

**Delivery and Site Allocations Plan
Examination
Supporting Document**



**CD7.2
Index of Further Changes – 01.02.13**

**Wycombe District Council
Delivery and Site Allocations Plan**

Index of Further Changes

Core Doc. Ref.	Further Change Ref. No.	Policy / Policies Map	Respondent	Proposed Change <i>(Bold italic text indicates new text and struck through text is deleted)</i>	Response
CD0.4	FC1	New policy proposed	DSA/PEC08 Gregory Gray Associates DSA/PEC09 Town Planning Services	Inclusion within the DSA Plan of a policy for the “Presumption in Favour of Sustainable Development”	DSA/PEC08 - Unsound on the basis that there was no indication of how the policy would be applied in rural areas (additional policy proposed) DSA/PEC09 - Policy supported but there is insufficient flexibility through the DSA. See CD1.16
CD0.4	FC2	Map 12 Widmer End / Great Kingshill	DSA/PEC05 Tim North & Associates Ltd. DSA/PEC07 Kemp & Kemp DSA/PEC12 The Environment	Map reproduced to show i. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10	DSA/PEC05 – Proposed change unsound DSA/PEC07 – Proposed change unsound DSA/PEC12 – Comment on proposed change.

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			Agency		See CD.1.16
CD0.4	FC3	Map 13 Downley / Desborough	DSA/PEC07 Kemp & Kemp DSA/PEC11 West Waddy ADP DSA/PEC12 The Environment Agency	Map reproduced to show ii. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10; iii. The extent of the Desborough area referred to by policy HW1 iv. The Green Street School site HW2	DSA/PEC07 – Proposed change unsound DSA/PEC11 – Proposed change unsound. DSA/PEC12 – Comment on proposed change. Additional comments on policy HW1. See CD.1.16
CD0.4	FC4	Map 14 Micklefield and Totteridge	DSA/PEC07 Kemp & Kemp DSA/PEC12 The Environment Agency	Map reproduced to show i. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10	DSA/PEC07 – Proposed change unsound DSA/PEC12 – Comment on proposed change. See CD.1.16
CD0.4	FC5	Map 15 Cressex	DSA/PEC07 Kemp & Kemp DSA/PEC12 The Environment Agency	Map reproduced to show i. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10	DSA/PEC07 – Proposed change unsound DSA/PEC12 – Comment on proposed change.

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					See CD.1.16
CD0.4	FC6	Map 16 Loudwater	DSA/PEC07 Kemp & Kemp DSA/PEC12 The Environment Agency	Map reproduced to show i. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10	DSA/PEC07 – Proposed change unsound. DSA/PEC12 – Comment on proposed change. See CD.1.16
CD0.4	FC7	Map 17 Wooburn Green	DSA/PEC07 Kemp & Kemp DSA/PEC12 The Environment Agency	Map reproduced to show i. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10	DSA/PEC07 – Proposed change unsound DSA/PEC12 – Comment on proposed change. See CD.1.16
CD0.4	FC8	Map 18 Bourne End	DSA/PEC07 Kemp & Kemp DSA/PEC10 West Waddy ADP DSA/PEC12 The Environment Agency	Map reproduced to show i. Green Infrastructure Network and Corridor Opportunity Areas, as referred to by policy DM10	DSA/PEC07 – Proposed change unsound DSA/PEC10 – Proposed change unsound. DSA/PEC12 – Comment on proposed change. See CD.1.16
CD0.4	FC9	Map 19 Marlow	DSA/PEC04 CBRE Ltd.	Map reproduced to show i. Green Infrastructure Network and Corridor	DSA/PEC04 – Proposed change unsound.

