ referred to in part 3 of this Policy are drawn directly from Manual for Streets section 2.3. Guidance on Home Zones and making space for children to play in streets is set out at paragraphs 7.2.16

DM36 – Extensions and alterations to existing dwellings &

DM37 – Small scale non-residential development

6.181 Policies DM36 and DM37 provide a more focused 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 dwelling;**
 - d) Respect the character and appearance of the surrounding area;**
 - e) Preserve the amenities of neighbouring properties.**
- 2. Proposals to extend or alter an existing dwelling that would be tantamount to the creation of a new dwelling in respect of their layout, scale, massing, form, access or scope for independent occupation will be refused.**

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 highway, 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.**

6.182 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.

6.183 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.

6.184 It is recognised that small-scale development of residential properties through the addition of extensions, outbuildings or residential annexes may be required as the needs of residents change. These should fulfil an ancillary

function to the existing dwelling, and not be used as a means to circumvent planning control and lead to the creation of accommodation which is capable of occupation as an independent dwelling. Proposals for new dwellings may of course be acceptable, subject to other policies in the Plan.

- 6.185** For the purposes of this policy, development tantamount to the creation of a new dwelling is considered to be a combination of factors. This includes how the development relates to an existing dwelling in terms of its size and massing; how it relates in respect of its overall position within a plot; if the development proposes to create a new access; whether the proposed use is demonstrably ancillary to the use of the existing dwelling; and if the development involves the partitioning of an existing plot.
- 6.186** The underlying rhythm of traditional plot divisions is particularly important in town and village centres with a historic core.
- 6.187** 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

6.188 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 maps¹⁶⁶ 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 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.**

¹⁶⁶ <http://apps.environment-agency.gov.uk/wiyby/37833.aspx>

- 6.189** Pollution prevention of rivers, clean water supply, surface water and groundwater are important environmental considerations for the Plan.
- 6.190** 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.
- 6.191** 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.
- 6.192** 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

- 6.193** 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 times 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 exceptions test as set out in national policy and guidance. There are two 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.**

6.194 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 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”.

6.195 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.

6.196 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.

6.197 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.

6.198 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 Exceptions test before being deemed appropriate. Inappropriate development will not be permitted.

6.199 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.

- 6.200** The Local Plan has been informed by the Wycombe's Strategic Flood Risk Assessment Level 1 update and Level 2¹⁶⁷, the River Wye Advice Note (2014), the Environment Agency's Catchment Flood Management Plan and Buckinghamshire County Council's Local Flood Risk Management Strategy¹⁶⁸. Developers are expected to refer to these and subsequent versions when appraising flood risk.
- 6.201** The Environment Agency regularly updates the Flood Risk Zones and reference should be made to their website.
- 6.202** 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 of neglect. Lifetime of development is considered to be 100 years for residential and 60 years for commercial properties.
- 6.203** 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,

¹⁶⁷ Strategic Flood Risk Assessment (SFRA) Level 1 Update (November 2014, Jacobs) and Level 2 Strategic Flood Risk Assessment (September 2017, Jacobs)

¹⁶⁸ Local Flood Risk Management Strategy (March 2017, Buckinghamshire Council Council)

Bucks County Council. and /or online at <http://www.susdrain.org/delivering-suds/using-suds/background/sustainable-drainage.html>

- 6.204** For information, a separate Flood Defence Consent may be required for:
- Any development or works within 8 metres, or in the floodplain, of a Main River may require a permit from the Environment Agency. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.
 - 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

- 6.205** 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

- 6.206** 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.

- 6.207** 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.
- 6.208** The current standards are set out in Appendix J.
- 6.209** 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

- 6.210** 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 DM24 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.**

6.211 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.

6.212 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.

6.213 The higher standards for accessibility within housing are justified by evidence within the Bucks HEDNA (paragraphs 8.61 and 8.62) 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.

6.214 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.

6.215 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.

6.216 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

6.217 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. 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. The NPPF identifies various exceptions to this, which are relevant

to Policies DM42 and DM43. The following set of policies responds to local circumstances and provides clarity and interpretation of a number of the terms set out in the NPPF.

DM42 – Managing development in the Green Belt

6.218 A significant proportion of 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 inappropriate. Exceptions to this in Wycombe District comprise:**
 - 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 only when it is reasonably necessary for an existing agricultural trade or business;**
 - ii. Essential rural workers dwellings in accordance with DM27;**
 - iii. The replacement or extension of dwellings only when they accord with DM43;**
 - iv. Limited infilling only within the built-up villages identified on the Policies Map and in accordance with the definition in paragraph 6.222 below;**
 - v. Limited affordable housing for local community needs only in accordance with DM25.**
- 2. 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.**

6.219 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.

6.220 The clarification in 1(b) i 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).

6.221 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. These include:

- Hughenden Valley;
- Lacey Green and Loosely Row; and
- West Wycombe.

6.222 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)

6.223 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;**
 - 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.**

6.224 This policy relates to two related categories of appropriate development in the NPPF – extension/alteration and replacement of a building in the Green

Belt; 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;

6.225 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.

6.226 The policy also allows for residential outbuildings to be not inappropriate in principle, provided they are within the existing site (i.e. the curtilage of the house) and they comply with the relevant limitations. The limitations are designed to respond to the overarching objective of maintaining the overall openness of the Green Belt. Because every site is different this is a combination of assessing proposals against the original size of the main dwelling, the total volume of all outbuildings, the proportion of the site (curtilage) occupied by outbuildings, and the scale and design of the proposal.

6.227 In terms of cumulative impacts, part one of the policy requires all past and proposed extensions to the house to be considered together, and part two requires all past and proposed outbuildings to be considered together. It will not normally be necessary to consider the cumulative impact of extensions and outbuildings together unless, exceptionally, this results in unacceptable impacts on the open character of the Green Belt around the site, for example by concentrating buildings on the most prominent part of the site, or by creating an urban or suburban frontage along a street or footpath.

6.228 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.

6.229 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.

DM44 – Development in the Countryside Outside of the Green Belt

6.230 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 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.**

6.231 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.

6.232 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.

- 6.233** This policy aims to support rural enterprises and businesses located in the countryside, recognising that there may be a need for additional development that supports them and the employment generating uses they provide, so that any new development can have a positive impact on the local economy without any further significant impact on the countryside. This will ensure that the existing character is maintained whilst managing development appropriately in the countryside.

DM45 – Conversion of existing buildings in the Green Belt and other rural areas

- 6.234** 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 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.**

- 6.235** 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).
- 6.236** 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.
- 6.237** 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

- 6.238** 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.
- 6.239** 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

6.240 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.**

6.241 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.**

6.242 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 2017¹⁶⁹.

6.243 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.

6.244 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

¹⁶⁹ 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 authority's 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 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 compulsory purchase orders 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 Gomm Valley & Ashwells 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 a memorandum of understanding 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 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 District Council, 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.

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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	This document set out the long-term spatial vision and strategy for the area, including the key strategic policies and proposals to deliver that vision. It is now replaced by this Local Plan.
Designations	Areas shown on the Policies Map to which specific policies apply (not allocations).
Development Plan	This includes adopted Local Plans, and made 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 Local Plan 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	<p>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).</p> <p>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.</p>
Policies Map	Illustrates the application of policies and proposals in Local Plans. The Policies Map is a development plan document.
Sites of national and	These are Special Areas of Conservation (SACs), National Nature Reserves (NNRs) and Sites of Special Scientific Interest (SSSIs). For

international importance	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 2017.
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,</p>

	<p>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</p>
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	<p>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 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 for Town Centres and Managing Development, 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
HRA	Habitats Regulations Assessment
HS2	High Speed 2
IDP	Infrastructure Delivery Plan
LDS	Local Development Scheme
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 ¹⁷⁰ , 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

¹⁷⁰ Area by the railway station only

Appendix D. List of Housing Allocations (or Mixed Use with Housing)

Policy reference	Site	Settlement	Site area (ha)	Net developable area (ha) for residential	Indicative dwelling numbers	Net density (dph)
HW4	Abbey Barn North	High Wycombe Area	11.32	3.5	100	29 dph
HW5	Abbey Barn South and Wycombe Summit	High Wycombe Area	34.3	17.3	550 ¹⁷¹	32 dph
HW6	Gomm Valley and Ashwells	High Wycombe Area	74	17.2	520 to 720	30 to 42 dph
HW7	Terriers Farm and Terriers House	High Wycombe Area	24.6	15.2	500 to 540	33 to 36 dph

¹⁷¹ Without Wycombe Summit, which has already been permitted for 30 dwellings – net density also calculated on ABS alone

Policy reference	Site	Settlement	Site area (ha)	Net developable area (ha) for residential	Indicative dwelling numbers	Net density (dph)
HW8	Land off Amersham Road including Tralee Farm, Hazlemere	High Wycombe Area	12.87	10	350	35 dph
HW9	Part of Greens Farm, Glynswood, Green Hill, High Wycombe	High Wycombe Area	1.62	1.42	50	35 dph
HW10	Horns Lane, Booker, High Wycombe	High Wycombe Area	2.04	1.82	64	35 dph
HW11	Clay Lane, Booker, High Wycombe	High Wycombe Area	1.97	1.18	30	25 dph
HW12	Leigh Street, Desborough Area, High Wycombe	High Wycombe Area	1.21	1.21	275	227 dph

Policy reference	Site	Settlement	Site area (ha)	Net developable area (ha) for residential	Indicative dwelling numbers	Net density (dph)
HW13	Former Bassetsbury Allotments, Bassetsbury Lane	High Wycombe Area	2.08	1.3	30	23 dph
HW14	Highbury Works/Hazlemere Coachworks, Chestnut Lane, Hazlemere	High Wycombe Area	0.62	0.53	14	26 dph
	Edie Pusey House 9A Amersham Road High Wycombe Buckinghamshire HP13 6PN	High Wycombe Area	0.18	0.18	8	50 dph

Policy reference	Site	Settlement	Site area (ha)	Net developable area (ha) for residential	Indicative dwelling numbers	Net density (dph)
	Delafield Heights South, Longland Way / Pettifer Way, previously known as Flats off Chairborough Road	High Wycombe Area	0.7	0.7	40	96 dph ¹⁷²
	Frank Hudson Furniture Factory, Rosebery Avenue, High Wycombe	High Wycombe Area	0.11	0.11	11	100
	Notcutts Garden Centre, Clay Lane, High Wycombe	High Wycombe Area	0.91	0.91	15	16 dph

¹⁷² Based on gross dwellings 67; net 40.

Policy reference	Site	Settlement	Site area (ha)	Net developable area (ha) for residential	Indicative dwelling numbers	Net density (dph)
	Delafield Heights North, (Longland Way / Pettifer Way, also known as Castlefield Estate, High Wycombe)	High Wycombe Area	1.74	1.74	32	59 dph ¹⁷³
	27 High Street, High Wycombe	High Wycombe Area	0.01	0.01	5	500 dph
	Dashwood Avenue, High Wycombe	High Wycombe Area	0.89	0.89	70	79 dph
	34 Dashwood Avenue High Wycombe	High Wycombe Area	0.02	0.02	5	250 dph

¹⁷³ Based on gross dwelling number 102 ; net 32.

Policy reference	Site	Settlement	Site area (ha)	Net developable area (ha) for residential	Indicative dwelling numbers	Net density (dph)
	Buckinghamshire HP12 3DX					
	Ogilvie Road, High Wycombe	High Wycombe Area	0.21	0.21	9	43 dph
	Land to the rear of Quebec Road, High Wycombe	High Wycombe Area	0.18	0.18	5	28 dph
	Netley Works, 89 Queens Road, High Wycombe	High Wycombe Area	0.08	0.08	11	138 dph
	Garages between Chiltern Avenue and Rutland Avenue, High Wycombe	High Wycombe Area	0.38	0.38	10	26 dph

Policy reference	Site	Settlement	Site area (ha)	Net developable area (ha) for residential	Indicative dwelling numbers	Net density (dph)
	Garages at Tyzack Road, High Wycombe	High Wycombe Area	0.25	0.25	6	24 dph
	Garages at Havenfield Road, High Wycombe, HP12 4ST	High Wycombe Area	0.03	0.03	5	167 dph
	1-9 Shaftesbury Street, High Wycombe, HP11 2NA	High Wycombe Area	0.03	0.03	9	300 dph
	Sunnyside and St Johns House, High Wycombe	High Wycombe Area	0.09	0.03	5	167 dph

Policy reference	Site	Settlement	Site area (ha)	Net developable area (ha) for residential	Indicative dwelling numbers	Net density (dph)
	Westside Fruit/The Apple Orchard, Clay Lane	High Wycombe Area	0.62	0.46	11	26 dph ¹⁷⁴
MR6	Land at Seymour Court Road, Marlow	Marlow	0.3	0.25	9	36 dph
	Foxes Piece Marlow Buckinghamshire	Marlow	1.52	0.16	10	63 dph
PR4	Princes Risborough Expansion Area	Princes Risborough	177.25	68.7	2,298 ¹⁷⁵	32 dph
PR11	Land to the Rear of Poppy Road, Princes Risborough	Princes Risborough	3.74	2	58	30 dph

¹⁷⁴ Based on gross dwellings 12 net 11.

¹⁷⁵ 1,662 dwellings 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)	Net developable area (ha) for residential	Indicative dwelling numbers	Net density (dph)
PR16	Land at Princes Risborough Station, Princes Risborough	Princes Risborough	2	0.91	45	49 dph
BE1	Slate Meadow, Bourne End and Wooburn	Bourne End and Wooburn	10.26	4	150	38 dph
BE2	Hollands Farm (north), Bourne End and Wooburn	Bourne End and Wooburn	23.74	14.6	467	32 dph
	Windrush House, Bourne End	Bourne End and Wooburn	0.15	0.15	8	200 dph
RUR1	Land south of Finings Road, Lane End	Lane End	0.86	0.34	10	34 dph

Policy reference	Site	Settlement	Site area (ha)	Net developable area (ha) for residential	Indicative dwelling numbers	Net density (dph)
RUR2	Land between Chalky Field and Marlow Road, Lane End	Lane End	1.27	0.74	27	37 dph
RUR3	Land at Sidney House, Lane End	Lane End	1.14	Unknown	Further work required	Unknown
RUR7	Land off Clappins Lane, Naphill	Naphill	2.24	1.84	64	35 dph
RUR8	Land off Mill Road, Stokenchurch	Stokenchurch	4.97	3.32	100	30 dph
RUR9	Land at Wood Farm, Stokenchurch	Stokenchurch	0.9	0.60	28	47 dph
RUR11	Land at Heavens Above, Marlow Bottom	Marlow Bottom	1.14	0.87	20	23 dph

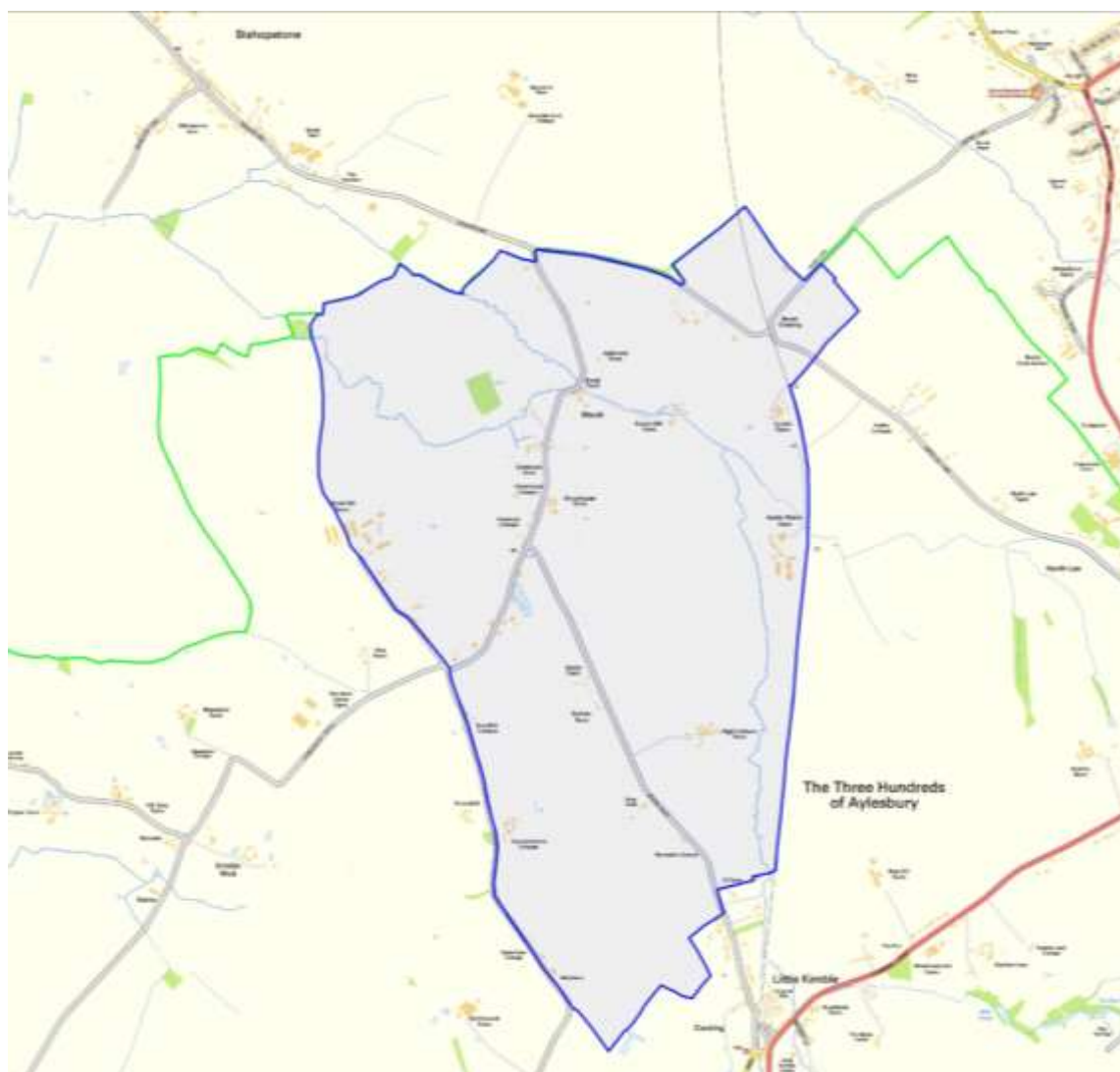
Policy reference	Site	Settlement	Site area (ha)	Net developable area (ha) for residential	Indicative dwelling numbers	Net density (dph)
	Westhorpe House, Westhorpe Park, Little Marlow, SL7 3RQ	Little Marlow	1.86	0.12	12	100 dph
	Coal Yard Smalldean Lane Saunderton Buckinghamshire	Saunderton	0.67	0.64	6	9 dph
RUR12	Uplands Conference Centre	Cryers Hill	7.6	2.95	59	20 dph

