

5.3 Princes Risborough

- 5.3.1** Princes Risborough is a small market town built on the spring line at the foot of the Chiltern Hills. The town is within the setting of the Chilterns Area of Outstanding Natural Beauty (AONB), the boundary of which hugs the town on the southern and eastern side. Views across the town and wider countryside from the AONB are available at popular viewpoints on the Chiltern escarpment such as the Ridgeway and Whiteleaf Cross.
- 5.3.2** The majority of businesses in Princes Risborough are very small. The main employment areas are the Princes Estate and on Longwick Road, with the former showing most potential for business expansion. New floor space is likely to cater for local companies requiring smaller but high quality premises that are not dependent on direct motorway access.
- 5.3.3** The A4010 main road runs through the town centre, and is thus subject to high levels of traffic, including through traffic, leading to congestion, especially at peak times. Roads in the town centre are therefore dominated by traffic which creates severance issues across the town and a hostile environment for pedestrians and cyclists.
- 5.3.4** Princes Risborough has seen little development since the late 1970s. Between 2001 and 2011, the number of households here increased by less than 2%, compared with more than 4% across Wycombe District, and more than 6% in the Wycombe parliamentary constituency. The current demographic profile of the town shows an ageing population with 25% aged over 65, as compared with the District average of 15%.
- 5.3.5** Phase 2 of the East West Rail project proposes to upgrade the Princes Risborough to Aylesbury line and create through services to Milton Keynes, and will enhance the connectivity of the town and increase attractiveness to inward investment. This will include enhancements to the railway station at Princes Risborough. The project is set for completion in the period 2019-2024.

5.3.6 In early 2014, Wycombe District Council consulted on a range of spatial options for meeting the objectively assessed housing need for the District in the new Local Plan. One of these options proposed the major expansion of Princes Risborough, which is the key driver for proposals here. Responses to this consultation identified a number of issues and concerns, which were fed into the Tibbalds study for the town⁹⁰. The Tibbalds Issues and Responses Report⁹¹ informed many of the key issues to address in the expansion of the town. Other issues also arose in the course of engagement leading up to the consultation on a draft Area Action Plan in 2015.

Table 14 Summary of issues arising from the proposed major expansion of the town

1.	Create a unified and thriving settlement by integrating the expansion with the existing town, supporting the town centre and providing sufficient new parking space
2.	Relieve congestion in Princes Risborough
3.	Strengthen alternatives to the car
4.	Strengthen networks for leisure and wildlife
5.	Address all types of flood risk, in particular ground and surface water flooding
6.	Nurture locally grown employment and business opportunities
7.	Ensure settlements retain distinct identities
8.	Respect the character of Alscot Conservation Area
9.	Define a clear edge to development
10.	Design with existing landscape features to reduce impacts on important views
11.	Get the right infrastructure in the right place at the right time
12.	Foster locally distinctive design that responds to the setting in the AONB, incorporates local materials and reflects the character of the existing townscape which is verdant and well-treed
13.	Improve access to the railway station and the quality of the surrounding area

⁹⁰ Princes Risborough Background Report (December 2014, Tibbalds)

⁹¹ Princes Risborough Expansion: Issues and Responses (December 2014, Tibbalds)

5.3.7 The following vision for the expanded town was developed and agreed by the Princes Risborough Steering Group⁹².

In 2033, Princes Risborough will be a modern, green and accessible market town - with a safe and vibrant community, that strongly reflects its historic roots, rich cultural heritage and special landscape setting within the Chiltern Hills.

Our town of the future will:

- **Provide high quality, environmentally sensitive homes for local people, as well as those from further afield**
- **Encourage our community to come together to enjoy the social and economic benefits of a thriving high street, and facilities for sports and recreation**
- **Offer outstanding public services, including high-quality schools and healthcare**
- **Have a well-developed network of roads, cycle routes and footpaths - enabling people easily to get to where they want to go**
- **Encourage future generations to remain in the town through business investment, so that people can live and work in the local area**

5.3.8 The issues identified from today and for the future expansion of the town have informed the following principles, which support the vision for Princes Risborough.

⁹² The Princes Risborough Steering Group developed a draft vision which was shared with the public for comment at engagement events during July 2015. Subsequently the group revised the vision and ratified this final version in October 2015.

PRINCIPLES FOR PRINCES RISBOROUGH

To meet the district-wide Strategic Objectives, the Council will shape the major expansion of Princes Risborough to:

1. Cherish the Chilterns

- a) Create an overall townscape which fits well into the special landscape setting and respects important long-distance views.**

2. Strengthen the Sense of Place

- a) Ensure existing surrounding settlements retain distinct identities;**
- b) Preserve and enhance historic assets and features of the historic landscape (such as hedgerows), including Alscot Conservation Area;**
- c) Create a clear green edge to development to prevent longer-term sprawl into the countryside;**
- d) Achieve high design standards through site layout, landscape and building design principles that are merited by the town's location in relation to the Chilterns AONB and existing verdant character, including substantial proposals for incorporating biodiversity into the built environment and the use of local materials and trees, allowing for structural as well as local planting.**

3. Foster economic growth

- a) Maximise the potential for new employment uses, and make suitable provision for new businesses to start up and existing businesses to grow or relocate in the Princes Risborough area.**

4. Improve strategic connectivity

- a) Safeguard land for the future twin-tracking of the Princes Risborough to Aylesbury railway line;**
- b) Deliver new railway structures with passive provision for future twin-tracking.**

5. Facilitate local infrastructure

- a) Tackle existing and future traffic congestion and severance by delivering new highway infrastructure;**
- b) Deliver a comprehensively planned expansion, demonstrating overall viability, with development delivering supporting infrastructure at the right time and in the right places;**
- c) Deliver new community infrastructure including school(s), some shops, and community meeting facilities, health and sporting facilities and wildlife-rich open and green spaces. Upgrade and expand existing facilities where needed, e.g. secondary school provision;**
- d) Achieve an improved environment for walking and cycling, in both the existing town and the expanded town. Make direct connections to existing railway services, and significantly improve other public transport options;**
- e) Deliver new and enhanced green infrastructure as part of an ecosystem services approach to enhance the landscape, mitigate flood risk, achieve a net gain in biodiversity, and link to the wider green infrastructure network, including existing Rights of Way and the Chilterns AONB, incorporating opportunities presented by designated ecological sites and other habitats such as hedgerows;**
- f) Successfully avoid or mitigate flood risks through the location of new development and through strategic and local interventions which will manage run-off rates and maximise opportunities for retention or absorption where possible.**

6. Deliver housing

- a) Meet the specific housing needs for the town to complement what is already there, as well as contributing to the wider housing needs for Wycombe District.**

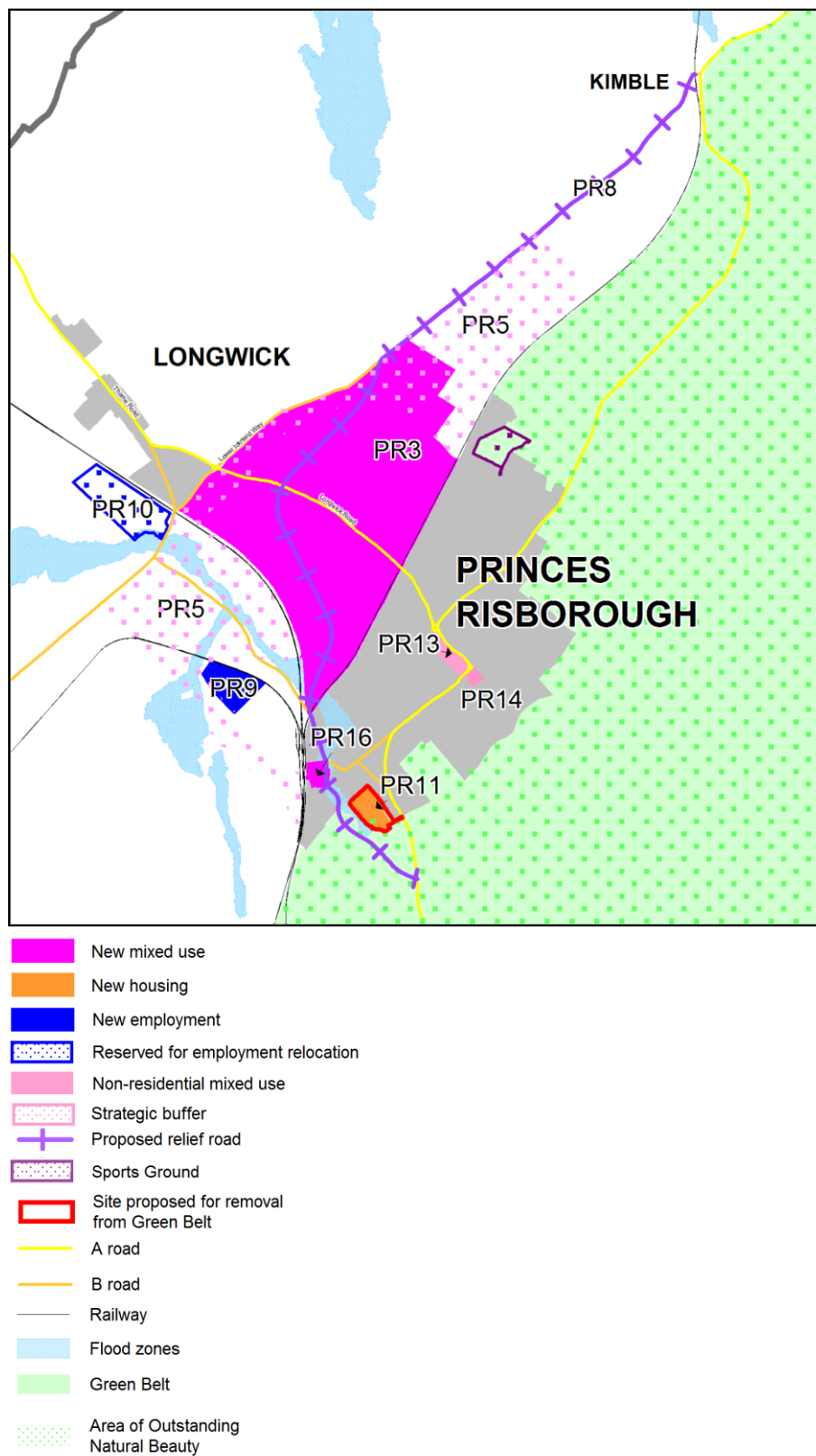
7. Champion town centres

- a) Support the existing town centre as the primary destination for shopping and leisure, with increased parking capacity and improvements to the public realm to rebalance the environment towards pedestrians and cyclists.**

8. Mitigate climate change

- a) Create a unified and thriving settlement by integrating the expanded town with the existing town, through physical connections across the railway line and through the appropriate distribution of services and facilities in the existing and the expanded town, minimising the need to travel by private car;**
- b) Improve access to the main railway station, enhancing the approach, creating space for full bus access and supporting appropriate uses in the station area;**
- c) Integrate renewable technologies into the new development including potentially a district heating or energy system.**

Figure 24 Main proposals in Princes Risborough



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Main proposals

5.3.9 The policies for housing, employment and the enhancement of the town centre and railway station areas work together to deliver an overall strategy for the expanded town. This is to create one unified settlement which is supportive of overall community cohesion. From significant views, the town will ‘read’ as a consistent whole, and links across the railway line will be direct, frequent and attractive.

Housing or Mixed Use Sites including Housing

5.3.10 The sites set out in Table 15 are identified for housing or housing led mixed use development to be delivered during the plan period (2033). Table 16 sets out all sources of supply, including beyond the plan period.

Table 15 Sites identified for housing or housing-led mixed use development in the Princes Risborough area

Policy reference	Site	Area (hectares)	Indicative dwelling numbers to be delivered in the plan period (1,797)
Allocated sites in expansion area			
PR3	Princes Risborough Main Expansion Area	177.23	1,662
PR11	Land to the Rear of Poppy Road, Princes Risborough	3.74	58
PR16	Land at Princes Risborough station	2	45
Other allocated sites elsewhere in the town			
n/a	Greensleeves, Maryland, Longwick Road and Aylesbury Road, Princes Risborough	0.33	32

Table 16 Housing supply in Princes Risborough

	Within the plan period (to 2033)		Beyond the plan period (after 2033)	Total
Within the main expansion area	1758	Made up of <ul style="list-style-type: none"> • 96 Leo Labs with planning permission; • 1662 allocated in this Plan 	599	2357
Other allocations within the expansion area	103	Made up of <ul style="list-style-type: none"> • 58 Land to the rear of Poppy Road (PR11) • 45 Land at Princes Risborough Station (PR16) 	n/a	103
Elsewhere in the town	186	Made up of <ul style="list-style-type: none"> • 32 from other allocated sites in table 15 • 139 built, under construction or with planning permission • 16 from windfall 	n/a	186
Total	2047		599	2646

Princes Risborough Expansion Area

5.3.11 This section sets out the overarching policy and guidance to achieve sustainable development in the context of the expansion of Princes Risborough and the delivery of a relief road:

- PR3 defines the area of comprehensive development at Princes Risborough, to include relevant allocations and the relief road. It allocates the expansion area including the relief road and other sites which are required to support the delivery of the relief road.
- PR4 defines the comprehensive approach to the main expansion area by reference to a Concept Plan and fixed elements.
- PR5 defines the settlement boundary of the town and a strategic buffer to protect the town.
- PR6 sets out the development principles for the main expansion area.
- PR7 sets out the requirements of development in terms of essential infrastructure and further contributions to achieve sustainable development.
- PR8 sets out the means of providing for, and safeguarding, transport infrastructure.
- PR9 protects land for business uses at the existing Princes Estate and allocates a further expansion to the site. It sets out the principles of development for this site.
- PR10 sets out the principles for land north of Lower Icknield Way reserved for relocation of local businesses.
- PR11 sets out the principles of development for land to the rear of Poppy Road.⁹³
- PR16 sets out the principles of development for land at Princes Risborough station.
- PR17 sets out the arrangements for equitable delivery of shared infrastructure required for the expansion.

⁹³ Please note policies PR12 – 14 deal with the town centre. PR15 is for Molins Sports Ground, a specific site in Monks Risborough.

PR3 – Princes Risborough Area of Comprehensive Development including Relief Road⁹⁴

5.3.12 This policy is needed to allocate land for residential development and other uses to support the major expansion of Princes Risborough.

POLICY PR3 – PRINCES RISBOROUGH AREA OF COMPREHENSIVE DEVELOPMENT INCLUDING RELIEF ROAD

The Council will require the development of the Princes Risborough Expansion Area as defined on the policies map as an area of comprehensive development, to be taken forward on a comprehensive basis, and allocates:

- 1. The main expansion area for:**
 - a) Residential uses;**
 - b) A local centre with 300-400 sqm retail space ('A' use classes) and 500 sqm space for business start-ups;**
 - c) Supporting social infrastructure including schools, community / faith space, and sports facilities;**
 - d) Other supporting infrastructure, including green and blue infrastructure.**
- 2. Land to the rear of Poppy Road with primary vehicular access from the relief road for:**
 - a) Residential uses;**
 - b) Green and blue infrastructure.**
- 3. Land at Princes Risborough Station for:**
 - a) Mixed use development;**
 - b) Green and blue infrastructure.**

⁹⁴ Policies PR1 and PR2 are in the Delivery and Site Allocations for Town Centres and Managing Development Plan (2013). Policies PR3 and PR4 of the DSA Plan are deleted, and replaced by policies PR13 and PR14 in this chapter.

4. A new relief road as a complete alternative to the existing A4010 to be provided by the development:

- a) For the proper planning of the area, as the development is dependent upon its provision;**
- b) To mitigate the impact of the development.**

5.3.13 The extent of policy PR3 is illustrated on Figure 25 below.

5.3.14 This policy defines the area to be developed, what is to be accommodated within that space, and the land required for infrastructure that the development is dependent upon. The plan deals with the area comprehensively: it does not arbitrarily identify which parts of the area are to come forward within the plan period. It is not the intention that the land within the policy area is to be built up entirely – landscape buffers, open spaces, and corridors for wildlife and flood mitigation will also be accommodated within that space.

5.3.15 The extent of the area that the policy covers between Picts Lane and the A4010 to the south of Princes Risborough is to give flexibility in future detailed design of the relief road. Land to the rear of Poppy Road (see Policy PR11) is proposed to be removed from the Green Belt, but the rest of the land within the PR3 designation in this location is to be retained in the Green Belt. It is also within the Area of Outstanding Natural Beauty.

5.3.16 A structured and coordinated planning approach is needed to ensure that policy will deliver the planned growth in a sustainable and desirable manner. Policies PR4, PR5, PR6, PR7, PR8, PR11, PR16 and PR17 provide further detail in relation to the expansion area, and set out important development principles and requirements which are guiding the production of detailed Capacity and Delivery plans for the town expansion. This work is being taken forward by the Council, enabled by capacity funding from the Homes and Communities Agency (HCA), to achieve the following objectives, to:

- i. Provide a framework for equalisation of infrastructure costs and delivery;
- ii. Support the assessment of planning applications, and negotiation of S106 contributions;
- iii. Further guide the pattern of development, including density, and location of facilities and infrastructure.

