

**Wycombe District Council**



**Princes Risborough Expansion  
Supplementary Planning Document  
(Consultation Draft)**

**Statement of Consultation**

**Draft – June 2019**





# **Consultation statement to accompany the Princes Risborough Expansion Supplementary Document (Consultation Draft – June 2019)**

## **1. Introduction**

- 1.1. This statement sets out how the Council has involved the community and various stakeholders in preparing the Princes Risborough Expansion Supplementary Planning Document (consultation draft – June 2019).
- 1.2. In line with Regulation 12 of the Town and Country Planning (Local Planning) (England) 2012 regulations and with Wycombe Revised Statement of Community Involvement (July 2018), this statement provides details of:
  - 1.2.1. (i) the persons the local planning authority consulted when preparing the supplementary planning document;
  - 1.2.2. (ii) a summary of the main issues raised by those persons; and
  - 1.2.3. (iii) how those issues have been addressed in the supplementary planning document
- 1.3. After the consultation on the draft SPD, this consultation statement will be updated to reflect the feedback received and how this has been taken into account into the final version of the SPD. The final consultation statement will be published alongside the SPD for adoption.

## **2. SPD preparation and early stakeholder and community engagement**

- 2.1. The Princes Risborough Expansion Draft SPD was prepared with ongoing engagement with the local community and key stakeholders. This was also informed by the Local Plan preparation and engagement process. The Local Plan was submitted for examination in March 2018 and examination hearings were held in summer 2018. Following the Local Plan's main modifications consultation, the Council is awaiting the inspector's report and is hoping to adopt the Plan by the end of the summer.
- 2.2. Section 3 describes in more details who we consulted on the draft proposals for the SPD and how we did this.
- 2.3. Section 4 sets out the main issues raised during the SPD preparation and how we have taken these into account when preparing the draft SPD for consultation.

### **3. Who and how did we consult when preparing the supplementary planning document**

#### **Community Engagement so far**

The option to expand Princes Risborough was first considered in the main Wycombe District Local Plan Options consultation in February 2014 when it was becoming clear that a much higher level of housing growth needed to be planned for. This was the start of consultation with local people about expanding Princes Risborough which to date has included:

- February/ March 2014 – Options consultation on the Local Plan.
- August 2014 – Tibbalds Planning and Urban Design commissioned to look at the potential of the expansion area.
- September 2014 – initial exhibitions/drop-in sessions to explore local issues.
- December 2014 – Tibbalds Report on findings published.
- January 2015 – meeting/feedback sessions to discuss findings. Exhibition coordinated with Network Rail who held an exhibition on East West Rail at the same time.
- March 2015 – the Local Development Scheme was updated to confirm the timetable and preparation of an Area Action Plan for Princes Risborough<sup>1</sup>.
- May/ June 2015 – Princes Risborough Steering Group was created, chaired by the Town Council and incorporating local people and groups to help guide and inform thinking. A regular forum for local agents and landowners was also set up.
- July 2015 – exhibition and public drop-in sessions held to share emerging plans for the major expansion of the town and gather ideas for town centre improvements.

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<sup>1</sup> A separate Risborough Area Action Plan was proposed to be prepared to speed delivery of the comprehensive area of development at Princes Risborough compared to the district-wide Local Plan timetable at the time, in the context of speculative applications.

