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Planning is about people, places, meeting our needs and caring for our environment. The Wycombe Development Framework presents a real opportunity to get things right in the future – the way we use land, the way we build, the way our town and country planning fits with other agreed plans.

We are determined that ‘sustainability’ becomes the driving force behind our decisions – sustainable communities, sustainable building – which leads to a better quality of life and helps us meet the environmental challenges of the future.

The Core Strategy is the first part of the Wycombe Development Framework which we are preparing under the new planning system. It provides the long term planning vision for Wycombe District and the overall framework within which more detailed proposals are drawn up and decisions made. Through the Imagine the Future consultations we have learned a lot about the issues that are important to you and these have helped to shape this strategy.

Councillor Mrs Lesley Clarke
Leader of the Council

Councillor Mrs Jean Teesdale
Cabinet Member for Planning and Sustainability
Executive Summary
Introduction

Imagine the Future in 2026... 

Our Vision in the Community Plan is that Wycombe District will be economically strong and a good place to live, work and visit.

Today, Wycombe District is a beautiful place to live and work where rich heritage and outstanding natural beauty sits sometimes uncomfortably side by side with diverse communities, technology and jobs.

The Wycombe Development Framework sets out the implications “on the ground” of the Community Plan. This is a new and very different way of planning for the future by listening to what local people say and linking social, economic and environmental sustainability.

The Community Plan is produced by the Wycombe Partnership and contains a number of themes and outcomes for the District which the partnership aims to realise. 1.

How we plan now will set the seal on how economic growth and strong communities can flourish without destroying the green environment we hold so precious for this and future generations.

As part of this new way this Core Strategy seeks to answer 3 questions:

- **What** are we trying to achieve?
- **Where** should it happen?
- **How** should it happen?

What are we trying to achieve?

We want to safeguard what is special about the District and the different places in the District, while tackling the very real issues and problems that exist, addressing the community’s needs. We also want to achieve sustainable economic development and robust and vibrant communities, whilst conserving resources. In summary we want to achieve more sustainable development in the future.

Where should it happen?

We want to:

- focus new development on previously developed land in our main towns and villages
- focus most new development at High Wycombe, with less in smaller settlements
- sustain the amount and quality of Green Belt and Area of Outstanding Natural Beauty (AONB) and give priority to protecting areas of landscape value
- ensure our town centres are pedestrian friendly places with good shopping, leisure and entertainment facilities
- provide better and more sustainable transport by bus, rail, walking and cycling
- provide quality accommodation for new and existing businesses to sustain our economy
- provide new community facilities and protect existing ones
- help our more deprived communities by securing jobs, communities facilities, open space and the right type of housing
- reserve some areas of land for future development at Abbey Barn, Terriers Farm and Gomm Valley in High Wycombe, and Slate Meadow at Bourne End

We want to safeguard what is special about the different places in the District:

In High Wycombe we want to:

---

1 The Wycombe Partnership is made up of the main stakeholders in the District. They are responsible for the Community Plan.
• add Grange and Widmer Farms and Lane End Road to the Green Belt

• take Adams Park out of the Green Belt

• make more of the River Wye and other natural features

• establish the reputation of the town as a university town

• build a new sports centre and improve the mix of retail, leisure, business and housing

• establish Handy Cross as a gateway to the town including a new regional coachway

In Marlow we want to:

• retain its unique character as an attractive, vibrant place for residents and visitors

• protect the historic and natural openness of the Thames-side setting

• ensure any development takes place only within the town in support of the local economy

• balance the attraction for tourists with protecting the natural and historic environment

In Princes Risborough we want to:

• support regeneration of the local economy and encourage new business

• support new facilities for young people in the town

• encourage tourism

• provide appropriate and affordable housing

• retain the character of this ancient and historic market town

In the rural area and smaller towns and villages we want to:

• protect the green belt, the AONB and other important landscape features

• support rural communities by promoting local businesses, securing affordable and appropriate housing, protecting community facilities and encouraging new ones, and encouraging rural diversification

How should it happen?

We need to be sensitive about how best to use land to meet individual, community and business needs without sacrificing our environment. Consequently, we need to “get it right on the ground”. We need to develop in more sustainable ways, demand the use of high quality, environmentally friendly designs and materials to meet community and economic needs without destroying our countryside, depleting the world’s limited natural resources or placing undue burden on local communities. To do this the Core Strategy sets out policies on:

• sustaining the special landscape and character of the district and its other environmental assets

• ensuring infrastructure improvements and supporting facilities are secured

• securing more affordable housing than in the past

• securing quality development and more sustainable building including the use of renewable energy

Figure 1 ‘Annotated Key Diagram’ illustrates some of the key elements of what the Core Strategy is trying to achieve

Making It happen

We recognise that this Core Strategy cannot deliver what we want it to achieve on its own. Other documents in the Wycombe Development Framework will have to set out more detailed guidance, and it will need implementing through our day to day planning decisions. We also recognise that individuals,
other organisations and agencies as well as developers will also play a large part in delivering what we want to achieve, through their own plans and use of their resources.
Figure 1 Annotated Key Diagram

Princes Risborough's character as a bustling market town strengthened with new employment and tourism opportunities generated and sports facilities improved, whilst retaining its market town character and Chiltern escarpment.

Chiltners Area of Outstanding Natural Beauty actively managed for people to enjoy. Rural character protected from inappropriate development and through preventing rural ratrurning. Rural economy supported through diversification.

Improved environmental quality, open space provision and opening up the River Wye in the Desborough/ West Wycombe Road area. Regeneration of employment areas, including some mixed use development, whilst retaining the best of the industrial heritage.

Adams Park taken out of the Green Belt.

M40 Corridor to be the gateway of the town, with improved transport access to the town centre, a regional coachway facility and best use of land opportunities made to address priority needs of the town.

Marlow to remain an attractive and vibrant town with it special character and Thames side setting safeguarded and its strength as a local employment and commercial centre maintained.

At least 48% of District around the main urban areas to be retained as Green Belt.

Rural communities sustained through affordable homes for local people, retention of community facilities and improved rural transport.

Areas of land added to the Green Belt at Grange and Widmer Farms & Lane End Road.

Regeneration of Hughenden Corridor with new access road and redevelopment of industrial sites providing green corridor along Hughenden Stream.

Green wedges protected that bring the countryside into the towns.

A regenerated High Wycombe Town Centre acting as a sub-regional centre for shopping, leisure and entertainment with expansion of shopping facilities on key sites.

Reserve locations for future development.

High Wycombe to act as a sub-regional centre and focus for facilities to meet the needs of the District including for business, housing, a new sports centre and development of the university college.

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Introduction
What is the Wycombe Development Framework?

1.1 The Wycombe Development Framework is a new way of planning the future of the District. It will look to:

- The creation of sustainable communities in economic, social and environmental terms
- Bring forward a clear vision, linking from and through to the new Community Plan
- Bring forward an integrated strategy, linking better with strategies and plans of other agencies with commitment by all the relevant agencies to its delivery
- Early and ongoing engagement with communities, focusing on needs, concerns and solutions

1.2 It will consist of a folder of documents prepared at different times (called ‘local development documents’) to guide development and land use in the District. This Core Strategy is one of them. The timetable for preparing these documents and what they will deal with is set out in a published work programme. The other key documents are:

- Site Allocations Development Plan Document (DPD) – this allocates main development sites and identifies specific areas to be protected from development.
- Detailed Development Control Policies – these are more detailed policies to guide day to day decisions on planning applications.
- A Proposals Map – showing the sites and areas subject to proposals in the documents above.
- Supplementary Planning Documents – provide more detailed guidance on a range of issues and individual sites.

- Statement of Community Involvement - setting out how the community can be involved in the planning process

1.3 The relationship between these documents is set out in Figure 2 ‘The Wycombe Development Framework and Associated Documents’.

What is the Core Strategy?

1.4 This Core Strategy sets out the long term vision for the District, what we want to achieve in different parts of the District, and some core policies for how we will go about doing that. It has a timescale that looks ahead to 2026 – the same time horizon as the District’s Community Plan and the South East Plan (the Regional Spatial Strategy). It sets out to answer three key questions:

- What are we trying to achieve?
- Where should it happen?
- How should it happen?

1.5 It provides the context within which other documents in the Wycombe Development Framework are prepared. As such, it does not deal with specific development sites, only broader areas, but does set out ‘terms of reference’ for them. Nor does it deal with most detailed policy issues.

What stage have we reached and how have we reached it?

1.6 This is the adopted version of the Core Strategy which has been found “sound” by a government appointed inspector after an independent public examination. In producing this Core Strategy we have held extensive consultations as part of the Imagine the Future consultations – to inform both the Wycombe Development Framework and the review of the Community Plan. An important part of that was understanding the issues and considering alternative options before moving on to publishing preferred options in the form of the draft Core Strategy. Figure 3 ‘Process and
Timetable for preparing the Core Strategy shows the full process and timetable for the Core Strategy.

1.7 What we are ultimately trying to achieve is more sustainable development and sustainable communities. To ensure that our proposals achieve this we have been undertaking a process of “sustainability appraisal” to consider the social, environmental and economic impacts of the various options and ultimately this adopted version. This has taken place at various stages in the process (see Figure 3 ‘Process and Timetable for preparing the Core Strategy’ – reference to ‘SA’). The Final Sustainability Appraisal report is available to accompany this Core Strategy so that you can look at the different factors that helped us arrive at this document.

Figure 2 The Wycombe Development Framework and Associated Documents
Figure 3 Process and Timetable for preparing the Core Strategy

If you would like more information please contact:

Planning Policy
Wycombe District Council
Freepost HY 120
Queen Victoria Road
High Wycombe
Bucks HP11 1BB
Telephone: 01494 421158
Email: spatial_planning@wycombe.gov.uk

If you would like this document in another language or format, or if you require the services of an interpreter, please contact us. Phone: 01494 421158
Aerial view across High Wycombe looking north
Wycombe District in 2006 – What is the District Like Now?

2.1 Wycombe District is a special place. It has a rich and historic landscape sculpted by generations of rural activities. Pre and post industrial revolution industry was based in the District’s rural hinterland, focused on the once great chair making industry, which is now in decline. It has a patchwork of rural towns, villages and hamlets. Much of our District is environmentally protected, with 71% in the Chilterns Area of Outstanding Natural Beauty and 48% covered by the Green Belt. This has resulted in more intensive redevelopment in the urban areas to protect the Countryside.

2.2 Wycombe is in a prime location with excellent access to the M25/M40/M4 corridor, good rail links between London and Birmingham and close proximity to Heathrow airport and London. However, road and public transport services need improving to address congestion and growth, particularly road and rail links to Aylesbury and Milton Keynes to the north and south into the rest of the Thames Valley in Berkshire.

2.3 The District has a population of around 160,000 making it the fifth largest non-metropolitan district in the country. The majority of the people live in the towns of High Wycombe, Marlow and Princes Risborough. Over 20% of households in the district comprise only pensioners. We have a substantial, and increasing, ethnic minority population, with around 10,000 residents in the District having family ties to Pakistan. People of Black Caribbean origin form the second largest ethnic minority community, although their number has fallen very slightly since 1991. The Muslim faith community is the second largest in the South East.

2.4 This is a pivotal moment in the life of Wycombe District and Buckinghamshire. The Government’s Sustainable Communities Plan will see significant growth in the north of the County as part of the Milton Keynes – South Midlands growth area, with continuing restraint in the south of the County. Further growth is planned in the rest of the Thames Valley. These factors may increase significantly the extent of commuter activity in and through the District.

2.5 ‘Appendix 1 Key Diagram’ illustrates some of the key characteristics of the District.

Strategic Context - The South East Plan

2.6 The South East Plan is the new spatial planning strategy for the South East region up to the year 2026 and it will replace the Buckinghamshire County Structure Plan and Regional Planning Guidance for the South East. It provides the strategic planning framework for Local Development Frameworks, including setting the housing requirements for individual Districts.

2.7 As well as providing strategic planning policies across the region, the South East Plan also includes policies for some key sub-regions. The south eastern part of Wycombe District comes within one such sub-region – the Western Corridor and Blackwater Valley. The remainder of the District falls into a residual area, the “Rest of Buckinghamshire”. The boundary between the two areas is shown on the key diagram at ‘Appendix 1 Key Diagram’.

2.8 The full South East Plan was submitted to the Government in March 2006 and was subject to an independent public examination from November 2006 to March 2007; the Plan is due to be finally adopted by the end of 2008/early 2009.

What Are The Issues?

2.9 At the start of the 21st Century there are several key issues facing the district. We need to plan for solutions to these issues, and this Core Strategy will set out broad policies to address them. The key issues are:

- We have an ageing and declining population. We have a diverse population with a range of housing needs, and an economy which needs a local
workforce to minimise long distance commuting. Local house prices are increasingly beyond the means of key workers and local people. The average price of a three bedroom semi-detached home in High Wycombe is over £230,000 with average house prices in 2005 more than 8 times average incomes. There are therefore a diverse range of needs for different sizes, tenures and types of housing across the district. How can we ensure that the right types of homes are provided in the right places, within the context of significant planning and environmental constraints?

- Wycombe has a vibrant modern economy, no longer dependant on large single employers rooted in furniture manufacture. There is now a broad based economy which is integrated with the globally significant Thames Valley economic sub-region. In 2006, the district is broadly balanced, with a roughly equal number of jobs and workers. The number of jobs in the district is, however, expected to grow whilst the number of workers is expected to fall although the degree to which this will happen is uncertain. This may take the District out of the balanced situation it is currently in. The quality of the employment land in the district is variable, with pockets of older industrial premises less well suited to the needs of modern business, and some very high quality modern business parks. Do these premises meet the needs of the growing “knowledge” economy with hi-tech, financial services, pharmaceutical and high “value added” employment available? There is low unemployment, although this masks considerable local variations and a “skills gap”.

- Although Wycombe District is generally affluent, this hides some areas of special need (referred to as pockets of deprivation). Barriers to housing and services are a problem in rural areas due to high house prices and a lack of public transport in some areas. Lack of skills, education and training and low incomes show up as problems in some parts of High Wycombe. In central High Wycombe crime and the living environment are identified as problems. What can we do to address these specific problems in the less affluent parts of our district?

- High Wycombe town centre and central area is going to change considerably with the opening of ‘Eden’ – the town centre expansion. Eden should not only enlarge the town centre, but should also assist the regeneration of nearby communities. Marlow and Princes Risborough are also significant town centres, and in the case of Princes Risborough the centre serves a large rural hinterland. How do we make sure that our town centres cope with these changes and remain vibrant and a focus for new retail, leisure and other day to day facilities? In High Wycombe, how do we ensure the expanded town centre integrates better with the existing town centre?

- The provision of community facilities and open space in the district is a key issue. Several communities in High Wycombe have limited access to community facilities and open space. In particular, Desborough in High Wycombe has been identified as an area with insufficient amounts of open space. In rural areas, there is pressure for the redevelopment of community facilities which leaves villages without services and meeting places. How do we try to preserve the facilities we have, meet the needs for new community, sport and recreation facilities and address deficiencies in open space provision?

- How do we ensure that the transport and other infrastructure improvements that are needed as a result of new development are provided?

- The District has a very high environmental quality, demonstrated by the amount of land covered by the Chilterns Area of Outstanding Natural Beauty. At the same time it is subject to
strong development pressures as set out in points above. How do we improve the environment in areas that need it and protect the many special environmental assets of the District?

- The quality of development in the District is improving, but there is potential to raise the quality of development in the District even further. Very few developments in the District use the latest sustainable construction techniques. How do we make sure that new development is more sustainable and of a higher quality?

How we know that these are the issues – our evidence base.

2.10 The points above summarise just a few of the many issues and characteristics of the District that should be addressed in planning for the future of the District. In preparing this document we have tried to understand what the important issues are that we should be addressing and more specifically what the needs of the community are that we should be planning for. We have done this in a number of ways:

- We have gathered a great deal of information about the characteristics of the District, particularly in the Wycombe Fact Files series, and in Development Trends, and the Annual Monitoring Report.

- We have undertaken a number of more detailed studies to understand particular issues in more depth – for example the Wycombe Economy Study, Urban Capacity Study, and Open Spaces Study.

2.11 The Sustainability Appraisal report that accompanies this Core Strategy also provides a helpful summary of the main issues and background information.

- We have to plan within a wider strategic planning context set by Government planning policy and an emerging regional planning context in the new South East Plan. The latter is particularly important providing both a regional and sub-regional framework to work within, and will in future set out how much housing we have to provide as a District.

- Through the Imagine the Future consultations (parts 1-4), local people and organisations told us what the important issues are that we should be addressing in the Wycombe Development Framework and the new Community Plan.

- By looking at the plans and strategies of other agencies to see how they are addressing issues and how the Wycombe Development Framework can complement what they are trying to achieve as the spatial ‘arm’ of the Community Plan.
What Are We Trying To Achieve?
3.1 Version 2 of the Community Plan for Wycombe District (2005) sets out the vision for the District. It was developed jointly alongside the early work on this Core Strategy as part of the Imagine the Future consultation. This Community Plan vision is a shared vision with this Core Strategy. It is also a spatial vision – it is about what we want the District, and the places within the District, to be like in 2026, this vision is set out in the box below.

