

CD7.17



WYCOMBE
DISTRICT COUNCIL

**Wycombe Delivery and Site
Allocations Plan**

CD7.17

**Proposed Main Modifications to the
Delivery and Site Allocations Plan**

March 2013

1 Introduction

1.1 This document sets out the Proposed Main Modifications to the Wycombe Delivery and Site Allocations Plan for Town Centres and Managing Development Proposed Submission Document (June 2012). These modifications are derived from the changes recommended to the Planning Inspector, Mr Paul Crysell (BSc MSc MRTPI) by Wycombe District Council during his examination of the Delivery and Site Allocations Plan.¹ The Inspector considers these changes are necessary to make the Delivery and Site Allocations Plan sound and legally compliant.

1.2 It should be noted that the Inspector has not provided a rationale for the proposed modifications. The Inspector's full rationale and explanation will be set out in his final report when published. This will not be until after this consultation has closed and the Inspector has considered any representations that are made.

Sustainability Appraisal

1.3 Following the hearings, the Council has also published an updated version of the Sustainability Appraisal to the DSA Plan, including appraisals of the proposed main modifications where appropriate. The updated Sustainability Appraisal is available to download from the Council's website at www.wycombe.gov.uk/DSAexamination.

2 How to comment

2.1 Stakeholders/members of the public can submit comments on the proposed changes for the Inspector's consideration.

2.2 Please note that comments can only be submitted in relation to the Proposed Main Modifications and not in relation to the other parts of the DSA Plan that have already been subject to public consultation and have been fully considered during the examination and where no further changes are proposed.

¹ Public hearings were held on the Delivery and Site Allocations Plan between 18th–20th December 2012.

2.3 Any representations on the Proposed Main Modifications must be received by the Council by **4.45pm on Friday 19th April 2013**. Please set out your comments on the official response form available to download from the Council's website. You can submit your comments by:

- email to spatial_planning@wycombe.gov.uk
- post to
Planning Policy Team
Wycombe District Council
Queen Victoria Road
High Wycombe
HP11 1BB

2.4 The Council will pass all the responses received on the Proposed Main Modifications to the Inspector for his consideration.

3 Next Stages

3.1 Following his consideration on the comments received on the proposed changes, the Inspector will issue his final report on the examination of Delivery and Site Allocations Plan.

3.2 Under Section 112(3)(3b) of the Localism Act 2011 the Council has the authority to make additional changes to the Plan provided that they do not materially affect the Plan's policies. This will include (but not limited to) correcting typos, grammatical errors and references. The Council will make these changes when it adopts the Plan.

3.3 Subject to the findings of the Inspector, the Council intends to adopt the Delivery and Site Allocations Plan. Once adopted, it will form part of the Development Plan for Wycombe District.

4 Contact Us

4.1 If you have any questions regarding the Proposed Main Modifications consultation or the Delivery and Site Allocations Plan, please contact the Planning Policy team by email to spatial_planning@wycombe.gov.uk or by telephone on 01494 421581.

Main Modifications to Wycombe Delivery and Site Allocations Plan

The modifications below are expressed either in the conventional form of ~~strike through~~ for deletions and **bold** for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission DPD.

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
MM1	P79	Appendix B High Wycombe Town Centre Masterplan Highway Changes	<p><i>Amend Reference A as follows:</i></p> <ol style="list-style-type: none"> 1) Reconfiguration of highway Premier Way, between Archway and Bellfield Road, to provide westbound only 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 arrangement or signalised junction. 3) Junction & traffic management changes to implement a gyratory system at Bellfield Road / Parker Knoll Way / Glenisters Road / Archway / Premier Way <p><i>Amend Reference D as follows:</i></p> <p>(2) Provision of new signalised 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.</p> <p><i>Amend Reference O as follows:</i></p> <p>Abbey Way Flyover</p> <ol style="list-style-type: none"> (1) De-dualling of Abbey Way flyover for single lane operation in each direction (using current west-bound lanes) (2) Subject to further design work, the potential uses of C-closed section of carriageway (east-bound lanes) could include potentially used for bus priority routes, emergency vehicle access and/or environmental