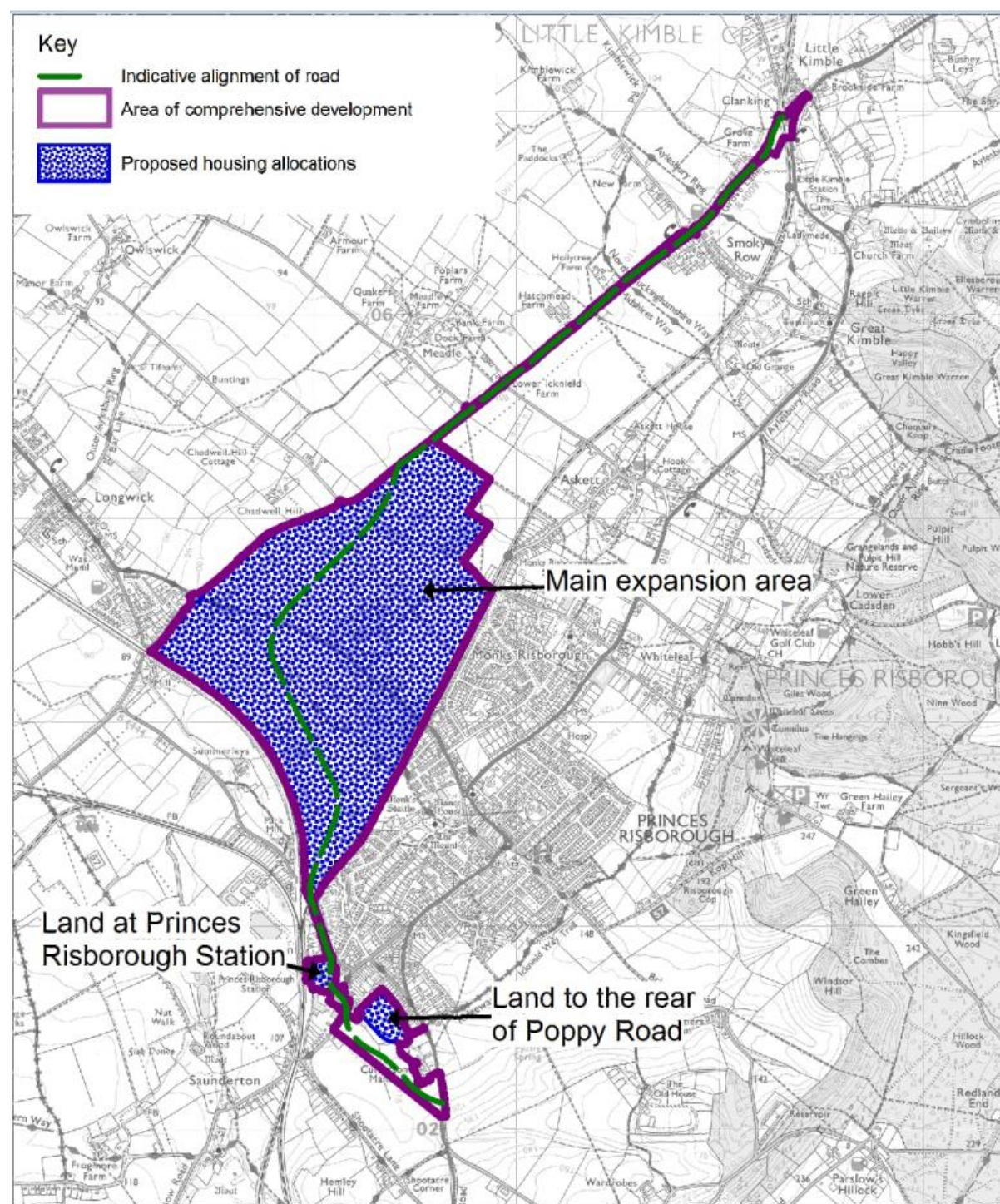
5.3.17 This ensures that a joined-up approach is taken to the delivery of high quality future development and infrastructure in the expansion area that contributes towards providing a strong and appropriate sense of place, as opposed to piecemeal development proposals being prepared in isolation. It will also ensure that the Council will have a central role in shaping and influencing future development proposals.

5.3.18 The Council will expect relevant delivery partners and stakeholders, including developers and landowners, to work in partnership with the Council and each other in the preparation of planning applications, consistent with policy and with the Capacity and Delivery Plans for the Princes Risborough expansion area. The overall Capacity and Delivery plans will help to ensure that the areas are developed in a coordinated, comprehensive and timely manner.

5.3.19 For information on the housing numbers please see tables 15 and 16.

5.3.20 Major housing growth in the town should facilitate the protection of existing businesses in the town, and provide suitable space for new businesses, so as to promote sustainable development. Policy PR9 sets out the requirements for the Princes Estate business area and for land allocated for expansion to the north of the existing area. Policy PR10 sets out the requirements for land reserved for businesses that may need to relocate as a consequence of the expansion of the town. Policies PR12 – 14 address the town centre, and Policy PR15 addresses Molins Sports Ground.

Figure 25 Princes Risborough area of comprehensive development



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5.3.21 The land chosen for the town main expansion is immediately adjacent to the existing town, to the northwest of the Aylesbury railway line. The area

identified is considered the most appropriate and sustainable option⁹⁵, whilst delivering substantial housing growth to help address the significantly increased need for housing across the District. Expansion to the south east of the town is constrained by the Metropolitan Green Belt and the Chilterns AONB. Major development here would need to be justified by exceptional circumstances. Therefore the more appropriate direction for growth is to the other side of the railway line. The reasoning for locating development adjacent to the existing town is:

- To ensure the greatest benefit to Princes Risborough town centre
- To facilitate ease of access between the new homes and existing services and employment opportunities in the town
- To maximise the opportunity for joint public transport servicing of the existing and new housing areas, and to make a viable route to connect the new development to key destinations like the town centre and railway stations.

5.3.22 The extent and capacity of the main expansion area is shaped by a number of factors including accessibility to local services and facilities in the town centre, avoiding coalescence with Longwick, and the visual impact of the expansion from the Chilterns AONB escarpment. Further assessment of reasonable alternative options is set out in the Sustainability Appraisal.

5.3.23 Increased spending power from the growing population within the local economy provides an opportunity for business in the town to respond to this, and sustain the retail offer in the town centre.

5.3.24 Employment space is allocated to facilitate the development of new businesses in the town, and some space is reserved for relocation of local businesses as they expand or move to make way for residential development.

5.3.25 The railway line does present a potential barrier to integrating the expanded town with the existing town. It is worth reflecting that many towns are

⁹⁵ Sustainability Appraisal (SA) of the Publication (Regulation 19) Draft of the Wycombe District Local Plan (September 2017, AECOM & Wycombe District Council)

bisected by railway lines but are nonetheless successful. It is therefore important to preserve as many crossings of the railway line as possible, while creating a safe and attractive means of getting over or under the line, either on Public Rights of Way or on existing highways. The distribution of services and facilities will also be important in creating links between the new and the existing.

- 5.3.26** Major new road infrastructure in the form of a relief road would be required in the context of any expansion of the town. Increasing capacity on the existing road network including the A4010 through the town is difficult, and not consistent with the vision for the town centre. This new road infrastructure will provide better access to the station, and provide the opportunity to access land to the rear of Poppy Road, which it is proposed is removed from the Green Belt.

Development framework

5.3.27 The development framework for Princes Risborough is illustrated on the Concept Plan (see figure 26) which provides more detail than can be provided on the Policies Map, especially in relation to the main expansion area.

PR4 – The Main Expansion Area Development Framework

5.3.28 The main expansion of the town has been planned as a whole and this comprehensive approach is illustrated by the Concept Plan (figure 26).

POLICY PR4 –THE MAIN EXPANSION AREA DEVELOPMENT FRAMEWORK

The Council will require development of the Main Expansion Area to deliver the broad disposition and scale of land uses, green infrastructure and major highway infrastructure, shown on the Concept Plan (figure 26). The Concept Plan is illustrative but the following elements are fixed:

- 1. Formation of residential neighbourhoods;**
- 2. Two primary schools, located one each side of the A4129 to minimise the need to cross a main road;**
- 3. A local centre to the north of the Crowbrook;**
- 4. Creation of an internal primary route through the expansion area linking from the B4009 to a point on Summerleys Road between the under bridges of the Banbury and Aylesbury railway lines, as part of an overall relief road which achieves and sustains satisfactory operation of the local road network;**
- 5. Location of the green gap between development and Longwick;**
- 6. An east-west green corridor focussed on the Crowbrook Stream;**
- 7. North-south green ‘lanes’ focused on existing rights of way;**
- 8. Land to the north of the railway line to safeguard future railway expansion and associated green space;**

9. Pedestrian and cycle crossings of the railway;

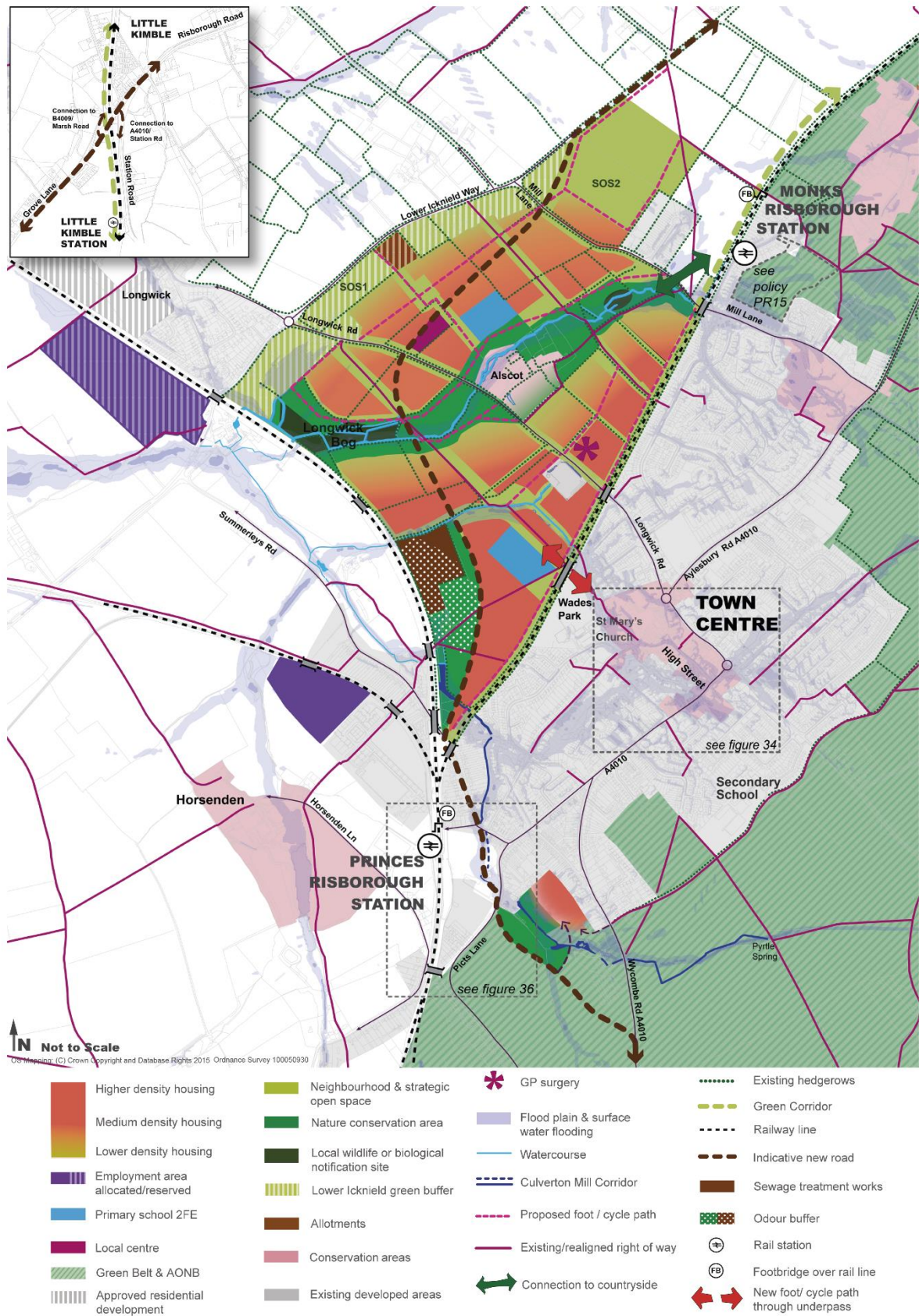
10. Location of strategic open spaces SOS1 and SOS2.

5.3.29 A comprehensive approach to the main expansion area will need to be consistent with the principles of the Expansion Area (PR6) and requirements set out in PR7.

5.3.30 The role of the illustrative Concept Plan is to guide the development of Princes Risborough and provide a robust basis for detailed consideration of the components. It is an illustrative plan and does not seek to fix the exact location or configuration of all the various spatial elements of development, for example the exact location of the local centres or play areas. However, in order to secure a comprehensive and robust approach to the delivery of key structuring infrastructure within the main expansion area, this policy sets out the location and general configuration of a number of fixed elements of the illustrative Concept Plan.

5.3.31 Capacity work based on the Concept illustrated here indicates the expansion area can deliver up to 2460 homes, with 600 of these homes being provided beyond the plan period. A breakdown of the housing figures showing the sources of supply is given at tables 15 and 16.

Figure 26 Concept Plan



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Rationale for the Concept Plan

Figure 27 Indicative constraints plan (Princes Risborough Background Study, Tibbalds, 2015)

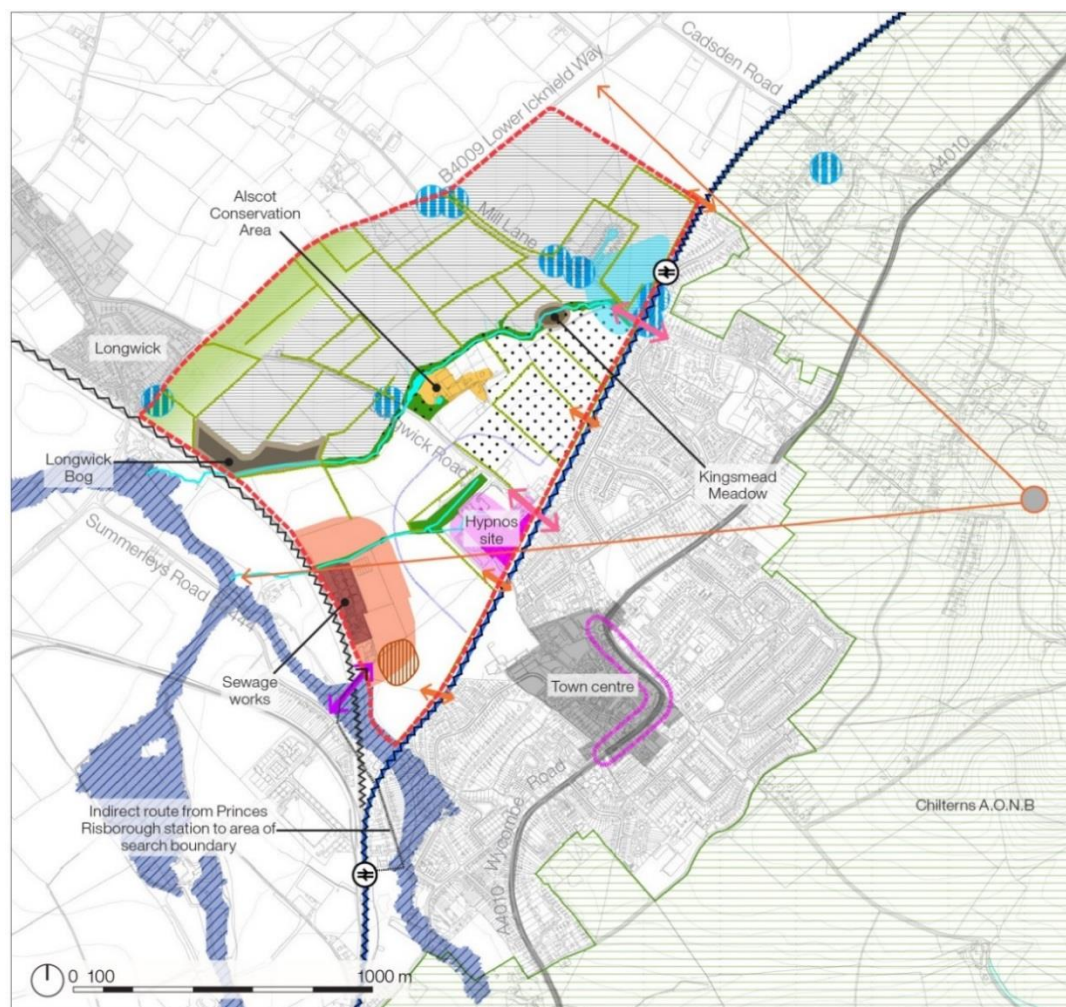


Fig 2.10.1: Constraints plan



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Access

5.3.32 The principal trafficked route through the main expansion area runs from the Lower Icknield Way to the south west across the main expansion area towards the point on Summerleys Road where it runs between the railway under-bridges for the Birmingham and Aylesbury railway lines. This will allow traffic from the development to distribute into the wider road network without forcing it to traverse the town centre. It will be designed to a sufficient capacity and standard to carry the traffic growth forecast, due to both background increases and trips generated by the development. At the same time it will be designed to integrate with the surrounding development, with generous setbacks, verges and landscaping with trees. As well as footways, it will also accommodate cycle ways separated from the main carriageway.

Green spaces and Rights of Way

5.3.33 A green buffer is retained south of the Lower Icknield Way as open countryside or strategic open space with limited land uses, continuing around Longwick Bog. This is to function as a separation between the main expansion area and the village of Longwick, so preventing the coalescence of the two settlements. It is also to establish a clear green edge to the main expansion area. Alongside Longwick Bog, it helps protect the hydrology of this designated wildlife site.

5.3.34 Land to the north and northwest of Kingsmead is designated as strategic open space which can be reached from Mill Lane and via existing rights of way. It is sensitive in long distance views from the AONB and Whiteleaf Cross so the visual impact of sports pitches or floodlighting will need to be carefully mitigated.

5.3.35 Land between Kingsmead and the railway line is least suitable for development because of groundwater and surface water flooding issues. It remains as open farmland, allowing the green corridor established along the Crowbrook stream to connect into the countryside, including the footpath over the railway line, to the Area of Outstanding Natural Beauty. It also contributes to Monks Risborough's place identity by providing separation

between Monks Risborough (to the south and east of the railway line) and the main expansion area.