**Imagine the Future in 2026...**

3.2 *By 2026 Wycombe District will be economically strong and a good place to live, work and visit.*

3.3 *The substantial new housing requirements set for Wycombe District in the South East Plan have been met. However, the District is still a special place, where outstanding natural beauty and our heritage are in harmony with the vibrant modern communities, technology and jobs. The people of the District are fitter, healthier, safer, living longer and enjoying an improved quality of life. It is a place where people still want to live, work and visit.*

3.4 *Wycombe District has thriving rural and urban economies, drawing on the distinctive strengths of each community. New developments both support and enhance the attractiveness and sustainability of local places. Older industrial areas have been regenerated to provide modern, clean high tech premises for business. We have greater biodiversity, more effective use of rural energy and resources, and carbon dioxide levels have been reduced.*

### High Wycombe

3.5 *High Wycombe’s improved transport links and transformed town centre, make it a distinctive place and the centre for jobs, retail and leisure activities in southern Buckinghamshire.*

3.6 *Subsequent improvements have been carried out following the successful redevelopment of High Wycombe town centre, with reduced vehicle traffic, better pedestrianisation and cycle routes, as well as opening up and naturalising parts of the River Wye through central High Wycombe. With its wide range of facilities and improved public transport, the town will have been the focus for new residential development, making best use of brownfield sites within the town.*

3.7 *The thriving university, a diverse but higher value economy, and better transport links to the North and South have all strengthened the District’s economy. The M40 is a safer, quieter motorway with improved access to the District and better public transport links to Heathrow and London. There is a good match between local jobs and the local labour supply. The quality of existing homes and the choice of new homes, particularly affordable, have improved, whilst protecting the countryside as far as possible. Our beautiful countryside and open spaces have been enhanced by positively managing the urban areas and enabling people to enjoy their benefits.*

### Marlow

3.8 *Marlow has retained its character and reputation as an attractive, vibrant and accessible place that meets the day to day needs of those who live, work and visit the town. Thanks to good stewardship, the River Thames continues to attract many visitors.*

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5. It is the Sustainable Community Strategy for Wycombe District as required by the Local Government Act 2000. The Wycombe Partnership, the local strategic partnership for the area which is made up of the main stakeholders in the District, is responsible for the Community Plan.
Princes Risborough

3.9 Princes Risborough has become the natural centre for the north of the District, still retaining the bustling market town environment with improved local facilities and services. The town has seen regeneration and change, particularly in economic terms, but also new housing within the town that has secured its long-term vibrancy.

Rural Areas

3.10 Our rural areas have stayed rural. The rural towns and villages have retained their unique identities and benefit from improved access to services and better public transport and facilities. Local enterprise continues to be encouraged, and further diversification encouraged in the rural economy. More affordable housing has been provided in our villages for local people and the special character and quality of the countryside has been maintained and enhanced. The Chilterns has retained its outstanding natural beauty and has a thriving rural life.

Policy CS 1

Overarching Principle - Sustainable Development

The Council will expect development and other activities that affect the spatial quality of the District to contribute positively to the social, environmental and economic improvements that comprise sustainable development, both globally and locally. They should achieve high quality environments for the present, and protect the quality of life of future generations. They should contribute towards and not detract from achieving the outcomes set out in this Core Strategy.

Indicators

- The quality of life indicators monitored through the Wycombe Community Plan (Version 2).

Delivery

- Through the other policies in this Core Strategy and in other local development documents in the WDF.
- Through the work of a wide range of agencies and organisations across the District.

The overarching principle of this Core Strategy and of all other documents prepared in the Wycombe Development Framework is to achieve sustainable development. For Wycombe District this means:

3.11 A District where social, economic and environmental regeneration and change within our urban and rural areas is responsive to the diverse needs of our communities reduces deprivation and leads to a better quality of life.

3.12 More specifically, a District where we achieve sustainable development and use of land that ensures:

- The diverse existing and future needs of our communities are addressed, with access to
facilities improved and the gap between the better off and less well off communities being significantly narrowed.

- The use of natural resources and energy are minimised, and more ‘sustainable’ building promoted, playing our part in addressing climate change, and ensuring the environmental limits of the District are respected.
- There is a prosperous and diverse economy with a broad balance and good linkage between local jobs and local labour supply.
- We create quality places with better environments in which people live, work and visit.

3.13 In short we want more sustainable communities where people choose to live, work, and visit, now and in the future.

3.14 The more specific outcomes below and the policies to deliver them in this Core Strategy and other documents that will make up the Wycombe Development Framework will be orientated to ensuring the achievement of sustainable communities.

Outcomes

3.15 The Community Plan has six main themes, abbreviated to the acronym “SHARPA”:

- Safe Communities
- Healthy Communities
- Attractive Environment
- Responsive Approach
- Prosperous and Learning Communities
- Accessible Places

3.16 Under these themes are a number of outcomes for the District, as well as those outcomes that the Wycombe Partnership aim to pursue by 2011.

3.17 The outcomes for this Core Strategy are set out on the next page explain more about what the vision means - what we actually want to achieve and the differences people will see “on the ground”. The relationship between these outcomes and the themes and outcomes set out in the Community Plan are summarised in ‘Appendix 5 How the Outcomes are Delivered’
Core Strategy Outcomes

Community Needs Addressed

- **Homes provided to help meet local needs**, especially affordable housing – providing sufficient homes to meet our strategic requirements up to 2026 as set out in the South East Plan
- **Deprivation reduced and regeneration facilitated** – particularly in Castlefield, Green Street, The Pastures, Bowerdean and Wycombe Marsh areas of High Wycombe, and in Lane End; and access to housing and services in rural areas improved
- **Community infrastructure is provided, improved and protected**, including sports and open space facilities - reducing social exclusion, improving the health of the population, and addressing deficiencies in open space and other provision.
- **Public transport** and routes for pedestrians and cyclists improved and **reliance on the car reduced**
- **Communities involved** in the planning decisions that affect them

Resources Conserved

- **Brownfield development optimised** and brought forward before greenfield sites
- **Sustainable construction and use of renewable energy** secured, with the recycling of all resources required
- **Higher density and higher quality** developments achieved at the same time
- Development **focused on town centres**, particularly High Wycombe, and locations most **accessible** by non-car modes
- **Biodiversity** maintained, enhanced and created, with important sites protected and biodiversity improved in our urban areas
- The **risk of flooding avoided**, particularly in areas close to the River Thames and River Wye.

A Prosperous Economy

- **Jobs, labour and housing broadly balanced** - with a good linkage between jobs provided locally and local labour supply so the District neither becomes a dormitory area nor overheats, thus avoiding excessive in-commuting
- ‘**Smart’ economic growth encouraged**- economic growth that limits the need for additional land and labour whilst maintaining a diversified economy
- **Local skills and labour harnessed**
- **Congestion minimised and transport improvements secured**

Quality Places

- **Quality environments created** – where people live, work, shop and spend their leisure time.
- **Countryside protected and enhanced**, and access to it improved – particularly the Chilterns Area of Outstanding Natural Beauty (AONB), the countryside around our towns and villages, and by the River Thames
- ‘**Greening’ of the urban areas achieved** and the green infrastructure of the District maintained and enhanced
- **Places of distinction created** and local character and identity protected and enhanced
- **Our heritage conserved and celebrated**
3 What Are We Trying To Achieve?
Introduction

4.1 Having identified the overall vision and outcomes that we want to achieve, this section sets out where in broad terms we believe it should happen. This is done in three ways:

1. Steering development to the most sustainable locations - setting down some guiding principles for where development and change should occur to meet the needs of the District

2. Making Places Better - outlining what we want to achieve in the different places in the District

3. Meeting community needs in the right places - providing more detailed guidance on where particular forms of development should take place and where development could take place in the longer term.

4.2 Some of the requirements that we have to plan for have not yet been agreed, such as the amount of new housing – this will be set down in the South East Plan. However the policies below are written to give a clear indication of the approach we will take to meeting those needs without, at this stage, having to know the precise level of development to be planned for. The Wycombe Development Framework Site Allocations DPD will, in due course, aim to identify sufficient sites to meet the requirements, following the approach set out in this Core Strategy.

4.3 For each of the issues dealt with below, the policies are set out first. Indicators to show how we will assess progress in delivering the policy are then set out together with a statement of the main way that the policy will be delivered. Additional text then sets out the justification and any additional explanation of the policy.

Steering Development to the Most Sustainable Locations

Policy CS 2

Main Principles for the Location of Development

“The principal focus for new development will be High Wycombe (including the adjoining settlements of Downley, Hazlemere/ Widmer End/Tylers Green, Loudwater and Wooburn Green). The emphasis in this area will be on:

- regenerating and transforming key areas of change at High Wycombe, as shown in Figure 6 ‘Strategic Town Wide Structure Concept Diagram’ and set out in Policy CS 4 High Wycombe Areas of Change; and

- respecting and improving the physical and community identity of the adjoining settlements and preventing further coalescence.

In identifying land for development at High Wycombe, the main emphasis will be upon the re-use of previously developed land. However, greenfield land at the reserve locations may be allocated as and when necessary to achieve secure supplies of land to meet the development needs of the District.

In all cases:

- sites must be well located in relation to jobs, services and facilities and in the most accessible locations for transport by non-car modes; and
full regard will be had to environmental assets, constraints and opportunities; and

existing infrastructure and services must have adequate capacity to serve the new developments, or secure arrangements for appropriate increased capacity must be in place.

At Marlow, Princes Risborough and the other smaller settlements identified in Policy CS 7 ‘Rural Settlements and the Rural Areas’, development will be on a smaller scale and of a character commensurate with the size and relative sustainability of the settlements.

Elsewhere, the emphasis will be on protecting the rural character of the District. Development will only take place where it supports the rural economy and the vitality of local communities and is compatible with policies for protecting the Green Belt, the Chiltners Area of Outstanding Natural Beauty and other rural parts of the District.

Indicators

Quantities and percentages of new residential and business developments taking place on brownfield and greenfield sites (respectively) in the following areas:-

- High Wycombe urban area,
- Marlow,
- Princes Risborough,
- the “identified rural settlements” and
- the remainder of the District.

4.4 The strategic context for Wycombe District is provided by the emerging regional spatial strategy – the South East Plan. This places the south eastern part of the District within the wider Western Corridor and Blackwater Valley sub-region, one of the most successful and dynamic parts of the South East in economic terms. 90% of the housing growth required of the District by the South East Plan will therefore take place in this area.

4.5 Most of the District’s growth will be concentrated at High Wycombe, which has the greatest concentration of jobs, services, and transport and other facilities and is therefore the most sustainable location for growth. Reflecting those factors, High Wycombe is identified in the South East Plan as a regional hub. This role is to be supported and developed by (a) prioritising measures to increase accessibility by public transport, walking and cycling, (b) encouraging higher density and/or mixed land uses in order to create ‘living centres’, (c) prioritising the development of high quality interchange...
between modes of transport, and (d) focusing new housing development in locations close to or accessible by public transport.

4.6 The emphasis of growth at High Wycombe will be on urban regeneration, and restructuring, selective intensification and consolidation - ie “urban renaissance”, particularly within the key areas of change identified in this strategy. Opportunities for the outward growth of the town are limited by the constraints of the Chilterns Area of Outstanding Natural Beauty and the Metropolitan Green Belt. However, some limited areas on the edges of the town have long been safeguarded for future development and may need to be drawn upon at appropriate dates in order to meet the needs of this strategy.

4.7 As shown in Figure 4, a number of distinctive settlements/communities either adjoin or are closely adjacent to High Wycombe. These are Downley, Hazlemere/Widmer End/Tylers Green, Loudwater and Wooburn Green. In core strategic terms these are part of the wider urban area of High Wycombe. However, any development at these settlements must respect and contribute to their physical and community identities.

4.8 Outside High Wycombe development will be on a much smaller scale. At Marlow and Princes Risborough development must be consistent with the aims of the community strategy (see paragraphs 3.1 – 3.8). Elsewhere in the District it should be of a scale and character commensurate with the size and relative sustainability of individual settlements in terms of their range of services, facilities and employment and their access to public transport. In arriving at this approach a range of options were reviewed through the sustainability appraisal process, including reviewing in broad terms the relative sustainability of the main settlements. This work is set out in the Final Sustainability Appraisal report.

4.9 The Core Strategy reflects national and regional emphasis on making the most of development opportunities on previously-developed land within urban areas and the other larger settlements, insofar as this is compatible with any site-specific constraints and limitations. These are the most sustainable locations for development. However, in order to secure an adequate supply of land to meet the development needs of the District it may also become necessary to allocate land at the reserve locations identified in Reserve Locations for Future Development. These are mainly on the edge of High Wycombe.

4.10 On present known requirements it is unlikely to be necessary to identify any significant areas of greenfield land, other than the reserve locations, much before the final years of this 20-year Core Strategy to 2026. If this were to become necessary this strategy would probably need to be subjected to a fundamental review, following a reappraisal of other growth options taking account of a wide range of planning and environmental constraints, including Green Belt.
Figure 4 Main settlements within the Western Corridor and Blackwater Valley part of the District
Figure 5 District Wide Map
Making Places Better

4.11 Wycombe District is made up of many different places and communities. Some, both urban and rural, are in need of regeneration and have areas of particular need of one form or another that need addressing. Others already have special qualities where the emphasis is on conserving and enhancing what we have. There is not a “one size fits all” approach. This is reflected in the following policies for different parts of the District.

Policy CS 3

High Wycombe Principles

New development should contribute towards meeting the following objectives for High Wycombe:

1. **Image** – To transform people’s perceptions of the town, creating a diversity and richness of uses that satisfies community needs and enhances the natural and built environment

2. **Focus** – To strengthen the role of High Wycombe as a sub-regional centre and act as a focus to provide facilities to meet the needs of the District, including:
   a. New housing development
   b. Economic regeneration and growth
   c. Retail and leisure development
   d. New development to support higher and further education including development of the Bucks New University and relocation of Amersham and Wycombe College to a central location.
   e. A new Sports Centre

3. **Movement** – To re-establish High Wycombe as a ‘People Place’, where people on foot, cycle and using public transport enjoy a street network designed with their needs in mind, reducing the impact of roads and traffic, whilst ensuring satisfactory operation of the highway network

4. **Inheritance** – To preserve and use existing natural, historical and cultural assets as catalysts for further regeneration across the town

5. **Structure** - To give the town a clear spatial structure for future growth and change that positively exploits existing axes of activity, improves the relationship and connections between town and country (including opportunities created by the River Wye and Hughenden Stream), and safeguards the setting of the town

6. **Communities** – To ensure local communities and neighbourhoods have access to a good range of local facilities, benefit from “tranquil” streets away from main routes, and see the specific issues in our communities of greatest need addressed.

7. **Sense of Place** – Ensure new development achieves positive “place-making” and has a clearly identifiable character, including:
   a. recognising the unique role of the Chilterns valley landscape
   b. reducing the visual divide between the surrounding landscape and the townscape of High Wycombe through positive integrated structural planting
   c. conserving trees and woodlands, particularly on prominent hillsides and in key corridors
4.12 Through Policy CS 3 ‘High Wycombe Principles’ we want High Wycombe to become a place of distinction. For many years the potential of the town has not been fully recognised and exploited. We want to turn this situation round, by taking advantage of:

- It’s natural assets – including the nationally rare chalk streams* of the River Wye and Hughenden stream, and its Chiltern valley landscape setting (with its topography, trees and views) and its cultural and architectural character.

- Its economic and locational strength – including the skills of its workforce, its proximity and good links to London, Heathrow, and Oxford, and its position between the Milton Keynes and South Midlands growth area, and the economically strong Thames Valley.

- Its proposed regional transport hub status in the South East Plan.

- The wide cultural diversity of its population and strength of its communities.

4.13 We want a place where people choose to live, work and visit.

4.14 Figure 6 ‘Strategic Town Wide Structure Concept Diagram’ illustrates the structure and some of the key assets of the town, including its important transport linkages and green infrastructure.

4.15 High Wycombe is due to undergo major change in the future, transforming parts of the town. This includes the major expansion of the town centre shopping area – the new ‘Eden’ development. Bucks New University want to redevelop and expand their facilities in the centre of High Wycombe, bringing potentially major benefits to the town. There is also a need to replace the existing Wycombe Sports Centre. The town is also likely to be the focus for new housing and ongoing economic regeneration. Conversely there are also issues that need to be addressed. Some areas of the town suffer from long term unemployment. Some of our communities have particularly significant needs – these “pockets of deprivation” are small parts of the town which are in the bottom 25% of certain of the national indices of multiple deprivation. These are in Castlefield, Green Street, The Pastures, Bowerdean, and Wycombe Marsh areas and are the focus for the “Raising up Communities” initiative. There are other areas of the town which, while not falling within these indices of deprivation, have their own specific community issues and needs, or where such issues may arise in the future. It is important that wherever possible new development contributes towards addressing these issues.