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
			<p>improvements.”</p> <p>(3) BMKFA is to be consulted upon any proposed potential use of the closed section of carriageway.</p>
MM2	p12	HWTC2 Town Centre Environment	<p><i>Make following change to Clause 4</i></p> <p>All development within the town centre should preserve conserve or enhance the town centre townscape. Development proposals should give consideration to:.....”</p> <p><i>Make the following change to Clause 5</i></p> <p>Development proposals which are located within the inner Source Protection Zones (SPZ4) 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 inner Source Protection Zones</p> <p><i>Include new paragraph within supporting text (between paras. 3.22 and 3.23)</i></p> <p>Para. 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.</p> <p><i>Make the following change to paragraphs 3.26 and 3.27:</i></p>

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
			<p>3.26 The following town centre sites are located within the inner Source Protection Zones (SPZ4) for the Pann Mill Public Water Abstraction (Principal Aquifer in the New Pit Chalk):</p> <ul style="list-style-type: none"> • HWTC7 Easton Street • HWTC8 Council Offices and Royal Mail Sorting Office • HWTC9 Land off Duke Street • HWTC10 Swan Frontage • HWTC11 Wycombe General Hospital • HWTC12 Chilterns Shopping Centre & Frogmoor East • HWTC13 Lily's Walk (Former Gas Works Site) • HWTC16 Oxford Road Roundabout <p>3.27 In discussion with the Environment Agency development proposals within the Source Protection Zones SPZs4 need to be designed to allow for:</p> <ul style="list-style-type: none"> • 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.
MM3	p14	HWTC3 Movement, Connections and Access	<p><i>Make following change to Clause 2(v)</i></p> <p>“is cost-effective and viable to construct and maintain”</p> <p><i>Make following change to Paragraph 3.36 (p. 17)</i></p> <p>“...Transport Improvement Lines are declared by Buckinghamshire County Council as the highway authority and the proposals maps show the indicative location or route of the proposed Transport Improvement Lines (see policy DM2 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</p>

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			Council and relevant stakeholders.”
MM4	p24	HWTC10 Swan Frontage	<p><i>Add new policy clause [between 3 and 4]</i></p> <p>“If the fire station remains in situ:</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <p><i>Amend existing clause 4</i></p> <p>“If development proposals for all or part of the site require the relocation of existing users, 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.”</p> <p><i>Insert new paragraph into supporting text between paragraphs 3.72 and 3.73</i></p> <p>“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 which compromises such access/egress.”</p> <p><i>Amend paragraph 3.73 as follows:</i></p> <p>“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</p>

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			<p>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 and a number of potential sites are being reviewed by the Council and the fire service. 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.</p> <p><i>[Create new paragraph] - It may also be desirable that the existing Royal British Legion and Liberal club are relocated to allow for the comprehensive redevelopment of this site. However it may be possible to bring forward development proposals which 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."</i></p>
MM5	p.6 p28	Para. 3.3 Para 3.81 – 3.85	<p><i>Make following change to Para 3.3</i></p> <p>"...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.....</p> <p><i>Include new paragraph within supporting text (between paras. 3.82 and 3.83)</i></p> <p>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.</p>

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MM6	p29	HWTC12 Chilterns Shopping Centre and Frogmoor East	<p><i>Make following change to part (3)</i></p> <p>Development proposals for this site should maintain an active frontage, and acceptable land uses are:</p> <ul style="list-style-type: none"> • Retail • Restaurants • Hotels • Pubs • Commercial leisure <p>Residential is acceptable on upper floors and on the ground floor where this does not lead to the loss of ground floor retail frontages.</p>
MM7	p30	HWTC13 Lily's Walk (Former Gas Works Site)	<p><i>Make following change to Clause 5</i></p> <p>"If a full link road is highway improvements / infrastructure are required to mitigate development on this site, then the link road 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."</p> <p><i>Make following change to Paragraph 3.103</i></p> <p>"There is currently an historic Transport Improvement Line....The proposed TIL to be designated on this site is shown within the supporting technical evidence. 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."</p> <p><i>Make following change to Paragraph 3.104</i></p> <p>"If the development proposals for the site require the implementation of all or part of the link road highway improvements / infrastructure to make the development acceptable in planning terms, the design and provision of the highway infrastructure is 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."</p>

