Local plan background

The new Wycombe District Local Plan proposes a major expansion at Princes Risborough of about 2,500 homes. It has gone through an independent Examination in Public. This means that a government inspector has listened to all the concerns about the plan, and we will change the plan as she directs. We are expecting the inspector’s report soon and hope to adopt the plan over the summer 2019.

2014 - 2019
Working together

Local people and local representatives, including the Princes Risborough steering group and the Town Council, have worked with us in shaping the proposals for the expansion

Key issues raised
- scale of growth proposed
- whether economic needs of the town would be met
- whether the needs of additional commuters would be catered for
- views on whether a relief road and possible routes
- impact of development on other infrastructure including schools, health and public transport
- environmental concerns including loss of countryside and flood risk

The vision

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

How to comment

You can comment by 21 July 2019
- by email to risborough.expansion@wycombe.gov.uk
- via the website using our online form at www.wycombe.gov.uk/consultations
- by post to Spatial Planning, Wycombe District Council, Queen Victoria Road, High Wycombe, HP11 1BB
- by phone: 01494 444274
- by email: risborough.expansion@wycombe.gov.uk
- by post: Princes Risborough Town Council Offi ces, The Princes Centre, Clifford Rd, Princes Risborough, HP27 0DP
- by phone: 01844 232052
- by email: town.council@princesrisborough.gov.uk
- by post: Princes Risborough Library, Bell Street, Princes Risborough, HP27 0AA

Development objectives

- expand the town with environmentally sensitive homes that meet local and district housing needs
- integrate the new expansion area with the existing town through high quality pedestrian and cycle links
- knit the town together with green and blue infrastructure - a foundation for movement, recreation and nature conservation
- provide a new road to serve the new community and take traffic away from the town centre
- establish a green corridor centred on the Crowbrook stream that protects Alscot Conservation Area and provides a green heart for the community
- provide new community infrastructure to serve the town e.g. schools
- maintain a green buffer to retain the separate identity of Longwick and surrounding villages

Find out more

Copies of the consultation draft and background documents are available at
- www.wycombe.gov.uk/risborough-expansion
- Wycombe District Council Offices, Queen Victoria Road, High Wycombe, HP11 1BB
- Princes Risborough Town Council Offices, The Princes Centre, Clifford Rd, Princes Risborough, HP27 0DP
- Princes Risborough Library, Bell Street, Princes Risborough, HP27 0AA

Talk to us face to face

Come along to our events at the Community Centre, Wades Park / Stratton Road, Princes Risborough, HP27 9AX
- exhibitions on 25 June, 2pm to 6pm | 2 July, 2pm to 6pm
- public meetings on 2 July, 7.30pm and 16 July, 7.30pm
- Book your place for the meetings online at www.wycombe.gov.uk/risborough-expansion

What happens next?

We will finalise the guidance by the end of 2019 and publish it on our website.
What the future could look like

This urban design framework plan develops the concept plan in more detail

New housing areas
- based on five character areas, each with a distinctive look and feel (see below left)

Local centre
- local shops, pub and community space, business start-up space, close to the northern primary school

Relief road
- to reduce through traffic in the town centre and on the main A4010
- tree planted avenue with pedestrian/cycle path
- road improvements with new rail bridges at Summerleys Road and Grove Lane

New bus service
- between the railway station, town centre, expansion area and Longwick

Two new primary schools
- next to green spaces, green routes, and play areas

New green spaces
- a sports hub with pitches and club house
- home for a rugby club and allotments
- a green corridor around the Crowbrook stream for nature conservation and flood management
- off-road walking and cycling routes in wide green lanes and links to the countryside
- open spaces and play areas

Links to the town
- a step-free route for walking and cycling through the railway embankment at Wades Park, to provide easy access to the town centre
- improvements for pedestrians and cyclists on Mill Lane and Longwick Road
- a stepped footbridge near Monks Risborough station which helps with links across the wider area
We propose that development is built in three main phases. These reflect what development can be permitted with different levels of infrastructure provided. These phases overlap, depending on when the new infrastructure comes on stream, in particular the relief road.

Highway works are a key constraint on development, as is the provision of new schools. The development phasing takes account of these and other constraints, as well as the need to create viable places rather than isolated and disjointed communities.