4.16 In response to this a town Masterplan Vision” was drawn up focusing on three areas of anticipated greatest change and activity in the central area of the town. Work was also commissioned on a fourth area, the M40 Gateway”. The aim of this work was to ensure that the anticipated changes can be achieved as part of a strategy that co-ordinates opportunities and provides clear guidance for future investment and infrastructure, development of sites and regeneration of areas. These three key areas of change are illustrated in Figure 6 ‘Strategic Town Wide Structure Concept Diagram’ and on ‘Appendix 1 Key Diagram’.

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6 See the Buckinghamshire Biodiversity Action Plan (2000) which highlights the biodiversity value of such streams
7 See High Wycombe Town Masterplan Vision (2004) and Re-Shaping High Wycombe – Stage Two of Developing a Masterplan for High Wycombe (Sept 2005)
8 See M40 Gateway (Background Paper) (Sept 2005)
This and other work has also helped us to understand the wider role and structure of the town. It is important that these changes are set within this wider context for the town. Policy CS 3 ‘High Wycombe Principles’ sets out the objectives for the town that we want to achieve. Policy CS 4 ‘High Wycombe Key Areas of Change’ sets out (in three parts) what we want to achieve in three key areas of change in the town. We recognise that the vision for the town set out in these two policies will take time to deliver. Whilst some may be delivered early on in this plan period, some will take much longer. It is essential that as development opportunities arise they contribute towards achieving the overall objectives set out in Policies CS 3 High Wycombe Principles and CS 4 High Wycombe Key Areas of Change.

One of the objectives of this policy is to open up the River Wye and Hughenden Stream creating high quality river corridors. These streams however suffer from low flows, due in part at least to excessive abstraction, as well as the fact that they are chalk streams. The Council will work with the Environment Agency to address this problem.

**Policy CS 4**

**High Wycombe Key Areas of Change**

Within the following three key areas of change, development should contribute towards achieving the following:

**Policy CS 4.1**

**High Wycombe Key Areas of Change - Desborough Area**

(See area 1 on figure 6)

This area is diverse culturally and in terms of land uses, mixing local shops, residential, industrial and other employment uses. It benefits from a thriving business community. The Green Street area is identified in the Community Plan as an area of deprivation particularly in relation to crime and disorder and the environment. The eastern part of the area is in a critical area of open space deficiency. There is a particular need to ensure provision of some larger family housing to meet the needs of the ethnic community.
4.20 The Desborough Road area will experience increasing development interest with the construction of ‘Eden’, which needs to be used to the area’s advantage. There are development opportunities within the Green Street area, and the eastern part of Sands, including existing employment areas. These opportunities should be used to help to address local needs, including delivering environmental improvements.

4.21 More specifically, the River Wye is currently unavailable for public access along most of its length, and is of low biodiversity value. Recreating this as a green link for recreational and biodiversity purposes will provide a significant improvement to the environment of the whole of the ‘Desborough’ area, along with the provision of a substantial open space to address the needs of the area. The West Wycombe Road is a key route into and out of the town and benefits from a formal vista looking up to the mausoleum. However, more could be done to improve the environmental quality of this key transport corridor.

4.22 The concurrent availability of two major employment sites, the former Compair and De La Rue sites off Hughenden Avenue, provides a unique opportunity to restructure this part of the town. They also represent the only existing major area of land for business on the north side of the railway line, in a location that benefits from good access to the town centre and the new bus station. As such it is important that a core of land for business and other employment generating activities are retained in this corridor and the opportunity taken to locate uses that benefit from its accessibility.

4.23 The volume of traffic combined with the width of the Hughenden Road generates challenges in the provision of road capacity for public transport use. The provision of a new avenue through the redeveloped corridor will create more capacity for public transport by removing some traffic from Hughenden Road and improving residents’ quality of life.

4.24 The Hughenden Stream suffers from low flows due to excessive extraction which need to be addressed, but provides a major opportunity as a focus for a green corridor through the area and improved pedestrian and cycle access.

**Policy CS 4.2**

**High Wycombe Key Areas of Change - Hughenden District**

1. **New Access** - Establish a new access road into the town centre providing prominent frontage for the redevelopment sites
2. **Core Business** - Retain a core of business use in the corridor through redevelopment of the industrial sites
3. **Hughenden Stream** - Make the most of the environmental asset of the Hughenden stream, including opening up the stream and provision of pedestrian and cycle access along it where it is in the public domain
4. **Green Corridor** - Establish a green corridor bringing the quality of Hughenden Park into the town,
5. **Renewables** – take the opportunity of the major redevelopment sites in this corridor to provide renewable energy generation installations to serve the new developments.
Figure 6 Strategic Town Wide Structure Concept Diagram

Where Should It Happen?
Policy CS 4.3

High Wycombe Key Areas of Change - M40 Gateway

(See area 3 on figure 6)

i. Gateway to the town - establishing the Handy Cross junction and its environs as a celebrated entrance to the town with high quality new buildings heralding a sense of arrival

ii. Improved highway network - in particular addressing the problems of the Handy Cross junction and enabling the optimum use of potential development/redevelopment sites

iii. Better access to public transport - providing new and improved facilities to remedy existing deficiencies and to improve the sustainability of new developments

iv. Coachway and Park and Ride - providing facilities to tap into the potential of the regional coach network, support the town centre and M40 gateway area development/redevelopment proposals and the role of the town as a proposed regional transport hub

v. Access to Public Open Space - remedying existing deficiencies and ensuring new development makes appropriate provision

vi. Renewables - take the opportunity of the development of major sites in this corridor to provide renewable energy generation installations to serve the new developments and where possible the wider area.

vii. Cressex Business Park – concentrate business use, along with other non-B uses which are ancillary to the business uses. In the longer term, facilitate redevelopment of parts of the business area to produce higher quality accommodation for businesses.

viii. Synergies between major development sites – considering the potential for major development sites in the gateway to play complementary and mutually-supporting roles and ensuring that all such opportunities are seized.

4.25 The M40 Gateway area is an area of opportunity but also an area where issues need addressing. Access to the area by public transport is relatively poor, and there are traffic problems associated with the Handy Cross junction. There are areas of open space deficiency in parts of the area. In addition Cressex Business Park is the largest employment area in southern Buckinghamshire, and a key part of the local economy. However there are a number of development and redevelopment opportunities in the area that can help to address these issues.

4.26 The area is particularly well placed to provide a regional coachway/park and ride interchange to enable enhanced inter-urban coach services. This is supported by the Regional Transport Strategy, but needs to be supported by improved public transport provision linking this new transport hub to the centre of High Wycombe.

4.27 Handy Cross is also an important gateway into the town, and to the District as a whole. At present there is no sense of ‘arrival’ or any sense of quality. The redevelopment opportunities here will be able to result in a qualitative shift which will present a greatly improved welcome to the town and the District. Such a change should however respect the adjoining Area of Outstanding Natural Beauty. It is essential that any proposals for the area are fully assessed for their impact on the local and trunk road network, including the Handy Cross motorway junction. The assessment should identify any mitigation measures directly necessitated by the proposals and the means of implementing
them, including making or contributing to any appropriate proposals to improve accessibility to the area by sustainable non-car modes.

(Policies CS3 and CS4)

Indicators

- Provision of a new Sports Centre
- Provision of a redeveloped and expanded university
- Provision of a new open space in the Desborough area
- Position of High Wycombe Town Centre in the national retail indices
- Regular review of the quality of key developments in these areas and delivery of key environmental improvements outlined in the policies

Delivery

- Through close working with other agencies, the local community and the private sector to deliver change and regeneration
- Through site allocations and policies in other Local Development Documents
- Through the development control process
- Through appropriate use of the Council’s own land holdings and land acquisition powers
- Through developer contributions
- Through project work and environmental enhancements
- Through close and co-ordinated work with Buckinghamshire County Council as the highway authority and through the Local Transport Plan

- Through work with local businesses and the business community to deliver locally relevant jobs
- Through the ‘Raising up Communities’ initiative in identified areas of deprivation

Policy CS 5

Marlow

Marlow should remain an attractive, vibrant and accessible place that meets the day to day needs of those who live, work in or visit the town. In particular development will be expected to contribute towards meeting the following objectives for the town:

1. The River Thames – Make the most of the town’s Thames-side location by:
   a. safeguarding its historic riverside and river valley setting
   b. encouraging the regeneration of the river landscape and its uses, including public access to the river and riverbanks
   c. supporting and enhancing the tourist industry
   d. protecting the floodplain around the town from development
   e. protecting and conserving the biodiversity (in terms of both species and habitats), and the landscape qualities of the river and its setting
2. **Transport** – ensure that the town is not dominated by vehicular traffic, through appropriate traffic management and addressing parking problems, and encouraging greater walking and cycling and use of public transport.


4. **Town centre** - Maintain the vitality and viability of the town centre, conserving its historic core and improving its facilities and services to better serve the local catchment.

5. **Housing** – ensure that the limited opportunities for providing housing in the town address the needs of the community, particularly for affordable housing.

6. **Country Park** – facilitate the provision of a country park on the Little Marlow Gravel Pits area.

**Indicators**

- Level of housing, business and retail and town centre uses development in the town
- Implementation of transport schemes for Marlow as set out in Local Transport Plan action plans

**Delivery**

- Through close working with other agencies, the local community and local businesses
- Through site allocations and policies in other Local Development Documents
- Through the development control process
- Through close and co-ordinated work with Buckinghamshire County Council as the highway authority and through the Local Transport Plan

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4.28 Marlow is a vibrant place with many assets, not least its historic core and its setting both on the banks of the River Thames and the edge of the Chiltern Hills. It has a strong economic base aided by its strategic location in the Thames Valley with good communications to the nearby Berkshire towns. It has a lively town centre which, together with its riverside setting, is popular with tourists.

4.29 Some of its strengths also result in problems – such as traffic congestion in the town centre and Globe Park and house prices that are some of the highest in the District. It is also a constrained town in terms of its development potential - constrained by the floodplain on its southern side, the Chilterns Area of Outstanding Natural Beauty to the north and west, and by the Green Belt on all sides.

4.30 The strategic approach in Marlow is one that does not involve major change but seeks to support and maintain its assets and make the most of opportunities to address the problems, within a limited land supply situation. One opportunity is the potential to create a country park in the Little Marlow Gravel Pits area, bringing significant environmental and recreational benefits to the area.

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**Policy CS 6**

**Princes Risborough**

Princes Risborough will be strengthened as a vibrant market town at the heart of a network of sustainable communities. The following six headings identify the main areas for policy development through the LDF and other appropriate mechanisms:

1. **Community**
a. Identify specific opportunities to provide a minimum of 480 new dwellings (possibly as part of mixed use developments), particularly affordable housing including homes catering for the needs of younger people.
b. Reinforce the strength of local schools and provide facilities and services for young people in the town.
c. Improve built sports facilities and open space provision.
d. Ensure that there is adequate sewage treatment capacity to cater for wastewater flows generated by new developments.

2. **Economy**

a. Facilitate regeneration and optimal use of the existing business areas in the town so that key businesses are retained and new targeted businesses and business sectors are encouraged and supported through the provision of a range of business premises and availability of advice and support.

3. **Transport and Access**

a. Review the key transport issues in the town, including the divisive effect of through traffic on the A4010 passing through the heart of the town, (as part of a strategic review) and the relationship between vehicles and pedestrians in the High Street and town centre.
b. Improve access to the station and secure appropriate levels of station car parking.

4. **Tourism**

a. Develop new tourist facilities, capitalising on the town’s location on the edge of the Chiltern Hills near to the Ridgeway long distance footpath, including:
   - i. in the vicinity of the railway station to complement the Chinnor railway.
   - ii. a range of tourist facilities in the town centre.

b. Promote the image of the town as ‘A town fit for a Prince’.

5. **Town Centre**

a. Encourage limited new retail development in or on the edge of the town centre to improve its vitality and viability.

6. **Environment**

a. Safeguard the historic core of the town and its Chiltern escarpment setting, reinforcing the town’s distinctive sense of place.
b. Create a simple structure for the town, maintaining the accessibility of the town centre and improving the interconnectivity between key parts of the town.

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**Indicators**

- Level of housing, business, retail and town centre uses, tourism and community facilities development in the town.
4 Where Should It Happen?

- Implementation of transport schemes for Princes Risborough as set out in Local Transport Plan action plans, including strategic review of the A4010.
- Long term review of degree to which outcomes above have been achieved

**Delivery**

- Through close working with Buckinghamshire County Council on transport matters, including through the Local Transport Plan
- Through a strategic review of the traffic and transport implications of major growth in Aylesbury and Milton Keynes
- Through close work with the community, including the Risborough Area Community Action Group and other agencies
- Through site allocations in the Site Allocations DPD
- Through the development of strategies and proposals building on the findings of the Risborough 2035 study.
- Through the development control process
- Through economic development and business support agencies, including the District Council, Business Link, Learning and Skills Council and SEEDA.

4.31 Princes Risborough and the surrounding area are facing challenges. It lies just to the south of Aylesbury where major growth is planned with potentially significant implications for the town, not least in terms of additional traffic. A period of relative quiet in terms of new development and change to the town has offered physical stability but at the expense of recent and continuing social and economic problems that have started to affect some aspects of the quality of life in the town that its community are seeking to protect. School rolls are falling; household size is falling and the population is ageing; house prices are rising forcing young people out of the local housing market and there has been little affordable housing development; less money is spent locally in shops and other services; and there are concerns over the long term economic base of the town.

4.32 Between 2002 and 2004 the local community in Princes Risborough, working in partnership with other agencies and organisations including the District Council, undertook a community-wide appraisal as part of the Countryside Agency’s Market Town initiative. The appraisal reached a wide spectrum of the community. Out of that work it has developed a vision for the town which focused on issues such as the environment, transport and access, local economy, and community, young people and social issues.

4.33 The Risborough 2035 study has been carried out to provide a co-ordinated framework for bringing about regeneration and change, particularly in economic terms, that seeks to ensure that the long term vibrancy of this market town is secured. The Study identified many of the above issues as challenges facing Princes Risborough which need to be addressed if it is to find a role as a sustainable focus for the northern part of the District. The Study set out a vision for the town which had four strands:

- The retention of young and creative minds in the town as the bedrock of its future growth and development;
- The reinforcement of the economy of the town and its strength as a centre for manufacturing, trade and services;
The creation of a high quality public realm as the basis for social and business inter-trading and the exchange of information and ideas;

The re-establishment of a simple, comprehensible and logical structure for the town.

4.34 These strands are reflected in the provisions of Policy CS 6 ‘Princes Risborough’.

Policy CS 7

Rural Settlements and the Rural Areas

The rural settlements and rural areas of the District will be sustained by:

1. supporting the retention of local community facilities and encourage the provision of necessary new facilities

2. providing housing within Bourne End/Wooburn, Flackwell Heath, Great Kingshill, Marlow Bottom, Lane End, Naphill/Walter’s Ash, Stokenchurch and Longwick, and identifying opportunities for provision of rural exceptions affordable housing schemes where there is a proven need

3. supporting rural transport initiatives that improve accessibility

4. supporting implementation of rural traffic management initiatives to protect local character and prevent rat runs

5. supporting the rural economy (including rural tourism) by:
   a. facilitating and encouraging appropriate farm diversification schemes
   b. provision of other opportunities for businesses to operate in appropriate, sustainable locations

6. ensuring new development respects the particular character and sense of place of villages and hamlets

7. strictly controlling development in the open countryside

8. protecting and enhancing the environmental assets of the rural areas (see Policy CS 17 ‘Environmental Assets’)

Indicators

- Number of dwellings provided on rural affordable housing exceptions schemes
- Changes in community facilities provision

Delivery

- Through work with local communities, especially Parish Councils, and a wide range of agencies such as Buckinghamshire County Council, Buckinghamshire Community Action and Registered Social Landlords to deliver specific initiatives

- Through the implementation of the Local Transport Plan, AONB Management Plan and a range of other strategies

- Through the preparation by local communities of Parish Plans and involvement in the grassroots community planning process to understand and highlight local needs

- Through the preparation by local communities of Village Design Statements, and adoption of the key planning guidance with them by the Council in Supplementary Planning Documents (SPD).
4.35 The rural areas make up the most of the land area of the District and are one of its biggest assets, not least because of the Chiltern Hills which are nationally recognised as an Area of Outstanding Natural Beauty. Policy CS 17 ‘Environmental Assets’ sets out how we intend to protect and enhance the environmental assets of the rural areas.

4.36 The rural areas are also living, working communities. They include a number of small towns, villages and hamlets which have their own issues and special needs to address. Issues include the lack of affordable housing for local people, lack of access to public transport, loss of local community facilities, and major changes in the nature of the rural economy. Parts of Lane End are specifically identified as being in the lowest 25% in the country in respect of education, skills and training. However, issues also vary from one community to another, and the Council welcomes the initiative of many parishes in undertaking local parish appraisals and preparing Parish Plans. It is important that the outcome of this local community work influences the Wycombe Development Framework, including specific site allocations and designations, and also the plans of other agencies.

4.37 Policy CS 7 ‘Rural Settlements and the Rural Areas’ sets out a framework for what we want to achieve in these rural settlements and areas to address these issues. Delivery of these outcomes will require co-ordinated action with individual local communities and agencies.