- 5.3.36** The Crowbrook stream corridor is retained for fluvial and surface water management as an ecological and wildlife corridor, and with specific public spaces adjoining it. It protects designated Local Wildlife Sites within it. It preserves the green setting for Alscot Conservation Area. Where the stream meets Mill Lane and the risk of surface water flooding increases, the developable area is reduced to allow for more flood management measures. The variety of green spaces and rights of way through the green corridor will add to the town and the overall character of the main expansion area.
- 5.3.37** The concept plan shows a green corridor running north-south along the existing right of way from the proposed new underpass at the railway line. The right of way here is a key north-south link so needs to be distinctive. Defining a green corridor here combines green infrastructure with structural landscaping. Surface water flooding around the Kingsey Cuttle Brook needs to be managed locally within green infrastructure.
- 5.3.38** The concept plan also shows another north-south green corridor mid-way between Longwick Road and Mill Lane, along the existing right of way from the railway line north to the Lower Icknield Way. It forms a green link between the areas around Alscot and the footpaths along the stream. It adds a clear structure to the development areas and the route to the local centre and school. Although crossing the railway will no longer be feasible, this corridor will connect to linear green space alongside the railway line and thence to alternative crossings of the railway,
- 5.3.39** The odour buffer needed around the sewage treatment works will restrict land uses within it. The land can be used for nature conservation and flood management.
- 5.3.40** To the south, the Park Mill ponds are retained and enhanced within an area for nature.
- 5.3.41** The concept plan creates a linear green space along the Aylesbury railway line from Summerleys Road to Mill Lane. It creates the opportunity to

safeguard a 15 metre strip for the future double-tracking of the railway line, and by adding a minimum further 10 metre corridor, it creates a linear park route of a minimum width of 25m. The additional width will also provide greater separation from the tracks and therefore some mitigation of noise and vibration. It provides a clear east-west link for pedestrians and cyclists parallel to the railway line, linking the two railway stations and with the railway embankment, acts as a wildlife corridor. Variations in width will ensure a variety of spaces along its length. New tree planting will break up the line between the existing and the expanded town in long views.

Developable areas and land uses

- 5.3.42** New residential development will need to make best use of the land, while including space for a strong landscape structure and a range of heights of 2-3 storeys. Land with the best access to the rest of the town is to be developed at a higher density to make best use of its walkability.
- 5.3.43** The concept plan illustrates a range of average net density figures of 25 to 38 dwellings per hectare. Lower levels of housing density could require more land to deliver. Using average density figures per area will allow for a range of development types within them to suit the local context.
- 5.3.44** Areas of higher density are located within walking distance of the town centre. Lower density development will lie in more peripheral locations, to enable the landscape character to become more dominant and soften the edge with the open countryside, having regard to views from the AONB in particular.
- 5.3.45** The local centre is sited to support a walkable scale of development, and located on the same side of the Longwick Road as the primary school so both facilities can be used without the need to cross a main road. It is located on a key junction to provide passing trade and greater visibility.
- 5.3.46** The main expansion area falls naturally into two main development areas (north and south of the Crowbrook green corridor), so a primary school is located in each, taking into account the location of the existing primary schools in the town, and minimising the need for children to cross the main

road to Thame in getting to school. This will enable primary education demand to be met locally and encourage safe and sustainable travel to school.

5.3.47 Some developable land is identified north of Mill Lane, to the north of Kingsmead. This is to help integrate Mill Lane and calm traffic so that it is deterred from using the lane as a cut-through. It helps to integrate Kingsmead with the main expansion area.

5.3.48 South of Kingsmead, the land is constrained by groundwater and surface water flooding. The land therefore remains as arable farmland and functions as a link into the countryside of the Crowbrook stream green corridor.

Land for business uses

5.3.49 The strategic employment land is located on the expanded Princes Estate so as to be clustered with existing businesses. This location offers better access to the station. The local centre includes small business space to foster new and growing local businesses, in the form of an enterprise hub. Land for relocated businesses is reserved close to existing main routes.

Strategic and local open space

5.3.50 The Concept Plan includes strategic (large) open spaces to accommodate sports pitches (including 3G synthetic turf), multi-use games areas, larger playgrounds, parkland and allotments. Sports pitches need to be located on relatively flat and open ground, close to housing areas. Strategic open space can be used to create a clear green edge around the development off Mill Lane, with a more informal and rural character in parkland and allotments.

5.3.51 Open space forms part of the green infrastructure framework which protects the ecologically sensitive areas around the Local Wildlife Sites, creating potential for further species-rich wildlife habitats, and creates areas for flood relief and management of surface water drainage.

5.3.52 Sports pitches are located on strategic open spaces SOS1 and SOS2.

- 5.3.53** Neighbourhood open spaces are provided in smaller, more dispersed pockets and closer to homes for easy walkability to local play areas. The stream corridor and rights of way offer rich and natural settings for local open spaces to be located nearby.

Settlement Boundary

PR5 – Settlement Boundary and Strategic Buffer

5.3.54 This policy is needed to identify the boundary of sustainable development and protect neighbouring settlements.

POLICY PR5 – SETTLEMENT BOUNDARY AND STRATEGIC BUFFER

The settlement boundary and strategic buffer for Princes Risborough is defined on the Policies Map.

- 1. Built development related to the main expansion of the town will be contained within the settlement boundary in order to protect the physical separation between the expanded town and Horsenden, Longwick, Askett and Smokey Row.**
- 2. Open space uses within the expansion area and essential infrastructure required to support the expansion of the town will be permitted outside the settlement boundary.**
- 3. Other development within the strategic buffer is required to be of a small scale, in order to protect the rural character of the land between the settlements.**

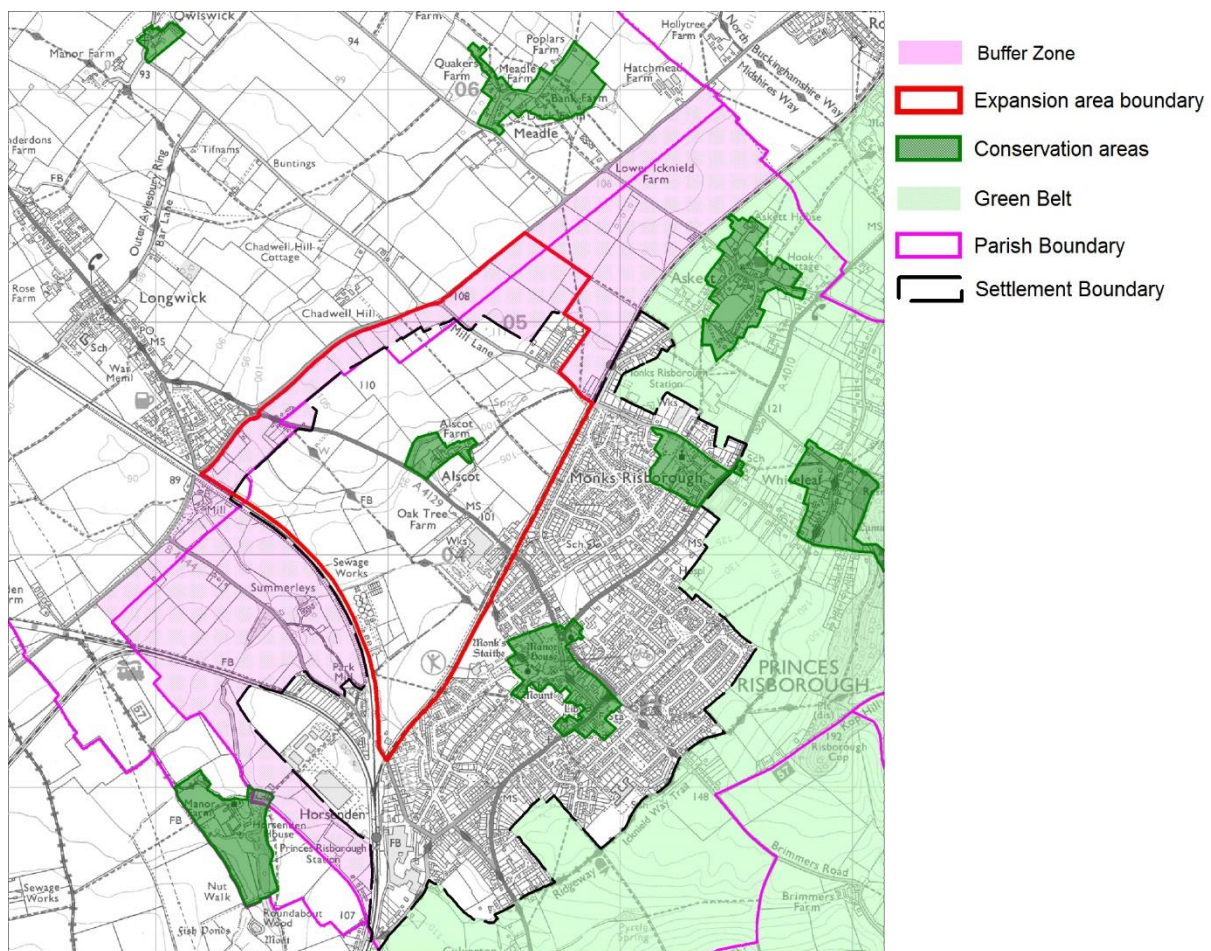
5.3.55 The outer edge of the town expansion area warrants its own policy, to reflect the fact that, once the town has been expanded, future gaps will become critical to the protection of the countryside and surrounding settlements. With this in mind a buffer zone has been drawn (see figure 28) which picks up the PR5 settlement boundary, and identifies the key gaps to Longwick, Meadle, Great and Little Kimble, Askett, and Horsenden. In general, the buffer adheres to the Town Council (Parish) boundary, with the exception of the Longwick side where the PR5 area extends to the boundary: the land between here and the B4009 Lower Icknield way is also retained as a buffer.

- 5.3.56** Settlement boundaries help direct development towards towns and villages and therefore help protect the countryside from inappropriate development. They have clear social, economic and environmental advantages and can promote sustainable development through ensuring that it is focussed towards certain locations. A settlement boundary provides certainty to the public and the development industry in knowing where development could occur in principle. At Princes Risborough it will help to maintain separation between the town and surrounding villages and provide a firm basis for protecting the countryside from unnecessary encroachment.
- 5.3.57** This Plan identifies the expansion of Princes Risborough and the extent of that expansion has involved considering a range of factors and options to ensure that the most sustainable area has been identified. The need for housing has been a key driver in determining the large extent of the main expansion area, as well as a range of local considerations. It is essential therefore that a firm boundary to the town is now established and that further expansion of the town is strictly controlled.
- 5.3.58** The settlement boundary is a policy, not a master planning tool. The edge to the new settlement, within the settlement boundary, needs to be varied and irregular, reflecting the edge to the existing town.
- 5.3.59** While the purpose of the strategic buffer is to protect the open and undeveloped character of the area within it, it is not intended that it should operate as an absolute restriction on all development proposals. Parts of the buffer within the main expansion area are identified in the Concept Plan as having open space uses to serve the Risborough expansion. The alignment of the Risborough Relief Road will need to pass through the northern buffer area to connect to the B4009. In due course it may be desirable to provide a car park at Monks Risborough Station.

5.3.60 Certain small-scale development may be acceptable so long as it is not detrimental to the character, role, and function of the buffer area. Small scale development includes:

- Extensions to existing buildings
- Infill between existing buildings
- Small buildings adjacent to existing building so long as they are subservient to the scale of the original building.

Figure 28 Princes Risborough strategic buffer



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Main expansion area development principles

PR6 – Main expansion area development principles

5.3.61 This policy expresses the objectives of the plan as a series of development principles.

POLICY PR6 – MAIN EXPANSION AREA DEVELOPMENT PRINCIPLES

The Council will ensure that the main expansion area shown on the Policies Map will be planned as a high quality, vibrant and locally distinctive expansion of the town that will complement and enhance the existing town and respond sensitively to the environmental qualities of the surrounding area.

To deliver this, the Council will require development proposals to demonstrate clearly how they have addressed and incorporated the following principles:

- 1. A strong local landscape character that responds to the landscape character and setting of the Main Expansion Area, provides a separation between the Main Expansion Area and Longwick, and incorporates well designed and managed open spaces, tree-lined streets and other landscaping and natural areas for recreation, sport and wildlife habitat and to address the effects of climate change as part of an integrated approach to green and blue infrastructure;**
- 2. An overall townscape that successfully integrates the main expansion area with the existing town and responds to existing landscape features to reduce impacts on important views, especially from the Chilterns AONB, by day and night, thereby helping to protect the setting of the AONB;**
- 3. The protection, management and enhancement of heritage assets, recognising the role that the historic environment plays in establishing landscape character and providing a sense of place and identity;**

- 4. The conservation and enhancement of Alscot Conservation Area, recognising the setting;**
- 5. A layout and design influenced by the various opportunities and constraints on the site which creates safe, well-connected neighbourhoods, especially for walking, cycling and play, that have a distinctive and harmonious relationship with town and country and incorporate high-quality design of public realm and buildings that is characterful, innovative, adaptable, sustainable and reflective of its surroundings;**
- 6. Integration with the existing town across the railway line through creation of opportunities for shared community uses, direct road links and sustainable transport modes including walking, cycling and public transport, as part of a holistic approach to joining the new with the old;**
- 7. Development which is designed to maximise opportunities for delivering sustainable development including but not limited to water management systems, communication technology, on-site renewables and ecological enhancement;**
- 8. Provision of a mix of housing including affordable housing, opportunities for self-build / custom-build homes and community land trusts.**

5.3.62 The expansion of Princes Risborough needs to be planned carefully to ensure that it is developed as a successful place that is attractive, well integrated with the existing town, and encourages safe and healthy communities where people will want to live, work and visit.

5.3.63 Development plans have an important role to play in the creation of sustainable communities through shaping places. Place shaping provides an opportunity to encourage an integrated approach to development by focusing on and creating better social, physical and economic environments. The development principles policy will ensure a holistic approach which will bring together all the component parts of a successful place.

- 5.3.64** The principles set out here are the policy response to the issues identified earlier in table 14, and the broad 'Principles for Princes Risborough' listed under section 5.3.8.
- 5.3.65** The aspiration for a strong landscape character is appropriate to this major expansion in the setting of the Chilterns AONB, and will support good place-making. Hedges, trees, open spaces, rights of way, watercourses and other bodies of water can be linked together to deliver amenity benefits, flood risk mitigation and ecological enhancement.
- 5.3.66** The hamlet of Alscot is protected as a Conservation Area. Its enclosed and rural character in the stream valley deserves protection through the designation of the Crowbrook stream green corridor.
- 5.3.67** A high quality public realm scheme is accessible, safe and user friendly, helping to preserve and enhance local distinctiveness and create interesting new places. It has to make it easy for people to navigate and get around, while preserving the things that often make places destinations in their own right. It is also the key to integrating the main expansion area with the existing town.
- 5.3.68** The Crowbrook facilitates sustainable water management approaches, and the scale of the development could facilitate a district approach to heating or energy.
- 5.3.69** The provision of affordable housing will ensure the new community is balanced. A community land trust has the advantage of being able to cater for residents of the town.
- 5.3.70** These principles will ensure that a joined-up approach is taken to the delivery of high quality development and infrastructure in the main expansion area that contributes towards providing a powerful and appropriate sense of place, which embodies a clear and harmonious relationship between the town and the countryside, as opposed to piecemeal development proposals being prepared in isolation. It will also ensure that the Council will have a central role in shaping and influencing future development proposals.

- 5.3.71** The Council will expect relevant delivery partners and stakeholders, including developers and landowners, to work in partnership with the Council and each other to deliver a comprehensively planned expansion.

Development requirements

PR7 – Development requirements

- 5.3.72** This policy is needed to set out the detailed requirements for the sustainable expansion of the town.

POLICY PR7 – DEVELOPMENT REQUIREMENTS

The Council will require development within the main expansion area to provide:

HOUSING

- 1. Homes which meet the local and District’s housing needs as identified and required by the Council including:**
 - a) Affordable housing, to include a significant proportion through a local delivery vehicles in the form of a Community Land Trust;**
 - b) A mix of housing sizes, tenures and flexible house types to meet those needs;**
 - c) Self-build and custom-build plots.**

TRANSPORT

- 2. A complete alternative route to the A4010. This is fully specified in policy PR8.**
- 3. A permeable grid layout with access points onto the existing and proposed highway network, with provision for safe walking and cycling.**
- 4. A street lighting strategy which minimises impacts on dark skies and views from the AONB.**
- 5. A high-quality, frequent bus service to link the main expansion area to the existing town and existing inter-urban bus services, incorporating the key**

destinations of the town centre and the railway stations at Princes Risborough and Monks Risborough and to Longwick.

- 6. A network of new or enhanced high quality walking and cycling routes:**
- a) Internally within the main expansion area, incorporating natural surveillance from active frontages;**
 - b) Externally, linking to key connections to the wider area, including the town centre, railway stations and existing schools in Princes Risborough and Longwick, as well as the green infrastructure and Public Rights of Way networks beyond the town and into the wider countryside;**
 - c) Incorporating safe, grade-separated crossings of the Aylesbury railway line which are future-proofed for double-tracking:**
 - i. A diversion of the Church Path Public Right of Way, with a high-quality underpass under the railway in the north-eastern corner of Wades Park;**
 - ii. A diversion of the Mount Way footpath (Public Right of Way) to the new underpass to Wades Park (in (i) above);**
 - iii. A stepped footbridge over the railway line north of Monks Risborough station, on Public Right of Way PR31.**
 - d) Safe accommodation of high-quality footways and cycleways at the existing highway under-bridges on Longwick Road and Mill Lane;**
 - e) Improvements to the Rights of Way (RoW) network that better connect existing RoW around Princes Risborough with main walking and cycling routes in the existing and expanded town, increasing the scope for recreational walking and cycling trips into the surrounding countryside on routes that, as far as possible, avoid public roads used by motorised traffic;**
 - f) Comprehensive travel planning to promote sustainable modes and use of the facilities set out above.**

JOBS AND BUSINESS

- 7. For the relocation of current businesses within the expansion area to other appropriate sites in the vicinity.**
- 8. Contributions towards the timely delivery of new business development on the Princes Estate expansion area.**
- 9. Start-up business premises within the local centre of the main expansion area.**

COMMUNITY

- 10. Sufficient new primary school places to meet the needs of the development, including two new primary schools, each of two forms of entry, each with associated early years and childcare facilities.**
- 11. A contribution to secondary school provision, for both upper school and grammar school places, as well as adult community learning, to meet the needs arising from the development.**
- 12. A local centre incorporating a range of uses including small scale local retail development, faith space, education facilities and small business start-up space (see above), to be located to the north of the Crowbrook Stream, and parking space to adopted standards.**
- 13. For the relocation or co-location of health services including dental surgeries.**

RECREATION, SPORTS AND LEISURE

- 14. Local and strategic open space, incorporating play and recreation facilities identified through further detailed needs assessment.**
- 15. A formal sports ‘hub’ in the strategic open space area north of Mill Lane, to include a new multi-functional club house with car parking, changing rooms, a community room (with bar) and social space, with extra parking space to support the use of Molins sports ground (PR15).**
- 16. Changing facilities and car parking in the strategic open space south of Lower Icknield Way.**

17. A contribution to indoor sports and leisure as identified by further detailed needs assessment.

GREEN INFRASTRUCTURE, FLOOD MANAGEMENT AND ECOLOGY

18. An integrated ecosystem services approach to environmental management and flood mitigation, both strategically across the main expansion area and within built development.