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
MM8	p36	HWTC18 Baker Street	<p><i>Make following change to part (3)</i></p> <p>If a new road linking Westbourne Street and West Wycombe Road is required highway improvements/infrastructure are required to mitigate development on this site, then the link road these must be designed and provided for in a way which also contributes to is consistent with the delivery of the strategic town centre vision, and in particular meets the requirements of Policy HWTC3.</p> <p><i>Amend paragraph 3.131 as follows:</i></p> <p>“Through discussions regarding This site may offer the potential to accommodate the relocation of the fire station from HWTC10 Swan Frontage, the Council and the fire service have identified this site as a potential option for an alternative site for the fire station 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. Further testing work will be required to ensure that the site meets the operational needs of the fire service. Development proposals for this site should demonstrate consideration of the potential re-location of the fire station on this site within their design.</p> <p><i>Make following change to para. 3.135</i></p> <p>If development proposals for the site require the implementation of a link between Westbourne Street and West Wycombe Road of highway improvements/infrastructure to make the development acceptable in planning terms, the design and provision of the highway infrastructure is 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.</p>
MM9	p37	HWTC19 Rapid House	<p><i>Make following change to part (3)</i></p> <p>If a new road linking Westbourne Street and West Wycombe Road is necessary highway</p>

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			<p>improvements/infrastructure are required to mitigate development on this site, then the link road these must be designed and provided for in a way which also contributes to is consistent with the delivery of the strategic town centre vision, and in particular meets the requirements of Policy HWTC3.</p> <p><i>Make following change to para. 3.141</i></p> <p>If development proposals for the site require the implementation of a link between Westbourne Street and West Wycombe Road highway improvements /infrastructure to make the development acceptable in planning terms, the design and provision of the highway infrastructure is 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.</p>
MM10	p41	HW2	<p><i>It is proposed that the existing policy HW2 and supporting text (paras. 3.151 – 3.158) is deleted and is replaced with the following policy and supporting text.</i></p> <p>HW2 Delivering Regeneration, New Open Space and River Corridor Improvements in Desborough</p> <p>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:</p> <p>a. Provision of high quality local open space on site which:</p> <ul style="list-style-type: none"> i. is significantly in excess of the local element of the open space standard set out in policy DM15 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

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			<p>provision made within developments that may come forward on adjacent sites.</p> <p>b. Where a site:</p> <ul style="list-style-type: none"> i. is 0.5 ha and above provision of employment generating development on-site in proportion to the size of the site. ii. where an existing business is present the Council will encourage retention of the business within the District or where possible on-site. <p>2. Development proposals should seek to conserve and enhance the biodiversity, landscape and recreational value of the River Wye and it's corridor through good design in line with policy DM14.</p> <p><i>Supporting text as follows</i> 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.</p> <p>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 space², 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.</p> <p>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</p>

² WDC Open Spaces Framework, 2010

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			<p>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.</p> <p>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.</p> <p>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 DM4. 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</p>

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
			<p>will need to be assessed against policy DM18 and have regard to other supporting guidance on viability in the Planning Obligations SPD or any subsequent guidance.</p> <p>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.</p> <p>Employment areas that are covered by this policy are not subject to policy DM4 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.</p>
MM11	p46	MR4 Portlands and Policies Map 2	<p><i>Make following changes to part (1)</i></p> <p>Development proposals should:</p> <ul style="list-style-type: none"> a) Be consistent with 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 Be accessed from the south of the site; d) Provide for the delivery of the northern section of the link road between West Street and Pound Lane, consistent with townscape character, should it be required for future use by general through traffic in order to alleviate congestion on the High Street and support alternative bus routing e) Extinguish existing vehicular access to High Street (except for emergency vehicles); f) Retain Portlands Alley; g) Secure rear servicing to frontage premises on High Street and West