**PHASE 1**
Around 550 homes, most of them proposed off Mill Lane, could be built before any of the new relief road is built. This phase avoids highway constraints at the ‘Tesco roundabout’ and would be able to contribute to the costs of the first southern section of the relief road.

**PHASE 2**
After the first phase of relief road is built, around 650 homes can be built.
To bring forward development west of Longwick Road, it is necessary to have
- the new road to the south (as the first phase of a relief road)
- early delivery of a new primary school
- early delivery of a new pedestrian underpass under the railway from Wades Park

**PHASE 3**
After the rest of the relief road is built, the remainder of around 1,270 homes can be built.
The third phase is largely east of Longwick Road and beyond the Crowbrook stream.
It depends on the full relief road being in place early on in this phase.
**Timeline**

**PHASE 1** = 96+412+45 = 553 homes
- Development build out at Ashill, station site and off Mill Lane south of the Crowbrook corridor

**Build out Phase 1**
- no relief road

**PHASE 2** = Phase 1 + 653 homes (=1,206 homes)
- Development build out off the southern access

**Build out Phase 2**
- Southern Road links and off Sumitomo

**PHASE 3** = Phase 2 + 1,273 homes (=2,479 homes)
- Development build out east of Longwick road/ north of the Crowbrook corridor

**Build out Phase 3**
- Remainder of the expansion and complete relief road+ A4010 traffic calming package

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**Key highways improvements**
- Minor network improvements
- Delivery of the Southern Road Links including Station Approach Junction
- Mill Lane area highway improvements
- By 241 homes, delivery of the Relief Road from Sumitomo to land north of Crowbrook corridor west of Longwick road
- By 691 homes, “Sportsman’s” roundabout improvements
- By 691 homes, delivery of the Relief Road from Sumitomo to land north of Crowbrook corridor west of Longwick road
- By around 1,115 homes, land for the second primary school north of the Crowbrook corridor will be transferred to the Education Authority
- Design and construction lead in times expected between 15 to 18 months

**Primary education**
- After around 345 homes, land for the first school in the south western part of the expansion to be transferred to the Education Authority
- Design and construction lead in times: 15 to 18 months

**Other key infrastructure**
- After around 530 homes, the first primary school is expected to open
- By 1,206 homes (mid 2027/28), completion of section 3 of the relief road from section 2 to B4009 including roundabout at junction with B4009
- Mill Lane area traffic calming
- By 1,396 homes, completion of Culverton link and Culverton link junction with A4010, and Grove Lane bridge and junction improvement (B4009/A4010)
- By around 1,115 homes, land for the second primary school is expected to open by this point
- By around 1,559 homes, the second school is expected to open by this point
- By 1,500 homes, delivery of Wades Park underpass
- Provision of rugby pitch and allotments, as well as the tennis courts

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**Provision of the rugby pitch and allotments, as well as the tennis courts**
- By 150 homes from Phase 2, provision of Wades Park underpass
- Provision of most of the sports village
- Provision of stepped footbridge
- By 1,500 homes, delivery of Wades Park underpass
- By 1,500 homes, delivery of Wades Park underpass
- Provision of the rugby pitch and allotments, as well as the tennis courts

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**Notes:**
- All dates and figures are indicative
Distinctive areas

The character areas coordinate the design approach across different landowners and developers. This provides a common framework to work to, and gives variety across the expansion area. There are five character areas; each one has a set of design principles that govern things such as building types, heights, street character, boundary treatments, landscape and open spaces. The photos show how some of these principles have been applied elsewhere.

Developers’ planning applications should be in line with these character areas, and we will use these to guide our decisions.

Character areas

Risborough Village
A more informal village character to reflect the existing villages surrounding it. It will have small terraces, semi-detached and detached houses, a more organic layout, buildings of a smaller scale, all set within the landscape of green spaces and hedgerows.

**Character trait**
- Building height: up to 2.5 storeys
- Settlement pattern: 30 to 35 dwellings per hectare
- Street pattern: informal
- Style: approach: ‘of this time’ with references to local villages
- Roof arrangements: pitched roof
- Building materials: local bricks some timber
- Parking arrangements: on plot, on street
- Boundaries: hedges, railings
- Surface materials: asphalt, gravel, block paving

Risborough Spine
Forms the southern gateway to the expansion area and contains the southern primary school. Houses along the spine road are likely to be highest (3 and 3.5 storey flats and townhouses) and will form a strong frontage to the relief road. The relief road will be lined with trees with wide pedestrian/cycle paths.