19. Integrated flood risk management measures as an integral part of the main expansion area as a whole. The Council will require developers to prepare a site-specific Flood Risk Assessment which includes assessment of impacts on neighbouring sites and any implications for the main expansion area.

20. For the management of surface water run-off through the use of Sustainable Drainage Systems (SuDS) to maintain or reduce greenfield rates of run-off, and for ongoing SuDS maintenance and management agreements for the lifetime of the development.

21. Comprehensive strategic green infrastructure in accordance with the Concept Plan with appropriate connections to the wider green infrastructure network, incorporating:

- a) A green corridor focused on the “Crowbrook Stream”, incorporating the locally designated biodiversity sites and substantial creation of additional species-rich priority habitat to create nature reserve areas;**
- b) A green buffer between the main expansion area and Longwick;**
- c) A green lane running north-south along the existing right of way from Wades Park through Park Mill Farm up to Longwick Road;**
- d) A green lane along the existing right of way from the railway line at Westmead north to the Lower Icknield Way;**
- e) A green corridor of a minimum of 10 metres wide along the Aylesbury railway line from Summerleys Road to Mill Lane, parallel to the 15 metres reserved for future rail infrastructure (see Policy PR8), giving a total of 25 metres reserved;**

- f) Land for nature around the sewage treatment works and around the Park Mill ponds;**
- g) Flood management features;**
- h) Ecological enhancement to deliver a net gain in biodiversity, through:**
 - i. An appropriate buffer of biodiverse rich priority habitat, such as lowland meadow, to be established between any development and the biological notification sites, informed by hydrological assessment;**
 - ii. Retention and enhancement of important hedgerows;**
 - iii. Measures to mitigate or compensate for impact on protected and priority species.**
- i) Comprehensive strategic tree planting, using local species;**
- j) Green roofs, walls and other features where appropriate;**
- k) Any additional green infrastructure links and connections identified.**

UTILITIES

22. For appropriate communication infrastructure, in particular high speed broadband, as set out in policy CP7.

23. On-site renewable energy and / or low-carbon, decentralised energy generation.

TOWN CENTRE

24. A contribution to the enhancement of the town centre public realm, to sustain and improve the town centre (as set out in policy PR12).

25. A package of traffic management measures through the town (as set out in policy PR12).

26. A contribution to secure delivery of increased on-street and off-street car parking provision in the town centre, to accommodate the car parking demand arising from the expansion of the town.

- 5.3.73** This policy sets out the requirements for the major expansion of Princes Risborough.
- 5.3.74** The requirements of creating a sustainable, cohesive and well-planned expansion of the town are necessarily long and detailed. Viability testing shows, however, that the development of the land will generate sufficient funds to provide these requirements while at the same time delivering a fair profit to the developer and a fair price to the landowner (Princes Risborough Expansion Viability Report, April 2017).

HOUSING

- 5.3.75** One of the key purposes of the Plan is to provide a delivery framework for new housing to serve the needs of Princes Risborough and of the wider District.
- 5.3.76** Affordable housing will be required at a rate of 40% of the total gross internal area. This is consistent with policy DM24 and also viable.
- 5.3.77** The range of housing provided, in terms of type, size and tenure should reflect the needs of the District in general and of the town in particular. The demographic profile of the town shows a higher proportion of people over 65 and accommodation for the elderly could include an appropriate offer consistent with the provisions of policy DM41 (Optional Technical Standards for Building Regulation Approval).
- 5.3.78** There is also an aspiration to help local young people remain in the town so provision for younger people and families is also important. Innovative forms of delivery such as self- and custom-build will be supported. The Town Council has indicated that they would be prepared to establish a community land trust to secure local discretion over the allocation of a proportion of homes.

TRANSPORT

The requirement for new road infrastructure is set out under policy PR8.

Public transport

- 5.3.79** Princes Risborough is well served by the railway network, being placed at the junction of the Birmingham and Aylesbury lines. There are two railway stations, the main one on the southwest edge of the town, and a smaller halt at Monks Risborough. A direct road link from the development to the main station is required, while walking and cycling links to the stations should be direct, safe and attractive. Services from both stations are well used and there is already high demand at peak times. The train operating company will need to plan for more capacity on services to meet the increased demand generated by the expansion area.
- 5.3.80** The 300 interurban bus service through the town is frequent and high quality, linking the town with the main town centres of High Wycombe and Aylesbury. Diversifying its route to take in the main expansion area is likely to risk its viability
- 5.3.81** A new service for the expansion area will be crucial in establishing sustainable travel habits from first occupation. The new bus service will need to link the main expansion area with key destinations (the town centre and railway stations), connecting with existing inter-urban bus services and run with a reasonable frequency (ideally every fifteen minutes) throughout the day, and extend to Longwick village to assist in providing more sustainable public transport provision for the growth of the village, as set out in the submitted Longwick Neighbourhood Plan. Sites allocated in the Longwick Neighbourhood Plan are also required to contribute towards improved public transport provision. Other requirements of a high-quality bus service are set out in Wycombe District Council Delivery and Site Allocations DPD policy DM2. Our bus study shows there is a reasonable

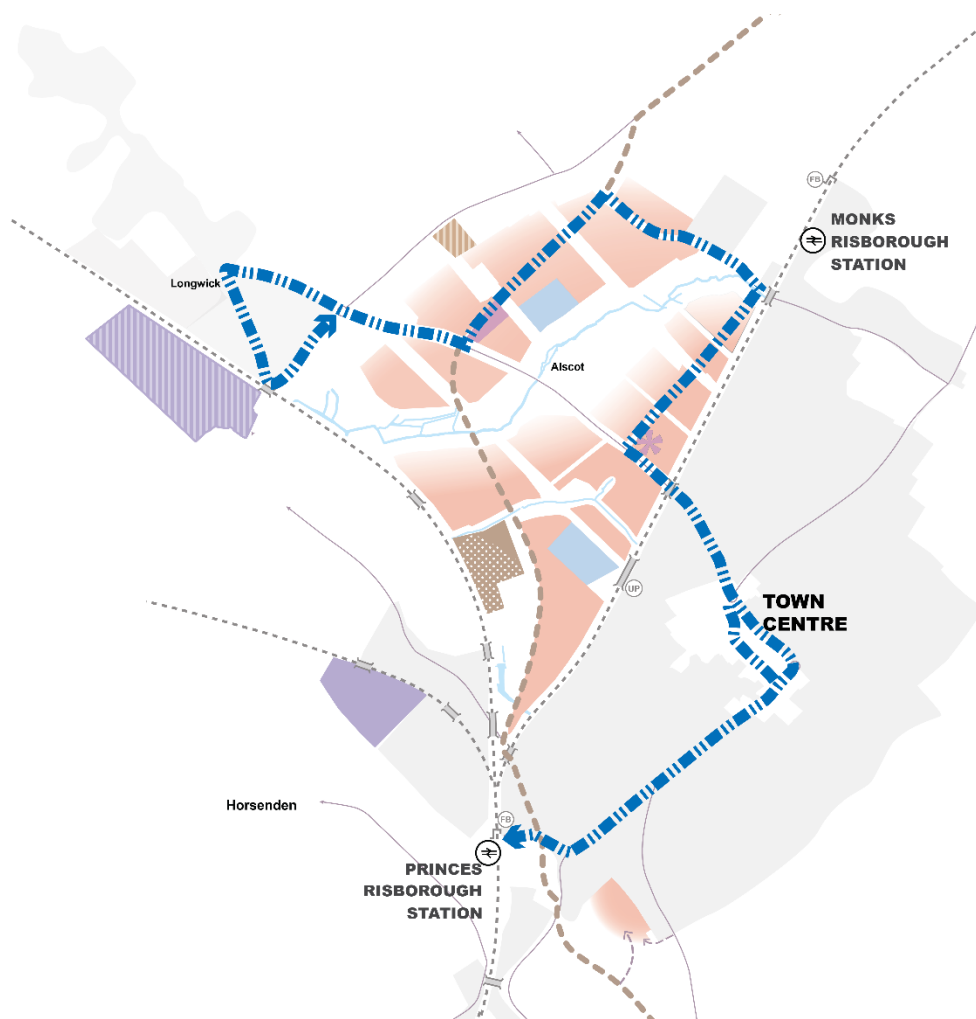
prospect of long-term commercial viability provided passenger trips can be established early and sustained⁹⁶.

5.3.82 Creating conditions to establish habits of sustainable travel from the outset are extremely important. Establishing this bus service in the early phases of the expansion is essential for it to maximise its success and the delivery of its sustainable travel benefits.

5.3.83 The Risborough community bus is run by volunteers and provides a number of routes and services to the town and its hinterland. It can only provide off-peak services Monday to Saturday and would require a second vehicle to take on any new routes. The pattern of demand for the community bus is likely to change when the commercial service for the expansion area is introduced.

⁹⁶ Princes Risborough Bus Route Viability Study (September 2016, Jacobs)

Figure 29 Indicative bus route



Cycling and walking networks

5.3.84 Requirements of high-quality walking and cycling routes are set out in Wycombe District Council Delivery and Site Allocations DPD policy DM2.

5.3.85 Creating conditions to establish habits of sustainable travel from the outset are extremely important. The urban form of the main expansion area will be compact and so ideally suited to walking and cycling. Space for safe walking and cycling will be integrated into the design of highways and connecting streets. The Longwick Road will change in character as the context changes from open countryside to the new built form, with active frontages and appropriate speed limits which will encourage use by pedestrians and cyclists. A dedicated off-road cycle way is being provided along Longwick

Road as far as the former Leo Labs site, which could be extended further towards Longwick. A similar approach may be needed for Mill Lane, whilst ensuring it retains a rural character.

- 5.3.86** The existing Public Rights of Way form a starting point for the walking and cycling network, integrating with a green infrastructure strategy to create a network within the main expansion area and also direct, safe and attractive connections between the expanded town and the existing town, taking in key destinations of the railway stations, the town centre and local schools.
- 5.3.87** Safe (grade-separated) and direct crossings of the railway line will be vital in integrating the main expansion area with the existing town across the railway line, especially those connecting to the town centre via Wades Park. An underpass under the railway line will be required in the north east corner of Wades Park, linking the park to the main expansion area. It will be located on the Church Path Right of Way which is re-aligned to the west to create a direct link with the north-south path on the north of the railway line (Footpath PR41). To reinforce the connection, the underpass must be broad and high with an attractive approach consistent with the park setting, and make passive provision for any future double-tracking of the railway line.
- 5.3.88** Improvement of footways/cycleways alongside the highway under the Longwick Road and Mill Lane under-bridges will facilitate access across the railway line. These could be achieved by reallocating carriageway space to these purposes rather than expanding the under-bridge capacity. At Mill Lane this will be consistent with deterring its use as a through-route for vehicles. A stepped footbridge provides for able-bodied users while the underpass and under-bridge provision will accommodate those of limited mobility.
- 5.3.89** Improved connections into the Public Rights of Way (PRoW) network will facilitate access to the countryside and to promoted routes. Connections that could be improved include:
- a) New PRoW and improvements to existing PRoW to create a network that is attractive for circular recreational walking and cycling;

- b) To the Phoenix Trail and cycle route NCN 57 (including considering the scope to upgrade the footpath adjacent the eastern end of the former railway line to a bridleway);
- c) To key locations in the Chilterns AONB such as Brush Hill and Whiteleaf Hill;
- d) To the Ridgeway National Trail;
- e) To the Midshires Way;
- f) Other routes identified in the strategies of relevant bodies such as Sustrans, the Ramblers Association and the Chilterns Conservation Board.

5.3.90 Important connections will be from the both ends of the Crowbrook stream corridor into the wider countryside. New permissive paths to connect to existing public rights of way and road network could be beneficial. Particular care will be needed in providing safe crossings of the B4009 at the railway bridge at Longwick.

Promotion of sustainable travel

5.3.91 Creating good opportunities for walking, cycling and public transport will need to be supported by the promotion of these modes for health and quality of life, through a sustained programme of travel planning and promotion measures.

JOBS AND BUSINESS

5.3.92 Ensuring housing growth is accompanied by growth in jobs and new economic development is very important in ensuring that the expansion of the town is genuinely sustainable. Some businesses have been lost from the town in recent years and it is important that remaining businesses are retained as well as opportunities to provide for more businesses created. There are existing businesses located within the expansion area and it is important that they are retained in the town. These businesses may prefer to relocate away from the new housing development. Policy PR10 reserves land north of the Lower Icknield Way for relocation of existing businesses. In

terms of the comprehensive planning of the expansion area and its necessary infrastructure, development in the expansion area will need to secure any such re-locations to ensure such businesses are retained and adequately provided for.

- 5.3.93** Evidence suggests⁹⁷ that there is some potential for new economic development in the town but the scope is limited for primarily strategic locational reasons and viability considerations. Policy PR9 identifies land at Princes Estate for additional employment provision and the development of the expansion area should contribute to ensuring that this land is brought forward in a timely way to ensure housing growth is supported by employment growth. This could be through contributing to the servicing of new plots.
- 5.3.94** Small business start-ups are a key feature of the Buckinghamshire economy and the growth of the town means that we should plan for more opportunities for this. This can be accommodated on the expanded Princes Estate, and also as a local enterprise hub at the local centre, (about 500 sqm) to provide a range of types of accommodation, and adding to the vibrancy of the centre. Providing for small business start-ups helps to ensure that the expansion area incorporates a wider mix of uses, thereby assisting with the greater integration of the expansion area with the remainder of the town and reducing the need to travel for day-to-day needs.

Tourism

- 5.3.95** The town is ideally located for access to the Chilterns AONB for recreation and enjoyment. A number of promoted walking and cycling routes give easy access to the countryside, including the Phoenix Trail and the Ridgeway National Trail. Frequent rail services to Marylebone link the town to London making it an attractive proposition for weekend escapes. Planned improvements to the main station area (see section: Main Railway Station Area) should reinforce the town as a gateway to the Chilterns and encourage

⁹⁷ Wycombe Commercial Assessment Part 1 – Princes Risborough (January 2016, Boyer Planning)

the development of hotel facilities and other supporting tourist infrastructure. Improvements should complement, and connect to, the heritage railway.

COMMUNITY

Education

5.3.96 The new development will generate the need for more than three new forms of entry (3.6 FE) for primary schools. Opportunities to create capacity in other local primary schools are limited and it is expected that this will be consumed by existing permissions. Therefore nearly all the pupils generated by the expansion will need to be provided for by the new primary schools. Splitting the requirement across two new schools, each of two forms of entry, allows for some flexibility in. These schools will also need to incorporate nursery and early years' provision. The location of the new schools needs to take into account the location of existing primary schools in the town, and, in the main expansion area, the need to avoid children crossing the main Longwick Road in getting to school.

5.3.97 The plan is estimated to generate additional secondary school demand of approximately two forms of entry (FE). It may be possible to expand Princes Risborough School (a non-grammar academy) by 2FE subject to planning. Alternatively, as the school admits out-area children, it may be possible to expand Princes Risborough by only 1FE by displacing 1FE of its current intake back to High Wycombe over the long term. This provides options for Buckinghamshire County Council to explore with the secondary school providers in the area, to make suitable provision. As Buckinghamshire operates a selective system of secondary education, contributions will also be required for grammar school places. Currently, the delivery of new secondary school places is supported by CIL funds but this is subject to a review of the CIL distribution list.

Local Centre

5.3.98 This is to be well connected and integrated into the design and layout of the development, and situated to the north of the Crowbrook Stream. This provides walkable facilities for those further away from the town centre.

Incorporation of faith space here or in association with the northern primary school would be desirable. Providing a pub/restaurant here will create a focus and anchor for other retail, improving the viability of the centre.

Community facilities

5.3.99 A limited amount of community meeting space will be needed in the main expansion area, focused within the sports hub north of Mill Lane, while the majority of the provision will be directed to enhancing and consolidating existing space in the town.

Health and well being

5.3.100 The two existing GP surgeries in the town have indicated that their current premises can accommodate any extra GPs required by the development. At the Wellington surgery there will be a need for increased parking capacity as the number of patients served rises. This increased need for parking spaces is not compatible with the long-term plan for the Wades Park area. This stimulates the need for relocation into new premises within the main expansion area, as close as possible to the railway line and Longwick Road, to retain accessibility for the existing population.

5.3.101 The overall health and well-being of the community will be enhanced by the provision of a high-quality development with accessible green space / green infrastructure, appropriate sports provision and a built environment that positively supports walking, cycling, and play.

Cultural heritage and archaeology

5.3.102 The main expansion area encompasses the Alscot Conservation Area (CA). The development will need to respect the setting of the CA and preserve important views in and out of the CA as part of a positive strategy for the conservation and enjoyment of, and a clear strategy for enhancing, the historic environment. Historic landscape features and hedgerows should be incorporated and protected within the development.

5.3.103 The main expansion area does not contain any Archaeological Notification Areas. Works to date have revealed the presence of Iron Age settlement in

the south-western corner. A geophysical survey and trial trench evaluation will be needed across the main expansion area where not already conducted, and possible further archaeological excavation works informed by the results of these evaluations. Development proposals in the expansion area must undertake a comprehensive and detailed archaeological assessment prior to any development. The findings of the assessment will inform the approach to sustaining the significance of any remains where they are identified.