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
			<p>Street;</p> <p>h) 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;</p> <p>i) Retain mature trees where possible</p> <p><i>Map 2 - Site boundary for MR4 Portlands redrawn as consequential change in light of above changes to policy MR4</i></p>
MM12	p47	MR5 Liston Road Car Park	<p><i>Make the following changes to Clause (b)</i></p> <p>b) a design and layout which is sensitive to that conserves or enhances the Marlow Conservation Area and safeguards the amenity of surrounding occupiers /users/ residents.</p>
MM13	p52	PR4 Land south of Horns Lane	<p><i>Make following change to Clause 2:</i></p> <p>“Redevelopment should:</p> <p>(c) Enable the satisfactory relocation of the fire station and public toilets</p> <p><i>Add in new policy clause</i></p> <p>(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.”</p> <p><i>Add new paragraph after para 5.15 within supporting text</i></p> <p>“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.”</p>
MM14	p.53	New policy Insert before existing	<p><i>Insert policy before DM1</i></p>

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
		policy DM1	<p>Presumption in favour of sustainable development</p> <p>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.</p> <p>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:</p> <p>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</p> <p>b) Specific policies in that Framework indicate that development should be restricted.</p> <p><i>Insert the following as supporting text</i></p> <p>The National Planning Policy Framework requires that Local Plans should be based upon and reflects the presumption in favour of sustainable development (para. 15).</p> <p>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.</p>
MM15	p53	Policy DM1	<p><i>Additional text to be added to parts (1) and (2) of the policy:</i></p> <p>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</p>

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
			<p>by the Highway Authority, should provide, wherever possible:.....</p> <p>2. Design of development should allow for, where feasible:...</p>
MM16	p55	DM2 Transport Improvement Lines	<p><i>Make following change to Paragraph 6.19 (p.55)</i></p> <p>“...The final stage of the review of improvement lines involves the County Council formally designating the new improvement lines outlined in Appendix B. The County Council intends to commence this process in 2013 once this plan is approved. 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.”</p>
MM17	p60	DM8 District Centres	<p><i>Make following change to part (2)</i></p> <p>2. All development should ensure an active shop frontage at ground floor level to maintain and enhance the vitality and viability of the centre.</p> <p>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.</p>
MM18	p59	DM6 Town Centre Boundaries	<p><i>Make following addition at the end of paragraph 3.41</i></p> <p>This plan identifies a number of sites which will help deliver this extra floorspace as well as providing for investment in the town centre¹.</p> <p><i>Make following changes to the final sentence of paragraph 3.42:</i></p> <p>Policies HWTC5-6 set out the Council's approach to retail development existing shopping frontages within the town centre, and policies HWTC7-21 outline individual site policies and allocations.</p> <p>¹ High Wycombe Retail Strategy Report</p>

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
			(NLP for WDC, 2012)
MM19	p62	DM10	<p><i>The following changes are proposed to Parts 1 and 4 of the policy and paragraphs 6.59 and 6.60 of the supporting text:</i></p> <ol style="list-style-type: none"> 1. All development should retain, protect and enhance The Green Infrastructure Network will be conserved and enhanced, paying special attention to the conservation and enhancement of biodiversity, recreation 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. <p>Introduction</p> <p>6.59 “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”.³</p> <p>6.60 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 DM10 – DM15 of this Plan seeks to do this. Policy DM10 provides the</p>

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
		<p data-bbox="491 1503 671 1541">Maps 11 - 19</p> <p data-bbox="491 1973 707 2038">Map 12 Widmer End / Great</p>	<p data-bbox="820 259 1342 999">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 DM11 and DM12 aim to protect key green infrastructure assets, namely identified greenspaces and sites, habitats and species of biodiversity and geodiversity importance respectively, whilst policy DM14 addresses the protection and enhancement of rivers and streams and their associated corridors. Policies DM13 and DM15 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.</p> <p data-bbox="834 1032 1203 1099">Identification of the Green Infrastructure Network</p> <p data-bbox="759 1133 1358 1435">6.610 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.⁴ This identifies several opportunities within Wycombe District in two Priority Action Areas.</p> <p data-bbox="759 1503 1350 1671"><i>Maps re-scaled to ensure adequate overlaps between each map, to ensure that affected green spaces, green infrastructure and transport improvement lines are shown in their entirety.</i></p> <p data-bbox="759 1704 1358 1839"><i>Show HW to BE railway line shown across all maps Add northern section of Hughenden Spine Road to map13</i></p> <p data-bbox="759 1872 1342 1939"><i>Add link between Queens Road and Princes Gate to map 14</i></p> <p data-bbox="759 1973 1251 2038"><i>Map reproduced to show i. Green Infrastructure Network and</i></p>

