

Expansion Area - Key Principles

7. Summerleys Park and ponds

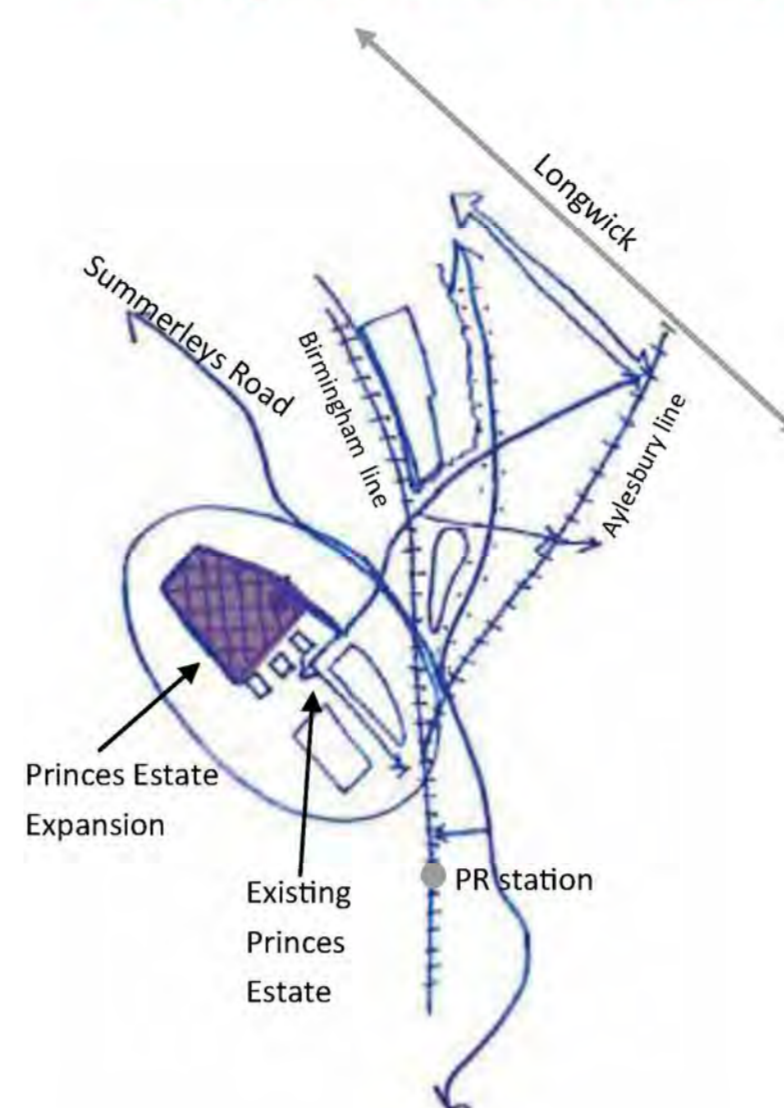
Strategic Open Space within the Sewage Treatment Works buffer, and retained ponds off Summerleys Road



- The sewage treatment works will not be relocated, and its buffer cannot accommodate prolonged use activities.
- Flood water can be managed locally within the park.
- The through development road can run through the buffer along the park edge, adding to its avenue character
- The ponds and water course are retained and the land is excluded from development considerations.
- The surface water flooding area is avoided.
- The adjacent developments (to the north, and south of the new road) will benefit from this green outlook.

