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Following the adoption of Wycombe District Local Plan in August 2019, DSA Policies PR3 and PR4 relating to Princes Risborough, and development management policies DM17 and DM18 have been deleted.
FOREWORD

We have been going through difficult economic times in recent years and this creates uncertainty for everyone. However it also means it is the right time to be looking to the future to make plans for better times.

We want to protect our precious environment, improve local facilities and help deliver new jobs and economic prosperity across the District. Building on our already approved Core Strategy, the Delivery and Site Allocations Plan is doing just that. It sets out exciting plans for High Wycombe town centre, based on a vision that seeks to strengthen the economy, transform its public spaces and bring the town together through changes to the transport network to make the town centre a more “people place”. It is a vision that delivers short term changes that we can get on the ground now, and longer term transformation that will ensure its future success.

The Plan also makes positive proposals for supporting Marlow and Princes Risborough town centres, providing a flexible response to change in these centres and identifying new opportunities to improve them further. Policies in this Plan strengthen our ability to secure genuinely sustainable development, supporting the protection and improvement of our valuable ‘green infrastructure’, whilst encouraging new economic development on key sites.

The dialogue that we have had with the community in preparing this document has been very important in shaping it and will ensure that this Plan plays its part in making Wycombe District ‘the place to live, work and visit’.

Councillor Neil Marshall
Cabinet Member for Planning and Sustainability
INTRODUCTION AND PURPOSE

i) Following the adoption of the Core Strategy in 2008 this document seeks to deliver important aspects of that strategy at a time of change and uncertainty both in terms of the national and local economic picture and of major change to the planning system.

ii) The Delivery and Site Allocations Plan seeks to:

(a) promote new development opportunities and change in the main town centres to support their continued economic vitality and viability and their vibrancy as places;

(b) secure more sustainable forms of development across the District through a number of specific development management policies.

iii) In response to the changing national planning context, including the publication of the National Planning Policy Framework and the Localism Act, and to address local issues the Council is committed to reviewing the Core Strategy through the production of a new District-wide Local Plan (the Wycombe District Local Plan). This will include setting new housing targets for the District; addressing other strategic housing issues including housing and mixed use allocations; and setting out site and development management proposals to replace, as appropriate, remaining saved Local Plan policies. The Delivery and Site Allocations Plan, together with the new Wycombe District Local Plan, will form the new local plan for the District.

DELIVERING OPPORTUNITIES IN OUR TOWN CENTRES

High Wycombe Town Centre

iv) High Wycombe town centre is the focus for jobs, shops and leisure activities within our district. The town centre has many strengths and assets including an attractive valley setting and a rich history. In recent years a number of important developments have been completed in the town centre including the Eden shopping centre, The Gateway building for Buckinghamshire New University, the transport interchange at the railway station and two hotel developments.

v) At the same time the town centre has suffered from the effects of the national economic downturn, particularly evident through an increase in shop vacancies. This has been accompanied by a reduction in footfall and general deterioration of environmental quality across the town centre.

vi) Our plans for the town centre aim to provide opportunities to build on the identified strengths, whilst addressing the challenges that still remain. The Delivery and Site Allocations Plan sets out our ambitious and exciting vision for High Wycombe town centre and the policies and proposals which will deliver our vision. The vision and policies are known as the Town Centre Masterplan.
OUR VISION FOR HIGH WYCOMBE TOWN CENTRE

“We want High Wycombe town centre to be a uniquely appealing and attractive destination with a thriving economic centre, and a high quality public realm, which emphasises the natural, historic and cultural assets of the town. The town centre will be a place where people choose to live, work and visit, with a variety of uses that include a good retail offer, high quality office and residential accommodation and cultural and educational opportunities centred around the Swan Theatre and Bucks New University campus.

The town centre will be well connected and accessible on foot, by road and by public transport. The provision of an improved street network will allow for greater integration of the historic and expanded town centre, with new high quality public spaces connecting key areas together through more direct and attractive linkages for pedestrians and cyclists and creating opportunities to enjoy the River Wye.”

The delivery of the vision can be divided into three key elements

**Strengthening the economy** – ensuring the town centre is a focus for new opportunities for homes, jobs, shops and leisure activities

**Transforming spaces** – improving the quality of the public realm and making the town centre a more attractive place to live, work and visit

**Bringing the town together** – changing the highway network to better integrate different parts of the town centre and deliver better connected pedestrian-friendly streets and spaces

STRENGTHENING THE ECONOMY

viii) New developments within the town centre have contributed to the vitality of the town centre, by providing increased retail opportunities, better transport linkages and additional accommodation for visitors. At the same time, the town centre has been affected by the national economic downturn including an increase in empty shop units. Building on actions we have already taken, such as the designation of a Local Development Order in the White Hart Street area, our plans aim to capitalise on the economic strengths of the town whilst addressing the areas that are not performing so well.

ix) How does the DSA help with strengthening the economy?

- Offers greater flexibility in some areas of the town, where areas previously allocated exclusively for shops, can now be filled by other uses, such as cafes and restaurants
- Identifies sites for future development including a variety of uses such as shops, offices and residential. Key development sites include:
  - HWTC13 Lily’s Walk (former Gas Works site)
  - HWTC16 Oxford Road roundabout (Phase II of Octagon Parade)
  - HWTC10 Swan Frontage
- Development opportunities identified could deliver additional floorspace for a variety of uses within the town centre up to 2026, which could lead to the creation of up to 3000 jobs.
- Offers flexibility on some town centre employment sites, to retain employment opportunities but also to encourage new development opportunities
Linking these opportunities for economic development within the improvements to the town centre environment will all contribute to making High Wycombe a destination of choice for businesses, workers and shoppers.

Our five-year plan for improvements to the public realm is set out in the *Town Centre Public Realm Action Plan*. This plan sits alongside the longer term plans for the town centre set out in the DSA. These improvements include:

- Options for improving Frogmoor – reducing the amount of street clutter (signs & lines) and the dominance of traffic in this area. Other options include a temporary community garden, providing more opportunities for seating and making it easier for cafes to have outdoor seating in the space
- Opportunities to improve the link between White Hart Street and Frogmoor, via Bull Lane and Queen’s Square
- At St Mary’s Street and Paul’s Row options for improvements include footway widening, re-surfacing, provision of additional seating and tree planting
- At Swan Frontage we want to make improvements to the river corridor and the area outside of the theatre so that the setting befits its status as a major arts destination
- We have also identified potential opportunities for additional tree planting on the High Street, White Hart Street and Queen Alexandra Road
BRINGING THE TOWN TOGETHER

xiv) Our work on the masterplan has consistently identified the divisive and negative impacts of the road network on the town centre experience, in particular Abbey Way flyover and to a lesser extent Archway. This element of the masterplan aims to change the way traffic moves around the town so that vehicles and roads no longer dominate and different areas of the town are better connected. In making these changes we also need to ensure that traffic will continue to flow acceptably through and around the town.

xv) The first step in integrating the town centre is the provision of an alternative route through the town centre linking Marlow Hill to the A40 West Wycombe Road and A4128 Glenisters Road in the north (shown by the red line on the diagram below). The design of the route will be informed by “Manual for Streets 2” which provides guidance on creating streets to meet the needs of pedestrians as well as motor vehicles. This will include replacing many traffic lights with roundabouts or informal junctions.

xvi) By 2018 the alternative route could be in place. The changes to the road system will allow us to:

• Provide a choice of routes for vehicles travelling through the town centre
• Civilise traffic behaviour around the town centre to a slower and steadier movement
• Reduce Abbey Way flyover to single carriageway for general traffic (shown by the dotted lines in the diagram above), in turn allowing:
  o Removal of the Oxford Road roundabout, making it easier to walk directly from Eden to Frogmoor and facilitating the westward expansion of the Octagon Parade site

xiii) The Public Realm Action Plan also contains actions for the design and implementation of an alternative route for traffic through the town centre which will contribute to “Bringing the town together” detailed below.
- Re-routing of some buses through the town centre, possibly with a dedicated bus priority route over the flyover.
- Changed traffic movements around the Abbey Way gyratory (whilst maintaining local access to facilities and the Swan car park) which will improve the links between the green space within the gyratory to St. Mary’s Street and will assist in improvements to the area outside of the Swan Theatre.

In implementing these changes we are also protecting the opportunity for a decision to be taken on closing Abbey Way flyover completely in the longer term. The DSA document does not propose closure within its policies, but the proposals that it contains would allow this to happen in the longer term if it was appropriate to do so at the time.

**HOW WILL THIS ALL BE DELIVERED?**

xviii) The policies contained within the DSA set out a framework for delivering the vision for the town centre, and importantly ensure that any development coming forward in the shorter to medium term will contribute towards delivering this vision and not prejudice its final implementation.

ix) The masterplan proposals have been developed in partnership with Buckinghamshire County Council and in consultation with residents, businesses and developers. Elements will be delivered by both Wycombe District Council and Buckinghamshire County Council, and the private sector. The Council has been working to identity funding opportunities from a variety of sources – some of which are in place and some of which will be subject to making successful bids for funding.
WHEN WILL IT BE DELIVERED?

<table>
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<th>Key Elements to be Delivered</th>
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| 2013   | • Improvements to the public realm across the town, in line with actions identified in the Public Realm Action Plan and including areas such as Frogmoor (ongoing throughout the life of the plan)  
• More flexible and responsive approaches to town centre retail frontages  
• Reduction in capacity of Abbey Way flyover, through de-dualling. Single-carriageway flyover remains open for general and local access traffic e.g. to key town centre car parks.  
• Closed carriageways on flyover used for other uses, such as bus priority routes and/or environmental improvements. Opportunity for some bus re-routing around the town centre.  
• Potential re-location of High Wycombe fire station  
• Ongoing assessment of traffic conditions and operation and funding availability to contribute to any new plan making process  
| 2018   | • Creation of an alternative cross-town route, linking Marlow Hill to A40 West Wycombe Road and the A4128 Glenisters Road. Queen Victoria Road and Easton Street made two-way  
• Key town centre development sites start to come forward, including the former Gas Works site and in the Baker Street area  
• Reconfiguration of Oxford Road roundabout junction, with environmental improvements and development opportunities created in this area  
• De-dualling of Archway and Oxford Road and creation of a boulevard approach to the town centre from the north and west  
• Reconfiguration of Abbey Way gyratory, with environmental improvements and development opportunities created in the Swan Frontage area  
| 2026   |  

DESBOROUGH AREA

xx) A key issue identified in the Desborough area to the west of High Wycombe Town Centre is the lack of open space in parts of the area. The area is densely built up so opportunities are very limited for new open space to be created. To help address this issue the plan:

• includes a policy encouraging new public open space to be provided as part of mixed-use developments. This is most likely to be on employment sites and would need to be on sites adjoining the River Wye.  
• identifies the Green Street site as a mixed-use development site to include open space with a multi-use games area to serve the local community.
Marlow town centre is a vibrant centre. This plan helps to support the town centre further by:

- identifying further opportunities for new development. This includes
  - the scope for further retail development on the Riley Road site in addition to the recently extended foodstore;
  - encouraging predominantly residential development on the Portlands site; and
  - providing for the potential of some residential development on the Liston Road car park provided there is adequate alternative car parking provided.

However, with the expansion of Sainsbury’s and the new Waitrose store on the Chapel House site, there is not a need for additional new food retailing in the town. In addition the Plan also:

- includes policies to safeguard shop units in the primary shopping frontages whilst allowing some additional flexibility for additional A3 uses (cafes and restaurants). The policy on secondary shopping frontages provides flexibility for a wide variety of retail uses to be provided in these areas helping to provide a wide range of services and facilities for the town, in line with the role of the town centre as a service centre.
PRINCES RISBOROUGH TOWN CENTRE

xxiii) Princes Risborough is a bustling market town. The plan helps support the vitality and viability of the town centre by:

- identifying two specific site development opportunities, namely:
  - land off New Road – for small scale mixed-use development, helping to improve this unattractive part of the town centre;
  - land south of Horns Lane – providing an opportunity for mixed-use development providing the existing level of parking is retained.

- including policies to safeguard shop units in the primary shopping frontages whilst allowing some additional flexibility for additional A3 uses (cafes and restaurants) which play an important role in the heart of the town centre. The policy on secondary shopping frontages provides flexibility for a wide variety of retail uses to be provided in these areas helping to provide a wide range of services and facilities for the town.
DISTRICT CENTRES – BOURNE END, FLACKWELL HEATH AND HAZLEMERE

The plan defines the extent of these local district shopping centres and seeks to ensure their ongoing vitality and viability by allowing appropriate development within them, including additional flexibility for non A1 (shop) uses such as cafes and restaurants and certain other retail uses.

DISTRICT-WIDE DEVELOPMENT MANAGEMENT POLICIES

The plan includes a series of development management policies to ensure that development is more sustainable across the whole District. In particular these policies aim to:

- support more sustainable forms of transport;
- support business development and the local economy;
- protect and enhance the green infrastructure of the District;
- ensure new development assists in delivering carbon reduction and new infrastructure.

Transport

The plan includes policies that:

- ensure sites are designed to make it easier for trips to be made by walking, cycling and public transport, and to provide appropriate new and enhanced sustainable transport infrastructure;
- safeguard transport improvement routes including road protection lines/junction improvements;
- safeguard the route of the former High Wycombe/Bourne End railway line as a walking/cycle route and green corridor.

Business and Retail Development

The plan seeks to protect smaller scale employment sites for business or certain other employment generating uses, setting out the tests for when change to other uses may be appropriate. This will help ensure that new economic development and employment can continue to be provided on such sites where this is practicable.

Principles for delivering mixed use development sites are set down. To ensure new business development is delivered on such sites the policy indicates that mechanisms will be used to secure the business component of such schemes.

General town centre and retail policies and proposals define town centre boundaries and the primary shopping areas to guide the location of main town centre uses, particularly retail development. Thresholds are set for when retail impact assessments are required, with scale of the application and proximity to different sized centres being the key determinants.

Green Infrastructure

A green infrastructure network is identified made up of existing and proposed multi-functional green spaces and green links. These green spaces and links contribute to the high quality natural and built environment required for existing and future sustainable communities resilient to the effects of climate change in the long term. Policies are included in the plan to protect important green spaces and to help deliver improvements to the network.

(1) See Glossary for definition
The plan identifies and protects a wide range of biodiversity sites – these also form part of the green infrastructure of the District. New development should also seek to maximise biodiversity, conserve and enhance the rivers and streams in the District, and provide appropriate levels of open space – policies in the plan set out how this should be achieved.
Flood Risk, Carbon Reduction and Infrastructure

A policy framework is put in place in the plan to reduce the risk of flooding in relation to new developments. To ensure new development plays its part in carbon reduction and water efficiency, a policy is included seeking a proportion of the carbon reduction in new developments through on-site decentralised and renewable or low carbon sources as well as making new developments make more efficient use of water.

The plan identifies the importance of infrastructure planning and the role of new development in providing appropriate infrastructure. However the plan also recognises that there may be issues regarding development viability and sets out a policy response to this issue.
1.0 INTRODUCTION

1.1 In 2008 the Core Strategy was adopted, setting out the spatial strategy for the District up to 2026 and identifying the broad locations for development in the District. This focuses most development within High Wycombe and the strategy identifies three areas of change within the town. It also includes specific policies for Marlow, Princes Risborough and the Rural Areas. There are also a number of Core Policies to guide development of the District up to 2026.

1.2 The Delivery and Site Allocations Plan seeks to deliver key aspects of the Core Strategy. It contains a mix of development management policies covering Sustainable Transport, Town Centres, Retail, Environment and Infrastructure issues, and site specific policies. There is a particular focus on delivering regeneration and improvement of High Wycombe Town Centre as well as policies aimed at supporting Marlow and Princes Risborough town centres. The Delivery and Site Allocations Plan is a local plan for the purposes of regulation 8(1)(b) of the Town and Country Planning (Local Planning) (England) Regulations 2012. The Plan period runs from 2013 ending in 2026, to coincide with the end date of the Core Strategy.
2.0 THE CONTEXT

STRATEGIC CONTEXT

2.1 This document has been prepared at a time of significant change and uncertainty nationally, both in terms of the national economic situation generally and with regards to changes in the planning system.

2.2 Following the recession of the late 2000s, national economic recovery has been slow and looks to be uncertain going forward. The Government sees the planning system as one means of helping to deliver economic growth and in March 2011 it issued its Planning for Growth statement(2) setting out how local authorities should do this through their plan making and development management responsibilities.

2.3 Following consultation on a draft published in July 2011, the Government issued the National Planning Policy Framework (NPPF) in March 2012. This sets out a presumption in favour of sustainable development involving economic, social and environmental elements. This is to take place within the context of a “plan led” system. The DSA has been assessed against the NPPF and it is the Council’s view that it is fully compliant with the policies contained within it.

2.4 The Localism Act (2011) has established various tools for planning at a neighbourhood level, including the ability to prepare Neighbourhood Development Plans that would become part of the statutory development plan for the District. It has also put in place the mechanisms for abolishing Regional Strategies. In the case of Wycombe District this means the South East Plan. This plan was partially(3) revoked on 25 March 2013, and therefore a number of key policies in that plan including those setting housing targets for the District no longer apply.

2.5 The Localism Act also places a “Duty to Cooperate” on authorities to ensure that they work closely with other authorities and organisations in preparing their plans, particularly in relation to strategic issues.

LOCAL CONTEXT

2.6 Wycombe District has not been immune from the national economic downturn with significant jobs losses locally, higher unemployment and increased vacancy levels in our town centres compared with “pre-recession” times.

2.7 The Council has maintained an up to date strategic framework for the future of the District. Working with its partners, the Sustainable Community Strategy for Wycombe District was refreshed in 2009. It is structured around the five themes of thriving economy, sustainable environment, safe communities, health and wellbeing, and cohesive and strong communities. More recently the Council has approved its Corporate Plan(4) setting out its new priorities up to 2015. This includes the priority to sustainably regenerate the area.

2.8 The Wycombe Core Strategy (2008) provides the local strategic planning framework for this document. It sets out the overall vision for our main towns and rural areas, and sets out a range of outcomes or objectives that it seeks to secure around the following themes:

- Community needs addressed
- Resources conserved
- A prosperous economy
- Quality places.

These outcomes provide the framework for this Delivery and Site Allocations Plan as well

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(2) http://www.communities.gov.uk/statements/corporate/planningforgrowth
(3) Only one policy has been retained relating to the Thames Basin Heath
RESPONDING TO THE CONTEXT

2.9 This Delivery and Site Allocations Plan is one part of the local response to both the national and local context. It is planning positively for development in our town centres to secure their economic success, and providing part of a development management policy context for securing sustainable development.

2.10 However the abolition of the South East Plan and in particular its housing targets means that new housing targets need to be set locally to inform the scale and nature of future housing in the District, based on local assessments of need and supply. This has to be done as part of a review of the Core Strategy and the Council has responded to this new approach by committing to prepare a new District-wide Local Plan (the Wycombe District Local Plan), commencing at the end of 2012 with an expected adoption of the new plan by the end of 2015. As well as reviewing housing targets, the Wycombe District Local Plan (WDLP) will be informed by an economic assessment and review of employment land, and will include major housing and employment allocations and designations, as well as other necessary site and development management policies not already addressed in this document.

2.11 The WDLP has implications for this Delivery and Site Allocations Plan; reducing its scope by not including housing or employment land allocations or designations outside of the town centres, and not addressing issues of how housing targets are to be met (i.e. housing land supply). Together these two plans will form the new local plan for the District.

2.12 With the adoption of this Delivery and Site Allocations Plan, the statutory “Development Plan” for this District now consists of:

- The Core Strategy (2008)
- The Delivery and Site Allocations Plan (2013)
- Any Neighbourhood Development Plans prepared by local communities under the Localism Act.

Therefore, the policies in this document, along with the policies in the documents above (which are consistent with the NPPF), can now be used to determine planning applications. Once the WDLP is completed, this will replace the existing Core Strategy and the remaining saved policies of the Local Plan.

HOW HAVE WE PREPARED THIS DOCUMENT?

COMMUNITY INVOLVEMENT

2.13 This document has been prepared in line with the Council’s Statement of Community Involvement. It has benefitted from extensive public and stakeholder involvement. This has been very important in shaping its final policies and proposals. This involvement has been more extensive than might normally be the case as a result of additional “update consultations” in 2009 and 2010 to take account of the adoption of the Core Strategy and further evidence, and a further consultation in 2011 following on from the change in the scope of the document in response to
national changes highlighted above. These consultations followed on from an Issues and Options consultation in 2005 and Preferred Options consultation in 2007.

2.14 The Delivery and Site Allocations Plan Proposed Submission Document was published in June 2012 and, following this, was formally submitted for independent examination in September 2012. As part of this examination, hearing sessions were held in front of a planning inspector in December 2012, and a consultation on proposed main modifications was held in March to April 2013. The inspector’s report on the plan, received in June 2013, concluded that the Delivery and Site Allocations Plan is an appropriate basis for the planning of the District up to 2026 with the incorporation of a number of modifications. Subject to these modifications being made, the inspector concluded that the Plan is a legally-compliant, sound document, and that it can be formally adopted by the Council. The Council formally adopted the Plan on 16th July 2013.

DUTY TO CO-OPERATE

2.15 The Council has liaised with the appropriate bodies, both adjoining local authorities and other relevant agencies, in preparing this document. However as this is essentially a more detailed document to implement aspects of the Core Strategy, its strategic implications are more limited than the Core Strategy. The preparation of this document has also been informed by other relevant plans and strategies of other authorities and organisations.

THE EVIDENCE BASE

2.16 The preparation of this document is founded on an evidence base of information. This includes the outcomes of the consultations referred to above and includes the sustainability appraisal (see below). There are also a number of technical studies that have been important in shaping this document.

SUSTAINABILITY APPRAISAL

2.17 In preparing this document, the Council has tested policies and sites (where appropriate) and options for them through a process called Sustainability Appraisal. This testing has provided the Council with an understanding of the social, economic and environmental issues which need to be taken into account. It has served as an important tool in highlighting what appropriate mitigation measures are required. Information from the evidence base and from consultation responses (particularly from technical consultees) has been an important input into this appraisal. This process has been drawn together in the Final Sustainability Appraisal report.

STRUCTURE OF THE DOCUMENT

2.18 The document is in 4 main parts:

1. Introduction and Context

2. Town Centres policies and proposals – that set out the main proposals for High Wycombe, Marlow and Princes Risborough town centres together with policies for the Desborough area of High Wycombe.

(5) Wycombe Delivery and Site Allocations Plan Final Sustainability Appraisal Report (July 2013)
3. District-wide development management policies – setting out policies that apply across the District

4. The approach to monitoring and delivery of the policies and proposals in this document

2.19 In addition there are a series of appendices. This includes a collection of maps showing the site allocations and designations proposed in this document (see Appendix H), together with an explanation of how these change the current adopted Policies Map for the District. The appendices also make clear which saved policies in the currently adopted Local Plan are replaced by policies in this document.

**AVAILABILITY OF THE DOCUMENT**

2.20 Hard copies of this document are available to view at the main Council Offices in High Wycombe, as well as the Council’s area offices in Marlow and Princes Risborough, and at all libraries in the District. The document is also available to download on the Council’s website.

**Alternative formats**

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

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

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

3. HIGH WYCOMBE AREA
SPECIFIC POLICIES

HIGH WYCOMBE TOWN CENTRE

3.1 High Wycombe is an important town within the South East region and the main town within Wycombe District. The town is the focus for economic activity and service provision within the District and will be the focus for new housing and ongoing economic regeneration into the future. It is the focus for public transport, both bus and rail, being well connected to other areas of the District and beyond.

3.2 Policies CS2 and CS3 of the Core Strategy seek to strengthen the role of High Wycombe, through a focus on new development, regeneration and transforming key areas of change. Ultimately it seeks to make High Wycombe a place of distinction, taking advantage of its natural assets, economic and locational strength and the wide cultural diversity of its population and the strength of its communities. The town centre is at the heart of this vision as a key destination for a range of activities.

3.3 The town centre occupies the narrow valley floor at the confluence of the River Wye and the Hughenden Stream. While some of the surrounding valley sides have been developed, sufficient tree cover remains to provide an attractive wooded setting to the town. The town centre is rich in history and the historic environment enhances the quality of the environment and sense of place within the town. Key features of the historic town centre include its medieval church, the fine Georgian Guildhall on the High Street and the distinctive Little Market House.

3.4 In recent years a number of important developments have been completed in the town centre including the Eden shopping centre and new bus station, The Gateway building for Buckinghamshire New University, the new Sainsbury’s on Oxford Street, the new transport interchange at the railway station and two hotel developments.

3.5 At the same time the town centre has also been affected by the national economic downturn and emerging trends in internet shopping, particularly evident through an increase in shop vacancies. Coupled with the opening of the Eden Shopping Centre and the resulting westward shift of retail focus, this downturn has had a significant impact on the historic area of the town centre, in particular upon the White Hart Street and Frogmoor area. This has been accompanied by a reduction in footfall and general deterioration of environmental quality.

3.6 The town centre is a diverse area of different characters and land uses (identified in Figure 1). Each area contributes to the success of the town centre and the achievement of our town centre vision through their land use, streetscape and design. It is important that each area integrates with the immediate and wider town centre and positively enhances the town centre’s identity as a whole, through the creation of a sustainable, stimulating and vibrant town centre environment.

3.7 The proposals for High Wycombe town centre contained within this document aim to capitalise on the existing assets of the town, whilst addressing the challenges and constraints that the town is facing now and will face in the future. The proposals aim to give a clear framework for the town centre to enable it to grow and prosper.
3.8 The Third Local Transport Plan\(^6\) also supports our aspirations for High Wycombe town centre and aims to support urban renaissance and to achieve sustainable communities and sustainable growth in areas that are, or can be, well integrated with the town. The strategy prioritises supporting the delivery of the town centre vision and masterplan, alongside accommodating new housing, employment growth, tackling congestion, increasing levels of active travel and addressing poor air quality in the town centre. Appendix 4 of the Core Strategy brings together the aspirations of both Wycombe District Council and Buckinghamshire County Council into a Shared Vision for High Wycombe.

**THE VISION FOR HIGH WYCOMBE TOWN CENTRE**

3.9 Box 1 sets out our vision for High Wycombe Town Centre

>"High Wycombe town centre will be a uniquely appealing and attractive destination with a thriving economic centre, and a high quality public realm, which emphasises the natural, historic and cultural assets of the town. The town centre will be a place where people choose to live, work and visit, with a variety of uses that include a good retail offer, high quality office and residential accommodation and cultural and educational opportunities centred around the Swan Theatre and Bucks New University campus.

The town centre will be well connected and accessible on foot, by road and by public transport. The provision of an improved street network will allow for greater integration of the historic and expanded town centre, with new high quality public spaces connecting key areas together through more direct and attractive linkages for pedestrians and cyclists and creating opportunities to enjoy the River Wye.”

3.10 The Delivery and Site Allocations Plan sets out the masterplan for the town which will turn our vision into reality through the delivery of a range of proposals and policies that both strengthen and transform the town centre. It aims to create a clear spatial structure for future growth and change for the town centre and a planning and delivery framework that optimises the beneficial impacts of development and regeneration and targets investment where the greatest number of town centre objectives are met. The three key themes which underpin the masterplan are:

i. **Strengthening the economy** – ensuring the town centre is a focus for new opportunities for homes, jobs, shops and leisure activities

ii. **Transforming spaces** – improving the quality of the public realm and making the town centre a more attractive place to live, work and visit

iii. **Bringing the town together** – restructuring the highway network to better integrate different parts of the town centre and deliver better connected pedestrian-friendly streets and spaces

3.11 Figure 2 sets out our plan for delivering the vision for High Wycombe town centre through the policies contained within the Delivery and Site Allocations Plan.