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**Meeting Community Needs in the Right Places**

**Policy CS 8**

**Reserve Locations for Future Development**

1. The following are identified on the Key Diagram (‘Appendix 1 Key Diagram’) as reserve locations for future development (not listed in priority order).

   a. Abbey Barn North, High Wycombe
   b. Abbey Barn South, High Wycombe
   c. Gomm Valley, High Wycombe
   d. Slate Meadow, Bourne End
   e. Terriers Farm, High Wycombe

The Site Allocations DPD will consider the extent of any development needs that may require to be met at these locations, any local constraints to their development, the nature and timing of any allocations, the exact boundaries of any land to be developed, and the relative priorities between/phasing of the sites.

Before release of any land at these locations all necessary infrastructure will need to be provided, including solutions that deliver sustainable transport modes and minimise congestion.

**Indicator**

- Total areas of potentially developable land available at the reserve locations
4.38 Areas of land around High Wycombe have long been excluded from the Green Belt and treated as land safeguarded to meet future development needs beyond the timescale of successive plans. While the main emphasis continues to be on development of previously developed land within urban boundaries, needs arising from the South East Plan to 2026 are likely to generate a requirement to draw upon some or all of these areas by that date. Some formerly safeguarded locations are no longer regarded as appropriate for future development and are being taken into the Green Belt (see Policy CS 9 ‘Green Belt’). However, the locations listed above are now to be treated as a pool of reserve land that may be allocated in whole or part through the forthcoming Site Allocations DPD, or future reviews of it. Work undertaken for the Site Allocations DPD will therefore need to consider the nature and timing of any needs to allocate these areas for development, any local constraints to their development, the exact boundaries of any land to be developed, and the relative priorities between (and the phasing of) any allocations at these locations.

4.39 Any proposed development at the reserve locations must provide for necessary accompanying infrastructure, especially that which supports communities and provides for sustainable transport solutions.

4.40 It should also be recognised that the reserve locations all have individual constraints on the amount of development which they can accommodate. At Abbey Barn North landscape and ecology considerations provide significant limits to the developable area. At Abbey Barn South, there are major issues of transport accessibility, and woodland places a substantial limit on the developable area. At Terriers Farm there is an important need to retain a green wedge through the site while at Slate Meadow there is a designated village green and parts of the area are within a higher risk zone for flooding. These and any other relevant constraints will need to be carefully taken into account in any future development of these areas.

Policy CS 9

Green Belt

1. The Green Belt will be protected from inappropriate development, as defined by Government policy. Land is added to the Green Belt at:

   a. Grange and Widmer Farms, High Wycombe and
   b. Lane End Road, High Wycombe

Land is removed from the Green Belt at Adams Park. The detailed boundaries of these sites are shown on the maps at ‘Appendix 2 Changes to the Proposals Map’, will be shown on the proposals map, and will be carried through into the Site Allocations DPD.

Target/Indicator

- No strategic changes to the Green Belt in the forthcoming Site Allocations DPD other than those highlighted above

Delivery

- Any appropriate minor changes to Green Belt boundaries to be defined through an appropriate Site Allocations DPD

4.41 The Council supports the protection of the Green Belt and the five purposes for its designation set out in Government policy in
PPG2, and will protect the Green Belt from inappropriate development. The South East Plan indicates that the Wycombe area is one where small scale reviews can be undertaken through the process of Local Development Frameworks. However, exceptional circumstances will still need to be demonstrated for any changes to Green Belt boundaries, as required by PPG2. Based on current expectations of future development requirements, it is not expected that a comprehensive strategic review of the Green Belt will be required, if at all, much before the end of the core strategy timescale to 2026.

4.42 Despite the lack of need for a comprehensive review there are two areas where locally-significant core-strategic additions to the Green Belt are justified (Grange and Widmer Farms, High Wycombe and Land at Lane End Road, High Wycombe) and one (Adams Park Stadium) where deletion of land is appropriate. The two areas to be added to the Green Belt have effectively been safeguarded to meet possible longer term development needs since 1954. However, both are within the Chilterns Area of Outstanding Natural Beauty, the statutory purpose of which is to conserve and enhance the natural beauty of the landscape. Government policy in PPS7 therefore excludes major development other than in exceptional circumstances.

4.43 Given this situation, and the requirement in PPG2 for safeguarded land to be genuinely capable of sustainable development when needed, it is no longer tenable to regard these areas as long-term reserves for future development. Moreover, these areas all perform a number of the five Green Belt purposes set out below. The land at Grange & Widmer Farms fulfils purposes 1, 2, 3 and 5, while the land at Lane End Road fulfils purposes 1, 3 and 5.

1. To check the unrestricted sprawl of large built-up areas
2. To prevent neighbouring towns from merging into one another
3. To assist in safeguarding the countryside from encroachment
4. To preserve the setting and special character of historic towns
5. To assist in urban regeneration by encouraging the recycling of derelict and other land.

4.44 The land to be removed from the Green Belt is the built-up area and hard-surfaced surroundings of Adams Park Stadium, the home of both Wycombe Wanderers FC and London Wasps RUFC. The open hillside car park will remain in the Green Belt. The construction of this substantial stadium has removed the essential Green Belt characteristic of openness from the site and its continued inclusion in the Green Belt is now a major anomaly having regard to the purposes of the Green Belt. However, the removal of the stadium from the Green Belt in no way dilutes the need to find long term solutions to the transportation and parking problems associated with the stadium. The area remains in the Chilterns Area of Outstanding Natural Beauty and this also remains a very important consideration.

**Policy CS 10**

**Town Centre Hierarchy**

The town centre hierarchy is set out below. Proposals for town centre uses will be directed to the appropriate level in the hierarchy according to the scale and function of the use:

Tier 1 (Sub regional town centre) – High Wycombe town centre should:

- serve the District as a whole, being the main comparison shopping destination, and the main focus for leisure, entertainment and cultural activities
- be the main location for major retail developments, large scale leisure and office uses, and other uses that attract large numbers of people.
4.45 Town, district and local centres are the heart of our communities and provide a focus where people shop, work, live and visit. We want them to be vibrant places. They are also easily accessible, particularly by public transport, making them sustainable locations for development, particularly those forms of development that attract a lot of people to them. ‘Town centre uses’ (those uses which should be located in town centres as a first preference) are defined in Government policy and include shops and restaurants, offices, leisure and entertainment/arts/culture/tourism facilities (including hotels).

4.46 Government and emerging regional policy encourages authorities to establish a network or hierarchy of centres to provide a more even distribution of functions and ensure that people’s everyday needs are met at the local level. High Wycombe Town Centre is one of 23 primary regional town centres identified in the submitted South East Plan (March 2006) that form a regional network of strategic town centres. The hierarchy for Wycombe District is set out in Policy CS 10 ‘Town Centre Hierarchy’ and is illustrated on the key diagram (see ‘Appendix 1 Key Diagram’). Despite being a smaller centre, Princes Risborough is shown as a second tier town centre along with Marlow. This recognises that Princes Risborough serves an extensive rural hinterland in the north of the District.

4.47 There is only limited scope for additional retail development and other commercial leisure uses in the District up to
at least 2011 in addition to existing commitments. This is because major retail and other town centre use developments are already planned in the District up to 2011, chiefly as part of the ‘Eden’ town centre expansion in High Wycombe. The approach up to 2011 is therefore to ensure the successful implementation of these developments and monitor their impact. Beyond 2011 there may be scope for further retail development but this will be assessed through monitoring of the development which has taken place and of changes in retailing, and through reviews of the needs studies.

4.48 Whilst town centres should first and foremost accommodate these uses, other uses such as community facilities and residential development should also be encouraged. The emphasis in town centres should be on the provision of mixed use developments that embrace such uses, as well as more traditional town centre uses. Whilst the Council would generally expect to see town centre developments providing a mix of uses, it is recognised that there may be some small sites where this is more difficult to deliver. However, even with small sites, every effort should be made to provide uses on the ground floor that ensure active frontages and these may well be different to uses on the upper floor.

4.49 Hotels should be located primarily in town centres in line with the town centre hierarchy. However, hotel development in business areas may support the business function of a designated prime or general business area, or may make a significant contribution towards the wider regeneration of an area.

Policy CS 11

Land for Business

1. The needs of business in the District will be met:

(a) primarily through the regeneration and intensification of four types of existing business areas, whose roles are set out below:

(i) **Prime business areas** – primarily high value B1 use.

(ii) **General business areas** – larger concentrations of primarily business uses with some flexibility for employment generating non-B use classes and community facilities.

(iii) **Scattered business sites** – smaller employment generating sites with some flexibility for employment generating non-B use classes and community facilities.

(iv) **Mixed use business areas/sites** – opportunity for new business premises of varying types as well as achieving wider community benefits and regeneration objectives.

(b) through new sites for business as follows:

(i) **Office development within town centres.**

(ii) Considering supplementing existing commitments for business development by identifying a limited amount of land on new sites at High Wycombe in order to achieve qualitative gains in the overall stock. The land should be
accessible or be capable of being made accessible by a variety of modes of travel.

(iii) Small scale business development that supports the rural economy and satisfies more detailed policies set out in other Local Development Documents.

Provision of new sites for business development will need to adopt a plan-monitor-manage approach.

2. There may be scope for some smaller scattered sites to be redeveloped for non business uses. The Site Allocations DPD will set out detailed policies for when such a redevelopment may be appropriate and re-allocate appropriate sites.

Indicators

- Annual gross/net change in different business uses, by location, by former use class and by the typologies set out in Policy CS 11 ' Land for Business '
- Net changes in employment and economic structure by key job sectors

Delivery

- Through site and area allocations/designations in the Site Allocations DPD and associated detailed policies.
- Through negotiations with developers and the use of appropriate developer contributions

Through proactive work by the Council’s Economic Development Service

Through working with key business agencies such as the South East England Development Agency, Bucks Economic Partnership, Thames Valley Chamber of Trade and Commerce and local business organisations

4.50 In economic terms we want to achieve a prosperous economy which maintains a broad balance of jobs and labour supply, achieving “smart growth” – growth which limits the need for additional land and labour whilst maintaining a diversified economy. This is set within a strategic context of restraint and an up to date review of our land for business. The strategy to address these issues and achieve the main outcomes is to:

- a. ensure sites are available for a range of sizes, quality and locations in order to meet incubator/start up, move-on, expansion and investment accommodation needs.
- b. improve the quality of accommodation that is available.
- c. introduce some flexibility into the uses that are permitted in certain business areas, to take account of the contribution of non-business use classes to the economy without undermining the role of the key areas of business activity in the District or be contrary to other planning principles set out in this and other documents.
- d. not increase the overall supply of land for business, but recognise that there may be opportunities to transfer some sites to other uses or facilitate mixed use development on some sites. It is anticipated that
4 Where Should It Happen?

there will be a net loss of land for business over the plan period.

e. encourage and facilitate other means of securing “smart growth” including through training initiatives, more flexible working practices, greater use of technology, home working and wider use of green travel plans.

4.51 The regeneration and intensification of existing sites will be the main way in which this is achieved. Policy CS 11 ‘Land for Business’ sets out the main types of business sites and areas on which these actions will be secured. Achieving these actions will also contribute towards addressing some of the deprivation issues in the District, by maintaining a prosperous economy. Every effort should be made however to target initiatives to these areas, such as investment in training and skills initiatives.

4.52 Land for business of various types currently extends to around 325ha District-wide. Over 60% is in the urban area of High Wycombe, 10% in Marlow, 5% in Princes Risborough, and around 20% elsewhere in the District, including significant amounts in the Bourne End/Wooburn Town area and on a number of major developed sites in the countryside/Green Belt.

4.53 The increasing trend towards higher job densities means that there is scope to release some employment land, particularly where its economic potential is more limited or where wider regeneration objectives can be realised. However, the identification of a limited amount of new land for business to provide a significant addition to the stock of quality business premises in the town should be considered. This should be at the existing urban area of High Wycombe possibly in the M40 Gateway area and would need to be identified through an Allocations DPD. There may also be opportunities within town centres for new office development. On a much smaller scale, some new provision may be required to support the rural economy, though this will need to be subject to careful and more detailed policy consideration due to the environmental constraints in rural areas. Overall, whilst some qualitative improvement may be secured through new sites, most qualitative improvement will be secured through regeneration of existing sites. In quantitative terms, there should be a net loss of land for business but this will need to be carefully monitored and managed.

4.54 For the purposes of the policy, land for business refers to land and property in the Business or ‘B’ use class. This consists of B1 (office, high technology, and light industrial), B2 (industrial) and B8 (distribution and warehousing). Offices are included in this definition, but are also subject to the sequential approach for town centre uses set out in Government policy in Planning Policy Statement 6.

4.55 Site specific work on the review of business land, focusing on quality and locational factors, including marketing considerations, suggests scope for a net loss of around 20ha in the next 10 years or so, broadly distributed 10-12 ha in High Wycombe and adjoining settlements, 3-5ha in Princes Risborough and 4-6ha in the remainder of the District, excluding Marlow where there is only very limited scope. This broadly reflects the distribution of land for business across the District and, more importantly, takes account of the quality of business land in the different locations. However, actual changes will be set out in the Site Allocations DPD.

Policy CS 12

Housing Provision

Provision of land will be made to meet the following housing requirement in the period 2006-26:

7800 (390pa) [recommendations of the South East Plan Panel*]

250 (12.5pa) [to make up an inherited shortfall from 2001-06]

8050 (402.5pa) [total requirement]
The above total requirement will be distributed 7240 (362pa) to the Wycombe portion of the Western Corridor/Blackwater Valley sub-region and 810 (40.5pa) to the remaining part of the District.

The Site Allocations DPD will identify and allocate sufficient land to ensure that there is a supply of deliverable sites in years 1-5 and developable sites within years 6-10, in both cases without reliance on windfalls. It will also (as far as compatible with the approach set out in this Core Strategy) identify sites for development within years 11-15.

In making this provision it will be essential to ensure that the necessary infrastructure and services have sufficient capacity to accommodate the development, or that adequate capacity will be provided in a timely way.

A ‘plan, monitor, manage, phase’ approach will be adopted based upon the key tool of the Annual Monitoring Report, through which progress in housing delivery and the continuous maintenance of a 5-year rolling land supply will be tracked.

The Council will bring forward actions to increase the supply of deliverable housing land if it appears at any time that housing completions have fallen more than 15% below the trajectory rate and review of the deliverability of planned sites indicates that the housing trajectory is otherwise unlikely to be recovered over the next 5 years.

4.56 The housing provision in Policy CS 12 ‘Housing Provision’ reflects the recommendations in the report of the Panel which examined the draft South East Plan (SEP). These figures could be subject to change in the final version of the Plan adopted by the Secretary of State. To this is added an allowance of 250 dwellings to make up a shortfall of completions in 2001-2006 against the former Structure Plan rate.

4.57 An adequate supply of deliverable housing land has been identified for the 5-year period to 2012/13, in accordance with the requirements of PPS3.
The box on the following page sets out a position statement indicating how the District’s housing land requirements will be met for the longer-term periods 2006-18 and 2006-26. This is mainly based on the position at the end of March 2007. 607 completions took place in the first year and developable sites for another 2500 dwellings have been identified and can be completed by 2018. Therefore, a minimum balance of 1723 dwellings remains to be firmly identified through the Site Allocations DPD to secure a 10-year supply (measured as the 12 years 2006-18). That DPD will test the sustainability/developability merits of the various candidate options as follows:— about 1788 potential dwellings on previously developed brownfield land and some 1550-1750 potential dwellings on greenfield land at the reserve locations (see Policy CS 8 ‘Reserve Locations for Future Development’).

Over the longer-term, towards the end of the 20-year Core Strategy period (to 2026), there is a present deficit of about 3.7 years (about 1500 dwellings) against the total of the current identified supply and the sum of the options currently known to be available for testing in the Site Allocations DPD (SADPD). As annual monitoring proceeds, and as the RSS is rolled-forward, it will become clearer whether and when the Core Strategy will need future review to set new guidelines for identifying land to meet needs nearer to 2026 and beyond.

The housing trajectory set out in ‘Appendix 3 Housing Trajectory’ illustrates the figures in the position statement. However, this is based upon a snapshot in time. The Council is required to demonstrate a continuous existence of a rolling 5-year supply of deliverable housing land. The latest position will always be set out in the most recent Annual Monitoring Report. This will track the progress of housing completions against the provision in Housing Provision above and make annual reassessments about the adequacy of the supply of deliverable and developable housing land.

The Council will use the annual monitoring process (informed by Strategic Housing Market Assessments and Strategic Housing Land Availability Assessments) to manage land supply. Appropriate action will be triggered to increase supply if monitoring reveals that housing completions have fallen more than 15% below the rate set out in the trajectory and review of the deliverability of planned sites indicates that the trajectory is unlikely to be recovered over the next 5 years without action being taken. Such actions may include holding discussions with developers and landowners to identify barriers to delivery, use of the Council’s land acquisition powers (where appropriate in order to bring forward constrained sites), advancing sites in the development programme, granting planning permission, or identifying the need to undertake a timely review/preparation of an appropriate DPD. Priority will normally be given to actions that improve the delivery of housing on previously developed land, but not at the expense of securing the necessary range of deliverable and developable sites.