The following identified Parishes have produced / 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 51 Area around Marsh where future development for travellers is restricted



Appendix F. Non-Residential Mixed-Use Allocations

Policy reference	Site	Settlement	Site Area (Ha)
HW18	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		
HW17	Cressex Business Park	High Wycombe	63.5
HW15	Wycombe Air Park (including expansion)	High Wycombe	28.5
	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	High Wycombe (Wooburn and Bourne End Parish)	4.8
	Mercury Park	High Wycombe (Wooburn and Bourne End Parish)	3.2
	Millboard Road	Bourne End and Wooburn	4.1
	Cores End Road	Bourne End and Wooburn	2.2

Policy reference	Site	Settlement	Site Area (Ha)
	Soho Mills Industrial Estate / Wooburn Industrial Park	Bourne End and Wooburn	9.4
	Marlow International	Marlow	3.3
	Globe Park	Marlow	21.5
Part PR9	Princes Estate/Regent Park (including expansion)	Princes Risborough	15.8
Part RUR10	Stokenchurch Business Park (including expansion)	Stokenchurch	4.8
	The Heights, Stokenchurch	Stokenchurch	1.9
LOCAL EMPLOYMENT AREAS			
HW16	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

Policy reference	Site	Settlement	Site Area (Ha)
	Kitchener Road	High Wycombe	0.7
	Leigh Street	High Wycombe	0.4
	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	0.6
	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
<p>1. Cherish the Chilterns</p>	<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
<p>2. Strengthen the sense of place</p>	<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
<p>3. Foster economic growth</p>	<ul style="list-style-type: none"> • CP2 – Spatial strategy • CP3 – Settlement strategy • CP5 – Delivering land for business

Objectives	Local Plan Policy
	<ul style="list-style-type: none"> • CP6 – Securing vibrant and high quality town centres
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 Green Belt under very special circumstances		
CP2 (1b) & (c)	85% of housing in Tier 1 and 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.

Policy	Target	Indicators	Frequency	Source
CP2 (2)	...within a wider sub-regional strategy for growth	Not a statistical measure: indicator not relevant	Annual	The Council will engage on strategic matters through the Duty to Cooperate, and this is reported through the Annual Monitoring Report as a requirement.
CP3 Settlement Strategy	This will be monitored through site-specific allocations related to CP4 and 5	n/a	n/a	n/a
CP4 Delivering Homes CP4 (1)	10,925 homes to 2033	Numbers of homes built each year, and cumulatively over the plan period, as a proportion of the target,	Annual	Annual monitoring assessment of completed development.

Policy	Target	Indicators	Frequency	Source
		against the remainder of the plan period		
CP4 (2a)	6,350 homes within urban area of High Wycombe to 2033	As for CP4 (1)	Annual	Annual monitoring assessment of completed development.
CP4 (2bi)	2,050 homes at Princes Risborough to 2033	As for CP4 (1)	Annual	Annual monitoring assessment of completed development.
CP4 (2bii)	350 homes at Marlow to 2033	As for CP4 (1)	Annual	Annual monitoring assessment of completed development.
CP4 (2biii)	800 homes at Bourne End and Wooburn to 2033	As for CP4 (1)	Annual	Annual monitoring assessment of

Policy	Target	Indicators	Frequency	Source
				completed development.
CP4 (2ci)	300 homes in Longwick-cum-Ilmer 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, and cumulatively over the plan period, as a	Annual	Annual monitoring assessment of completed development.

Policy	Target	Indicators	Frequency	Source
		proportion of the 940 against the remainder of the plan period		
CP4 (3a)	All brownfield sites of more than 10 dwellings to achieve 30% affordable housing by floor area All greenfield sites of more than 10 dwellings to achieve 40% affordable housing by floor area All schemes within the AONB of between 6 and 10 homes to make	Number of permissions below target Number of rural schemes without a S106 contribution Across all brownfield permissions, % affordable of the total homes permitted, by units and floor area	Annual	Annual monitoring assessment of completed development. Officer reporting.

Policy	Target	Indicators	Frequency	Source
	<p>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 homes permitted as</p>		

Policy	Target	Indicators	Frequency	Source
		rural exception schemes Number of enabling private homes permitted as part of rural exception schemes % of eligible applications with the correct condition requiring the enhanced standard		
CP4 (3b)	No numerical target	Number of homes for older people each year and cumulatively. Report on both C2 and C3	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.

Policy	Target	Indicators	Frequency	Source
CP6 (2)	No numerical target	Extent to which town centre enhancements have been implemented	Each monitoring report to identify if projects have been initiated, and report on progress and completions	Project progress. 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 (1aii)				
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.

Policy	Target	Indicators	Frequency	Source
CP10 (2)	No numerical target	Extent to which the applications lead to a net increase in biodiversity	Sample of sites, most years	Analysis of applications which have been to 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.

Policy	Target	Indicators	Frequency	Source
CP11 (3)	All conservation areas to have a character appraisal	Number of conservation areas without an appraisal	Annually	Conservation area character appraisals
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	Annual	Analysis of applications which have been to Planning Committee.

Policy	Target	Indicators	Frequency	Source
		professional advice on historic landscapes		
CP11 (7) no monitoring required				
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.

Policy	Target	Indicators	Frequency	Source
CP12 (5)	No numerical target	Percentage of applications that achieve 25% canopy cover	Annual	Analysis of applications which have been to Planning Committee.
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. Technical housing standards – nationally described space standard

This appendix sets out the current nationally described space standards. The up-to-date version of any successive space standards may be accessed at:

<https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard>



Department for
Communities and
Local Government

Technical housing standards – nationally described space standard



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Technical housing standards – nationally described space standard

Introduction

1. This standard deals with internal space within new dwellings and is 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.
2. The requirements of this standard for bedrooms, storage and internal areas are relevant only in determining compliance with this standard in new dwellings and have no other statutory meaning or use.

Using the space standard

3. The standard Gross Internal Areas set out in Table 1 are organised by storey height to take account of the extra circulation space needed for stairs to upper floors, and deal separately with one storey dwellings (typically flats) and two and three storey dwellings (typically houses).
4. Individual dwelling types are expressed with reference to the number of bedrooms (denoted as 'b') and the number of bedspaces (or people) that can be accommodated within these bedrooms (denoted as 'p'). A three bedroom (3b) home with one double bedroom (providing two bed spaces) and two single bedrooms (each providing one bed space) is therefore described as 3b4p.
5. This allows for different combinations of single and double/twin bedrooms to be reflected in the minimum Gross Internal Area. The breakdown of the minimum Gross Internal Area therefore allows not only for the different combinations of bedroom size, but also for varying amounts of additional living, dining, kitchen and storage space; all of which are related to the potential occupancy.
6. Relating internal space to the number of bedspaces is a means of classification for assessment purposes only when designing new homes and seeking planning approval (if a local authority has adopted the space standard in its Local Plan). It does not imply actual occupancy, or define the minimum for any room in a dwelling to be used for a specific purpose other than in complying with this standard.
7. Minimum floor areas and room widths for bedrooms and minimum floor areas for storage are also an integral part of the space standard. They cannot be used in isolation from other parts of the design standard or removed from it.

8. The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls¹ that enclose the dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. The Gross Internal Area should be measured and denoted in square metres (m²).
9. The Gross Internal Areas in this standard will not be adequate for wheelchair housing (Category 3 homes in Part M of the Building Regulations) where additional internal area is required to accommodate increased circulation and functionality to meet the needs of wheelchair households.

Technical requirements

10. The standard requires that:
 - a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below
 - b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom
 - c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide
 - d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²
 - e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
 - f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the Gross Internal Area)
 - g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
 - h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement
 - i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

¹ The internal face of a perimeter wall is the finished surface of the wall. For a detached house, the perimeter walls are the external walls that enclose the dwelling, and for other houses or apartments they are the external walls and party walls.

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

*** Notes (added 19 May 2016):**

1. Built-in storage areas are included within the overall GIAs and include an allowance of 0.5m² for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.

2. GIAs for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with 5 or more bedspaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standard have been met.

3. Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.

4. Furnished layouts are not required to demonstrate compliance.

Appendix K. 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
<p>Chapter 2 – General Development</p> <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 <p>Chapter 3 – Housing</p> <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 Air Park

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
- 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 L. 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 Dun and Bradstreet, Holmer Farm Way, High Wycombe Globe Park Marlow Marlow International Marlow 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 Local Employment Areas (sites listed at Appendix G)</p>
<p>E6 Wycombe Marsh</p>	<p>Deleted</p>
<p>E7 The Princes Estate</p>	<p>Deleted and replaced by DM28 Employment Area Strategic Employment Areas (sites listed at Appendix G)</p>
<p>E8 Stockwells Timber Yard, Ibstone Road, Stokenchurch</p>	<p>Partly deleted and replaced by DM28 Employment Area Strategic Employment Areas (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 • Water Research Centre, Medmenham • HTS Management Centre, Lane End • SAS Institute, Medmenham 	Deleted
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 	Deleted

<ul style="list-style-type: none"> • Little Marlow Sewage Works • Wycombe Air Park • Wycombe West School, Downley • Uplands Conference Centre, Four Ashes • Pipers Corner School, Great Kingshill • Binders Yard, Cryers Hill • Amersham and Wycombe College, Flackwell Heath 	
<p>GB10 Wycombe Air Park</p>	<p>Replaced by HW15 Wycombe Air Park, High Wycombe</p>
<p>GB10 Wycombe Air Park Existing developed area</p>	<p>Replaced by HW15 Wycombe Air Park, High Wycombe</p>
<p>L1 The Chilterns Area of Outstanding Natural Beauty</p>	<p>Replaced by DM30 The Chilterns Area of Outstanding Natural Beauty</p>
<p>L2 Area of Attractive Landscape and Local Landscape Area</p>	<p>Deleted</p>
<p>HE6 Conservation Areas</p>	<p>Replaced by DM31 Development Affecting the Historic Environment</p>
<p>HE18 Ancient Monuments</p>	<p>Replaced by DM31 Development Affecting the Historic Environment</p>
<p>HE20 Parks and Gardens of historical interest</p>	<p>Replaced by DM31 Development Affecting the Historic Environment</p>

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	Amended to reflect HW19 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

	<ul style="list-style-type: none"> • Woodland adjacent to Hollands Farm
<p>DM13 Conservation and Enhancement of Sites, Habitats and Species of Biodiversity and Geodiversity Importance</p>	<p>New local wildlife sites designated by Buckinghamshire County Council are being added to or amended on the Policies Map as part of DM13 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
<p>DM17 Flood Zones 2 and 3</p>	<p>Replaced by DM39 Managing Flood Risk and Sustainable Drainage Systems</p>

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 Farm, 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
	HW16 Land Adjoining High Heavens Household Recycling Centre, off Clay Lane

	HW17 Cressex Business Park, High Wycombe
	HW18 Office Outlet site, Queen Alexandra Road, High Wycombe
	HW19 High Wycombe Town Centre – former Local Development Order area
	HW20 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, Bourne End and Wooburn
	BE2 Hollands Farm, Bourne End and Wooburn
	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 M. 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 3¹⁷⁶ for context.

Where site allocations have a specific policy in this Plan, this is shown on the maps by text reference to the policy e.g. RUR1 or HW4.

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. Now 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 L, which schedules the deletions, and again, refer to the Policies Maps on the website to see where these policies apply.

¹⁷⁶ 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

-  Housing allocations (DM21)
-  Residential-led mixed use allocations (DM21)