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Figure 2. Our Plan for delivering the vision
POLICY HWTC1 DELIVERING THE TOWN CENTRE VISION

1. All development within the town centre should contribute towards delivering the vision for High Wycombe town centre as set out in Box 1 and illustrated in Figure 2. Planning permission will not be granted for any development which prejudices the implementation of this vision.

2. All development within the town centre should contribute towards meeting the following objectives for the town centre:

   a. To transform people’s perceptions of High Wycombe, focusing new economic growth and development in the town centre and creating a diversity and richness of uses that satisfies community needs, enhances the natural and built environment and attracts visitors to the town.

   b. To reduce the physical impact of the highway network on the environmental quality of the town centre and re-establish High Wycombe as a People Place, where people on foot and cyclists take precedence, whilst maintaining accessibility to the town.

   c. To give High Wycombe an improved sense of place and make it a focus for the community and for civic activity, facilitating the integration of the ‘old’ and ‘expanded’ parts of the town centre, connecting key areas of activity together and protecting and enhancing where possible the historic townscape, environment, and landscape setting of the town centre.

   d. To create a high quality public space network within the town centre to act as focal points for the community and make a strong contribution to the image of the town.

   e. To utilise the River Wye for Place Making throughout the town centre by taking advantage of opportunities to reopen and improve the river corridor, including increasing access to it and maintaining and enhancing its biodiversity value. Ensure no development prejudices future opportunities for the reopening of the River Wye.

3.12 Core Strategy Policy CS3 ‘High Wycombe Principles’ sets out the strategic objectives for the future of High Wycombe and it is essential that both the overall masterplan and individual development proposals within the town centre contribute towards achieving these strategic objectives. Our vision for the town centre is set out in Box 1 and illustrated in Figure 2. The vision reflects the objectives set out in Policy CS3 and builds on the strengths and opportunities identified within the town centre. Based on the vision, Policy CS3 and national planning guidance, a set of objectives for the town centre have been developed to help guide and shape the proposals and policies for the town centre and individual sites contained in this document. These objectives are set out in policy HWTC1 and seek to ensure that the town centre and development proposals fit within and contribute to achieving the wider vision for High Wycombe and the District as a whole.

3.13 The town centre is not only the primary retail and employment focus in the District; it also marks the location of a key junction in the local and regional transportation network. The centre is made up of a series of physical and natural features, including building blocks, public spaces, green spaces, highway infrastructure, as well as different communities and individuals who access the town centre for services and employment. However its valley bottom setting places limitations on its scope to accommodate significant growth and change. Responding to all of these considerations requires a clear framework to be put in place to ensure developments deliver their full potential, and fit together seamlessly with each other and their surrounds to contribute to the overall vision for the town centre.

3.14 Development within the town centre plays a key role within this framework, however big or small, through the land uses it provides, its design and interaction
with its surroundings and its financial contributions, both in the immediate and longer-term. Developments will contribute in different ways and extents dependent on their location, size and type of development.

**HIGH WYCOMBE TOWN CENTRE**

3.15 The vision for the town centre is ambitious and it will be delivered in stages throughout the lifetime of this plan and beyond. Box 2 below shows the indicative phasing of delivery.

**Box 2 indicative timing of key elements of the town centre masterplan**

<table>
<thead>
<tr>
<th>Timing</th>
<th>Key Elements to be Delivered</th>
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| 2013   | • Improvements to the public realm across the town, in line with actions identified in the Public Realm Action Plan and including areas such as Frogmoor (ongoing throughout the life of the plan)  
• More flexible and responsive approaches to town centre retail frontages  
• Reduction in capacity of Abbey Way flyover, through de-dualing. Single-carriageway flyover remains open for general and local access traffic e.g. to key town centre car parks.  
• Closed carriageways on flyover used for other uses, such as bus priority routes and/or environmental improvements. Opportunity for some bus re-routing around the town centre.  
• Potential re-location of High Wycombe fire station  
• Ongoing assessment of traffic conditions and operation and funding availability to contribute to any new plan making process | • Creation of an alternative cross-town route, linking Marlow Hill to A40 West Wycombe Road and the A4128 Glenisters Road. Queen Victoria Road and Easton Street made two-way  
• Key town centre development sites start to come forward, including the former Gas Works site and in the Baker Street area  
• Reconfiguration of Oxford Road roundabout junction, with environmental improvements and development opportunities created in this area  
• De-dualling of Archway and Oxford Road and creation of a boulevard approach to the town centre from the north and west  
• Reconfiguration of Abbey Way gyratory, with environmental improvements and development opportunities created in the Swan Frontage area |
| 2018   |                              |
| 2026   |                              |

3.16 Wycombe District Council has developed a five year Public Realm Action Plan which covers the first five years of the masterplan. The Action Plan identifies priority areas for improvements in the quality of the public realm within the town centre. The Council has also begun, in partnership with Buckinghamshire County Council, a programme for the design and implementation of the alternative cross-town route, linking Marlow Hill to the A40 West Wycombe Road and the A4128 by 2018.

3.17 A key element of the masterplan will be ensuring that these opportunities for improvements and development in the short to medium term are utilised and delivered, but in doing so do not prejudice the achievement of the longer term vision. The proposals set out within
this document protect the opportunity for more significant changes to the town centre beyond 2026, including the full closure of Abbey Way flyover and the removal of the flyover ramps and further de-culverting of the River Wye, if the evidence at that time supports such a strategy. These proposals will be subject to their own technical assessment and be brought forward in a separate plan, but it is important that proposals within this document plan in a positive way for the town centre in the short to medium term without prejudicing opportunities identified for the longer term.

PRINCIPLES FOR DELIVERING THE VISION

3.18 The following policies set down key principles for how all development within the town centre will be expected to contribute to the achievement of the town centre vision. The framework for implementation and monitoring of these policies is set out at the end of this section.

POLICY HWTC2 TOWN CENTRE ENVIRONMENT

1. An improved public space network will be provided within the town centre, including:
   a) Improvements to the existing public spaces at:
      i. Frogmoor
      ii. HWTC10 Swan Frontage
   b) New spaces at:
      i. HWTC16 Oxford Road Roundabout
   c) Enhanced pedestrian and cycling links between new and improved spaces and the existing built and natural public space network, in particular between the town centre and the Rye

2. In order to achieve a high quality public realm, public spaces and streets should be designed to achieve the following:
   a) Connectivity – public spaces should be well related to surrounding pedestrian movement patterns and land uses
   b) Use and interaction – the use of street furniture and hard and soft landscaping should encourage pedestrians to meet and pass through the spaces
   c) Opening up of the river – public spaces at HWTC10 Swan Frontage, and at other opportunities if they arise, should be designed to maximise the place-making potential of the River Wye

3. Development which is adjacent to new and/or existing public spaces is required to:
   a) Provide active ground-floor frontages and interactive uses, such as retail, cafes and restaurants
   b) Through its design, demonstrate consideration to the enclosure of, and sunlight penetration to the public space

4. All development within the town centre should conserve or enhance the town centre townscape. Development proposals should give consideration to:
   a) Impact on existing key views and opportunities for the opening up of new views
   b) Relationships to adjacent buildings and important features within the townscape

5. Development proposals which are located within the Source Protection Zone (SPZ) for the Pann Mill Public Water Abstraction (Principal Aquifer in the New Pit Chalk) should be designed to ensure no impact on the function of the Source Protection Zone

3.19 Town centres should be people places and their success depends not only on its land uses and accessibility, but also the degree to which visitors are encouraged to linger and explore once they arrive. All people visiting the town centre eventually become pedestrians, and as such are highly sensitive to environmental quality. This sensitivity makes the delivery of a positive public realm crucially important and means that spaces must not only be clean, safe and convenient, they must also be attractive and stimulating places to be.
3.20 It has been identified that there are currently few places within the town centre that people can linger and socialise in comfort(7). There is a need therefore not only to seize opportunities to create new spaces, but also maximise the place-potential of existing streets and spaces. Opportunities for this have been identified at Frogmoor, Archway, Oxford Road roundabout and the Swan Frontage, as well as along existing streets, such as the High Street.

3.21 A stimulating public realm results not only from visual quality but also from the degree to which interaction is encouraged and conflict minimised. For instance the success of cafés and public spaces both depend upon people lingering in them, making them highly compatible uses. Equally, interesting shop fronts interact well with busy, well connected pedestrian routes. Development adjacent to public spaces is therefore required to contribute to this interaction through the uses they provide.

3.22 The creation of a positive public realm requires developments adjacent to public spaces to enclose the space with a scale and form that complements the size of the space and the use to which it is put. The impact of proposed buildings on the climate, sunlight penetration and general level of comfort to those using public spaces should therefore be fully considered. Buildings should be designed to respond positively to patterns of movement, and spaces which surround them. Opportunities to contribute to local distinctiveness and a visually rich and stimulating public realm through architecture should be explored.

3.23 High Wycombe’s history and the historic environment are an important element of the town’s identity and are valued by residents and visitors alike. The High Wycombe conservation area was first designated in 1970 and covers the medieval core, including Frogmoor and the eastern part of the town centre, including the historic pastures of the Rye. Within the town centre there are over 80 listed or locally listed buildings, including the Grade I listed Guildhall and All Saints Parish Church and the Scheduled Ancient Monument of St. John’s Hospital. All development proposals within the town centre should conserve and enhance the town centre townscape. In particular development proposals within the conservation area and/or which would impact on the fabric and/or the setting of a listed building must have regard to the heritage policies within the Development Plan and additional guidance set out within the conservation area appraisal.

3.24 The setting of High Wycombe town centre in the narrow valley floor is key to the character of the town and makes the town centre highly visible from the surrounding valley sides, creating public views and vistas of the town centre. This visibility means that a number of buildings and parts of the town centre can be viewed in close juxtaposition, and the town centre has a very important relationship with its setting. Views across the rooftops of the town can be had from a number of important public locations, and particularly as one enters the town centre from either the north or the south.

3.25 As a result, the impact of any development on and across the townscape of High Wycombe is substantially greater than might otherwise be the case. Potential impacts are not limited to larger scale proposals; smaller developments or

even single buildings can have an impact upon a public view. Discussions should be held with the Council at the earliest opportunity to determine the need and scope of a Townscape & Visual Impact Assessment.

3.26 Natural features can make a significant positive contribution to the character and quality of a place. The River Wye, currently culverted through much of the town centre, represents a significant underused resource. A key long-term aspiration for the town centre is to de-culvert the river, particularly in locations where it can make a significant contribution to busy public spaces in the town centre. At HWTC10 Swan Frontage there are shorter-term opportunities to enhance the existing river corridor and maximise its contribution to a high quality public realm in this area. Policy DM15 Protection & Enhancement of River and Stream Corridors protects these future opportunities.

3.27 The following town centre sites are located within the Source Protection Zone (SPZ) for the Pann Mill Public Water Abstraction (Principal Aquifer in the New Pit Chalk):

- HWTC7 Easton Street
- HWTC8 Council Offices and Royal Mail Sorting Office
- HWTC9 Land off Duke Street
- HWTC10 Swan Frontage
- HWTC11 Wycombe Hospital
- HWTC12 Chilterns Shopping Centre & Frogmoor East
- HWTC13 Lily’s Walk (Former Gas Works Site)
- HWTC16 Oxford Road Roundabout

3.28 In discussion with the Environment Agency development proposals within the Source Protection Zones (SPZs) need to be designed to allow for:

- the potential to encounter shallow groundwater and the restriction on the use of soakaways
- avoiding direct discharge of hazardous substances to groundwater
- the potential for historic contamination to be encountered during development
- the restrictions on deep penetrative foundation methods if contamination is encountered

POLICY HWTC3 CONNECTIONS, MOVEMENT AND ACCESS

1. Changes to the town centre highway network, as defined in Appendix B, will be secured to result in:

   i. the creation of an alternative route through the town centre which will facilitate the downgrading of Abbey Way flyover to single carriageway and the reconfiguration of the highway at HWTC10 Swan Frontage and HWTC16 Oxford Road Roundabout
   
   ii. effective traffic management so as to maintain accessibility to the town centre
   
   iii. reduction of the physical impact of the highway network on the environmental quality of the town centre
   
   iv. protection of the opportunity for the implementation of the longer-term vision for the town centre

2. Changes and/or improvements to the town centre highway network should be designed to assist in the creation of a street network, that:

   i. helps to build and strengthen the communities they serve;
   
   ii. meets the needs of all users;
   
   iii. forms part of a well-connected network;
   
   iv. is attractive and has its own distinctive identity;
   
   v. is cost-effective and viable to construct and maintain;
   
   vi. is safe for all users;
vii. ensures attractive and convenient public transport routes are provided within the town centre and to destinations outside of the town centre including the Park & Ride and proposed regional coachway, whilst minimising the impact on pedestrians in the town centre in line with the principles of Manual for Streets, Manual for Streets 2 or replacement design guide.

3. Development in the town centre

a) Development proposals in the town centre which would prejudice the delivery of Part (1) of this policy will not be granted planning permission.

b) Development proposals adjacent to the existing and/or proposed new street network must be designed in a way which supports and contributes to the achievement of the objectives for street network design set out in Part (2) of this policy.

3.29 Currently highway infrastructure and traffic movements dominate the town centre, negatively impacting on the experience and movements of pedestrians and cyclists within and across the town centre. The masterplan proposals aim to reduce the divisive nature of the highway infrastructure, whilst maintaining the satisfactory operation of the network and thereby achieving the objectives of Core Strategy policy CS3.

3.30 The masterplan for High Wycombe town centre proposes significant changes to the current highway network, as listed out in Appendix B. Significant transport assessment work has been undertaken to support the masterplan proposals. The results of this work have been considered and the Council has been advised by Buckinghamshire County Council as Highway Authority as to the acceptability of the results of this assessment work, providing a sound basis on which to proceed with the proposals. It is also important that the implementation of these changes is managed in a sensitive and pragmatic manner to ensure they do not negatively impact on accessibility to, and operation of the town centre network.

3.31 The first phase of the changes is the provision of an alternative route through the town centre, linking Marlow Hill to the A40 West Wycombe Road in the west and the A4128 in the north. Coupled with changes to Abbey Way flyover and Queen Victoria Road and Easton Street, this first phase will create the framework for further changes to the network.

3.32 The intention, following the provision of the alternative route and to avoid increasing road capacity within the town centre, is to reduce traffic capacity on Abbey Way flyover to a single-carriageway two-way route. Options for the use of the closed section of carriageway include bus priority routes and/or environmental improvements. The open section of the flyover would be retained as a through route for general traffic and maintaining access to town centre car parks.

3.33 The reduction in capacity on the flyover allows for changes in the highway layout at either end of the flyover, namely Oxford Road roundabout and the Swan Frontage. Work has been undertaken to identify the possible changes to the highway that could be implemented, which in turn would allow for improved pedestrian linkages and environmental and public realm improvements. At Oxford Road roundabout, the reconfiguration of the junction, including the removal of the roundabout, would also allow for the westward expansion of the Octagon Parade site. Policies HWTC10 Swan
Frontage and HWTC16 Oxford Road Roundabout set out the site specific principles for redevelopment in these areas.

3.34 Figure 3 shows the potential changes to the network with the new main route through the town centre shown in red and sections of the existing highway reduced to single carriageway as dotted lines. Significant technical work has been undertaken to understand the implications of these changes on the operation of the network. Throughout the lifetime of the plan the Council will work with the Highways Authority to monitor the operation and performance of the town centre network as the changes are implemented.
Figure 3. Proposed revised highway layout
3.35 The changes proposed to the highway network during the lifetime of this plan will bring significant benefits and are designed to support the continued and on-going development of the town centre. The proposed changes do not prejudice any future development opportunities and will in turn protect the opportunity for further changes to the town centre in the longer term. This could include the full closure of Abbey Way flyover and the removal of the flyover ramps if this was deemed the most appropriate strategy at the time. Any further changes to the operation of the town centre, beyond that which is proposed in Policy HWTC3, would be subject to further separate technical assessment and stakeholder engagement as part of a future plan making process.

3.36 It is important to ensure that the proposed changes to the network do not recreate the problems of division and negative environmental impact that are currently seen by Abbey Way flyover and Archway. Manual for Streets\(^\text{TM}\) has been adopted as the appropriate design standard for the town centre street network, promoting a balanced approach to design where the street network is designed for all users and where focus is on place making along the entire route. Design of the network should meet the principles of Manual for Streets and Manual for Streets 2, and any future replacement guidance, as set out in part 2 of Policy HWTC3. Further information on this design approach is available within the background documents\(^\text{(10)}\).

3.37 Where changes to the highway network are required outside the existing highway boundary, existing Transport Improvement Lines will be amended and new Transport Improvement Lines designated. Appendix B highlights where this will be necessary. Transport Improvement Lines are declared by Buckinghamshire County Council as the highway authority and the Policies Map shows the indicative location or route of the proposed Transport Improvement Lines (see policy DM3 Transport Improvement Lines for further information). It is anticipated that the highway authority will proceed with the formal designation of Transport Improvement Lines once this plan is approved, in consultation with the Council and relevant stakeholders.

3.38 As part of the changes proposed to the town centre highway network it is important to ensure that bus routing is as convenient for users as possible, increasing the penetration of the town centre and making bus journeys as attractive to the user as possible. The changes to the network present opportunities to the way buses are routed through the town, including the potential provision of a bus priority route using the closed carriageway on the flyover. This may help reduce the number of bus movements in areas of the town where there are concerns about their impact on the pedestrian environment. Further detail on operation of these routes will be considered in consultation with bus operators.

\(^{(10)}\) Chapter 7 - High Wycombe Town Centre Masterplan Background Paper (WDC & BCC, May 2012)
TOWN CENTRE ECONOMY

POLICY HWTC4 ECONOMY

1. In order to support the local economy, High Wycombe Town Centre will
   a) be the focus of retail activity and other main town centre uses including leisure, office, hotels and arts/entertainment, incorporating as appropriate residential development.
   b) have a central role as a location for quality office development. Opportunities for new or enhanced quality office accommodation will be created, particularly at the following locations:
      • HWTC 8 Council Offices and Royal Mail Sorting Office
      • HWTC 10 Swan Frontage
      • HWTC 16 Oxford Road Roundabout
      • HWTC 17 Bridge Street
      • HWTC 19 Rapid House

2. Development on these sites will increase the attractiveness of the town centre for investment and complement the improvements to the town centre’s public realm.

3.39 High Wycombe is the main focus of employment, services, transport and other facilities, including retail and leisure within the District. It is vital therefore that its economy continues to succeed and grow to support the vital role it has within the life of the District.

3.40 The strategy for economic growth within the district and within High Wycombe is set out within the Council’s Economic Development Strategy. The Core Strategy (policies CS2 and CS3) continues to see High Wycombe as fulfilling a central role in the future economic growth of the District.

3.41 National policy states the Council should promote the vitality and viability of its town centres, focusing new economic growth and development in main town centres, with the aim of offering a wide range of services to communities whilst conserving the heritage of centres and where appropriate enhancing a sense of place and a focus for the community and for civic society. It is important that High Wycombe maintains a vibrant and diverse economy, anticipating and accommodating the needs of its residents, workers and visitors.

3.42 High Wycombe is the main comparison shopping destination and the main location for major retail developments serving the whole of the District. The opening of the Eden Centre in 2008 saw an increase in retail and leisure floorspace within the town of 85,000m2. This has served in particular to increase the town’s market share of comparison goods expenditure. Future market shares are expected to remain constant at 2011 levels, recognising that improvement will still be required in High Wycombe to achieve this, in order to respond to development in competing centres. Taking into account all these factors, the projections carried out as part of this work suggest scope for only a limited quantum of extra convenience floorspace (about 1,500m² net up to 2016 and 1,900m² net up to 2021), with a greater scope for extra comparison floorspace (about 7,600m² up to 2016 and 24,300m² to 2021). This plan identifies a number of sites which will help deliver this extra floorspace as well as providing for investment in the town centre.

3.43 Parts of High Wycombe town centre have been suffering from increased levels of shop vacancy since 2004 (with an

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(12) High Wycombe Retail Strategy Report (NLP for WDC, 2012)
estimated total stock of about 10,000m²(13) gross vacant units) and these vacant premises should help to accommodate some of the forecast future growth. The short-term priority is therefore to reoccupy vacant floorspace, but this should not preclude investment within the town centre, or on edge-of-centre sites where it can be demonstrated that it would not harm the vitality and viability of the town centre. Policies HWTC5-6 set out the Council’s approach to existing shopping frontages within the town centre, and policies HWTC7-21 outline individual site policies and allocations.

3.44 Leisure and tourism uses, such as the Swan Theatre, and cinema and bowling alley in the Eden Centre are also important uses which attract visitors to the town centre.

3.45 The vitality of the town centre is enhanced by people living within it. Individual site policies within this chapter include policies for mixed-use development which incorporate an element of residential use. In addition, the upper floors of existing buildings could be converted to residential use, providing a satisfactory living environment would be created in accordance with other policies within the Development Plan. There is a careful balance to be struck between the benefits brought to the town centre through having people living within it and the need to protect employment uses within the town centre. The Council will continue to monitor the impact of such changes and the balance of uses within the town centre.

3.46 The Council’s approach to business development in the town centre is to seek opportunities for reinvestment in and/or redevelopment of existing office stock which may have fallen vacant and need updating to reflect current accommodation demands. In addition, opportunities for new business and office accommodation have been identified. In particular opportunities at HWTC10 Swan Frontage offer the potential to create high-quality headquarters type office development, which is currently not provided for within the town centre. There are strong links between the environmental qualities and place-making of the town centre and the profile and quality of investors it can attract(14). This type of development will bring a higher profile user to the town centre, and will contribute to place-making in this location whilst showing that High Wycombe is a place to do business. Individual site policies set out allocations for the delivery of new or reinvestment opportunities for business and office developments within the town centre.

IMPLEMENTATION

- Timescale: Throughout the lifetime of the Plan
- Town centre initiatives such as the Local Development Order will form part of a responsive and proactive approach to maintain the vitality and viability of the retail core for both existing retailers and new retail opportunities. Where sites are required to deliver particular land use requirements this is set out in site specific policies

(13) High Wycombe Retail Strategy Report (NLP for WDC, 2012) and Town Centre Retail and Frontage Policies Background Paper Update (WDC, 2012)
(14) Paved with Gold – The real value of good street design (CABE, 2007)
HIGH WYCOMBE TOWN CENTRE SHOPPING FRONTAGES

POLICY HWTC5 PRIMARY SHOPPING FRONTAGES: HIGH WYCOMBE

1. Primary Shopping Frontages in High Wycombe are defined on the Policies Map.
2. A1 Core Frontages: Planning permission will be granted for changes of use from class A1 to other uses (as set out below) where the change would result in no less than the following minimum percentages of ground floor frontage length in A1 being maintained:
   a) Eden Mall (sector closed at night) – 80% (changes to A2 and A3 use only). NB Upper floor is within the Secondary Shopping Frontage Zone.
   b) Eden (walkways open all hours) – 85% (changes to A2 and A3 use only).
3. Other Primary Shopping Frontages: Planning permission will be granted for changes of use from class A1 or A3 to other uses (as set out below) where the change would result in no less than the following minimum percentages of ground floor frontage length in A1 or A3 being maintained:
   c) High Street west – 60% (changes to A2 and A4)
   d) Octagon Parade, White Hart Street (southern side) and Oxford Street (southern side) – 60% (changes to any other A uses).
4. Applicants should provide up-to-date use class survey evidence to demonstrate that their proposal complies with the above minimum percentage criteria.
5. Special Retail Areas within the Primary Shopping Frontage: Due to the current high level of shop vacancies, planning permission will be granted for changes of use to A1, A2, A3, A4, A5 or D1 uses in the Chilterns Shopping Centre/Frogmoor (eastern side). This area is also subject to a site-specific policy advocating a mixed-use reconfiguration of the centre.
6. High Wycombe Town Centre Local Development Order (LDO) Area: On expiry of the LDO, the area it covers will revert to the primary shopping frontage, with a target percentage for an appropriate mix of uses to be stipulated in a future plan.
7. Units which contain a mix of A1/A3 use, such as coffee shops, will, for the purposes of this policy, be classified as A3 uses.

POLICY HWTC6 SECONDARY SHOPPING FRONTAGES: HIGH WYCOMBE

1. Secondary Shopping Frontages are defined on the Policies Map.
2. Planning permission will be permitted for proposals which:
   a) result in no net loss of frontage length in Class A use; and
   b) retain an active frontage.
3. Exceptionally to this approach, the Council will allow changes of use to community facilities as identified in class D1 use or in paragraph 4.83 of the Core Strategy, which retains an active frontage.

3.47 The Council has traditionally adopted a policy of protecting A1(15) shop uses in the primary shopping frontage areas. This is based on the important role retail has traditionally played in protecting and promoting town centre vitality and viability. Whilst acknowledging that national planning policy still presumes that primary frontages contain a high proportion of retail uses(16), the Council believes that, in the current financial climate, town centres are particularly vulnerable to economic pressures and resulting risk of vacant shop units. It has also become more widely...
acknowledged that town centres have a much wider role to play at the centre of communities than simply being a location for retail facilities. Encouraging a diverse mix of uses will therefore be more effective in generating footfall from a wide section of society and establishing the various centres as strong focal points for the local community.

3.48 Therefore it is considered that allowing for a greater mixture of uses in some town centre primary frontages is more appropriate than strictly adhering to an A1-only approach.

3.49 In particular, the Council believes that there should be a flexible approach towards allowing for A3 uses given the positive contribution they make to maintaining town centre vitality and viability and their role in the enhancement of town centre attractiveness and to the creation of a vibrant, mixed evening economy. Therefore, policy HWTC5 proposes a target for A1/A3 uses for some of the primary frontages, rather than simply an A1 target. Only in the most central, core retail frontages does the Council still propose a target which protects a minimum percentage of A1 shop use alone.

3.50 The policy sets out different approaches and proportions for each sub-area of the primary frontages, based on an analysis of the current performance and potential role of these different areas. The Town Centres Retail and Frontages Background Paper provides further information on each area and the reason for the approach taken to each.

3.51 The approach to measuring main town centre uses is based on frontage length. This is designed to reflect the fact that it is the effect of the shop frontage presented to the street which has a key impact on overall character, diversity and vitality.

3.52 Similarly, active frontages (as defined in the Glossary) at ground floor level are key in creating the impression of a healthy and vibrant centre, and in ensuring that locations are places that people want to visit. Even where a more flexible approach to use classes is being advocated, it is vital that units continue to reflect this, and that they offer visual interest on the frontage even where they are not in A1 retail use.

3.53 The varying approaches to each sub-area of the town centre have been proposed following a full occupancy/vacancy survey and analysis of the various centres and their constituent parts, firstly in April 2011 and updated in February 2012. The approach has also been informed through ongoing dialogue with local stakeholders including the High Wycombe Town Centre Partnership.

3.54 In each case, the starting point for the frontage policy target has been an analysis of the current level of vacancy and use class mix in each sub-area.

3.55 The High Wycombe Town Centre LDO area covers a 0.7ha block that is critical in terms of location, being situated in the historic core of the town centre between the High Street and Eden. It is also an area that has suffered a particularly high rate of vacancy in the past and remains vulnerable to wider economic pressures and trends.

