

Expansion Area - Key Principles

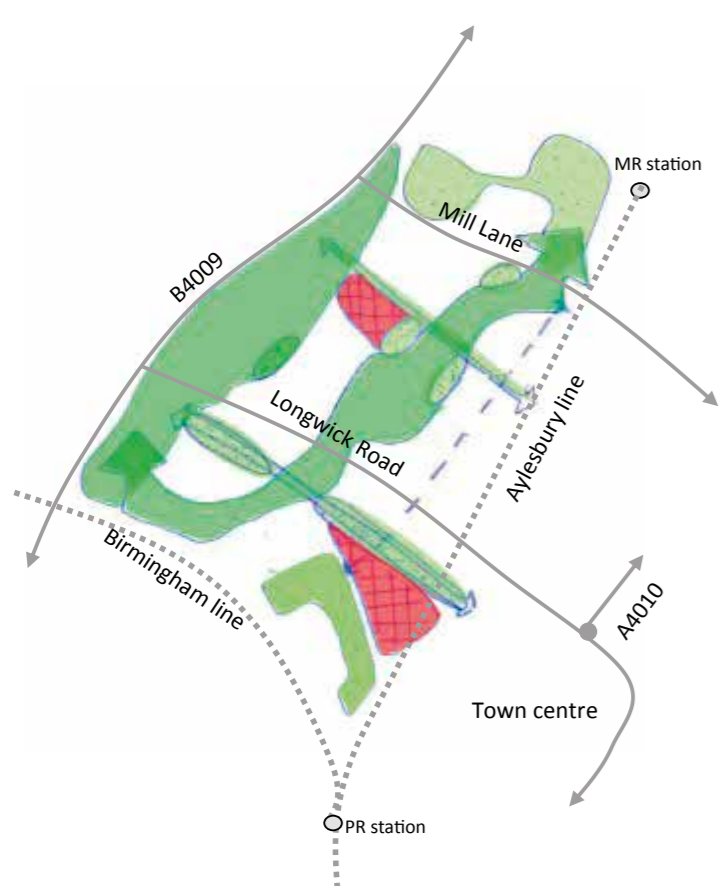
Guiding Principles

The Expansion Area will be a high quality place to live with 2,000-2,500 homes, new local facilities including two new local centres, two new primary schools, and new natural spaces and open spaces for people to enjoy.

There will be good links to and from the heart of the town for pedestrians, cyclists and drivers.

1. Open space network

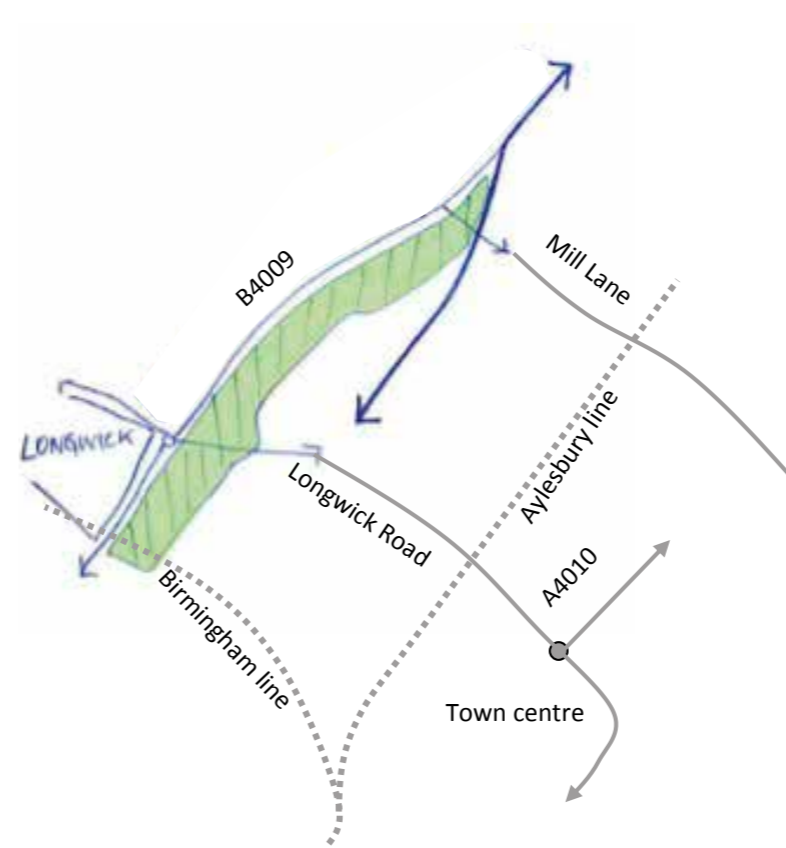
A network of large and small, natural or new open spaces



- The expansion area will include local open spaces around housing areas and nature conservation areas.
- There will be circular leisure routes for walking and cycling through nature conservation areas and around Alscot.
- Local centres and primary schools are linked to new green lanes.
- Areas with flood risks are avoided.
- The variety of green infrastructure spaces will add to the overall character of the town and the development area.