RECREATION, SPORTS AND LEISURE

Strategic and Local Open Space

5.3.104 Sufficient areas of Strategic and Local Open Space are to be provided in accordance with policy DM16. Local Open Space includes local play areas and informal amenity space. Strategic Open Space, as well as including sports pitches and games areas of various kinds, also includes larger play areas, parkland and semi-natural green space and allotments. It is allocated in larger areas around the main expansion for provision of sports, and in smaller areas throughout the main expansion as neighbourhood open space. Areas for formal sports are identified north of Mill Lane and south of Lower Icknield Way. Lighting of sports pitches should be designed to minimise light pollution in the setting of the Chilterns AONB.

5.3.105 An indicative package of sports provision has been developed for the Princes Risborough expansion area. This principally would be in the form of multi-sport ‘hub’, to include:

- 1 3G synthetic turf pitch for football / rugby and 1 synthetic turf pitch for hockey;
- 3 youth football pitches;
- 4 tennis courts;
- 1 MUGA;
- Car park, club house with community room and changing rooms;
- Plus one rugby pitch which should be located at a different site, with car parking and changing rooms.

Indoor sport and leisure requirements

5.3.106 Indoor sports and leisure provision will be provided through existing / enhanced facilities within the town including through the future extension of the Risborough Springs Swim and Fitness Centre⁹⁸.

GREEN INFRASTRUCTURE, FLOOD MANAGEMENT AND ECOLOGY

Surface water drainage and flood management

5.3.107 Small parts of the site are within Flood Zones 2 and 3, but these are not allocated for any residential development. The alignment of the relief road must cross an area within Flood Zones 2 and 3. It will be designed and constructed to remain operational and safe for users in time of flood. The road scheme should result in no net loss of floodplain storage, and not impede water flows and not increase flood risk elsewhere. It should respond to the recommendations of the Level 2 Strategic Flood Risk Assessment.

5.3.108 Parts of the expansion area are vulnerable to flooding from ordinary watercourses and surface water flooding. There is also a risk of groundwater flooding as the water table is close to the ground surface here and due to the geology the area is prone to springs. This creates the potential for large areas of standing water in periods of high rainfall as was the case during the winter of 2013-14. Extreme weather events are more likely in the future as a result of climate change.

5.3.109 The Council is preparing more detailed capacity and delivery plans for the expansion area to support the preparation of planning applications here. Alongside this a comprehensive assessment of local sources of flooding including ordinary watercourses, surface water and groundwater flooding across the expansion area is appropriate. This assessment would identify drainage issues, make allowance for extreme weather events caused by climate change and inform a strategic Sustainable Drainage scheme. Until this comprehensive assessment has been prepared, Flood Risk

⁹⁸ The Wycombe District Sports Facility Strategy 2015-2020 (2015) identifies the potential for a larger health and fitness area at this facility, to be delivered through capital funding.

Assessments for individual sites must take account of impacts on the main expansion area, and take on board the recommendations of the Level 2 Strategic Flood Risk Assessment.

5.3.110 Strategic development here creates the opportunity to reduce the risk of flooding and divert surface water flooding through appropriate design and the introduction of effective sustainable drainage systems (SuDS). The green corridor along the Crowbrook stream introduces the potential to integrate flood management measures with green infrastructure provision and ecological enhancement. Further work by development interests will be required to understand the risk from surface and groundwater flooding, and identify appropriate mitigation measures. In addition, individual applications will require flood risk assessments to look at all risks of flooding, in accordance with policy DM39 of the development plan. This will inform the ultimate capacity of the development area.

Green Infrastructure (including landscape and ecology)

5.3.111 A network of green corridors shapes the main expansion area. These corridors provide off-road walking and cycling routes, as well as connecting biodiversity habitats. The corridor running from Wades Park to Longwick Road is to accommodate strategic green space and is therefore described as a lane rather than a corridor.

5.3.112 A key element of the green infrastructure provision of the main expansion area should be the protection and enhancement of a continuous green corridor along the “Crowbrook Stream”. The presence of two designated biodiversity sites, Longwick Bog and Kingsmead Meadow, the connecting stream and its associated habitats, and its distinctiveness in landscape and visual terms, make this a very important corridor. Ensuring this corridor links to the wider green infrastructure network and the wider countryside is equally important. The biodiversity sites contain rare damp and wet habitats which should be conserved and enhanced. At least one field depth should be retained open for the green corridor. In addition SuDS are required in all areas that influence the hydrology of the streams and the designated sites. Hydrological survey information is needed to inform requirements. A green

infrastructure link and SuDS are also required along the stream in the Park Mill Farm area. As well as green corridors across the area, green ‘fingers’ from the countryside into the town will be required. Historic hedgerows and field boundaries will also inform the links and connections. A green infrastructure strategy will be developed to inform links and/or additional connections to be incorporated into the overall master plan.

5.3.113 Biodiversity within built development is an important aspect of achieving a net gain for biodiversity and brings benefits to people by reducing the urban heat-island effect and air pollution.

5.3.114 Pockets of tree planting within the development blocks will complement the character of the existing town. One of the key characteristics of the town is that the built-form is embedded and broken up by mature trees and open spaces. Trees also reduce flood risk, mitigate climate change, improve human health and wellbeing and provide a range of other ecosystem services. There is a need for an integrated approach to planting within the scheme which is not limited to streets and open spaces, but also allows sufficient room for planting (especially tree planting) within residential schemes.

5.3.115 Green links should be of varying width to allow for tree planting, small openings etc. and maximise the potential of roads, footpaths and hedgerows in delivering these. For an effective green infrastructure network there is a need for a green corridor alongside the railway line (see PR8) that allows for footpath/cycle connections and appropriate planting. This route will also act as a buffer to help to mitigate potential increased noise and vibration from the expected increased frequency and speed of train services associated with East West Rail Phase 2.

5.3.116 Development proposals within the expansion area must be accompanied by a comprehensive and detailed ecological survey (to include assessment of historic hedgerows), biodiversity impact assessment and Landscape and Visual Impact assessment. Proposals should demonstrate a net gain in biodiversity, using a recognised metric such as the Environment Bank, or guidance developed by the local NEP.

UTILITIES

Waste Water treatment

5.3.117 Thames Water has indicated that the expansion of the town will require an increase of capacity at the sewage treatment works, which lies within the main expansion area. They have confirmed that this extra capacity can be achieved within the current curtilage of the existing site.

5.3.118 The current operation of the sewage treatment works requires an odour buffer within which land use is restricted to uses compatible with short-term exposure to odour, such as open space and wildlife areas. To address this area of uncertainty and confirm the extent of the developable area, further assessment will be required in relation to all the additional development in the expansion area. Enhancement of the treatment works to minimise odour may increase the land area available for development and the range of appropriate uses, making more efficient use of land. For the present, Thames Water have committed to keeping odour levels consistent with the contours identified in the 2016 baseline survey, while providing extra capacity for the expanded town.

5.3.119 Outflows from the works discharge into the Kingsey Cuttle Brook. Water quality levels required by the Environment Agency must be maintained here.

Utilities and Energy provision

5.3.120 Gas and electricity supply companies have confirmed that the development is within the current supply distribution capacity.

5.3.121 High-speed broadband is a requirement for modern living and facilitating working from home. The approach to installation should require minimal disruption and need for reconstruction and allow for future growth in service infrastructure.

5.3.122 Development proposals in the expansion area should provide for on-site renewables and / or low carbon or decentralised systems such as district heating systems. Individual networks with individual applications will need to be able to plug into a wider network.

TOWN CENTRE

5.3.123 It is important that development at Princes Risborough supports the existing town centre rather than competing with it. The development of the town will require an extra 1200 sqm of convenience retail space and some 800 sqm of comparison space by 2033⁹⁹, some of which will be needed in the new local centre and at the railway station, but most should also be provided in the town centre (see town centre policies PR13 and PR14).

5.3.124 The provision of additional highway capacity through new road infrastructure creates the opportunity to redesign the town centre to be a more attractive and people-friendly place. To this end, the expansion area should contribute to the enhancement of the town centre through the implementation of a shared-surface type scheme and appropriate public realm enhancements on the town centre roads of the High Street, New Road and Bell Street, and associated junctions. Additional highway measures on the existing road through the town will be required to deter through-traffic (see figure 33).

5.3.125 While the main expansion area will be well connected to the town for pedestrians and cyclists, there will be an increased number of shoppers from the new development needing to park in the town centre. Development should therefore contribute to increasing the number of parking spaces in the town. Forecasts for parking spaces indicate that between 100 and 200 new spaces will need to be provided in the town over the plan period¹⁰⁰.

⁹⁹ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

¹⁰⁰ Princes Risborough Parking Review Report (February 2016, Jacobs)

Transport infrastructure

PR8 – Provision and Safeguarding of Transport Infrastructure

5.3.126 This policy is needed to secure required transport infrastructure on and off-site.

POLICY PR8 – PROVISION AND SAFEGUARDING OF TRANSPORT INFRASTRUCTURE

- 1. Land safeguarded for new or improved transport infrastructure is shown on the Policies Map and details set out in 2 and 3 below. Development that prejudices the provision of new or improved transport infrastructure will not be permitted.**
- 2. The Council requires development within the expansion area to provide and secure new road infrastructure in the form of a complete relief road round the town, to be established and classified as the main A4010, and which achieves and sustains satisfactory operation of the local road network.**

Within the main residential area this includes:

- a) A direct connecting road through the main residential area from the B4009 Lower Icknield Way, crossing Longwick Road, to join the link to Summerleys Road, aligned in general accordance with the Concept Plan;**

Beyond the main residential area:

- b) A reconstructed junction in the north at Grove Lane with the A4010, and a new junction in the south with the A4010 between Culverton Farm and Woodway, these junctions to establish directional priority along the relief road for A4010 traffic;**
- c) Other appropriate junctions where the new road intersects with the existing highway network;**
- d) A number of new or improved road links, of a minimum carriageway**

width of 7.3m, capable of accommodating all classes of road traffic and with sufficient capacity for predicted traffic flows, and designed appropriately on different lengths to reflect the changing context of the road (e.g. rural, urban):

- i. A new link to connect the main expansion area road to Summerleys Road between the under-bridges of the Birmingham and Aylesbury railway lines;**
 - ii. A new link connecting Summerleys Road to Picts Lane, via the Land at Princes Risborough Station site;**
 - iii. A new link to connect from (ii) above to the A4010 south of Culverton Farm, incorporating appropriate landscaping with associated species-rich habitat;**
 - iv. Improved, safe and standardised highway alignments for the relevant existing sections of Grove Lane, the B4009 Lower Icknield Way and Summerleys Road to:**
 - 1. Be soundly constructed with foundations and a specification for the pavement of the carriageway that meet recognised standards;**
 - 2. Provide positive sustainable drainage.**
 - v. Measures along Grove Lane to achieve reduced speed through the village of Little Kimble (Smokey Row) and a safer environment for pedestrians and cyclists, using and crossing the road;**
 - vi. Measures along Summerleys Road to facilitate the safe access and egress of vehicles onto existing private drives.**
- e) Enhanced capacity of the railway under-bridges of the Aylesbury railway line at Grove Lane and Summerleys Road to safely accommodate all classes of traffic, with a minimum horizontal capacity of 12m and minimum headroom of 5.3m.**
- f) Measures to deter through-traffic on unsuitable routes through Askett,**

Mill Lane, Crowbrook Road, and Bridge Street / Church Lane at Little Kimble and achieve a safer environment for all road users.

- 3. The Council will require the provision of the road infrastructure to be delivered in a timely manner having regard to the phasing of development and the capacity of the existing road network (see PR17, Delivery of Infrastructure).**
- 4. Where the alignment of the relief road must cross an area within Flood Zones 2 and 3, the Council requires that the road scheme:**
 - a) Will be designed and constructed to remain operational and safe for users in time of flood;**
 - b) Result in no net loss of floodplain storage;**
 - c) Not impede water flows and not increase flood risk elsewhere.**
- 5. The Council will require development within the expansion area to protect land to the north of the Aylesbury railway line and 15 metres parallel to the track from the boundary fence for future double-tracking of the line, as shown on the Policies Map.**

Road context

5.3.127 The A4010 runs through the town, carrying both local traffic and a significant proportion of through traffic – up to 40% at peak times. Parts of the network were close to capacity in 2013 and traffic forecasts¹⁰¹ show that several significant links and junctions will be over capacity during the plan period, even without major growth in the town. Only a small amount of growth would be possible in the town without having a severe impact. The traffic through the town has a divisive effect on the town centre and creates a hostile environment for pedestrians and cyclists. The current highway boundary limits opportunities to expand capacity through town and would only intensify

¹⁰¹ Princes Risborough Area Transport Study (January 2014, Jacobs, Wycombe District Council and Transport for Bucks); Princes Risborough Transport Study – Stage 1 Options Assessment Report (February 2016, Jacobs); New Local Plan: Princes Risborough Expansion Traffic Modelling (July 2017, Jacobs)

existing severance issues. Located north of the railway line, traffic from the main expansion area will need to distribute into the network in a way that does not overload existing junctions. Direct access is needed from the development area to the railway stations in order to facilitate travel by sustainable means. These factors lead to a requirement for new road infrastructure:

- to relieve the existing road through the town, as an alternative to the A4010;
- to provide direct access to the main railway station; and
- to allow effective distribution of traffic from the development area into the main road network.

5.3.128 Major development at Princes Risborough is dependent on the provision of new highway capacity and therefore a complete alternative route that achieves sufficient travel time advantage that it is the preferred route for north-south traffic to the existing A4010 must be funded and secured through development.¹⁰²

5.3.129 New road infrastructure is required to alleviate congestion on the existing road network and the A4010 through the town. A complete highway route to increase highway capacity, serve the development and relieve traffic conditions in the town centre will be needed. There is no specific standard for an 'A' class road, but the road will need to be built to a standard to accommodate all classes of traffic safely and efficiently, and with sufficient capacity for forecast traffic flows. The design will need to respond to the changing context of the road, from rural to urban and back to rural. In the urban context, the objectives for the road will not only require it to move traffic but also create a good place within the development that is safe for all users. It is expected that this will be achieved by a generous cross-section incorporating separate footways and cycle ways; verges, landscaping and tree planting; a central median for staggered cross-movements and right-

¹⁰² Princes Risborough Area Transport Study (January 2014, Jacobs, Wycombe District Council and Transport for Bucks)

turns; and judicious setbacks. In the rural context, opportunities should be created for species-rich grass verges and boundary hedgerows.

5.3.130 It is essential that any development in the meantime does not prejudice the ability to secure these necessary transport improvements otherwise the delivery of key infrastructure to support the expansion of the town could be jeopardised. As a result land is safeguarded from development through the policy.

5.3.131 The new highway capacity must cope with future traffic demand not only from the development but also from wider trends in traffic growth associated with changing transport behaviour and growth elsewhere in Buckinghamshire. Key elements of new highway capacity lie within the expansion area but outside the developable areas, and will need to be put in place to secure a complete alternative route to the A4010 away from the town centre which is of a sufficient standard and capacity to accommodate forecast traffic flows and all classes of vehicle safely and efficiently.

5.3.132 An Options Assessment Report (Jacobs 2016) was prepared which evaluated a number of options for this additional highway capacity. Objectives setting out how the new road should perform were agreed between Wycombe District Council, the County Council, the Steering Group and the BTVLEP. A long list of options was developed across the participating stakeholders and through public consultation. We have assessed a wide range of options, testing them through traffic modelling and sustainability appraisal, and refining them in response to public consultation and constraints on the ground. The preferred alignment is shown in figure 30. Feasibility studies have costed this alignment and shown that it is achievable¹⁰³.

5.3.133 Any option for a relief route here would be high cost, relative to the scale of the expansion. A significant proportion of costs is associated with the improvement of the railway crossings (over-bridges / under-bridges) since

¹⁰³ Princes Risborough Western Relief Road Feasibility Study (April 2016, Jacobs); and Princes Risborough Feasibility Review & Development of Southern Alternatives (September 2017, DRF Consulting)

these are expensive civil engineering works and attract a 66% optimism bias¹⁰⁴. However, viability work¹⁰⁵ shows that this can be afforded from the extra value generated by the development. Delivery of the road package will be as a series of elements which are sequenced and funded by successive phases of development. Key elements such as the link through Sumitomo (between the Aylesbury and Birmingham railway lines) and the railway bridge replacements may be secured early through forward funding, potentially through national frameworks such as the Housing Infrastructure Fund. The Council will collect developer contributions against the costs of infrastructure that is reasonably and fairly related to developments including when that infrastructure has been provided through forward funding before the development to which it relates.

5.3.134 More detailed traffic modelling¹⁰⁶ is starting to show that careful sequencing of the road elements alongside the delivery of housing should be able to sustain the performance of the road network while the road is in the process of completion. Once the route is complete, and supported by the town traffic management measures, a balancing of traffic flows across the network brings key junctions back to within capacity.

5.3.135 Planned works for HS2 in 2020-2022 on the Aylesbury line present a significant opportunity to align the programme for under-bridge works on Grove Lane and Summerleys Road with this (and the Wades Park underpass).

5.3.136 The Concept Plan for the main expansion shows a connecting road through the development which will be required in any case. Further additional improvements will be needed to deliver the whole alternative route.

¹⁰⁴ Optimism bias (OB) is a contingency factor added to cost estimates in the early stages of design of a project. It is intended to account for any uncertainties that exist at that stage of the project's development. Subsequent stages of design increase certainty and the level of OB contingency is reduced (however the core cost of the project may rise).