3.56 To help revive and regenerate the area, the Council adopted the LDO in July 2010, the current extent of which is shown on the Policies Map.
3.57 The LDO effectively grants planning permission for changes of use of ground floor premises to a wide range of uses (all retaining an active frontage but excluding sui generis uses). The LDO is due to expire on 29th July 2013, although the Council could take the decision to extend its lifespan if it considers it appropriate to do so. When it has expired it is proposed that the area reverts to being a primary shopping frontage. However, as it is not yet known what the impact of the LDO will have on the mix of uses in the area, it is not possible to set a target percentage for non-A1/A3 uses at this point in time. This will need to be carried out in a future plan.

3.58 The Council will also support other measures to regenerate this area (and other areas of the town centre), including initiatives with the following objectives:

- temporary use of vacant units
- extending the evening economy
- town centre management
- environmental improvements to help pedestrian legibility and permeability.

3.59 The Council is also considering extending the LDO to cover other areas of the town centre which are suffering from a high proportion of vacant units.

TOWN CENTRE CHARACTER AREAS

3.60 The following section sets out the proposals for the different character areas of the town centre. Where redevelopment opportunities lie within character areas, the requirements in relation to land use mix and infrastructure provision are set out within site specific policies.

(A) CIVIC QUARTER

3.61 The civic quarter is located on the eastern side of High Wycombe Town Centre and consists primarily of office and civic uses such as the District and County Council offices, the town hall and the magistrate’s court. This mix of uses makes the Civic Quarter one of the key employment areas in the town centre. Also within this area is the High Wycombe railway station, with the railway line forming the northern boundary. To the south east is the Rye, which is the primary open space and parkland serving the town. The civic quarter is partly within the High Wycombe Town Centre Conservation Area and is comprised of a range of listed and locally listed buildings, as well as large office buildings dating from the 1960’s.

3.62 As part of the masterplan for the town centre, there are proposals in this area to change Easton Street and Queen Victoria Road from one-way streets to accommodate two-way traffic.

POLICY HWTC7 EASTON STREET

1. This area is allocated as a Town Centre Business Area: any redevelopment proposals should be primarily for B1 office uses.

2. Proposals for other main town centre uses and limited residential development are acceptable but should not be of a scale that would undermine the predominantly business nature of the area.

3. Redevelopment proposals in this area should:
   a) Provide high quality pedestrian links from and through the site to the railway station;
   b) Retain an appropriate level of public car parking.
   c) Secure an active ground floor frontage onto Easton Street
3.63 The Easton Street area is located on the eastern side of High Wycombe Town Centre and is primarily an office area. It is adjacent to the railway station and within walking distance of the town centre and the Rye, and is a key employment location. The area is a mix of historic buildings including listed and locally listed buildings and large office buildings dating from the 1960’s. It is also partly within the High Wycombe Town Centre Conservation Area.

3.64 The area would benefit from comprehensive regeneration and redevelopment. However, it is acknowledged that there is limited prospect of either of the two most dominant sites in this area, the Council Car Park or the BT building, being redeveloped. In the event that this should change, comprehensive proposals will be expected to make the most of its key location to secure new quality office accommodation as part of improving the office “offer” in the town centre.

3.65 There is scope for some complementary main town centre uses fronting directly onto Easton Street where it would have potential to create further active ground floor frontages. There is also scope for some limited residential development in this area. Redevelopment proposals should also seek to create safe and good quality access to the railway station improving Birdcage Walk which runs between the area and the station car park and include repairing the broken frontages onto Easton Street.

### POLICY HWTC8 COUNCIL OFFICES & ROYAL MAIL SORTING OFFICE

1. This area is allocated as a Town Centre Business Area and any redevelopment proposals should be primarily for B1 office uses.
2. Proposals for other main town centre uses are acceptable but should not be of a scale that would undermine the predominantly business nature of the area.
3. Redevelopment proposals in this area should secure active ground floor frontages, particularly onto Queen Victoria Road.
4. Development on the sorting office site will only be acceptable if an alternative location for the sorting office is identified and is deliverable.

3.66 This site is part of a cluster of uses that are civic in their nature and is currently occupied by the District Council Offices and the Post Office sorting office and is a prime location for offices in the town centre. In the long term there is potential for the sites to be redeveloped together as part of the ongoing regeneration of the town centre envisaged by the Town Centre Masterplan.

3.67 Redevelopment of this site provides the opportunity to introduce an element of flexibility given the location of the site in the town centre and close proximity to the Swan Frontage site. This flexibility would allow for the potential to incorporate some other main town centre uses on the ground floor of any redevelopment especially fronting onto Queen Victoria Road.

### TIMING:

Anticipated timing of development: 2018 onwards
**POLICY HWTC9 LAND OFF DUKE STREET**

1. This site is allocated for mixed use development comprising employment and residential uses. Development proposals should include no net loss of B-use floorspace and retain an appropriate level of public car parking on-site.

2. Development of this site should take advantage of the valley-side location of the site by providing a high quality design which makes a positive contribution to the surrounding townscape.

3.68 The site is currently occupied by a surface car park and a light industrial and office building. As it is currently configured it fails to make an efficient use of land in this intrinsically sustainable location. A higher density development could see the creation of flats and offices with continued provision of an appropriate level of car parking, subject to an assessment of car parking in the town centre.

**TIMING:**

Anticipated timing of the development: 2013-onwards

(B) CULTURAL QUARTER

3.69 The cultural quarter is one of the most important areas in the town centre due to the dramatic way in which it is viewed when entering the town centre from the south, and to the prominence of key main town centre uses – Wycombe Swan Theatre, Buckinghamshire New University, Wycombe Hospital and Wycombe Abbey School – within it. In the future there are significant opportunities in this area for improved public realm and development opportunities, facilitated by the proposed changes to the town centre highway network.

**POLICY HWTC10 SWAN FRONTAGE**

1. This site is allocated for a mixed use development comprising main town centre and residential uses and public space. Development proposals in this location should also give consideration to the opportunity for higher educational uses on this site.

2. Development of this site will be required to
   a. Deliver active ground floor frontages onto the street network and public spaces in line with the principles of Policies HWTC2 and HWTC3.
   b. Deliver high quality designs which reflect the location of the site as a gateway to the town centre. In particular development should not have a negative impact on important views of the Swan Theatre and All Saints Parish Church.
   c. Be designed to accommodate and contribute towards the delivery of changes to the town centre street network as set out in Policy HWTC3.
   d. Through their design, contribute to the provision of high quality public spaces within the site, including a public space outside the Swan Theatre entrance, in line with the principles of part (3) below, and to the provision of improved pedestrian links within and through the site.

3. Public spaces within this site should incorporate the following through their design:
   a) Improved pedestrian routes linking the High Street with the Swan Theatre, BNU, Wycombe Hospital, the green space at Abbey Way gyratory and onto the Rye.
   c) Retention of access to the Swan theatre car park and service area and the Eden car park, the former gas works site and BNU car park off Lily’s Walk.
3.70 As a result of its visual prominence and pivotal location, this site represents one of the most complex yet significant redevelopment opportunities in the town centre, and is a key component in the delivery of the vision for the town. The range of development opportunities in this location is dependent on the extent of the implementation of changes to the highway network and the relocation of existing uses. Figures 4-6 show examples of potential changes to the highway network and development opportunities within the site which could be delivered with the Abbey Way flyover ramp retained in situ.

d) Priority movements for public transport

4. If the fire station remains in situ:
   a) Development proposals and/or highway works must ensure unrestricted north and southbound vehicular egress from the Fire Station onto Abbey Way flyover, and
   b) Highway works must ensure that:
      i) southbound vehicular access into the fire station from Abbey Way flyover is maintained
      ii) northbound vehicular access is provided before any reconfiguration of the Oxford Road roundabout commences

5. If development proposals for all or part of, the site require the re-location of existing users, scheme promoters will be required to identify and enable provision of an alternative site before re-development commences. The fire station will only be relocated from the site if a suitable alternative site is identified which fulfils the requirements of Buckinghamshire Fire and Rescue Service, as assessed by Buckinghamshire and Milton Keynes Fire Authority. Any alternative site and station facility must be provided before the existing fire station is relocated.

6. Development proposals which prejudice the long term aspirations for the removal of the flyover ramp, the provision of related public spaces and opportunities for de-culverting of the River Wye will not be granted planning permission.
Figure 4. HWTC10 Swan Frontage Site Concept Diagram (indicative only)

Figure 5. Artists impression of view towards the Swan Theatre

Figure 6. Artists impression of St. Mary's Street Potential redevelopment sites
3.71 All development proposals for this site should give consideration to the Council's longer term vision and aspirations for the town centre and should demonstrate how the proposals contribute, and do not prejudice, the delivery of this vision in the longer-term, in particular the potential removal of the flyover ramp, the provision of related public spaces and opportunities for de-culverting of the River Wye within this site.

3.72 The site is allocated for a mix of uses. The provision of A1 (shops), A3 (restaurants and cafes) and A4 (drinking establishments) uses will provide an active and vibrant environment in this location. Any proposals for retail development which propose the sale of comparison and/or convenience goods need to be supported by (a) a sequential test, and (b) a retail impact assessment on the impacts of the proposal on the vitality and viability of the town centre, reflecting the site's edge-of-centre location and the requirements of Policy DM7 Town Centre Boundaries. It is anticipated that any A uses proposed will complement the cultural and educational uses in this location and will not detract from the retail area of the town (Eden Centre, Chilterns Centre and the High Street area).

3.73 Due to its prominence and location this site has the best potential within the town centre to deliver high-quality, large-scale headquarter-type office accommodation which is currently underprovided for within the town centre (17). Development of this nature will help raise the profile of the town centre and the high-quality place-making vision we have for this site. Proposals for office development will have to give consideration to the provision of appropriate levels of car parking to support the development, taking into account the Council's car parking standards and the site's accessible town centre location. In addition to office development, there is also flexibility and potential to accommodate higher or further education facilities in this location to complement the area as a focus for cultural and educational experience, subject to the aspirations and requirements of Buckinghamshire New University.

3.74 In order to ensure unrestricted access/egress under clause 4 it is important that the forecourt area and current southbound lane to the front of the fire station are not used in any way which compromises such access/egress.

3.75 Redevelopment in this location is likely to require the relocation of existing uses. In order to achieve high quality development it is the Council's objective to relocate the fire station to an alternative site within the town. However, the fire station will only be moved if a suitable alternative site can be found. The Council is in discussion with the fire service to identify the operational needs of the fire service and will continue to work with the fire service to identify a suitable alternative site. Any new site which is promoted as an alternative site for the fire station must meet the requirements of Buckinghamshire and Milton Keynes Fire Authority and will be subject to relevant public consultation on the acceptability of the relocation proposals.

3.76 It may also be desirable that the existing Royal British Legion and Liberal Club are also relocated to allow for the comprehensive redevelopment of this site. However it may be possible to bring forward development proposals which

(17) Wycombe Sustainable Economic Prosperity Strategy (WDC, 2009)
retain one, two or all of these uses on site if it can be demonstrated that proposals can still deliver the high quality and comprehensive development required.

3.77 The location of this site within the cultural quarter of the town centre should be reflected in the provision of a high quality public realm to encourage people to visit, meet and linger in this area. Opportunities for the provision of high quality public spaces in this location have been identified, in particular in the area around the Swan Theatre entrance. This area gives an opportunity to create an environment which offers a quality visitor experience and befits the Swan Theatre as a major arts destination.

3.78 The development blocks and the public spaces within the site will need to be designed to accommodate high-quality pedestrian links between the High Street and the Swan Theatre, BNU and the hospital. These should be legible and convenient for pedestrians, offering a pleasant experience within a high-quality public realm.

3.79 Redevelopment of this area also offers opportunities to make the current green space within the gyratory more accessible, integrating it into the town centre as well as with the adjacent University.

3.80 Within this space there are also opportunities for enhancing the existing River Wye corridor, which will contribute significantly to a ‘sense of place’ in this location. In 2010 a feasibility study concluded that the longer-term de-culverting of the River Wye in this location following the removal of the flyover ramps was feasible. In line with our long-term vision for the town centre and in accordance with Environment Agency policy and Policy DM15, development proposals which involve building on the existing culvert and/or prejudice future opportunities for de-culverting will not be permitted.

**TIMING:**
Anticipated timing of the development:
2018-onwards

**POLICY HWTCI1 WYCOMBE HOSPITAL**

1. This site is allocated as a mixed use site for hospital use and associated car parking, offices and residential uses.

2. Any redevelopment or partial redevelopment proposals on this site should:
   - Maintain Wycombe Hospital on the site for the long-term and support moves to consolidate the provision of acute care and community care facilities on the site.
   - In the case of non-hospital development, not prejudice the long-term provision of hospital services at the site.
   - Locate offices on the northern part of the site closest to the town centre and residential uses on the southern most part of the site fronting onto Barracks Road
   - Enable improved on-site management of car parking, including the potential for dual use parking linked to other uses.
   - Improve pedestrian links between/through the site linking to the rest of the town centre, including an improved pedestrian entrance point to the hospital at Queen Alexandra Road

3. If demonstrated to be essential for the operational needs of the hospital, permission will be given for a decked car park at the northern-most or western-most parts of the site, subject to detailed design and an assessment of the impact on the public realm and adjoining area.

(18) River Wye De-culverting Feasibility Study (PBA, June 2010)
3.81 The Council wishes to underline its support for continuing hospital use here and flag up potential uses to reflect its support for Wycombe Hospital Trust’s vision for the site. In recent years Wycombe Hospital Trust has voiced its commitment to consolidating and continuing its operations at this site, which it regards as a key site due to its location in the town centre. The Council has had ongoing and close dialogue with the trust and wishes to underline its support for this approach and has outlined a policy position to reflect this position. This policy highlights a range of other uses for the site which is considered will assist the trust in achieving their objective to consolidate and update the facilities at the hospital. Addressing parking for hospital staff and users is seen as a particular priority whilst making the best use of the facilities at the site may involve reconfiguration within the site.

3.82 Discussions with the hospital have identified that the student residence facilities at the southern-most portion of the site may become surplus to requirements, and if so would become available for other uses, with residential being an appropriate use here given the current residential nature of this part of the site.

3.83 This part of the town centre is one which could see changes to the road layout nearby as a result of the Council’s town centre proposals. It is important that any future development at this site is consistent with and supports the objectives of these changes, and also considers issues of access for pedestrians and service vehicles into and through the site.

### TIMING
Anticipated timing of development: 2018 onwards

(C) HISTORIC TOWN CENTRE & (D) MEDIEVAL QUARTER

3.84 The historic town centre exhibits characteristics which establish it as a market town, including a wide street defined by important ecclesiastical, civic, and commercial buildings. Although many retailers have shifted westwards with the opening of the Eden shopping centre, the historic town centre continues to fulfil a key commercial and retail role, and hosts the market three days per week.

3.85 The medieval quarter exhibits greater complexity in both development pattern and materials. The streets are much more narrow and winding, plots are smaller, and buildings more complex in form and use. This area is a key link between the historic town centre and the Eden shopping centre.

3.86 These two areas fall within the High Wycombe conservation area and contain a number of significant heritage assets, including the Grade I listed Guildhall and All Saints Parish Church. Development proposals within these areas should conserve and enhance the historic environment and the heritage assets within it. In particular development proposals within these areas must have consideration of the requirements of the heritage policies within the Development Plan and additional guidance set out within the conservation area appraisal.

3.87 In 2010 the Council designated a Local Development Order in the White Hart Street area to help revive and regenerate the area which had suffered a particularly high rate of vacancy in recent years (see policy HWTC5 Primary Shopping Frontages: High Wycombe).
The Public Realm Action Plan has identified the potential for improvements to Queen Square and Bull Lane, including de-cluttering of street furniture, improvements to lighting and better linkages through to Frogmoor.

There are no significant development proposals or allocations proposed in these areas of the town centre. However, any development proposals in these areas are required to contribute to the characteristics identified above and be in line with the appropriate town centre policies.

Frogmoor is a triangular-shaped open space bounded to the east by the Chilterns shopping centre and terminated to the north by the railway viaduct. To the west is a mixed area fronting onto Frogmoor but backing onto Archway, a dual carriageway subject to proposals for downgrading and public realm improvements.

The wide public space known as Frogmoor was redesigned in the early 2000s, and intermittently hosts markets and fairs. However, the area is currently suffering the combined effects of economic downturn and opening of the Eden centre. It is vital that Frogmoor is regenerated and used in a manner befitting its status as a key piece of open space in the town centre.

The Public Realm Action Plan has reinforced a recognition that regeneration of the area is linked to:

- finding new uses for the vacant floorspace in the area, ideally uses that have a linkage with, and which capitalise on, the Frogmoor public space
- the management and use of the space itself in a way that encourages active uses and events and gives people new reasons to visit the space.

There is also scope for physical improvements that support these objectives, increasing useable public space on the western side of Frogmoor whilst adding new greenery and tree planting. The Action Plan also identifies the scope to improve links between this area and surrounding areas including Bull Lane which links to the busier core of the town centre.

Longer term, the masterplan offers the scope for a stronger and more direct pedestrian connection to Eden via Oxford Street. It could also facilitate the removal of vehicles and pedestrianisation of Frogmoor if this were considered desirable, with the scope for a new bus and taxi interchange on Archway. Alternatively there could be scope to improve the useability and attractiveness of Frogmoor whilst still allowing limited vehicle access but redesigning the carriageway so that the space is not dominated by roads and the needs of vehicular traffic. Implementation of the masterplan will reinforce the connectedness of Frogmoor and ensure that longer term options for this space remain open.

**Policy HWTC12 Chilterns Shopping Centre and Frogmoor East**

1. This site is allocated for mixed-use development.
2. Comprehensive reconfiguration or redevelopment of the Chilterns Shopping Centre will be supported in principle.
3. Development proposals for this site should maintain an active frontage, and acceptable land uses are:
   - Retail
4. Any development proposals for the site should:
   a) Contribute to the regeneration of Frogmoor open space through their design, and
   b) Retain active frontages at ground floor level onto Frogmoor, and,
   c) Retain listed and locally-listed buildings

3.95 The Chilterns Shopping Centre, built in 1987, was High Wycombe’s second shopping arcade but has suffered since the opening of Eden in March 2008, as some of the operators have relocated out of the centre and into the new development. The offices at Windsor House, above the ground floor, have been entirely vacant for some years, and planning permission was granted in 2011 for change of use of the offices to student accommodation and this is currently being implemented. Furthermore, the number of vacant units has increased since the economic downturn and this has affected the quality of the environment in the shopping centre and, due to the dual frontages, on Frogmoor.

3.96 Whilst A1 uses still have an important role to play in this part of the town centre, a mixed-use allocation provides flexibility for a range of uses (mostly A uses) within a radically reconfigured shopping mall. This in turn could help to regenerate Frogmoor which suffers from a poor quality environment, problems of antisocial behaviour and low footfall during the day. Redevelopment could strengthen linkages between the High Street and retail core and Frogmoor to ensure that Frogmoor is part of the integrated town centre as set out in policy HWTC1.

3.97 Proposals that create a vibrant food and drink/leisure quarter here along with the reconfiguration of the Chiltern Shopping Centre have the potential to deliver significant improvements to this area. The Council will work proactively with the landowners to facilitate such a scheme.

3.98 In advance of such a comprehensive scheme coming forward, proposals such as for changes of use will be assessed against the policy set out in HWTC5 (Primary Shopping Frontages).

**TIMING**

Anticipated timing of development: 2013 onwards.

(F) EDEN QUARTER

3.99 The Eden shopping centre was completed in 2008 and was designed to respond to a number of needs that were incapable of being met in the historic town centre. It included not only retail premises with greater floorspace than was previously available, but also a new bus station, leisure and restaurant uses.

3.100 The severance which results from the Abbey Way flyover, coupled with an internalised public space network, has however reduced the degree to which the Eden development connects with the existing built and movement network of the town centre.

3.101 Proposed changes to the street network result in opportunities to improve the way Eden relates to the rest of the town.
centre through the creation of a better connected and attractive public space network which utilises and supports the unique characteristics of the town, and a rebalancing of priorities to accommodate pedestrian movements.

**POLICY HWTC13 LILY’S WALK (FORMER GAS WORKS SITE)**

1. This site is allocated for mixed use development, comprising main town centre and residential uses.

2. Development of this site will be required to be of a high quality design which supports the character and function of the new town centre street network, in line with the principles of Policy HWTC3.

3. Development of this site will be required to provide the necessary land for a new link road running north to south linking Desborough Road/Lily’s Walk and Suffield Road at the western end of the site. The extent of the land provided will be in accordance with the revised Transport Improvement Line to be designated on this site.

4. If development comes forward before the link road (as prescribed in part (3) above) has been constructed and access to the site is required off the link road, then that part of the link road which gives access must be constructed in a way that is consistent with the proposed design of the link road.

5. If highway improvements/infrastructure are required to mitigate development on this site, then these must be designed and provided for in a way which is consistent with the delivery of the strategic town centre vision, and in particular meets the requirements of Policy HWTC3.

6. Planning permission will not be granted for development which proposes ground floor residential development fronting on to Lily’s Walk.

3.102 This 1.33ha site is a former gasworks site south of the Eden Shopping Centre and west of the Bucks New University campus. The site has been cleared of its former industrial uses and is currently unoccupied. Outline planning permission was granted in 2005 for retail (A1) development (with bulky goods restrictions) and residential uses.

3.103 It is important that the best use is made of this edge-of-centre site which has the scope to accommodate a range of main town centre uses. In addition its close proximity to residential areas of the town on its southern and western boundaries means that residential development on this site is also highly desirable. A proposal which does not include such a mix of uses would not be considered acceptable.

3.104 Retail proposals for this site will need to be appropriate for the site’s edge-of-centre location and support but not detract from the core of the retail area of the town (Eden Centre, Chilterns Centre and the High Street area). It is anticipated that larger retail units would be appropriate in this location, as opposed to smaller ‘high street’ units found elsewhere in the retail core, for which there are in existence a significant number of vacant units. Ground floor residential uses will therefore not be appropriate on the Lily’s Walk frontage.

3.105 Retail proposals which propose the sale of comparison and/or convenience goods must be subject to (a) a sequential test, and (b) a retail impact assessment on the impacts of the proposal on the vitality and viability, and retail function of the town centre, reflecting the site’s edge-of-centre location and the requirements of Policy DM7 Town Centre Boundaries.
3.106 This site has a key role to play in the delivery of the vision for High Wycombe town centre and development of this site should be of a high quality design which supports the character and function of the new town centre street network and bridleway. The provision of a new road link through the site is integral to the rerouting of traffic through the town centre. Detail of the design of this new link and junction arrangements are available within the supporting technical evidence(19).

3.107 There is currently an historic Transport Improvement Line designated on the western edge of the site. The extent of land to be provided by the development to enable the provision of the new link road will be in accordance with the revised Transport Improvement Line to be designated on this site. The proposed TIL to be designated on this site is shown within the supporting technical evidence(20). It is anticipated that the highway authority will proceed with the formal revision of the Transport Improvement Line on this site once this plan is approved, in consultation with the Council and relevant stakeholders.

3.108 If the development proposals for the site require the implementation of highway improvements/infrastructure to make the development acceptable in planning terms, the design and provision of these works are required to be in such a way which supports, and does not prejudice, the implementation of the wider strategic vision for the town centre, including the provision of an alternative cross-town route.

3.109 Following the provision of the gas works link road there will be an opportunity to ‘stop up’ the southern end of Rutland Street, meaning that it would no longer be part of the highway network and no longer open to traffic. Re-use of this redundant piece of highway will need to be considered in the formulation of proposals for this site to support the objectives of comprehensive development and high quality design.

3.110 The Environment Agency have advised that as a result of the former use of this site as a gas works there is a risk of contamination in deeper soils below the site. The agency advise that, as this may lead to restrictions in foundation design, development proposals should be discussed with the Environment Agency and should be designed to:

- account for the potential to encounter shallow groundwater and the restriction on the use of soakaways
- avoid direct discharge of hazardous substances to groundwater
- account for the potential for historic contamination to be encountered during development
- meet the restrictions on deep penetrative foundation methods if contamination is encountered.

TIMING

Anticipated timing of the development:
2013 – 2018

(19) High Wycombe Town Centre Masterplan Background Paper (WDC & BCC, May 2012)
(20) High Wycombe Town Centre Masterplan Background Paper (WDC & BCC, May 2012)
POLICY HWTC14 BUCKINGHAM HOUSE AND CASTLE HOUSE

1. This site is allocated for mixed use development, comprising of main town centre uses and residential development.

2. Redevelopment of this site will be required to be designed to accommodate and provide the necessary land for a new link road running north to south linking Desborough Road/Lily’s Walk and Suffield Road at the eastern end of the site. The extent of the land provided will be in accordance with the revised Transport Improvement Line to be designated on this site.

3. Development of this site will be required to be of a high quality design which supports the character and function of the new town centre street network, in line with the principles of Policy HWTC3

4. Planning permission will not be granted for development which proposes ground floor residential development

5. Shorter-term proposals, and/or partial redevelopment of the site, should plan for, and not prejudice, the longer-term comprehensive redevelopment of the entire site. Proposals should also demonstrate how Rutland Street, when 'stopped up' would be incorporated into a comprehensive redevelopment of the site.

3.111 It is important that the best use is made of this edge-of-centre site which has the scope to accommodate a range of main town centre uses. In addition its close proximity to residential areas of the town on its southern boundary means that residential development above ground floor level is also acceptable.

3.112 Retail proposals for this site will be appropriate for the site’s edge-of-centre location and will support but not detract from the core of the retail area of the town (Eden Centre, Chilterns Centre and the High Street area). It is anticipated that larger retail units would be appropriate in this location, as opposed to smaller ‘high street’ units found elsewhere in the retail core, for which there are in existence a significant number of vacant units.

3.113 Retail proposals which propose the sale of comparison and/or convenience goods must be subject to (a) a sequential test, and (b) a retail impact assessment on the impacts of the proposal on the vitality and viability, and retail function of the town centre, reflecting the site's edge-of-town location and the requirements of Policy DM7 Town Centre Boundaries.

3.114 This site has a key role to play in the delivery of the vision for High Wycombe town centre. The provision of a new road link at the eastern end of this site is integral to the rerouting of traffic through the town centre. Detail of the design of this new link and junction arrangements are available within the supporting technical evidence(21).

3.115 There is currently an historic Transport Improvement Line designated on the eastern edge of the site. The extent of land from this site required to enable the provision of this road will be in accordance with the revised Transport Improvement Line to be designated on this site. The Council, along with the Highway Authority, will progress negotiations with the site owner with regards to the acquisition of this land, if it is required to deliver the link road before the site comes forward for redevelopment.

3.116 The development of this site has an important role to play in the successful delivery of the vision for High Wycombe town centre. The provision of a new road link at the eastern end of this site is integral to the rerouting of traffic through the town centre. Detail of the design of this new link and junction arrangements are available within the supporting technical evidence(21).

(21) High Wycombe Town Centre Masterplan Background Paper (WDC & BCC, May 2012)
delivery of the new street network. It should be of a high quality design which supports the character and function of the new town centre street network.

3.117 The proposed changes to the highway network, in particular the provision of the link road between Suffield Road and Desborough Road allows for the opportunity to ‘stop up’ Rutland Street, which currently divides this site in two at its junction with Desborough Road. This means Rutland Street would no longer be part of the highway network and no longer open to traffic. If Rutland Street were to cease as adopted highway, then reuse of this redundant piece of highway will need to be considered in the formulation of proposals for this site to support the objectives of comprehensive development and high quality design.

