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Queen Victoria Road
High Wycombe
Bucks HP11 1BB

Cabinet - Supplement Item 4 - New Wycombe District Local Plan, Little Marlow Lakes Country Park and Community Infrastructure Levy Receipts

Date: 18 September 2017
Time: 7.00 pm
Venue: Council Chamber
District Council Offices, Queen Victoria Road, High Wycombe Bucks

Agenda

Item

- | | | |
|----|---|--------|
| 4. | New Wycombe District Local Plan, Little Marlow Lakes Country Park and Community Infrastructure Levy Receipts | 1 - 26 |
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For further information, please contact Peter Druce - Democratic Services - 01494 421206, committeeservices@wycombe.gov.uk

Agenda Item 4.

New Wycombe District Local Plan, Little Marlow Lakes Country Park and Community Infrastructure Levy Receipts

Update

Change to the Cabinet Report

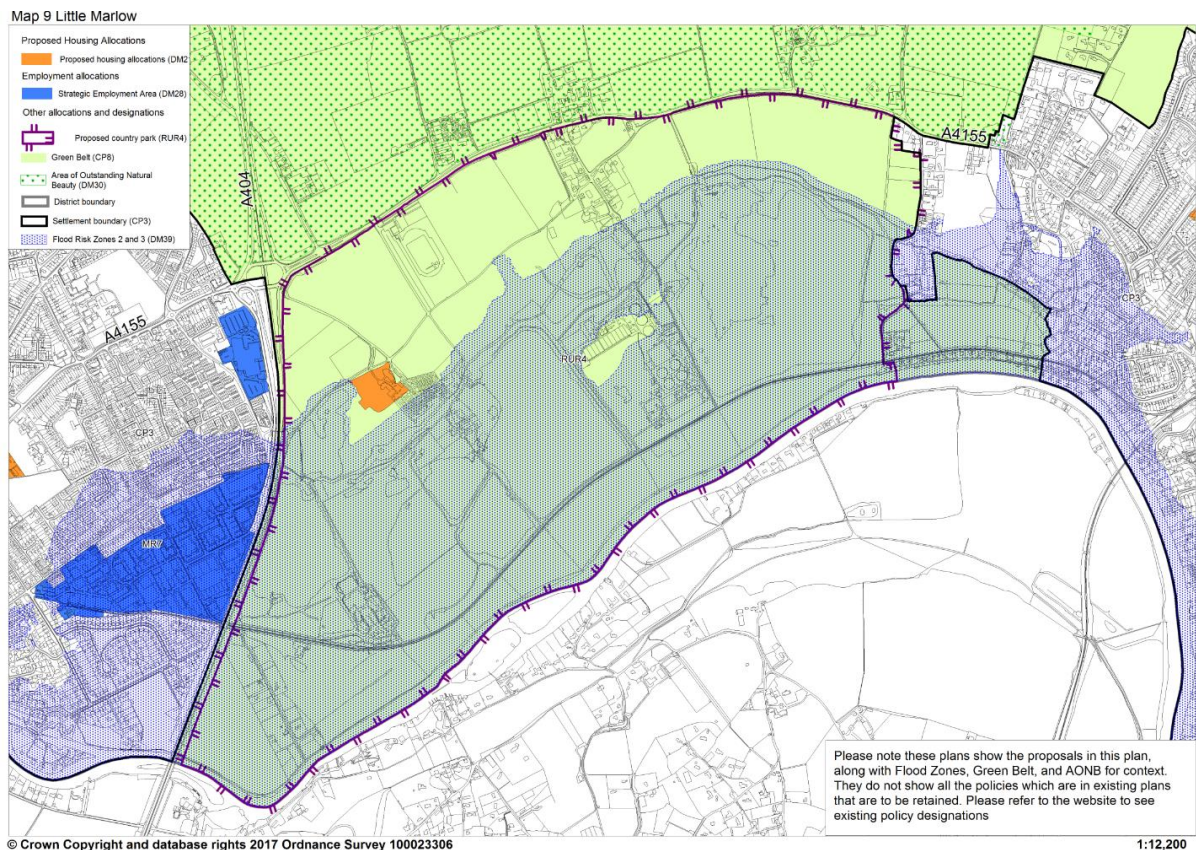
Little Marlow Lakes Country Park

Change to the area to be designated a country park

Para 44. Plan below supercedes that in the published report.