2. Lower Icknield Green Way Buffer

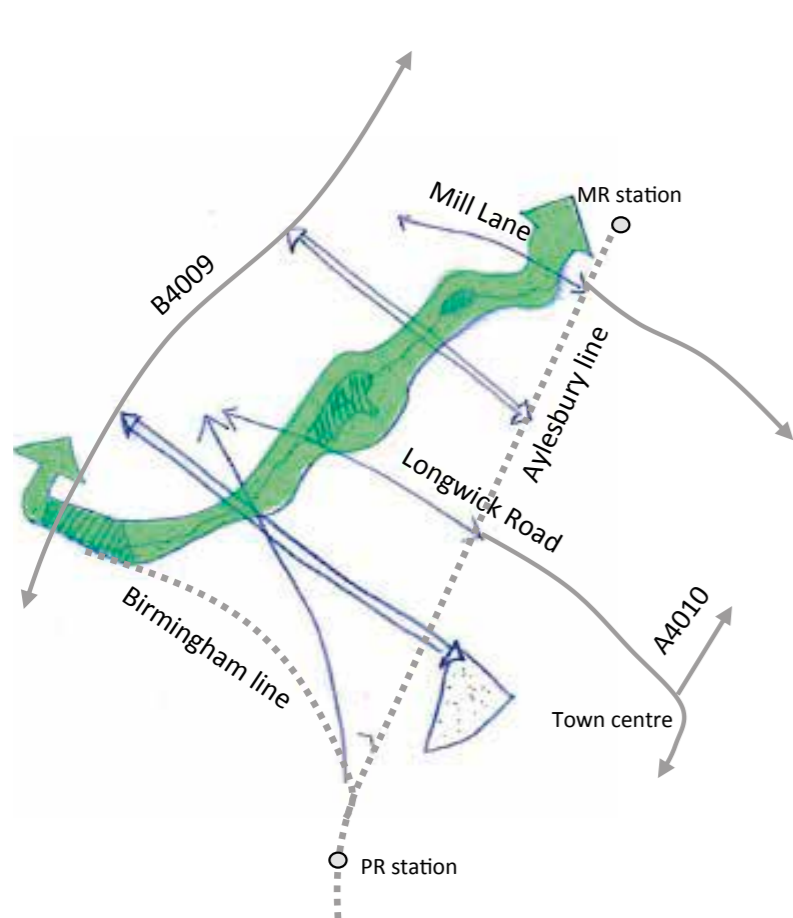
A green swathe 100-150m depth, south of Lower Icknield Way



- The submitted Longwick-cum-Ilmer Neighbourhood Plan seeks to exclude development in this area to retain a gap between the village and Princes Risborough
- Safeguarding a larger gap or area would be hard to justify if housing can be located there.
- The land is not needed for development and so is excluded from consideration. A new policy would seek to maintain its current character and land use activities, but not permit new development either as part of Longwick or Princes Risborough.
- The land is also partly required as strategic open space
- The landscape character suggests there is a corridor along Lower Icknield Way of this size, before the land falls away.