3.118 The site is currently in two ownerships and it is recognised that part of the site may come forward for redevelopment in advance of the whole site being available. In such circumstances development proposals should show how part of the site can be developed in the shorter term, without compromising a longer-term high quality comprehensive development.

3. Development of this site will be required to be of a high quality design which supports the character and function of the new town centre street network, in line with the principles of Policy HWTC3.

3.119 This site sits in a prominent location on the corner of Desborough Road and Bridge Street which will be highly visible within the re-arranged town centre street network. Given the location of this site close to the Eden Centre and within the Primary Shopping Area it is suitable for more intensive and mixed use development than is currently provided.

TIMING

POLICY HWTC16 OXFORD ROAD ROUNDABOUT

1. This site is allocated for a mixed use development comprising of main town centre uses. Residential uses on upper floors are also considered acceptable.
2. Development of this site will be required to:
   a. Deliver high quality designs which reflect the prominent location of the site within the town centre.
   b. Be designed to accommodate and contribute towards the delivery of changes to the town centre street network as set out in Policy HWTC3.
   c. Through their design, contribute to the provision of high quality public spaces within the site, in line with part (3) below.
3. Public spaces within this site should incorporate through their design improved pedestrian routes linking the Eden Centre with White Hart Street; Frogmoor; and Archway, which pass through the centre of the space.
4. Development proposals and proposed public
spaces are required to retain access to the Eden car park and Eden service area.

5. Development proposals which prejudice long term aspirations for the removal of the flyover ramp, the provision of related public space and opportunities for de-culverting of the River Wye, will not be granted planning permission.

3.120 This site offers an opportunity to provide high quality development at this prominent location within the town centre, with new public spaces and, better quality and more direct linkages between the Eden development and the rest of the town centre. It also presents an opportunity to regenerate an area that is a marginal location in terms of retail frontage and creates new retail and office floor space in the town centre.

3.121 The range of development opportunities and provision of public space in this location is dependent on the extent of the implementation of changes to the highway network. The provision of an alternative route for traffic through the town centre allows for significant changes to the highway infrastructure which currently dominates this site. Figures 7-9 show examples of potential changes to the highway network and development opportunities within the site which could be delivered with the flyover ramps retained in situ. In particular the reduction of highway infrastructure in this location would allow for the expansion of the Octagon Parade development.

3.122 All development proposals for this site should give consideration to the Council’s longer-term vision and aspirations for the town centre and should demonstrate how the proposals contribute to, and do not prejudice, the delivery of this vision in the longer-term.
Figure 7. HWTC16 Oxford Road Roundabout Site Concept Diagram (indicative only)

Figure 8. Artist’s impression of the re-configured Oxford Road roundabout area

Figure 9. Artist’s impression of view from Oxford Road towards Octagon Parade
3.123 Proposals for office development will have to give consideration to the provision of appropriate levels of car parking to support the development, taking into account the Council’s car parking standards and the site’s accessible town centre location.

3.124 Changes to the current highway network will allow for the creation of a high quality public space in this location, which will provide a key focal point for people to meet and stay. Improved pedestrian links between the Eden Centre with White Hart Street, Frogmoor and Archway will need to be legible and convenient for pedestrians, offering a pleasant experience within a high quality public realm.

3.125 In 2010 a feasibility study concluded that the longer-term de-culverting of the River Wye in this location following the removal of the flyover ramps was feasible. In line with our long-term vision for the town centre and in accordance with Environment Agency policy and Policy DM15, development proposals which involve building on the existing culvert and/or prejudice future opportunities for de-culverting will not be permitted.

3.127 Retail proposals which propose the sale of comparison and/or convenience goods must be subject to (a) a sequential test, and (b) a retail impact assessment on the impacts of the proposal on the vitality and viability, and retail function of the town centre, reflecting the site’s (partial) edge-of-centre location and the requirements of Policy DM7 Town Centre Boundaries.

3.128 This site offers an opportunity to provide high quality development at this prominent location. It also presents an opportunity to regenerate an area that is a marginal location in terms of retail frontage (part of the site is within the primary shopping area) and create new floorspace in the town centre. Redevelopment of this site should support the implementation of the town centre vision, including the provision of an alternative cross-town route. If any access is required from Westbourne Street then this should be designed in a way that does not negatively affect the flow of traffic when this route is implemented.

POLICY HWTC17 BRIDGE STREET

1. This site is allocated for mixed use development consisting of main town centre uses. Residential uses on upper floors are also considered acceptable.

2. Development of this site is required to provide a new pedestrian link through the site to provide better connectivity between the Eden Centre and Bridge Street to Desborough, in particular to Brook Street and Westbourne Street.

TIMING

Anticipated timing of development: 2018 onwards

(G) DESBOROUGH ROAD AREA

3.126 The Desborough Road area of the town centre has a distinctive character and architectural style from the Eden Centre which it sits adjacent to. The area is made up of small-scale units in a mixture of retail and residential uses. The area operates as a distinctive local centre for local residents, in particular meeting the needs of the local ethnic and student population.

(22) River Wye De-culverting Feasibility Study (PBA, June 2010)
3.129 The Baker Street area, currently tucked between the western end of the town centre and the Desborough Area, is set to become much more prominent following the completion of the Westbourne Link as part of the new town centre street network. It is currently occupied by a number of surface car parks and a scattering of medium sized employment and industrial buildings.

3.130 Baker Street is an area of 2.4ha on the border between the town centre and Desborough in the ownership of the Council. The site is currently made up of a mixture of small business units and a surface car park owned and operated by Wycombe District Council. The River Wye runs along the northern edge of the site before entering a culvert alongside West Wycombe Road.

3.131 This site offers the opportunity for a mixed use development which could make a significant contribution towards achieving improvements to the town centre as well as meeting identified open space needs for the Desborough area.

3.132 As an under utilised site with low density development there is scope to make more efficient use of this site through redevelopment. A mixed use development offers the potential to contribute towards the improvement of business premises in the form of offices and modern light industrial units maintaining the economic role of this site as well as creating an attractive development onto the reconfigured highway network.

3.133 Proximity to Desborough and size of the site also makes this site suitable for the inclusion of residential development which offers the opportunity to act as enabling development for the business development at a time when investment in commercial development is very difficult.
This site may offer the potential to accommodate the relocation of the fire station from HWTC10 Swan Frontage, once the new Westbourne Street Link road has been constructed. In considering its suitability the site must meet the requirements of Buckinghamshire and Milton Keynes Fire Authority and will be subject to relevant public consultation on the acceptability of any relocation proposals.

A mixed use development also assists in enabling the provision of open space and environmental improvements in this area. Scheme promoters will need to demonstrate that an appropriate amount of residential development is proposed which enables a viable redevelopment of the site, whilst ensuring that there is no net loss of existing employment floorspace.

In order to help address issues of open space deficiencies in this area, and to capitalise on the River Wye corridor in this location, development is required to provide open space and public access to the River Wye on the northern section of the site. The open space is envisaged to provide an informal recreation space adjacent to the river where people can meet and enjoy the river corridor. There is potential to re-establish the River Wye at this location, enhancing its biodiversity value and providing continuous public access along it. This would provide an important green amenity space on the western side of the town centre. Proposals for the river corridor are required to be in line with Policy DM15.

This site has a key role to play in the delivery of the vision for High Wycombe town centre. The provision of a new road link joining Westbourne Street to West Wycombe Road on the eastern boundary of the site is integral to the rerouting of traffic through the town centre. Detail of the design of this new link and junction arrangements are available within the supporting technical evidence. The extent of land to be provided by the development to support the provision of the new link road will be in accordance with the Transport Improvement Line (TIL) to be designated on this site. To help facilitate the flow of traffic along Westbourne Street the number of access points onto Westbourne Street is required to be rationalised through any development proposals. Further access to the site can be achieved on the western side of the site. By rationalising the access points, there will be an opportunity to ‘stop up’ the redundant roads, which could include East Richardson Street and/or Lansdales Road, meaning that they would no longer be part of the highway network and no longer open to traffic. These redundant pieces of highway should then be incorporated into the design proposals for this site to support the objective of comprehensive development.

If development proposals for the site require the implementation of highway improvements/infrastructure to make the development acceptable in planning terms, the design and provision of these works are required to be in such a way which supports, and does not prejudice, the implementation of the wider strategic vision for the town centre, including the provision of an alternative cross-town route.

When assessing an appropriate level of parking to be retained on site, scheme promoters should, in conjunction with the planning authority, consider recent and

(23) High Wycombe Town Centre Masterplan Background Paper (WDC & BCC, May 2012)
planned changes to the overall car parking stock with the town centre and the needs of both the development itself and the surrounding area.

**TIMING**

Anticipated timing of the development - 2013 onwards

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**POLICY HWTC19 RAPID HOUSE**

1. The site is allocated for a mixed use development consisting of main town centre and residential uses.
2. Development of this site will be required to:
   a) Provide for no net loss of existing employment floorspace
   b) Be of a high quality design which supports the character and function of the new town centre street network, in line with the principles of Policy HWTC3, and in particular be designed to be consistent with the proposals for a new link road connecting West Wycombe Road to Westbourne Street at the western end of the site.
   c) Be designed to take into account the existing Sikh temple, either through the retention or re-provision of the existing facility.
3. If highway improvements/infrastructure are required to mitigate development on this site, then these must be designed and provided for in a way which is consistent with the delivery of the strategic town centre vision, and in particular meets the requirements of Policy HWTC3

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3.140 The Rapid House site occupies a gateway location on the main route into High Wycombe town centre on Oxford Road from the western side of town. It is a key office location and surrounded on the whole by other employment uses. The age and configuration of the offices create challenges for their long term use and there is scope for a more efficient use of this site that could take advantage of this gateway location providing an equivalent amount of modern office floorspace whilst at the same time allowing for other uses.

3.141 Also on the site are smaller industrial units and a Sikh temple. Whilst comprehensive redevelopment of the entire site is desirable, owing to the variety of land ownerships in this location it is considered acceptable for Rapid House to come forward for redevelopment in isolation. Redevelopment proposals which cover the whole of the allocated site must ensure that the Sikh temple is either retained or re-provided, to ensure the retention of this important community facility.

3.142 This site has a key role to play in the delivery of the vision for High Wycombe town centre. The provision of a new road link joining Westbourne Street to West Wycombe Road on the western boundary of the site is integral to the re-routing of traffic through the town centre. Detail of the design of this new link and junction arrangements are available within the supporting technical evidence. Development of this site will be expected to be designed in a way which accommodates this new link and meets the principles of policy HWTC3.

3.143 If any access to the site is to be taken from Westbourne Street or the new link road, then consideration will need to be given to the impact and appropriateness of these access points on the operation of Westbourne Street as part of the reconfigured town centre highway network.
3.144 If development proposals for the site require the implementation of highway improvements/infrastructure to make the development acceptable in planning terms, the design and provision of these works are required to support, and not prejudice, the implementation of the wider strategic vision for the town centre, including the provision of an alternative cross-town route.

**POLICY HWTC20 OXFORD ROAD (WEST)**

1. This site is allocated as a town centre office site. Development proposals will be restricted to class B1(a) of the Use Classes Order unless they are small scale and complementary to the function of the area.

2. Residential uses will not be permitted

3.145 This site is on the northern side of Oxford Road on the western side of the Town Centre and is an important office location. It is a well located and modern site; any proposals that come forward should be for B1(a) uses (see appendix F) or provide benefit to the existing businesses on site. Proposals for other uses will need to be supported by an appropriate sequential assessment in line with national policy if they are for other main town centre uses.

**POLICY HWTC21 CENTRAL BUSINESS CENTRE**

1. This site is allocated as a town centre employment site.

2. Development proposals are restricted to classes B1, B2, and B8 of the Use Classes Order

3. Other uses that deliver economic development such as public and community uses, and main town centre uses will also be allowed, where they:
   a) support the business uses of the area, and,
   b) are small scale, and,
   c) generate employment and,
   d) complement the role of the area in character and function.

4. Residential uses will not be permitted.

3.146 This site is located on the northern edge of the town centre, overlooking the former Compair site and Morrisons and accommodates a number of businesses. Proposals for other main town centre uses will need to be accompanied by a sequential and impact assessments in line with national policy (where appropriate).
DESBOROUGH AREA

CONTEXT

3.147 The Desborough area to the west of the town centre is identified as a Key Area of Change in the Core Strategy. The area is diverse culturally and in terms of land use, mixing local shops, residential, industrial and other employment uses. It is this mix that gives it its own distinct character. It is also an area of deprivation in relation to crime and the environment, and is severely deficient in open space.(25).

POLICY HW1 DESBOROUGH DELIVERY AND DESIGN FRAMEWORK

In the Desborough area (as defined on the Policies Map):

1. Developments should:
   a) Where possible provide new or improve existing links to existing/new open spaces
   b) Improve integration of Desborough with the expanded town centre and the wider area through the provision of pedestrian and cycle routes.
   c) Where possible retain existing industrial buildings that are part of the area’s industrial heritage.
   d) Be designed to complement Desborough’s industrial heritage through use of traditional building materials and improve the areas legibility and create better connectivity for pedestrians. Active frontages should be retained or created where this will contribute to these aims.
   e) Preserve historic public views along the West Wycombe Road towards the west.

2. Social and economic regeneration will be achieved through the retention, and where appropriate, redevelopment of employment and mixed use sites within Desborough. Between them, these sites should provide a mix of employment, residential uses, community facilities and open space. The specific uses appropriate on each site will be identified in a subsequent local plan document where appropriate.

3.148 Desborough is a place in its own right, with a clear identity but which is still very much part of High Wycombe. This policy seeks to secure the future of Desborough as a vibrant and diverse part of the town. The Core Strategy policy CS4.1 identifies some key principles for the future of the area. These include:
   • Integration of the area with the expanded town centre, including improved east/west pedestrian and cycle links
   • Provision of a new open space in the eastern part of the Desborough area to address existing deficiencies
   • Opening up of the River Wye to re-establish and enhance its biodiversity value and provide continuous public access along it
   • Regeneration of employment areas, complemented by the conservation of the industrial heritage

3.149 A further important issue for the area are the proposed changes to the town centre road network (see the High Wycombe town centre area section) and its potential wider implications.

3.150 The grid of streets is a key part of Desborough’s character. Where this becomes more entangled around the Green Street area, redevelopment should address and improve the legibility of the area, increasing walking and cycling links, particularly links to existing open spaces, future open spaces and the River Wye.

3.151 Large, characterful buildings reflecting the industrial heritage of Desborough should be re-used where possible; these include listed buildings, buildings identified in Conservation Area Appraisals and locally listed buildings. The industrial buildings have the flexibility to be converted to a number of uses including residential, business and small-scale retail etc. evolving to meet the needs of the local community. New buildings should also incorporate this type of flexibility, allowing for current and future regeneration.

3.152 New development should use traditional materials, reflecting appropriately the mixture of industrial and residential buildings throughout the area. Buildings are well fenestrated and address the street well. New development should do likewise and avoid ‘gated’ developments.

3.153 On-street parking is an issue in the area so new development must not exacerbate this. Parking provision must be carefully designed and in character with the area, i.e. avoiding the creation of breaks in frontages and ensuring developments address the street.

TIMING
Anticipated timing of the development - 2013 onwards

POLICY HW2 DELIVERING REGENERATION, NEW OPEN SPACE AND RIVER CORRIDOR IMPROVEMENTS IN DESBOROUGH

1. Regeneration of employment areas adjacent to the River Wye between Desborough Avenue and Desborough Park Road for residential or mixed residential and employment-generating uses will be permitted subject to the following:
   a) Provision of high-quality local open space on site which:
      i) is significantly in excess of the local element of the open space standard set out in policy DM16 unless it can be demonstrated that this would not be viable including regard being had for future maintenance; and;
      ii) adjoins the River Wye (where practical), is useable and allows full public access; and;
      iii) is designed in a way to enable integration with open space provision made within developments that may come forward on adjacent sites.
   b) Where a site:
      i) is 0.5ha and above, provision of employment-generating development on-site in proportion to the size of the site.
      ii) contains an existing business, the Council will encourage retention of the business within the District or where possible on-site.

2. Development proposals should seek to conserve and enhance the biodiversity, landscape and recreational value of the River Wye and its corridor through good design in line with policy DM15

3.154 This policy applies to the land adjacent to the River Wye, between Desborough...
Avenue and Desborough Park Road, as it runs through the Desborough area.

3.155 Desborough is a diverse area that has traditionally played a key role in accommodating a range of businesses, but some of the existing buildings are now outdated and no longer meet modern business needs. Desborough still has a role to play in meeting these needs but it is also in need of regeneration to improve the area. Desborough is also severely deficient in open space\(^{(27)}\), lacking a range of open space facilities. There are insufficient informal open spaces such as semi-natural green spaces and green corridors as a result of the dense development pattern of the area. In addition, some open spaces don’t meet their full potential, e.g. outdoor sports use at Desborough Recreation Ground could be intensified.

3.156 Possible options for improvement of the area as identified by the Open Spaces Framework include improving the quality of and public access to the River Wye with the aim of creating a continuous corridor. The river is a key environmental asset of the area that could significantly contribute to creating a high-quality environment. Regeneration of sites along the river offers an opportunity to provide new housing, new jobs and, of particular importance in the Desborough area, new areas of open space.

3.157 This policy seeks to deliver these improvements through allowing the redevelopment of sites along the River Wye to create a network of informal open spaces that open up stretches of the River Wye, improve public access to the river, and which improve biodiversity. It is important that the design of development sites ensures that the open spaces are integrated into the existing urban fabric so that they are accessible and visible from the surrounding area and not isolated by the new development.

3.158 The main opportunities for regeneration are the existing employment areas located adjacent to the River Wye and the Council wishes to see these areas redeveloped for residential and mixed use residential and employment generating schemes, providing good quality housing and, on sites of 0.5 ha and above, an element of new employment generating development. This could take the form of live work units, studios, small workshops and offices, subject to the location and design of a scheme as well as other employment generating uses as identified in policy DM5. The amount of employment generating development required will be determined on a site by site basis, but as a guide an area in the region of 25% will be sought by the Council. The exact proportion will be subject to whether a meaningful amount of floor space is proposed, the viability and feasibility of a proposal, as well as the degree to which wider benefits are delivered through the scheme, notably the provision of open space and enhancement of the River Wye corridor. On smaller sites that accommodate an existing business the Council will endeavour to retain that business elsewhere within the District or where possible on-site. Viability issues will need to be assessed against policy DM19 and have regard to other supporting guidance on viability in the Planning Obligations SPD or any subsequent guidance.

\(^{(27)}\) WDC Open Spaces Framework, 2010
3.159 In assessing development proposals the Council will seek to strike a balance between achieving tangible regeneration benefits for Desborough, including critically the provision of significant new open space, and where appropriate the provision of employment generating development, whilst still delivering development. The Council will support proposals where land in more than one ownership can be assembled to deliver a meaningful area of open space.

3.160 Employment areas that are covered by this policy are not subject to policy DM5 for Scattered Business Sites or existing Local Plan employment sites policy E3 (or any similar policy in a subsequent local plan), provided the requirements of Policy HW2 are satisfied in any redevelopment proposals.

**TIMING AND IMPLEMENTATION**

Anticipated timing of the development – 2013 onwards

The Council will monitor

i. amount of open space
ii. improvements to the River Wye
iii. loss/gain in business floorspace

**POLICY HW3 GREEN STREET SCHOOL (0.5HA)**

1) This site is allocated as a mixed use development consisting of open space and a community facility. Development proposals should:
   a) Provide a multi-use games area and informal open space that is adjacent to the existing play area on Desborough Street.
   b) Retain the Edwardian school building as an on-site community facility.
   c) Be sensitive to the Leigh Street Furniture Heritage Conservation Area which part of the site falls within.
   d) Contribute towards delivering the objectives and actions identified in the Desborough policies HW1 and HW2.

2) Development for residential uses will not be permitted unless required as enabling development for the delivery of the multi use games area and the provision of the community facility.

3.161 Green Street School is on the corner of Green Street and Desborough Street and has been closed for a number of years. It is currently in use as a community facility for the local area and the former playground is being used informally as a play area. Adjacent to the school is a play area for young children.

3.162 The school is in an area of deprivation in relation to crime and disorder, and the environment, and a critical area of open space deficiency. The Open Spaces Framework specifically identifies that there are no formal play facilities for teenagers in the Desborough area.

3.163 This site offers an opportunity to address a specific deficiency through the provision of a multi-use games area and informal open space. Maintaining provision of a community facility in this central location will also provide an accessible focus for the local community and contribute towards community cohesion.

3.164 The school is partly within the Leigh Street Furniture Heritage Conservation Area, any redevelopment will need to be
supported by an appropriate assessment that shows how it relates to the Conservation Area.

3.165 There is scope for a small scale residential development if necessary to act as enabling development for the delivery of the open space and community uses. This should not prejudice the delivery of a comprehensive community facility on the site and would ideally be located to the rear of the site and accessed from Jubilee Road. This will enable the multi-use games area to be provided at the front of the site adjacent to the existing play area creating a cohesive open space solution in this area. This will also allow for the new residential development to continue an existing frontage and back onto adjacent properties creating a legible street layout.

**TIMING**

Anticipated timing of the development is 2013 – 2018.
4. MARLOW TOWN CENTRE

4.1 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 connections to the nearby Berkshire towns. It has a lively town centre which, together with its riverside setting, is popular with tourists.

4.2 The Core Strategy (Policy CS 5) sets out the strategic policy framework for the town. It states that 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. Key themes in the policy are:

- Making the most of the town’s Thames-side location;
- Appropriate traffic management and addressing parking problems;
- Maintaining the strength of the town as a local employment centre;
- Ensuring that the limited opportunities for providing housing in the town address the needs of the community; and
- Facilitating the provision of a country park on the Little Marlow Gravel Pits area.

4.3 In relation to the town centre in particular, Policy CS5 says the vitality and viability of Marlow town centre should be maintained, conserving its historic core and improving its facilities and services to better serve the local catchment.

4.4 Policy CS10 sets out the town centre hierarchy for the District, and puts Marlow at Tier 2 (Other town centres) of this hierarchy. This identifies Marlow as an important service centre serving its rural catchment area, where development should not seek to serve residents in other towns, or wider rural populations outside its primary catchment areas.

4.5 In terms of future retail capacity for Marlow, the Council’s latest projections suggest that, in the period up to 2021, there is no scope for additional convenience retail floorspace and only limited scope for additional comparison floorspace.

POLICY MR1 PRIMARY SHOPPING FRONTAGES - MARLOW

1) Within the Primary Shopping Frontages in Marlow, as defined on the Policies Map, planning permission will be granted for changes of use from A1 where:

a) The proposed change is to A3 use and would result in no less than 60% of the overall frontage length (i.e. across the primary frontage as a whole) being maintained in A1 use (applicants should provide up-to-date use class survey evidence to demonstrate that their proposal complies with this minimum percentage criterion), and

b) an active ground floor frontage is maintained.

2) Exceptions to this approach may be made where development demonstrably assists in the continued preservation or rehabilitation of a listed building which would not otherwise be achieved.

3) Permissions granted for the above changes will be restricted to the particular use for which the application was made, notwithstanding the provisions of the use classes order.

4) Units which contain a mix of A1/A3 use, such as coffee shops, will, for the purposes of this policy, be classified as A3 uses.

POLICY MR 2 SECONDARY SHOPPING FRONTAGES - MARLOW

Within the Secondary Shopping Frontages in Marlow, as defined on the Policies Map, the Council will allow changes of use which:

a) Does not result in a net loss of Class A use class frontage length; and

b) maintains an active ground floor frontage.
4.6 The protection of retail premises in shopping frontages is important in supporting the health of Marlow town centre. As noted in relation to High Wycombe, this document is proposing to change the detailed approach to measuring the extent of different main town centre uses within the main shopping frontages, from the number of units to frontage length. This reflects the fact that it is the effect of the shop frontage presented to the street which has a key impact on overall character, diversity and vitality.

4.7 Vacancy rates in retail units in Marlow town centre increased in 2008-9 but then fell again, and have always been less severe than in High Wycombe, a trend underlined by the Town Centre Occupancy Survey carried out in February 2012. Marlow has a diverse mix of uses including convenience stores, boutique designer stores and restaurants and cafes. This mixture reflects its dual role as a tourist destination as well as a local service centre for its rural catchment area.

4.8 Given the relatively healthy position of Marlow town centre, and the important role retail plays in the town centre, it is considered appropriate to maintain a minimum target of units in A1 use in the primary frontage. However, following discussions with local stakeholders, it is also considered appropriate to provide some degree of flexibility for movements to A3 restaurant and café use, which also plays an important role in the heart of the town centre.

4.9 The policy therefore adopts a minimum percentage of 60% of frontage length to be maintained in A1 use, to protect the retail role of the town centre. This provides at least 10% flexibility for changes to A3 use. Applicants seeking such changes should provide up-to-date evidence in the form of a survey detailing the mix of use classes in the primary frontage (as defined on the Policies Map), to demonstrate that their proposal would not lead to a reduction in A1 frontage length to a level below this minimum percentage.

4.10 The protection of A uses generally is considered to be an appropriate approach for the secondary frontage.

Table 1 Marlow frontage length and percentages as at February 2012

<table>
<thead>
<tr>
<th>Use</th>
<th>Primary percent</th>
<th>Length (m)</th>
<th>Secondary percent</th>
<th>Length (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
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<td>728</td>
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<tr>
<td>A3</td>
<td>12.1</td>
<td>126</td>
<td>17.5</td>
<td>47</td>
</tr>
<tr>
<td>A4</td>
<td>3.9</td>
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<td>20</td>
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<tr>
<td>A5</td>
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<td>12</td>
<td>0</td>
<td>0</td>
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<tr>
<td>B1</td>
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<td>9</td>
<td>13.1</td>
<td>35</td>
</tr>
<tr>
<td>D1</td>
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<td>9</td>
<td>6</td>
<td>16</td>
</tr>
<tr>
<td>SG</td>
<td>0</td>
<td>0</td>
<td>7.1</td>
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</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>1036</td>
<td>100</td>
<td>268</td>
</tr>
</tbody>
</table>

See Glossary for explanation of Use Classes

POLICY MR3 RILEY ROAD

1. This site is allocated for comprehensive mixed-use retail and residential development, with retail being the prime use.

2. Key Development Requirements:
   a) Maximum use of the area through land assembly, possible realignment of Riley Road, and provision of a comprehensive servicing and rear access to the West Street frontages;
   b) The design and appearance of the buildings should reflect their function and respect the open aspect of Riley Park Trust, Marlow Conservation Area and residential buildings to the north;
   c) Provision of public parking to meet current and future needs;
   d) Retaining and enhancing the pedestrian links to West Street;
   e) Retention of existing rear servicing as part of a comprehensive scheme;
   f) Compliance with the Riley Road Development Brief;
   g) Environmental enhancements to the car park, pedestrian links and Riley Park Trust boundary.

(28) Town Centre Retail and Frontage Policies Background Paper Update (WDC, 2012)
4.11 The retail unit on this site remains the largest unit in Marlow and constitutes the main foodstore for the town. The initial expansion of the store by Sainsbury’s has been completed, representing a modest expansion of the previous Waitrose store on the site.

4.12 It remains the Council’s aspiration that a more comprehensive development should be delivered on the Riley Road site and this is reflected in the approved Riley Road Development Brief (April 2009). Previous studies and plans have recommended that the implementation of an enlarged food store at Riley Road should be a priority. The Council’s most recent retail expenditure capacity projections show that the combination of the Sainsbury’s expansion and Waitrose basket store have taken up any additional demand for food retail in the town centre.