8. An Employment Cluster

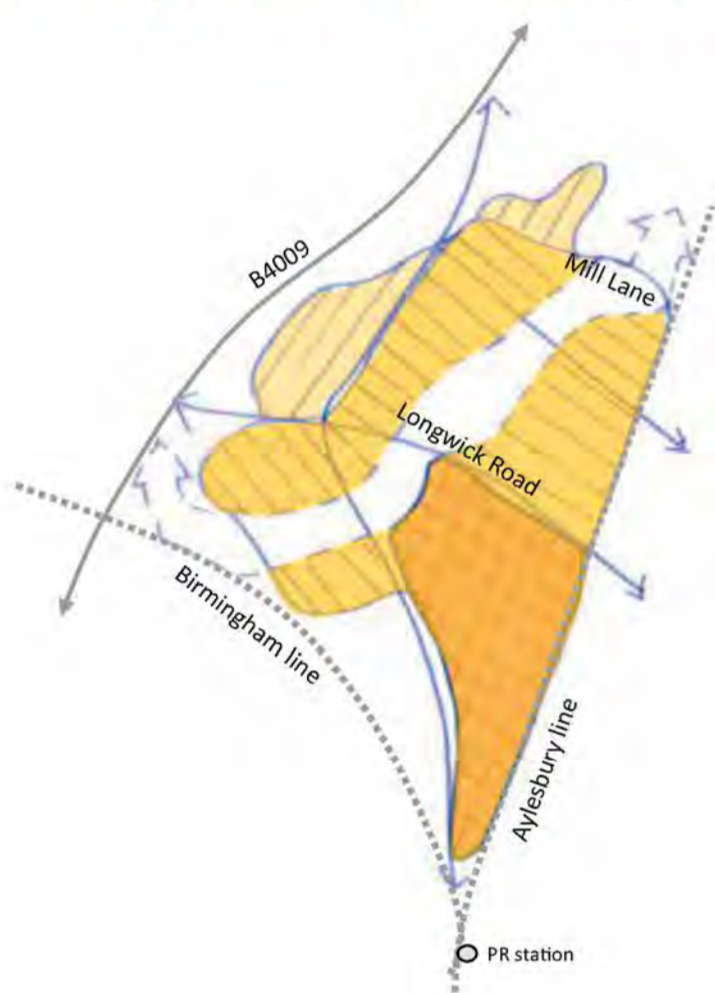
Employment Land extension to Princes Estate



- More strategic employment land should be clustered with existing businesses in an expansion of the Princes Estate. This is on land to the north.
- This location offers better station access via a new link to the west of the railway line.
- The local centres include small business space to support local businesses' growth, in the form of flexible use units to cater for a range of business types.

9. Building new homes

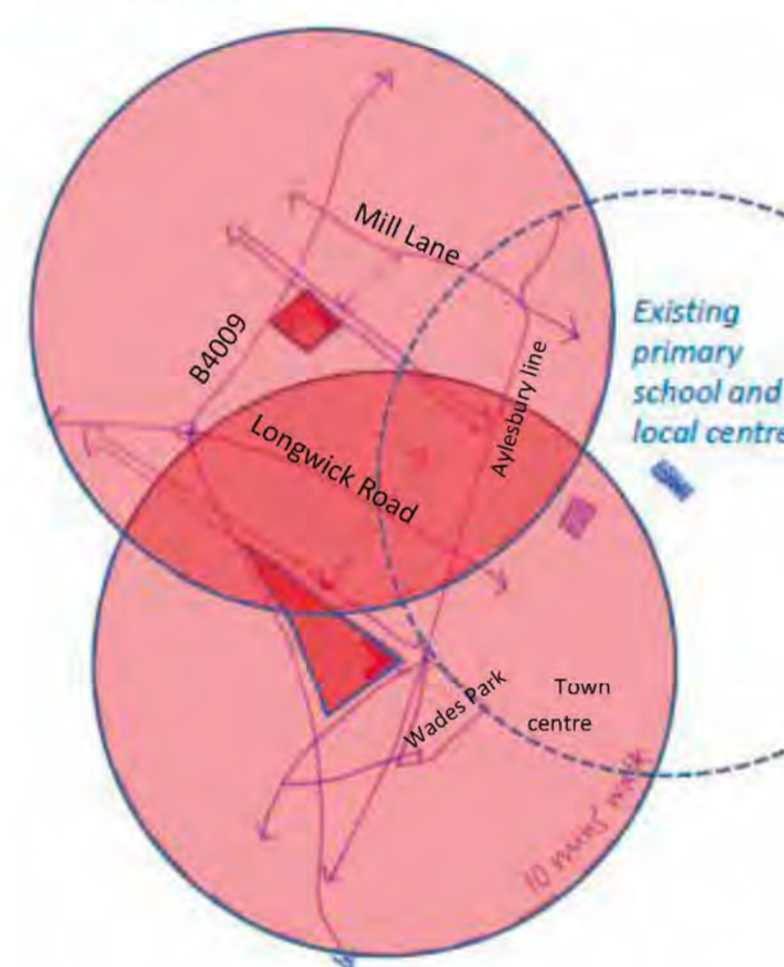
Density levels reflecting good local access and green setting