**Character trait**
- Building height: 3 to 3.5 storeys along relief road (2.5 to 3 elsewhere)
- Settlement pattern: 35 to 45 dwellings per hectare
- Street pattern: formal
- Style: approach: contemporary with traditional references
- Roof arrangements: flat or pitched roof
- Building materials: more vibrant colours to fit in with Princes Risborough context
- Parking arrangements: frontage parking courts, on plot or on street
- Boundaries: walls, railings
- Surface materials: asphalt, resin bonded gravel, block paving

Risborough Town
Reflects the existing town, with blocks of town houses, flats and terraces. Similar density to the existing town and surrounds the new local centre. It contains the northern primary school, the medical centre and existing employment area.

**Character trait**
- Building height: 2 to 3 storeys
- Settlement pattern: 30 to 40 dwellings per hectare
- Street pattern: formal
- Style: approach: ‘of this time’ with references to local town character
- Roof arrangements: pitched roof
- Building materials: natural and/or local colours and matt finishes
- Parking arrangements: frontage, on plot and on street
- Boundaries: walls, railings
- Surface materials: asphalt, resin bonded gravel, block paving

Risborough Rural
Borders onto the Longwick gap and has a lower intensity and an informal layout, typically with larger houses in larger plots in a woodland setting. Follows the local rural vernacular – barn and mill buildings.

**Character trait**
- Building height: up to 2 storeys
- Settlement pattern: below 30 dwellings per hectare
- Street pattern: informal
- Style: approach: rural, agricultural
- Roof arrangements: pitched roof
- Building materials: timber, deep red multi bricks and render
- Parking arrangements: on plot, within courtyards
- Boundaries: hedges, timber post and rail fences
- Surface materials: gravel, block paving

Risborough Village
A more informal village character to reflect the existing villages surrounding it. It will have small terraces, semi-detached and detached houses, a more organic layout, buildings of a smaller scale, all set within the landscape of green spaces and hedgerows.

**Character trait**
- Building height: up to 2.5 storeys
- Settlement pattern: 30 to 35 dwellings per hectare
- Street pattern: informal
- Style: approach: ‘of this time’ with references to local villages
- Roof arrangements: pitched roof
- Building materials: local bricks some timber
- Parking arrangements: on plot, on street
- Boundaries: hedges, railings
- Surface materials: asphalt, gravel, block paving

Local Centre
The heart of the new expansion area. It will contain small local shops, a pub and business start-up space, all centred on a tree lined square. Close to the northern primary school with community and faith space on a green lane.

**Character trait**
- Building height: 3 to 4 storeys
- Settlement pattern: 35 to 40 dwellings per hectare
- Street pattern: formal arranged as a square
- Style: approach: contemporary
- Roof arrangements: flat or single pitch
- Building materials: neutral, muted colours
- Parking arrangements: parking in square, rear or in parking courts
- Boundaries: kerbs, walls/ railings
- Surface materials: high quality block paving/ resin bonded gravel

The character areas

The character areas coordinate the design approach across different landowners and developers. This provides a common framework to work to, and gives variety across the expansion area. There are five character areas; each one has a set of design principles that govern things such as building types, heights, street character, boundary treatments, landscape and open spaces. The photos show how some of these principles have been applied elsewhere.

Developers’ planning applications should be in line with these character areas, and we will use these to guide our decisions.
**Street Types**

We will use different types of street design to help define the look of the place and help people to find their way around. As well as the technical aspects of how wide the streets should be and what type of footpaths they should have, we have also looked at the existing local streets in Princes Risborough to identify key positive characteristics we can use to make these new streets feel a part of the whole town.

