

Planned growth at Princes Risborough – infrastructure provision

This note sets out an update on the main infrastructure provision that is being sought as part of the expansion of the town.

Schools

The Council has worked closely with Buckinghamshire County Council, which is responsible for seeing that the new places are provided.

The scale of development triggers the need for two new primary schools, each of 2 classes per year (known as ‘forms of entry’, or FE). Since the proposed expansion area falls into two main neighbourhoods, (north and south of the Crowbrook), the Local Plan is identifying that one of the schools needs to be located to the south of the Longwick Road, and the other in the northern neighbourhood.

The plan requires these schools to be provided by the developers, through a ‘s.106’ agreement – a legal agreement that forms part of a planning permission, which is used to secure site specific infrastructure.

Secondary school places will also be needed. The plan identifies the need for two new forms of entry at Princes Risborough School, and more grammar school places. The new places will be funded by a mixture of grant from the Department for Education, and from Wycombe District Council’s Community Infrastructure Levy (CIL). CIL is a tariff set on new development and allows the Council to collect funds over a longer period and for a wider range of uses than a s.106 agreement.

Doctors Surgeries

The Clinical Commissioning Group (CCG) advises that the expansion of the town does not result in the need for additional GP accommodation. However, the Council understands that there is some interest by the existing GPs surgeries to relocate and discussions in relation to this are ongoing. CIL funds could be used to contribute to the provision of a new GP facility. Disposal of the existing surgery sites is unlikely to generate any substantial funds to help to fund a new facility.

Parks and Green space

The masterplan for the expansion of Princes Risborough includes a park along the Crowbrook, which flows from Mill Lane west through the expansion area. The plan also allows for 25ha of open space which includes parks, allotments, play areas, club houses with changing facilities, 6 playing pitches and 4 tennis courts.

The existing footpaths in the area will be kept, as 'green lanes' – off-road cycle and walking routes, to encourage walking and cycling for every day travel and for recreation. A further walking and cycling route is proposed along the north side of the railway. This has been dubbed the 'twin track trail', because it will allow for access to the railway line when in due course Network Rail needs to provide a second track on this railway.

Roads

To distribute the traffic from the town expansion effectively, a new road is proposed through the expansion area, connecting to the A4010 south of the town, and at the Grove Lane junction at Kimble. This road will be at 30 or 40mph, as appropriate to an urban environment. It is not a 50mph dual carriageway.

The plan is requiring the costs of this road to be met by the developers. It will include improvements to the railway bridges over the road at Summerleys Road and Grove Lane to make them fit for future traffic.

The provision of the new road introduces the opportunity to calm and civilise traffic through the town centre, making it safer and more attractive.

The existing road network at Risborough is already very busy at peak times – particularly the 'Tesco roundabout'. Widening the road through the town would be difficult and not consistent with the local vision for a people-friendly town centre. It would also not provide the town with long term resilience – particularly important as the A4010 is a 'blue light' route.

Rail

The plan makes provision to 'future proof' the future dual-tracking of the existing single track rail between Princes Risborough and Aylesbury, by safeguarding land to the north of the line.

We are working with Network Rail to secure the provision of an underpass under the railway at Wades Park to make sure that the new expansion is better connected to the existing town. The underpass will be designed to be broad and attractive; as people use it to go to and fro from the town centre, the Wades Park area will become busier and feel safer.

Further information on the provision of infrastructure through the local plan can be found in the [New Local Plan infrastructure briefing note](https://www.wycombe.gov.uk/uploads/public/documents/Planning/New-local-plan/New-local-plan-infrastructure-briefing-note.pdf)

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