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			<p>DSA/PEC07 Kemp & Kemp</p> <p>DSA/PEC12 The Environment Agency</p>	<p>Opportunity Areas, as referred to by policy DM10</p>	<p>DSA/PEC07 – Proposed change unsound</p> <p>DSA/PEC12 – Comment on proposed change.</p> <p>See CD.1.16</p>
CD7.1	FC10	HWTC12 Chilterns Shopping Centre and Frogmore East	Royal London Asset Management	<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><i>Residential is acceptable on upper floors and on the ground floor where this does not lead to the loss of ground floor retail frontages.</i></p>	<p>RLAM agree to the proposed wording change and confirm that they withdraw their objection. (see appendix 1 of CD7.1)</p>
CD7.1	FC11	HWTC19 Rapid House	Cockspur Property (General Partner Ltd)	<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>	<p>Agree that proposed changes address the principle of concerns raised. (see appendix 2</p>

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				<p><i>improvements/infrastructure are required</i> to mitigate development on this site, then the link road <i>these</i> must be designed and provided for in a way which also contributes to <i>is consistent with</i> 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 <i>highway improvements /infrastructure</i> to make the development acceptable in planning terms, the design and provision of the highway infrastructure is <i>these works are</i> 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>	of CD7.1)
CD7.1	FC12	MR4 Portlands and Policies Map 2	The John Lewis Partnership	<p><i>Make following changes to part (1)</i></p> <p>Development proposals should:</p> <p>a) be consistent with the townscape and Conservation Area character of the town</p>	The proposed changes are welcomed and the objection is withdrawn (see appendix 3 of CD7.1)

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				<p>centre;</p> <p>b) Maximise accessibility to and through the site for pedestrians and cyclists;</p> <p>c) Provide for the main vehicular access to the development Be accessed from the south of the site;</p> <p>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</p> <p>e) Extinguish existing vehicular access to High Street (except for emergency vehicles);</p> <p>f) Retain Portlands Alley;</p> <p>g) Secure rear servicing to frontage premises on High Street and West 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>	
CD.7.1	FC13	DM8 District Centres	Comland Parade Court (Bourne	<i>Make following change to part (2)</i>	Confirm that the change is acceptable (see

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			End)	<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. <i>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.</i></p>	appendix 4 of CD7.1)
CD7.1	FC14	DM12 Conservation and Enhancement of Sites, Habitats and Species of Biodiversity and Geodiversity Importance	Natural England	<p>1. <i>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></p> <p>2. Development <i>proposals</i> which would harm directly or indirectly <i>other designated</i> sites of nature conservation or geological interest or protected species including those 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 	Confirm that the proposed changes will ensure that the policy and hence the plan is consistent with paragraph 113 of the National Planning Policy Framework (see appendix 5 of CD7.1)

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				<p>overall gain in biodiversity or geodiversity, and</p> <p>c. it has been clearly demonstrated that the benefits of the development outweigh the harm to the biodiversity or geological conservation interests.</p> <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>	
CD7.7	FC15	HWTC2 Town Centre Environment	DSA12/016 English Heritage	<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>	Confirmation that the change is acceptable (see appendix 1 of CD7.7)
CD7.7	FC16	HWTC3 Movement, Connections and Access	DSA12/036 GL Hearn on behalf of National Grid.	<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>	Confirmation that change is acceptable (see CD7.6)

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				<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). <i>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.</i>”</p>	
CD7.7	FC17	HWTC13 Lily's Walk (Former Gas Works Site)	DSA12/036 GL Hearn on behalf of National Grid.	<p><i>Make following change to Clause 5</i></p> <p>“If a full link road is <i>highway improvements / infrastructure are</i> required to mitigate development on this site, then the link road <i>these</i> 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</p>	Confirmation that change is acceptable (see CD7.6)

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				<p>Improvement Line....The proposed TIL to be designated on this site is shown within the supporting technical evidence. <i>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.</i></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 <i>highway improvements / infrastructure</i> to make the development acceptable in planning terms, the design and provision of the highway infrastructure <i>these works are</i> 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>	
CD7.7	FC18	HWTC18 Baker Street	N/a	<p><i>Make following change to part (3)</i></p> <p>If a new road linking Westbourne Street and West Wycombe Road is required</p>	Consequential change proposed by the Council to ensure consistency between policies

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				<p><i>highway improvements/infrastructure are required</i> to mitigate development on this site, then the link road <i>these</i> must be designed and provided for in a way which also contributes to <i>is consistent with</i> 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. 3.135</i></p> <p>If development proposals for the site require the implementation of a link between Westbourne Street and West Wycombe Road <i>highway improvements/infrastructure</i> to make the development acceptable in planning terms, the design and provision of the highway infrastructure is <i>these works are</i> 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>	<p>HWTC18 and HWTC19.</p>