- Autumn 2015 – steering group and agents’ forum invited to a series of intensive workshops on design and infrastructure issues, culminating in an all-day session about the preferred scenario on 1 December 2015.
- November/ December 2015 – Regulation 18 consultation inviting written responses on issues for the Princes Risborough Area Action Plan.
- February 2016 – six week public consultation on the Draft Town Plan<sup>2</sup> for Princes Risborough. A leaflet was delivered to all homes, market stall, exhibitions and consultation events to meet local people face to face and answer questions. 367 comments received and published on WDC website.
- June-August 2016 – Consultation on the District-wide Local Plan.
- September 2016 – presentation on the Local Plan to update stakeholders.
- December 2016 – formal decision from Council to incorporate Princes Risborough Town Plan into the main new Local Plan.
- March 2017 – presentation on the Local Plan to update stakeholders.
- July 2017 – face to face discussions with local people at the Street Festival and two public meetings, at the Community Centre and at the Princes Centre, to update local people and answer questions.
- 2017/ 2019 – ongoing engagement with Buckinghamshire County Council notably in relation to education, highways, public transport and flood management on the development of the draft SPD. Including a series of workshops on Policy, Layout, Green Infrastructure, Roads and Design.
- October 2018 – Princes Risborough Town Council was briefed on the overall structure of the Supplementary Planning Document, the analysis, development requirements, and the draft urban design framework plan.
- December 2018 – the Council held an internal workshop with key stakeholders in District and County Councils (Planning, Landscape, Ecology, Trees, Development Management, Flooding, Highways).
- February 2019 – Princes Risborough Town Council was briefed on draft design details and the proposed approach to different character areas.

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<sup>2</sup> As an Area Action Plan

- May 2019 – we shared the draft SPD with the Town Council, having reflected on their previous comments – update on design and briefing on delivery issues
- May 2019 – workshop with key developers of the main expansion area when the development requirements, design approach and delivery issues were discussed.

#### **4. Summary of the main issues raised by stakeholders during the preparation of this draft SPD, and how those issues have been addressed in the supplementary planning document**

<b>Main issues raised</b>	<b>Council response</b>
<b>Highway Issues</b>	
Concerns whether junctions would be able to perform acceptably with the PREA in place.	<p>The council commissioned Jacobs to undertake traffic modelling phasing tests, building on work undertaken for the local plans.</p> <p>This work has indicated where junctions perform acceptably as well as ‘trigger’ points by which some junctions need upgrading. This has informed the phasing and delivery profile.</p>
Concerns from the local community about the prospect for an increase in traffic ‘rat running’ on quiet rural lanes around Askett, Mill Lane, Crowbrook Road, Church Lane/Bridge Street.	<p>The most recent traffic modelling work provides some data as to what current traffic levels are, what traffic growth is expected as a result of background growth and what can be expected as the development is built out.</p> <p>The council has also commissioned further work to look into traffic calming and improvement measures in these areas, whilst the SDP includes an allowance of £2 million for improvements, including to increase</p>

	safety for pedestrians and cyclists at the railway bridge. These are planned for phase 1 and phase 2.
The relief road is proposed to be too narrow through the local centre, affecting the efficiency and function of the relief road.	The proposed guidance aims to strike a balance between the place and movement functions of the relief road Taking account of the median strip. The design reflects input from the highway authority. The issue can be reviewed in light of comments received during the consultation. Detailed design will be subject to further development and consultation
More detail should be provided about improvements that are required, reflecting principles and detail in the supporting evidence for the Local Plan that is not set out in the SPD.	The underlying evidence has been used to explain and justify the Local Plan policies and text. The SPD does not seek to reiterate this but to offer additional guidance where appropriate.
Not clear that possible changes to junction at Grove Lane highlighted by traffic modelling are appropriate as they may encourage traffic to stay on the 'old' A4010,  Not clear that possible changes to the junction at Station Approach highlighted by traffic modelling are appropriate as they may lead to a vehicle dominated environment here and result in problems of displaced parking	The SPD takes account of the likely 'worst case' in terms of cost and land take for key junctions. It is recognised that more work is required in relation to the detailed design of some junctions, including as part of the highways DM process. The scope to clarify the form of junctions will be considered further in light of comments received during the consultation.
<b>Drainage</b>	
Flood risk has been identified as a strategic issue that the SPD needed to address.	The council has jointly commissioned with the Lead Local Flood Authority a drainage strategy which shows how the main expansion area can be sustainably drained. This has informed the location of drainage ponds for the urban design framework. Key principles for these