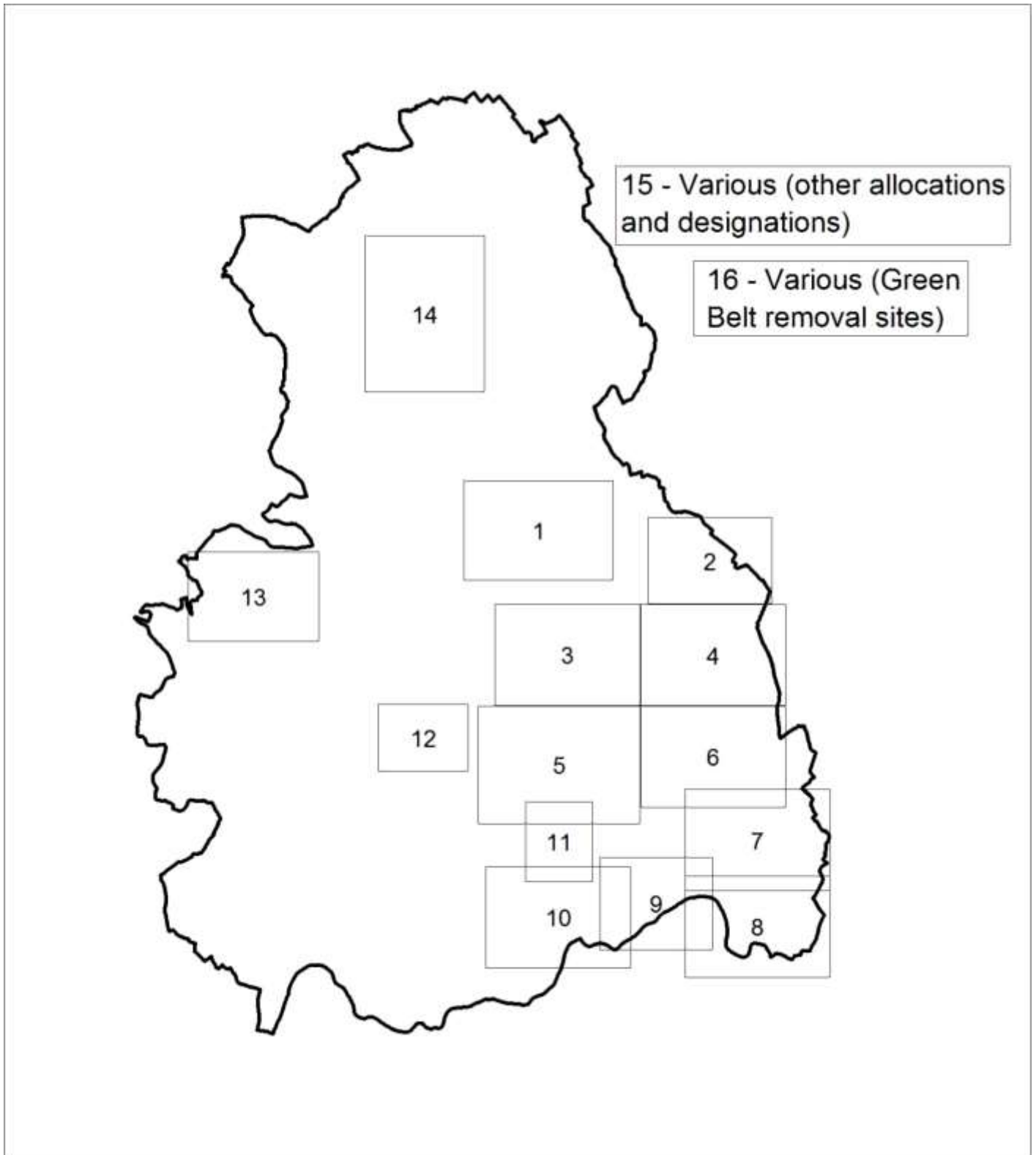
Employment Allocations

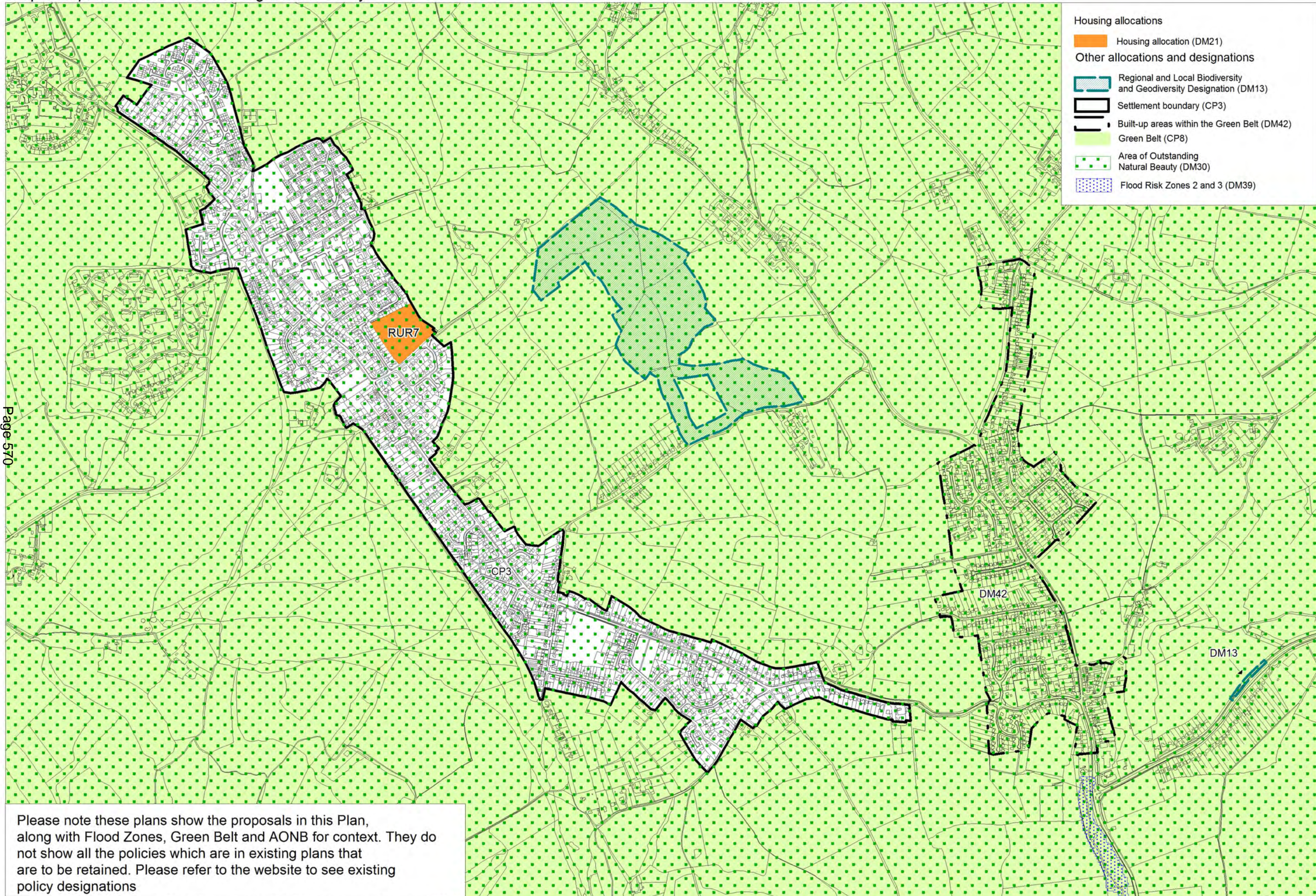
-  New Strategic Employment Area (DM28)
-  Strategic Employment Area (DM28)
-  New Local Employment Area (DM28)
-  Local Employment Area (DM28)
-  Area reserved for employment relocation (PR10)

Other allocations and designations

-  Non-residential mixed use (PR13 & PR14)
-  Green Space
-  Area of comprehensive development including relief road (PR3)
-  Relief road (PR8)
-  Strategic buffer (PR5)
-  Outdoor sports (PR15)
-  Country Park (RUR4)
-  Cemetery (HW20)

-  Settlement boundary (CP3 & PR5)
-  Built-up villages within the Green Belt (DM42)
-  Regional and Local Biodiversity and Geodiversity Designation (DM13)
-  Proposed junction improvements (DM3)
-  Proposed highway improvements (DM3)
-  Former LDO area (HW19)
-  HS2 Safeguarded land (DM46)
-  Princes Risborough to Aylesbury (PRA) safeguarded land (DM47)
-  Green Belt (CP8)
-  Area of Outstanding Natural Beauty (DM30)
-  Flood Risk Zones 2 and 3 (DM39)
-  District boundary
-  Sites removed from Green Belt



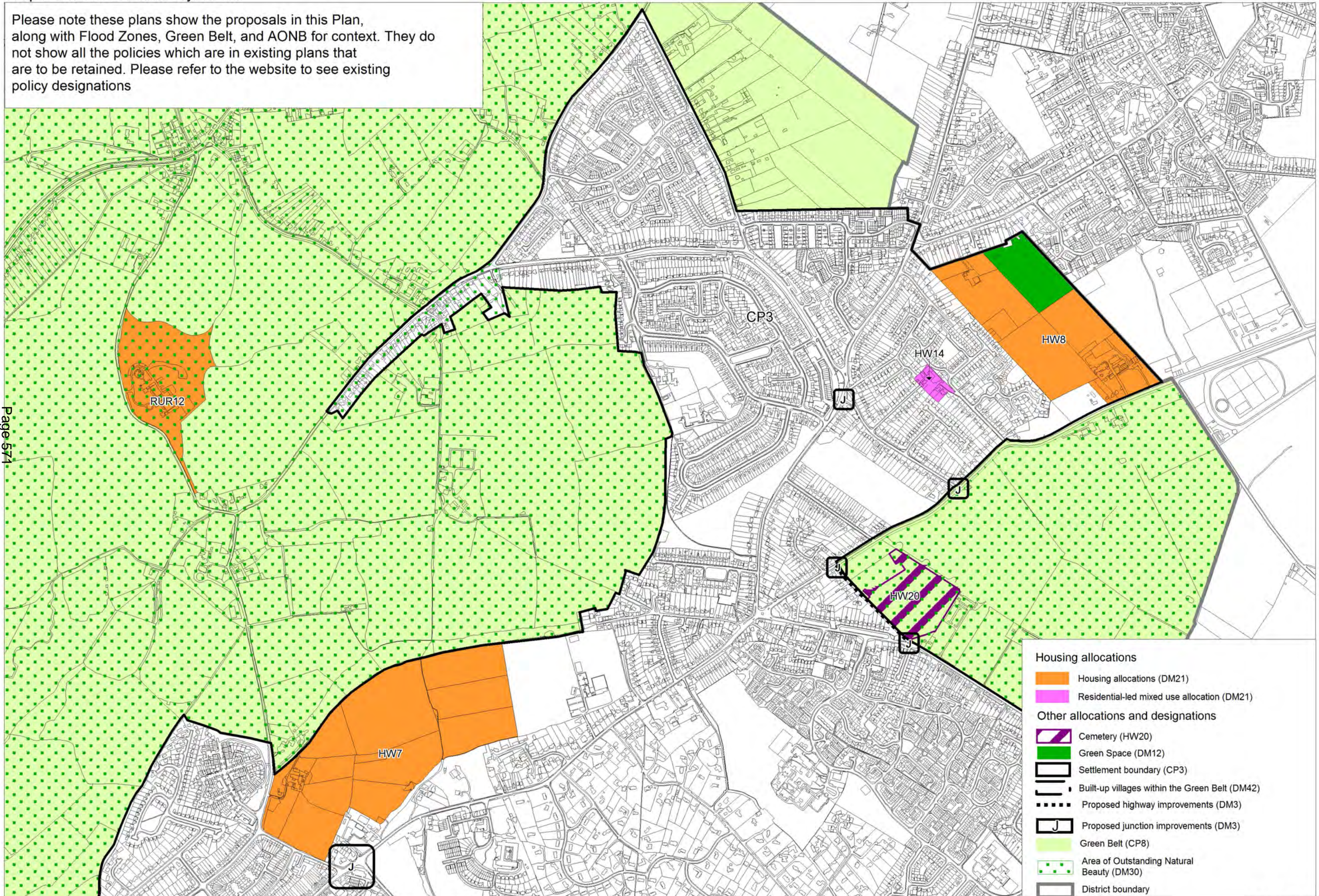


Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations

Map 2 Hazlemere and Cryers Hill

Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt, and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations

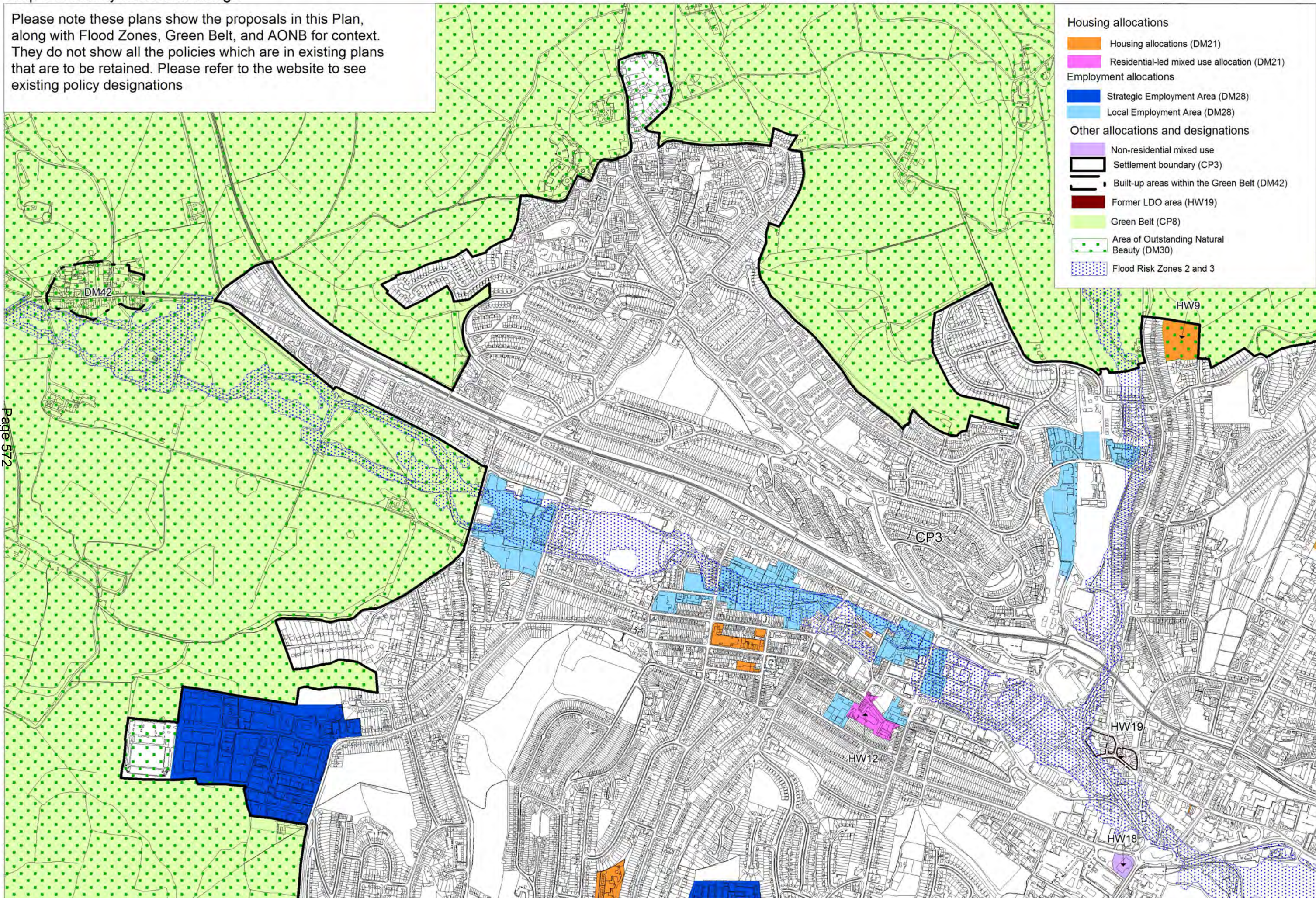
Page 574



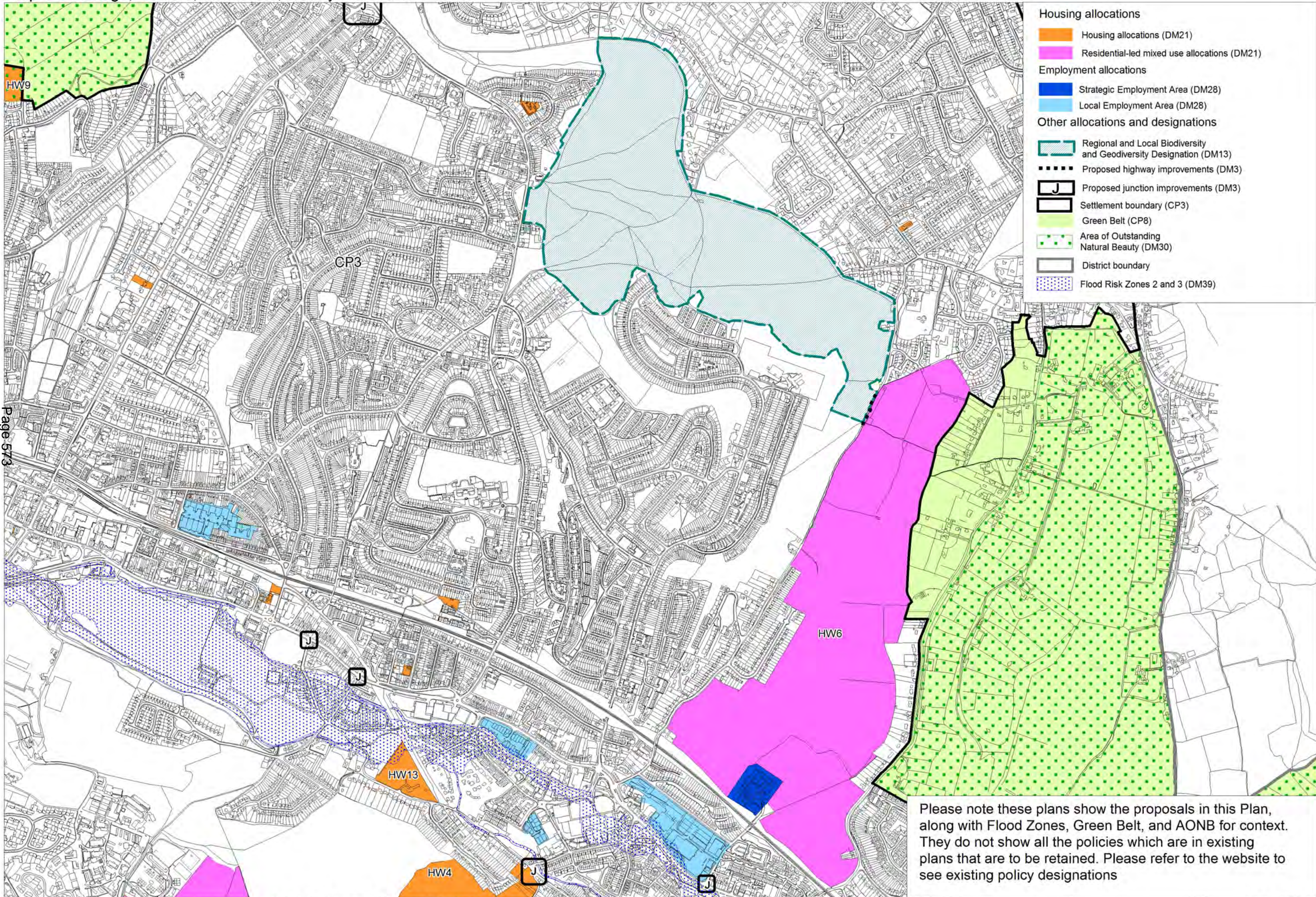
- Housing allocations**
- Housing allocations (DM21)
 - Residential-led mixed use allocation (DM21)
- Other allocations and designations**
- Cemetery (HW20)
 - Green Space (DM12)
 - Settlement boundary (CP3)
 - Built-up villages within the Green Belt (DM42)
 - Proposed highway improvements (DM3)
 - J Proposed junction improvements (DM3)
 - Green Belt (CP8)
 - Area of Outstanding Natural Beauty (DM30)
 - District boundary

Map 3 Downley and Desborough

Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt, and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations



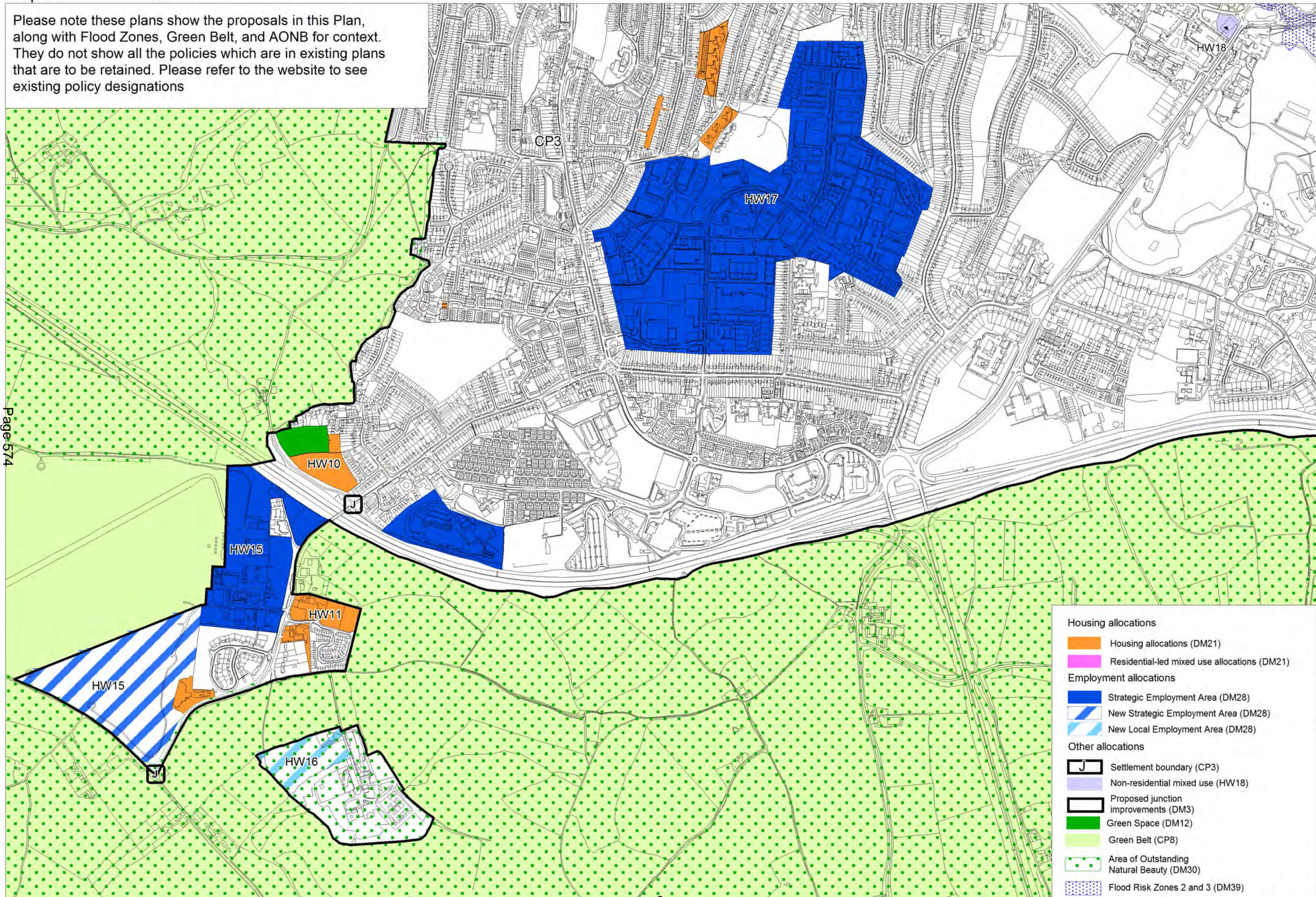
- Housing allocations**
 - Housing allocations (DM21)
 - Residential-led mixed use allocation (DM21)
- Employment allocations**
 - Strategic Employment Area (DM28)
 - Local Employment Area (DM28)
- Other allocations and designations**
 - Non-residential mixed use
 - Settlement boundary (CP3)
 - Built-up areas within the Green Belt (DM42)
 - Former LDO area (HW19)
 - Green Belt (CP8)
 - Area of Outstanding Natural Beauty (DM30)
 - Flood Risk Zones 2 and 3



Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt, and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations

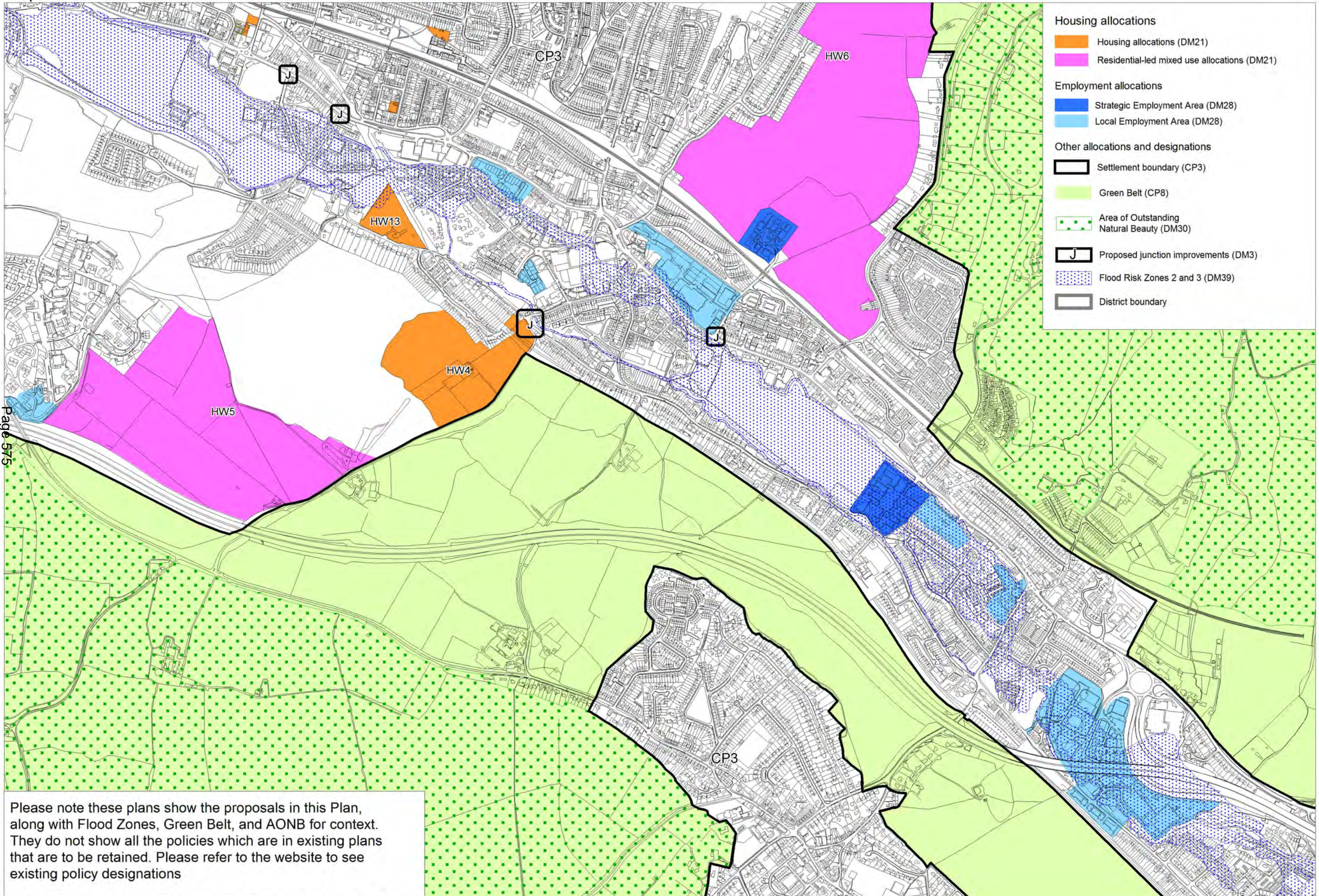
Map 5 Cressex and Booker

Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt, and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations

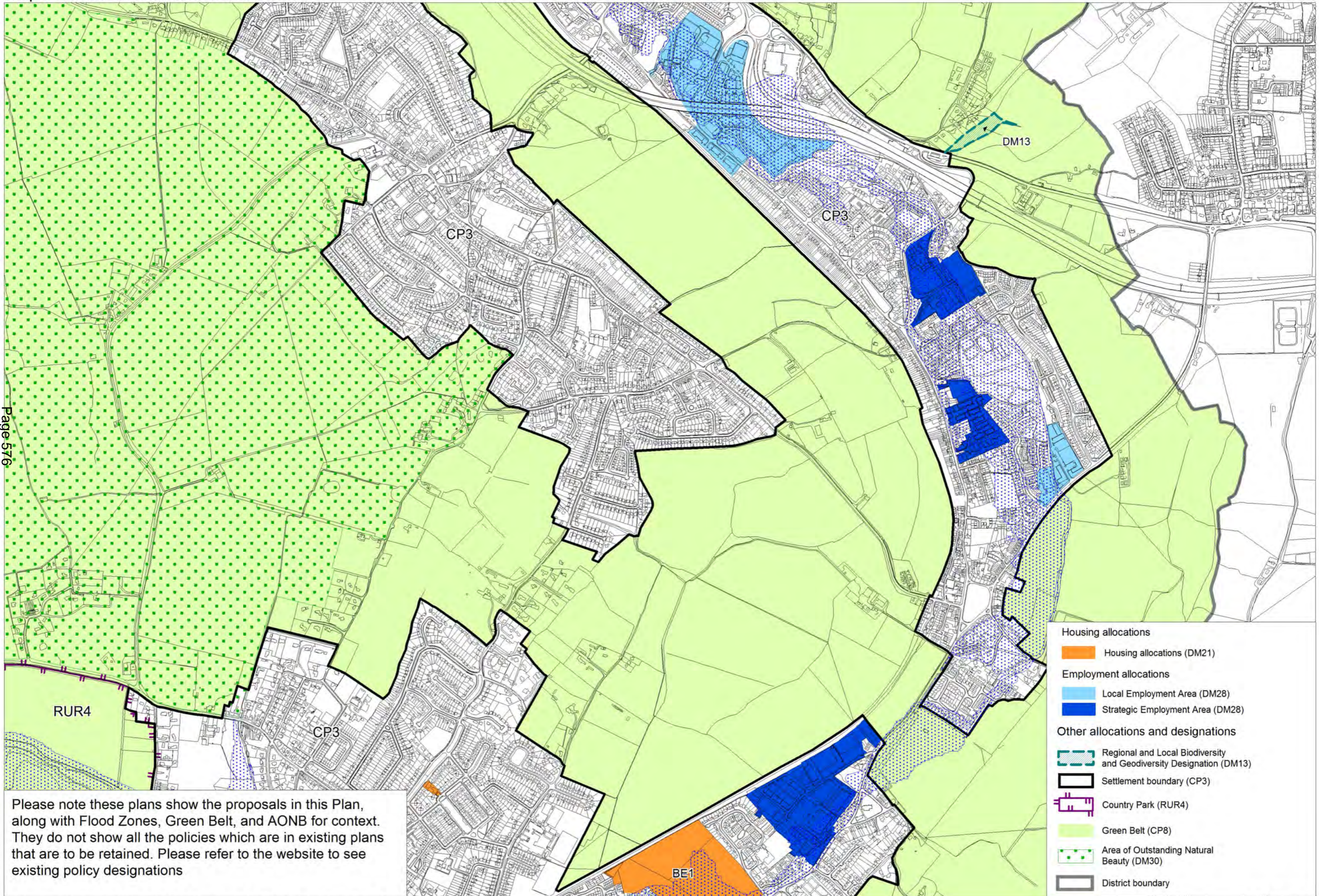


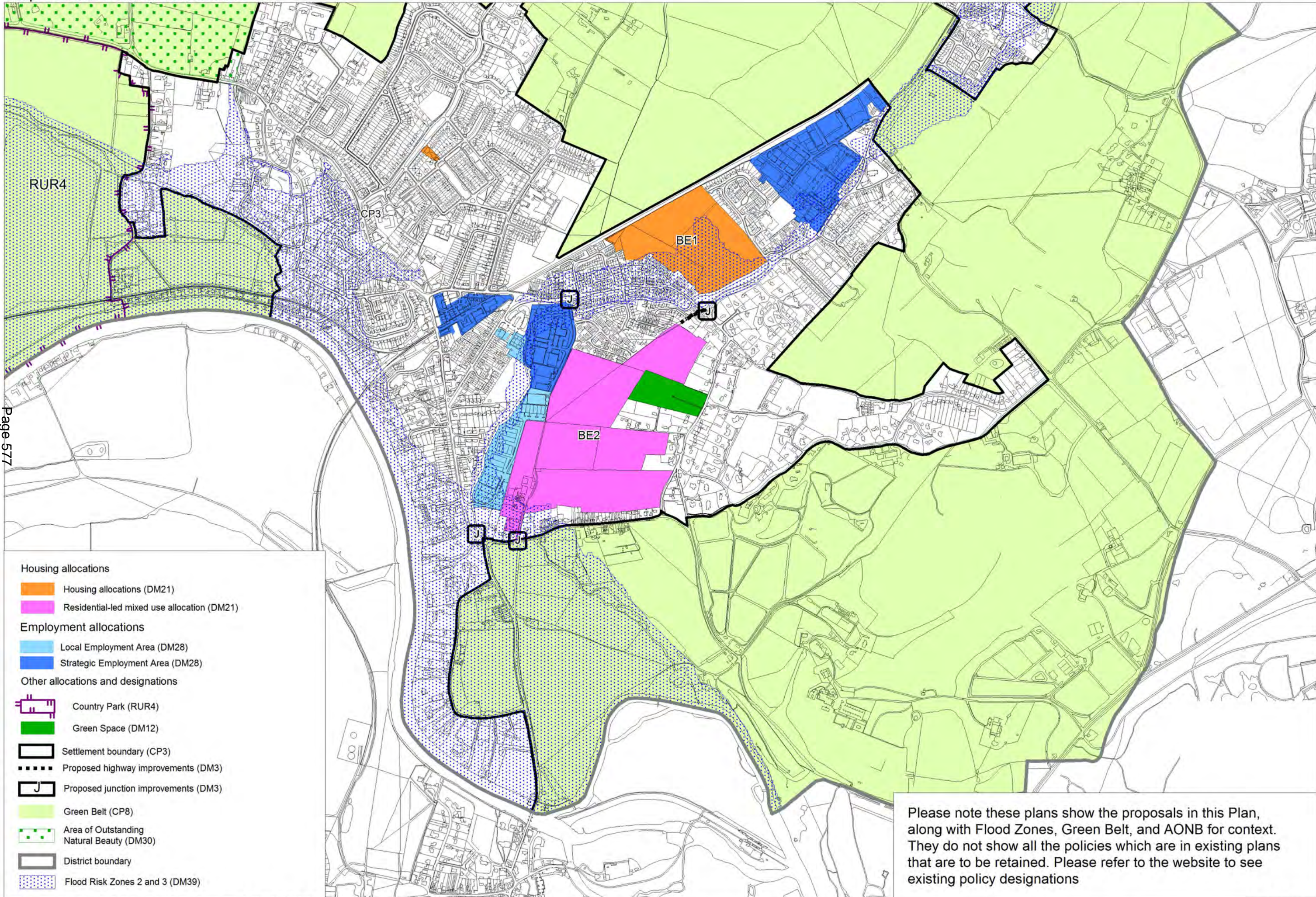
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- Housing allocations**
 - Housing allocations (DM21)
 - Residential-led mixed use allocations (DM21)
- Employment allocations**
 - Strategic Employment Area (DM28)
 - New Strategic Employment Area (DM28)
 - New Local Employment Area (DM28)
- Other allocations**
 - J Settlement boundary (CP3)
 - Non-residential mixed use (HW18)
 - Proposed junction improvements (DM3)
 - Green Space (DM12)
 - Green Belt (CP8)
 - Area of Outstanding Natural Beauty (DM30)
 - Flood Risk Zones 2 and 3 (DM39)



Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt, and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations





Housing allocations

- Housing allocations (DM21)
- Residential-led mixed use allocation (DM21)