In accordance with national advice in PPS3, the strategy makes no allowance for “windfall” sites to contribute towards the required supply of developable land during the first 10 years from adoption of the LDF. However, to the extent that windfalls occur they will be picked up retrospectively through the monitoring system and would reduce the need for identification of further allocations after 2018.

Windfalls are sites which emerge through the development control process without previous identification in a DPD.
### Table 1 Position statement on housing provision

#### (A) 10-YEAR REQUIREMENT to 2018 - i.e. 12 years from Core Strategy commencement (2006)

<table>
<thead>
<tr>
<th>Description</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEP panel recommended rate 390pa x 12</td>
<td>4680</td>
</tr>
<tr>
<td>Plus 12-year share of backlog from 2001-2006</td>
<td>150</td>
</tr>
<tr>
<td>Minus completions 2006-2007</td>
<td>-607</td>
</tr>
<tr>
<td>Outstanding total requirement to 2018</td>
<td>4223</td>
</tr>
</tbody>
</table>

**CURRENTLY IDENTIFIED DEVELOPABLE SUPPLY**

- Under construction at 31.03.07: 685
- Planning permissions at 31.03.07: 331
- Other identified sites at 31.03.07: 742
- (Developable) Local Plan allocations at 31.03.07: 742
- Total currently identified developable supply: 2500

**BALANCE OF SUPPLY TO BE IDENTIFIED THROUGH THE SADPD [4223 – 2500]**

**POTENTIAL SUPPLY TO MEET THIS BALANCE, TO BE TESTED THROUGH THE SADPD (not in priority order)**

- Urban capacity sites (category 1) in SADPD preferred options: 955
- Urban capacity sites (category 2), incl. 500 at Daws Hill in SADPD preferred options: 833
- Potential at identified greenfield reserve locations (mid-point of notional range 1550-1750): 1650
- Total potential supply to be tested through the SADPD: 3438

#### (B) 20-YEAR REQUIREMENT 2006-26

<table>
<thead>
<tr>
<th>Description</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEP panel recommended rate [390pa x 20]</td>
<td>7800</td>
</tr>
<tr>
<td>Plus backlog from 2001-2006 [12.5pa x 20]</td>
<td>250</td>
</tr>
<tr>
<td><strong>Total requirement to 2026</strong></td>
<td><strong>8050</strong></td>
</tr>
</tbody>
</table>

**20-YEAR SUPPLY 2006-26**

- a) Completions 2006-07: 607
- b) Total currently identified developable supply: 2500
- c) Total potential supply to be tested in SADPD: 3438
- **Total (a) + (b) + (c)**: **6545**

**Indicative longer-term balance towards the end of the Core Strategy period to be secured through retrospective monitoring of windfalls and/or a future SADPD review [8050 – 6545]**
The new homes provided to 2026 will be concentrated primarily in and around the High Wycombe Urban Area, with smaller numbers in Princes Risborough (about 480) and Marlow. The balance will be made up mainly through small developments and infilling at the other settlements in the District.

Policy CS 13

Affordable Housing and Housing Mix

1. New housing developments will be expected to provide for a mix of dwelling size, type and tenure that meet the identified housing needs of the community.

2a. The Council will seek to secure affordable housing on sites of 15 or more dwellings (or of minimum size 0.5ha) at High Wycombe Urban Area, Marlow and Princes Risborough, or (in the rest of the District) of 5 or more dwellings (or of minimum size 0.16ha).

Subject in every case to the physical circumstances of the site and prevailing and anticipated market conditions, the Council will seek to ensure that at least 30% of the total bedspaces within a development are within affordable dwellings, unless the site is greenfield land or was last used for business use or a similar sui generis employment-generating use, in which case the Council will aim to achieve at least 40% of total bedspaces within affordable dwellings.

2b. Where sites are allocated in a Site Allocations Development Plan Document, that document may specify a different housing target, having regard to the site specific circumstances referred to above.

2c. Where a site proposed for housing development falls below the above size thresholds but is demonstrably part of a potentially larger developable area above those thresholds, the Council will seek to achieve affordable housing on a pro rata basis.

3. Further detail on the operation of this policy and the nature of the needs to be met including tenure requirements, will be set out in the Supplementary Planning Document on Developer Contributions.

Indicators

- Annual number of affordable housing completions (in terms of dwellings and bedspaces)
- New-build affordable dwellings & bedspaces (in terms of their annual proportion of all new-build dwellings & bedspaces)
- Target for 2006-11 23% of all dwellings;
- Target for 2011-26 27% of all dwellings.

Delivery

- Through site allocations and targets in the Site Allocations DPD and detailed guidance in the Developer Contributions Supplementary Planning Document
- Through the preparation of development briefs
- Through negotiations with house builders
- Through close working with Registered Social Landlords, house builders, Regional Housing Board, and other agencies

4.64 It is important that new residential development meets the identified housing needs in the District. This means providing the right mix of dwelling sizes and tenures, including affordable housing. The Council has already undertaken a housing needs survey which highlights the need for affordable housing but also highlights requirements for market housing. This, along with demographic
information, indicates that there is a particular need for smaller dwelling units for market housing. This will be kept updated with housing market assessments, and assist in providing more detailed guidance in the future on dwelling size, type and tenure, and the needs of particular groups.

4.65 There is a high level of local need for affordable housing. The last full housing needs survey showed a need for 1,248 affordable dwellings pa in the period 2003-08. A recent update shows a similar level of need – 1,236pa for 2006-11. This considerably exceeds the expected total housing requirement for the District. There is also a limited supply of land on which affordable housing can be secured. The highest overall need is in the main urban areas, especially in the High Wycombe area where over three-quarters of the total need is concentrated, as is a similar proportion of the expected supply over the next 10 years. However, significant need also exists in the rural areas (16% of total need). Around 5% is in Marlow and 4% in Princes Risborough. The Regional Housing Strategy (July 2005) indicates that Wycombe District is one of the 50% of local authorities in the South East with the greatest need, having regard to a range of factors. It will allocate a higher proportion of its investment to those areas and the growth areas, compared with the rest of the region.

4.66 Affordable housing is likely to be provided from three 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
- by negotiating a proportion of affordable housing on windfall sites

4.67 When the contribution from these three sources is assessed, it is clear that the level of provision falls a long way short of the identified need. It is therefore important to try to maximise the delivery of affordable housing from each of these sources of supply. Policy CS 13 ‘Affordable Housing and Housing Mix’ sets out how this can be achieved through the last two sources above. It applies to both housing sites and mixed use sites that incorporate an element of residential development.

4.68 The site size threshold for seeking affordable housing in urban areas accords with the national indicative minimum threshold set in Government policy in PPS3, while the lower threshold for rural areas is what is considered appropriate for Wycombe in the light of the guidance in PPS3, the extent of need and the limited supply of generally small sites in rural areas.

4.69 In setting targets and thresholds the Council has had particular regard to the level of need (including the strategic context above), the housing land supply and the nature of that supply, and the impact of the policy on the viability of development. The need position clearly indicates that a very high percentage and very low thresholds are justified. The District has a restricted housing supply due to the constraints of the District. An important contribution to the supply is achieved through development of smaller sites. In the last 5 years, 46% of net dwelling completions occurred on sites below 25 dwellings. In the rural areas the supply of sites is particularly limited and they are generally

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What is Affordable Housing?

Affordable housing is residential accommodation of a suitable size and type which can be afforded by successive as well as initial occupiers who are in unsuitable accommodation, and whose incomes generally deny them the opportunity to purchase or rent properties on the open market. This includes social rented housing, and intermediate housing (including housing for key workers) but excludes low cost market housing.

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small sites. As such it is important to set thresholds low, particularly in the rural areas, to maximise the amount of affordable housing secured to address the high level of need.

4.70 In relation to viability the Council commissioned a broad viability assessment of affordable housing in the District. Whilst ultimately each site is different, this assessment indicated that the levels of affordable housing requirements set in Policy CS 13 ‘Affordable Housing and Housing Mix’ are broadly viable. In addition, the study suggests that in broad terms the size of site is not necessarily critical to viability; this assessment included testing down to sites for 5 dwellings. It is recognised that there are factors that can affect viability either way. However, if a developer believes that the requirements of this policy in relation to their proposal or in relation to a specific site allocation is not viable, they must provide all the necessary financial evidence to justify that position.

4.71 The Council believes that the very high level of housing need relative to anticipated total house building requirements justifies an approach which seeks to maximise the amount of affordable housing delivered through planning negotiations. Percentage requirements have been set that have regard to viability. These however should be capable of being varied for individual site allocations, to take account of individual site and market conditions. Due to the constraints of viability and the limited supply of land for housing relative to need (and the nature of that supply), a threshold below the current national threshold and consistent with the emerging national threshold is required to help to address the need.

4.72 The ability to deliver affordable housing in rural areas is particularly constrained by supply considerations and this justifies a lower threshold in these areas. The new threshold ensures that a higher proportion of housing schemes can contribute towards the provision of affordable housing. However the Council does not want to stifle development and recognises that the provision of affordable housing is a matter of negotiation. In addition the policy seeks to ensure that sites above the site size threshold are not sub-divided to avoid having to provide affordable housing on sites that are otherwise suitable.

4.73 The Council also believes 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 situation justifies a higher requirement for these types of sites.

4.74 The Council will normally expect affordable housing secured through Policy CS 13 ‘Affordable Housing and Housing Mix’ 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 (ie just above the site size thresholds), for a financial contribution to be made in lieu of on site provision or for off site provision to be made. Further guidance will be provided in the Developer Contributions SPD.

4.75 PPS3 also allows for affordable housing to be provided through the use of “rural exceptions site policy” under which sites to be developed solely for affordable housing can be brought forward to serve the needs of small rural communities, using land on small sites that would not normally be used for housing because of restraint policies. While such sites can be allocated in other local development documents it is likely that most will come forward through the development control process with the support of the local community and partner registered social landlords. More detailed guidance will be provided in the detailed Development Control DPD.
Policy CS 14

Gypsies, Travellers and Travelling Showpeople

Where the South East Plan identifies a requirement for additional accommodation for gypsies and travellers or travelling showpeople (or there is proven local need arising in the District), planning permission may be granted, or site allocations proposed, for a rural exceptions site when all of the following criteria can be met;

a) Unless there are very special circumstances, the site is not in the Green Belt.

b) The accommodation proposed is to meet the needs of those people with an existing significant and long standing family, educational or employment connection to that area.

c) The site is located close to an existing settlement in order to maximise the possibilities for social inclusion and sustainable patterns of living.

d) The proposed site is not disproportionate to the scale of the existing settlement whether singly or cumulatively with any existing sites in the area.

Indicator

- Pitches provided for gypsies and travellers and travelling showpeople as assessed against South East Plan requirements

Delivery

- Through any necessary and appropriate site allocations in the Site

4.76 Gypsies and travellers, and travelling showpeople - Government policy indicates that authorities should seek to provide for the housing needs of a range of specific groups. This includes gypsies and travellers. Although it continues to distinguish between gypsies and travellers and travelling showpeople, the locational requirements for accommodation are very similar to those of gypsies and travellers. As such the policy approach set out in Policy CS 14 ‘Gypsies, Travellers and Travelling Showpeople’ will also apply to travelling showpeople.

4.77 Whilst the Council recognises that such accommodation should in theory be provided first within settlements, it recognises that in reality this is very unlikely to happen. There are unlikely to be the appropriate sites within the built up areas, and individuals and groups will not normally be able to compete in the market for sites where residential development would be acceptable. As such, an exceptions approach to provision for gypsies and travellers and travelling showpeople is adopted, both for considering planning applications and for any necessary site allocations. The policy approach applies to transit sites, permanent sites and sites for travelling showpeople.

4.78 Government policy emphasises the importance of assessing the accommodation needs of gypsies and travellers. The Council has with other authorities in the ACTVaR™ area, undertaken a joint gypsy and travellers needs assessment. The report shows that across the ACTVaR sub-region consisting of 18 local authorities in Berkshire, Buckinghamshire and Oxfordshire, there was a need for 187 additional pitches for permanent gypsies and travellers accommodation in the period 2006 – 11. Of this, the need for a total of 8 pitches originated within Wycombe District.
Government policy indicates that Regional Spatial Strategies should specify pitch numbers for each local planning authority area. At present the submitted South East Plan (March 2006) does not include any such provisions. However the South East England Regional Assembly has committed to undertaking an early partial review of the South East Plan to specifically address the issue of gypsies and travellers, including the distribution of pitches to individual districts. This is due to be submitted to the Government in summer 2008 and whilst there is no timetable for adoption this is likely to be in 2009. The ACTVaR needs assessment together with other needs assessments around the region will provide important evidence. In addition the Council, along with other local authorities in Buckinghamshire, have undertaken an assessment of the need for accommodation for travelling showpeople. This was completed during 2007. The outcome of needs assessments and the partial review of the South East Plan will help to inform the consideration of any future site allocations.

The key test is whether there is a proven need for the site. This may be a general need identified through the South East Plan or a need which arises due to the personal circumstances of a group or an individual already resident or working in the area. The criteria are based upon the guidance in Circular 01/2006 with regards to rural exception sites. They are not intended to be supplemented by any more detailed locational guidance for windfall sites, however, as with all types of development, there are a range of other factors that would need to be taken into account that are addressed in this Core Strategy, in the Government’s policy or will be addressed in other Local Development Documents including the detailed Development Control Policies DPD. These factors include issues relating to transportation/highways, landscape impact and landscaping, and amenity and disturbance issues for example. For travelling showpeople in particular, access to the strategic highway network is particularly important.

### Policy CS 15

**Community Facilities and Built Sports Facilities**

1. The provision of new community facilities and built sports facilities will be supported in principle in the following locations:

   - Sites allocated for such purposes, or as part of a mixed use allocation
   - In town centres, district centres or local shopping parades subject to the detailed policies in other local development documents
   - In existing residential areas in identified towns and villages excluded from the Green Belt (or settlements beyond the Green Belt with defined settlement boundaries) where there is no adverse affect on the amenities of neighbouring properties
   - In settlements in the countryside beyond the Green Belt where the facility is needed to serve the immediate local area and could not be provided elsewhere
   - In general business areas and on scattered business sites subject to the detailed policies in the Allocations Development Plan Document
   - In identified areas of deprivation where the facility would contribute towards addressing that deprivation

2. Unless it can be demonstrated that there is no community need for the facility the Council will resist:

   a) the loss or change of use of buildings with an existing planning use as a community/built sports facility and

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See in particular paragraphs 47-55 and 64 – 66 of ODPM Circular 01/2006
b. the development for other purposes of land allocated for such facilities.

Where it would be of community benefit for such facilities to be provided in another form this should take place either on-site or on another site offering no less overall community benefit. In appropriate circumstances a proportionate contribution to an off-site solution may be sought.

Indicators

- Amount of new community facilities provided per year (numbers of schemes, land area and net floorspace change)
- Amount of land currently or previously in community use lost to other uses

Delivery

- Through identifying sites for new community facilities in the Site Allocations DPD, where needed
- Through the development control process
- Through Developer Contributions Supplementary Planning Document
- Through involvement in the community planning process to understand local needs
- By working closely with agencies providing community facilities such as the Primary Care Trust, NHS Trust, Thames Valley Police and Buckinghamshire County Council.

4.81 The provision and retention of community facilities and built sports facilities is integral to sustaining viable communities. In planning ahead for community facilities it is essential that we work with other agencies as they develop their plans, to help ensure the necessary new facilities are provided in the right locations. Those plans will emerge at different times over the lifetime of this Core Strategy and as such Policy CS 15 ‘Community Facilities and Built Sports Facilities’ (1) provides a positive policy framework within which emerging proposals will be considered for those facilities. The accessibility of such facilities by a wide range of travel modes is essential, particularly where the facilities are likely to attract people from a wider area than the local community in which it is located.

4.82 Key issues that need to be addressed are replacing the Wycombe Sports Centre and its outdoor facilities and resolving issues relating to Adams Park, home of Wycombe Wanderers & London Wasps. Wherever possible the Council will allocate sites to assist. In addition new developments may be able to contribute towards the provision of new community infrastructure (see Policy CS 21 ‘Contribution of Development to Community Infrastructure’), particularly where there are known deficiencies.

4.83 Community facilities are defined as a use which forms part of the Use Class D1 (non-residential institutions) and also includes public houses (see Box below). In addition corner shops and post offices, especially in rural areas, function as community facilities. Policies in other local development documents will address these other uses.

What are Community Facilities?

- Public halls (including Community/Youth Centres), church halls
- Post Offices
- Local shops within both urban and rural areas
- Indoor and outdoor sports facilities

See the Town and Country Planning Use Classes Order 2006
4.84 Policy CS 15 ‘Community Facilities and Built Sports Facilities’ also sets out the approach to safeguarding community facilities and built sports facilities, since land is scarce for such uses. Where an applicant is seeking to redevelop or change the use of the land away 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.

4.85 In addition it is recognised that green space, including outdoor sport and recreation facilities, allotments and cemeteries are also essential community facilities. Policy CS 15 ‘Community Facilities and Built Sports Facilities’ sets out the broad policy protection for these areas, and the designation of individual green space areas for protection will be set out in a future Allocations development plan document. Government policy also sets out strong policy protection for these areas. Proposals for improvements to or provision of new open space, including outdoor sport and recreation facilities, will be developed in the context of the outcomes of the Open Spaces Study and other relevant studies, together with any area specific proposals in this strategy.