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CD7.7	FC19 Superseded by FC48	HW2-Delivering New Open Space and River Corridor Improvements	<p>DSA12/031 Brown Associates <i>on behalf of</i> Beaumont Forest Products</p> <p>DSA12/021 West Waddy ADP <i>on behalf of</i> Greenlife properties response</p>	<p><i>Make the following changes to Policy HW2</i></p> <p>2. Open space deficiency and improvements to the river corridor in the area will be addressed by allowing sites located adjacent to the stretch of the River Wye between Desborough Avenue and Desborough Park Road to be redeveloped for residential uses subject to the provision of the following:</p> <p>a) <i>Approximately</i> 50% of the site area is made available as public open space; and;</p> <p>b) The public open space should adjoin the river, ensure full public access to it, and, be usable.</p> <p>c) a continuous open space/movement corridor at least 10m wide alongside the river,</p> <p>d) On existing employment areas the Council will require an element of employment generating development in proportion to the size of the site</p>	Proposed changes not agreed (see Appendix 2 of CD7.7)

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				<p>being proposed for redevelopment.</p> <p>2. Where a site is an employment area and has existing tenants/occupiers the Council will require:</p> <p style="padding-left: 40px;">a) That the development proposal includes an element of new employment generating development in proportion to the size of the site being proposed for redevelopment, or where due to reasons of viability this is not possible;</p> <p style="padding-left: 40px;">b) Demonstration that an existing occupier/business will be relocating to premises within the District.</p> <p>3. Development 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>Make the following change to Para.3.152</p> <p>In light of this the framework has identified a number of options for improvement1 to try</p>	

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				<p>and alleviate the deficiency. This policy seeks to deliver these improvements through allowing the redevelopment of sites along the River Wye to create informal open spaces that also open up stretches of the River Wye, improving public access to the river, creating a number of linked open spaces as well as improving the biodiversity, landscape and recreational value of the river. It is important that the design of these developments 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><i>Make the following change to Para 3.153</i></p> <p>Move para 3.158 to this location.</p> <p><i>Make the following change to Para 3.157</i></p> <p>The exact details of any redevelopment coming forward will be subject to site specific viability proposals and the Council's viability works sets an initial starting position for negotiation discussion.</p> <p>Add new para at 3.160</p>	

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				<i>Where it is not possible, for reasons of viability or feasibility to re-provide employment generating development on site, the Council will seek a guarantee that any business that is being relocated will remain within the district. The Council will seek this guarantee through the use of a legal agreement.</i>	
CD7.7	FC20	DM2 Transport Improvement Lines	DSA12/036 GL Hearn on behalf of National Grid.	<p>Make following change to Paragraph 6.19 (p.55)</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. <i>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.</i>”</p>	Confirmation that change is acceptable (see CD7.6)
CD7.7	FC21	DM6 Town Centre Boundaries	DSA12/043 Royal Borough of Windsor &	Make following addition at the end of paragraph 3.41	Proposed changes not agreed (see Appendix 4 of CD7.7)

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			Maidenhead (RBWM)	<p><i>This plan identifies a number of sites which will help deliver this extra floorspace as well as providing for investment in the town centre.</i></p> <p>(Also add a reference to the High Wycombe Retail Strategy Report (NLP for WDC, 2012))</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 <i>existing shopping frontages</i> within the town centre, <i>and policies HWTC7-21 outlines individual site policies and allocations.</i></p>	
CD7.8	FC22	Para. 3.3	DSA12/016 English Heritage	<p><i>Make following change to Para 3.3</i></p> <p>"...attractive wooded setting to the town. <i>The town centre is rich in history and the historic environment enhances the quality of the environment and sense of place within the town.</i> Key features of the <i>historic</i> town centre include.....</p>	Agreed. See Appendix 1 of CD7.8
CD7.8	FC23	HWTC2 Town Centre	DSA12/016 English Heritage	Include new paragraph within supporting text (between paras. 3.22 and 3.23)	Agreed. See Appendix 1 of CD7.8