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
		Kingshill	<i>Corridor Opportunity Areas, as referred to by policy DM10</i>
		Map 13 Downley / Desborough	<i>Map reproduced to show</i> <i>ii. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10;</i> <i>iii. The extent of the Desborough area referred to by policy HW1</i> <i>iv. The Green Street School site HW3</i>
		Map 14 Micklefield and Totteridge	<i>Map reproduced to show</i> <i>i. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10</i>
		Map 15 Cressex	<i>Map reproduced to show</i> <i>i. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10</i>
		Map 16 Loudwater	<i>Map reproduced to show</i> <i>i. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10</i>
		Map 17 Wooburn Green	<i>Map reproduced to show</i> <i>i. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10</i>
		Map 18 Bourne End	<i>Map reproduced to show</i> <i>i. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10</i>
		Map 19 Marlow	<i>Map reproduced to show</i> <i>i. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10</i>
MM20	p66	DM12 Conservation and Enhancement of Sites, Habitats and Species of Biodiversity and Geodiversity Importance	<i>Add additional clause to policy</i> 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. <i>Make following change to Clause 1</i> 2. Development proposals which would harm directly or indirectly other designated sites of nature conservation or geological interest or protected species including those

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
			<p>shown on the proposals map will only be permitted where it has been demonstrated that:</p> <ul style="list-style-type: none"> 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. <p>2. The highest level of protection will be given to sites and species of international and national importance. For these sites, their role within the wider natural environment and wider national network of sites will be considered.</p>
MM21	p69	DM14 Protection & Enhancement of River & Stream Corridors	<p><i>Add the following text to paragraph 6.94</i></p> <p>“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 which also contains principles that can also be applied to other watercourses.”</p>
MM22	p72	DM16 Planning for Flood Risk Management	<p><i>The following changes are proposed to Parts 1 and 2 of the policy and to the supporting text.</i></p> <p>(1b) That the requirements of the exceptions test as set out in national policy have been met.</p> <p>In such circumstances the requirements of 2a) to 2d) below will also need to be fulfilled.</p> <p>(2) Applications on allocated sites greater than 1ha and or that are in Flood Risk Zones 2 or 3 will need to be supported by:</p> <ul style="list-style-type: none"> a) A flood risk assessment which demonstrates that the most

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			<p>appropriate layout of development on site in terms of flood risk has been applied; and</p> <ul style="list-style-type: none"> 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, and 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. <p><i>Insert new paragraph between paragraphs 6.108 and 6.109</i></p> <p>6.109 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, 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.</p> <p>6.109 This policy does not apply to applications for a change of use or extensions that are less than 250m².</p>
MM23	p73	DM17 Carbon Reduction	<p><i>Make the following change to the Policy name – “Carbon Reduction and Water Efficiency”</i></p> <p><i>Add new clause 5 to policy</i> (5) New developments shall be designed to a water efficiency standard for new</p>

Ref.	Page	Policy/ Paragraph	Main Modification to Wycombe Delivery and Site Allocations Plan
			<p>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'.</p> <p><i>Add new paragraph 6.119</i> "Setting water efficiency standards for both residential and commercial developments will contribute towards a sustainable use of water resources by reducing demand."</p>
MM24		<p>Figure 2</p> <p>Map 16</p> <p>Map 1 and 13</p>	<p><i>Amend Figure 2 to show the route of the culverted section of the River Wye.</i></p> <p><i>Add to Map 16 junction improvement at Micklefield Road / London Road.</i></p> <p><i>Amend Maps 1 and 13 to show the culverted section of the River Wye and Hughenden Stream.</i></p>

Legend


Proposed Road Improvements

 DM2

Proposed Junction Improvements

 DM2

Former Bourne End to High Wycombe Railway

 DM3

Green Infrastructure Areas

 DM10

Green Infrastructure Corridor Opportunity Areas

 DM10

Green Space

 DM11


International and National Biodiversity and Geodiversity Designations

 DM12

Regional and Local Biodiversity and Geodiversity Designations

 DM12

River Wye Culvert

 DM14, HWTC1, HWTC2

Hughenden Stream Culvert

 DM14

Desborough Delivery and Design Framework

 HW1

Green Street School

 HW3