3. Crowbrook stream corridor

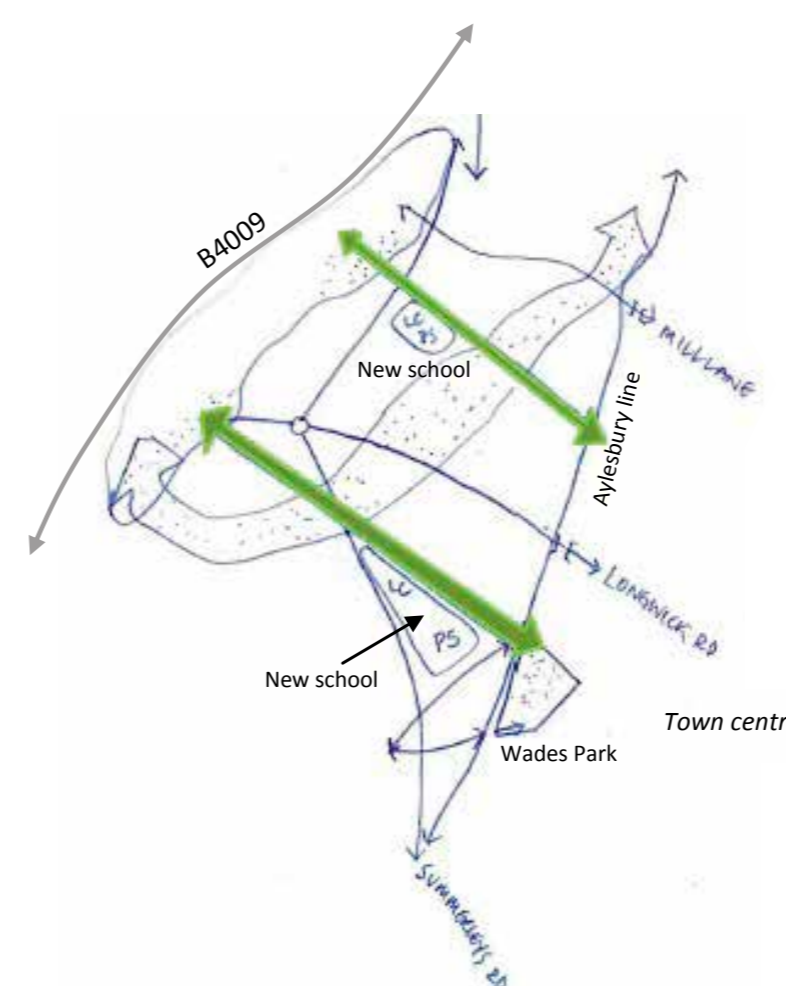
Land reserved for nature conservation, flood management and setting of Alscot Conservation Area



- Land is retained for fluvial and surface water management, an ecological and wildlife corridor, and public open spaces adjoining it.
- The Local Wildlife Sites are protected within the fields that they lie.
- The green setting of Alscot Conservation Area is maintained.
- The land to the south of Alscot Lodge is excluded as it forms part of the Conservation Area's setting in relation to the AONB.
- North of Alscot the corridor includes local open space to serve new development.
- Where the stream meets Mill Lane and surface water flooding is common, the developable area is reduced to allow for more flood management measures.

4. Park Mill and Kingsmead Green Lanes

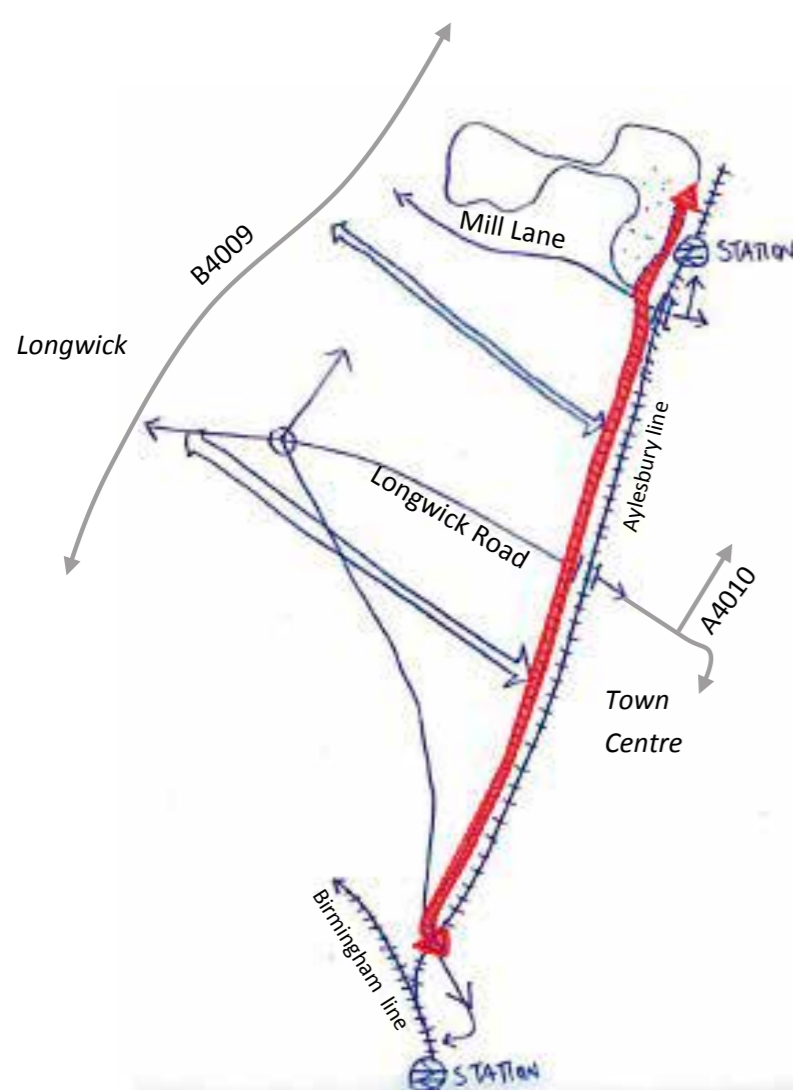
Broad green corridors along existing Rights of Way



- The green / open space link from Wades Park is continued north.
- The Right of Way through a new underpass is a key north-south link and so needs to be distinctive.
- Using the Church Path footpath to define a green corridor could combine the green infrastructure with local open spaces such as tennis courts, MUGAs and play areas.
- As this land is the most accessible to the town, it is predominantly suitable for development with smaller open spaces.
- The surface water flooding around the small water course (Kingsey Cuttle Brook) needs to be managed locally within a green space.
- Kingsmead Green Lane Right of Way is a 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 northern local centre and school.