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		Environment		<p>Para. 3.23 <i>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.</i></p>	
CD7.8	FC24	Para 3.81 – 3.85	DSA12/016 English Heritage	Include new paragraph within supporting text (between paras. 3.82 and 3.83)	Agreed. See Appendix 1 of CD7.8

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				<p><i>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.</i></p>	
CD7.8	FC25	Introduction to Chapter 4 Marlow town centre	DSA12/016 English Heritage	<p>Make following change to para. 4.3</p> <p>“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. <i>The conservation and enhancement of the historic core, including within the Marlow conservation area, is further strengthened by the heritage policies within the Development Plan.</i>”</p>	Agreed. See Appendix 1 of CD7.8

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CD7.8	FC26	MR4 Portlands	DSA12/016 English Heritage	<p><i>Make the following changes to Clause 1(a)</i></p> <p>1. Development proposals should:</p> <p>a. Be consistent with Conserve or enhance the townscape and Conservation Area character of the town centre</p>	Agreed. See Appendix 1 of CD7.8
CD7.8	FC27	MR5 Liston Road Car Park	DSA12/016 English Heritage	<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>	Agreed. See Appendix 1 of CD7.8
CD7.8	FC28	Introduction to Chapter 5 Princes Risborough town centre	DSA12/016 English Heritage	<p><i>Make the following changes to paragraph 5.1</i></p> <ul style="list-style-type: none"> • Town centre • Environment <p><i>The conservation and enhancement of the historic core, including within the Princes Risborough conservation area, is further strengthened by the heritage policies</i></p>	Agreed. See Appendix 1 of CD7.8

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				<i>within the Development Plan."</i>	
CD7.8	FC29	Appendix B	DSA12/025 High Wycombe Society	<p><i>Make the following change to Reference D – Westbourne Street / West Wycombe Road</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. <i>The format of junction to be confirmed following further highway design and assessment work.</i></p>	Change proposed by the Council to address concerns raised by the High Wycombe Society.
CD7.8	FC30	Map 2 MR4 Portlands, Marlow	John Lewis Partnership	Site boundary redrawn (see map in appendix 2) consequential change in light of CD7.1 - FC12	The proposed changes are welcomed and the objection is withdrawn (see appendix 3 of CD7.1)
CD7.8	FC31	Map 16	n/a	Add to Map 16 junction improvement at Micklefield Road / London Road.	Proposed to address omission on map.
CD7.8	FC32	Maps 11 - 19	High Wycombe Society	<p>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.</p> <p>Show HW to BE railway line shown across all maps</p>	<p>Agreed see Appendix 3 of CD7.8 for formal response</p> <p>Proposed to address omission on map</p>

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				Add northern section of Hughenden Spine Road to map13 Add link between Queens Road and Princes Gate to map 14									
CD7.8	FC33	Appendix G	n/a	<p><i>Table in paragraph 4, 6th row. Amend as follows:</i></p> <p>Policy – 2004 adopted Plan P HW2 Brook Street/Bridge Street</p> <p>(replacement policy unchanged)</p> <p><i>Table in paragraph 4 - add an additional row after PR2 Land Fronting New Road row as follows:</i></p> <p>Policy – 2004 adopted Plan S1 Town Centre Primary Shopping Areas</p> <p>Justification/replaced by DM7 The Primary Shopping Areas</p>			Proposed to address omissions and to ensure consistency with Appendix D						
CD7.11	FC34	Appendix D List of policies replaced by this document	n/a	<table border="1"> <thead> <tr> <th data-bbox="1037 1161 1211 1327">Policy Number</th> <th data-bbox="1211 1161 1424 1327">Policy Title</th> <th data-bbox="1424 1161 1648 1327">Replacement policy (where appropriate)</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			Policy Number	Policy Title	Replacement policy (where appropriate)				No response received. Clarification amendment proposed by the Council.
Policy Number	Policy Title	Replacement policy (where appropriate)											

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				S1	New Retail Development	DM5 DM6, DM7, DM9	
				S5	Local District Centres	DM8, DM9	
CD7.11	FC35	Figure 2	DSA12/042 Environment Agency	Amend Figure 2 to show the route of the culverted section of the River Wye.			Agreed. See p.5 of CD7.9 Statement of Common Ground between Wycombe District Council and Environment Agency.
CD7.11	FC36	HWTC2 Town Centre Environment	DSA12/042 Environment Agency	<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>Make the following change to paragraphs 3.26 and 3.27:</i></p> <p>3.26 The following town centre sites are</p>			Agreed. See p.4-5 of CD7.9 Statement of Common Ground between Wycombe District Council and Environment Agency.