- Existing residential densities in the town are low (around 20/25 dwellings per hectare) and new residential development will need to make best use of the land, with space for a strong landscape structure.
- Land with greater accessibility is at a higher density to encourage more walking and cycling trips.
- Using density figures of 25/30/40 dwellings per hectare means that less land would be needed.
- Average density figures will allow for a range of developments to suit the local context.
- Lower density development lies in more peripheral locations, to enable the landscape character to be more dominant.

10. Two primary schools and local centres

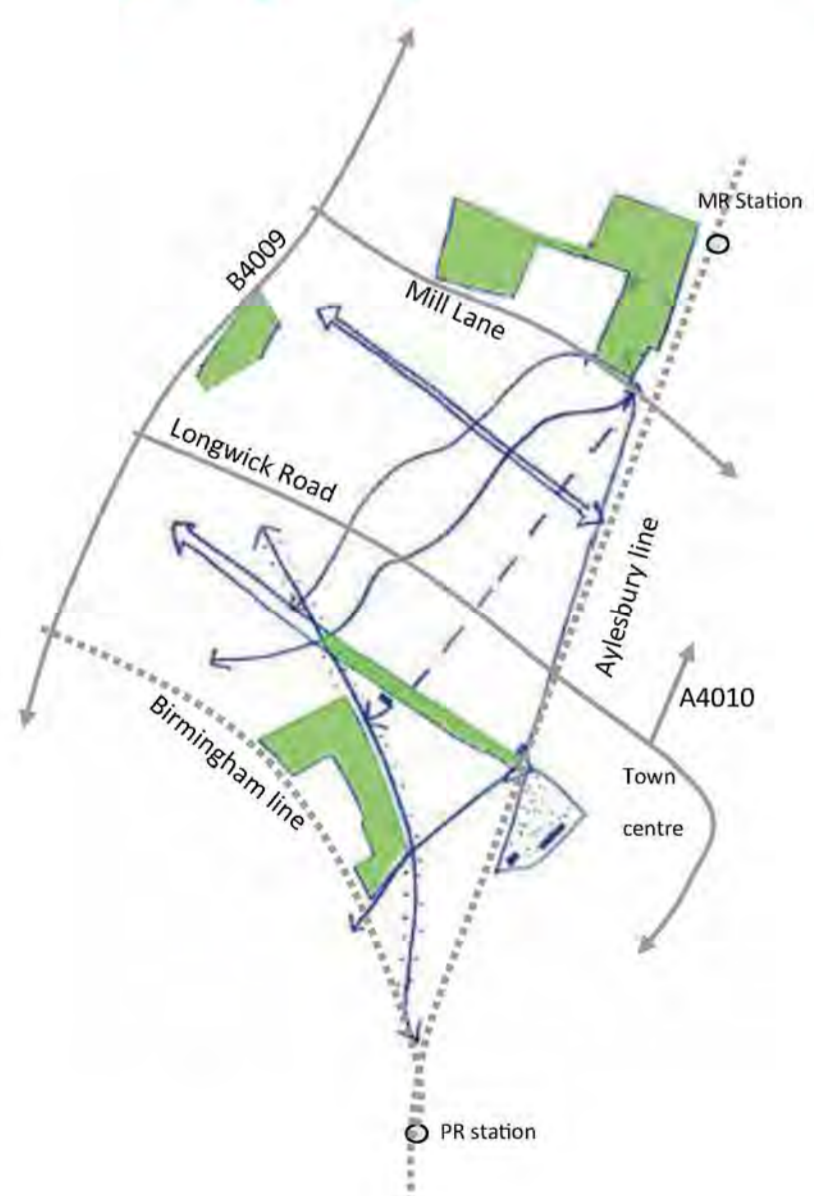
Two local centres adjacent to primary schools and nurseries at a walkable scale



