



Prince Risborough Town Council (PRTC), continues to work towards a bright and sustainable future for Princes Risborough, within the framework of the Draft Wycombe District Council (WDC) Local Plan.

As an elected body consisting of 13 local Councillors representing the first tier of Local Government for Princes Risborough, we pride ourselves in being the most direct representatives of our community, based upon our local knowledge, community involvement, personal commitment and dedication. Through our involvement with the community via public meetings, local election canvassing, assorted media communications and, not least, our personal day to day contact with residents and businesses, we believe we are truly best placed to represent our fellow residents.

Our Town Councillors have lived and worked in this town for many years, some having lived their whole lives here. Some have raised their families here and their children have gone on to do the same. PRTC Members live in nearly all areas of the Parish, across a spectrum of housing, from privately owned, rented and Social Housing. PRTC members range in age from 22-74, representing a real cross section of the Local Community, resulting in a balanced yet diverse opinion base.

Whilst PRTC has a limited number of official powers, through our strong local links and great community ethos we have worked to support and defend the characteristics of our community. In addition to the extensive undertaking of voluntary work within the Council itself, our Members and Officers have worked and served with:

- Local Churches
- Lighthouse in Princes Risborough
- 4th Risborough Brownies
- Monks Risborough Parochial Charity
- NHS
- Askett Society
- The Princes Risborough Charities
- Fire Fighter – Princes Risborough Fire Station
- The Community Centre
- The Princes Centre
- Risborough Area Community Bus
- Risborough Youth Club
- Risborough Cares Charity
- Risborough Branch – Royal British Legion
- Windsor Playing Fields Trust

Whilst this list is not exhaustive, we feel it is testament to the commitment and dedication of our local PRTC team.



Initially, the Town Council planned to lead the creation of a Neighbourhood plan, but on advice, decided that a more appropriate way forward would be to ensure Princes Risborough be considered directly within the Local Plan itself. However, to demonstrate our commitment to a Neighbourhood Plan, in our budgets for 2015/16 we set aside £20,000 for the exercise in November 2014. To progress the best interests of the Town, we assembled a Steering Group (SG) through which to engage with WDC.

The Steering Group comprised of local Councillors from Town, District and County, plus representatives from Risborough Area Residents Association, Risborough Area Partnership, local schools, the Business Group, the Askett Society, Monks Risborough Society and a retired Head of County Highways (a local resident) along with other individuals, organisations and consultants as and when required or appropriate.

Officers of the District Council were not members of the SG, but often attended meetings to offer support where required, the Chairman of the Steering Group set and agreed the agenda. The Steering Group did meet informally without officers present where this was necessary or appropriate. When the Chairmanship of two local residents organisations changed; a full briefing session was organised with senior planners from the District Council to ensure new members were able to fully contribute.

Following the session, the Steering Group held a scrutiny session on the work undertaken to date, attended by the WDC Head of Planning and Sustainability and the Cabinet Member for Planning. All meetings were held during evenings and weekends predominately to enable maximum participation.

We believe that the work undertaken by the Steering Group has helped to influence the Plans positive impact on Princes Risborough, with much of the 2015 PRTC Vision Statement included in the Draft Plan. This is particularly in relation to schools, doctor's surgery, town centre regeneration, outdoor sports facilities and Community Land Trusts, which will provide local homes for local people.

By working with the District Council, PRTC has ensured that the policies and the concept plan, in the draft local plan reflect local views about the importance of the following:

- The relief road including bridge works to accommodate full size heavy goods vehicles and to take through-traffic away from the existing town centre.
- The new local centre playing a secondary role in support of the existing town centre (reduced to one centre from two in the draft PRTP).
- A strategic green protective buffer between the expansion area and surrounding settlements.
- Directing developer funding towards town centre public realm and traffic management measures.
- A Community Land Trust that provides local control over housing allocations.
- Crowbrook Open Space, with the Town Council indicating a willingness to consider long term stewardship.



- A new Underpass near to or at-grade crossing the railway towards the southern end to provide good links to the town centre for pedestrians and cyclists via Wades park whilst minimising encroachment into the park.
- Addressing rat-running in Askett and Mill Lane, a major concern of residents.
- Bringing Molins Sports Ground back into community use with PRTC playing a leading role.