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				<p>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 	

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				<ul style="list-style-type: none"> the restrictions on deep penetrative foundation methods if contamination is encountered. 	
CD7.11	FC37 Superseded by FC48	HW2 Delivering New Open Space and River Corridor Improvements	DSA12/042 Environment Agency	<p>Add the following clause to policy</p> <p><i>(e) Development should seek to conserve and enhance the biodiversity, landscape and recreational value of the watercourse and its corridor through good design in line with policy DM14.</i></p> <p>Amend para. 3.152 as follows:</p> <p>“...creating a number of linked open spaces as well as improving the biodiversity, <i>landscape and recreational value of the river.</i>”</p>	Agreed. See p.6 of CD7.9 Statement of Common Ground between Wycombe District Council and Environment Agency.
CD7.11	FC38	DM14 Protection and Enhancement of River and Stream Corridors	DSA12/042 Environment Agency	<p>Add the following text to paragraph 6.94</p> <p><i>“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.</i> Further guidance is available in the River Wye Advice note which also contains principles that</p>	Agreed. See p.7 of CD7.9 Statement of Common Ground between Wycombe District Council and Environment Agency.

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				can also be applied to other watercourses.”	
CD7.11	FC39	DM16 Planning for Flood Risk Management	DSA12/042 Environment Agency	<p><i>Make the following changes to clause (1b) and clause (2)</i></p> <p>Clause (1b) In such circumstances the requirements of 2a) to 2e) below will also need to be fulfilled.</p> <p>Clause (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> <p>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</p> <p>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</p> <p>c) Demonstration that resilient and resistant construction methods for managing residual risk and delivering an overall reduction in flood risk have been assessed; and</p> <p>d) The provision of space for flood water</p>	<p>Agreed. See p.8 of CD7.9 Statement of Common Ground between Wycombe District Council and Environment Agency.</p>

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				<p>storage through the use of open space or areas above ground (where appropriate).</p> <p><i>e) Demonstration that flood risk is not increased elsewhere and where possible reduced, and</i></p> <p><i>f) Demonstration that all forms of flooding are taken into account including groundwater and surface water flooding, and</i></p> <p><i>g) Demonstration that Sustainable Urban Drainage Systems (SUDS) are incorporated.</i></p>	
CD7.11	FC40	DM17 Carbon Reduction	DSA12/042 Environment Agency	<p>Make the following change to the Policy name – “Carbon Reduction <i>and Water Efficiency</i>”</p> <p><i>Add new clause 5 to policy</i></p> <p><i>(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</i></p>	<p>Agreed. See p.9 of CD7.9 Statement of Common Ground between Wycombe District Council and Environment Agency.</p>

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				<p><i>maximum number of 'water credits'.</i></p> <p><i>The following proposed change has been superseded by FC52.</i></p> <p>Add new paragraph 6.110</p> <p>"Setting water efficiency standards for both residential and commercial developments will contribute towards a sustainable use of water resources by reducing the demand for drinking water."</p>	
CD7.11	FC41	Map 1 and 13	DSA12/042 Environment Agency	Amend Maps 1 and 13 to show the culverted section of the River Wye and Hughenden Stream.	Agreed. See p.5 of CD7.9 Statement of Common Ground between Wycombe District Council and Environment Agency.
CD7.11	FC42	Appendix B High Wycombe Town Centre Masterplan Highway Changes	DSA12/023 Turley Associates on behalf of Sainsbury's Supermarkets Ltd.	<p>Ref. A</p> <p>1) Reconfiguration of highway Premier Way, between Archway and Bellfield Road, to provide westbound only</p> <p>2) Provision of new junction at junction of Premier Way and access into</p>	Agreed. See p.11 of CD7.10 Statement of Common Ground between Wycombe District Council and Sainsbury's Supermarkets Ltd.