**TIMING:**
Anticipated timing of development: 2013 onwards

**POLICY MR4 PORTLANDS**
This site is allocated for predominantly residential uses.

1. Development proposals should:
   a) Conserve or enhance the townscape and Conservation Area character of the town centre;
   b) Maximise accessibility to and through the site for pedestrians and cyclists;
   c) Provide for the main vehicular access to the development from the south of the site,
   d) Extinguish existing vehicular access to High Street (except for emergency vehicles);
   e) Retain 24 hours pedestrian/cycle access to High Street, West Street, Pound Lane including the retention of Portlands Alley as a quality pedestrian link; and;
   f) Retain mature trees where possible;

2. Proposals for other main town centre uses may be appropriate as long as they are small scale and support the Town Centre.

4.13 This is an underutilised town centre site, within the Marlow Conservation Area, to the rear of High Street and West Street. This site is highly accessible and well related to the town centre facilities. It was allocated for housing in the Local Plan and is the subject of a Development Brief, which has the status of SPD, and was adopted by the Council in 2005.

4.14 Situated adjacent to the town centre shopping, leisure and public transport facilities, the site is ideally located to provide a sustainable residential development which will put to good use accessible urban land and introduce a use whose form and function are sympathetic to the character and quality of the area, and will contribute to the vitality of the town centre.

**TIMING:**
Anticipated timing of development: 2018 onwards

**POLICY MR5 LISTON ROAD CAR PARK**
This site is allocated for a residential development, development proposals should provide the following:

a) an equivalent amount of public parking to support Marlow Town Centre
b) a design and layout that conserves or enhances the Marlow Conservation Area and safeguards the amenity of surrounding occupiers/users/residents.

4.15 Land for development in Marlow town centre is highly constrained. Redevelopment of Liston Road car park provides an opportunity to make better use of the land available.

4.16 The development of Liston Road Car Park would enable the provision of residential development in a highly sustainable town centre location and would facilitate the improvement of parking facilities, thereby supporting Marlow’s town centre.

**TIMING:**
Anticipated timing of development: 2018 onwards
5. PRINCES RISBOROUGH TOWN CENTRE

5.1 Policy CS6 of the Wycombe Core Strategy sets out the strategic policy for Princes Risborough. The policy states that Princes Risborough will be strengthened as a vibrant market town at the heart of a network of sustainable communities. Key themes for policy development in the town are:

• Community
• Economy
• Transport and access
• Tourism
• Town centre
• Environment

5.2 In relation to the town centre the policy encourages limited new retail development in or on the edge of the town centre to improve its vitality and viability. The policy also highlights issues concerning the relationship between vehicles and pedestrians in the High Street and town centre, and the importance of safeguarding the historic core, and maintaining the accessibility of the town centre.

5.3 Policy CS10 sets out the town centre hierarchy for the District, and puts Princes Risborough at Tier 2 (Other town centres) of this hierarchy. The policy states that these town centres are important service centres serving their rural catchment areas, and states that development in these centres should not seek to serve residents in other towns, or rural areas outside their primary catchment areas.

5.4 In terms of future retail capacity for Princes Risborough, the Council’s latest projections suggest that, in the period up to 2021, there is very limited scope for additional convenience and comparison retail floorspace.

POLICY PR1 PRIMARY SHOPPING FRONTAGES - PRINCES RISBOROUGH

1. Within the Primary Shopping Frontage in Princes Risborough, as defined on the Policies Map, planning permission will be granted for changes of use from A1 where:
   a) The proposed change is to A3 and would result in no less than 50% of the overall frontage length (i.e. across the primary frontage as a whole) being maintained in A1 use (applicants should provide up-to-date use class survey evidence to demonstrate that their proposal complies with this minimum percentage criterion); and
   b) An active ground floor frontage is maintained.

2. Exceptions to this approach may be made where development demonstrably assists in the continued preservation or rehabilitation of a listed building which would not otherwise be achieved.

3. Permissions granted for the above changes will be restricted to the particular use for which the application was made, notwithstanding the provisions of the use classes order.

4. Uses which contain a mix of A1/A3 uses, such as coffee shops, will, for the purposes of this policy, be classified as A3 uses.

POLICY PR2 SECONDARY SHOPPING FRONTAGES - PRINCES RISBOROUGH

Within the Secondary Shopping Frontages in Princes Risborough, as defined on the Policies Map, the Council will only allow development which:

a) Does not result in a net loss of Class A use frontage length; and
b) maintains an active ground floor frontage.
5.5 The protection of retail premises in shopping frontages is important in supporting the health of Princes Risborough town centre. As noted in relation to High Wycombe, this document is proposing to change the detailed approach to measuring the extent of different main town centre uses within the main shopping frontages, from the number of units to frontage length. This reflects the fact that it is the effect of the shop frontage presented to the street which has a key impact on overall character, diversity and vitality.

5.6 As explained under Policy HWTC5, and following discussion with local stakeholders, it is also considered that there should be a more flexible approach towards allowing for A3 uses in primary frontages given the benefits they bring to town centre areas and the current financial climate making the outlook for retail in high streets more uncertain than it has been in previous years. Whilst vacancy rates have levelled off in Princes Risborough over the past year after increasing in 2008-9, it is considered that a more permissive approach to A3 in primary frontages is also appropriate in Princes Risborough to widen the offer of such uses in the town centre and help maintain the vitality and viability of the town centre. It is considered that it remains appropriate to maintain stricter control over other A uses which are more likely to have adverse impacts on the frontage as a whole.

5.7 Therefore, the policy adopts a minimum percentage of 50% of frontage length to be maintained in A1 use, to protect the retail role of the town centre. This provides at least 10% flexibility for changes to A3 use. Applicants seeking such changes of use should provide up-to-date evidence in the form of a survey detailing the mix of use classes in the primary frontage (as defined on the Policies Map), to demonstrate that their proposal would not lead to a reduction of A1 frontage length to a level below this minimum percentage.

5.8 The protection of A uses generally is considered to be an appropriate approach in the secondary frontage.

Table 2 Princes Risborough frontage length and percentages as at February 2012

<table>
<thead>
<tr>
<th>Princes Risborough</th>
<th>Primary percent</th>
<th>Length (m)</th>
<th>Secondary percent</th>
<th>Length (m)</th>
</tr>
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<td>100</td>
<td>1036</td>
<td>100</td>
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</tr>
</tbody>
</table>

See Glossary for explanation of Use Classes

POLICY PR3 LAND FRONTING NEW ROAD

1. This site is allocated for a small-scale mixed use development suitable for main town centre uses and residential development.

2. Development should:
   a) Take into consideration the likely incremental approach to re-development of this site, development schemes should not prejudice potential further incremental development of the site.
   b) Front New Road or front any new formalised pedestrian links.
   c) The design of the development must have regard to New Road.
   d) Provide additional tree planting along New Road to improve the streetscape.
   e) Provide improved boundary treatments in accordance with guidance outlined in the Princes Risborough Conservation Area Character Survey.
   f) Provide environmental improvements to retained parking areas.
5.9 This site is located in a prominent position in the heart of this vibrant market town. It consists of land to the rear of properties fronting the High Street. There are a small number of commercial units on this site fronting New Road (A4010); this is the main route connecting Aylesbury with High Wycombe.

5.10 The site is mainly used for car parking for commercial properties located on the site. There is not a comprehensive approach to parking, with several parking areas each served by an independent access from New Road. This has resulted in this area having an unattractive appearance and a lack of formalised function, despite the fact that the area is located within the Princes Risborough Conservation Area.

5.11 A comprehensive approach to redevelopment of this land, resulting in fewer vehicular access points, would achieve major visual improvements and provide the site with a clear function. Improvements to boundary treatments and additional landscape features would enhance the appearance of the area. Improved and additional pedestrian access points that are well designed and considered safe to use, along with better crossing points over the A4010, will help revitalise the area by encouraging increased footfall through the area. Any retail uses proposed should be at a supportive scale to the town centre, rather than at a competing level.

5.12 Given that the site is in multiple ownership, land is expected to come forward in a piecemeal fashion over a number of years and therefore any redevelopment should take account of this to ensure that any partial redevelopment still allows the site to function as a place and does not appear as development in progress.

**TIMING:**

Anticipated timing of the development: 2018 onwards.

- Enable improved and/or more frequent pedestrian crossing points along New Road.
- Provide new and/or improved pedestrian links from New Road to High Street and Duke Street.
- Rationalise the number of vehicular access points into the site.
Figure 10. Illustrative diagram for Land fronting New Road, Princes Risborough

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POLICY PR4 LAND SOUTH OF HORNS-LANE

1. This site is allocated for a small-scale mixed-use development. Suitable uses for the site are considered to be retail, residential, community facilities, business, hotel, leisure development and car-parking.

2. Re-development should:
   a) Retain existing level of parking.
   b) Take a comprehensive approach to redevelopment.
   c) Enable the satisfactory relocation of the public toilets.
   d) Ensure there is no net loss of Class A1 shop-use floorspace.
   e) Front Horns Lane—this must be active frontage on the ground floor.
   f) Residential use may be located on upper floors.
   g) Reflect the prominent position of the site.
   h) Address New Road located north-east of the site.
   i) Follow the established building line of New Road to the south-east.
   j) Provide a pedestrian crossing point over New Road.
   k) The main access point to the site should be from New Road.

3. If development proposals for all or part of the site require the relocation of the fire station, scheme promoters will be required to identify and enable provision of an alternative site before redevelopment commences. The fire station will only be relocated from the site if a suitable alternative site is identified which fulfils the requirements of Buckinghamshire Fire and Rescue Service, as assessed by Buckinghamshire and Milton Keynes Fire Authority. Any alternative site and station facility must be provided before the existing fire station is relocated.

-5.13 This 0.78 hectare site is located in a prominent corner location in the centre of Princes Risborough. The site currently has a range of uses: it contains a small parade of shops fronting Horns Lane, a car-parking area with public toilets and a fire station accessed from New Road. The parade of shops forms part of the primary shopping frontage, and the site is located within the Princes Risborough Conservation Area.

5.14 Comprehensive redevelopment of this prominent corner would have significant visual amenity benefits. New Road is characterised by wide verges either side of the highway and regular building lines. Therefore it is considered that development of this site should respect this established pattern of development and retain this attractive vista, by ensuring any redevelopment does not result in buildings further forward than the established building line on this side of New Road.

5.15 An additional pedestrian crossing point over New Road would provide substantial accessibility benefits to the town and would be likely to increase footfall that passes this site. It would ensure safer linkages, including for potential new residents, with public open space located north-east of the site. Development of this site must contain a substantial amount of A1 use and parking, to protect and enhance the vitality and viability of the Princes Risborough primary shopping area.

5.16 Any new site which is promoted as an alternative site for the fire station must meet the requirements of Buckinghamshire and Milton Keynes Fire Authority and will be subject to relevant public consultation on the acceptability of the relocation proposals.

TIMING:

Anticipated timing of the development: 2018 onwards.
6. DISTRICT-WIDE DEVELOPMENT MANAGEMENT POLICIES

POLICY DM1 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

1. Planning applications that accord with the policies in this Local Plan (other Local Plan documents and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

2. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

   a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

   b) Specific policies in that Framework indicate that development should be restricted.

6.1 The National Planning Policy Framework requires that Local Plans should be based upon and reflect the presumption in favour of sustainable development (para. 15).

6.2 When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

SUSTAINABLE TRANSPORT

POLICY DM2 TRANSPORT REQUIREMENTS OF DEVELOPMENT SITES

1. All developments that require the submission of a Transport Assessment, in line with Appendix B of the DfT Guidance on Transport Assessment (March 2007), or any replacement to this guidance, or as required by the Highway Authority, should provide, wherever possible:

   Public transport

   a) Access to a high quality, fully accessible, attractive public transport service.

   b) A new or enhanced service where development is not already served by a high quality attractive train or bus service. This may be provided directly or by way of a financial contribution, so that the service is maintained for a period of at least five years from an agreed occupation level.

   Walking and Cycling

   c) Routes for pedestrians and cyclists which are designed to be safe, direct, attractive and convenient, according to the principles of community safety including that of natural surveillance from the built development;

   Travel Plans

   d) Travel Plans, in line with BCC guidance on Travel Plans, that set out the long term travel management strategy for an organisation or site, built on an appropriate package of measures aimed at promoting sustainable travel. They should include modal share targets and mitigation measures as well as the measures outlined below.

   Car Clubs

   e) Car club infrastructure in the form of parking spaces, drop off and pick up points, and, where appropriate car club vehicles, and/or subsidised cost of car club membership, and facilities for electric vehicle car charging points.
Car Sharing

f) Priority parking spaces for car sharers at developments that are primarily destinations (i.e. non residential uses)

2. Design of development should allow, where feasible:
   a) the penetration of buses through the site and priority routing of buses onto the main traffic network, and,
   b) traffic management that ensures traffic queues associated with new development are managed in a way to mitigate their impact on the main highway network; and
   c) layout and design of transport infrastructure, that creates high quality places that are locally distinct and not dominated by the needs of vehicular traffic in line with the principles of Manual for Streets, Manual for Streets 2 or replacement design guide.

6.3 This policy aims to tackle the transport related challenges created by major developments and adds extra detail to Core Strategy policy CS20. These challenges include minimising their impact on the existing highway network and surrounding areas and the environment, while ensuring that they contribute to changing travel behaviour through the provision of a range of travel choices. The Council will as far as practicable seek to ensure that new development has a neutral effect on the highway network (also known as nil net detriment).

6.4 This policy seeks to:
   a. Ensure that new developments are well connected, making it easier for trips to be made by walking, cycling and public transport.
   b. Deliver developments that are designed in a way that they balance the needs of movement with sense of place to create a high quality and safe environment that enables all users and, where applicable residents, to incorporate active travel into their every day lives, without being dependent on the car(29).
   c. Provide appropriate new and enhanced infrastructure to accommodate the trips generated by the development on the existing highway network.
   d. Encourage, through the use of Travel Plans, the uptake of more sustainable modes of transport; minimise the trips generated by the development on the existing highway network.

6.5 It is recognised that not every possible measure will be applicable in every case. The scale and layout of development will inform what measures should be put in place along with the recommendations from the highway authority, Buckinghamshire County Council.

6.6 The County Council adopted the third Local Transport Plan (LTP3) in 2011. It will be supported by a number of strategic documents including the transport strategy for High Wycombe.

6.7 Policies CS16, CS20 and CS21 set out the strategic context and requirements for the assessment of development proposals in terms of transport impacts, mitigation measures and contributions toward the provision of transport related infrastructure.

6.8 In line with the Core Strategy developments should, as far as possible, look to accommodate the day to day requirements of residents within the site and/or provide direct and attractive links to local facilities in the vicinity of the site so as to minimise the impact of these trips on the highway network.

6.9 Transport modelling undertaken for the LDF(30) indicates that by 2026, the traffic growth forecast for the Wycombe area is 20% if no significant measures are implemented to address traffic growth both from development and natural growth. The County Council has a duty under the Traffic

(29) At the time of writing, guidance on how this may be achieved is set out in publications such as Manual for Streets and Manual for Streets
(30) Technical Note Wycombe LDF TN1 (2009)
Management Act to manage this increased pressure on the road network and keep traffic moving to sustain economic vitality.

6.10 New developments create opportunities to influence travel behaviour from the early decision to purchase a house or how to travel to work or school that takes into account travel options and create the conditions that ensure alternatives to the car are available and attractive. As part of this, and compared to the pattern of much post-war development, the design of development needs to avoid systematic segregation of pedestrian and vehicle traffic and rebalance the provision between the private vehicle and:
- pedestrians and mobility impaired
- cyclists
- public transport users
- car sharers

6.11 The requirement for a transport assessment (TA) is subject to the use class of a proposal and the size. Appendix B of the DfT Guidance on Transport Assessment (March 2007) sets out the thresholds that will apply. The need for a TA is determined by the highway authority, who in Wycombe District is Buckinghamshire County Council.

6.12 The County Council currently defines a high quality, fully accessible, attractive public transport service as the following:

i. Properties no more than 250m-400m walking distance of the nearest bus stop (this may be less on steep roads), and

ii. 7am – 7pm all day service (Mon – Sat) with a reduced service in evenings and on Sundays, and

iii. A 15 minute daytime service. (Either a new service or an enhancement to an existing service, which is considered the minimum, in an urban area, to make public transport an attractive and viable mode of travel).

6.13 Where a high frequency rail service exists within walking distance of the site, this will also be taken into account when considering proposals.

6.14 Each site will be assessed on its own merits in terms of the most suitable and effective transport provision for that development to achieve the modal split targets defined in the Transport Assessment.

6.15 It is vitally important that new development provides appropriate measures to encourage sustainable transport behaviour as well as, through the Community Infrastructure Levy (CIL), contributions towards the wider strategy as produced by the County Council so as to offset the wider traffic impacts and meet the travel needs of users of the development.

6.16 Travel plans are important in identifying what measures will be put in place to secure sustainable transport movements from a new development. Travel plans should be produced in accordance with County Council guidelines and will need to be agreed by the County Council and the travel plan roll-out monitored as development progresses. The plan will need to include assessments of traffic impacts and targets for modal split.

IMPLEMENTATION

The Council will monitor:
- Performance against Buildings for Life criteria (4) Access to public transport and (13) Pedestrian, cycle and vehicle friendly streets for major developments
POLICY DM3 TRANSPORT IMPROVEMENT LINES

Planning permission will not be granted for developments which would prejudice the provision of new or improved transport infrastructure on the Transport Improvement Lines identified on the Policies Map and listed in Appendices A and B.

6.17 The County Council, as the highway authority, is responsible for all public roads in the District, apart from the M40 and the A404 (T) south of Handy Cross (which are the responsibility of the Highways Agency).

6.18 It is the responsibility of the County Council working with Wycombe District Council to identify routes/junctions where improvements to the public highway may be needed in the future for transportation purposes to accommodate High Wycombe’s growth or address existing transportation issues. These are formally safeguarded by the County Council as transport improvement lines. Although some of the schemes may not be implemented within this DSA plan period it is important that the proposed improvement lines are safeguarded.

6.19 The Council will not permit development that would prejudice the implementation of any of the schemes safeguarded by the County Council. There are different types of road and junction improvement lines and they are required to provide improvements to road networks, to increase road capacity, improve road safety, as well as creating additional public transport or non-vehicular routes.

6.20 An improvement line review was undertaken in 2007 to examine all of the historic improvement lines that regularly feature on land searches. This review recommended the revocation of some existing improvement lines and identified some lines for further review. A further review was undertaken in 2010 to determine if these improvement lines were still relevant and if they supported any of the following:

- LDF allocations;
- A future High Wycombe transport strategy;
- Local Transport Plan 3

6.21 The review identified new improvement lines that would be required to support the DSA, in particular the High Wycombe town centre Masterplan. Appendix A contains a list of Transport Improvement Lines already in place and Appendix B proposed improvement lines.

The final stage of the review of improvement lines involves the County Council formally designating the new improvement lines outlined in Appendix B. It is anticipated that the highway authority will proceed with the formal designation of Transport Improvement Lines once this plan is approved, in consultation with the Council and relevant stakeholders.

POLICY DM4 FORMER BOURNE END TO HIGH WYCOMBE RAILWAY LINE

1. The former Bourne End to High Wycombe Railway Line, as shown on the Policies Map, is proposed as a new walk/cycle route.
2. Planning permission will not be granted for developments that would prejudice the construction of a 5m wide walking and cycling corridor between High Wycombe town centre/railway station and Bourne End, as defined on the Policies Map, utilising the track bed of the Bourne End to High Wycombe disused railway line. Wherever possible this route should be separated from vehicular traffic.
3. The development of sites near to the corridor will be required to provide convenient links to the route, in order to maximise the opportunities for walking and cycling.
4. Any future development proposals that would prevent suitable diversions being created, in order to provide the walking and cycling corridor, will be refused planning permission. In the event of making such diversions from the former railway track bed, the route chosen will not be significantly less direct or attractive.
6.22 The track between High Wycombe and Bourne End was closed in 1970 and has been safeguarded since 1976.

6.23 As part of the Thames Valley Multi Modal Study (TVMMS) a review was undertaken of the former Bourne End to High Wycombe disused railway line and its potential to be developed as a high quality public transport corridor. The study concluded that there was a long term opportunity to be part of a new north-south public transport link across the Thames Valley, but that that this would not be financially viable before 2016. As a result the study recommended that “the relevant local authorities should prevent further development along the alignment, so that the route is preserved in the event of the case for the re-instatement of public transport route here strengthening in the future.”

6.24 Further work has identified that the prospects for a public transport route being created are very unlikely now or are well beyond 2016. However, the route does offer great potential as a walking and cycling route as it is direct and well connected to homes, schools, jobs, railway stations, open space and town/district centres on a largely flat route through an attractive landscape. The route is therefore safeguarded for the provision of a dedicated walking/cycling route. The route also has potential to enhance green infrastructure as it has potential to be a significant green corridor and is identified as a Corridor Opportunity Area by DM11.

6.25 The ongoing protection of the former railway line supports sustainable travel, health and economic objectives of the Local Transport Plan 3, and would deliver travel and health benefits, encouraging both cycling and walking in High Wycombe. Its route along the valley floor is well positioned, as it runs through/is adjacent to urban areas for almost all its length – close to schools, houses, work places, rail stations and town /district centres, so it could be used for all types of cycling and walking journeys and it should be separated from vehicular traffic in order to make this route attractive to users. On the whole the majority of the route is still intact, although there are some sections that have been developed on or have become part of residential gardens that back onto the line. In these locations the route will need to be diverted to secure the link completely, thereby safeguarding the former railway line and providing a high quality walking and cycling route that could form part of the SUSTRANS national cycle network. It is intended as a showcase to promote walking and cycling in High Wycombe, for both local and longer distance journeys and would link with the existing east-west cycle route. The safeguarded route should be 5m wide as this is the minimum required to allow for the provision of pedestrian and cycling routes and is based upon the standards set out in the Design Manual for Roads and Bridges (DMRB).

6.26 The safeguarding of the route in this way also allows for any future plans or investment decisions that could deliver public transport corridor along this route.

**IMPLEMENTATION**

- SUSTRANS are implementing the first phase which is the section from High Wycombe rail station to London Road and from Bourne End Railway Station to the northern end of Town End Lane, as outlined on the Policies Map, to link with the existing east west cycle route.

- Later phases provide a high quality walking and cycling route, in discrete sections, eventually forming a continuous link, between High Wycombe Town Centre and Bourne End potentially as part of the SUSTRANS national cycle network.

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(33) Former Bourne End to High Wycombe Railway Line Background paper (June 2010)
(34) Former Bourne End to High Wycombe Railway Line Background paper (June 2010)
(35) http://www.sustrans.org.uk/map?searchKey=Bourne+End&searchType=search&Search=Find&FindId=489076,188749,3
ECONOMY, TOWN CENTRES AND RETAIL

POLICY DM5 SCATTERED BUSINESS SITES

1. Planning permission will be granted on scattered business sites where the proposed development:
   a) falls within the B1, B2, and B8 use classes of the use classes order, or,
   b) is for uses that deliver economic development such as employment generating sui generis uses, community facilities or main town centre uses (as defined by National Policy), and,
   c) where the site is not within an existing centre, but the use is a main town centre use, the requirements of the tests set out in National Policy have been met, and,
   d) would not be detrimental to and is compatible with surrounding land uses.

2. Planning permission will only be granted for residential uses if it has been clearly demonstrated that the re-use of the site for the uses specified in (a) and (b) above is no longer practicable.

3. In order to demonstrate that a site is no longer practicable for employment generating uses by reason of a lack of potential occupiers, the site must be marketed:
   a) for a sufficient period of time, and;
   b) at a reasonable price for exclusively employment generating uses (stripping out any residential hope value), and;
   c) unencumbered by any sales agreement which gives priority to prospective developers, or renders the site unavailable to other prospective purchasers in the market.

6.27 Scattered business sites are spread throughout the residential areas, rural areas, town centres and local centres across the District. They are defined as sites that:
   • Are not part of an existing or designated employment/business area and,
   • Accommodate “B” uses as defined by the Use Class Order or are employment generating “sui generis uses”.

6.28 They range in size and the type of businesses that they accommodate, and are often much smaller sites and comprise only one or two businesses. These sites are a valuable part of the employment land portfolio in the District, as they provide small-scale local employment opportunities and often offer small units suitable for start up businesses. Because there are a large number of these sites scattered across the District, and often they are very small they are not shown on the Policies Map.

6.29 The Government’s Planning for Growth Agenda and the NPPF set out a strong focus on economic growth and generation of jobs, given the prevailing economic conditions. Wycombe reflects both the regional and national trend for having a high number of small to medium size businesses and the supply of scattered employment sites have an important role to play in accommodating such businesses. Policy CS11(1) of the Core Strategy specifically identifies the regeneration and intensification of scattered business sites as one means of meeting the need of business in the District.

6.30 It is clear that due to a combination of circumstances some scattered sites may no longer continue in their traditional “B” use class activity, especially in the current economic climate. In line with the NPPF this policy allows for the Council to respond to market signals in determining applications for alternative uses on these sites and as such the policy allows a degree of flexibility and responsiveness to market conditions.

6.31 Redevelopment of these sites for uses that are employment generating or for community uses would be acceptable.

(36) See Glossary
(37) Written Ministerial Statement, 23rd March 2011
(38) See Policy CS15 of the Core Strategy
These uses would be acceptable on these sites as they have the potential to maintain an economic role for these sites in the long term by continuing to create employment and economic activity. In terms of the other uses these could include sui generis uses such as builders yards, car dealerships and petrol filling stations, where appropriate and where they would not cause nuisance to adjacent properties.

6.32 It is important that proposals for main town centre uses meet the requirements of national policy in terms of being supported by a sequential assessment demonstrating that there are no available sites for the proposed use in an existing centre. This is important in avoiding a development proposal having a negative affect on the vitality and viability of existing centres.

6.33 Residential uses will only be considered where it can be clearly demonstrated that the use of a site for employment generating uses or other appropriate uses identified in this policy is no longer practicable due to, for example, inadequate access, or clear evidence of a lack of potential or existing occupiers.

6.34 In assessing a lack of potential or existing occupiers, it is important that the site is shown to be vacant and has been marketed appropriately to demonstrate that there is no likelihood of the site being re-used for employment generating uses. The marketing requirements of the site will vary according to the economic conditions at the time, but as a minimum a site:
   a. will need to have been marketed for a period of time which is normally sufficient for the sale or letting of a property, having regard to the location and type of site.
   b. have clearly visible and appropriate advertising on site
   c. have been registered with local and, as appropriate, national agents (subject to the size and location of the site)

POLICY DM6 MIXED-USE DEVELOPMENT

1. Proposals for mixed-use developments will be required to:
   a. Meet the development principles and requirements identified in site specific policies in this or any future local plan document;
   b. Deliver a comprehensive development which covers the whole of the allocated site.

2. Developments which include an element of business uses (i.e. B use class) will be required to ensure a legal agreement or other appropriate mechanism is in place to secure the delivery of the business element.

6.35 A key component of Core Strategy policy CS11 is to facilitate the regeneration of sites to provide new business development. Allocating sites for mixed-use development offers the potential to bring about this regeneration, particularly in the key areas of change in High Wycombe identified in the Core Strategy. The key opportunity mixed use sites provide is based upon allowing the redevelopment of a site for higher value uses than the existing use such as retail or residential. This should generate sufficient value to facilitate the redevelopment and include other uses such as new business development or community uses.