Employment allocations

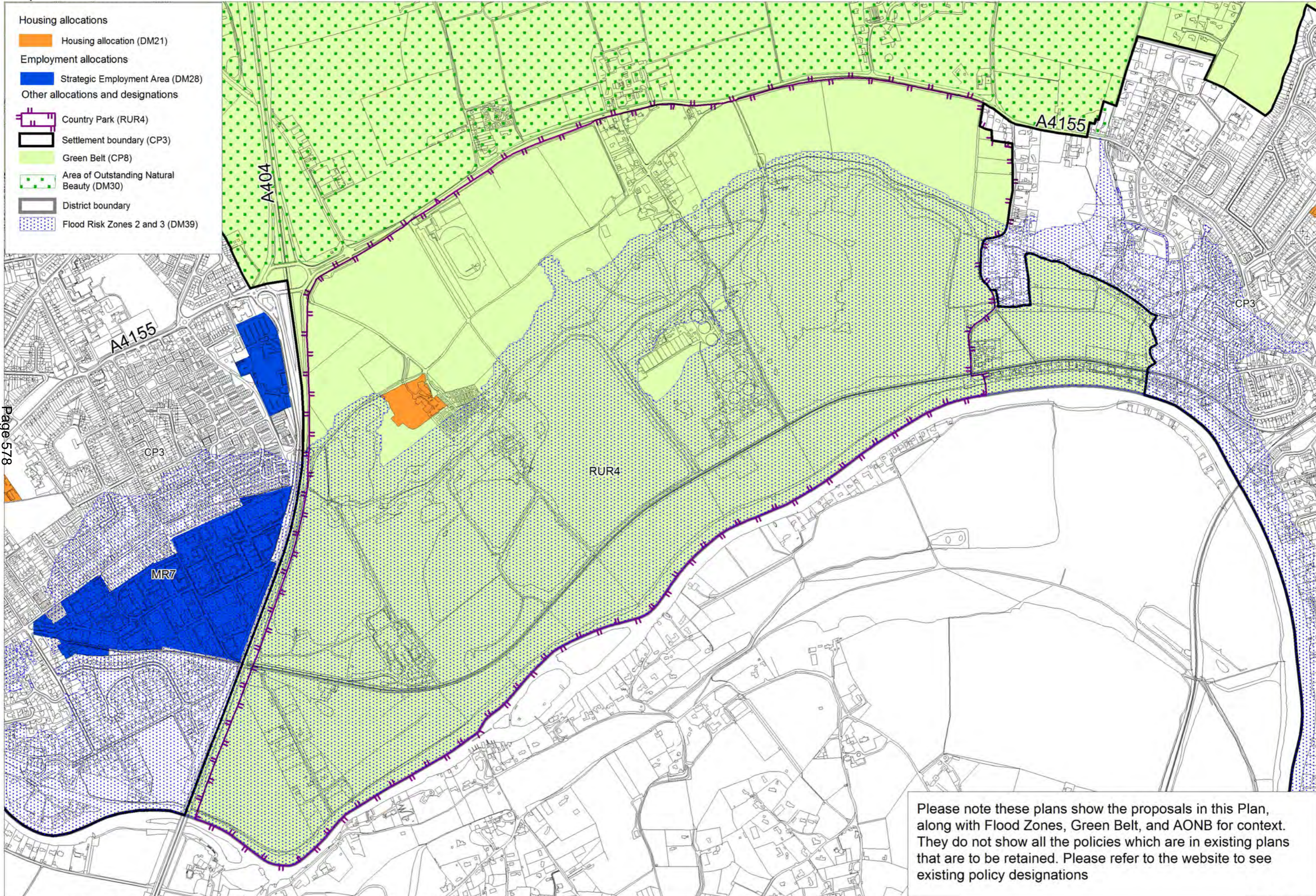
- Local Employment Area (DM28)
- Strategic Employment Area (DM28)

Other allocations and designations

- Country Park (RUR4)
- Green Space (DM12)
- Settlement boundary (CP3)
- Proposed highway improvements (DM3)
- Proposed junction improvements (DM3)
- Green Belt (CP8)
- Area of Outstanding Natural Beauty (DM30)
- District boundary
- Flood Risk Zones 2 and 3 (DM39)

Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt, and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations

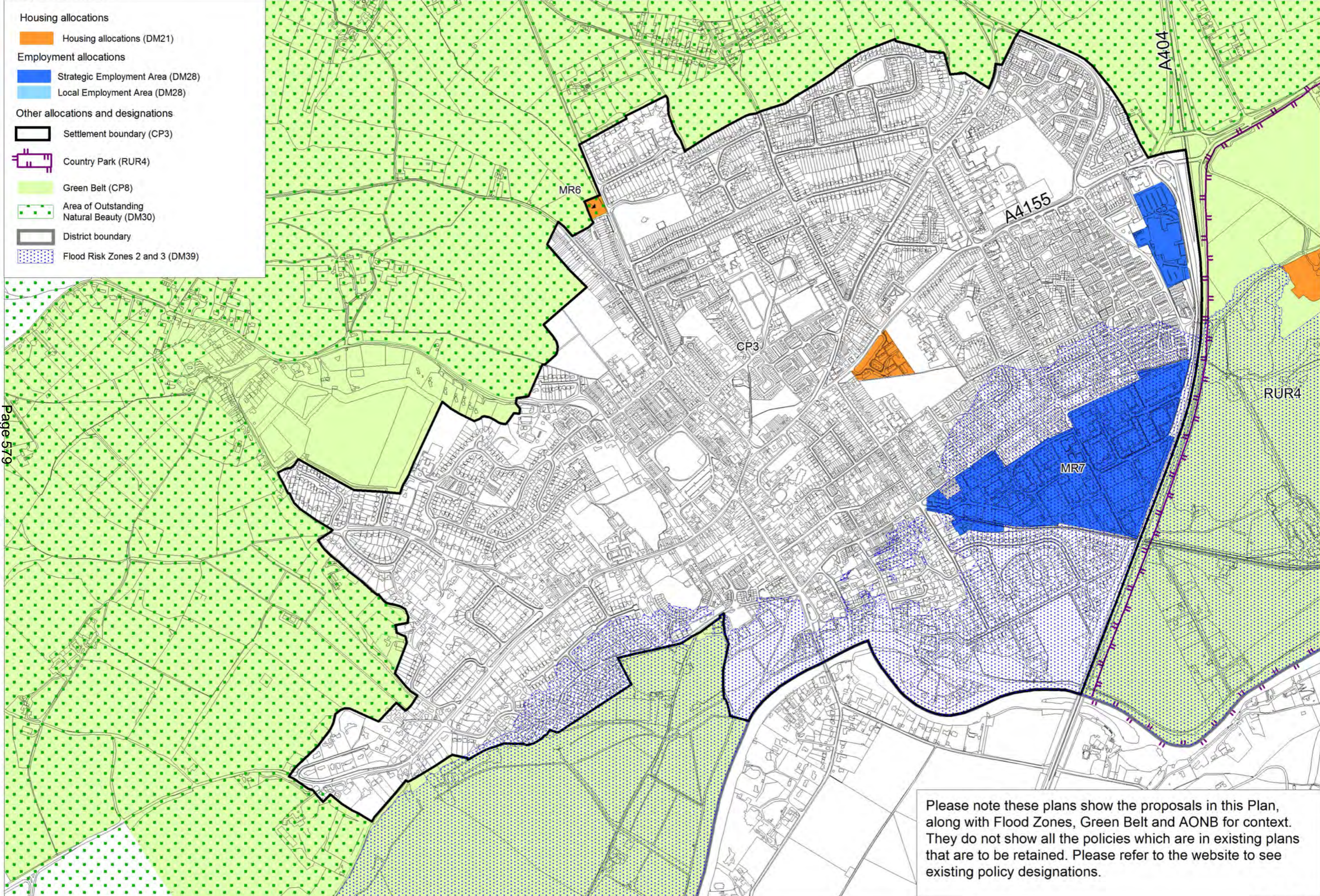
Map 9 Little Marlow



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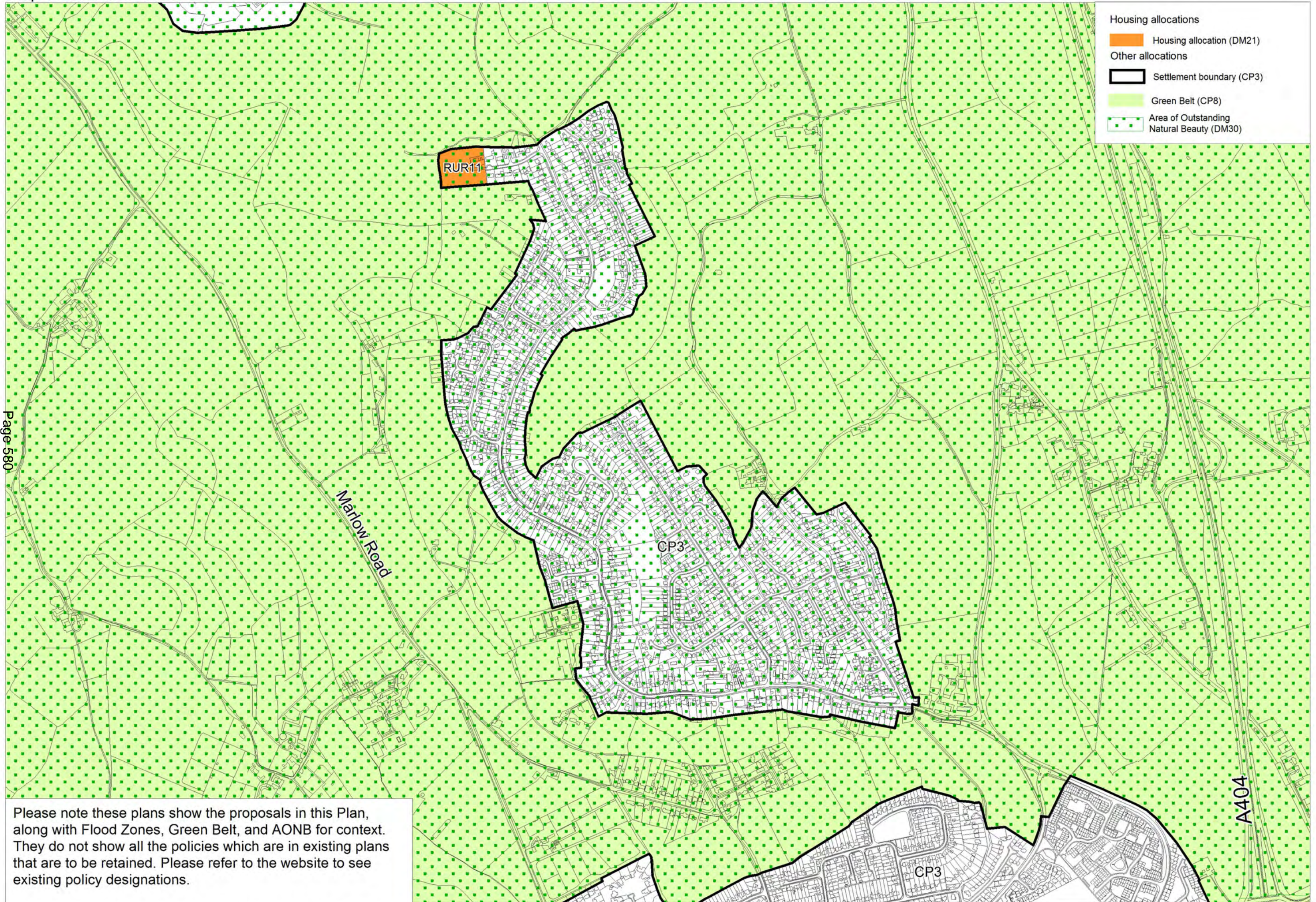
Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt, and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations

Map 10 Marlow



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Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations.



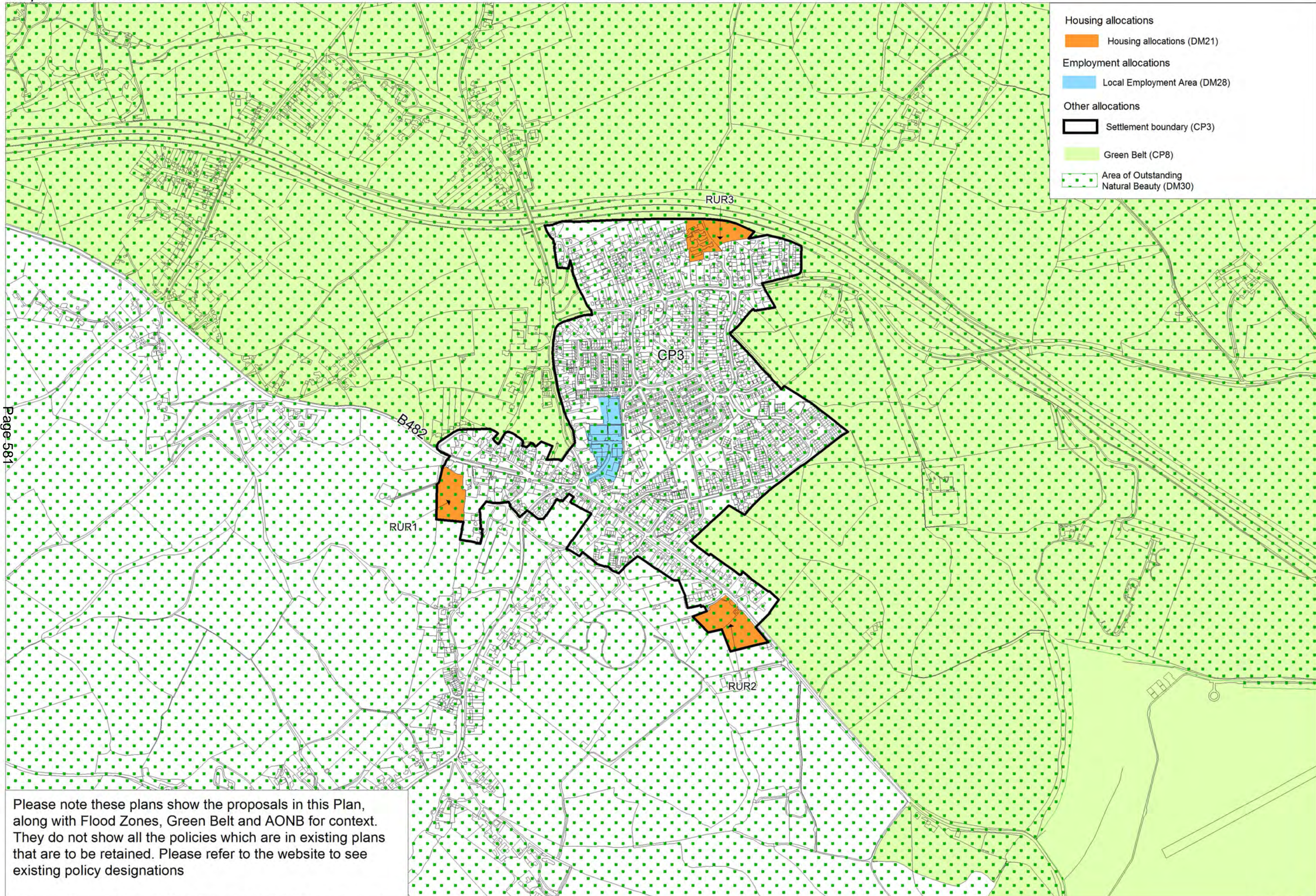
Housing allocations

- Housing allocation (DM21)

Other allocations

- Settlement boundary (CP3)
- Green Belt (CP8)
- Area of Outstanding Natural Beauty (DM30)

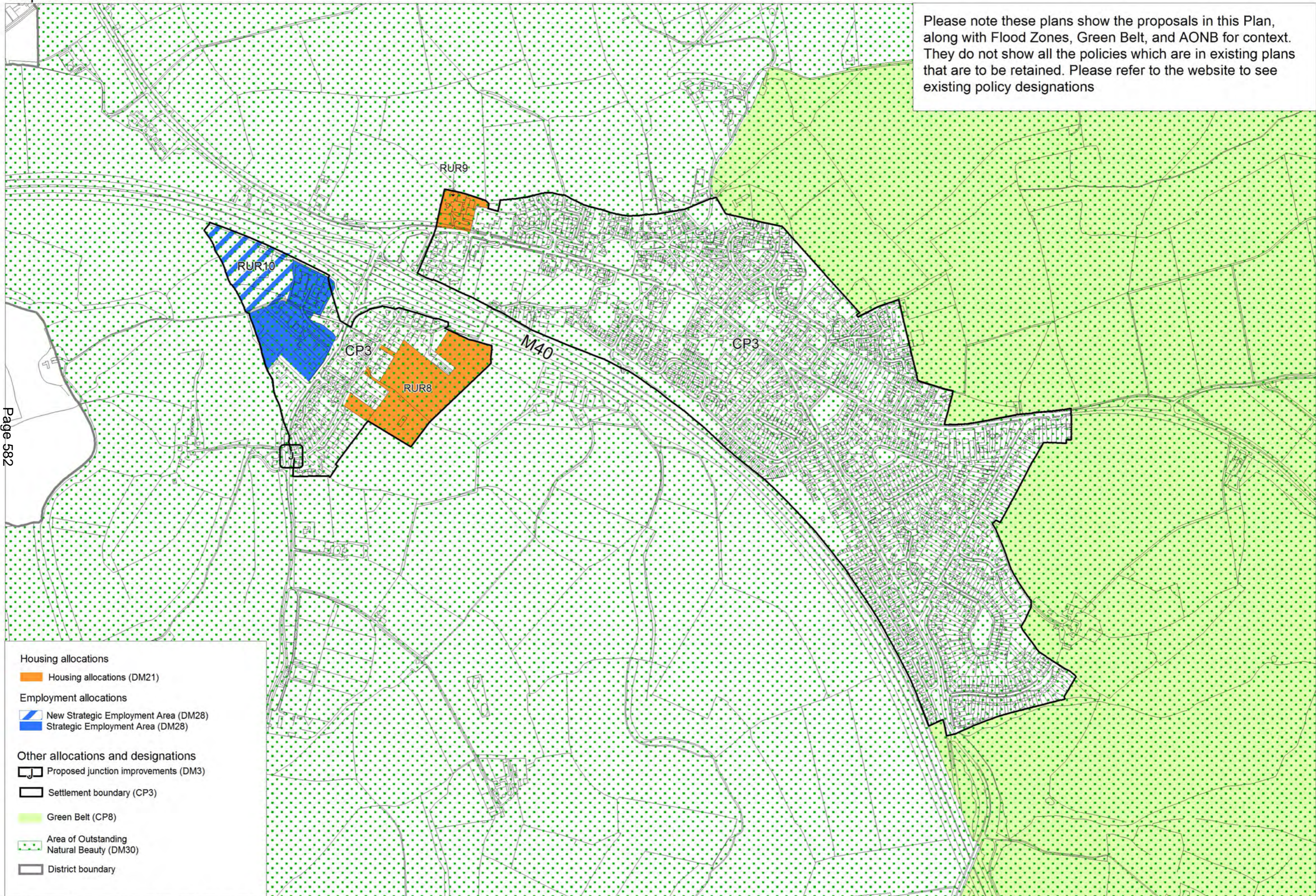
Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt, and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations.