	ponds as set out in the study have been carried forward in the SPD.
<b>Relief road and Landscape impact</b>	
Concerns that the new route disregards the existing hedgerow pattern, traverses the edge of Longwick Bog and the new landscape treatment along the route is too formal.	An amended route alignment better reflects the hedgerow pattern, retains existing hedgerows and allows for a buffer area with Longwick Bog.  Landscape treatment now varies along the route responding to the existing character.
<b>Character Areas</b>	
Comments received that early draft guidance was not clear enough.  More integration with landscape character needed.  Clarity needed on design approach	Best practice photos included, with captions to highlight principles.  More references to landscape character added.  Guidance adopts an “of this time” approach - using present design forms, materials and approaches, while following key positive traits from the existing local area.
<b>Street Types</b>	
If residential parking were to spill onto onto the relief road this could undermine its role in providing an alternative to the A4010.  Preference to avoid large areas of block paving.  Comments on detailed design aspects (road widths, kerb details, parking provision, verge & footpath locations).	Parking to be accommodated in service roads and parking courts alongside relief road, avoiding rear parking courts as far as possible.  Guidance amended to reduce amount of block paving for certain street types.  Guidance refined.
<b>Character of Longwick Road and Mill Lane</b>	



Desire to retain rural character of these two roads.	New footpaths located on the development side of existing hedges to maintain rural character.
<b>Local Centre</b>	
<p>Square could be quite shaded, traffic entering the car park could back up onto the relief road at peak times, affecting safety and capacity</p> <p>Potential impact on the town centre if the scale of retail uses were to compete rather than be complementary</p>	<p>Local centre rotated 90 degrees to better capture sunlight and allowing for a longer access into the car park</p> <p>Size and scope limited to meet the local needs of the expansion area only.</p>
<b>GI/ Green Lanes/ open spaces</b>	
<p>Bat movement corridors could be affected by development.</p> <p>Green Lanes are too wide affecting development capacity</p> <p>Play area too close to nature conservation area</p> <p>Concern over proliferation of many small local play areas.</p> <p>Incorporate new open spaces and walking, cycling routes within Green Lanes</p> <p>New footbridges over the Crowbrook?</p> <p>Railway park too linear in character</p>	<p>Likely main bat routes included in analysis section. Developers required to carry out bat surveys which will inform designs.</p> <p>Width of Green Lanes reviewed to follow best practice examples</p> <p>Play areas relocated and combined</p> <p>Walking and cycling routes within Green Lanes identified</p> <p>New footbridges indicated on plans</p> <p>Railway Park design amended</p>
<b>Black hedge &amp; other historic hedges</b>	

<p>Incorporate the historical alignment of the Black Hedge and other historic hedges into the design</p>	<p>A plan showing the likely route of the black hedge and other historic hedges is included. The line of the black hedge through the expansion area is marked by retained hedges, streets and footpaths.</p> <p>Requirement to assess existing hedgerows for their historic and ecological significance</p>
<p><b>Impact on views from the Chilterns AONB</b></p>	
<p>Concern about floodlighting; heights of development, colour palette and tree planting</p>	<p>Guidance is included on floodlighting. Guidance on heights of development, and colour palette refined. Role of tree planting emphasised through design details section of the SPD</p>
<p><b>Changes to local government structure</b></p>	
<p>Forthcoming changes to the structure of local government and competing Buckinghamshire priorities may affect how the expansion area and infrastructure is delivered</p> <p>Concerns were raised in relation to the future weight of this SPD in light of the upcoming dissolution of the council and new unitary.</p> <p>Similar concerns were raised in relation to future CIL spend</p>	<p>Policy requirements are set out in the new Local Plan. Following the statutory process leading to adoption of the SPD will ensure that the greatest possible weight is attached to the guidance. It is anticipated that the Local Plan and SPD – if adopted before 1 April 2020 – will be carried forward until such time that a review is necessary (national policy requires local plans to be reviewed every five years). Ultimately it will be for the new unitary authority to review this SPD.</p> <p>The guidance notes that with forthcoming changes, the different roles of the council will be combined in a new unitary council.</p>

	<p>In relation to CIL spending there is discretion about how this is used in future – these decisions cannot be pre-empted. However many of the potential uses of CIL will be areas of responsibility of the new council (e.g. secondary education, public car parking), which will be well placed to consider competing priorities. Decisions will be taken by councillors taking account of policies and spending priorities at the time.</p>
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