5. Twin Track Railway Park

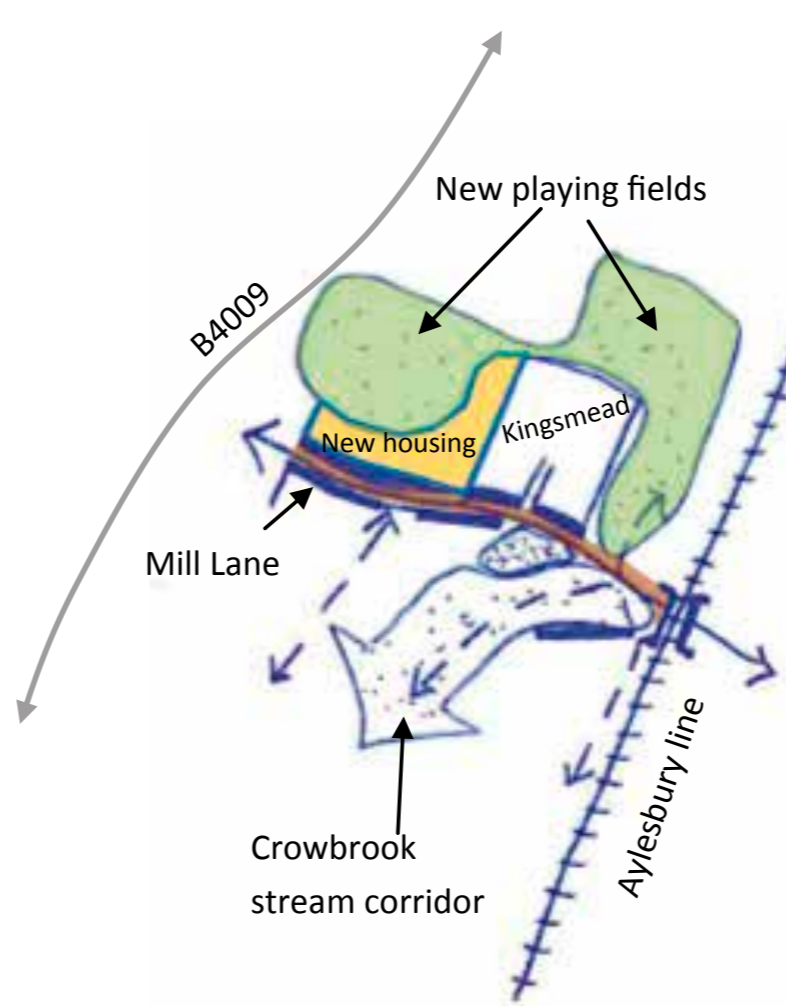
Linear pedestrian / cycling route parallel to the London-Aylesbury line



- Uncertainty over East-West Rail's needs creates an opportunity to reserve land for temporary re-use. 15 m is estimated as the space required, and combining it with an additional 10 m (min) corridor would create, with or without the expansion corridor, a linear park route.
- This creates a clear east-west link for pedestrians and cyclists parallel to the railway line, from station to station.
- It mitigates against the loss of level crossings over the railway line, by linking rights of way.
- The linear green space along the railway line embankment will act as a wildlife corridor.
- Varying its width from 25m (min total) will ensure that there are a variety of spaces along its length.

6. Integrating Kingsmead and Mill Lane

Housing and strategic open space located north-east of Mill Lane



- Traffic on Mill Lane needs to be calmer and deterred from using it as a rat run.
- Adding housing will help to change its use, whilst retaining its rural character.
- Changing the junction with the Lower Icknield Way will deter through-traffic on Mill Lane.
- Not planning development here will leave the Mill Lane area open to ad hoc opportunistic housing applications.
- Integrating Kingsmead with new development will provide better access to local facilities.
- The land around Kingsmead (N&NW) offers an attractive location for semi-rural parklands reached from Mill Lane via Rights of Way.
- The surface water flooding around Monks Risborough station precludes development immediately north, but it is suitable for open space uses including some sports pitches and parklands.