- Housing allocations
 - Housing allocations (DM21)
- Employment allocations
 - Local Employment Area (DM28)
- Other allocations
 - Settlement boundary (CP3)
 - Green Belt (CP8)
 - Area of Outstanding Natural Beauty (DM30)

Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations

Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt, and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations



- Housing allocations**
- Housing allocations (DM21)
- Employment allocations**
- New Strategic Employment Area (DM28)
 - Strategic Employment Area (DM28)
- Other allocations and designations**
- Proposed junction improvements (DM3)
 - Settlement boundary (CP3)
 - Green Belt (CP8)
 - Area of Outstanding Natural Beauty (DM30)
 - District boundary

Map 14 Princes Risborough

Housing allocations

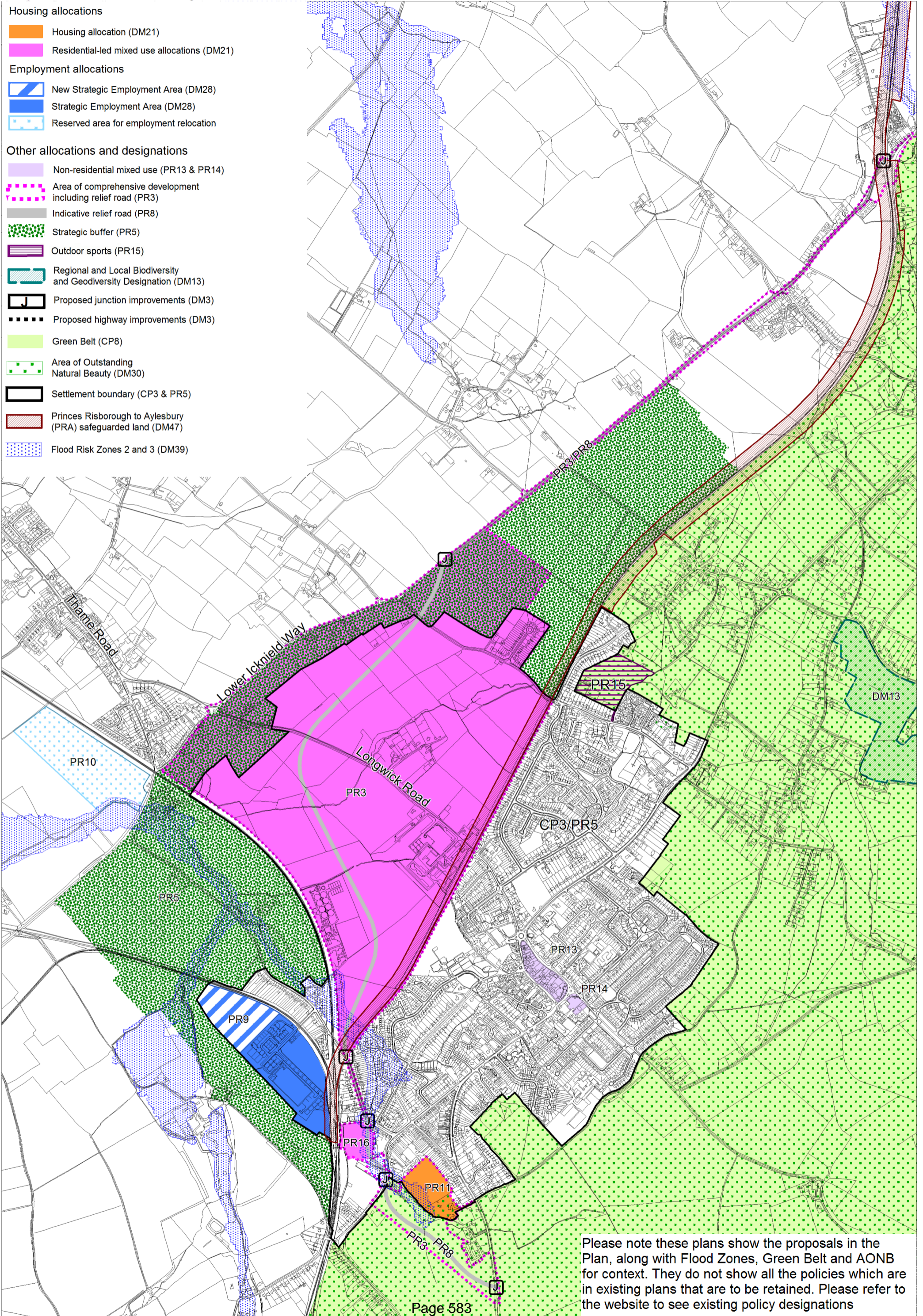
- Housing allocation (DM21)
- Residential-led mixed use allocations (DM21)

Employment allocations

- New Strategic Employment Area (DM28)
- Strategic Employment Area (DM28)
- Reserved area for employment relocation

Other allocations and designations

- Non-residential mixed use (PR13 & PR14)
- Area of comprehensive development including relief road (PR3)
- Indicative relief road (PR8)
- Strategic buffer (PR5)
- Outdoor sports (PR15)
- Regional and Local Biodiversity and Geodiversity Designation (DM13)
- Proposed junction improvements (DM3)
- Proposed highway improvements (DM3)
- Green Belt (CP8)
- Area of Outstanding Natural Beauty (DM30)
- Settlement boundary (CP3 & PR5)
- Princes Risborough to Aylesbury (PRA) safeguarded land (DM47)
- Flood Risk Zones 2 and 3 (DM39)



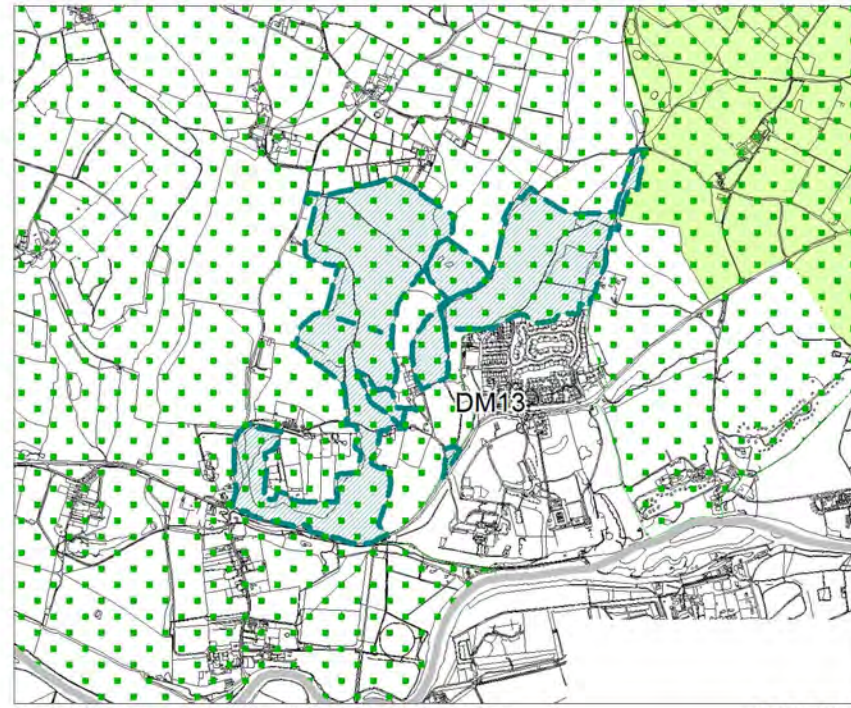
Please note these plans show the proposals in the Plan, along with Flood Zones, Green Belt and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations

Map 15 Various - other policies and designations



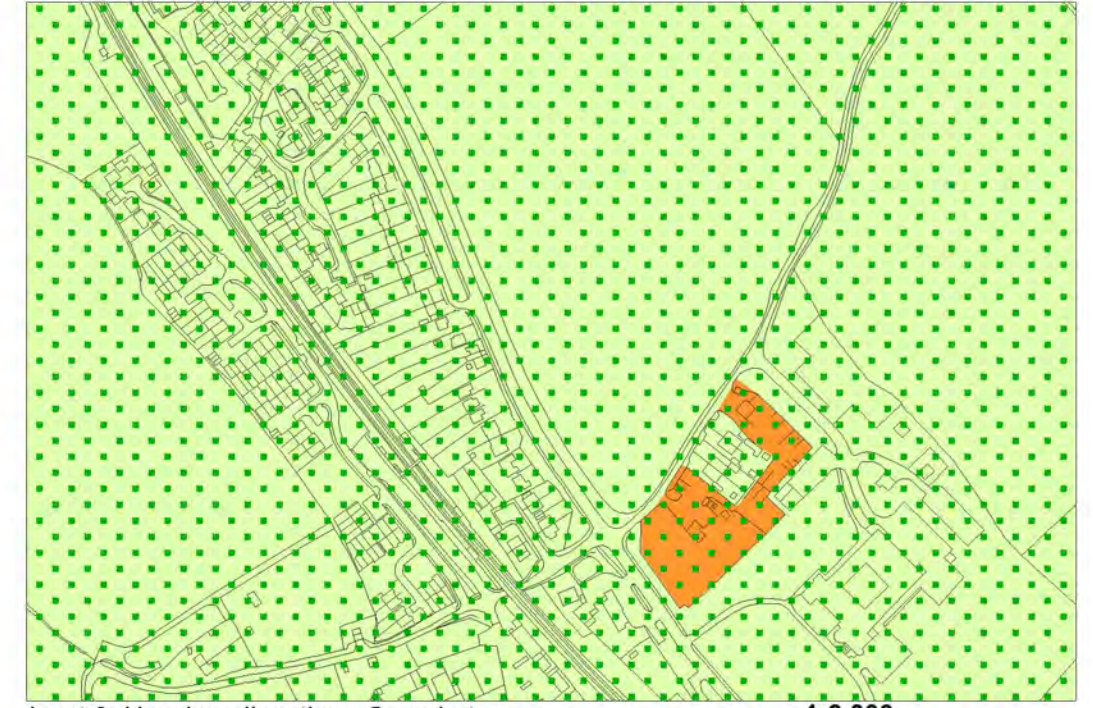
Inset 1: Local Wildlife Site - Ellesborough

1:4,500



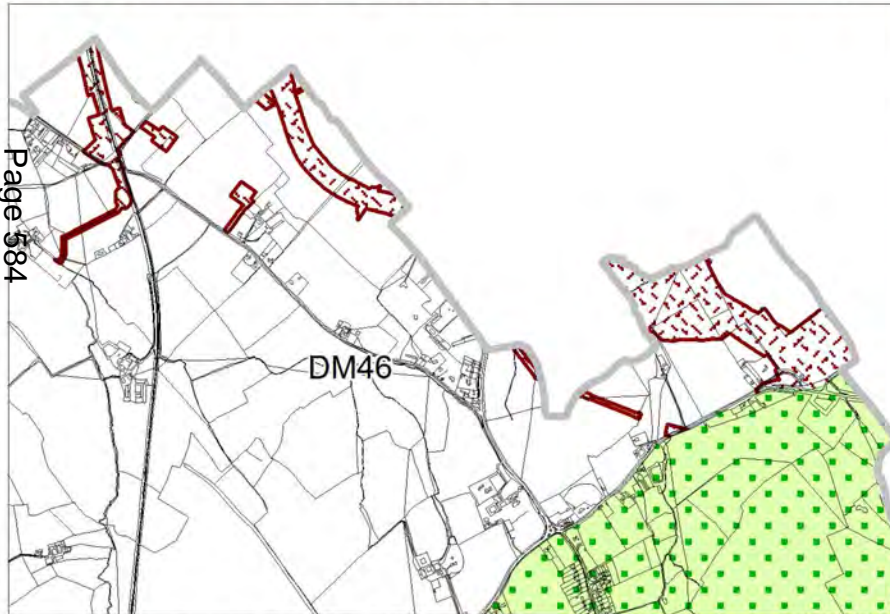
Inset 2: Local Wildlife Site - Medmenham

1:20,000



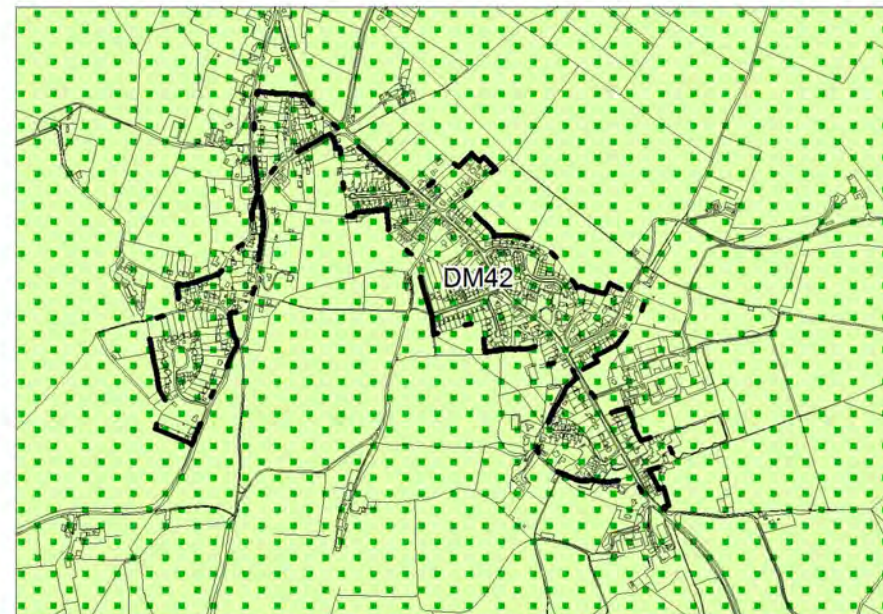
Inset 3: Housing allocation - Saunderton

1:6,000



Inset 4: Safeguarded land for HS2

1:28,500



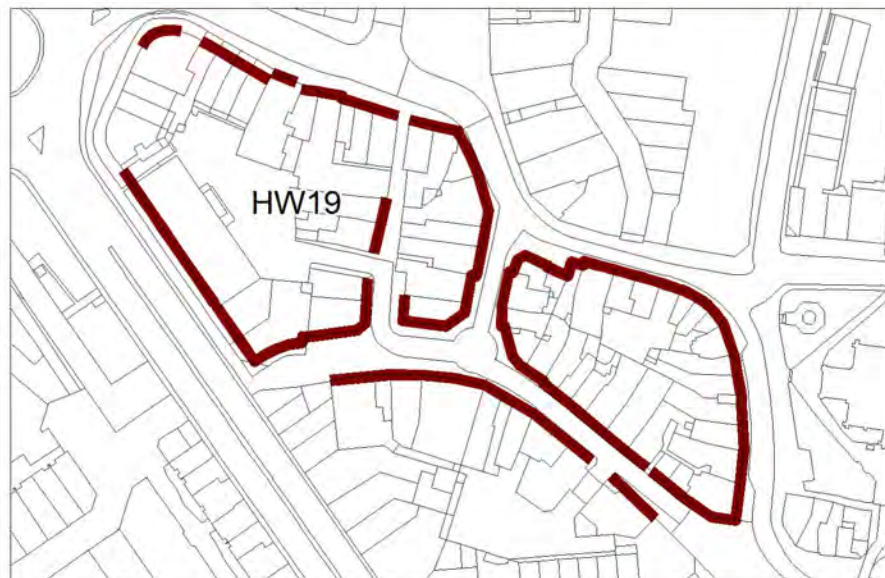
Inset 5: Settlement boundary - Lacey Green and Loosely Row

1:18,500



Inset 6: Princes Risborough to Aylesbury safeguarded land remainder



1:33,500






Inset 7 (left): Former High Wycombe LDO area

Please note these plans show the proposals in this Plan, along with Flood Zones, Green Belt, and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations.