6.36 Mixed-use sites provide an opportunity to deliver other important strategic or local infrastructure (in its widest sense), including transport infrastructure and green infrastructure.

6.37 The development of mixed-use sites offers opportunities to meet a variety of new business needs, including qualitative improvements, whilst also providing wider community benefits and opportunities to meet wider development needs, including housing.
6.38 The uses for sites covered by this policy are identified in the site-specific policies, but it is important that the sites are redeveloped comprehensively to secure the benefits and prevent developers from only developing the most profitable elements of a scheme or parts of a site and not providing the additional benefits required by the site-specific policies.

6.39 Where a proposal is brought forward for the redevelopment of part of a site it will need to be demonstrated that the proposal ensures that the comprehensive redevelopment of the whole site can be achieved, otherwise the application will be refused.

6.40 The important role that mixed-use sites have to play in regeneration means that the Council is keen to see these sites delivered as a whole and comprehensively and not in a piecemeal or fragmented way.

6.41 Given the pressure to change business land to housing, and to ensure the provision of new quality business accommodation on mixed use sites, there is a need to ensure that there are mechanisms that ensure that there is delivery of the business component of the scheme.

6.42 The Council will seek to secure delivery through the use of legal agreements and other mechanisms which would link the actual delivery of the business components of a scheme to the construction of other elements of a development.

6.43 These mechanisms may be in the form of a trigger or number of triggers requiring commencement and eventual completion of a business development linked to the commencement and final occupation of a retail or residential development.

POLICY DM7 TOWN CENTRE BOUNDARIES

1. Within the town centre boundaries as defined on the Policies Map, main town centre uses are acceptable in principle. Retail proposals will also need to comply with the sequential and impact tests where they fall outside the primary shopping area.

2. Proposals for main town centre uses outside of the designated town centres will only be permitted where they satisfy national planning policy tests for such development, including the sequential test and, subject to Policy DM10, the impact test.

6.44 Town Centre Boundaries set out the general extent of the Town Centre where there are predominantly main town centre uses. This includes the Primary Shopping Area (see below) where the main uses are predominantly retail, but is usually a broader area including a range of other uses such as offices, leisure and cultural facilities.

6.45 Under national planning policy, local authorities are required to designate the extent of town centres on their Policies Map. This is the area that is used in the application of the sequential and impact tests in relation to proposed non-retail main town centre uses.
POLICY DM8 THE PRIMARY SHOPPING AREAS

1. Within the primary shopping areas, as defined on the Policies Map, retail development and all other defined main town centre uses, are acceptable in principle. Development should:
   a) Create an attractive and vibrant interface with the public realm, and,
   b) Be of an appropriate scale for that centre, and,
   c) Not have any significant adverse impact upon other centres in the identified hierarchy in Core Strategy Policy CS10 or other centres outside of the District and,
   d) Be in accordance with policies for primary and secondary shopping frontages.

2. Retail proposals outside of the primary shopping area will only be permitted where they satisfy national planning policy tests for such development, including the sequential test and, subject to Policy DM10, the impact test.

6.46 The Primary Shopping Area (PSA) sets out the general extent of the main retail core within town centres where retail development is concentrated. As such, it includes both primary and secondary shopping frontages. The PSA is the area on which the sequential and impact tests are used in relation to proposed new retail development.

6.47 In line with national policy, the PSAs for High Wycombe, Marlow and Princes Risborough are shown on the Policies Map.

6.48 The boundaries of the PSAs in all three town centres are, with the exception of a small number of minor changes, a continuation of the respective boundaries as defined in the Local Plan to 2011. The Local Plan had already included the area of the Eden development within the High Wycombe PSA to recognise its anticipated concentration of retail uses.

For Marlow and Princes Risborough, the boundaries reflect the areas where retail uses are concentrated, and as there has been no major change to the extent of the shopping areas of these towns in recent years, it is considered by the Council that the boundaries set by the Local Plan, with the exception of minor changes, remain appropriate.

6.49 The detailed boundaries for the Town Centres and the Primary Shopping Areas have also had regard to relevant conclusions and recommendations in the Council’s 2004 Retail and Town Centre Uses Study.

POLICY DM9 DISTRICT CENTRES

1. Within the District Centres, as defined on the Policies Map, the Council will:
   a) Allow development of main town centre uses that are of an appropriate scale and character for that centre and the catchment area it serves;
   b) Allow development involving the change of use of frontages from class A1 or A3 uses to A2 or A4 uses where the change results in no less than the following percentages of frontage length (as defined on the Policies Map) in A1 or A3 use being maintained:
      • Bourne End: 70%
      • Flackwell Heath: 60%
      • Hazlemere: 80%
   Applicants should provide up-to-date use class survey evidence to demonstrate that their proposal complies with these minimum percentage criteria.
   c) Allow other changes of use of frontages only where it can be demonstrated that they would not have an adverse impact on the vitality, viability and attractiveness of the centre.

2. Except where site-specific policies state otherwise, residential development is acceptable in District Centres on upper floors and on ground floors where this would involve no loss of active ground floor frontage.
3. Permissions granted for the above changes will be restricted to the particular use for which the application was made, notwithstanding the provisions of the use classes order.

6.50 Wycombe District has three District Centres; Bourne End, Flackwell Heath and Hazlemere. These centres fall within Tier 3 of the Town Centre Hierarchy in Policy CS10 of the Adopted Core Strategy. This means that their role is to provide basic food and grocery shopping facilities, supported by a limited range of other shops and non-retail services serving their local communities.

6.51 Whilst the proportion of vacant units was over 14% in Flackwell Heath according to the latest survey, there are very low vacancy rates in Bourne End and Hazlemere.

6.52 The target minimum proportion of A1/A3 use set for each centre reflects the existing mix of uses and the size of the centres, with a degree of extra flexibility provided to assist appropriate changes between use classes and encourage the take-up of any vacant units which may exist.

6.53 A1 shop uses are included in this target given the important role that retail plays in the functioning of all centres, including the District Centres. A3 restaurant and café uses are also considered in the policy to be appropriate uses for District Centres on the grounds of:

- their role in maintaining vitality and viability and enhancing the attractiveness of centres
- their ability to attract a wide range of customers and generate an evening economy, and
- their relative lack of adverse impacts on residential amenity.

POLICY DM10 THRESHOLDS FOR THE ASSESSMENT OF SCHEMES FOR TOWN CENTRE IMPACT

The Council will require an impact assessment for retail and leisure schemes not in a designated centre and not in accordance with the up-to-date development plan, which are above the following thresholds in the relevant areas:

- An assessment of impact on High Wycombe town centre – for any retail and/or leisure proposal in the District with a gross floorspace of 1,000m2 and above
- An assessment of impact on Other Town Centres (Tier 2 of the Town Centre Hierarchy) – for any retail and/or leisure proposal, within the relevant local community area (i.e. Marlow and North West Chilterns), with a gross floorspace of 500m2 and above
- An assessment of impact on District Centres (Tier 3 of the Town Centre Hierarchy) – for any retail and/or leisure proposal within the respective parish boundary or a 3km radius as the crow flies of the respective District Centre, with a gross floorspace of 250m2 and above.
- An assessment of impact on Local Centres (Tier 4 of the Town Centre Hierarchy) – any retail and/or leisure proposals which would be likely to have an adverse impact on the vitality and viability of local centres
- An assessment of impact on designated centres outside the District – any retail and/or leisure proposals which would be likely to have an adverse impact on the vitality and viability of these centres.
- An assessment of impact will also be required for any application which is deemed has the potential to have a significant adverse impact on any of the centres in the District.

6.54 National planning guidance currently sets a threshold of 2,500m2 gross floorspace above which all retail, leisure and office proposals should be required to carry out an impact assessment on designated centres. However it also states that local planning authorities should consider setting local thresholds in Local Plans.

(39) Town Centre Retail and Frontage Policies Background Paper Update (WDC, 2012)
6.55 In the case of Wycombe District, for the period up to 2016, the High Wycombe Retail Strategy (2012) identifies that there is a modest amount of capacity for additional retail floorspace in High Wycombe (just over 10,000m2 gross) whilst the latest District-wide Retail and Town Centre Study\(^{(40)}\) identifies that there is limited capacity for additional retail floorspace in the period up to 2016 elsewhere in the District. It is therefore considered that retail developments under 2,500m2 gross could have a significant impact on designated centres in the District.

6.56 Therefore, the Council has identified a set of floorspace thresholds to be used where proposals for retail and/or leisure schemes fall outside designated centres, above which such schemes are required to carry out an impact assessment on the relevant designated centre. The different thresholds are applied to the different types of centre in the District as identified in the Town Centre Hierarchy in Policy CS10 of the Adopted Core Strategy.

6.57 Core Strategy Policy CS10 states that large-scale retail and leisure developments in the District should be concentrated in High Wycombe town centre. The Council therefore considers that all retail developments of 1,000m2 gross or more should be concentrated in High Wycombe, and that retail and leisure development proposals of this scale proposed at locations outside designated centres should be subject to an assessment of impacts on High Wycombe town centre.

6.58 In relation to Marlow and Princes Risborough town centres, the Council considers that in-centre retail and leisure developments of between 500m2 and 1,000m2 are likely to appropriately reflect the role of the respective towns in Tier 2 of the Town Centre Hierarchy. Where shopping facilities are proposed outside these centres (but within the respective Local Community Areas\(^{(41)}\) of Marlow and Princes Risborough), and where they are designed to cater for more than top-up and basket convenience shopping, the Council considers that they should be subject to an assessment of impacts on the District’s centres. The Council considers that such schemes are likely to be above 500m2 gross.

6.59 Similarly shopping facilities proposed for locations outside the main District Centre boundaries (but within the respective parish boundaries or within 3km of the District Centre boundary) should be subject to an assessment of impacts on these District Centres where they cater for more than small-scale local shopping, and these developments are likely to be more than 250m2 gross.

6.60 An impact assessment should be undertaken for any proposals which are likely to have an adverse impact on the vitality and viability of other centres, including the District’s network of Local Centres (local parades and village centres) and designated centres outside the District (in which case further consultation should be carried out with the relevant local planning authority about such assessments).

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(40) Retail and Town Centres Study Update 2009, Nathaniel Lichfield and Partners for WDC, April 2009

(41) Local Community Areas (LCAs) are the set of defined areas in Buckinghamshire which are used by Local Area Forums as a basis for their local community planning activities. In Wycombe there are four LCAs: High Wycombe, Chepping Wycombe, Marlow and North West Chilterns. It is considered that the latter two are appropriate areas for defining retail and/or leisure schemes which should be subject to a Town Centre Impact Assessment, with regards to Marlow and Princes Risborough respectively, as in both cases these areas contain the main town and their natural rural hinterland.
GREEN INFRASTRUCTURE

POLICY DM11 GREEN NETWORKS AND INFRASTRUCTURE

1. The Green Infrastructure Network will be conserved and enhanced, paying special attention to the conservation and enhancement of biodiversity, recreation and non-motorised access.

2. All development (where appropriate) will be required to contribute towards the:
   a) improvement of the Green Infrastructure Network,
   b) delivery of Corridor Opportunity Areas (as identified on the Policies Map) and
   c) improvement of Biodiversity Opportunity Areas (as identified in the Biodiversity Action Plan).

3. All development proposing new green spaces or green links should be provided in a way that retains, reinforces or creates links within and to the Green Infrastructure Network so as to promote recreation, biodiversity and non-motorised access.

4. Where Reserve Locations for Future Development (as identified in the Core Strategy or any subsequent Local Plan) overlap with the Green Infrastructure Network, any future development on those sites should be designed to provide strong and continuous links to the surrounding parts of the identified network.

6.61 “Green Infrastructure provides a vital life-support system, encompassing a network of green spaces, access routes, landscapes and natural and historic elements that intersperse and connect Buckinghamshire’s urban and rural settlements with each other and the surrounding countryside. Operating at all spatial scales it enables a holistic overview of the natural and historic environment, acknowledging its multi-functional benefits for economy, wildlife and health and well being of local people and communities”. (42)

6.62 The National Planning Policy Framework indicates that planning authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. The policy framework for green infrastructure as set out in Policies DM11 – DM16 of this Plan seeks to do this. Policy DM11 provides the overarching approach seeking to conserve and enhance the Green Infrastructure Network, in line with the NPPF, ensuring that new development contributes positively towards it. Policies DM12 and DM13 aim to protect key green infrastructure assets, namely identified greenspaces and sites, habitats and species of biodiversity and geodiversity importance respectively, whilst policy DM15 addresses the protection and enhancement of rivers and streams and their associated corridors. Policies DM14 and DM16 seek to ensure that the issue of biodiversity and open space in new development is properly addressed, including the creation of new open space and new areas or features of biodiversity interest.

IDENTIFICATION OF THE GREEN INFRASTRUCTURE NETWORK

6.63 At a sub regional/county scale, provision of Green Infrastructure (GI) is being addressed by the Buckinghamshire Green Infrastructure Consortium (of which WDC is a member). In April 2009, the Consortium published a Green Infrastructure Strategy for Buckinghamshire. (43) This identifies several opportunities within Wycombe District in two Priority Action Areas.

Priority Action Area 2 (Aylesbury Environs)

Countryside Access Gateway G4 (Bacombe and Coombe Hills)

Access Link L6 (Princes Risborough to Bacombe, Coombe and Whiteleaf Hills)

Access Link L7 (Bacombe, Coombe and Whiteleaf Hills to Amersham)

Green Infrastructure Opportunity Zones O4 (Chiltern Escarpment)

(42) Buckinghamshire Green Infrastructure Strategy (April 2009)
(43) Green Infrastructure Strategy for Buckinghamshire (2009)
Priority Action Area 3 (Wycombe District South and South Bucks)

Access Link L1 (High Wycombe to Bourne End)
Access Link L2 (Wooburn to Burnham Beeches)
Green Infrastructure Opportunity Zone O1 (Little Marlow Gravel Pits)

At a district scale, the Council is addressing GI provision through the identification of a Wycombe District-specific Green Infrastructure Network. This is made up of existing and proposed multi-functional green spaces and green links, both public and private assets, with and without public access, and in both urban and rural locations. These green spaces and links contribute to the high quality natural and built environment required for existing and future sustainable communities resilient to the effects of climate change in the long term. The network includes public parks, river corridors, public rights of way, cycle routes, playing fields, informal green spaces, woodland and former railway corridors, identified in line with the methodology for Parish & Town Green Infrastructure plans, and promoted by the Buckinghamshire Green Infrastructure Consortium. The aim of identifying the network is to provide suitable and sufficient green spaces for recreation, amenity and biodiversity purposes, connected by a series of green links that provide attractive, convenient routes for both wildlife and people. The Wycombe GI Network is identified on the Policies Map and shown illustratively in Figure 8.

Policy CS2 of the Core Strategy identifies areas within Wycombe District where new development will be principally focussed (High Wycombe, Downley, Hazlemere/Widmer End/ Tylers Green, Loudwater and Wooburn Green) and it is in these areas where the identification, protection and enhancement of a local Green Infrastructure Network has been prioritised. In the long term the network will be defined district-wide. Further information on the methodology used in identifying a green infrastructure network is set out in the Green Infrastructure background paper.
Figure 11. Proposed Green Infrastructure Network in the High Wycombe and Chepping Wye Valley Local Community Areas
6.66 The Green Infrastructure Network is based on mapping the five key themes listed below. Only areas that comprise two or more of the elements within these themes satisfy the criteria of multi-functionality and have therefore been identified as existing Green Infrastructure.

<table>
<thead>
<tr>
<th>Key Themes</th>
<th>Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscape</td>
<td>Eg. Private and public woodland, open countryside, river corridors</td>
</tr>
<tr>
<td>Biodiversity</td>
<td>Eg. Statutory and non-statutory nature conservation designations, Biodiversity Opportunity Areas as well as other important habitats</td>
</tr>
<tr>
<td>Historic</td>
<td>Eg. Scheduled Ancient Monuments, Parks and Gardens of Special Historic Interest</td>
</tr>
<tr>
<td>Environment</td>
<td></td>
</tr>
<tr>
<td>Public Open</td>
<td>Eg. Greenspace, Incidental Open Space and other areas identified in various open space studies including the Council’s Open Spaces Framework</td>
</tr>
<tr>
<td>Space</td>
<td></td>
</tr>
<tr>
<td>Access</td>
<td>Eg. Cycle ways, Public Rights of Way and former railway corridors</td>
</tr>
</tbody>
</table>

6.67 The network highlights the potential for improvement to green links, for example to enhance movement opportunities for wildlife and people. Using a network approach enables a holistic overview of the natural and historic environment, its benefits for economy, wildlife and the health and wellbeing of local communities. There are two types of opportunity area covered by this policy; the “Corridor Opportunities Areas” identified as part of the Green Infrastructure Network and Biodiversity Opportunity Areas (see below).

6.68 The Opportunity Areas have been identified where there is a potential to enhance green links between areas of existing Green Infrastructure. It is within these Opportunity Areas that the GI Network can be enhanced by increasing the number of elements that they provide and increasing their multi-functionality. A strategy and action plan will be produced to identify and programme future improvements. New development should assist in delivering these improvements, including through use of the Community Infrastructure Levy.

6.69 Biodiversity Opportunity Areas (BOAs) (see Appendix C) are landscape-scale areas which have been identified as the areas of greatest opportunity for strategic gains for biodiversity by the South East England Biodiversity Forum, informed by the Buckinghamshire and Milton Keynes Biodiversity Partnership. They cover large areas of the District and contain concentrations of priority habitats and species.

6.70 The main aim within the BOAs is to support the delivery of Biodiversity Action Plan (BAP) targets through protection, maintenance, restoration and creation of BAP priority habitats. They are areas of opportunity, not constraint. BOAs do not include all the BAP priority habitats in the District, nor do they include all the areas where BAP priority habitats could exist or be enhanced.

6.71 National planning policy requires plans to identify opportunities to enhance and add to BAP priority habitats through appropriate policies and identify suitable areas for restoration or creation of new habitats. Delivery of Core Strategy Policy CS17 requires the protection and enhancement of “BOAs defined in future development plan documents”.

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(46) See Green Networks and Infrastructure Background Paper (WDC, July 2011)
(47) More information on the location of BOAs, the selection process for them and their strategic biodiversity targets which support the Buckinghamshire Biodiversity Action Plan can be found on the partnership website.
6.72 In addition to contributions raised through the CIL, when biodiversity enhancements are proposed by development and occur in or adjacent to BOAs (including those that form part of the Green Infrastructure Network) enhancements should take account of the strategic aims of the relevant BOA. Appropriate enhancements within BOAs can include restoration or maintenance of existing habitats, or new habitat creation; for example to link fragmented habitats.

**POLICY DM12 GREEN SPACES**

1. Development that would result in the loss, fragmentation or reduction in size of green spaces shown on the Policies Map will be refused, except in exceptional circumstances.

2. The same approach will be taken to open areas of recreational amenity, nature conservation or landscape value in rural settlements that are “washed over” by the Green Belt or do not have a settlement boundary.

3. Where, in exceptional circumstances, it can be demonstrated that development within a green space is necessary, a substantial element of green space must be retained, and the overall character and quality of the space maintained, or, if this is not possible, alternative provision of equivalent quality should be made within a reasonable distance.

6.73 Designated green spaces are a key element of the District’s green infrastructure, the retention of which is important. They are areas of open space within built-up areas which are not in the Green Belt but which are considered important for their recreational or amenity value. The purpose of this designation is to protect these spaces from fragmentation and development. Green spaces are included in the Open Space Audit.

6.74 They vary in character and size with the minimum area of designation usually being 0.1 ha, but they all contribute significantly to the landscape character, the townscape or have a recreational and community value. They play a particularly important role in and around the built environment but are similarly protected in rural settlements.

6.75 The main factors determining the designation of a site as a green space relate to:

- Site Characteristics – their location, size, condition and vegetation
- Visual/physical accessibility and connectivity
- Landscape value
- Use, including recreational and amenity value
- Biodiversity/Ecology value

6.76 It should be noted that designation of a green space does not mean that there is necessarily public access to it. They are not defined in the smaller settlements “washed” over by the Green Belt and in settlements beyond the Green Belt with no defined settlement boundary as these spaces are afforded protection either by Green Belt policy or policies relating to settlements beyond the Green Belt.

(49) Open Spaces Framework (WDC 2010)
POLICY DM13 CONSERVATION AND ENHANCEMENT OF SITES, HABITATS AND SPECIES OF BIODIVERSITY AND GEODIVERSITY IMPORTANCE

1. The highest level of protection will be given to sites and species of international and national importance; development affecting them will not normally be permitted.

2. Development proposals which would harm directly or indirectly other designated sites of nature conservation or geological interest or protected species including those shown on the Policies Map will only be permitted where it has been demonstrated that:
   a. there is no suitable alternative site for the proposed development, and
   b. the impact can be mitigated or compensated to achieve a net overall gain in biodiversity or geodiversity, and
   c. it has been clearly demonstrated that the benefits of the development outweigh the harm to the biodiversity or geological conservation interests.

3. Development proposals in or potentially affecting a designated site, important habitat or protected species will be required to be accompanied by reports relevant to the impacts of the development on the species or features of interest on the site.

6.77 Designated sites, important habitats and protected species form a vital part of the biodiversity and geodiversity resource of the District. Planning decisions will aim to conserve and enhance biodiversity and geological conservation interests.

6.80 Individual species records are not shown on the Policies Map but species protected legally or by national planning policy are covered by this policy.

6.81 This policy applies to the following (see the Glossary in Appendix F for definitions):

Sites of national or international importance
   - Special Areas of Conservation (SAC)
   - National Nature Reserves (NNR)
   - Sites of Special Scientific Interest (SSSI).

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

Legally-protected species, UK BAP Priority species and species defined by S41 of the Natural Environment and Rural Communities Act (2006).

6.82 Development proposals potentially affecting the above sites, habitats and species are required to submit reports relevant to the impacts of the development on the species or features of interest on a site. Surveys and reports must be prepared
by a suitably qualified or experienced ecologist with surveys carried out in the appropriate season. Reports should include:

a) existing or potential interests (which may be as yet unrecorded);

b) how the development is expected to impact on these directly or indirectly (impacts may also for example affect sites of nature conservation interest some distance away from the proposal);

c) how impacts can be avoided or if this is not possible how they can be mitigated to minimise harm;

d) where appropriate, how the biodiversity and geodiversity interests will be enhanced as a result of the development;

e) whether compensatory measures are also required and the timing of compensatory measures to ensure that compensation is in place before any accepted damage to interests takes place;

f) consideration of existing or potential wildlife corridors on site and links from these to the wider ecological networks including those identified in the Green Infrastructure network;

g) proposals for monitoring and management of the site.

6.83 Further information and guidance can be found in the Wildlife Advice Note on the Council’s website(50). The standing advice for protected species on the Natural England website provides guidance for when development proposals may affect protected species. For developments potentially affecting watercourses, particularly the River Wye and its tributaries, the reports should refer to the River Wye Advice Note(51).

6.84 For further details see background papers produced by WDC(52) and BBOWT(53).

POLICY DM14 BIODIVERSITY IN DEVELOPMENT

1. All development proposals should be designed to maximise biodiversity by conserving, enhancing or extending existing resources or creating new areas or features.

2. Where potential biodiversity interest is identified on a site or the development creates an opportunity to increase biodiversity, the Council will require an ecological survey and report to be submitted which demonstrates how this will be addressed.

6.85 The importance of protecting, conserving, managing and also enhancing biodiversity in the wider environment outside designated sites is a key principle of national planning policy guidance. These areas contribute to a network essential for the maintenance of biological diversity, providing opportunities to offset the effects of climate change and allowing continued and improved provision of the ecosystem services which support human health, well-being and prosperity. Many development proposals have the potential to benefit local biodiversity, even on relatively small development sites.

6.86 Opportunities may exist for the incorporation of beneficial biodiversity and geological features as part of good design. This includes for example creating or improving areas of habitat on site, improving management of habitats, landscaping for biodiversity, or providing opportunities for wildlife on or within buildings. Where appropriate, opportunities can also deliver Biodiversity Action Plan targets, for example within Biodiversity Opportunity Areas (see policy DM11). Particular consideration should be given to habitats that provide an important nature corridor or stepping stone function, including those within or linking to the Green Infrastructure Network (Policy DM11).

(50) WDC 2012
(51) WDC 2010
(52) Biodiversity Designations Background Paper (WDC 2009)
(53) Biodiversity and Planning in Buckinghamshire (BBOWT 2010)
6.87 The Council published an updated Housing Intensification Supplementary Planning Document (SPD) in October 2011 and is preparing a new Residential Design Guidance SPD for developers designing residential sites. These two pieces of guidance will provide further information on designing to maximise biodiversity on new housing sites.

6.88 Development proposals are required to be supported by a Wildlife Checklist identifying if there is a known or potential biodiversity interest on a site. This checklist is used to assess if development may harm potential or a known biodiversity interest, or where development creates an opportunity to provide a net gain in biodiversity. In such cases the Council will require an ecological survey and report to be submitted (see also paragraphs 6.79 and 6.80).

6.89 The Council may impose appropriate conditions or require a developer to enter into a management or legal agreement prior to the development taking place to secure necessary mitigation and/or management measures. The Community Infrastructure Levy may help secure net gains for biodiversity within the District as a whole.

POLICY DM15 PROTECTION AND ENHANCEMENT OF RIVER AND STREAM CORRIDORS

1. Planning permission will only be granted for development proposals which do not involve the culverting of watercourses and which do not prejudice future opportunities for de-culverting (including on sites specifically identified in High Wycombe town centre).

4. Development proposals adjacent to or containing a watercourse should provide or retain a 10m buffer between the top of the river bank and the development, and include a long term landscape and ecological management plan for this buffer.

6.90 Core Strategy Policy CS17 emphasises the importance of conserving and enhancing watercourses. Watercourses and their associated corridors are a vital element of the Green Infrastructure of the District. They have several valuable functions – as a landscape feature, for biodiversity especially as a corridor to allow movement of species, for recreation, as a water resource and to allow access for river maintenance. Of particular importance in the District are the River Wye and its tributaries as these are chalk streams which are a globally rare habitat that has been designated as a priority habitat within the UK Biodiversity Action Plan. Additionally, the River Thames has a nationally-important landscape value.

6.91 Development proposals affecting watercourses will also be considered by the Environment Agency under separate legislation.

6.92 The de-culverting of the River Wye is part of the long-term vision and masterplan for High Wycombe town centre as set out in the High Wycombe town centre chapter of this document. Opportunity areas have been identified for improving the River Wye corridor through the town centre. These are:

i. Improvements to existing river channel at HWTC18 Baker Street

ii. De-culverting and implementation of an exposed river corridor at HWTC16 Oxford Road roundabout

iii. De-culverting and implementation of an

extended and improved river corridor at HWTC10 Swan Frontage

6.93 Any proposals that come forward on sites HWTC10 and HWTC16 are required to demonstrate that the proposals do not prejudice the de-culverting of the River Wye in the longer-term.

6.94 The 10m buffer should be maintained as a natural or semi-natural habitat free from built development, parking areas, private gardens and formal landscaping. A buffer should be provided on both sides of a watercourse that runs through a development.

6.95 This width of buffer provides the minimum width of habitat needed to provide for the functioning of wildlife habitats, while being able to facilitate informal access for enjoyment of the river. This width also ensures that the river is buffered from land-based activities, e.g. reducing the levels of diffuse pollution reaching the watercourse.