Policy CS 16

Transport

1. Development proposals shall be consistent with and contribute to the implementation of the agreed transport strategies and priorities set out in the Buckinghamshire Local Transport Plan, including its area action plans, and the longer term shared vision for transport in High Wycombe (see ‘Appendix 4 Transport Actions and Shared Vision for High Wycombe’)

2. In particular the Council will work with the County Council and other relevant agencies to:

a. Ensure that the implications of planned growth in Aylesbury and Milton Keynes for transport links to the Thames Valley and Heathrow, including the impact of traffic growth on the A4010 through Princes Risborough, High Wycombe and the Area of Outstanding Natural Beauty, are fully addressed at a regional and sub-regional level

b. Deliver a transport hub on the south side of High Wycombe that includes a regional coachway and improved public transport accessibility

c. Identify and safeguard from development future routes for public transport, walking and cycling, and road improvement lines.

3. Development proposals must be assessed for their impact on all aspects of the transport system, including public transport and the trunk and local road networks. Provision for any necessary improvements or mitigation measures must be secured prior to first occupation of the development. Such measures should be consistent with

See Planning Policy Guidance note 17 Open Space and Sport (2002)
and support the delivery of transport strategies and priorities set out in the Local Transport Plan.

**Indicators**

- Indicators and targets relevant to the District set out in the Local Transport Plan
- New transport modelling of “Master Plan” and M40 Gateway transport proposals to determine most appropriate solutions

**Delivery**

- In co-ordination with the Local Transport Plan, working closely with the County Council, Highways Agency, and public transport operators
- Through designation and review of improvement lines and safeguarding of routes in other Local Development Documents
- Through developer contributions (see Policy CS 21 ‘Contribution of Development to Community Infrastructure’) including the preparation of a Supplementary Planning Document

4.86 The Buckinghamshire Local Transport Plan (LTP 2006) sets out five priorities:

- Enhancing access
- Tackling congestion
- Improving our environment
- Improving Safety
- Managing and maintaining the ‘transport asset’

4.87 Strategies and area action plans to address these priorities are being developed as part of the LTP which was submitted to central government in March 2006. It is essential that the key agencies work together, and that the contribution that new development can make is maximised, in order to deliver these strategies and area action plans.

4.88 The location of development and the way that development is carried out is very important in helping to achieve these priorities and in reducing the need to travel. Other policies in this Core Strategy address these issues.

4.89 Equally it is important that necessary transport improvements take place to address the traffic and travel consequences of new development and to mitigate existing problems. This means that full transport assessments of new developments will be required. The District Council and County Council have worked closely to ensure that the Local Transport Plan and the Wycombe Development Framework are in step. The accompanying map (Figure 7) shows the strategic transport network of the District, and the major transport issues (i.e. problems and responses to these) that the District Council supports. These are summarised in ‘Appendix 4 Transport Actions and Shared Vision for High Wycombe’.

19 See Policy CS 2 ‘Main Principles for the Location of Development’ and Policy CS 21 ‘Contribution of Development to Community Infrastructure’
Where Should It Happen?
4.90 High Wycombe remains the focus of development in Southern Buckinghamshire with associated transport pressures. The town is proposed as a “regional hub” in the submitted South East Plan. The principles of integrating new development into an enhanced transport network are set out in the concept diagram in Figure 8 ‘High Wycombe Concept Diagram’. These include:

- Transport hubs (i.e. high quality transport interchanges) principally at the rail station and at the coachway that provide good connectivity between regional and local public transport
- Integration and where appropriate co-location of transport hubs with major development and redevelopment areas
- High quality public transport linking residential areas with town centres and transport hubs

4.91 The LTP sets out a specification for the new regional coachway to the south of High Wycombe. Site assessment is underway to identify the optimal site location against operational and policy criteria. Any new facility is required to provide:

- a high quality interchange offering quick and reliable access by coach services with minimal diversion from the line of route
- good integration with local public transport/park and ride so as to maximise local accessibility
- sufficient parking for those likely to access the facility by car; and to
- maximise benefit for the operation of the Handy Cross junction and local accessibility

4.92 The scale of the development and transport issues in High Wycombe, most especially in the major areas of change (in and around the town centre and in the M40 Gateway areas) has resulted in the development of a vision for High Wycombe that is shared between this Core Strategy and the LTP. This is set out in ‘Appendix 4 Transport Actions and Shared Vision for High Wycombe’.

Figure 8 High Wycombe Concept Diagram
4 Where Should It Happen?
5 How Should It Happen?

5.1 To ensure that development is sustainable, it needs to not just be in the right places but also done in the right way. This means development that is built in a more sustainable way, is of high quality design, safeguards the environmental and other assets of the District, meets community needs and ensures that it does not put an undue burden on community infrastructure in its widest sense. The following policies seek to achieve this.

Policy CS 17

Environmental Assets

The Council will conserve and improve the environmental assets of the District by requiring:

1. The conservation and enhancement of the Chilterns Area of Outstanding Natural Beauty and its setting.
2. The implementation of the objectives of national and local biodiversity action plans through measures including conserving and enhancing biodiversity in terms of species and habitat, protecting international, national and locally designated sites of importance for biodiversity, and creating opportunities to link wildlife habitats.
3. The protection of open spaces and action to address deficiency in open space.
4. The identification, retention and enhancement of green infrastructure assets, including the development of green corridors and networks as envisaged in the South East Plan and other relevant strategies including the forthcoming Bucks County Council Green Infrastructure Strategy.
5. The conservation and enhancement of landscape character, with reference to national and county-level landscape character assessments and, where appropriate, landscape character defined in more detail at local level.
6. The preservation or enhancement of historic environments (and, where appropriate, their settings) through the identification, protection and/or appropriate management of archaeological remains, historic buildings and registered landscapes of national and local importance (see also Policy CS 19 ‘Raising the Quality of Place-Shaping and Design’).
7. The conservation and enhancement of watercourses, water bodies and their settings for their landscape character, biodiversity and recreational value – especially the River Thames and its valley corridor and the District’s chalk streams.
8. The prevention of inappropriate sub-division of agricultural land to avoid degradation of land of amenity value.

Indicators

- Implementation of biodiversity action plans
- Changes in areas and populations of biodiversity importance, including:
  - change in priority habitats and species (by type); and
  - changes in areas designated for their intrinsic environmental value including sites of international, national and local importance.
- Net gains/losses in green space designations
- Net gains/losses of designated heritage assets considered at risk
- Percentage of conservation area appraisals updated in the last 5 years
## Delivery

- Through designations and policies in the Site Allocations document and other local development documents, including review of local landscape areas and green space designations and as appropriate identification of important green wedges/corridors/structurally important green areas including strategic gaps.
- Through recording international, national and local nature conservation designations.
- Through support for Bucks Milton Keynes Biodiversity Partnership including the protection and enhancement of Biodiversity Opportunity Areas defined in future development plan documents.
- Through the preparation of biodiversity guidance.
- Through use of tools and techniques, including:
  a. Conservation Area appraisals and management plans and,
  b. Landscape character assessments (including use of historic characterisation) to help decision makers to recognise, conserve and reinforce local landscape distinctiveness.
- Through development of strategies for protecting and, where possible, linking green infrastructure assets.
- Through the development control process.
- Through close working with national and local agencies such as the Chilterns Conservation Board, local wildlife groups and heritage societies.
- Through the establishment of a rural land fund.
- Through use of the Bucks Historic Environment Record, its supporting historic landscape and town characterisation studies, and its planning advisory service.

## 5.2 The natural and historic environment of the District is one of its major assets, particularly the Chiltern Hills. Although much of the Chilterns are designated as an Area of Outstanding Natural Beauty, there are parts of the Chilterns that are not designated as an Area of Outstanding Natural Beauty which are a very important component of the landscape, particularly for the main towns in the District. They provide the hillside setting for these towns and there are often green wedges and corridors that extend into the towns that help to define and separate communities and provide green “breathing space”. This is particularly the case in High Wycombe, where some of these “green hillsides” are surrounded by the built up area. It is essential that this green framework is properly recognised, protected and enhanced.

## 5.3 This green framework is also a haven for wildlife. In addition to protecting many international, national and locally identified sites of importance for nature conservation, the biodiversity of the green areas in and around towns, including the river corridors, should be recognised and enhanced. The River Thames and the District’s chalk streams are particularly important environmental and recreational assets, the former being recognised as such in a new policy recommended by the South East Plan panel.

## 5.4 The Council’s recent audit of open spaces and green spaces in the main towns and villages highlights the need for qualitative improvements across the District and, in some areas, the need for new open spaces to address deficiencies in terms of quantity and/or accessibility.

## 5.5 The District possesses a rich heritage of archaeological remains and historic buildings and landscapes. This should be valued and protected as part of our cultural inheritance and identity as well as a key
element in regeneration and place-shaping. The Buckinghamshire Historic Environment Record holds details of over 4000 county-wide historic sites and buildings, only about one-third of which are protected by national and local designations. It also includes the county Historic Landscape Characterisation database. These sources provide a valuable evidence base for identifying locally important heritage assets and contributing to landscape character analyses respectively.

Policy CS 18

Waste/Natural Resources and Pollution

To minimise waste and encourage recycling, conserve natural resources, and avoid pollution the Council will require developments to:

1. Avoid unacceptable light, noise, air, soil or water pollution, including the risk to or affect on groundwater
2. Avoid increasing (and where possible reduce) risks of or from flooding, including fluvial flooding, sewer flooding, surface water flooding, and groundwater flooding;
3. Minimise water use during construction and operation including provision of measures to encourage water conservation and recycling, and water efficiency;
4. Minimise off-site water discharge during operation by employing measures including sustainable urban drainage;
5. Contribute towards the goal of reaching zero-carbon developments as soon as possible by:
   a. including appropriate on-site renewable energy features and
   b. minimising energy consumption by measures including the use of appropriate layout and orientation, building form, design and construction, and design to take account of microclimate
6. Minimise energy requirements of construction
7. Incorporate waste management processes including producing less waste, incorporating recycling facilities and systems into developments, recycling of materials from demolition and using waste as a resource wherever possible

Indicators

- Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence or water quality grounds. (Government Core indicator)
- Supplementary planning document to set more detailed targets and indicators

Delivery

- Through preparation of further sustainability guidance for development as a supplementary planning document
- Through development control and building control
- Private sector development - particularly through implementation of emerging good practice
- Through close working with other agencies and utilities including the Environment Agency and water utilities, particularly in relation to
5.6 We want the way we build to be done in a more sustainable way in the future. This means in a way that minimises the resources that we use, including energy and water, and that generates less pollution, including less of the greenhouse gas carbon dioxide. This also means developments generating some of their own energy requirements through renewable energy production. There are a variety of methodologies available to ensure the effects of development on environmental resources are reduced and other methods are likely to emerge. Technology is changing and new guidance is coming forward from various sources; Government policy is still emerging. It is also not appropriate for a Core Strategy to provide detailed guidance on techniques and approaches. As a result the Council will prepare a supplementary planning document that addresses this key area in more detail.

5.7 As a result of this rapidly changing situation the Council is taking a flexible approach to the provision of on-site renewables and other sustainable forms of development dealt with in Policy CS 18. Overall, the Council wants to achieve zero-carbon development as soon as possible. The Government target for new homes is to do so by 2016. The speed of progress towards these aims will be kept under review in future local development documents, having regard to Government and regional policy, developments in technology and science, and the impact on the viability of development. Specific targets will be set out in development plan documents and supplementary planning documents, including the way in which contributions from on-site provision will be assessed.

5.8 Provision of renewable energy facilities in new developments will also contribute towards meeting regional and sub-regional targets for renewable energy. For the Thames Valley and Surrey sub-region the targets are to achieve 140 MW of installed capacity by 2010 and 209 MW by 2016.

Policy CS 19

Raising the Quality of Place-Shaping and Design

To secure improvements in the quality of place-shaping and design, the Council will require:

1. High standards of design and layout to be achieved including the creation of positive, attractive and safe public and private environments;
2. Locally distinctive qualities of place to be reinforced by enhancing landscape and built characteristics of the site and wider context;
3. Positively plan new buildings to provide for future flexibility of use;
4. Appropriate provision to be made for open space, addressing open space deficiency in terms of quality, quantity and accessibility;
5. The efficient use of land including having regard to its accessibility by sustainable travel modes; built and landscape context; amenity of neighbouring uses; and its potential for development in a comprehensive manner;
6. Highway design to respond to the positive characteristics of the area and deliver high quality public realm for all users, through measures such as the use of home zones, and minimising the use of street clutter, ensuring that in creating new places the needs of vehicular traffic do not predominate to the detriment of...
other transport modes or the resulting quality of place.

Indicator

- By reviewing the quality of developments in the District (sample of developments)

Delivery

- Through the development control process and more detailed policies in the Development Control policy DPD
- Through the Developer Contributions supplementary planning document
- Through the preparation of more detailed guidance, including supplementary planning documents providing “topic” specific design guidance, design guidance from Village Design Statements, and site development briefs
- Through close liaison with key agencies and local communities that all contribute towards securing quality development

5.9 We want to create places where people choose to live, work and visit. This means getting the detail of how development takes place “right on the site”. Government policy rightly states that “Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take opportunities available for improving the character and quality of an area and the way it functions should not be accepted.” The principles set out in Policy CS 19 ‘Raising the Quality of Place-Shaping and Design’ seek to ensure this. However it is recognised that these principles will need to be accompanied by more detailed guidance in other local development documents.

Policy CS 20

Transport and Infrastructure

Development proposals will be expected to:

1. Provide safe, convenient and attractive access(es) on foot and by cycle, making suitable connections with existing footways, bridleway, cycleways, local facilities and public transport so as to maximise opportunities to use these modes.

2. Ensure that the convenient use and enjoyment of existing public rights of way such as footpaths and bridleways are not affected by development.

3. Integrate with local public transport services and also where appropriate provide direct routes protected from traffic congestion, interchange, stops and waiting areas.

4. Be appropriately located to the strategic road network and provide satisfactory vehicular access(es) to and from the area of development so that the convenience, safety, and free flow of traffic using public highways (including pedestrians, riders and cyclists) are not adversely affected.

5. Provide appropriate and effective parking provision and vehicular servicing arrangements.

6. Ensure that all vehicular traffic generated by future development does not materially increase traffic problems, for example, congestion, taking account of off-site improvements or contributions towards them that may be secured.

7. Secure the preparation and implementation of measures that...
minimise and manage parking and travel demand, including as appropriate travel plans, parking management plans and car clubs.

8. Ensure that developments will be served by adequate infrastructure capacity in terms of water supply, foul drainage, wastewater and sewage treatment, and other utilities, without leading to problems for existing users.

Indicators

- By reviewing the quality of developments in the District
- Percentage of completed non-residential development complying with car parking standards set out in the Local Development Framework

Delivery

- Through the development control process and more detailed policies in the Development Control policy DPD
- Through close working with Buckinghamshire County Council and other key infrastructure providers

5.10 The location, design, layout and form of development and the measures put in place to accompany it - both material and non material - can have a major impact on the quality of place and the patterns of travel that result. The Council will aim to ensure that as far as possible development minimises traffic and environmental problems and maximises the benefits - of accessibility and new infrastructure - to the wider community. In doing this, and in planning for infrastructure needs, account will be taken of the cumulative impact of the many smaller-scale developments as well as the individual effects of larger-scale developments.

5.11 In addition it is important that we plan carefully to provide for adequately and timely utilities infrastructure, including water supply, foul drainage, sewage treatment capacity, as well as the provision of other basic services to new development. This will continue to involve working closely with utility providers to ensure adequate and timely infrastructure provision. Early liaison with the key infrastructure providers has not highlighted any fundamental problems in this respect, although it will be necessary to understand the final development requirements from the South East Plan before a firm view can be taken on this.

Policy CS 21

Contribution of Development to Community Infrastructure

1. Where implementation of a development would create a need to provide additional or improved infrastructure, amenities or facilities or would exacerbate an existing deficiency in their provision, the developer will be expected to make such provision.

2. Where the developer is individually or directly unable to make such provision, the District Council may require the developer to make a proportionate contribution to the overall cost which shall in all cases be wholly devoted to such provision.
5.12 In order to create sustainable communities we wish to ensure that the necessary infrastructure is put in place to address community needs. This includes not only the works such as roads and utilities which are required to enable new development to proceed, but the community facilities which ensure that occupiers of those developments have access to services such as education, healthcare, leisure activities and open space which can enhance their quality of life.

5.13 In some parts of the District, existing infrastructure, including community facilities, may already be inadequate and the shortfall would be exacerbated by any new development. Elsewhere, the impact of a particular development may be such that in itself it creates a need for additional or improved infrastructure. In these cases, we expect developers to address the impacts of their proposals, either through the provision of facilities on-site as part of the new development, or through financial contributions which will be used to provide or improve facilities in the surrounding area. Where the combined impact of a number of developments creates the need for new or improved infrastructure, we will pool contributions to allow the infrastructure to be secured in a fair and equitable way.