The pro-active role of the PRTC has also:

- Secured a commitment from the District Council to allocate 25% of CIL income (up from 15%) despite the absence, formally, of a neighbourhood plan, increasing the extent of local control over the use of developer funding.
- Ensured that a greater depth of work has been carried out at this stage that gives confidence that the infrastructure required in local plan policy can be delivered, eg an MOU is close to conclusion with NR, and the TC that sets out the approach to be taken to delivery of rail related infrastructure. (Even allowing for the scale of the town expansion, proportionately more work has been done here in comparison with bringing forward other large sites to a similar stage in the process).
- Ensured that the District Council has emphasised efforts to keep Princes Risborough residents briefed and to highlight opportunities to comment throughout the process, most recently with actual and online displays at the Town Festival (July 8th) and at two well attended public meetings in the town (on 13th and 20th July).

The publication of additional documents has ensured our community is kept up to date with the latest developments on the subject matter. This has been achieved through the distribution of the well-established PRTC CrossTalk magazine. Distributed to all 3,000 households in the Parish.



PRTC’s proposed changes to WDC Local Plan (to be submitted to the Planning Inspector at the public examination)

Local Plan Policy	Existing Policy wording – with PRTC’s requested changes shown in <u>bold, underlined italic</u> text.	Justification
<p>PR3 para 4 (page 174)</p>	<p>A new relief road, <u>as delineated on the policies map and concept plan</u>, as a complete alternative to the existing A4010 to be provided by the development:</p> <p>a) For the proper planning of the area, as the development is dependent upon its provision;</p> <p>b) To mitigate the impact of the development.</p>	<p>The Princes Risborough Transport Studies evidence includes detailed assessment of the new relief road. This work culminated in a preferred layout/alignment, which is delineated on the policies map/concept plan.</p> <p>The Transport Studies evidence demonstrates that the preferred alignment creates an ‘attractive’ alternative route for A4010 north-south traffic and provides appropriate access for the majority of the expansion area.</p> <p>It is this specific layout/alignment that the public and key stakeholders were formally consulted upon in October 2017 and it is this layout/alignment which PRTC supports.</p> <p>PRTC would be deeply concerned with any major changes to the preferred layout/alignment of the new relief road; hence PRTC’s requested policy wording changes.</p>
<p>PR4 para 4 (page 179)</p>	<p>Creation of an internal primary route through the expansion area linking from the B4009 <u>at a point to the northeast of the Mill Lane junction as shown on the policies map and concept plan</u> 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;</p>	<p>As above, plus.....</p> <p>This intersection between the new relief road and B4009 marks the point where the new relief road deviates from the B4009 and traverses the expansion area. Its location is shown in Transport Study TR15 and the policies map/concept plan. PRTC considers that the proposed location of the intersection is appropriate.</p> <p>PRTC is concerned that if, at a later stage, it were proposed to move the location of this intersection south-west of Mill Lane, then this would introduce a significant deviation in the smooth northeast - southwest sinuous alignment shown on the policies map/concept plan.</p> <p>This change in alignment would have a negative effect upon driver perception of the overall</p>



		<p>attractiveness of the relief road as an alternative to the A4010 and thus erode the transport/environmental benefits to Princes Risborough.</p> <p>Furthermore, the change in alignment would move the relief road away from the core of the expansion area, resulting in less development traffic using the relief road and instead finding other routes, including rat running.</p> <p>The horizontal/vertical alignment of the B4009 to the southwest is substandard/hazardous, including the Mill Lane/Owlswick Lane staggered cross roads, which is on a tight bend with restricted visibility and a poor accident record.</p> <p>Between this cross roads and Longwick Road roundabout, forward visibility is restricted by bends in the B4009 and by the vertical alignment towards the roundabout. Furthermore, there are private accesses which have restricted visibility.</p> <p>Highway improvements to address these issues would be extensive and require substantial third party land and accommodation works. The improvements would be costly (several million pounds) and would increase the cost of the new relief road, raising potential issues of affordability.</p> <p>Highway improvements to address these deficiencies would not overcome PRTC's principle concerns with how such realignment would diminish the relief road attractiveness as an alternative to the A4010 and erode the traffic/environmental benefits of the relief road for the town.</p>
<p>PR8 para 2 (page 214)</p>	<p>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, <u>as delineated on the policies map and concept plan,</u> to be established and classified as the main A4010, and which achieves and sustains satisfactory operation of the local road network.</p>	<p>As above.</p>