6.96 Provision of a 10m buffer may not be achievable in some situations, for example on some town centre sites where there is already significant built development and infringement of the river corridor. Detailed design of the buffer zone will be determined on a site-by-site basis in consultation with the Environment Agency.

6.97 Where barriers to fish movement are present in a watercourse adjacent to development proposals, the design should include measures to allow for the natural movement of fish within the watercourse. Further guidance is available in the River Wye Advice note\(^{(55)}\) which contains principles that can also be applied to other watercourses.

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### POLICY DM16 OPEN SPACE IN NEW DEVELOPMENT

1. New development will be required to make provision for public open space to the following standards:
   a) 3.3 hectares of strategic open space per 1,000 population
   b) 1.15 hectares of local open space per 1,000 population
   c) This is in addition to any on-site provision of private or communal open space required as part of providing sustainable, high quality environments.

2. Provision of strategic and local open space for developments of less than 40 dwellings (gross) or less than 5,000 sqm (gross) of non-residential development will be made off-site and funded through the CIL.

3. For developments of 40 dwellings or above (gross) or 5,000 sqm or above (gross) of non-residential development:
   a) strategic open space will be provided off-site and funded through the CIL
   b) local open space should be provided on-site in accordance with the standard set out in paragraph 1(b)

4. Development of strategic sites will be expected to meet all local and strategic open space requirements on site as a minimum. Site specific requirements will be set out in relevant local plan documents.

6.98 Open spaces deliver a variety of benefits and are an integral part of sustainable development. They play an important part in adapting to climate change by reducing temperature through evaporative cooling by plants, and providing shade in hot weather. They protect the health of communities by providing an opportunity for leisure and exercise and sustain biodiversity by providing habitats and helping it to adapt to climate change.

6.99 New development increases the potential number of people using open spaces and as a result adds to the pressure on existing...
open spaces. The Council therefore requires development exceeding the above thresholds to provide open space to meet its own needs. Based on size, character, use and catchment of open spaces, the Council distinguishes between strategic and local open space provision based on an open space audit.

6.100 The level of open space that development should provide for is set out in Policy DM16 with the breakdown of those standards set out in Table 3. This approach is based on the evidence provided in the Open Spaces Framework (2011), which sets out the Council’s Local Standards on open space. This approach conforms to Government requirements as set out in the NPPF.

Table 3 Open Space Standards in New Development

<table>
<thead>
<tr>
<th>Standard ha/1000</th>
<th>Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategic</strong></td>
<td>3.30</td>
</tr>
<tr>
<td>Some types of open space are realistically best provided at a strategic level as they a) require a large space and/or b) serve larger catchments. These include:</td>
<td></td>
</tr>
<tr>
<td>Public outdoor sport <strong>(1.2ha/1000)</strong></td>
<td></td>
</tr>
<tr>
<td>Park and semi-natural greenspaces <strong>(1.67ha/1000)</strong></td>
<td></td>
</tr>
<tr>
<td>Allotments <strong>(0.23ha/1000)</strong></td>
<td></td>
</tr>
<tr>
<td>Strategic play comprising NEAPs (Neighbourhood Equipped Areas of Play) and/or MUGAs (Multi-Use Games Areas) <strong>(0.2ha/1000)</strong></td>
<td></td>
</tr>
<tr>
<td>Generally off-site provision with the exception of some strategic development sites, which will have to provide these categories on-site (see site-specific policies). Strategic contributions will typically have to be spent within the local community area where they occur.</td>
<td></td>
</tr>
</tbody>
</table>

| Local            | 1.15     |
| Some open space facilities such as play are important to be provided locally. These include: |
| Local play comprising LEAPs (Local Equipped Area of Play) and LAPs (Local Area of Play): **(0.6 ha/1000)** |
| Public informal amenity space **(0.55ha)** |
| Generally an on-site provision above a certain development threshold (40 dwellings or 5,000sqm for non-residential development) or if the development site is in an area where no other meaningful spaces exist. Could be off-site provision through enhancement of a nearby site where this is more appropriate. |

**TOTAL** 4.45

6.101 Developments above 40 units (gross) residential or 5,000sqm (gross) non-residential are expected to provide the local element of the open space standard on site (i.e. **1.15 ha / 1000**). This is because this is the most effective way of securing provision and the sites and development are likely to be of sufficient scale to enable a meaningful and usable area of open space to be provided. In some cases the provision off-site on a nearby site might be more appropriate. This will be assessed on a site-by-site basis, based upon the following:

- Scale of development
- Provision of local open space facilities in the immediate vicinity of the site
- Characteristics of the development site e.g. landscape, topography etc.
6.102 The off-site contribution system is administered by CIL and thresholds for contributions are set out nationally. As part of the CIL charging schedule contributions will either be pooled to enable the implementation of larger projects including the creation of additional open space, or will be used to improve the accessibility to, or quality of, existing open spaces, whatever is most appropriate in the locality.

6.103 Strategic sites are those identified in the adopted Core Strategy as Reserve Locations for Future Development (Policy CS8) or other sites that may come forward of a similar scale. Developments on these sites are likely to create both greater demands on open space and by virtue of their size, the ability to accommodate the full range of open space. This may have the benefit of also creating opportunities to address wider open space issues. It is expected that these sites will meet both local and strategic open space requirements on site.

6.104 Quality and accessibility standards will be applied in accordance with the standards set out in the Open Spaces Framework.

6.105 The Open Spaces Framework outlines the Council’s approach on how to overcome open space deficiencies in quantity, quality and accessibility in different parts of the District, and includes an action plan, which will be updated on a regular basis to reflect changes in circumstances. This will guide the use of CIL.

POLICY DM17 PLANNING FOR FLOOD RISK MANAGEMENT

Reducing Flood Risk

1) Developments that are in Flood Risk Zones 2 or 3 (as identified on the Policies Map) and have not been allocated in a Local Plan document by the Council will only be permitted where it has been demonstrated that:

a) There are no other sites available in a lower flood risk zone as a result of a sequential assessment including an assessment against allocations in this (or any subsequent) Local Plan document; and where appropriate
b) That the requirements of the exceptions test as set out in national policy have been met.

In such circumstances the requirements of 2a) to 2g) below will also need to be fulfilled.

2) Applications on allocated sites greater than 1ha or that are in Flood Risk Zones 2 or 3 will need to be supported by:

a) A flood risk assessment which demonstrates that the most appropriate layout of development on site in terms of flood risk has been applied; and
b) Demonstration that a sequential approach has been taken within the site, directing the most vulnerable uses to the areas of lowest flood risk; and
c) Demonstration that resilient and resistant construction methods for managing residual risk and delivering an overall reduction in flood risk have been assessed; and
d) The provision of space for flood water storage through the use of open space or areas above ground (where appropriate);
e) Demonstration that flood risk is not increased elsewhere and where possible reduced;
f) Demonstration that all forms of flooding are taken into account including groundwater and surface water flooding; and
g) Demonstration that Sustainable Urban Drainage Systems (SUDS) are incorporated, where feasible.

Flood Zones 2 and 3 are identified on the Policies Map although developers should consult with the Environment Agency for any updates to it.

Identification of additional areas of risk may trigger a requirement for a Flood Risk Assessment.
6.106 It is a key national requirement that in planning for new development, policies and allocations should be informed by appraising, managing and reducing flood risk. Core Strategy Policy CS18 sets out that the Council will have regard to the risk of flooding when allocating land for development.

6.107 National policy on Development and Flood Risk sets out that a sequential approach to allocating sites for development should be followed and that this should be based upon a Strategic Flood Risk Assessment (SFRA)\(^{(56)}\), which assesses the risk from different types of flooding in the District and the future effects of climate change on flooding. Through the SFRA and the Sustainability Appraisal of sites and options, the Council has identified that we must apply a sequential test as a number of allocations are within the Flood Zones 2 and 3. This sequential test was produced\(^{(57)}\), and has been agreed by the Environment Agency.

6.108 For sites not allocated, and therefore not covered by the Council’s sequential test, any application for sites in zones 2 or 3 or larger than 1 ha will need to demonstrate that there are no sites available in a lower flood risk zone. This assessment will need to include allocated sites. The scope of the sequential test should relate to the scale and location of a proposal and should be agreed with the Council beforehand. The Council needs to be satisfied that the sequential assessment justifies the site being developed before planning permission can be granted. Developments on sites over 1 ha in Flood Zone 1 need to be supported by a Flood Risk Assessment because of the potential impacts on surface water drainage and the risk of flooding within the associated catchment that they may create.

6.109 The sequential test is part of a hierarchical approach to avoiding and managing flood risk which seeks to ensure that sites at little or no risk from flooding are developed in preference to areas at higher risk. In those circumstances where a development requires a sequential test, a developer will need to provide evidence to the local planning authority that there are no other reasonably available sites which could be considered as being suitable and appropriate for the development that is proposed. If the proposed development is needed for wider sustainable development reasons in flood risk areas it must then satisfy the Exception Test as set out in the NPPF to ensure that the development would be safe for its occupants, and would not increase flood risk.

6.110 When development proposals come forward for those allocations that are in Flood Risk Zones 2 or 3 it is important that it is demonstrated that they will reduce the risk of flooding through the provision of a detailed, site-specific Flood Risk Assessment (FRA). The FRA should be undertaken in line with the most up-to-date requirements set out by the Environment Agency as well as reflecting requirements set-out in SFRA\(^{(58)}\).

6.111 The Environment Agency regularly updates the flood risk zones and reference should be made to their website.

6.112 The Council will expect all developments to include sustainable drainage measures in the form of Sustainable Urban Drainage Systems (SUDS). There may be site specific circumstances where this is not possible due to reasons of contamination, and this will need to be set out in the FRA. Further guidance on SUDS can be found in the FRA guidance note on the Environment Agency website.

6.113 This policy does not apply to applications for a change of use or extensions that are less than 250m².

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\(^{(56)}\) Wycombe District Strategic Flood Risk Assessment Level 1 & 2 (WDC, 2008)

\(^{(57)}\) Flood Risk Sequential Test Background Paper, November 2009

\(^{(58)}\) See para 7.1.4 page 44 recommendations for Development Control
POLICY DM18 CARBON REDUCTION AND WATER EFFICIENCY

1. Developments of 1 home or 100 sqm. (or greater) will be required to deliver a minimum 15% reduction in carbon emissions onsite through the use of decentralised and renewable or low carbon sources. In instances where it has been demonstrated that this cannot be achieved the Council will seek an off-site contribution.

2. Planning permission will only be permitted for developments that make no provision of on-site energy generation through the use of decentralised and renewable or low carbon sources where it has been demonstrated that it is not feasible or viable.

3. Site-specific requirements for combined heat and power systems will be set out in future plans and are counted towards the 15% target.

4. New development should also be designed to include measures that allow for adaptation to climate change having regard to the Supplementary Planning Documents on Living Within Our Limits and Residential Design Guidance.

5. New developments shall be designed to a water efficiency standard for new homes of 105 litres/head/day (l/h/d), equivalent to levels 3 and 4 for water, within the Code for Sustainable Homes and setting a water efficiency standard for new non-household development, such as BREEAM (BRE Environmental Assessment Method) ‘Excellent’ with a maximum number of ‘water credits’.

6.114 Tackling Climate Change is an important challenge facing society and the UK has reacted to this by making a commitment to reduce carbon emissions in the 2008 Climate Change Act. This includes a commitment to reduce carbon emissions by 2050 by at least 80% compared with 1990 levels. The Council has responded to this by adopting a Carbon Reduction Strategy in 2011, which applies the UK commitment to the District, resulting in the following targets based on 2005 levels:

- 21% by 2020
- 40% by 2026
- 76% by 2050

6.115 The Core Strategy sets out in Policy CS18 the Council’s commitment to conserving natural resources. This reflects the NPPF’s objectives for adaptation to climate change in new development and will be achieved through measures including minimisation of water use, sustainable urban drainage, energy efficiency and use of renewable energy technology.

6.116 The carbon reduction policy aims to ensure that where it is feasible and viable new developments are designed in a way that reduces the amount of carbon they produce. Changes to building regulations mean that new buildings will have to be designed to be more energy-efficient and deliver a reduction in carbon emissions. The Council wishes to see an element of on-site energy generation being used to achieve this reduction.

6.117 Building regulations will progressively change to deliver an increasing reduction in carbon emissions as follows (when compared to 2006 regulations):

- 25% by 2010
- 44% by 2013
- 100% by 2016

6.118 In the interests of clarity, the 15% reduction referred to in part (1) of the policy is in relation to the percentages set out above. So as an example, the policy requires that of the 25% reduction required by building regulations, 15% should be delivered on site, with the remaining 10% to be achieved through the use of design and construction techniques.

6.119 The Council has based the targets in the policy on an assessment of a range of developments, considering both the viability and feasibility of a number of different technologies. 
6.120 The policy allows for a case to be made on a site-by-site basis that demonstrates that the requirements of the policy are not achievable. This will need to be demonstrated by a technical report that clearly sets out why the requirements cannot be met. If reasons of viability are being used then this needs to be in line with the guidance set out in the Councils Planning Obligations SPD(60) and policy DM19. In such circumstances the Council will seek an off-site contribution towards the implementation of the Carbon Reduction Framework.

6.121 On those sites where Combined Heat and Power (CHP) has been identified as a requirement, the provision of CHP should not be artificially limited to 15% as there is likely to be potential for CHP to deliver greater carbon reductions than this. Applications should be supported by assessments that demonstrate the contribution that CHP will make towards meeting carbon reduction targets.

6.122 The type of on-site energy generation will be dependant upon the level of energy efficiency achieved by the actual design of new development. Examples of how the requirements of the policy can be achieved are set out in the Living Within Our Limits SPD. The design of buildings also has a key role to play in the efficient use of energy and reduction in carbon emissions. Guidance on how developments can be designed to adapt to climate change will be included in the forthcoming Residential Design Guidance SPD.

6.123 Setting water efficiency standards for both residential and commercial developments will contribute towards a sustainable use of water resources by reducing demand.

**POLICY DM19 INFRASTRUCTURE AND DELIVERY**

1) Where development will create a need to provide additional or improved infrastructure, amenities or facilities, developers will be expected to make such provision directly, including through planning obligations and/or through financial contributions to the Wycombe Community Infrastructure Levy.

2. Key infrastructure requirements to support the sustainable development of the area, including those sites identified in the Delivery & Site Allocations plan and other elements of the Council’s spatial strategy for the district, are set out in the Wycombe Infrastructure Delivery Plan.

3. In order to secure and co-ordinate the delivery of infrastructure, the Council will work in partnership with other local delivery bodies, local authorities, developers and service providers, throughout all stages of the development process.

4. Where, because of the physical circumstances of the site and/or prevailing and anticipated market conditions, a developer can demonstrate that the viability of a development proposal affects the provision of affordable housing, infrastructure provision and carbon reduction, the Council will balance the adverse impact of permitting the scheme on the delivery of such provision, with any identified planning benefits of the scheme.

5. Where current viability is proposed as a justification to deliver a reduced level of infrastructure provision than that required by policy, developers are required to provide the appropriate evidence to support this justification.

6.124 National planning policy requires local planning authorities to undertake longterm infrastructure planning as part of their Local Plans. Infrastructure planning involves the production of an evidence base to identify the physical, social and green infrastructure needed to deliver the spatial strategy for an area in a sustainable way.

**IMPLEMENTATION**

The Council will monitor:
- The number of dwellings utilising on-site renewable energy
- Amount of energy generated by renewable energy on permitted schemes
6.125 Infrastructure includes a range of facilities, services and utilities and is set out in policies CS20 and CS21 of the Core Strategy as well as policies DM11 and DM18 of this document.

6.126 As a response to this, the Council has developed an Infrastructure Delivery Plan (IDP). The IDP was developed in consultation with service providers who have identified their future infrastructure requirements against the projected development of the area, in line with the spatial strategy and projected demographic change within the district. The IDP is a “live” document and will be updated throughout the lifetime of the plan period (up to 2026) to accurately reflect current and future infrastructure requirements.

6.127 By proactively forward planning for the requirements and delivery of infrastructure, this policy approach will help meet the key principles of the Core Strategy and the vision for the community as set out in the Wycombe Sustainable Community Strategy and the Buckinghamshire Sustainable Community Strategy. The IDP also forms part of the evidence base for the Wycombe Community Infrastructure Levy.

6.128 The Council will seek the delivery of infrastructure required to support new development through the Wycombe Community Infrastructure Levy. The Community Infrastructure Levy is the main mechanism for securing funding for infrastructure from development and provides developers with certainty upfront as to the levels of financial contribution expected. Where appropriate the Council will continue to use planning obligations to ensure the delivery of elements of infrastructure, particularly affordable housing, carbon reduction and some on-site infrastructure.

6.129 In assessing issues of viability, the Council is concerned to avoid development that is not of the right quality, does not address necessary infrastructure requirements, or fails to provide adequate levels of affordable housing. As a result the Council will seek to secure mechanisms that address these issues and will carefully balance the impact of the proposals on the timing and level of affordable housing, contributions towards carbon reduction to be provided relative to requirements in Policies CS13 of the Core Strategy and Policy DM18 of this document, and their impact on achieving other planning objectives and infrastructure provision, with the planning benefits of bringing forward the scheme.

6.130 Developers will be expected to identify and explore issues of viability as soon as possible with the Council in line with the guidance set out in the Council’s Planning Obligations SPD(61) and any subsequent policy guidance.

IMPLEMENTATION

- The delivery of infrastructure will be sought through the Wycombe Community Infrastructure Levy and planning obligations, throughout the lifetime of the Plan.
- The delivery of infrastructure will be monitored through the Council’s Annual Monitoring Report.

(61) Draft Planning Obligations SPD (March 2012)
7. MONITORING

7.1 A monitoring framework for area-specific policies relating to High Wycombe, Marlow and Princes Risborough and the District Centres is set out in Appendix E. Performance against the indicators will be reported through the Council’s Monitoring Report.

7.2 A further monitoring framework has been developed to monitor the implementation of the High Wycombe town centre masterplan proposals. Detail of this is set out in the supporting background documents(62).

7.3 Many policies within this document are linked to Core Strategy indicators and as such these have not been repeated in this document. Appendix E cross-references Development Management policies included in this document to the relevant Core Strategy policies.

(62) High Wycombe Town Centre Masterplan Background Paper (WDC& BCC, May 2012)
APPENDIX A - SCHEDULE OF EXISTING IMPROVEMENT LINES

1) London Road Junction with Gomm Road to the Kingsmead Recreation Ground.

2) Desborough Avenue Bus Priority (various junctions) priority linked to the relocation of the Southern Park and Ride (within the existing highway boundary)

3) Micklefield Road / London Road Junction. Provision of a right-hand turn bus lane at junction. Supports transport strategy.

4) A4155 Little Marlow Road, Marlow. Road widening to provide right turn slots onto Wiltshire Road

5) Hughenden Spine Road

6) Temple End Diversion, north of Bellfield Road (To be reviewed once the alignment of Hughenden Spine Road has been finalised)

7) Oxford Road/Bridge Street, High Wycombe (Town Centre Masterplan on-going town centre improvements)

8) Desborough Road to Queen Alexandra Road (Gas Works Link Road)

9) Desborough Road widening (part of the implementation of the Town Centre Masterplan)

10) A40 London Road (Linked to development at Wycombe Marsh) reviewed once work has been completed on the junction – (Part of London Road Congestion Management Corridor)

11) A40 London Road junction with Gordon Road (Part of London Road Congestion Management Corridor and Primary Public Transport Corridor Scheme)

12) A40 West Wycombe Road junction with the Pastures and Desborough Avenue (Linked to congestion management and bus priority strategies)

13) A40 West Wycombe Road junction with Plomer Hill. (Congestion management scheme)

14) A40 West Wycombe Road junction with A4010 Chapel Lane (provide priority to A4010)

15) A40 West Wycombe Road junction with A4010 Bradenham Road, (Pedestal roundabout improvement)

16) A40 West Wycombe Road junction with Mill End Road (Linked with change in priority at Chapel Lane – will accommodate for the right turn ban from A4010 at Chapel Lane junction onto the A40)

17) A4010 Improvements, including Bradenham Road and Saunderton station (Strategic route capacity and alignment improvements, plus future measures to support future transport strategy measures to prioritise bus routes)

18) Wycombe Lane, Wooburn Green (Diversion and capacity and alignment improvements)

19) A4155 Little Marlow Road

20) Oxford Road Marlow (Congestion management and safety)

21) Parkway / Little Marlow Road Junction, Marlow (Required to improve the operation of Westhorpe interchange)
APPENDIX B – SCHEDULE OF NEW TRANSPORT IMPROVEMENT LINES

1) London Road / Hatters Lane Junction. This proposal is within the existing Highway boundary.
2) Kingsmead Recreation Ground Access Road. This is a proposal to provide a link from A40.
3) Queens Road to Princess Gate. Development Control Line to facilitate the Connection of the High Wycombe to Bourne End Cycle / Walk Link.

HIGH WYCOMBE TOWN CENTRE MASTERPLAN HIGHWAY CHANGES

The following table sets out the changes proposed to the highway network within High Wycombe town centre as part of the town centre masterplan. The proposed changes are based on the concept design set out in the High Wycombe Town Centre Masterplan – Highways Design Report (Jacobs, April 2012).

Where the proposed highway changes require the use of land outside of the highway boundary it is proposed to designate a Transport Improvement Line along the route of the proposed change and/or at the location of the identified junction improvement. This is identified in the table below. Where no requirement for an improvement line is identified, highway changes proposed take place within the existing highway boundary.

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Proposed Changes to Highway Network</th>
<th>Transport Improvement Line required</th>
<th>New</th>
<th>Retain/ Amend existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1(a) (2013-2018)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.</td>
<td>Bellfield Road / Parker Knoll Way / Glenisters Road / Archway</td>
<td>1) Reconfiguration of Premier Way, between Archway &amp; Bellfield Road to provide westbound only through traffic route</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Provision of new junction at junction of Premier Way and access into Sainsbury’s (Dovecot) car park. The format of junction is to be confirmed following further highway design and assessment work and consultation with stakeholders. This could include a priority junction arrangement or signalised junction.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>3) Junction &amp; traffic management changes to implement a gyratory system at Bellfield Road / Parker Knoll Way / Glenisters Road / Archway / Premier Way</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B.</td>
<td>Junction of Bellfield Road / West Wycombe Road</td>
<td>1) Re-configured junction with mini roundabout</td>
<td>✓</td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Re-configured Bellfield Road with two lanes (each 3m wide) provided going northbound and southbound separated by a continuous median strip</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Ref.</td>
<td>Location</td>
<td>Proposed Changes to Highway Network</td>
<td>Transport Improvement Line required</td>
<td></td>
<td></td>
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<td>------</td>
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<td></td>
<td></td>
<td></td>
<td>New</td>
<td>Retain/ Amend existing</td>
<td></td>
</tr>
<tr>
<td><strong>Phase I(a) (2013-2018)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>C.</strong></td>
<td>West Wycombe Road (between Westbourne Street &amp; Bellfield Road)</td>
<td>1) Reconfiguration of highway to provide single carriageway going eastwards &amp; westwards which widen out to two lanes at the approaches to the junctions with Westbourne Street (west) and Bellfield Road (east) 2) Wide boulevard design, with planting and trees</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D.</strong></td>
<td>Westbourne Street / West Wycombe Road</td>
<td>1) Provision of new link road (single lane 3m carriageway) between Westbourne Street and West Wycombe Road. 2) Provision of new junction at junction of West Wycombe Road and Westbourne Street. At the approach from Westbourne Street an additional left turn lane is provided. The format of junction to be confirmed following further highway design and assessment work.</td>
<td>✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>E.</strong></td>
<td>Junction of Westbourne Street &amp; Desborough Road</td>
<td>1) Re-configured priority junction, including widening on north side of Desborough Road for over-run area</td>
<td>✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>F.</strong></td>
<td>Desborough Road (between Westbourne Street &amp; Bridge Street)</td>
<td>1) Single lane carriageway in either direction of 3m wide and narrowed to 2.75m at pedestrian crossing points 2) Includes use of median strips, provision of raised informal pedestrian crossing points and on-street parking</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>G.</strong></td>
<td>Bridge Street</td>
<td>1) Provision of northbound bus-lane on Bridge Street (from Bridge House to entrance to bus station) 2) Provision of southbound bus lane from bus station exit 3) Treatment of highway and footways in line with design approach</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ref.</td>
<td>Location</td>
<td>Proposed Changes to Highway Network</td>
<td>Transport Improvement Line required</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>New</td>
<td>Retain/ Amend existing</td>
<td></td>
</tr>
</tbody>
</table>
| H.   | Junction of Bridge Street & Desborough Road | 1) Re-configured raised junction with domed mini roundabout  
2) Includes widening on north east side of junction for over-run area | ✓   |  |
| I.   | Junction of West End Road / Desborough Road | 1) Raised informal pedestrian crossing point in side road entry treatment.  
2) Requirements for visibility splays east and west |  |  |
| J.   | Junction of Westbourne Street & Desborough Road | 1) Raised informal pedestrian crossing point in side road entry treatment  
2) Requirements for visibility splays east and west |  |  |
| K.   | Desborough Road (between Westbourne Street & Bridge Street) | 1) Single lane carriageway in either direction of 3m wide and narrowed to 2.75m at pedestrian crossing points  
2) Existing bus stop on southern side removed  
3) New bus stop on northern side recessed from carriageway  
4) Provision of raised pedestrian crossing point  
5) Potential for Rutland Street closed off |  |  |
| L.   | Lily’s Walk | 1) Two-way access and egress maintained for vehicles accessing Eden CP, BNU and the former gas works site approaching from the west (Abbey Way gyratory)  
2) Removal of existing zebra crossing & provision of raised informal pedestrian crossing |  |  |
| M.   | Former Gas Works Site (between Desborough Road & Suffield Road) | 1) Provision of new link road connecting Desborough Road & Suffield Road  
2) Provision of new priority junction between new link road and Desborough Road & Lily’s Walk. Includes no right turn into/out of Lily’s Walk from/to Gasworks Link Road. | ✓ | ✓ |
<table>
<thead>
<tr>
<th>Ref.</th>
<th>Location</th>
<th>Proposed Changes to Highway Network</th>
<th>Transport Improvement Line required</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>New</td>
</tr>
<tr>
<td>M.</td>
<td></td>
<td>3) Provision of reconfigured priority junction between Queen Alexandra Road &amp; Suffield Road</td>
<td>✓</td>
</tr>
<tr>
<td>N.</td>
<td>Queen Alexandra Road</td>
<td>1) Surface treatment to highway and footway in line with design approach</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Includes re-provision of on-street parking and raised informal pedestrian crossing points</td>
<td>✓</td>
</tr>
<tr>
<td>O.</td>
<td>Abbey Way flyover</td>
<td>1) De-dualing of Abbey Way flyover for single lane operation in each direction (using current west-bound lanes)</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Subject to further design work, the potential uses of closed section of carriageway (east-bound lanes) could include bus priority routes, emergency vehicle access and/or environmental improvements</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3) BMKFA is to be consulted upon any proposed potential use of the closed section of carriageway.</td>
<td>✓</td>
</tr>
<tr>
<td>Phase 1(b)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.</td>
<td>Queen Victoria Road</td>
<td>1) Change to two way working with changes to junctions with Abbey Way gyratory and Easton Street.</td>
<td>✓</td>
</tr>
<tr>
<td>Q.</td>
<td>Easton Street</td>
<td>1) Change to two way working with changes to junctions with Abbey Way and Queen Victoria Road</td>
<td>✓</td>
</tr>
<tr>
<td>Phase 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R.</td>
<td>Junction of Oxford Road / Archway</td>
<td>1) Reconfiguration of junction, including removal of Oxford Road roundabout, into crossroads type junction</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2) Junction retains access to Eden car park and service yard</td>
<td>✓</td>
</tr>
<tr>
<td>S.</td>
<td>Archway</td>
<td>1) De-dualling of Archway for single lane operation in each direction (using current south-bound lanes)</td>
<td>✓</td>
</tr>
<tr>
<td>Ref.</td>
<td>Location</td>
<td>Proposed Changes to Highway Network</td>
<td>Transport Improvement Line required</td>
</tr>
<tr>
<td>------</td>
<td>----------</td>
<td>-------------------------------------</td>
<td>------------------------------------</td>
</tr>
</tbody>
</table>
| T.   | Oxford Road (between Oxford Road roundabout & Bellfield Road) | 1) Reconfiguration of highway to provide single carriageway going eastwards & westwards with two lanes approaching junction with Bellfield Road  
2) Reconfigured raised table at the junction of Bridge Street & Oxford Road  
3) Wide boulevard design, with planting, pedestrian crossing points, taxi ranks and new bus lay-by and bus stop (adjacent to Marks & Spencer) | ✓ |
| U.   | Abbey Way Gyratory | 1) Widening of southern arm of gyratory to accommodate two lanes of traffic in both directions  
2) Closure of northern arm of Abbey Way gyratory to general traffic  
3) Carriageway retained for east-bound bus & emergency vehicle access to Queen Victoria Road. Access to Swan car park and existing uses retained from Queen Victoria Road | ✓ |
APPENDIX C BIODIVERSITY OPPORTUNITY AREAS

Biodiversity Opportunity Areas in Buckinghamshire & Milton Keynes

The Biodiversity Opportunity Areas (BOAs) map depicts the regional priority areas of opportunity for restoration and creation at Biodiversity Action Plan (BAP) habitats. This is a spatial representation of the BAP targets and are areas of opportunity, not locations. The BOAs shown in the map do not include all the BAP habitats in the region, nor do they include all the areas where similar habitats could exist. In particular, more work is needed to develop approaches in urban and in expanse environments.