5.14 Dependent on the type and scale of the development proposed, such additions and improvements may relate to, but are not limited to:

- Open space, sport and recreation facilities
- Education and community facilities
- Support for economic development
- Public realm improvements
- Community safety

5.15 Where relevant, developer contributions will also be required to provide appropriate compensation and/or mitigation wherever development would harm an environmental or community resource.

5.16 Where community infrastructure (including financial contributions) cannot be secured by a planning condition, it will be secured through planning obligations made under s106 of the Town & Country Planning Act, 1990 (as amended). Detailed guidance, taking account of government policy, is set out in a Supplementary Planning Document (SPD) on Developer Contributions. This SPD sets out the type and scale of development from which we will seek community infrastructure and facilities, and guidance on typical levels of financial contributions to be sought where development generates a need that is not provided for as part of the proposed development. The Council will identify specific schemes and programmes to which contributions will be directed. The SPD also provides further guidance on planning obligations relating to other policies in this core strategy, including affordable housing.
How do we intend to deliver the outcomes?

6.1 We know that we cannot deliver the outcomes set out in Section 3 of this strategy on our own. Many other agencies, organisations, the private sector and individuals will all be involved in achieving them. The umbrella of the Community Plan through the Wycombe Partnership provides a major driver for change, as well as working on issues countywide where appropriate through the Bucks Strategic Partnership. The Community Plans in Buckinghamshire at the district and countywide levels are being taken forward together as a “family”, to ensure issues are addressed at the right levels, which ensures specific issues to Wycombe District can be addressed. This includes the recently agreed Bucks Local Area Agreement.

Resources

6.2 The delivery of these outcomes has major resource implications. The development industry has a key role to play, bringing investment into the District, providing new homes, helping to bring about regeneration, and contributing towards the improvement of our local infrastructure. A range of other agencies (Government and other) and the utilities will also make an important contribution in resource terms, as indeed will the voluntary sector.

6.3 Similarly where appropriate, the District Council will use resources beyond just its planning powers to help to deliver. This includes the resources of the services within the Council, but also its land holdings and land acquisition powers where appropriate to facilitate change. The Council and other agencies can also help in drawing in funding from other sources. Delivery of the proposals in this document and more specific proposals that emerge in other local development documents rests very largely with the comprehensive nature of a development or difficulties with land assembly mean that the Council may need to exercise its land acquisition powers.

Making the Links

6.4 Each policy in this strategy includes a section on how it will be delivered. In addition, ‘Appendix 5 How the Outcomes are Delivered’ seeks to summarise how the outcomes we want to achieve can be delivered, making the links between the Wycombe Development Framework, the Community Plan, and the role of other agencies and strategies in terms of delivery. More specifically it sets out:

- what we are planning for in relation to these main outcomes, including the key issues that we are addressing (the context)
- what targets and indicators we are setting ourselves to achieve these outcomes
- the main policies in this Core Strategy that help to achieve the outcome
- where else in the Wycombe Development Framework we might help achieve the outcomes
- how it links to the Community Plan and Local Area Agreement, particularly in relation to the main themes, targets and indicators
- which other agencies and strategies might help to deliver these outcomes

6.5 Given the summary nature of the table it cannot be regarded as an all inclusive list, but is intended to provide a broad guide to delivery - we have not for instance tried to list every policy relevant to the outcome or every agency involved in delivery, but just the main ones. It is important to remember that we are not trying to deal with detailed issues in this Core Strategy. Subsequent documents will address more detailed issues and outcomes.

Monitoring

6.6 Each policy has a heading setting out indicators or targets relevant to the policy. Appendix 5 also sets out the main indicators and targets relevant to the main outcomes of the strategy. These are how we will monitor the effectiveness of this Core Strategy. We are conscious that there are a range of broader indicators, including indicators already in place for the Community Plan, Sustainability Appraisal and also indicators from
Government guidance. It is important that there are not too many indicators and that wherever possible the same indicators can be used for different documents. For this strategy in particular many of the Government’s core monitoring indicators \(^{22}\) are used where they are relevant.

6.7 The Community Plan indicators and targets are drawn in particular from national quality of life indicators providing a good all round picture of conditions in the District. These will be monitored through the Community Plan. The indicators and targets that are specific to this Core Strategy will be reported through the Annual Monitoring Report. This provides an opportunity to keep under regular review the effectiveness of the strategy and to highlight the need for review of this or other documents, by bringing forward changes to the Local Development Scheme.

Replacement of Local Plan policies

6.8 The introduction of the Planning and Compulsory Purchase Act 2004 automatically saved all adopted local plan policies for a period of 3 years from September 2004. In September 2007 the Secretary of State issued a directive under the Act stating which local plan policies were to be saved beyond this 3 year period \(^{23}\). Some of the policies in this Core Strategy will replace some of the saved existing policies in the Wycombe District Local Plan to 2011. Appendix 6 sets out a schedule of which Local Plan policies are replaced and will therefore no longer apply once this Core Strategy is adopted. It is possible that other Local Plan policies may be replaced by core strategy policies in time. However this will be determined once the detailed review of Development Control Policies is completed and it is determined whether there is a need for more detailed policies in the Development Control Policies DPD or whether parent policies in the Core Strategy will suffice.


\(^{23}\) See www.wycombe.gov.uk/planning
6 How Should It Be Delivered?
Appendix 2 Changes to the Proposals Map
Appendix 2
Changes to the Proposals Map

- Existing Green Belt
- Area added to the Green Belt
- Area deleted from the Green Belt
Appendix 3 Housing Trajectory

- Retrospective monitoring of windfall &/or future SADPD review
- Potential supply to be tested in SADPD
- Currently identified developable sites
- Actual completions
- Annual requirement
- South East Plan Requirement
This Appendix sets out the key transport actions that we want to achieve for Wycombe District, and sets out the agreed shared transport vision for High Wycombe between Buckinghamshire County Council and Wycombe District Council.

**District-wide Actions**

Key actions for the District:

- Development of enhanced inter-urban coach services network facilitated by new rail interchange and regional coachway/park and ride, including the Handy Cross area, linked to public transport and traffic management improvements in the southern corridor of High Wycombe.
- Improvements to public transport, including quality bus partnerships in the urban area and demand responsive transport in rural areas poorly served by public transport.
- A call for a transport study of the problems associated with potential growth in north south movements between the Milton Keynes/Aylesbury growth area and the Thames Valley, and the best way of dealing with these.
- Junction improvements at key bottlenecks on primary routes, including Westhorpe interchange, Chapel Lane and, just outside Wycombe District, at Bisham roundabout.
- Rural traffic management initiatives building on the “TRANQUIL” (TRANsport and QUIet Lanes) initiative.
- Creation of a safe, attractive and continuous walking and cycling network that serves and where appropriate links the main settlements.

**Transport Vision for High Wycombe**

The Community Plan vision for Wycombe District is of an area that is economically strong and a good place to live, work or visit. Our strategy for High Wycombe is to support urban renaissance, to achieve sustainable communities and sustainable growth in areas that are, or can be, well integrated with the town. In terms of transport this means:

- Promoting sustainable transport alternatives to improve access to jobs, homes and services, and in particular to improve access between local and regional hubs and major development opportunities.
- Keeping traffic moving
- Managing travel demand and minimising traffic growth
- Maximising travel capacity on key corridors

High Wycombe town centre is at the heart of this vision and has a central role as part of a strong and vibrant economy that is attractive, people-friendly and accessible to everyone.

This not only requires an innovative vision for the town centre, described by the Masterplan, but also a clear transport strategy to support such major improvements.

Physical changes to the town centre layout to improve pedestrian and cyclist access and minimise the impact of traffic are integral to the Masterplan but cannot be adopted in isolation. Equally important to achieving the vision and meeting our objectives is the accompanying package of transport measures that not only manages traffic and travel demand across the town, but also enhances access. Both authorities are committed to being bold to realise our Masterplan vision and the accompanying transport strategy.
This package builds on the proposals from the High Wycombe Town Centre Parking and Access Strategy that was approved by both Councils in 2004, whilst taking account of developments since then, including regional priorities such as the Thames Valley coach network.

The key elements of the package of transport measures for High Wycombe are:

- Emphasis on short stay parking in the town centre to increase economic vitality and make best use of available space.

- Long stay parking at edge of town sites supported by enhanced public transport services including frequent and efficient north-south cross-town park and ride services that reduce the need to travel by car to the centre and across town. These are envisaged as bus based services for the foreseeable future but the opportunities for other more innovative options in the longer term will be considered.

- Creation of a transport hub close to the M40 on the south side of High Wycombe, “Wycombe M40 Gateway”, to provide a local interchange for journeys within High Wycombe (to the town centre and new rail station) and a regional interchange for inter-urban journeys, including to the Thames Valley, Heathrow, London and the Aylesbury/ Milton Keynes growth area.

- Creation of a linear public transport hub across the town centre between the redeveloped rail station and new bus station to improve multi-modal interchange for all urban and inter-urban bus services, which could include a reduced fare / free fare zone within the town centre.

- Investment in the major radial transport corridors to improve traffic and travel capacity, supported by the phased introduction of Urban Traffic Management and Control systems and incorporating bus priority measures.

- Improving the quality and reliability of the urban and inter-urban bus network to make public transport a reliable and attractive alternative for people who live, work or travel in High Wycombe.

- Introduction of traffic management and control measures to discourage displaced traffic from using residential or inappropriate areas and enhance the quality of the local street scene.

- Creation of an attractive and continuous network for pedestrians and cyclists that provides links between and within communities, including reuse of the High Wycombe Bourne End former railway alignment where practicable, whilst safeguarding its possible role as a public transport corridor.

- Expansion of the Wycombe Special Parking Area to the whole of the District to enable better enforcement of parking controls, improved management of traffic and improvements to the quality of the local environment.
Decisions on the Masterplan and the transport network are fundamentally intertwined and such measures are the essential underpinning if the radical improvements proposed for the town centre are to be realised. As a result progress in these two areas must be in step.

These measures will come at a cost and it is recognised that the LTP process will not deliver the necessary funds to realise the Masterplan vision. Wherever possible both Councils will take the opportunities to harness development proposals to secure upgraded transport services and infrastructure that give the widest possible benefits to the town, its environment and all travellers.
Appendix 5 How the Outcomes are Delivered

This Appendix shows how the outcomes we are seeking to achieve through this Core Strategy (column 1) are to be achieved. It links the outcomes to the key issues (column 2), targets and indicator (column 3) and themes and targets in the Community Plan and Bucks Local Area Agreement (column 6). The LAA sets out, under a number of key themes or “blocks”, key areas of agreement and action between partners across the County. The main blocks relate to children and young people, safer and stronger, healthier and older people, and economic development. The LAA came into effect in April 2006. It sets out where in the Core Strategy the key policies to deliver the outcomes are (column 4) and where else in the WDF we may deliver these outcomes (column 5) recognising that we may not always be certain on the particular type of documents that we may prepare in the future and the scope of them. Finally, it highlights who else will help to deliver the outcomes and how (ie key related strategies) (column 7) recognising that in the space available this cannot be a comprehensive or detailed list but just highlights some key ones.
<table>
<thead>
<tr>
<th>Outcome</th>
<th>What are we planning for – issues/needs</th>
<th>Indicator(s)/Target(s)/C = Government Core Indicator Timescales</th>
<th>Where in the Core Strategy (policy number and title)</th>
<th>Where else in the WDF may we address this?</th>
<th>Community Plan (CP) and Local Area Agreement (LAA) links</th>
<th>Who else responsible for delivery/how?</th>
</tr>
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<tbody>
<tr>
<td>Homes provided to help meet local needs, especially affordable housing</td>
<td>To meet emerging South East Plan housing requirements, showing anticipated housing supply to 2026. Affordable housing needs and assessed wider housing needs of the community</td>
<td>Annual progress against the target of 402.5 net additional dwellings pa in the District, split 90% to that part of Wycombe in the Western Corridor and BlackwaterValley sub-region and 10% to that part outside it. Annual progress in retaining a deliverable supply of housing land in years 1-5 and a developable supply in years 6-10 and 11-15. Annual number of affordable housing completions (in terms of dwellings and bedspaces) New-build affordable dwellings &amp; bedspaces (in terms of their annual proportion of all new-build dwellings &amp; bedspaces) Target for 2006-11 23% of all dwellings;</td>
<td>CS 2 Locational principles CS 8 Reserve locations CS 12 Housing provision CS 13 Affordable housing and housing mix CS 14 Gypsies, travellers and travelling showpeople</td>
<td>Housing allocations in Site Allocations DPD Guidance on affordable housing and housing mix in Developer Contributions document, including any financial contributions</td>
<td>CP Theme: Healthy Communities [QoL 37] / Attractive Environment [QoL 36] LAA: Economic Dev and Enterprise Block [59, 60, 61]</td>
<td>Private sector Registered social landlords Regional Housing Board and through Regional Housing Strategy – biannual funding rounds for affordable housing</td>
</tr>
<tr>
<td>Outcome</td>
<td>What are we planning for – issues/needs</td>
<td>Indicator(s)/Target(s)/ C = Government Core Indicator</td>
<td>Where in the Core Strategy (policy number and title)</td>
<td>Where else in the WDF may we address this?</td>
<td>Community Plan (CP) and Local Area Agreement (LAA) links</td>
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<tr>
<td>Deprivation reduced and regeneration facilitated</td>
<td>Pockets of deprivation (urban and rural areas) Areas in need of social, economic and environmental regeneration</td>
<td>Raising communities out of the bottom 25% of the country in relation to specific aspects of the Indices of Multiple Deprivation (L)</td>
<td>CS 2 Locational principles CS 3 High Wycombe principles CS 4 High Wycombe Areas of Change CS 6 Princes Risborough CS 7 Rural Settlements and Rural Areas</td>
<td>Site allocations in areas identified for regeneration.</td>
<td>CP – all themes</td>
<td>District Council “Raising up communities” initiative County Council “Getting closer to communities” initiative Various partners on the Wycombe Partnership. See also economic and community outcomes below</td>
</tr>
<tr>
<td>Community infrastructure provided, improved and protected</td>
<td>Community infrastructure such as for health, education facilities, sport, recreation and open space, arts and entertainment. More specifically, new sports centre (High Wycombe) and hall (Princes Risborough) and athletics track</td>
<td>New Sports Centre (M) Redevelopment and expansion of university college (M) New open space – eg Desborough Area (M) Amount of developer contributions</td>
<td>CS 3 High Wycombe principles CS 4 High Wycombe Areas of Change CS 5 Marlow CS 6 Princes Risborough CS 7 Rural Settlements and Rural Areas</td>
<td>Site allocations in Site Allocations Development Plan Document Developer contributions document</td>
<td>CP Theme: ALL</td>
<td>Use of District Council land and land acquisition powers. Bucks New University + Amersham and Wycombe College County Council incl Schools organisation plan (5 yr plan).</td>
</tr>
<tr>
<td>Outcome</td>
<td>What are we planning for – issues/needs</td>
<td>Indicator(s)/Target(s)/C = Government Core Indicator Timescales S = by 2011 M = by 2016 L = by 2026</td>
<td>Where in the Core Strategy (policy number and title)</td>
<td>Where else in the WDF may we address this?</td>
<td>Community Plan (CP) and Local Area Agreement (LAA) links</td>
<td>Who else responsible for delivery/how?</td>
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<tr>
<td>Stadium needs of Wasps/Wycombe Wanderers</td>
<td></td>
<td>CS 15 Community Facilities CS 21 Developer Contributions to Community Infrastructure</td>
<td></td>
<td></td>
<td></td>
<td>Private sector Utilities providers Close working with other key agencies (eg NHS Trust and PCT) as their plans and programmes emerge.</td>
</tr>
<tr>
<td>Deficiencies in open space. Needs identified through local community planning.</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Improved transport facilities as alternatives to the car</td>
<td>Targets relevant to the District in the Local Transport Plan</td>
<td>CS 2 Locational principles CS 3 High Wycombe CS 4 High Wycombe Areas of Change CS 10 Town Centre Hierarchy CS 16 Transport CS 19 Raising the Quality of Place-Shaping and Design CS 20 Transport and infrastructure</td>
<td>New transport facilities identified in Site Allocations Development Plan Document Developer contributions document</td>
<td></td>
<td>CP Theme: Accessible Places [QoL 42, QoL 44, QoL 45] Responsive Approach [QoL 9] LAA: Economic Development and Enterprise Block [58]</td>
<td>Private sector Bucks County Council through LTP (5 yr action plan, longer term vision), working with District Council. Public transport operators</td>
</tr>
<tr>
<td>Outcome</td>
<td>What are we planning for – issues/needs</td>
<td>Indicator(s)/Target(s)/C = Government Core Indicator Timescales S = by 2011 M = by 2016 L = by 2026</td>
<td>Where in the Core Strategy (policy number and title)</td>
<td>Where else in the WDF may we address this?</td>
<td>Community Plan (CP) and Local Area Agreement (LAA) links</td>
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</tr>
<tr>
<td>Community involvement in planning decisions</td>
<td>Wider community involvement in planning, including those groups who are hard to reach.</td>
<td>None</td>
<td>None</td>
<td>Statement of Community Involvement</td>
<td>CP Theme: Responsive Approach [QoL 1] LAA: Safer and Stronger Communities Block [37]</td>
<td>District Council Local Communities</td>
</tr>
</tbody>
</table>
### Table 2 Resources Conserved