### Street Types Summary Plan

<table>
<thead>
<tr>
<th>Character</th>
<th>Residential Street</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Road dimensions</strong></td>
<td>4.5 to 6 metres minimum</td>
</tr>
<tr>
<td><strong>Pedestrian/Cycleway</strong></td>
<td>2.5 metres footpath, both sides of the road</td>
</tr>
<tr>
<td><strong>Boundaries</strong></td>
<td>railings/hedges</td>
</tr>
<tr>
<td><strong>Sustainable drainage</strong></td>
<td>within front gardens or verge</td>
</tr>
<tr>
<td><strong>Access</strong></td>
<td>direct from street</td>
</tr>
<tr>
<td><strong>Parking arrangements</strong></td>
<td>front parking courts, on plot and along the street</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Character</th>
<th>Edge Street</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Road dimensions</strong></td>
<td>4.8 metres minimum</td>
</tr>
<tr>
<td><strong>Pedestrian/Cycleway</strong></td>
<td>no footpaths – low levels of traffic cyclists use road</td>
</tr>
<tr>
<td><strong>Boundaries</strong></td>
<td>to open space; hedge with informal trees, a 3 or 5 bar fence with gaps for access to front gardens; railings, knee rails or low shrub/hedges</td>
</tr>
<tr>
<td><strong>Sustainable drainage</strong></td>
<td>permeable road surface, within verge</td>
</tr>
<tr>
<td><strong>Access</strong></td>
<td>direct from street</td>
</tr>
<tr>
<td><strong>Parking arrangements</strong></td>
<td>on plot between or behind houses</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Character</th>
<th>Rural Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Road dimensions</strong></td>
<td>4.8 metres minimum</td>
</tr>
<tr>
<td><strong>Pedestrian/Cycleway</strong></td>
<td>no footpaths – low levels of traffic cyclists use road</td>
</tr>
<tr>
<td><strong>Boundaries</strong></td>
<td>soft boundary treatment such as hedge, timber fence or no boundary</td>
</tr>
<tr>
<td><strong>Sustainable drainage</strong></td>
<td>within verge</td>
</tr>
<tr>
<td><strong>Access</strong></td>
<td>direct from street</td>
</tr>
<tr>
<td><strong>Parking arrangements</strong></td>
<td>on plot between or behind houses</td>
</tr>
</tbody>
</table>

Photos: Existing streets around Princes Risborough
A green place to live

Pedestrians and cyclists

There will be good quality walking and cycling links between the existing town and new area.

Development will create a direct and easily understandable network of paths so that walking and cycling become an easy option for many local trips.

There are a number of key destinations that people will want to get to, such as the schools, the sports hub or town centre.

There are a number of existing routes that cross the area – Public Rights of Way and footpaths along roads – but these do not connect very well with these key destinations, so we need to improve the network.

Green and blue infrastructure

Green and blue infrastructure is the network of natural and semi-natural features including parks, woodland, paths, streams, ponds and street trees.

Green spaces play a vital part in creating a place that not only looks attractive but is good to live in, attracts wildlife and is adaptable to climate change

• people will be able to enjoy varied green and open spaces through the new area
• sustainable drainage will help to manage flood risk

Having a wide range of sports, recreation and leisure facilities is good for everyone’s physical and mental health.

For Princes Risborough, our plans take account of

• the existing rivers and streams
• the distinctive geometric pattern of hedgerows along field boundaries
• trees and woodland areas
Getting around

Movement and access strategy

There will be good quality public transport, and road links to connect the existing town and new area.

Relief road
A spine road through the expansion area will serve new developments as well as providing a ‘complete alternative’ to the A4010 that includes new full height railway crossings.

The relief road passes through all the character areas. The design approach will reflect the character area it is passing through while maintaining the function and capacity of the relief road.

It will be tree lined and in some places have service roads.

Public transport
• new good quality public transport to serve the expansion area connecting to the town centre, station and extending to Longwick

Calming the A4010
• traffic measures on A4010 to encourage traffic to use the relief road and to help improve the environment of the town centre

Relief road design

Mill Lane and Askett areas

One of the local concerns is increased traffic on narrow rural lanes between the A4010 and B4009.

Traffic surveys and modelling help provide information about baseline traffic levels in 2013, and traffic growth (see maps left). Any new traffic from the expansion needs to be seen against background traffic growth (which is the growth that will likely happen in the area anyway).

Technical work is being done to consider different options to reduce the impact of traffic around Askett, Mill Lane, Crowbrook Road, Church Lane/ Bridge Street. A £2 million budget is being allowed to enable improvements, including for pedestrians and cyclists at the Mill Lane railway bridge. It is likely that any work will be carried out in two phases. The highway authority will consult on the specifics before making any significant changes.