Housing allocations

-  Housing allocations (DM21)
-  Regional and Local Biodiversity and Geodiversity Designation (DM13)

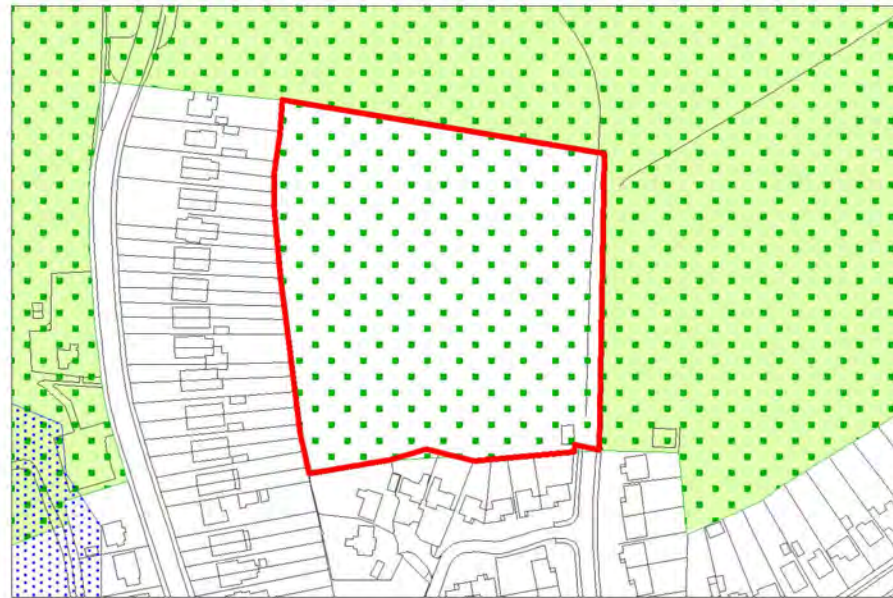
Other allocations and designations

-  Settlement boundary (CP3)
-  Built-up villages within the Green Belt (DM42)
-  HS2 Safeguarded land (DM46)

-  Princes Risborough to Aylesbury (PRA) safeguarded land (DM47)
-  Former LDO area (HW19)
-  Green Belt (CP8)
-  Area of Outstanding Natural Beauty (DM30)
-  District boundary

Map 16 Various - Green Belt removal sites

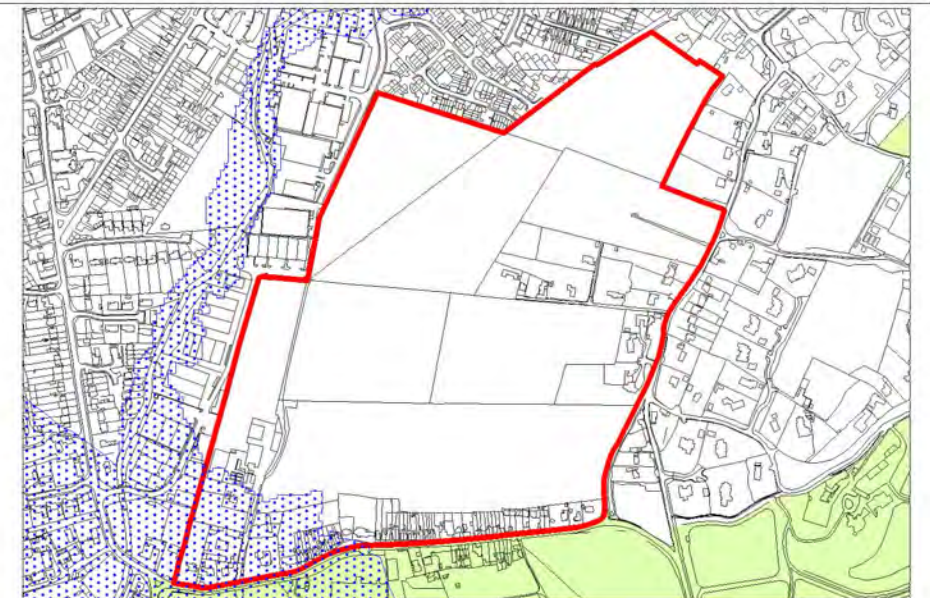
Please note these plans show the proposals in this Plan, along with Green Belt and AONB for context. They do not show all the policies which are in existing plans that are to be retained. Please refer to the website to see existing policy designations



Inset 1: Part of Greens Farm, Glynswood, High Wycombe 1:3,000



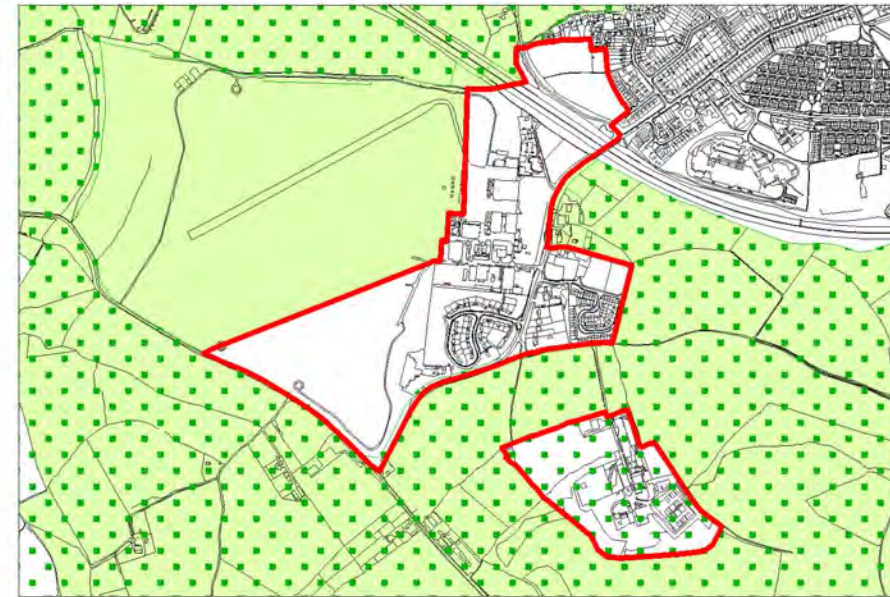
Inset 2: Land at Amersham Road (incl. Tralee Farm), Hazlemere 1:22,500



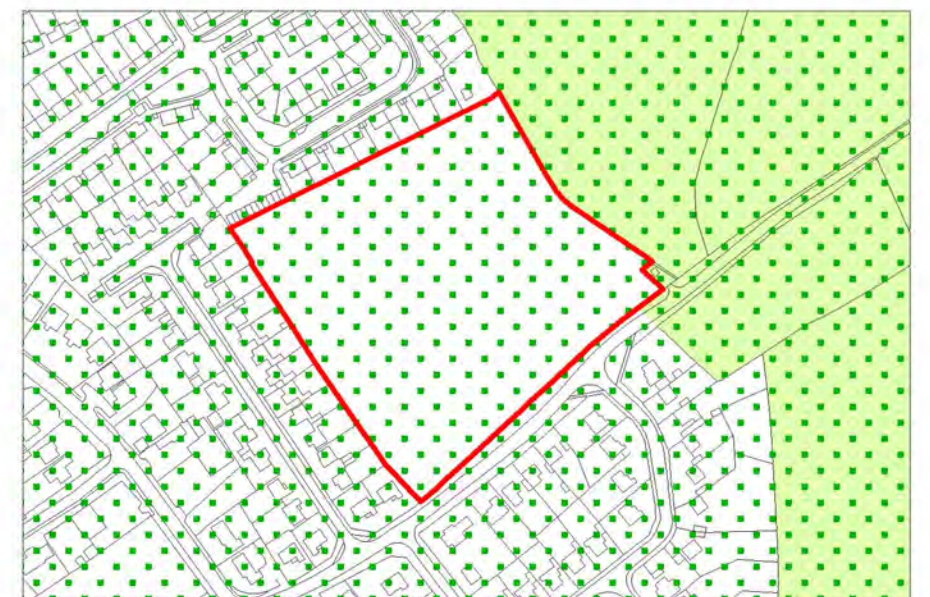
Inset 3: Hollands Farm North, Bourne End 1:24,000



Inset 4: Land off Seymour Court Road, Marlow 1:6,000



Inset 5: High Wycombe Airpark and High Heavens 1:20,000



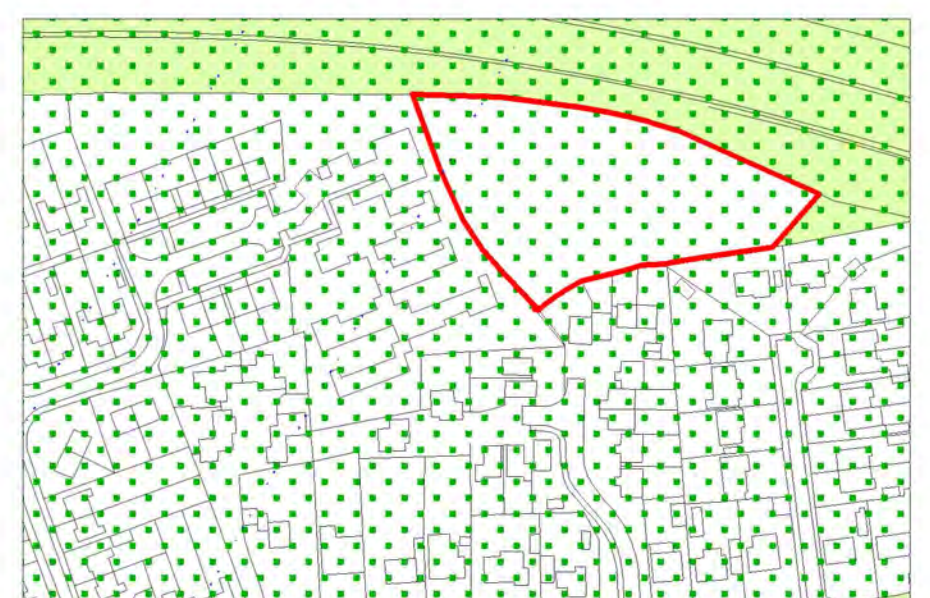
Inset 6: Land off Clappins Lane, Naphill 1:3,500



Inset 7: Land at Heavens Above, High Heavens Wood, Marlow Bottom 1:4,200



Inset 8: Land at Poppy Road, Princes Risborough 1:10,000



Inset 9: Land to the rear of Sidney House, Lane End 1:6,300

SUPPLEMENTARY ITEMS (IF ANY)

URGENT ITEMS (IF ANY)

Notification for Press and Public
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**Notification of Items expected to be taken in exempt session,
as required by access to information requirements.**

The meeting will be asked to resolve that the Press and Public be excluded from the meeting during consideration of the following items as they contain exempt information as defined in Regulation 4(2)(b) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, more particularly as follows:-

Item 7 Abbey Barn Lane Realignment - Appendices A to D

Item 8 Princes Risborough Relief Road - Appendices A to D

Information relating to the financial or business affairs of any particular person (including the authority holding that information) (Paragraph 3, Part 1 of Schedule 12A, Local Government Act 1972)

[The need to maintain the exemption outweighs the public interest in disclosure, because disclosure could prejudice the Council's position in any future tender process or negotiations]



Report For:	Cabinet
Date of Meeting:	Special Cabinet 19 August 2019
Part:	Part 1 - Open Report with Part 2 Appendices
If Part 2, reason:	Para 3 - Information about the financial or business affairs of any particular person (including the authority holding that information).

SUMMARY	
Title of Report:	ABBEY BARN LANE REALIGNMENT
Cabinet Member: Officer Contact: Direct Dial: Email:	Councillor David Johncock Ian Manktelow 01494 421579 Ian.Manktelow@wycombe.gov.uk
Ward affected:	Abbey & Ryemead
Reason for the Decision:	<p>Homes England require a clear commitment from the Council that we are committed to securing land required for the Abbey Barn Lane Realignment Project, whether it be by private treaty or compulsory purchase. This is a condition of the grant award.</p> <p>This commitment and undertaking will allow the Council to access the £7.5m grant funding awarded to the £11.5m project from Homes England and is key to agreeing the Terms and Conditions associated with the grant funding.</p>
Proposed Decision:	<p>That:</p> <ul style="list-style-type: none"> (i) Delegated Authority be given to the Interim Chief Executive (WDC) in consultation with the Head of Finance & Commercial, the Cabinet Member for Finance and Cabinet Member for Planning to enter commercial negotiations for and to acquire by private treaty the land required for the realignment of Abbey Barn Lane, and in parallel to take preparatory steps to acquire the land required using powers of compulsory purchase, within the approved budget; and (ii) Delegated Authority be given to the Head of Finance & Commercial in consultation with the District Solicitor (WDC) to agree the Grant Determination Agreement as and when it becomes available.

Sustainable Community Strategy/Council Priorities - Implications	<p>To ensure that Wycombe District Council meets its housing targets as set out in the Local Plan.</p> <p>Risk: The key risks are set out in the main body of the report.</p> <p>Equalities: n/a</p> <p>Health & Safety: n/a</p>
Monitoring Officer/ S.151 Officer Comments	<p>Monitoring Officer: Local Government Act 1972 empowers the Council to acquire by agreement any land, whether situated inside or outside their area for the benefit, improvement or development of their area or to make an Order for compulsory acquisition by virtue of powers contained in the Town and Country Planning Act. A further report which sets out in detail the land required under any CPO will be required. Under the current constitution this would be to Cabinet. The appropriate authority will be reviewed under the new unitary arrangements.</p> <p>S.151 Officer: : February Cabinet agreed a budget of £7.5m funded by Housing Infrastructure Fund, a supplementary estimate of £4m will be submitted to September Cabinet, this is funded from S106 Developer Contributions with £2.5m relating to Abbey Barn Lane South and £1.5m relating to Abbey Barn Lane North. The £2.5m ABL S106 agreement has been signed by the developer. The agreement required to deliver the final £1.5m relating to ABLN is profiled to commence in 2021/22 This programme will need to be considered by the Shadow Executive given the implications on the future Buckinghamshire Council.</p>
Consultees:	N/A
Options:	N/A
Next Steps:	<p>Commence the process of CPO and Commercial Negotiations.</p> <p>If commercial negotiations fail to make a CPO.</p>
Background Papers:	Wycombe District Council Local Plan 9 th July 2018 Cabinet
Abbreviations:	<p>WDC – Wycombe District Council BCC – Buckinghamshire County Council HIF – Housing Infrastructure Fund ABLR – Abbey Barn Lane Realignment OJEU - Official Journal of the European Union CPO - Compulsory Purchase Order LGF - Local Growth Fund</p>

Appendices to this report are confidential but as follows:

Exempt Appendix A	HIF Award Letter with T&C's
Exempt Appendix B	WDC Capital Plan Extracts
Exempt Appendix B1	Supplementary Bid
Exempt Appendix B2	Funding for Supplementary Bid
Exempt Appendix C	WDC Business Cash Flow
Exempt Appendix D	Land Acquisition Budget

Detailed Report

Introduction

1. In order to secure HIF funding, approval to commence the CPO process is required. This resolution does not bind us to 'make a CPO' as that would require a detailed design, confirmed land-take valuations etc. WDC are seeking to commence the process of CPO and enter commercial negotiations in parallel.

Background

2. In February 2018 Homes England announced that Wycombe District Council had successfully secured £7.5m of Housing Infrastructure Funding in principal towards the £11.5m Abbey Barn Lane Re-alignment scheme to unlock key housing sites allocated within the Local Plan.
3. A paper detailing next steps was taken to 9th July 2018 Cabinet where it was resolved that:
 - (i) *Cabinet agree to forward fund design work and project team costs relating to the Housing Infrastructure Fund bid for the realignment of Abbey Barn Lane up to £250,000 on the basis that this will be recovered from the Housing Infrastructure Fund if and when this funding is released to the Council from Homes England. Delegated authority be granted to the Head of Finance in consultation with the Head of Democratic Legal and Policy Services to release these funds;*
 - (ii) *Cabinet grant delegated authority to the Corporate Director in consultation with the Head of Finance, Cabinet Member for Finance and the Cabinet Member for Planning, to release Housing Infrastructure Fund monies, once the funds are released to the Council and subject to detailed terms and conditions (when available); and*
 - (iii) *Delegated authority be granted to the Head of Finance in consultation with the Head of Democratic Legal and Policy Services to agree the Housing Infrastructure Fund terms and conditions, once they become available.*
4. Further clarification work was undertaken and formal approval, subject to terms & conditions, was received in June 2019 by WDC from Homes England that they had been successful in securing £7.5m towards the scheme. Homes England has clarified that the funding is grant funding. However, they do require a commitment from the Council that we will secure the necessary land required to deliver the Abbey Barn Lane Realignment, whether it be by private treaty or compulsory purchase.

Housing Delivery

5. The £11.5m ABLR scheme would deliver an improved and more resilient highway network as well as unlocking or facilitating the delivery of over 700 homes. It will unlock Abbey Barn North (HW4) for development and facilitate the delivery, albeit to a lesser extent, of Abbey Barn South (HW5), both allocated as key housing sites within the Local Plan. The scheme is funded by HIF (£7.5m grant funding) and developer contributions (£4m).
6. WDC part owns the Abbey Barn North site and are currently in discussions with the other land owner as to the way forward.
7. Abbey Barn South developers, Berkeley Homes, has outline planning for 550 houses, 1.6 HA of commercial floor space and provision of community facilities. It has received detailed planning for 129 homes and will be commencing on site in due course. Now confirmation of the HIF funding has been received, Berkeley Homes is keen to enter into discussions with regards to the remainder of its site. The developers at Abbey Barn North

have developed a master plan that will deliver 140 non-standard homes on a challenging site.