¹⁰⁵ Princes Risborough Expansion Viability Report (March 2017, Wycombe District Council)

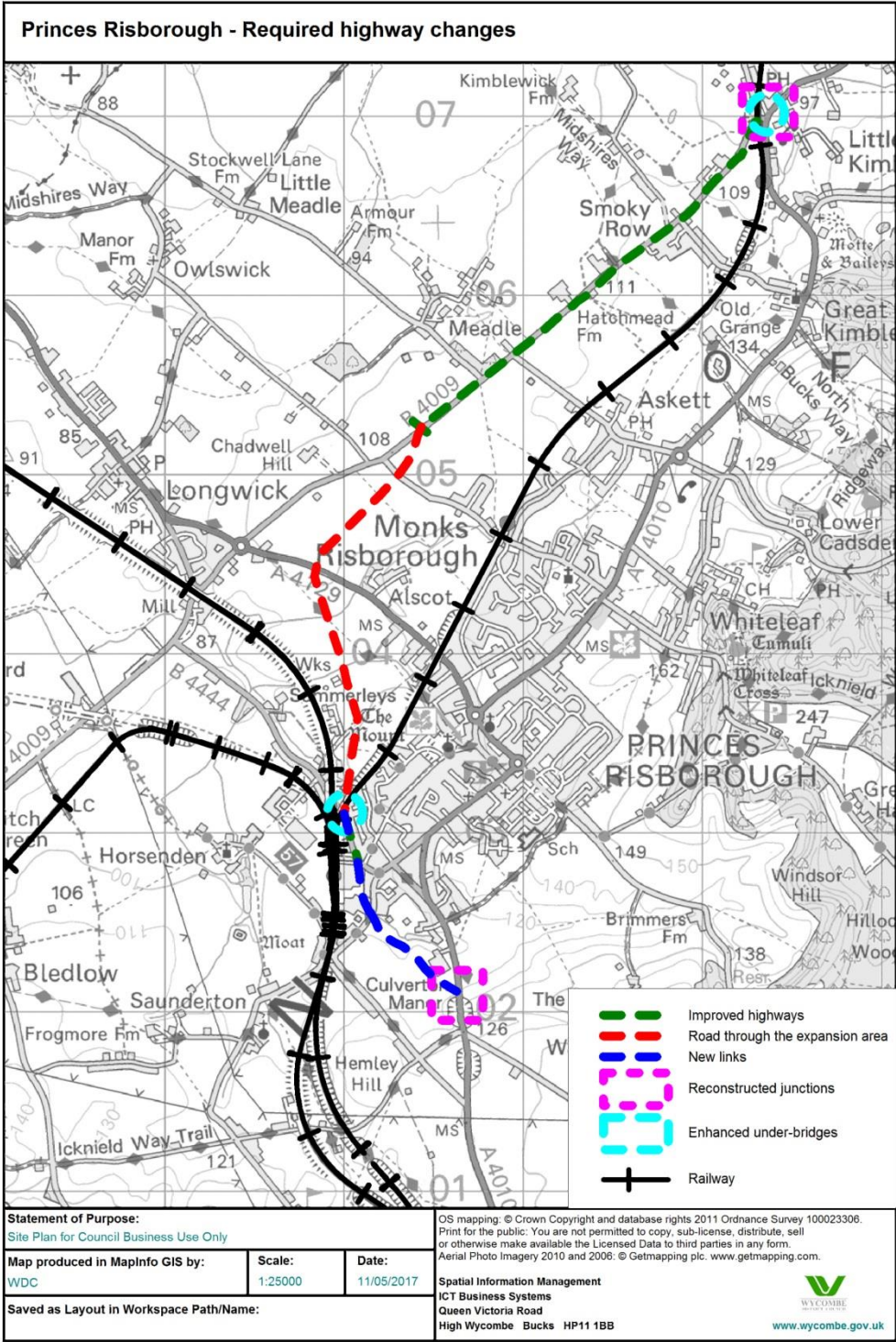
¹⁰⁶ Princes Risborough Masterplan Preliminary Phasing Strategy Modelling (May 2017, Jacobs); and Princes Risborough Masterplan Phasing Tests (May 2017, Jacobs)

5.3.137 There is an issue with longer-distance traffic travelling east-west using unsuitable roads such as Crowbrook Road and Cadsden Lane at Askett, which will intensify under future conditions. Constraining measures will be needed on these roads to deter this movement and direct it towards more suitable routes.

5.3.138 The road alignment will need to cross areas of Flood Zones 2 and 3 and therefore the design will need to satisfy the safety requirements of the Exceptions test. The design of the road will also need to respond to the recommendations of the Level 2 Strategic Flood Risk Assessment.

5.3.139 Appropriate design, positioning and composition of street lights can greatly reduce lighting overspill and protect dark skies. Guidance such as *Guidance Notes for the Reduction of Obtrusive Light GN01:2011* (Institute of Lighting Professionals 2011) can be used to inform sensitive lighting schemes.

Figure 30 Indicative plan showing required highway changes



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5.3.140 The alternative route for the town will require the following works and improvements:

- Junction of Grove Lane with the A4010: presently over capacity. This junction will need to be replaced and brought up to standard, together with the awkwardly placed and below-standard railway under-bridge over Grove Lane.
- Junction of new road with the A4010: will need to be designed to accommodate increased traffic volumes and lead through-traffic away from the town centre. Both junctions will need to be constructed and designed to lead through-traffic away from the town centre, by changing the directional priority and the traffic direction signs to direct the A4010 traffic from Aylesbury and High Wycombe along the relief road.
- The railway under-bridges over Grove Lane and Summerleys Road are below-standard both in terms of width and height (3.89m and 4.1m headroom respectively). Grove Lane is barely passable by two-way traffic and Summerleys Road has a signal-controlled shuttle operation. However, they are situated on what is presented as the most appropriate and reasonable alternative route. The under-bridges will need to be improved to increase the highway capacity (horizontally), and headroom capacity for large vehicles (vertically).
- A new road link passing through the development from the B4009 Lower Icknield Way to Summerleys Road.
- A new road link through the former Hypnos and Whiteleaf development sites, to Picts Lane.
- A new road link between Picts Lane and the A4010 between Culverton Farm and Woodway.
- New junctions will need to be created where the new road links join in to the existing highway network.

- Some lengths of existing roads (Grove Lane, B4009 Lower Icknield Way, Summerleys Road, Picts Lane and Shootacre Lane) along this route will need improvement to carry the forecast volume of traffic:
 - Some lengths will need widening to a standard capacity width;
 - Lengths will need to be soundly constructed, if not already;
 - Positive sustainable drainage will need to be introduced on most lengths.

5.3.141 The requirements of this work will be informed by more detailed assessment including such condition surveys, pavement core samples and drainage review.

Rail Context

5.3.142 The core scheme of the East West Rail phase 2 project is currently undertaking design work, which will inform timescales for commencing construction. It will bring additional passenger services to the town between Milton Keynes and Marylebone. Land is safeguarded for potential double-tracking of the line in the longer-term. This is related to, and necessary to facilitate, the sustainable expansion of the area (see Policy DM47 - Princes Risborough to Aylesbury (PRA safeguarded Land)).

Land for business: expansion of the Princes Estate

PR9 – Princes Estate Expansion

5.3.143 This policy is needed to secure new employment land to support the major expansion of the town.

POLICY PR9 – PRINCES ESTATE EXPANSION

- 1. The Council allocates land shown on the Policies Map for a new Strategic Employment Area as a northern expansion of the Princes Estate.**
- 2. The Council will require new development in the expanded business park as identified on the Policies Map, to:**
 - a) Be for employment generating uses in use classes B1, B2 and B8;**
 - b) Develop the whole site, or if for a part of the site demonstrate a proposal would not compromise delivery of the remaining area;**
 - c) Create a layout and design that has particular regard to its visual impact from the Area of Outstanding Natural Beauty escarpment and the Ridgeway National Trail, open character of the area and the setting of Horsenden Conservation Area;**
 - d) Provide access and parking arrangements in accordance with current parking standards.**
- 3. Residential applications will not be permitted.**

5.3.144 The existing Princes Estate is designated on the Policies Map as an area of Strategic Employment, Policy DM28, which protects the area for employment uses.

5.3.145 Princes Estate is a long standing 10 hectare employment area located off Summerleys Road which has seen a number of new developments over the past 10 years including a new factory for renowned furniture manufacturers

Ercol and a mixed office and light industrial development. There is an area of undeveloped land within the estate that is in the process of being developed.

- 5.3.146** The Plan aims to retain and grow existing businesses and provide start-up opportunities for local enterprise. Businesses that need to relocate from the expansion area may be accommodated here, similarly any business that needs to relocate to facilitate the delivery of the alternative route.
- 5.3.147** The Wycombe Commercial Sites Assessment (2016) identifies that Princes Risborough does not perform strongly on key commercial drivers for national and regional growth trends. However, it does identify that the expansion of the town offers potential to serve local demands especially for smaller companies seeking new quality premises and who are not dependant on motorway accessibility. The assessment identifies the Princes Estate as the best performing site within the town and as such has the most potential for growth; therefore the Council allocates land here for business uses.
- 5.3.148** The proper planning of the Princes Risborough expansion area for primarily residential purposes together with good place-making along the Longwick Road and at the Railway Station, seeks to create opportunities for businesses to relocate from the expansion area to more suitable sites. Value generated from the residential development of old employment sites, plus the provision of new serviced plots delivered by the value generated from the wider expansion, could make this a viable proposition.
- 5.3.149** The allocation could also include small scale industrial units for small local businesses seeking to establish themselves.
- 5.3.150** Any employment uses here will require a landscape and visual impact assessment to assess the impact from important views such as Whiteleaf Cross.

Land for Business: land north of Lower Icknield Way

PR10 – Land North of Lower Icknield Way

5.3.151 This policy is needed to allow businesses to relocate out of the expansion area at Princes Risborough, should they wish to.

POLICY PR10 – LAND NORTH OF LOWER ICKNIELD WAY

The Council reserves employment land as identified on the Policies Map for the relocation of existing B1, B2 or B8 businesses affected by the expansion of Princes Risborough.

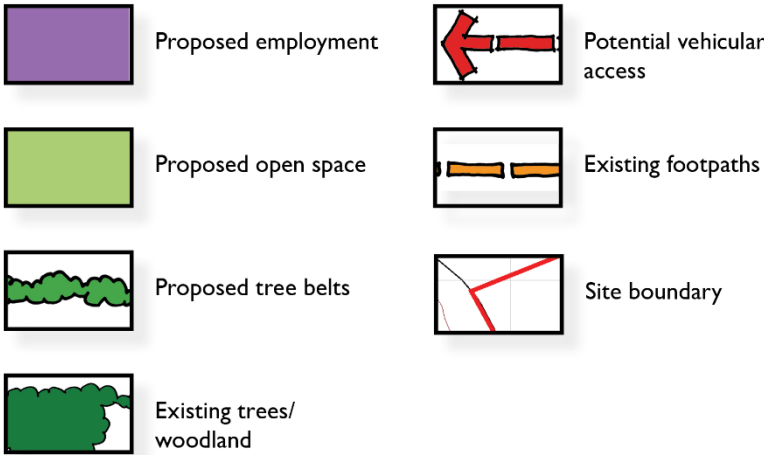
The Council will require new development here to:

- 1. Create a layout and design that has particular regard to its visual impact from the Area of Outstanding Natural Beauty escarpment and the Ridgeway National Trail and open character of the area, incorporating appropriate landscaped areas and tree planting;**
- 2. Provide a safe and suitable access for vehicles from Lower Icknield Way;**
- 3. Provide parking arrangements in accordance with current parking standards;**
- 4. Develop a routeing strategy for large vehicles, to be agreed with the Highway Authority;**
- 5. In relation to flood risk, use a sequential approach to the location of development within the site to avoid areas of flood risk, providing a buffer to the stream, and ensuring that the development will not increase the risk of flooding onsite and elsewhere;**
- 6. The Council will keep under review the need for this allocation in the light of progress with the development of the expansion area. Residential applications will be refused.**

Figure 31 Concept for land North of Lower Icknield Way



Please note this plan is indicative only drawn for the purposes of assessing development capacity



5.3.152 Policy PR4, in seeking a comprehensive approach to the expansion area, identifies land in business use to be redeveloped for housing. Policy PR10 reserves land as an alternative to the Princes Estate expansion for the relocation of businesses as it has a more prominent position on the main road network and is less constrained in its approaches in relation to railway under-bridges.

5.3.153 The economic strategy for Princes Risborough aims to retain and grow existing businesses.

5.3.154 Any employment uses here will require a landscape and visual impact assessment to assess the impact from important views such as Whiteleaf Cross and the Ridgeway National Trail.

5.3.155 The site is bounded by the Kingsey Cuttle Brook and associated zone of flood risk on the south side and so will need to assess flood risk, identify effective mitigation measures, and implement these.

5.3.156 The access to the site from the Lower Icknield Way is west of the railway under-bridge for the main Birmingham line. This bridge has an arched span and so tall vehicles use the centre of the carriageway to pass through. Therefore the site access needs to be sited in a way that vehicles (which may be long and slow-moving) coming into and out of the site do not create conflict with vehicles coming through the under-bridge. Forward visibilities will need to be informed by a speed survey. Further control may be achieved by signalisation of the bridge approach and the junction of Chestnut Avenue with Lower Icknield Way.

5.3.157 A routeing strategy will be required to ensure that large vehicles using the site will approach and leave it via the most appropriate parts of the network.

5.3.158 The southern site boundary is adjacent to a stream. There is a risk of fluvial, surface water and groundwater flooding across the site. Careful siting of development on site, avoiding the fluvial flood risk areas, and appropriate SuDS across the site will ensure that the development does not increase the risk of flooding onsite or elsewhere. Applicants should refer to the level 2 SFRA for this site.

Land to the rear of Poppy Road

PR11 – Land to the Rear of Poppy Road

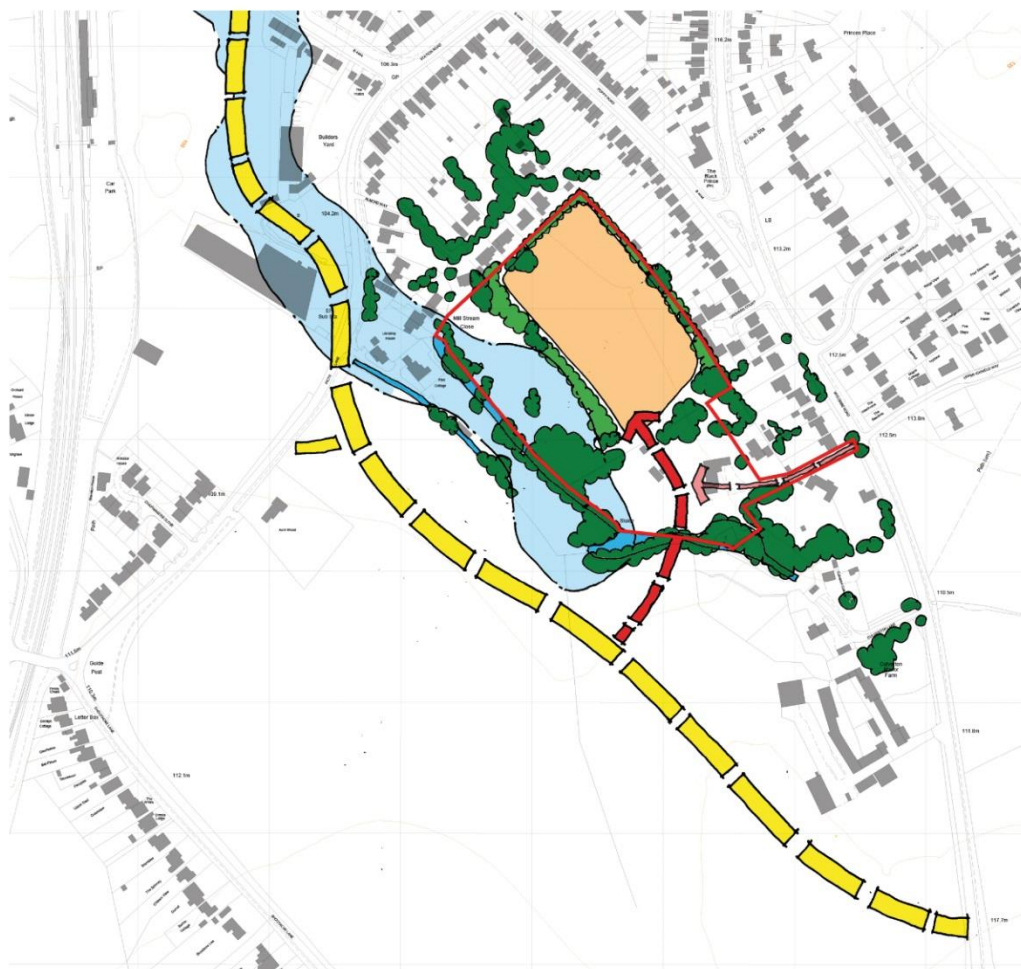
5.3.159 This policy is needed to set out the principles of development for this site.

POLICY PR11 – LAND TO THE REAR OF POPPY ROAD






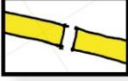


Development of the site is required to:

- 1. Protect land within Flood Zone 2 or 3 to create a buffer between development and the chalk head waters of the Pyrtle Spring, preserving existing vegetation, subject to detailed hydrological and ecological assessment;**
- 2. Preserve and enhance the water quality of the Pyrtle Spring by providing alternative means of disposal of surface water runoff from nearby roads;**
- 3. Provide appropriate planting and landscaping to mitigate the effect on views from the Chiltern escarpment and the Ridgway National Trail, and enhance the stream corridor;**
- 4. Respond sensitively to any other important habitats or species present on the site;**
- 5. Provide main vehicular access from the new Princes Risborough relief road;**
- 6. Provide a secondary access from Wycombe Road;**
- 7. Make a contribution to off-site infrastructure proportionate to the scale of the development, taking into account on-site provision.**

Figure 32 Land to the rear of Poppy Road, Princes Risborough



Please note this plan is indicative only drawn for the purposes of assessing development capacity

	Proposed residential		Primary vehicular access
	Proposed tree belts		Secondary vehicular access
	Existing trees/ woodland		Indicative alignment of relief road
	Flood Zone 2 & 3		Site boundary

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5.3.160 The indicative capacity for the site is 58 homes.

5.3.161 This site includes land to the rear of Poppy Road and land at 108 Wycombe Road. The site is proposed to be taken out of the Green Belt and allocated for residential purposes. The Green Belt Part 2 report¹⁰⁷ has reviewed this site and indicates that exceptional circumstances exist in this case for removing the site from the Green Belt.