The Plan has been updated

- to remove a small group of houses from the Country Park boundary on the north east corner of the area
- to include the whole of the wharf at the south east corner of the site



Change to Appendix 1, summary of the Local Plan

Housing distribution in the plan – for Princes Risborough.

Delete: 2050 homes at Princes Risborough (of which 1662 is allocated in the expansion area, and 385 already have permission or are to be built elsewhere in the town.)

Replace with: 2050 homes at Princes Risborough (of which 1662 is allocated and 96 have permission in the main expansion area, 103 are in other allocations in the expansion area, and 186 already have permission or are to be built elsewhere in the town)

No change to the footnote

Changes to Appendix 2 The Local Plan

All para numbers refer to the Plan attached as Appendix 2.

Supporting text to policy Gomm Valley HW6

Page 109 para 5.1.46

Delete: Care must be taken, however, that further traffic in addition to that of the development, is not encouraged to pass through Penn and Tylers Green

Insert: The purpose of this spine road is to distribute traffic from the development. It is not intended to act as an unofficial 'bypass' as this would be detrimental to Penn and Tylers Green due to the increase in through traffic. The capacity of the spine road and the northern end of Cock Lane, must therefore be restricted through effective traffic calming to deter through traffic.

Figure 14 Land off Amersham Road including Tralee Farm (indicative drawing)











Page 118

Delete: existing drawing

Insert: diagram below. To ensure red line boundary of the site is consistent with that shown on the Policies Maps and to clarify the extent of existing trees/woodlands and extent of open space.



Please note this plan is indicative only drawn for the purposes of assessing development capacity

	Proposed residential		Potential vehicular access
	Proposed open space		Existing footpaths
	Proposed tree belts		Potential new footpaths
	Existing trees/ woodland		Site boundary
	Sensitive existing residential boundary		Existing exposed gable ends

Housing numbers in introductory section on Princes Risborough

Page 170 Tables 15 and 16

Table 15 – clarification that PR3, PR11 and PR16 form part of the expansion area

Table 16 – clarifying that the homes to be built in the expansion area as a whole, and the main expansion area. Also correcting for arithmetic errors. Final table to read:

	Within the plan period (to 2033)		Beyond the plan period (after 2033)	Total
Within the main expansion area	1758	Made up of <ul style="list-style-type: none"> • 96 Leo Labs with planning permission; • 1662 allocated in this Plan 	599	2357
Other allocations within the expansion area	103	Made up of <ul style="list-style-type: none"> • 58 Land to the rear of Poppy Road (PR11) • 45 Land at Princes Risborough Station (PR16) 	n/a	103
Elsewhere in the town	186	Made up of <ul style="list-style-type: none"> • 32 from other allocated sites in table 15 • 139 built, under construction or with planning permission • 16 from windfall 	n/a	186
Total	2047		599	2646

Policy PR3 Princes Risborough Area of Comprehensive Development including Relief Road, and PR4 Comprehensive approach to the expansion area

Page 173-187

Clarify that PR3 relates to the comprehensive development of the expansion area, and that PR4 relates to the main expansion area, including changes to the policies and their titles, moving paragraphs of supporting text 5.3.29-31 from PR4 to PR3, and update to fig 25, and fig 26.

Policy PR6 – Expansion Area Development Principles

Insert 'main' before 'expansion area' in policy title and elsewhere in the policy.

Policy PR7 – Development Requirements

Insert 'main' before 'expansion area' in the first line of the policy, and elsewhere in the Policy.

PR9 Princes Estate and Expansion

Policy:

Delete 'and' from the title of the policy

Delete: the first clause "The existing Princes Estate, as identified on the Policies Map, is protected for B1 B2 B8 and sui generis uses akin to B uses",

Insert: supporting text "The existing Princes Estate is designated on the Policies Map as an area of Strategic Employment, Policy DM28, which protects the area for employment uses".

Insert new clause 1 to read: "The Council allocates land shown on the Policies Map for a new Strategic Employment Area as a northern expansion of the Princes Estate."

Supporting text:

para 5.3.147 insert 'and the Railway Station' after 'good place making along the Longwick Road'

PR11 Land to the rear of Poppy Road

Delete 'The site as shown on the Policies Map is allocated for residential uses' – this is now covered by Policy PR3.