8. The total number of homes that this funding will unlock is circa 541 new homes.

Supplementary Estimate & Cash Flow

9. Wycombe District Council approved the Capital Programme 2018/19 -2023/24 at February 2019 Cabinet. Abbey Barn Lane Realignment forms part of the Capital Programme and the Capital Plan notes that £7.5m of the £11.5m scheme will be funded from HIF and the remaining £4m funded by developer contributions (see Appendix B – Capital Plan Extracts). A supplementary estimate will be undertaken as part of the September 2019 Capital Refresh (See Appendix B1 and B2).
10. £2.5m has already been secured from Abbey Barn South with the s106 agreement being signed on 4th July 2019 for the scheme. The remaining £1.5m will be sought from the developers at Abbey Barn North.
11. The September 2019 Capital Refresh will re-align this budget within the main Capital Programme to £11.5m. A Cash Flow forecast is attached at Appendix C.

Risk

12. Failure to commence CPO proceedings would seriously jeopardise the release of HIF funds as it is a condition of the £7.5m grant award.
13. Without HIF funding and the resultant road scheme Abbey Barn North would not be viable. Thus a limited number of homes, if any, would be delivered on these sites thus adversely affecting housing delivery, and resulting in a less resilient highway network.
14. There is a cash flow issue that needs to be managed. The cash flow will be managed as part of the day to day on-going treasury management function. Homes England has agreed to early drawdowns that would allow the project to progress in line with the approved programme.
15. Without the funding WDC land holdings value may not be realised. If the scheme is not progressed thus there would be an impact on the Capital Budgets available to the Authority.

Homes England Terms & Conditions

16. The terms & conditions that need to be met to release the funding are relatively straight forward, and work is in hand to comply with these. There is a specific condition that requires WDC to demonstrate commitment to commence the CPO process in respect of land, if required.
17. Homes England has clarified that they do not require the 'making of a CPO' but rather the need to have Cabinet Approval to commence the process of CPO e.g. commencing land valuations, appointing agents, detailed design for land take etc.
18. Homes England has agreed, subject to terms & conditions, that early drawdowns for design works and land assembly are acceptable. These drawdowns will be essential to progress the project in line with the programme and will fund the CPO/land assembly process and design works.

Funding, Delivery, Governance and Progress to Date

19. A Programme Board of officers from both WDC and BCC has been established which sets out Governance Arrangements for both HIF schemes. This is chaired by John East, Corporate Director WDC.
20. WDC and BCC will work together to deliver the project. A Memorandum of Understanding was signed between WDC and BCC which agreed the principles of the project and how it will be managed and delivered. WDC Infrastructure and Projects Team and BCC

Highways Implementation Team will deliver this project jointly as they have done so in the past on projects such as the LGF funded HW Town Centre Masterplan (HWTCMP).

21. WDC committed £250,000 Capital (WDC July Cabinet 2018) to progress the ABLR scheme. Thus far £125,000 has been released to progress time critical ecological surveys and initial design work. A further release of funding will be required by the end of Quarter Two 2019/20 to continue in line with the agreed programme.
22. BCC Highways Infrastructure Project team has commissioned Aecom and Galliford Try to design and deliver this project using the Midlands Highways Alliance framework agreement they have in place. This framework is fully compliant with the relevant legislation i.e. OJEU complaint and has been used by BCC extensively. Aecom are on programme and are directly managed by BCC.

Resourcing Implications

23. Land assembly has been budgeted for in the overall funding envelope for the ABLR scheme, so no further funding is expected to be needed. However, phasing of land assembly needs to be considered as part of the overall cash flow for the project.
24. As outlined in paragraph 9 of this report, a supplementary estimate as part of the September 2019 Cabinet Capital Refresh will be undertaken.
25. It is anticipated that a negotiated position can be reached with two of the three land owners (Acropolis and Persimmon) with a CPO being likely to be needed to secure the third land holding. WDC Estates have commenced the process of opening discussions with each land owner. Initial valuation works have been undertaken and these are attached at Appendix D.
26. As outlined earlier, Homes England has agreed that early cash drawdowns for design works and CPO/ land assembly are acceptable and these drawdowns will enable the project to progress in line with the programme.

Legal Implications

27. Local Government Act 1972 empowers the Council to acquire by agreement any land, whether situated inside or outside their area for the benefit, improvement or development of their area or to make an Order for compulsory acquisition by virtue of powers contained in the Town and Country Planning Act.

Summary

28. In order to secure HIF funding, approval to commence the CPO process is required. This resolution does not bind us to 'make a CPO' as that would require a detailed design, confirmed land-take, valuations etc.
29. The resolution to commence the CPO process would allow WDC to secure HIF funding and progress to a stage where a CPO can be made, if required. Work areas will include detailed design, surveys, appointing land agents and instructing valuations etc.
30. In parallel to commencing the CPO, WDC would enter commercial negotiations to secure the necessary land. Any CPO would only be confirmed if these fail.

Conclusions

31. Homes England require evidence that a commitment to securing the land is in place. Without this commitment the HIF grant funding is highly unlikely to be made available.

Agenda Item 7. Appendix A

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Agenda Item 7. Appendix B

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Agenda Item 7. Appendix C

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Agenda Item 7. Appendix D

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Report For:	Cabinet
Date of Meeting:	Special Cabinet 19 August 2019
Part:	Part 1 - Open Report with Part 2 Appendices
If Part 2, reason:	Para 3 - Information about the financial or business affairs of any particular person (including the authority holding that information).

SUMMARY	
Title of Report:	PRINCES RISBOROUGH RELIEF ROAD
Cabinet Member: Officer Contact: Direct Dial: Email:	Councillor David Johncock Ian Manktelow 01494 421579 Ian.Manktelow@wycombe.gov.uk
Ward affected:	Princes Risborough
Reason for the Decision:	<p>Homes England require a clear commitment from the Council that we are committed to securing land required for the Princes Risborough Relief Road Project, whether it be by private treaty or compulsory purchase. This is a condition of the grant award.</p> <p>This commitment and undertaking will allow the Council to access the £12m funding awarded to Wycombe District Council from Homes England and is key to agreeing the Terms and Conditions associated with the funding.</p>
Proposed Decision:	<p>That:</p> <ul style="list-style-type: none"> (i) Delegated Authority be given to the Interim Chief Executive (WDC) in consultation with the Head of Finance & Commercial, Cabinet Member for Finance and Cabinet Member for Planning to enter commercial negotiations for and to acquire by private treaty the land required for the relief road and in parallel to take all preparatory steps to acquire the land required using powers of compulsory purchase as part of the Princes Risborough Expansion Area project within the agreed budget; and (ii) Delegated Authority be given to the Head of Finance & Commercial in consultation with the District Solicitor (WDC) to agree the Grant Determination Agreement as and when it becomes available.

Sustainable Community Strategy/Council Priorities - Implications	<p>To ensure that Wycombe District Council meets its housing targets as set out in the Local Plan. To ensure that the Princes Risborough Expansion Area project is delivered</p> <p>Risk: The key risks are set out in the main body of the report.</p> <p>Equalities: n/a</p> <p>Health & Safety: n/a</p>
Monitoring Officer/ S.151 Officer Comments	<p>Monitoring Officer: Local Government Act 1972 empowers the Council to acquire by agreement any land, whether situated inside or outside their area for the benefit, improvement or development of their area or to make an Order for compulsory acquisition by virtue of powers contained in the Town and Country Planning Act. A further report which sets out in detail the land required under any CPO will be required. Under the current constitution this would be to Cabinet. The appropriate authority will be reviewed under the new unitary arrangements.</p> <p>S.151 Officer: February Cabinet approved a budget of £14.7m funded mainly by Housing Infrastructure Fund £12m and S106 Developer Contributions £2.7m. If the CPO can be delivered within the specific land acquisition and compensation budget and the Shadow Executive are supportive of the whole scheme then in accordance with spend protocol the CPO can proceed.</p> <p>The estimated cost has increased significantly in the region of £7m, this is summarised in Appendix D. This exceeds the existing approved budgets and therefore will need to be considered by the WDC Cabinet and the Buckinghamshire Council Shadow Executive. Detailed work on risk, cash flow and the implications of the timing of expenditure and contributions and the overall business case will be brought back to November Cabinet.</p> <p>Members will need to consider the risk of not securing the £12m HIF funding and the overall budget position when considering the need to pursue a CPO.</p>
Consultees:	N/A
Options:	N/A
Next Steps:	<p>Commence the process of CPO and Commercial Negotiations.</p> <p>To return to Cabinet and Shadow Executive if either commercial negotiations or CPO exceed the approved budget.</p>

Background Papers:	Wycombe District Council Local Plan 4 th June 2018 Cabinet
Abbreviations:	WDC – Wycombe District Council BCC – Buckinghamshire County Council HIF – Housing Infrastructure Fund PREA – Princes Risborough expansion Area OJEU - Official Journal of the European Union CPO – Compulsory Purchase Order

Appendices to this report are confidential but as follows:

Exempt Appendix A – HIF Award Letter with T&C's

Exempt Appendix B – Land Acquisition Budget

Exempt Appendix C – Approved budget

Exempt Appendix D – WDC Business Cash Flow

Detailed Report

Introduction

1. The first section of the Princes Risborough Relief Road is part funded by HIF. It is the first part of a larger relief road project to enable the delivery of the Princes Risborough Expansion Area (PREA). The PREA will see the delivery of around 2500 homes as well as social, green and physical infrastructure. In order to secure HIF funding, approval to commence the CPO process is required. This resolution does not bind us to 'make a CPO' as that would require a detailed design, confirmed land-take valuations etc
2. In order to deliver Phase 1 of the relief road a number of land parcels need to be secured, either via private treaty or CPO. This resolution is to commence the CPO process for the whole route of the relief road and other essential infrastructure. The Council has already resolved (Cabinet December 2016) in principle to use Compulsory Purchase powers to deliver the proposals in the Local Plan and associated infrastructure in appropriate circumstances.

Background

3. The PREA will see the delivery of almost 2500 new homes, and has a gross development value (GDV) of £720m. It will deliver circa £90m in infrastructure and will generate circa £23m CIL. Although the overall scheme is viable, there are cash flow issues associated with the provision of initial infrastructure which the HIF funding addresses.
4. In February 2018 Homes England announced that Wycombe District Council had successfully secured £12m of Housing Infrastructure Funding in principal towards the Princes Risborough Relief Road scheme that will help facilitate the PREA, as set out within the Local Plan.
5. A paper detailing next steps was taken to 4 June 2018 Cabinet where it was resolved that:
 - (i) Subject to approval of full Council to release funding of £500,000 from revenue reserves, Cabinet agreed to forward fund feasibility, design work and project team costs relating to the Housing Infrastructure Fund bid up to £500,000 on the basis

that this be recovered from either developer contributions or the Housing Infrastructure Fund when the funding was released. Delegated authority be granted to the Head of Finance in consultation with the Head of Democratic Legal & Policy Services to release the £500,000;

- (ii) Cabinet grant delegated authority to the Head of Finance, in consultation with the Corporate Director and the Cabinet Member for Finance and the Cabinet Member for Planning, to release Housing Infrastructure Fund monies, once the funds were released to the Council and subject to detailed terms and conditions (when available);
 - (iii) Delegated authority be granted to the Head of Finance in consultation with the Head of Democratic Legal & Policy Services to agree the Housing Infrastructure Fund terms and conditions, once they become available.
6. Further clarification work was undertaken and formal approval, subject to terms & conditions, was received in June 2019 from Homes England that WDC had been successful in securing £12m towards the scheme. Homes England has clarified that the funding is a recoverable grant (recoverable by WDC), to be recycled on a project that will unlock housing within the locality. Once recovered the funding has the status of a capital grant, i.e. it is non repayable.
7. As part of agreeing the terms & conditions, Homes England require a commitment from the Council that it will secure the necessary land required, whether it be by private treaty or compulsory purchase, to deliver the Princes Risborough Relief and other essential infrastructure.

Finance

8. As part of the funding clarification work to secure the HIF, a high level revised cost estimate was developed. This has informed a high level cash flow for the project, attached at Appendix D, which still requires further detailed work to demonstrate the balanced position and the detailed implications (this will form part of the November 2019 Cabinet Report).
9. Furthermore an initial land valuation report was commissioned for elements of the Relief Road and the necessary information is in Appendix B.
10. A detailed report outlining the costs for the Princes Risborough Relief Road Phase 1 project will be taken to November 2019 Cabinet and will inform the revised Capital Programme for the new Authority. This report will be informed by the Balfour Beatty Feasibility Report that is currently in progress.

Risk

11. The lack of a resolution to commence CPO proceedings would seriously jeopardise the release of HIF funds as it is a condition of the grant award.
12. Without HIF funding and the resultant Phase 1 road scheme alternative options to fund the initial stages of the relief road will need to be identified. Otherwise the PREA would be only partially delivered (up to a maximum of 550 homes) without the wider infrastructure benefits, and would strain existing infrastructure (social, highway, education etc).
13. There is a cash flow risk that needs to be managed as part of on-going treasury management function. Homes England have agreed to early drawdowns that would allow the project to progress in line with the approved programme.

Homes England Terms & Conditions

14. The terms & conditions that need to be met to release the funding are attached at Appendix A. There is a specific condition that requires WDC to demonstrate commitment to commence the CPO process in respect of land, if required, to secure the HIF funding.
15. Homes England has clarified that they do not require the 'making of a CPO' but rather the need to have Cabinet Approval to commence the process of CPO i.e. commencing land valuations, appointing agents, detailed design for land take etc.
16. Homes England has agreed, subject to terms & conditions, that early drawdowns for design works and land assembly are acceptable. These drawdowns will be essential to progress the project in line with the programme and will fund the CPO/land assembly process and design works.

Funding, Delivery, Governance and Progress to Date

17. A Princes Risborough Delivery Programme Board of officers from both WDC and BCC has been established which sets out Governance Arrangements for both HIF schemes. This is chaired by John East, Corporate Director WDC. BCC is leading on delivery of the first stage of the road, with WDC input. A Memorandum of Understanding was signed between the Councils which agreed the principles of the project and how it will be managed and delivered.
18. WDC committed £500k Capital (WDC July Cabinet 2018) to progress the Princes Risborough Relief Road scheme. Thus far £185,000 has been released to progress time critical ecological surveys and initial design work. A further release of funding will be required by the end of Quarter Two 2019/20 to continue in line with the agreed programme.
19. BCC Highways Team have commissioned Balfour Beatty to design and deliver this project using the SCAPE framework agreement they have in place. This framework is OJEU compliant and has been used by BCC Highways extensively. Balfour Beatty are on programme and are directly managed by BCC. They are due to submit a feasibility report that provides a detailed programme and revised costs estimate by the end of July 2019.

Resourcing Implications

20. Land assembly has been allowed for in the current budget for the Princes Risborough Relief Road scheme.
21. However, further funding may be required to secure the necessary land due to potential uplift in land values etc, and to deliver the overall scheme. A separate report to November Cabinet will deal with this. It is hoped a negotiated position can be reached with some land owners but a CPO may be necessary to secure all the land required. Carter Jonas have provided a high level valuation for the land parcels (Appendix B), but no further land assembly work has commenced as yet.
22. As outlined earlier Homes England has agreed that early drawdowns for design works and land assembly are acceptable. These drawdowns are essential to progress the project in line with the programme and will fund the CPO/land assembly process and design works.
23. WDC are currently seeking expressions of interests from land agents to come forward with proposals for not just Phase 1 but the whole route, as part of developing a land acquisition strategy.

Legal Implications

24. Local Government Act 1972 empowers the Council to acquire by agreement any land, whether situated inside or outside their area for the benefit, improvement or development of their area or to make an Order for compulsory acquisition by virtue of powers contained in the Town and Country Planning Act. Prior to making a CPO further Cabinet approval may need to be secured.

Summary

25. In order to secure HIF funding, approval to commence the CPO process is required. This resolution does not bind us to 'make a CPO' as that would require a detailed design, confirmed land-take valuations etc.
26. The resolution to commence the CPO process would allow WDC to secure HIF funding and progress to a stage where a CPO can be made, if required if required, subject to further Cabinet approval. Work areas include detailed design, surveys, appointing land agents and instructing valuations etc.

Conclusions

27. Homes England require evidence that a commitment to securing the land is in place. Without this commitment the HIF grant funding is highly unlikely to be made available.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Agenda Item 8. Appendix A

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Agenda Item 8. Appendix B

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Agenda Item 8. Appendix C

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Agenda Item 8. Appendix D

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EXEMPT SUPPLEMENTARY ITEMS (IF ANY)

EXEMPT URGENT ITEMS (IF ANY)