5.3.162 Access to this land from Wycombe Road is problematic. However, the implementation of the relief road section between Picts Lane and Culverton Farm creates the opportunity for an alternative point of access.

5.3.163 The south of the site is also designated as being within the Chilterns AONB. Due to its limited size and location within the urban setting of Princes Risborough, it is not considered that development here would amount to major development,

5.3.164 The Pyrtle Spring is a chalk headwater and as such is a BAP priority habitat. The section of the stream here forms part of the wider Culverton Mill corridor (see figure 26, Concept Plan) Development here should maximise opportunities to preserve and enhance this habitat. Currently surface water runoff from Poppy Road drains into this stream, degrading the water quality and depositing silt.

5.3.165 Parts of the site are within Flood Zones 2 and 3 and within designated Wycombe Critical Drainage Areas. There is also an extensive but low risk of groundwater flooding. Developers will need to undertake a site specific Flood Risk Assessment including detailed hydraulic modelling of climate change allowances. The main access road will need to avoid areas of flood risk or where this cannot be avoided, appropriately manage and mitigate flood risk.

5.3.166 The site is exposed to views from the Chiltern escarpment and the Ridgeway National Trail. Therefore development should take measures to minimise any visual impact.

¹⁰⁷ Green Belt Part Two Assessment (September 2017, Wycombe District Council)

5.3.167 The site has been undisturbed for many years and may consequently be of ecological value. The results of an ecological assessment should inform the extent and nature of development here.

5.3.168 The main vehicle access should be from the new relief road as Poppy Road is constrained and narrow. A layout that facilitated vehicular access to the rear of the existing properties in Poppy Road would be supported, subject to it dealing satisfactorily with detailed design matters such as designing out crime. Subject to further assessment, some vehicle access may be possible from Wycombe Road. Access to Wycombe Road should be retained for people on foot and cycle to increase accessibility to town services and the 300 bus route along the A4010.

5.3.169 The Council will assess PR11(7) against its capacity and delivery plans for the area. Until such time as this has been produced and approved by the Council, the Council will require an application for this site to demonstrate how the application is making a fair and equitable contribution towards the provision of off-site infrastructure.

A Town fit for the future

Town centre

5.3.170 The major expansion of the town creates a need and an opportunity to transform the town centre. Expansion of the town should not detract from, or compete with, the town centre offer but rather support its vitality and amenity, and the town centre should be reinforced as the historic, cultural and retail focus of the town, with capacity to meet the needs of the expanded population.

5.3.171 There will be a need for:

- Increased retail space¹⁰⁸ and a diverse offer on and around the High Street;
- Up to 200 more parking spaces in the town centre¹⁰⁹. While opportunities for sustainable travel between the main expansion and the town centre will be maximised, there will still be a need for some people to use a private car, particularly for heavy or bulky purchases. More parking will be needed close to the leisure centre.

5.3.172 The town centre is well used, but currently suffers with the following issues:

- Roads in the town centre are dominated by traffic, including A4010 through traffic, which creates severance on New Road (Back Lane) and Horns Lane / Bell Street. The environment is hostile to pedestrians and cyclists, who come into conflict with traffic and parked cars;
- Since the introduction of controlled parking areas between the town centre and the station, on-street and off-street parking is regularly used to capacity today, including the Tesco car park which offers two hours' free parking;
- Inefficient organisation of land on the Horns Lane and New Road (Back Lane sites).
- Lack of high-quality public space along New Road (Back Lane).

¹⁰⁸ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

¹⁰⁹ Princes Risborough Parking Review Report (February 2016, Jacobs)

5.3.173 The Princes Risborough Parking Review (Jacobs 2016) identifies a need for between 100 and 200 more parking spaces in the town centre to support the growth of the town. Opportunities to deliver these are presented by:

- The provisions of policies PR13 and PR14, off New Road and Horns Lane;
- The potential addition of a deck to the Mount car park. This would need to be a sensitive development, with appropriate materials, landscaping and planting, but it has the potential to enhance the setting of the church and the town centre Conservation Area, in contrast with the unalleviated asphalt expanse presented by the car park today.
- On-street space released as a result of public realm improvements in the town centre.

5.3.174 This section sets out proposals for increasing retail space and parking space in the town centre, solving traffic problems and creating a better town centre environment. The requirement for the new relief road at Princes Risborough creates the opportunity for a different approach to roads in the town centre. Figure 34 shows how the various town centre initiatives fit together and with the context of the expansion area.

5.3.175 In addition to the policies in this Plan, there are relevant policies to Princes Risborough in the Delivery and Site Allocations Plan, adopted in 2013.

5.3.176 Two policies in the DSA plan remain current and still apply to Princes Risborough. These two policies manage change in existing uses in the town centre. They are PR1: Primary Shopping Frontage and PR2: Secondary Shopping Frontage.

5.3.177 Two policies from the DSA plan are to be deleted. These are PR3 and PR4 for land fronting New Road and Horns Lane. Those policies are to be replaced by policies PR13 and PR14 in this new Local Plan.

Town centre traffic and public realm enhancements

PR12 – Town centre traffic and public realm enhancements

5.3.178 This policy is needed to set out how the town centre will respond to the vision for the expanded town and accommodate new retail space to support the expanded population.

POLICY PR12 – TOWN CENTRE TRAFFIC AND PUBLIC REALM ENHANCEMENTS

The Council will ensure that the expansion of the town will not adversely affect the vitality and viability of the town centre but rather enhance and support it, by requiring development in the expansion area at Princes Risborough to contribute to:

- 1. Applying an innovative, shared surface type design to town centre roads and junctions, together with enhanced landscaping and tree planting, to enhance the public realm, civilise traffic and increase the attractiveness of the town centre;**
- 2. The provision of up to 200 new parking spaces, both on-street and off-street, associated with the forecast increase in numbers of shoppers from the expansion area;**
- 3. Measures to deter through traffic from the town such as reduced speed and weight limits, mini-roundabout junctions and the public realm scheme in 1. above.**

5.3.179 The provision of alternative highway capacity creates the opportunity for better quality public places in the town centre, making it less traffic-dominated, safer and more people-friendly. Alternative approaches to highway design in town centres could include shared surfaces, innovative junction designs (e.g. converting standard roundabouts to roundels or squares), alternative materials such as coloured asphalt or local stone, and increasing the space given over to trees and landscaping. Within the town

centre Conservation Area, these approaches should be in accordance with the guidance outlined in the Conservation Area Character Survey. Space released from standard carriageway capacities also introduces the potential for more on-street parking spaces which will help to enhance it as a destination for shopping.

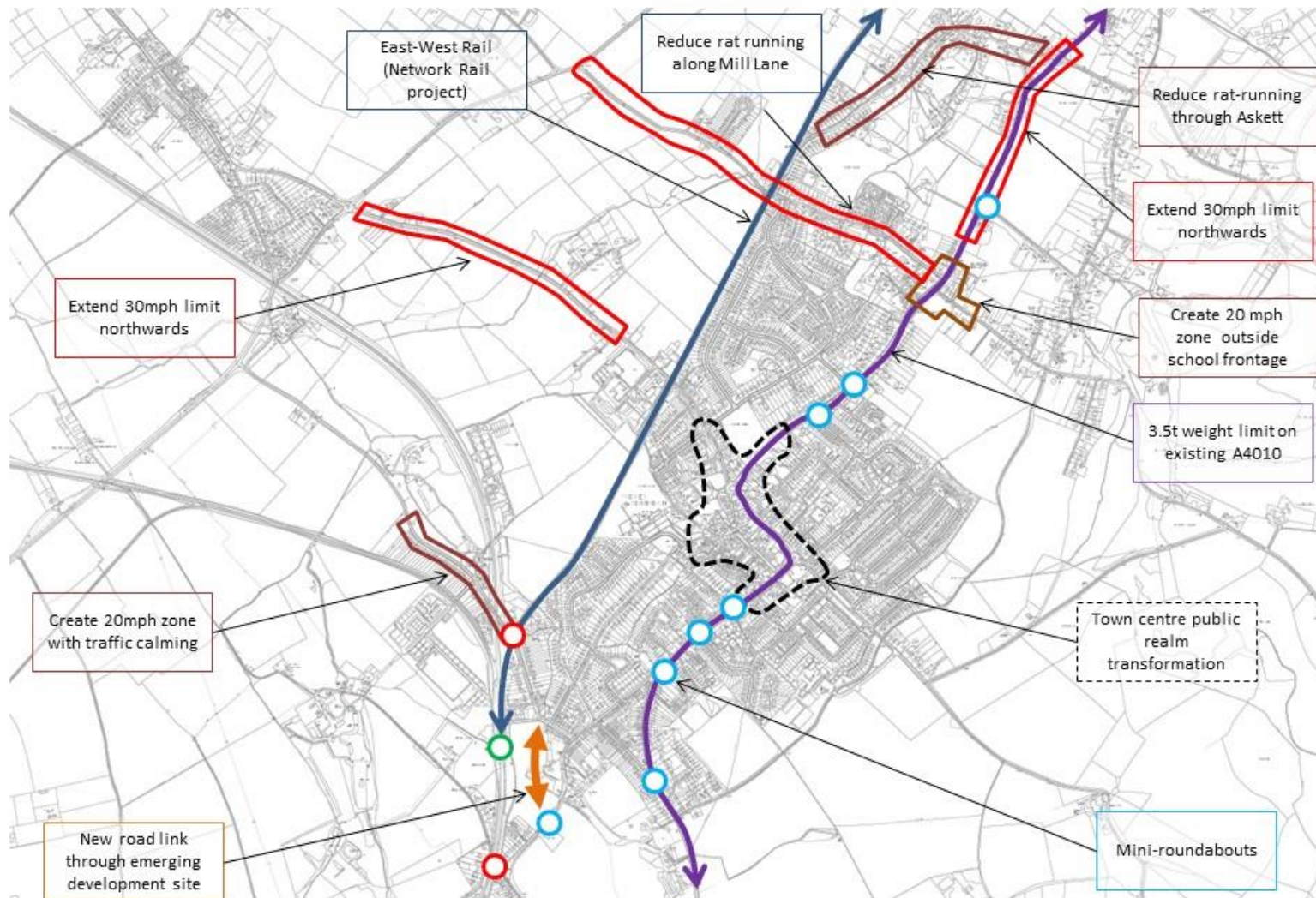
5.3.180 Additional measures to deter through-traffic have been developed through discussion with the stakeholder group. These are shown in figure 33.

5.3.181 Delivery of both the traffic management measures and of the public realm enhancements is ideally suited to incremental implementation. Priority elements can be introduced early, such as key places within the town or key junctions on the network.

5.3.182 Traffic management measures are linked to the delivery of the relief road – these initiatives are interdependent to deliver balanced flows across the road network and create capacity at key junctions.

5.3.183 It is expected that these projects will be implemented by the public authorities, working closely with the Town Council.

Figure 33 Indicative town wide measures



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Town centre allocations

- 5.3.184** The expansion of the town creates a need for more retail space¹¹⁰. Though some retail space will be needed in the local centre of the main expansion area, and at the Railway Station, retail provision should be focused in the town centre to sustain its vitality and contribute to the integration of the new development with the existing town.
- 5.3.185** Establishing direct connections between the High Street and New Road (Back Lane) could improve New Road's potential as a shopping street. It creates the opportunity to space out bus stops and relieve congestion on the High Street.
- 5.3.186** The development of the town will require an extra 1200 sqm of convenience retail space and some 800 sqm of comparison space by 2031, some of which will be needed in the new local centre and at the railway station, but most should also be provided in the town centre. Site assembly will be required in the town centre to create parcels sufficient for 1000 sqm and 500+ sqm floor space together with additional car parking.
- 5.3.187** New Road and Horns Lane are the most accessible and visible places for new retail development. More efficient organisation of space could deliver more parking spaces here as well as more retail, delivered on more than one level.
- 5.3.188** Both sites are currently in multiple ownership. The Town Council has expressed an aspiration to work to assemble land here and deliver positive change for the town, using a proportion of their share of expected CIL receipts.

¹¹⁰ Wycombe Town Centres and Retail Study – 2017 Addendum (March 2017, Lichfields)

PR13 – Town Centre site: Land fronting New Road (Back Lane)

5.3.189 This policy creates the opportunity to reorganise space for the better in the town centre.

POLICY PR13 – TOWN CENTRE SITE: LAND FRONTING NEW ROAD (BACK LANE)

- 1. This site as shown on the Policies Map is allocated for a small-scale mixed use development suitable for predominantly main town centre uses, including parking.**
- 2. The Council will require new development to:**
 - a) Take into consideration the likely incremental approach to re-development of this site, demonstrating how development schemes will not prejudice potential further incremental development of the site;**
 - b) Front New Road or front any new formalised pedestrian links with active frontages on the ground floor;**
 - c) Achieve an overall increase in parking spaces;**
 - d) Provide additional tree planting along New Road to improve the streetscape;**
 - e) Provide improved boundary treatments in accordance with guidance outlined in the Princes Risborough Conservation Area Character Survey;**
 - f) Provide environmental improvements to retained parking areas (if any);**
 - g) Enable improved and/or more frequent pedestrian crossing points along New Road;**
 - h) Provide new and/or improved pedestrian links from New Road to High Street and Duke Street;**

- i) Rationalise the number of vehicular access points into the site;**
- j) Contribute to the overall public realm improvement plan for the town centre.**

5.3.190 This site is located in a prominent position in the heart of this vibrant market town. It consists of land to the rear of properties fronting the High Street. There are a small number of commercial units on this site fronting New Road (A4010); this is the main route connecting Aylesbury with High Wycombe.

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

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

5.3.193 Given that the site is in multiple ownership, land may come forward in a piecemeal fashion over a number of years and therefore any redevelopment should take account of this to ensure that any partial redevelopment still allows the site to function as a place, and does not prejudice wider redevelopment opportunities.

5.3.194 Any flood risks presented by ground or surface water flooding should be assessed and mitigated for in accordance with policy DM39.

PR14 – Town Centre site: Land south of Horns Lane

5.3.195 Like PR13, this policy creates the opportunity to reorganise space for the better in the town centre.

POLICY PR14 – TOWN CENTRE SITE: LAND SOUTH OF HORNS LANE

- 1. This site as shown on the Policies Map is allocated for a small-scale mixed use development, focusing on delivering additional retail development and parking to support the growth of the town.**
- 2. The Council will require re-development to:**
 - a) Contribute to meeting town-wide needs for parking by the provision of a multi-deck car park;**
 - b) Take a comprehensive approach to redevelopment;**
 - c) Enable the satisfactory relocation of the public toilets;**
 - d) Ensure there is no net loss of Class A1 shop use floorspace;**
 - e) Front Horns Lane - this must be active frontage on the ground floor;**
 - f) Reflect the prominent position of the site;**
 - g) Address New Road located north-east of the site;**
 - h) Follow the established building line of New Road to the south-east;**
 - i) Provide a pedestrian crossing point over New Road south of the roundabout with Bell Street;**
 - j) Provide the vehicular access point from New Road.**
- 3. If development proposals for all or part of the site require the relocation of the fire station, scheme promoters will be required to identify and enable provision of an alternative site before redevelopment commences. The fire station will only be relocated from the site if a suitable alternative site is identified which fulfils the requirements of Buckinghamshire Fire and Rescue Service, as assessed by Buckinghamshire and Milton Keynes Fire Authority. Any alternative site and station facility must be provided before**

the existing fire station is relocated.

- 4. Development here should contribute to the overall public realm improvement plan for the town centre.**

5.3.196 This site is located in a prominent corner location in the centre of Princes Risborough. The site currently has a range of uses: a car parking area with public toilets and a fire station accessed from New Road. The site is located within the Princes Risborough Conservation Area.

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

5.3.198 An additional pedestrian crossing point over New Road would provide substantial accessibility benefits to the town and would be likely to increase footfall that passes this site. It would ensure safer linkages, including for potential new residents, with public open space located north-east of the site. Development of this site must contain a substantial amount of A1 retail use and parking, to protect and enhance the vitality and viability of the Princes Risborough primary shopping area (see Glossary) and to ensure that new retail development associated with the expansion of the town is supported by retail development in a sequentially preferable location.

5.3.199 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.

Molins Sports Ground

PR15 – Molins Sports Ground

5.3.200 This policy creates the opportunity to bring the Molins Sports Ground back into use for sporting activities.

POLICY PR15 – MOLINS SPORTS GROUND

- 1. The area known as Molins Sports Ground, as shown in the Policies Map, is designated for outdoor sports uses.**
- 2. Any need for increased parking space will be provided in the strategic open space north of Mill Lane within the expansion area (see Policy PR7).**
- 3. The existing access to the site from Mill Lane should be retained.**

5.3.201 Historically, the Molins Sports Ground provided a valuable facility to the community but has been closed for several years. Originally, the decision was made many years ago that the Sports and Social committee would run the whole club on a profit-making basis and open it out to the wider public. The Club was open to the public, who could join as members if they wanted to. It hosted many events for the community and many of those were either booked by the members, booked by members of the general public or arranged by the committee. The club would make their money from the hire fees and from catering and from the bar proceeds. Only a certain amount of money was donated by the factory, mainly to pay the rates or repairs to the buildings.

5.3.202 The sports ground is on land situated in both the Metropolitan Green Belt and the Chilterns AONB. There is an existing shortage of sports pitches¹¹¹ within the town so bringing this sports ground back into use would help address this.

¹¹¹ Wycombe District Sports Facilities Strategy 2015-2020 (2015, Wycombe District Council)

5.3.203 This site is in a visually sensitive area in the AONB, so impacts would need to be minimised through restrictions on floodlighting, intrusive buildings or large areas for car parking.

5.3.204 The Town Council has a long-held aspiration to bring this site back into use for sports and is interested in using their own funds to deliver on this aspiration.

Main Railway Station Area

5.3.205 The railway stations at Princes Risborough and Monks Risborough will have a vital role to play in establishing sustainable patterns of commuting for the new population of the town. Direct, safe and attractive access to the station for all modes of travel will be needed, and train services of sufficient capacity to meet peak demands.