Add new clause 7: "Make a contribution to off-site infrastructure proportionate to the scale of the development, taking into account on-site provision"

And add related supporting text 'The Council will assess PR11(7) against its capacity and delivery plans for the area. Until such time as this has been produced and approved by the Council, the Council will require an application for this site to demonstrate how the application is making a fair and equitable contribution towards the provision of off-site infrastructure.'

PR16 Land at Princes Risborough Station

Delete 'The railway station site as shown on the Policies Map is allocated for a mixed use development'. this is now covered by PR3

Insert clause (g) A contribution to off-site infrastructure proportionate to the scale of the development, taking into account on-site provision

And new supporting text 5.3.215 (new number) "The Council will assess 1(g) against its capacity and delivery plans for the area. Until such time as this has been produced and approved by the Council, the Council will require an application for this site to demonstrate how the application is making a fair and equitable contribution towards the provision of off-site infrastructure, taking into account the on-site infrastructure provided."

BE1 Slate Meadow, Bourn End and Wooburn

Delete: 'a park and walk facility'

Insert: 'additional unallocated, on-street parking

So that clause 1(h) reads: 'Provide for school travel improvements through the provision of additional unallocated, on-street parking on site including any necessary alterations to Stratford Drive to facilitate pedestrians crossing...'

Supporting text to Policy DM 24 Affordable Housing

Page 326 para 6.31 and page 329 para 6.40:

Delete 6.40 – duplicates text in 6.31, which is also more up to date.

- 6.31 (already included in the plan) The National Planning Policy Guidance¹ enables local planning authorities to apply lower affordable housing thresholds in rural areas designated under section 157(1) of the Housing Act 1985, which includes National Parks and Areas of Outstanding Natural Beauty. Consequently, the district council is only able to apply the lower threshold to the rural parishes that fall within the Chilterns AONB. The higher affordable housing threshold of 10 dwellings and/ or 1,000 sqms. will apply in rural areas outside of urban areas and the Area of Outstanding Natural Beauty
- 6.40 (to be deleted as it duplicates 6.31) This policy has been drafted to take account of the Written Ministerial Statements from 28 November 2014 and 2 March 2015 in setting thresholds for affordable housing requirements.

Policies Map

RUR4: Little Marlow Lakes Country Park

Change to boundary: to remove a small group of houses from the north east corner (revised boundary as per page 1 of this Update).

PR3: Princes Risborough Area of Comprehensive Development including Relief Road

Change to boundary: including land required for highways works for the relief road (see revised Princes Risborough policies map at end of Appendix).

¹ National Planning Policy Guidance, Planning Obligations (November 2016) paragraph 031 reference ID 23b-031-20161116

Appendix to Cabinet Paper Update on Local Plan Little Marlow Lakes Country Park and Community Infrastructure Levy Receipts

Track changes to Policies PR3 and 4 and supporting text

Princes Risborough Expansion Area

5.3.1 This section sets out the overarching policy and guidance to achieve sustainable development in the context of the expansion of Princes Risborough and the delivery of a relief road:

- PR3 defines the area of comprehensive development at Princes Risborough, to include relevant allocations and the relief road. It allocates the expansion area [including](#) the relief road and other sites which are required to support the delivery of the relief road.
- PR4 defines the comprehensive approach to the [main](#) expansion area by reference to a Concept Plan and fixed elements.
- PR5 defines the settlement boundary of the town and a strategic buffer to protect the town.
- PR6 sets out the development principles for the [main](#) expansion area.
- PR7 sets out the requirements of development in terms of essential infrastructure and further contributions to achieve sustainable development.
- PR8 sets out the means of providing for, and safeguarding, transport infrastructure.
- PR9 protects land for business uses at the existing Princes Estate and allocates a further expansion to the site. It sets out the principles of development for this site.
- PR10 sets out the principles for land north of Lower Icknield Way reserved for relocation of local businesses.
- PR11 sets out the principles of development for land to the rear of Poppy Road.²
- PR16 sets out the principles of development for land at Princes Risborough station.
- PR17 sets out the arrangements for equitable delivery of shared infrastructure required for the expansion.

² Please note policies PR12 – 14 deal with the town centre. PR15 is for Molins Sports Ground, a specific site in Monks Risborough.