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				<p><i>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.</i></p> <p>3) Junction & traffic management changes to implement a gyratory system at Bellfield Road / Parker Knoll Way / Glenisters Road / Archway / Premier Way</p>	
CD7.12 – Part 1	FC43	PR4 Land south of Horns Lane	DSA12/002 Buckinghamshire and Milton Keynes Fire Authority	<p><i>Amend Clause 2:</i> "Redevelopment should: (c) Enable the satisfactory relocation of the fire station and public toilets</p> <p><i>Add in new policy clause</i> <i>(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</i></p>	Agreed. See p.4 of CD7.12 - Part 1 Statement of Common Ground between Wycombe District Council and Buckinghamshire and Milton Keynes Fire Authority

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				<p><i>Buckinghamshire and Milton Keynes Fire Authority. Any alternative site and station facility must be provided before the existing fire station is relocated.</i></p> <p>Add new paragraph after para 5.15 within supporting text <i>“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.”</i></p>	
CD 7.12 Part 2	FC44	HWTC10 Swan Frontage	DSA12/002 Buckinghamshire and Milton Keynes Fire Authority	<p>Add new policy clause [between 3 and 4]</p> <p><i>“If the fire station remains in situ:</i></p> <ul style="list-style-type: none"> <i>a. Development proposals and/or highway works must ensure unrestricted north and southbound vehicular egress from the Fire Station onto Abbey Way flyover, and</i> <i>b. Highway works must ensure that</i> <ul style="list-style-type: none"> <i>i) southbound vehicular access into the fire station from Abbey Way flyover is maintained;</i> <i>ii) northbound vehicular access</i> 	<p>Agreed. See p.4 of CD7.12 - Part 2 Statement of Common Ground between Wycombe District Council and Buckinghamshire and Milton Keynes Fire Authority</p>

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				<p><i>is provided before any reconfiguration of the Oxford Road roundabout commences</i></p> <p><i>Insert new paragraph into supporting text between paragraphs 3.72 and 3.73</i></p> <p><i>“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.”</i></p>	
CD7.12 Part 2	FC45	HWTC10 Swan Frontage	DSA12/002 Buckinghamshire and Milton Keynes Fire Authority	<p><i>Amend existing clause 4</i></p> <p><i>“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</i></p>	<p>Agreed. See p.5 of CD7.12 - Part 2 Statement of Common Ground between Wycombe District Council and Buckinghamshire and Milton Keynes Fire Authority</p>

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				<p><i>provided before the existing fire station is relocated.</i></p> <p><i>Amend paragraph 3.73 as follows:</i> “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. <i>However, the fire station will only be moved if a suitable alternative site can be found.</i> The Council is in discussion with the fire service to identify the operational needs of the fire service and <i>will continue to work with the fire service to identify a suitable alternative site</i> and a number of potential sites are being reviewed by the Council and the fire service. <i>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.</i></p> <p>[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.</p>	

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				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."	
CD7.12 Part 2	FC46	HWTC18 Baker Street	DSA12/002 Buckinghamshire and Milton Keynes Fire Authority	<p><i>Amend paragraph 3.131 as follows:</i></p> <p>"Through discussions regarding <i>This site may offer</i> the potential <i>to accommodate the</i> 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. <i>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.</i> 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 relocation of the fire station on this site within their design.</p>	Agreed. See p.6 of CD7.12 - Part 2 Statement of Common Ground between Wycombe District Council and Buckinghamshire and Milton Keynes Fire Authority