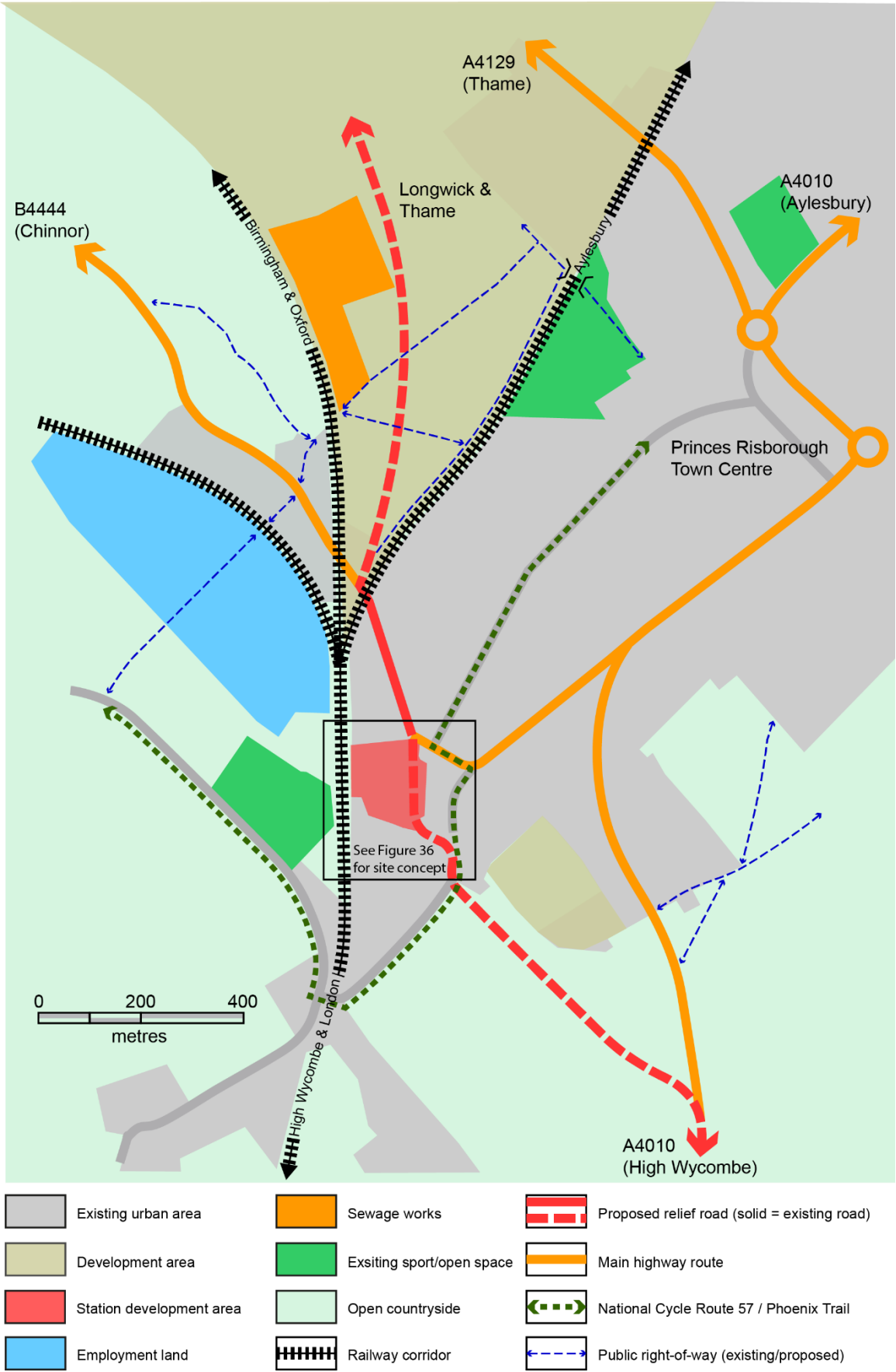
5.3.206 The introduction of a direct highway connection from the station into the main expansion area via Summerleys Road and through the Picts Lane site will revitalise the station area and make it better connected to the expanded town. The provision of the route via the Picts Lane site also relieves traffic pressure on Poppy Road which is narrow and constrained by parked cars.

5.3.207 New pedestrian and cycle access is needed from the west of the railway line to the Princes Estate, and to Picts Lane via the car park area.

5.3.208 The Risborough Parking Study confirms that the station car park is close to capacity today. Commuter parking on adjoining streets is causing a nuisance to local residents, leading the County Council to look at plans to introduce parking restrictions on these streets. Consequently the station car park is likely to become even more heavily used. Eight to nine per cent of the working population in the town travels to work by rail and it is expected that this trend will increase. With the increased population from the expansion, and the provision of new rail services, it is expected that demand for parking spaces at the station may double¹¹². These could be provided by decking the current space.

¹¹² Princes Risborough Parking Review Report (February 2016, Jacobs)

Figure 35 Railway station context



PR16 – Land at Princes Risborough Station

5.3.209 This policy creates the opportunity to improve the approaches to the railway station and provide clarity on the other requirements for this site.

POLICY PR16 – LAND AT PRINCES RISBOROUGH STATION

- 1. The Council requires development of the site to provide the following:**
 - a) Around 300-400 sqm of convenience retail space and limited A3 development linked to the station;**
 - b) An improved, cycle- and pedestrian-friendly approach to the railway station incorporating a public square which facilitates bus access;**
 - c) Residential development;**
 - d) A route through the site to accommodate the new road infrastructure, and associated signal-controlled junction with Station Rd / Station Approach;**
 - e) Provide access to the main station car park;**
 - f) Flood risk management measures, including the de-culverting of the stream in accordance with policy DM15, subject to feasibility / amenity, in the context of the Culverton Mill corridor;**
 - g) A contribution to off-site infrastructure proportionate to the scale of the development, taking into account on-site provision.**
- 2. Development proposals for a hotel in this location will also be acceptable in principle.**

Figure 36 Railway station site concept



	PR16 Policy Area		Development Blocks
	Relief Road - Indicative Route		Civic Open Space
	Access to Station		Bus/Taxi Pick-up/Drop-off
	Station Car Park		Open Space - Indicative Area
	Site with Planning Permission		Existing / New Trees
	New Junction with Pedestrian Priority to Station		Reinstated Stream - Indicative Route

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5.3.210 The indicative capacity of the site is 45 homes.

5.3.211 The station will become the focus of a wider mixed use area with redevelopment of sites east of the station for residential, employment and commercial activities, with potential for a hotel. A new road link between Summerleys Road and Picts Lane will relieve traffic on Poppy Road and create more legible connections between the station and the wider road network. Passing traffic avoids the junction of Station Road with Picts Lane. Traffic lights at the junction of the new road with Summerleys Road, Station Road and Station Approach will manage traffic around the station, with a phase for safe crossing of pedestrians and cyclists.

5.3.212 The creation of a station square will be the focus of connections with the rest of the town: Station Road / Bell Street provide the traffic route; Stratton Road / Manor Park Avenue provide a route for pedestrians and cyclists. It should be of the highest quality and green in character, so as to set the scene when arriving, and support the integration of the Chinnor steam railway with Princes Risborough station, to improve the visitor experience and promote tourism. The addition of a hotel would fulfil a long-held aspiration of the local community.

5.3.213 The station square will gather up the approaches to the station and provide facilities for cars and car parking and for public transport to the station, and for walking and cycling routes to and through the station. There is the potential for a footbridge to the Princes Estate, making train and public transport access much better and relieving the estate's relative isolation. Station Square will provide:

- Improved and enlarged forecourt with integrated bus facilities for interchange and onward travel.
- A convenience retail space
- A combined café / information centre
- Integrated car parking and cycle hire
- Opportunities for related retailing and refreshments.
- Interpretive information and signage for the railway system in general and the steam railway in particular, and of local cycling and walking routes.

5.3.214 East of the railway line, redevelopment of sites needs to reflect the increased importance of the station and its connections to the town centre with dense development surrounding high quality public spaces.

5.3.215 Parts of the site are within Flood Zones 2 and 3a, and there is also a risk of surface and ground water flooding. Development of the site must recognise and implement the recommendations of the Level 2 SFRA¹¹³. De-culverting the stream should be incorporated into these measures, and presents an opportunity to enhance the stream corridor and improve biodiversity, preferably without the need for the new road to cross the stream requiring a culvert. However, some limited culverting may be required in order to achieve an appropriate road alignment.

5.3.216 Proposals for this site should ensure that appropriate archaeological, and landscape and visual impact assessments are undertaken.

5.3.217 The Council will assess 1(g) against its capacity and delivery plans for the area. Until such time as this has been produced and approved by the Council, the Council will require an application for this site to demonstrate how the application is making a fair and equitable contribution towards the provision of off-site infrastructure, taking into account the on-site infrastructure provided.

¹¹³ Level 2 Strategic Flood Risk Assessment (September 2017, Jacobs)

Infrastructure and delivery plan

Comprehensive approach to delivery

5.3.218 These proposals for Princes Risborough will only be realised through the co-ordinated implementation of the proposals and policies within the Plan, principally through the delivery of the main Expansion Area development. This section sets out how the plan's policies and proposals at Princes Risborough will be delivered.

PR17 – Princes Risborough Delivery of Infrastructure

5.3.219 The delivery of development and associated infrastructure will need to be coordinated across the different developer interests at Princes Risborough, and demonstrate that each is making an equitable and timely contribution to the overall delivery of infrastructure.

POLICY PR17 – PRINCES RISBOROUGH DELIVERY OF INFRASTRUCTURE

- 1. The Council will require new development within the expansion area:**
 - a) To deliver on-site infrastructure and equitable contributions for off-site infrastructure across the total requirements for the expansion area, including where that infrastructure has been provided in advance through forward funding, taking into account the value of individual on-site obligations;**
 - b) To phase the delivery of infrastructure in step with the provision of residential development.**
- 2. The Council will assess 1. above against its capacity and delivery plans for the area. Until such time as this has been produced and approved by the Council, the Council will require planning applications for development within the main expansion area to be accompanied by a detailed phasing and infrastructure delivery plan for the whole expansion area. This, and any planning applications, will need to demonstrate that the full package of on and off site infrastructure set out in the Plan, and**

illustrated on the Concept Plan, can be delivered, and how issues of phasing can be overcome including (but not limited to):

- a) Early delivery of necessary elements of the relief road to avoid severe impacts on the transport network in the Princes Risborough area;**
 - b) Delivery of the first primary school within first within the first five years of development;**
 - c) The provision of strategic open space, including possible interim locations for earlier phases;**
 - d) How individual developments physically integrate with adjacent developments, both permitted and emerging.**
- 3. The Council will assist in the delivery of infrastructure through a combination of the following as necessary:**
- a) Seeking S106 contributions on an equitable basis across the different development parcels;**
 - b) Preparing grant bids to forward-fund early delivery of essential infrastructure required to unlock the development;**
 - c) Purchase land essential for infrastructure, using powers of compulsory purchase where agreement cannot be reached;**
 - d) The use of the Community Infrastructure Levy, including working with the Town Council to co-ordinate spend.**

5.3.220 The policies for Princes Risborough set a framework for the development of the sustainable expansion of Princes Risborough. This expansion requires commitment from a number of different parties through the plan period and beyond to ensure that they are delivered in line with the proposals set out here. The comprehensive delivery of the expansion of the town requires comprehensive provision of the infrastructure requirements, avoiding piecemeal or incomplete provision. The Council's preferred mechanism for equalising contributions would be for the various promoters in the expansion area to come to an equalisation agreement. As such an agreement has not

yet emerged, the Council is setting out here an alternative means of ensuring equalisation.

5.3.221 The Council is prepared to take positive action to enable the comprehensive implementation of growth at Princes Risborough and the full requirements for infrastructure..

5.3.222 The Council is preparing a Housing Infrastructure Fund bid to assist in early delivery of parts of the relief road that will help to unlock development. It has signalled a willingness to undertake Compulsory Purchase where needed¹¹⁴, and is preparing to allocate capital funds for voluntary purchase of key land parcels.¹¹⁵

5.3.223 Developer contributions will be required as part of the overall funding package to deliver the infrastructure required to support new development within the Expansion Area. This includes where the infrastructure that is fairly and reasonably related to development has been provided through forward funding in advance of development coming forward. In addition, developer contributions will be required to mitigate the impacts of the development in other ways such as funding off-site transport improvements and town centre public realm improvements.

5.3.224 It is acknowledged that the pursuit of sustainable development requires careful attention to viability and deliverability. The viability assessment¹¹⁶ demonstrates that the expansion and associated infrastructure are affordable and deliverable, providing competitive returns to a willing land owner and willing developer. Based on this evidence, the Council anticipates that all or almost all developers' contributions arising from the Expansion Area will be secured through S106 planning obligations, since the requirements set out can be shown to be necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.

¹¹⁴ Report to Cabinet (December 2016)

¹¹⁵ Report to Cabinet (September 2017)

¹¹⁶ Viability Assessment (May 2017, Adams Integra)

5.3.225 In addition, the Council has introduced the Community Infrastructure Levy across the district to secure tariff-based developer contributions for all relevant development. It has committed to an early review of the CIL R123¹¹⁷ list to take account of the proposals for Princes Risborough. The review will also provide clarity about the roles of S106 contributions and CIL in respect of what each mechanism is intended to fund in connection with the development of the Expansion Area to ensure there is no ‘double charging’ of developer contributions. Section 16 of the viability report sets out an indication of the Council’s current approach to the CIL/S106 split.

Table 17 Indicative timeline for the expansion area

Year	Homes	Infrastructure
2018-23	Up to 300 homes will be built across the town.	<ul style="list-style-type: none"> • WDC purchases key land parcels, by CPO if necessary. • Detailed feasibility work on roads and bridges. • Possible work to some bridges and the Wades Park underpass, using forward-funding. • Possible work to some early sections of the relief road, using forward-funding.
2023-28	180-200 homes per year delivered in the expansion area – around 950 in total.	<ul style="list-style-type: none"> • Relief road delivered in sections, with some bridge works substantially completed. • First primary school opened • Funds available for secondary school expansion • Some new playing pitches available.
2028-33	180-200 homes per year delivered in the expansion area – around 950 in total.	<ul style="list-style-type: none"> • Relief road completed. • Second primary school opened. • Funds available for town centre improvements • Crowbrook green corridor delivered

¹¹⁷ The CIL R123 list is the list of projects intended to be delivered through CIL funds. Projects on this list are not eligible for S106 contributions.

Year	Homes	Infrastructure
		<ul style="list-style-type: none"> All playing pitches available.
2033+	The final 500 homes in the expansion area are completed.	<ul style="list-style-type: none"> All infrastructure complete.

5.3.226 Delivery of these proposals will be phased over a number of years (see table 17). It will be essential to ensure that the Council continues to work in partnership with a range of stakeholders in the public, private and community / voluntary sectors. The success of the Plan will depend upon effective co-ordinated delivery, with the Council playing a central role. Partnership working with a clear process and good communication among the partners and with stakeholders will be required to keep all parties involved in the implementation of the Plan. The Council will work with developer interests and other stakeholders to facilitate this co-ordination within the Expansion Area and realisation of the proposals set out in this Plan for the Town Centre and Station Area.

5.3.227 Developers will be expected to work in partnership across the Expansion Area to demonstrate coordinated development and infrastructure delivery and ensure that any subsequent or third party developers who assume responsibility for site specific delivery are also signed up to this partnership way of working.

5.3.228 The Council has prepared a schedule of infrastructure requirements associated with the Princes Risborough proposals¹¹⁸. These requirements are set out in the Infrastructure Delivery Plan, together with the mechanisms proposed to secure delivery of necessary infrastructure. The Council has engaged with relevant stakeholders to prepare this information.

5.3.229 The timely delivery of necessary infrastructure, facilities and services alongside housing, employment and retail development will ensure that the

¹¹⁸ Local Plan Publication Version Infrastructure Delivery Plan (September 2017, Wycombe District Council)

proposed pattern of growth in the expanded town is actively managed and delivered in a sustainable manner.

5.3.230 The costs of the provision of on-site infrastructure will be 'offset' against financial contributions sought for off-site infrastructure, bearing in mind the need to ensure a proportionate approach to contributions from different developers. Financial contributions will be adjusted to take into account the costs of any on-site infrastructure required. This will be calibrated to be sure the full costs of the offsite requirements are still secured.

Detailed site capacity plan and delivery plan

5.3.231 The Concept Plan is a high level structuring plan. The Council is developing supplementary planning guidance in the form of a site-wide detailed capacity plan to guide the detailed layout and form of development in the expansion area. This is to provide a consistent and cohesive approach for a range of important aspects of the development. Development of the detailed capacity plan will be guided by the Concept Plan.

5.3.232 In March 2017, the Council successfully bid for HCA capacity funding and the Council is using this to support the preparation of a detailed delivery plan to guide the phasing and delivery of homes and necessary infrastructure.

5.3.233 Work on the detailed capacity and delivery plans is now happening to inform the development of subsequent planning applications within the expansion area. The detailed capacity and delivery plans will be subject to public consultation.

5.3.234 Once the Council has approved this more detailed planning guidance, it will be kept under review with changes being submitted to the Council alongside relevant planning applications.

5.3.235 Transport modelling work shows¹¹⁹ that there is only limited capacity for traffic growth in the near future. This means that new road infrastructure will

¹¹⁹ Princes Risborough Area Transport Study (January 2014, Jacobs, Wycombe District Council and Transport for Bucks); Princes Risborough Transport Study – Stage 1 Options Assessment Report

be required in the first phase of development, notably a new connection from Summerleys Road into the development area.

5.3.236 Primary schools in the Princes Risborough area are close to capacity¹²⁰, and their potential for on-site expansion is limited. Therefore a new primary school will be required early in the first phase of development.

(February 2016, Jacobs); New Local Plan: Princes Risborough Expansion Traffic Modelling (July 2017, Jacobs)

¹²⁰ Local Plan Publication Version Infrastructure Delivery Plan (September 2017, Wycombe District Council)