<p>PR8 para 2a (page 214)</p>	<p>A direct connecting road through the main residential area <u>having a minimum carriageway width of 7.3 metres, plus footways, cycleways, verges and a central median strip as set out and described in the Princes Risborough Transport Studies supporting evidence TR15, TR20 and TR20.1; connecting from</u> the B4009 Lower Icknield Way <u>at a point to the northeast of the Mill Lane junction,</u> crossing Longwick Road, to join the link to Summerleys Road <u>and</u> aligned in accordance with the <u>policies map and</u> Concept Plan.</p>	<p>As above, plus....</p> <p>Transport studies TR15, TR20 and TR20.1 include design of the cross sectional geometry of each length of the relief road. The cross sections show the minimum widths of the carriageway, cycleways, footways, verges and a central median strip.</p> <p>For the stretch of relief road referred to in PR8 para 2a (i.e. between Summerleys Road and the B4009) the supporting evidence shows a 7.3m wide carriageway plus a central median strip, plus footways and verges on both sides and a cycleway on one side.</p> <p>PRTC fully supports these design details and considers that policy wording changes are necessary to ensure the new relief road is laid out accordingly and to enable it to function satisfactorily for all classes of road user.</p>
<p>PR8 para 2d (page 214/5)</p>	<p>A number of new <u>road links</u> or improved <u>existing</u> 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 <u>relief</u> road (e.g. rural, urban) <u>and with the provision of footways, cycleways, verges, central median strip as appropriate to the context of each length of the relief road and as set out and described in the Princes Risborough Transport Studies supporting evidence TR15, TR20 and TR20.1:</u></p>	<p>As above...</p> <p>The cross sections included in TR15, TR20 and TR20.1 shows that, other than the length referred to in PR8 para 2a above, the need for cycleways, footways, central median strip and verges varies along the relief road taking into account the context/function of each length.</p> <p>PRTC fully supports these design details, and as referred to on PR8 2a above, considers that policy wording changes are necessary.</p>
<p>PR12 para 2 (page 235)</p>	<p>The provision of <u>a minimum of 209</u> new parking spaces, both on-street and off-street, associated with the forecast increase in <u>parking demand arising</u> from the expansion <u>of the town;</u></p>	<p>PRTC strongly believes that PR12 para 2 should state the minimum number of additional car parking spaces required in the town centre.</p> <p>Transport Study TR21 calculates this number as being 209 spaces up till 2033.</p>



		<p>TR21 is dated February 2016, since which time significant changes have occurred in the town that have reduced car parking capacity.</p> <p>Town-wide on-street parking restrictions were introduced in 2017 and have displaced on-street parking into the town centre car parks. Many rail commuters that previously parked on local roads now park in the Mount car park, due to lack of parking spaces at the station car park.</p> <p>The locally unpopular Automatic Number Plate Recognition parking control was removed from Horns Lane/Mount car parks in 2017 and the former 'Pay and Display' reinstated. This is likely to have increased parking demand due to the familiarity/ease of use of this type of parking control.</p> <p>The railway station car park is now operating at capacity. TR21 calculates that 310 additional parking spaces are required for rail commuters by 2033. PRTC is unaware of any short or long term plans by the Train Operating Company or Network Rail to expand the station car park. Furthermore, the local plan makes no provision for expansion of this car park.</p> <p>Risborough Springs Swimming Pool/Fitness Centre has applied for planning consent to expand the Gym and build a new Fitness Studio. If granted consent, the increased patronage of Risborough Springs will increase parking demand in the Mount car park due to the limited on-site parking.</p>
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