The Biodiversity Opportunity Areas Map is the property of the members of the South East England Biodiversity Partnership. For more information please see http://www.biodiversitypartnership.org.uk

Wycombe District Council Area
**APPENDIX D LIST OF POLICIES REPLACED BY THIS DOCUMENT**

The following Wycombe District Local Plan (2004) policies are no longer saved as a result of the adoption of this plan; where appropriate a replacement policy has been identified.

<table>
<thead>
<tr>
<th>Local Plan (2004) - Policy Number</th>
<th>Local Plan (2004) - Policy Title</th>
<th>DSA Replacement policy (where appropriate)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E4</td>
<td>Existing Scattered Employment Generating Sites</td>
<td>DM5</td>
</tr>
<tr>
<td>E5</td>
<td>Badly Sited Users</td>
<td>DM5</td>
</tr>
<tr>
<td>G14</td>
<td>Air Quality</td>
<td>None</td>
</tr>
<tr>
<td>HW1</td>
<td>Western Sector</td>
<td>None</td>
</tr>
<tr>
<td>HW2</td>
<td>Brook Street/Bridge Street</td>
<td>HWT19</td>
</tr>
<tr>
<td>HW4</td>
<td>Dovecot/Oxford Road</td>
<td>None</td>
</tr>
<tr>
<td>HW5</td>
<td>Lily’s Walk/Rutland Street/Suffield Road (Former Gas Works)</td>
<td>HWTC13</td>
</tr>
<tr>
<td>HW7</td>
<td>Railway Station</td>
<td>None</td>
</tr>
<tr>
<td>HW8</td>
<td>Swan Frontage</td>
<td>HWTC10</td>
</tr>
<tr>
<td>L3</td>
<td>Green Space</td>
<td>DM12</td>
</tr>
<tr>
<td>L5</td>
<td>River environments</td>
<td>DM15</td>
</tr>
<tr>
<td>L7</td>
<td>Nature Conservation and Biodiversity- Statutorily Protected Sites</td>
<td>DM13</td>
</tr>
<tr>
<td>L8</td>
<td>Nature Conservation and Biodiversity – Non-Statutorily Protected Sites</td>
<td>DM13</td>
</tr>
<tr>
<td>L9</td>
<td>Other Nature Conservation and Biodiversity Features</td>
<td>DM13</td>
</tr>
<tr>
<td>M4</td>
<td>Riley Road</td>
<td>MR3</td>
</tr>
<tr>
<td>M5</td>
<td>Portlands</td>
<td>MR4</td>
</tr>
<tr>
<td>S1</td>
<td>New Retail Development</td>
<td>DM7, DM8, DM10</td>
</tr>
<tr>
<td>S3</td>
<td>Primary Shopping Frontage Zones</td>
<td>HWTC5, MR1, PR1</td>
</tr>
<tr>
<td>S4</td>
<td>Secondary Shopping Frontage Zones</td>
<td>HWTC6, MR2, PR2</td>
</tr>
<tr>
<td>S5</td>
<td>Local District Centres</td>
<td>DM9, DM10</td>
</tr>
<tr>
<td>T7</td>
<td>Public Transport</td>
<td>DM2</td>
</tr>
<tr>
<td>T10</td>
<td>Bourne End to High Wycombe Disused Railway Line</td>
<td>DM4</td>
</tr>
<tr>
<td>T16</td>
<td>Green Travel</td>
<td>DM2</td>
</tr>
<tr>
<td>T18</td>
<td>Road Schemes/Improvements</td>
<td>DM3</td>
</tr>
<tr>
<td>Appendix 10</td>
<td>Road Schemes/Transport Improvements</td>
<td>Appendix A and B</td>
</tr>
</tbody>
</table>
## APPENDIX E - MONITORING AND DELIVERY
### HIGH WYCOMBE TOWN CENTRE POLICIES (HWTC1 – HWTC21)

<table>
<thead>
<tr>
<th>What do we want to achieve?</th>
<th>Indicators &amp; Targets</th>
<th>DSA policy</th>
<th>How will we achieve it?</th>
<th>Delivery Mechanism</th>
</tr>
</thead>
</table>
| Proportion of units in A use classes in line with policy approach | • HWTC1, including objective 2a  
• HWTC2 – HWTC6  
• Site specific policies (HWTC7 – HWTC21) | Throughout the lifetime of the plan | • Private sector  
• WDC  
• High Wycombe Town Centre Partnership |
| Retention of floorspace in main town centre uses | | | |
| Town centre site allocations brought forward for development and completed in line with timescales identified in DSA | | | |
| Provision of alternative route through town centre, including: | • construction of Gas Works link road and Westbourne Street link  
• implementation of identified junction improvements, including removal of signalised junctions  
• route subject to MfS design treatment and 20mph zone | • HWTC1, including objective 2b  
• HWTC3  
• Site specific policies - HWTC13; HWTC18 | Provision of the alternative route, including construction of gas works link road and Westbourne Street Link and treatment of the route to MfS design standards, to be completed within first five years of the plan.  
Post first 5-years - remainder of town centre network to be treated to MfS design standards, including removal of signalised junctions. | • BCC, in conjunction with WDC  
• Site developers as appropriate |
| Across the remaining areas of town centre: | • removal of signalised junctions and pedestrian crossing  
• length of highway subject to MfS design treatment and 20mph zone | • DM15  
• HWTC1, including objectives 2c, 2d and 2e.  
• HWTC2 – HWTC3  
• Site specific policies - HWTC10; HWTC12; HWTC16 | Improvements to existing river corridor & public spaces and provision of new public spaces to be made throughout the lifetime of the plan | • BCC & WDC  
• Site developers as appropriate |
| Net increase in new and/or improved public space created within the town centre (m²) | | | |
## OTHER AREA SPECIFIC POLICIES

<table>
<thead>
<tr>
<th>Area</th>
<th>What do we want to achieve?</th>
<th>How will we achieve it?</th>
<th>Delivery Mechanism</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Desborough</strong></td>
<td>Net increase in new public open space created (m²) and length of river corridor with increased public access (m)</td>
<td>• HW1-2 • Site specific policy – HW3</td>
<td>• Private sector • WDC</td>
</tr>
<tr>
<td></td>
<td>Site allocation brought forward for development and completed in line with timescales identified in DSA</td>
<td>Timeframe: Throughout the lifetime of the plan</td>
<td></td>
</tr>
<tr>
<td><strong>Marlow</strong></td>
<td>Proportion of units in A use classes in line with policy approach</td>
<td>• MR1; MR2 • Site specific policies – MR3; MR4; MR5</td>
<td>• Private sector • WDC</td>
</tr>
<tr>
<td></td>
<td>Retention of floorspace in main town centre uses</td>
<td>Timeframe: Throughout the lifetime of the plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Town centre site allocations brought forward for development and completed in line with timescales identified in DSA</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Princes Risborough</strong></td>
<td>Proportion of units in A use classes in line with policy approach</td>
<td>• PR1; PR2 • Site specific policies – PR3; PR4</td>
<td>• Private sector • WDC</td>
</tr>
<tr>
<td></td>
<td>Retention of floorspace in main town centre uses</td>
<td>Timeframe: Throughout the lifetime of the plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Town centre site allocations brought forward for development and completed in line with timescales identified in DSA</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>District Centres</strong></td>
<td>Proportion of units in A use classes in line with policy approach</td>
<td>• DM9</td>
<td>• Private sector • WDC</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Timeframe: Throughout the lifetime of the plan</td>
<td></td>
</tr>
</tbody>
</table>
DSA DISTRICT-WIDE POLICIES – LINK TO CORE STRATEGY POLICIES AND THEIR ASSOCIATED INDICATORS AND TARGETS.

<table>
<thead>
<tr>
<th>DSA Policy</th>
<th>Core Strategy policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>DM2 Transport Requirements of Development Sites</td>
<td>CS16 Transport, Transport and Infrastructure</td>
</tr>
<tr>
<td>DM3 Transport Improvement Lines</td>
<td>CS16 Transport</td>
</tr>
<tr>
<td>DM4 Former Bourne End To High Wycombe Railway Line</td>
<td>CS16 Transport</td>
</tr>
<tr>
<td>DM5 Scattered Business Sites</td>
<td>CS11 Land for Business</td>
</tr>
<tr>
<td>DM6 Mixed-Use Development</td>
<td>CS11 Land for Business</td>
</tr>
<tr>
<td>DM7 Town Centre Boundary</td>
<td>CS10 Town Centre Hierarchy</td>
</tr>
<tr>
<td>DM8 The Primary Shopping Areas</td>
<td>CS10 Town Centre Hierarchy</td>
</tr>
<tr>
<td>DM9 District Centres</td>
<td>CS10 Town Centre Hierarchy</td>
</tr>
<tr>
<td>DM10 Retail Impact Assessment thresholds</td>
<td>CS10 Town Centre Hierarchy</td>
</tr>
<tr>
<td>DM11 Green Networks and Infrastructure</td>
<td>CS17 Environmental Assets</td>
</tr>
<tr>
<td>DM12 Green Spaces</td>
<td>CS17 Environmental Assets</td>
</tr>
<tr>
<td>DM13 Protection and Enhancement of Sites, Habitats and Species of Biodiversity and Geodiversity Importance</td>
<td>CS17 Environmental Assets</td>
</tr>
<tr>
<td>DM14 Biodiversity In Development</td>
<td>CS17 Environmental Assets</td>
</tr>
<tr>
<td>DM15 Protection and Enhancement of River and Stream Corridors</td>
<td>CS17 Environmental Assets</td>
</tr>
<tr>
<td>DM16 Open Space in New Development</td>
<td>CS17 Environmental Assets, Transport and Infrastructure</td>
</tr>
<tr>
<td>DM17 Reducing Flood Risk</td>
<td>CS17 Environmental Assets</td>
</tr>
<tr>
<td>DM18 Carbon Reduction</td>
<td>CS18 Waste/Natural Resources and Pollution</td>
</tr>
<tr>
<td>DM19 Infrastructure and Delivery</td>
<td>CS13 Affordable Housing and Housing Mix, Transport and Infrastructure, Contribution of Development to Community Infrastructure</td>
</tr>
</tbody>
</table>
### APPENDIX F DSA GLOSSARY

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active frontage</td>
<td>Frontages that have lively internal uses, particularly at ground level, which are either visible from the street or spilling out onto the street, via frequent doors and windows. Narrow plots or buildings with a variety of uses provide a better quality active frontage than single large plots or uses.</td>
</tr>
<tr>
<td>Allocations</td>
<td>Sites specifically identified on the Proposals Map for development.</td>
</tr>
<tr>
<td>Ancient Woodland, veteran or ancient trees</td>
<td>Individual veteran and ancient trees are not shown on the proposals map but are covered by this policy.</td>
</tr>
<tr>
<td>Bulky goods</td>
<td>Bulky durable goods such as DIY, furniture, carpets and domestic appliances.</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>Development Plan</td>
<td>This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. The Development Plan is the prime consideration in the determination of planning applications.</td>
</tr>
<tr>
<td>Development Plan Document (DPD)</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>Edge-of-centre</td>
<td>For retail purposes, a location that is well connected to and within easy walking distance (i.e. Up to 300 metres) of the primary shopping area. For all other main town centre uses, this is likely to be within 300 metres of a town centre boundary.</td>
</tr>
<tr>
<td>Local Development Scheme (LDS)</td>
<td>Rolling three-year project plan for the preparation of Local Development Documents.</td>
</tr>
<tr>
<td>Local Plan</td>
<td>The Wycombe District Local Plan adopted in 2004 under the 1990 Town and Country Planning Act is a statutory district-wide document that sets out land use policies and proposals for the area. The NPPF and new Local Planning regulations re-introduced the Local Plan as a plan for future development of the area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.</td>
</tr>
<tr>
<td>Main Town Centre Uses</td>
<td>Uses commonly found in a town centre, including: • Retail development (including warehouse clubs and factory outlet centres)</td>
</tr>
<tr>
<td>NPPF</td>
<td>The National Planning Policy Framework sets out the Government’s planning policies for England and how these are expected to be applied</td>
</tr>
<tr>
<td>---------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Out-of-centre</td>
<td>A location which is not in or on the edge of a centre but not necessarily outside the urban area.</td>
</tr>
<tr>
<td>Primary Shopping Frontage</td>
<td>Primary shopping frontages are likely to include a high proportion of retail uses.</td>
</tr>
<tr>
<td>Primary Shopping Area</td>
<td>Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage). Smaller centres may not have areas of predominantly leisure, business and other main town centre uses adjacent to the primary shopping area, therefore the town centre may not extend beyond the primary shopping area.</td>
</tr>
<tr>
<td>Proposals Map</td>
<td>Illustrates policies and proposals in Local Plans.</td>
</tr>
<tr>
<td>Retail Impact assessment</td>
<td>National planning policy sets out that planning applications for main town centre uses that are not in a centre and not in accordance with an up-to-date development plan should be assessed against a series of impacts on centres, including the impact on town centre vitality viability including local consumer choice and the range and quality of the comparison and convenience retail offer</td>
</tr>
<tr>
<td>Retail Sequential assessment</td>
<td>This is the test required in national planning policy, whereby all in-centre options have been thoroughly assessed for their availability, suitability and viability before less central sites are considered. The sequential assessment is required for planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date development plan. It also applies to extensions to retail and leisure uses only where the gross floorspace of the proposed extension exceeds 200m².</td>
</tr>
<tr>
<td>Secondary Shopping Frontages</td>
<td>Secondary shopping frontages provide greater opportunities than primary shopping frontages for a diversity of uses other than shops.</td>
</tr>
<tr>
<td>Sites of local importance</td>
<td>These are Local Wildlife Sites (LWS), Biological Notification Sites (BNS), Local Nature Reserves (LNR) and Local Geological Sites (LGS). Local Wildlife Sites are designated by locally defined criteria based on national guidance and can be of equal quality to the representative sample of statutorily designated SSSIs. Local Wildlife Sites are replacing the previously used Biological Notification Sites through a long-term programme of review.</td>
</tr>
</tbody>
</table>
Therefore new Local Wildlife Sites may be designated and protected by this policy which will not appear on the proposals map until it is next updated. Until the review of Biological Notification Sites is completed which will take several years, sites will be given the same protection as Local Wildlife Sites if meeting the defined Local Wildlife Site criteria.

Sites of national and international importance

These are Special Areas of Conservation (SACs), National Nature Reserves (NNRs) and Sites of Special Scientific Interest (SSSIs). For these sites the harm that may be caused to the wider national network of sites will also be considered. Developments that are likely to affect the integrity of the District’s SACs are required to follow the protocol as outlined in the Conservation of Habitats and Species Regulations 2010.

Statement of Community Involvement (SCI)

Sets out the approach of the authority to involving the community in the preparation, alteration and review of Local Development Documents and in the consideration of significant planning applications.

Strategic Environmental Assessment (SEA)

Environmental assessment of policies, plans and programmes required under the European SEA Directive 2001/42/EC.

Supplementary Planning Document (SPD)

Statutory documents that expand upon policies or proposals in Local Plan.

Sustainability Appraisal (SA)

A social, economic and environmental appraisal of strategy, policies and proposals – required for Local Plans. To be undertaken jointly with Strategic Environmental Assessment.

Town Centre

Defined area, including the primary shopping area and areas of predominantly leisure, business and other main town centre uses within or adjacent to the primary shopping area. The extent of the town centre should be defined on the proposals map.

Use Class Order

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as ‘Use Classes’.

The following list gives an indication of the types of use which may fall within each use class. Please note that this is a guide only and it’s for local planning authorities to determine, in the first instance, depending on the individual circumstances of each case, which use class a particular use falls into.

**A1 Shops** - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.

**A2 Financial and professional services** - Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices.

**A3 Restaurants and cafés** - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
<table>
<thead>
<tr>
<th><strong>Class</strong></th>
<th><strong>Description</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A4 Drinking establishments</strong></td>
<td>Public houses, wine bars or other drinking establishments (but not night clubs).</td>
</tr>
<tr>
<td><strong>A5 Hot food takeaways</strong></td>
<td>For the sale of hot food for consumption off the premises.</td>
</tr>
<tr>
<td><strong>B1 Business</strong></td>
<td>Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.</td>
</tr>
<tr>
<td><strong>B2 General industrial</strong></td>
<td>Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).</td>
</tr>
<tr>
<td><strong>B8 Storage or distribution</strong></td>
<td>This class includes open air storage.</td>
</tr>
<tr>
<td><strong>C1 Hotels</strong></td>
<td>Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).</td>
</tr>
<tr>
<td><strong>C2 Residential institutions</strong></td>
<td>Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.</td>
</tr>
<tr>
<td><strong>C2A Secure Residential Institution</strong></td>
<td>Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.</td>
</tr>
<tr>
<td><strong>C3 Dwelling Houses</strong></td>
<td>This class is formed of 3 parts:</td>
</tr>
<tr>
<td>C3(a)</td>
<td>Covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.</td>
</tr>
<tr>
<td>C3(b)</td>
<td>Up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.</td>
</tr>
<tr>
<td>C3(c)</td>
<td>Allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.</td>
</tr>
<tr>
<td><strong>C4 Houses in multiple occupation</strong></td>
<td>Small shared dwelling houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.</td>
</tr>
<tr>
<td>Use Class</td>
<td>Description</td>
</tr>
<tr>
<td>--------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>D1 Non-residential institutions</strong></td>
<td>Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.</td>
</tr>
<tr>
<td><strong>D2 Assembly and leisure</strong></td>
<td>Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).</td>
</tr>
<tr>
<td><strong>Sui Generis</strong></td>
<td>Certain uses do not fall within any use class and are considered ‘sui generis’. Such uses include: theatres, houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.</td>
</tr>
</tbody>
</table>
APPENDIX G CHANGES TO EXISTING POLICIES MAP

1. This appendix sets out where and what changes would be made to the proposals map once the Delivery and Site Allocations document is adopted and the proposals map is re-printed.

2. The majority of the changes are as a result of the policies in this document. There are also a number of consequential changes resulting from the transition arrangements for the change from local plans to local development frameworks as a result of the enactment of the 2004 Planning and Compulsory Purchase Act in 2007 where a number of policies were not saved.

3. The following policies are deleted from the proposals map:

<table>
<thead>
<tr>
<th>Policy – 2004 adopted plan</th>
<th>Justification</th>
</tr>
</thead>
<tbody>
<tr>
<td>E5 Badly sited users</td>
<td>Policy replaced by DM5</td>
</tr>
<tr>
<td>HW1 Western Sector</td>
<td>Site redeveloped</td>
</tr>
<tr>
<td>HW3 West End rd/Desborough Rd</td>
<td>Site redeveloped</td>
</tr>
<tr>
<td>HW4 Dovecot/Oxford Road</td>
<td>Site redeveloped</td>
</tr>
<tr>
<td>HW6 Pedestrian Priority Area</td>
<td>Policy not saved in 2007</td>
</tr>
<tr>
<td>H3 and H7 Existing Residential Areas</td>
<td>Policy not saved in 2007</td>
</tr>
<tr>
<td>M3 Rear servicing</td>
<td>Policy not saved in 2007</td>
</tr>
<tr>
<td>M6 Quoitings Sq.</td>
<td>Policy not saved in 2007</td>
</tr>
</tbody>
</table>

4. The following policies are deleted and replaced with new policies or site proposals.

<table>
<thead>
<tr>
<th>Policy – 2004 adopted plan</th>
<th>Justification/replaced by</th>
</tr>
</thead>
<tbody>
<tr>
<td>E3 Employment Area covering Baker Street</td>
<td>Part of this designation is replaced with site allocations for HWTC18 Baker street and HWTC19 Rapid House, the remaining area bounded by Desborough Avenue, Lansdales Road and Short Street remains designated as an E3 Employment Area</td>
</tr>
<tr>
<td>E3 area covering Buckingham House</td>
<td>HWTC14 Buckingham House and Castle House</td>
</tr>
<tr>
<td>E3 area covering Central Park Business centre</td>
<td>HWTC21 Central Business Centre</td>
</tr>
<tr>
<td>G20 and G21 Floodplain</td>
<td>DM17 Planning for Flood risk Management</td>
</tr>
<tr>
<td>HW2 Brook Street/Bridge Street</td>
<td>HWTC17 Bridge Street</td>
</tr>
<tr>
<td>HW5 Lily’s Walk/Rutland Street/Suffield Road (Former Gas Works)</td>
<td>HWTC13 Lily’s Walk (Former Gas Works Site)</td>
</tr>
<tr>
<td>HW7 Railway Station</td>
<td>HWTC9 Land off Duke street</td>
</tr>
<tr>
<td>HW8 Swan Frontage</td>
<td>HWTC10 Swan Frontage</td>
</tr>
<tr>
<td>L3 Green Space</td>
<td>DM12 Green Space</td>
</tr>
<tr>
<td>L7 Nature Conservation and Biodiversity-Statutorily Protected Sites</td>
<td>DM13 Conservation and Enhancement of Sites, Habitats and Species of Biodiversity and Geodiversity Importance</td>
</tr>
<tr>
<td>L8 Nature Conservation and Biodiversity – Non-Statutorily Protected Sites</td>
<td>DM13 Conservation and Enhancement of Sites, Habitats and Species of Biodiversity and Geodiversity Importance</td>
</tr>
<tr>
<td>M4 Riley Road</td>
<td>MR3 Riley Road</td>
</tr>
<tr>
<td><strong>Policy – 2004 adopted plan</strong></td>
<td><strong>Justification/replaced by</strong></td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>M5 Portlands</td>
<td>MR4 Portlands</td>
</tr>
<tr>
<td>PR2 Land Fronting New Road</td>
<td>PR3 Land Fronting New Road</td>
</tr>
<tr>
<td>S3 Primary Shopping Frontage Zones</td>
<td>HWTC5 Primary Shopping Frontages - High Wycombe</td>
</tr>
<tr>
<td></td>
<td>MR1 Primary Shopping Frontages - Marlow</td>
</tr>
<tr>
<td></td>
<td>PR1 Primary Shopping Frontages – Princes Risborough</td>
</tr>
<tr>
<td>S4 Secondary Shopping Frontage Zones</td>
<td>HWTC6 Secondary Shopping Frontages High Wycombe</td>
</tr>
<tr>
<td></td>
<td>MR2 Primary Shopping Frontages - Marlow</td>
</tr>
<tr>
<td></td>
<td>PR2 Primary Shopping Frontages - Princes Risborough</td>
</tr>
<tr>
<td>S5 Local District Centres</td>
<td>DM9 District Centres</td>
</tr>
<tr>
<td>T10 Bourne End to High Wycombe Disused Railway</td>
<td>DM4 Former Bourne End to High Wycombe Railway</td>
</tr>
<tr>
<td>T18 Road Schemes/Improvements and Appendix 10</td>
<td>DM3 Transport Improvement Lines and Appendix A and B.</td>
</tr>
</tbody>
</table>

5. The following new site allocations are added to the Policies map:

**High Wycombe**
- HWTC7 Easton Street
- HWTC8 Council Offices and Royal Mail Sorting Office
- HWTC11 Wycombe Hospital
- HWTC12 Chilterns Centre
- HWTC15 Collins House and Corner of Bridge Street/Desborough Road
- HWTC16 Oxford road Roundabout
- HWTC20 Oxford Road (west)

**Marlow**
- MR5 Liston Road

6. The proposals map will also include the most up to date sites that have been designated by other organisations and are protected by existing local plan policies. These are:

- HE 6 Conservation Areas
- HE18 Scheduled Ancient Monuments
- HE20 Historic Parks and Garden
APPENDIX H – POLICIES MAPS

Map 1  High Wycombe Town Centre
Map 1a  High Wycombe Town Centre proposed road changes
Map 2  Marlow Town Centre
Map 3  Princes Risborough Town Centre
Map 4  Primary and Secondary Shopping Frontages – High Wycombe
Map 5  Primary and Secondary Shopping Frontages – Marlow
Map 6  Primary and Secondary Shopping Frontages – Princes Risborough
Maps 7a-b  District Centres and Frontages
Maps 8 to 20 Overview
Legend for Maps 8 to 21
Map 8  Princes Risborough
Map 9  Stokenchurch
Map 10  Lane End
Map 11  Walters Ash and Naphill
Map 12  Widmer End and Great Kingshill
Map 13  Downley and Desborough
Map 14  Micklefield and Totteridge
Map 15  Cressex
Map 16  Loudwater
Map 17  Wooburn Green
Map 18  Bourne End
Map 19  Marlow
Maps 20a-g  Inset maps
Overview Map: Green Infrastructure, Areas of Flood Risk and Transport Improvements
Maps 21a-f  Green Infrastructure, Areas of Flood Risk and Transport Improvements
Legend for Maps 8 to 21

- Proposed Road Improvements
  - DM3

- Proposed Junction Improvements
  - DM3

- Former High Wycombe to Bourne End Railway
  - DM4

- Green Infrastructure Areas
  - DM11

- Green Infrastructure Areas Corridor Opportunity Areas
  - DM11

- Green Space
  - DM12

- International and National Biodiversity and Geodiversity Designations
  - DM13

- Regional and Local Biodiversity and Geodiversity Designations
  - DM13

- River Wye Culvert
  - DM15, HWTC1, HWTC2

- Hughenden Culvert
  - DM15

- Desborough Delivery and Design Framework
  - HW1

- Green Street School
  - HW3

- Flood Risk Zones 2 and 3 *
  - DM17

* Shown for information - consult the Environment Agency for the latest flood risk zones
Maps not to scale

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