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CD7.12 Part 2	FC47	Appendix B	DSA12/002 Buckinghamshire and Milton Keynes Fire Authority	<p>Amend reference "O" as follows:</p> <p>Abbey Way Flyover</p> <p>(1) De-dualling of Abbey Way flyover for single lane operation in each direction (using current west-bound lanes)</p> <p>(2) Subject to further design work, the potential uses of Closed section of carriageway (east-bound lanes) could include potentially used for bus priority routes, emergency vehicle access and/or environmental improvements."</p> <p>(3) BMKFA is to be consulted upon any proposed potential use of the closed section of carriageway.</p>	Agreed. See p.5 of CD7.12 - Part 2 Statement of Common Ground between Wycombe District Council and Buckinghamshire and Milton Keynes Fire Authority
WDC/13	FC48	HW2 Delivering New Open Space and River Corridor Improvements	<p>DSA12/31 Brown Associates for Beaumont Forest Products</p> <p>DSA12/021 West Waddy on behalf of Green Life Properties</p> <p>Environment Agency (42)</p>	Propose that policy and supporting text is deleted and replaced with revised policy and supporting text. See WDC/13 for full text.	See section 2 and 3 of WDC/13.

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WDC/13	FC49	DM1 Transport Requirements of Development Sites	DSA12/025 High Wycombe Society	<p>Additional text to be added to parts (1) and (2) of the policy:</p> <ol style="list-style-type: none"> 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, <i>where appropriate</i>:..... 2. Design of development should allow for, <i>where appropriate</i>:..... 	See section 2 and 3 of WDC/13.
WDC/13	FC50	DM10 Green Networks and Infrastructure	<p>DSA12/027 Tim North Associates on behalf of Gordon's Builders Yard</p> <p>DSA12/042 Environment Agency</p> <p>PEC-07 Kemp and Kemp on</p>	<p>The following changes are proposed to Parts 1 and 4 of the policy and paragraphs 6.59 and 6.60 of the supporting text:</p> <ol style="list-style-type: none"> 1. All development should retain, protect and enhance <i>The Green Infrastructure Network will be conserved and enhanced</i>, paying special attention to the conservation and enhancement of biodiversity, recreation and non-motorised access. 4. Where Reserve Locations for Future 	See section 2 and 3 of WDC/13.

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			<p>behalf of Berkeley Strategic</p> <p>DSA12/035 Natural England</p>	<p>Development (as identified in the Core Strategy <i>or any subsequent Local Plan</i>) 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> <p><u>Introduction</u></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”.²</p> <p>6.60 The National Planning Policy</p>	

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				<p><i>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 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</i></p>	

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				<p><i>and open space in new development is properly addressed, including the creation of new open space and new areas or features of biodiversity interest.</i></p> <p><u>Identification of the Green Infrastructure Network</u></p> <p>6.6 10 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.³ This identifies several opportunities within Wycombe District in two Priority Action Areas.</p>	
WDC/13	FC51	DM16 Planning for Flood Risk Management	DSA12/042 Environment Agency	<p>The following changes are proposed to Parts 1 and 2 of the policy and to the supporting text.</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</p>	See section 2 and 3 of WDC/13.

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				<p>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"> e) A flood risk assessment which demonstrates that the most appropriate layout of development on site in terms of flood risk has been applied; and f) Demonstration that a sequential approach has been taken within the site, directing the most vulnerable uses to the areas of lowest flood risk; and g) Demonstration that resilient and resistant construction methods for managing residual risk and delivering an overall reduction in flood risk have been assessed; and h) The provision of space for flood water storage through the use of open space or areas above ground (where appropriate). <i>h) Demonstration that flood risk is not increased elsewhere and where possible reduced, and</i> <i>i) Demonstration that all forms of</i> 	

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				<p><i>flooding are taken into account including groundwater and surface water flooding, and</i></p> <p><i>j) Demonstration that Sustainable Urban Drainage Systems (SUDS) are incorporated, where feasible.</i></p> <p>Insert new paragraph between paragraphs 6.108 and 6.109</p> <p><i>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.</i></p> <p>6.109 This policy does not apply to applications for a change of use or extensions that are less than 250m².</p>	
WDC/13	FC52	DM17 Carbon Reduction	DSA12/042 Environment	The following change is proposed to the supporting text. It supersedes the previous	See section 2 and 3 of WDC/13.

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			Agency	<p>proposed change to the supporting text set out in FC40.</p> <p>Add new paragraph after para. 6.118</p> <p><i>6.119 Setting water efficiency standards for both residential and commercial developments will contribute towards a sustainable use of water through encouraging greater consideration of water conservation.</i></p>	