- Local centres are located central to housing areas, i.e. within 10 minutes walk (max).
- Having two local centres ensures that housing is not isolated.
- Each local centre is planned for a convenience retail store (300-500 sqm, like a Sainsbury's Local), flexible use units for small businesses, residential units on upper floors and other uses as needed: a crèche, local health centre / GP surgery if relocated, a faith centre, and a new community centre (800 sqm)
- The southern local centre would be the larger centre, to maximise links with the rest of the town.
- The local centres are located with the primary schools to avoid crossing a main road to use them, and on key through routes to provide passing trade and a greater visibility.

11. Sports and Park Spaces

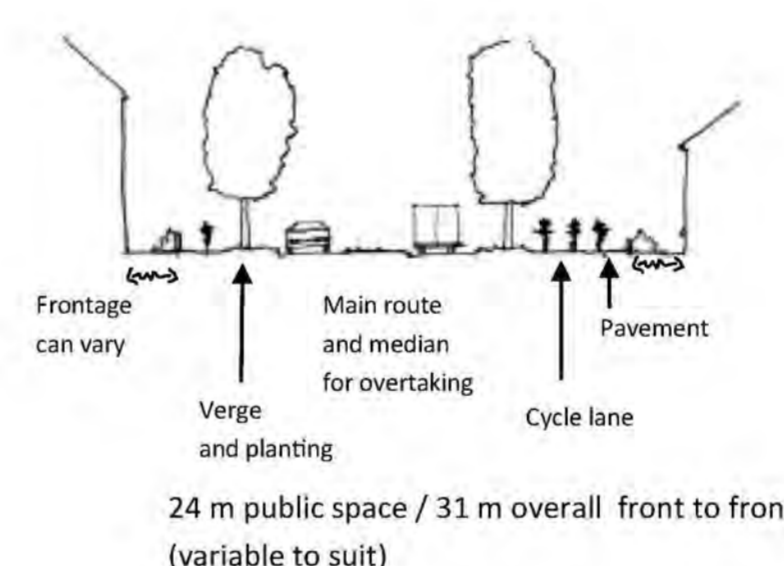
Larger open spaces at the edges of the town



- Land for sports pitches needs to be flat, close to housing, but not in the most accessible areas (this should be for development). This is in the lower end of Mill Lane and near the Lower Icknield Way.
- The land near the sewage treatment works will have a more informal and natural character.
- The ecologically sensitive areas around Longwick Bog and Kingsmead Meadow are preserved intact
- Land prone to surface water and fluvial flooding at Mill Lane may be used for strategic open space, but should not be used for winter sports pitches to ensure that they are usable regularly.
- Land adjacent to the Lower Icknield Way offers good links to rights of way, plus space to accommodate parking, 'muddy' changing facilities and flood-lighting (managed to suit the location and local impacts).
- Smaller scale facilities (tennis, MUGA, etc.) and 'cleaner' changing facilities are located in Park Mill Green Lane, along with local amenity spaces.

12. Through Development Road

Tree-lined avenue for mixed modes of travel



- The proposed route enables traffic to flow efficiently without creating a barrier to cross movement.
- Its alignment creates a direct route for walking and cycling to the station.
- Its trees and green verges reflects the town's green character.
- The road allows traffic to turn without stopping flows.
- Building setbacks can vary the character of the route for more openness or an urban 'town' feel.

13. Improving Other Ways to Travel

Direct public transport and cycle connections



- By reorganising bus services between the High Street and New Road, more bus services can serve the town centre.
- A new bus service can run from the station to the new development area via the town centre in a basic loop, with spurs to Longwick, Mill Lane and Monks Risborough.
- The cycle lane on the High Street is relocated to an improved New Road.