

Wycombe Delivery and Site Allocations Plan

Matters for Examination

DAY 1 Tuesday 18 December 2012

MATTER 1 – PROCEDURAL AND LEGISLATIVE MATTERS

1. Has the Delivery and Site Allocation Plan (DSA) been prepared in accordance with the statutory procedures including appropriate consultation, in line with the Council's Local Development Scheme and Statement of Community Involvement?
2. Technically the DSA does not accord with the timetable in the Local Development Scheme. What are you doing to address this?
3. How does the DSA correspond to existing SPG/SPD or Masterplans and policies in the Core Strategy and it is the intention that this Plan will replace part or all of any of these documents. If so, which documents, policies etc will be superseded?
4. Does the Plan conform to national policy (NPPF) and is it consistent with the Adopted Core Strategy?
5. Are you satisfied you have complied with the 'duty to cooperate' and carried out the necessary engagement with other bodies?

MATTER 2 – SUSTAINABILITY APPRAISAL

1. How has the DSA evolved in terms of the alternatives considered? How were these evaluated and have all reasonable options been examined? Are the choices made properly justified and is it clear from the SA why the preferred option has been chosen?
2. It has been suggested there is no evidence of an Environmental Report which is needed to meet the requirements of Regulation 12 of the SEA Directives and Regulations. What is the position?
3. The Environment Agency has concerns that the Thames River Basin Management Plan is not included in the SA Reports. Does this compromise the SA process?
4. Are there any other outstanding elements or queries in relation to the SA?

MATTER 3 – MARLOW TOWN CENTRE

1. English Heritage appear to support the Council's position in relation to policy MR1 but concerns have been raised that new developments such as the Sainsbury store detracts from the quality of the area. Is the Council's policy approach adequate in this respect?
2. What is the basis for setting out the primary and secondary shopping areas and, in particular, the exclusion of 18 Oxford Road?
3. Different views have been expressed regarding the future treatment of the junction between West Street and Oxford Road. Should the DSA be more forthcoming on this point?
4. Is there inconsistency between policies MR4, DM7 and Map5 in relation to primary shopping areas?
5. Proposals under policy MR4 (Portlands) have led to various representations. Are the Council's proposals for this area necessary, practical and deliverable having regard to factors such as access, parking, conservation and impact on the immediate area?
6. The Council notes that land in the centre of Marlow is highly constrained. Are proposals for the Liston Road car park (policy MR5) therefore realistic and

achievable given the potential impact on the area and the need to find replacement parking?

MATTER 4 – PRINCES RISBOROUGH

1. Are policies PR1 and PR2 sufficiently flexible to make the most effective use of Princes Risborough as a shopping centre?
2. Is the Council's objective of seeking a comprehensive approach to land between New Road and the High Street (policy PR3) appropriate and deliverable?
3. Can the land identified in policy PR4 be satisfactorily integrated into the main retail area?

MATTER 5 – DESBOROUGH AREA

1. Policy CS4.1 of the Wycombe Core Strategy identifies the Desborough Area as one of three 'Key Areas for Change'. Have alternative options for this area been explored sufficiently?
2. Is there sufficient flexibility to encourage changes to individual sites or is there a danger that the emphasis on overcoming open space deficiencies (policy HW2) might make it difficult to deliver plan objectives?
3. Is there a need for policy HW2 to refer to Core Strategy policies (such as DM14 on biodiversity)?

DAY 2 Wednesday 19 December 2012

MATTER 6 – HIGH WYCOMBE TOWN CENTRE

1. Are the policies and proposals in the DSA capable of delivering the vision the Council has for High Wycombe Town Centre?
2. Concern has been expressed that the policies (WYTC1 & WYTC2) and illustrative diagrams (Fig 2 and Fig 3) do not provide sufficient detail or reflect the importance of open space, biodiversity interests or opportunities for de-culverting the River Wye. Should further references on these and other detailed matters be included in the DSA?
3. Is there sufficient recognition of the historic environment in specific policies for High Wycombe Town Centre or in the development management section of the Plan?
4. Significant alterations are proposed to the highway network in the town centre. Have the risks to delivery been fully identified and is there sufficient flexibility in the DSA to cope with changes which might arise?
5. It is suggested the evidence base does not fully support or properly justifies the revised highway network. Are there deficiencies in the supporting documentation which could suggest the Plan is unsound?
6. There are crucial links in the proposed highway route around the town centre which appear vital to the delivery of the Plan. Given land ownership issues can these links be delivered?
7. The modelling work suggests that the 'gating' effect of the key route capacities and junctions into the town centre means the Abbey Way Flyover and Archway operate below capacity. It is suggested that reducing their existing capacity would not 'significantly negatively' affect the future operational performance of the town centre – what is meant by 'significantly' in this context? (CD2.2, para. 5.63)
8. What are the relative merits of either retaining the Abbey Way Flyover in its current form or reducing it to a single carriageway?
9. Concern has been expressed about the loss of high value employment sites when an area becomes part of a residential scheme. What is the Council's

stance in supporting existing businesses who believe the strategy displaces them?

10. Are proposals for specific locations identified in policies HWTC7 – 14 appropriate for the location, deliverable and what contingencies exist in the event that circumstances warrant adjustments to the Plan?

DAY 3 Thursday 20 December 2012

MATTER 7 – TRANSPORT

1. Are the Council's transport objectives for development sites appropriate? (DM1)
2. Is the concept of protecting potential improvement lines reasonable and appropriate in view of the period over which such lines could continue to be safeguarded? (DM2)
3. What are the consequences if some new road links cannot be delivered?
4. Is it feasible to use the former Bourne End to Wycombe railway line other than as a footpath/cycling route? (DM3)

MATTER 8– ECONOMY

1. Is policy DM4 in conflict with the National Planning Policy Framework or too restrictive in its approach to scattered business sites? (DM4)
2. Is a less restrictive approach to residential uses in district centres (as proposed in a further change by the Council) appropriate? (DM8)
3. Is the evidence base sufficiently robust to support the threshold levels proposed in policy DM9?
4. How do you intend to ensure your policy to allow for a wider range of A Uses into town centres is effective? (CD2.1 – para 3.16)

MATTER 9 – GREEN INFRASTRUCTURE, NATURE AND HISTORIC ENVIRONMENT

1. Are the Council's proposals for a Green Infrastructure Network appropriate and deliverable particularly in relation to areas where objections have been raised? (DM10 & DM11)
2. Are the maps showing the GI network comprehensive?
3. Could policies DM10, 11 and 12 be simplified and improved as has been suggested?
4. Will policy DM14 provide adequately for the protection and enhancement of river and stream corridors?
5. Is the approach to open space provision and funding appropriate? (DM15)

MATTER 10 – OTHER ISSUES

1. Is policy DM16 sufficiently comprehensive in its coverage of flood risk matters?
2. Does the DSA pay adequate attention to viability as a factor in development scheme such as policy DM17 on carbon reduction?
3. Is it necessary for the Council to include water efficiency targets in the DSA rather than rely on other regulatory processes such as the Building Regulations?
4. Have flood risk matters been adequately addressed in the preparation of the DSA?
5. The policy on Sustainable Development varies from the Model Policy issued by the Planning Inspectorate. Is there any particular reason why it has been drafted in this form?
6. Are there any other outstanding issues in relation to monitoring arrangements or the implementation and delivery of the DSA?

Available session if required

Paul Crysell
Inspector
22 October 2012