<table>
<thead>
<tr>
<th>Outcome</th>
<th>What are we planning for?</th>
<th>Indicators/ Targets</th>
<th>Where in the Core Strategy (policy number and title)?</th>
<th>Where else in the WDF may we address this?</th>
<th>Community Plan (CP) and Local Area Agreement (LAA) links</th>
<th>Who else responsible for delivery/how?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brownfield development optimised and comes before greenfield</td>
<td>Conserve our scarce greenfield land, particularly that which has inherent quality</td>
<td>Quantities and percentages of new residential and business developments taking place on brownfield and greenfield sites (respectively) in High Wycombe urban area, Marlow, Princes Risborough, the “identified rural settlements” and the remainder of the District.</td>
<td>CS 2 Locational principles</td>
<td>Brownfield site allocations and phasing of site proposals in Site Allocations Development Plan Document</td>
<td>Community Plan Theme: Attractive Environment [QoL 22]</td>
<td>Private sector Registered Social Landlords</td>
</tr>
<tr>
<td>Sustainable construction and use of renewable energy encouraged</td>
<td>Conserving scarce natural resources and reducing green house gas emissions. Increased levels of recycling</td>
<td>Significant increase in homes built to BREEAM/ Ecohome standards. Significant increase in installation of renewable energy production facilities</td>
<td>CS 4 High Wycombe Areas of Change CS 18 Waste/ Natural resources/Pollution</td>
<td>Supplementary Planning Document on Sustainability Guidance (to also set specific targets relating to renewables) Minerals and Waste Local Development Documents (prepared by Bucks County Council)</td>
<td>Community Plan Theme: Attractive Environment [QoL 25, QoL 26, QoL 27, QoL29] / Accessible Places [QoL 42b and c]</td>
<td>Private sector Registered Social Landlords District Council through building regulations Bucks County Council/CountyWaste Partnership, through Waste Strategy and Mineral and Waste Local Plan/LDF</td>
</tr>
</tbody>
</table>

Wycombe Development Framework Core Strategy 2008

Appendices
<table>
<thead>
<tr>
<th>Outcome</th>
<th>What are we planning for?</th>
<th>Indicators/ Targets</th>
<th>Where in the Core Strategy (policy number and title)?</th>
<th>Where else in the WDF may we address this?</th>
<th>Community Plan (CP) and Local Area Agreement (LAA) links</th>
<th>Who else responsible for delivery/how?</th>
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<tr>
<td>Higher density and higher quality developments achieved at the same time</td>
<td>To achieve development that makes an efficient use of land but is of high quality</td>
<td>Quality review of developments. Percentage of new dwellings completed at &lt;30, 30-50, and 50+ dwellings per hectare. (C) Average density of new major developments (10+ dwellings)</td>
<td>CS 4 High Wycombe Areas of Change CS 5 Marlow CS 6 Princes Risborough CS 7 Rural Settlements and Rural Areas CS 19 Raising the Quality of Place-Shaping and Design</td>
<td>Detailed design guidance documents eg suburban residential intensification Detailed development control policies Development briefs/other detailed advice for sites</td>
<td>Community Plan Theme: Attractive Environment / Accessible Places</td>
<td>Private sector Registered social landlords</td>
</tr>
<tr>
<td>Development focused on town centres and accessible locations</td>
<td>Vibrant and vital town centres</td>
<td>Position of High Wycombe in national retail indices. Amount of retail, office and leisure development in and out of town centres. (C) Quantities and percentages of new residential development within:- a. walking distance and b. 30 minutes travel by public transport of a GP/health centre, hospital, primary and secondary schools, and a significant concentration of employment. (C)</td>
<td>CS 2 Locational principles CS 3 High Wycombe CS 4 High Wycombe Areas of Change CS 5 Marlow CS 6 Princes Risborough CS 10 Town Centre Hierarchy</td>
<td>Site allocations in Site Allocations Development Plan Document Development briefs/design advice</td>
<td>Community Plan Theme: Attractive Environment / Accessible Places</td>
<td>Private sector Council's land holdings and land acquisition powers - implementation of High Wycombe Town Masterplan (30 year vision).</td>
</tr>
<tr>
<td>Outcome</td>
<td>What are we planning for?</td>
<td>Indicators/ Targets</td>
<td>Where in the Core Strategy (policy number and title)?</td>
<td>Where else in the WDF may we address this?</td>
<td>Community Plan (CP) and Local Area Agreement (LAA) links</td>
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</table>
| Biodiversity maintained, enhanced, created       | Maintain and enhance the biodiversity of the District               | Changes in areas and populations of biodiversity importance – by priority habitats and designations (C) | CS 4 High Wycombe Areas of Change  
CS 5 Marlow  
CS 17 Environmental assets  
CS 19 Raising the Quality of Place-Shaping and Design | Protection of designated nature conservation sites and green spaces/corridors in Site Allocations Development Plan Document  
Biodiversity as part of detailed design advice documents. | Community Plan Theme: Attractive Environment [QoL 28, QoL 30] | Implementation of Bucks Biodiversity Action Plan  
Private sector.  
English Nature, local nature conservation groups, Bucks Env Records Centre |
| Risk of flooding avoided                         | Addressing flood risk issues, particularly near the Thames and Wye  | No. planning permissions granted against Env Agency advice on flood defence grounds (C) | CS 5 Marlow  
CS 18 Waste/Natural Resources/Pollution | Site Allocations Development Plan Document to show areas of highest flood risk | N/A | Close liaison with Environment Agency |
<table>
<thead>
<tr>
<th>Outcome</th>
<th>What are we planning for/ issues are we addressing?</th>
<th>Target(s)</th>
<th>Where in the Core Strategy (policy number and title)?</th>
<th>Where else in the WDF may we address this?</th>
<th>Community Plan/LAA links</th>
<th>Who else responsible for delivery/how?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs, Labour and Housing broadly balanced</td>
<td>To avoid the District becoming a dormitory area or overheating leading to excessive in-commuting</td>
<td>65% of local people to work locally (L)</td>
<td>CS 4 High Wycombe Areas of Change CS 11 Land for business CS 12 Housing provision</td>
<td>Site allocations and land use designations in Site Allocations Development Plan Document</td>
<td>Community Plan Theme: Prosperous and Learning Communities [QoL 11, QoL 13, QoL 14, QoL 19] / Accessible Places [QoL 43] LAA: Economic Development and Enterprise Block [56]</td>
<td>Private sector. Through the South East England Development Agency (SEEDA) and Economic Partnerships, local chambers - initiatives and strategies.</td>
</tr>
<tr>
<td>Local skills and labour harnessed</td>
<td>Providing jobs that take advantage of the local skills base enabling people to work locally. Enhancing the local skills base to take advantage of growth sectors in the economy</td>
<td>See Community Plan quality of life indicators, especially QoL 20 proportion of working age population qualified to NVQ levels 2 and 4.</td>
<td>CS 2 Locational principles CS 11 Land for business</td>
<td>Site allocations in Site Allocations Development Plan Document Developer Contributions (contributions to skills and training initiatives)</td>
<td>Community Plan Theme: Prosperous and Learning Communities [QoL 11, QoL 13, QoL 14, QoL 19] / Accessible Places [QoL 43] LAA: Economic Development and Enterprise Block [52, 53, 56]</td>
<td>Private sector. SEEDA, Economic Partnerships, and Learning and Skills Council - initiatives and strategies. District Council's business development and regeneration team initiatives. Bucks New University College and Amersham and Wycombe College</td>
</tr>
<tr>
<td>Outcome</td>
<td>Target(s)</td>
<td>Where in the Core Strategy (policy number and title)?</td>
<td>Where else in the WDF may we address this?</td>
<td>Community Plan/LAA links</td>
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<tr>
<td>‘Smart’ economic growth achieved</td>
<td>Encouraging economic growth that is not labour or land hungry</td>
<td>Annual gross/net change in different business uses, by location, by former use class and by the typologies set out in Policy CS 11</td>
<td>Site allocations and land use designations in Site Allocations Development Plan Document</td>
<td>Community Plan Theme: Prosperous and Learning Communities [QoL 11, QoL 13, QoL 14, QoL 19]</td>
<td>Private sector.</td>
<td>SEEDA, Economic Partnerships, local chambers - initiatives and strategies. District Council’s business development and regeneration team initiatives.</td>
</tr>
<tr>
<td>Congestion minimised and transport improvements secured</td>
<td>High levels of peak hour congestion on certain routes</td>
<td>Targets relevant to the District in the Local Transport Plan. New transport modelling of “Master Plan” and M40 Gateway transport proposals by 31/3/08 to determine most appropriate solutions</td>
<td>Identify improvements to transport network in Allocations Development Plan Document Seek contributions to improvements through Developer Contributions to Community Infrastructure</td>
<td>Community Plan Theme: Accessible Places [QoL 42, QoL 43] LAA: Economic Development and Enterprise Block [58]</td>
<td>Bucks County Council through implementation of Local Transport Plan. Highways Agency. Third party contributions including from private sector</td>
<td></td>
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<tr>
<td>Outcome</td>
<td>What are we planning for/issues are we addressing?</td>
<td>Target(s)</td>
<td>Where in the Core Strategy (policy number and title)?</td>
<td>Where else in the WDF may we address this?</td>
<td>Community Plan and LAA links</td>
<td>Who else responsible for delivery/how?</td>
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<tr>
<td>Quality Environments</td>
<td>Creating and safeguarding attractive and safe environments for people to live in</td>
<td>Quality review of developments – level of positive feedback</td>
<td>CS 3-7 Place policies CS 10 Town Centre Hierarchy CS 19 Raising the Quality of Place-Shaping and Design</td>
<td>Detailed design advice in other documents (e.g. suburban residential intensification) Site specific development briefs</td>
<td>Community Plan Theme: Safe Communities [QoL 5, QoL 6 b&amp;c, QoL 7] / Healthy Communities [QoL 38, QoL 40, QoL 41] / Attractive Environment [QoL 22] / Accessible Places</td>
<td>Private sector</td>
</tr>
<tr>
<td>Countryside protected and enhanced</td>
<td>Protecting the quality and character of what is good, and seeking to improve those areas that are not.</td>
<td>Quality review of developments - level of positive feedback Amount of peripheral greenfield development</td>
<td>CS 2 Locational principles CS 9 Green Belt CS 17 Environmental assets CS 19 Raising the Quality of Place-Shaping and Design</td>
<td>Specific designation in Site Allocations Development Plan Document Policies in detailed development control document</td>
<td>Community Plan Theme: Attractive Environment</td>
<td>Private sector Implementation of Chilterns AONB Management Plan (Chilterns AONB Board)</td>
</tr>
<tr>
<td>Greening of the urban areas</td>
<td>Protecting the quality and character of the green infrastructure within our urban areas, and seeking to improve those areas that are not.</td>
<td>Net gain/losses in greenspace designations Development and implementation of green infrastructure/public realm strategies</td>
<td>CS 2 Locational principles CS 3 High Wycombe CS 4 High Wycombe Area of Change CS 17 Environmental assets CS 19 Raising the Quality of Place-Shaping and Design</td>
<td>Specific designation in Site Allocations Development Plan Document Policies in detailed development control document Developer contributions SPD</td>
<td>Community Plan Theme: Attractive Environment LAA: Safer and Stronger Communities Block [50, 51]</td>
<td>Private sector Working closely with other agencies and local communities in development of green infrastructure and public realm strategies.</td>
</tr>
<tr>
<td>Community Plan and LAA links</td>
<td>Private sector</td>
<td>Community Plan Theme: Attractive Environment / Accessible Places</td>
<td>LAA: Safer and Stronger Communities Block [50]</td>
<td>Private sector</td>
<td>Community Plan Theme: Attractive Environment / Accessible Places</td>
<td>LAA: Safer and Stronger Communities Block [50]</td>
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<tr>
<td>Target(s)</td>
<td>Avoiding bland development that does not create places at a human scale.  Developing and respecting the varied local character and identity of different places</td>
<td>Conserving our heritage for the benefit of future generations</td>
<td></td>
<td>Net gains/losses of designated heritage assets considered at risk</td>
<td>Percentage of conservation area appraisals updated in the last 5 years</td>
<td></td>
</tr>
</tbody>
</table>
Appendix 6 Schedule of Local Plan policies replaced by the Core Strategy

The following list identifies policies within the Wycombe District Local Plan to 2011 that are replaced by policies in this Core Strategy

G2 Developer Contributions
G17 Hazardous Substances
G20 and G21 Development within the Flood Plain
G22 and G23 Surface and Ground Water Protection
G24 Renewable Energy
H5 Phasing of New Housing Development
H7 Design of New Residential Development
H13 Affordable Housing
E1 Employment Generating Development in the District
TC1 General Town Centres Policy
T1 Accessible Development and Sustainability
T14 Traffic Management in Rural Areas
C3 Community Facilities in Rural Areas
RT1 Protection of Existing Residential and Leisure Facilities
RT4 Commercial Leisure
CF1 Community Facilities (new)
CF2 Loss of Community Facilities
CF4 Meeting Halls and Places of Worship
CF5 Educational Land and Buildings
## Appendix 7 Glossary of terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
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</thead>
<tbody>
<tr>
<td>Allocations</td>
<td>Site specifically on the proposals map for development.</td>
</tr>
<tr>
<td>Core Strategy</td>
<td>The long term spatial vision and strategy for the area, including the key strategic policies and proposals to deliver that vision.</td>
</tr>
<tr>
<td>Designations</td>
<td>Areas shown on the Proposals Map to which specific policies apply (not allocations)</td>
</tr>
<tr>
<td></td>
<td>Under the new Planning Acts, this is the prime consideration in the determination of planning applications. Under the new system it consists of all Local Development Documents and the Regional Spatial Strategy.</td>
</tr>
<tr>
<td>Development Plan</td>
<td>Spatial planning document prepared by the planning authority that is subject to an independent public examination. They can cover a range of issues, and will set out the main spatial strategy, policies and proposals of the Council.</td>
</tr>
<tr>
<td>Development Plan Document (DPD)</td>
<td>Generic term for documents that can be included in the Local Development Framework. Comprises Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.                                                                翅</td>
</tr>
<tr>
<td>Local Development Documents (LDD)</td>
<td>A portfolio of Local Development Documents that provides the framework for delivering the spatial strategy of the area.</td>
</tr>
<tr>
<td>Local Development Framework (LDF)</td>
<td>Rolling three-year project plan for the preparation of Local Development Documents.</td>
</tr>
<tr>
<td>Local Plan</td>
<td>Part of the Development Plan under the old system. Statutory district-wide document that sets out land use policies and proposals for the area.</td>
</tr>
<tr>
<td>Planning Policy Guidance</td>
<td>Statements of Government policy on a range of issues - being replaced over time by Planning Policy Statements.</td>
</tr>
<tr>
<td>Planning Policy Statement</td>
<td>New name for Planning Policy Guidance - see above.</td>
</tr>
<tr>
<td>Proposals Map</td>
<td>Illustrates policies and proposals in Development Plan Documents.</td>
</tr>
<tr>
<td><strong>Regional Planning Guidance</strong></td>
<td>Non-statutory guidance under the old system, approved by the Government setting out regional planning policy - being replaced by the Regional Spatial Strategy.</td>
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</tr>
<tr>
<td><strong>Regional Spatial Strategy</strong></td>
<td>A statutory document under the new system that replaces Regional Planning Guidance setting out regional spatial strategy and policies. New Local Development Documents will have to be in accordance with it.</td>
</tr>
<tr>
<td><strong>Statement of Community Involvement (SCI)</strong></td>
<td>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 planning applications.</td>
</tr>
<tr>
<td><strong>Strategic Environmental Assessment (SEA)</strong></td>
<td>Environmental assessment of policies, plans and programmes required under the European SEA Directive 2001/42/EC.</td>
</tr>
<tr>
<td><strong>Structure Plan</strong></td>
<td><em>Part of the Development Plan under the old system - abolished under the new system.</em> Statutory document setting out county-wide land use strategy and policies.</td>
</tr>
<tr>
<td><strong>Supplementary Planning Documents (SPD)</strong></td>
<td>Statutory documents that expand upon policies or proposals in Development Plan Documents. These replace Supplementary Planning Guidance.</td>
</tr>
<tr>
<td><strong>Supplementary Planning Guidance (SPG)</strong></td>
<td><em>Non-statutory guidance prepared under the old system to expand upon policies and proposals in the Local Plan or Structure Plan.</em> Being replaced by Supplementary Planning Documents.</td>
</tr>
<tr>
<td><strong>Sustainability Appraisal (SA)</strong></td>
<td>A social, economic and environmental appraisal of strategy, policies and proposals - required for the Regional Spatial Strategy, all Development Plan Documents and Supplementary Planning Documents. To be undertaken jointly with Strategic Environmental Assessment.</td>
</tr>
</tbody>
</table>

Note - entries shown in italics relate to terms solely relating to the old planning system.