PR3 – Princes Risborough Area of Comprehensive Development including Relief Road³

5.3.12 This policy is needed to allocate land for residential development and other uses to support the major expansion of Princes Risborough.

POLICY PR3 – PRINCES RISBOROUGH AREA OF COMPREHENSIVE DEVELOPMENT INCLUDING RELIEF ROAD

~~The expansion of Princes Risborough will provide a major residential led mixed-use expansion of the town. To deliver this, the Council will require the development of the Princes Risborough Expansion Area as defined on the policies map as an area of comprehensive development, to be taken forward on a comprehensive basis, defines an area of comprehensive development by and allocating:~~

1. The ~~main~~ expansion area ~~shown in figure 25 and on the Policies Map to accommodate the following land uses for:~~
 - a) ~~Up to 2450 dwellings (1660 within the plan period);~~ Residential uses;
 - b) A local centre with ~~community/faith space~~, 300-400 sqm retail space ('A' use classes) and 500 sqm space for business start-ups;
 - ~~b)c) Supporting social infrastructure including schools, community / faith space and sports facilities~~
 - ~~e)d) Other supporting infrastructure, including green and blue infrastructure.~~
2. Land to the rear of Poppy Road with primary vehicular access from the relief road for
 - a) residential uses,
 - b) Green and blue infrastructure
3. Land at Princes Risborough Station for
 - a) mixed use development
 - b) Green and blue infrastructure.

~~2.4.~~ A new relief road as a complete alternative to the existing A4010 to be provided by the

³ Policies PR1 and PR2 are in the Delivery and Site Allocations for Town Centres and Managing Development Plan (2013). Policies PR3 and PR4 of the DSA Plan are deleted, and replaced by policies PR13 and PR14 in this chapter.

development:

- a) For the proper planning of the area, as the development is dependent upon its provision;**
- b) To mitigate the impact of the development.**

~~3. Land to the rear of Poppy Road for residential uses, with access from the relief road;~~

~~4.5. Land at Princes Risborough Station for mixed-use development.~~

5.3.13 The extent of policy PR3 is illustrated on Figure 25 below.

5.3.14 This policy defines the area to be developed, what is to be accommodated within that space, and the land required for infrastructure that the development is dependent upon. The plan deals with the area comprehensively: it does not arbitrarily identify which parts of the area are to come forward within the plan period. It is not the intention that the land within the red-line-policy area is to be built up entirely – landscape buffers, open spaces, and corridors for wildlife and flood mitigation will also be accommodated within that space.

5.3.15 The extent of the area that the policy covers between Picts Lane and the A4010 to the south of Princes Risborough is to give flexibility in future detailed design of the relief road. Land to the rear of Poppy Road (see Policy PR11) is proposed to be removed from the Green Belt, but the rest of the land within the PR3 designation in this location is to be retained in the Green Belt. It is also within the Area of Outstanding Natural Beauty.

5.3.16 A structured and coordinated planning approach is needed to ensure that policy will deliver the planned growth in a sustainable and desirable manner. Policies PR4, PR5, PR6, PR7, PR8, PR11, PR16 and PR17 provide further detail in relation to the expansion area, and set out important development principles and requirements which are guiding the production of detailed Capacity and Delivery plans for the town expansion. This work is being taken forward by the Council, enabled by capacity funding from the Housing and Communities Agency (HCA), to achieve the following objectives, to:

- i. Provide a framework for equalisation of infrastructure costs and delivery;
- ii. Support the assessment of planning applications, and negotiation of S106;
- iii. Further guide the pattern of development, including density, and location of facilities and infrastructure.

5.3.17 This ensures that a joined-up approach is taken to the delivery of high quality future development and infrastructure in the expansion area that contributes towards providing a strong and appropriate sense of place, as opposed to piecemeal development proposals being prepared in isolation. It will also ensure that the Council will have a central role in shaping and influencing future development proposals.

5.3.18 The Council will expect relevant delivery partners and stakeholders, including developers and landowners, to work in partnership with the Council and each other in the preparation of planning applications consistent with policy and with the Capacity and Delivery Plans for the Princes Risborough expansion area. The overall Capacity and Delivery plans will help to ensure that the areas are developed in a coordinated, comprehensive and timely manner.

1.

~~**5.3.13** Supporting policies set out the detail of the principles and requirements of development both within and outside the expansion area:~~

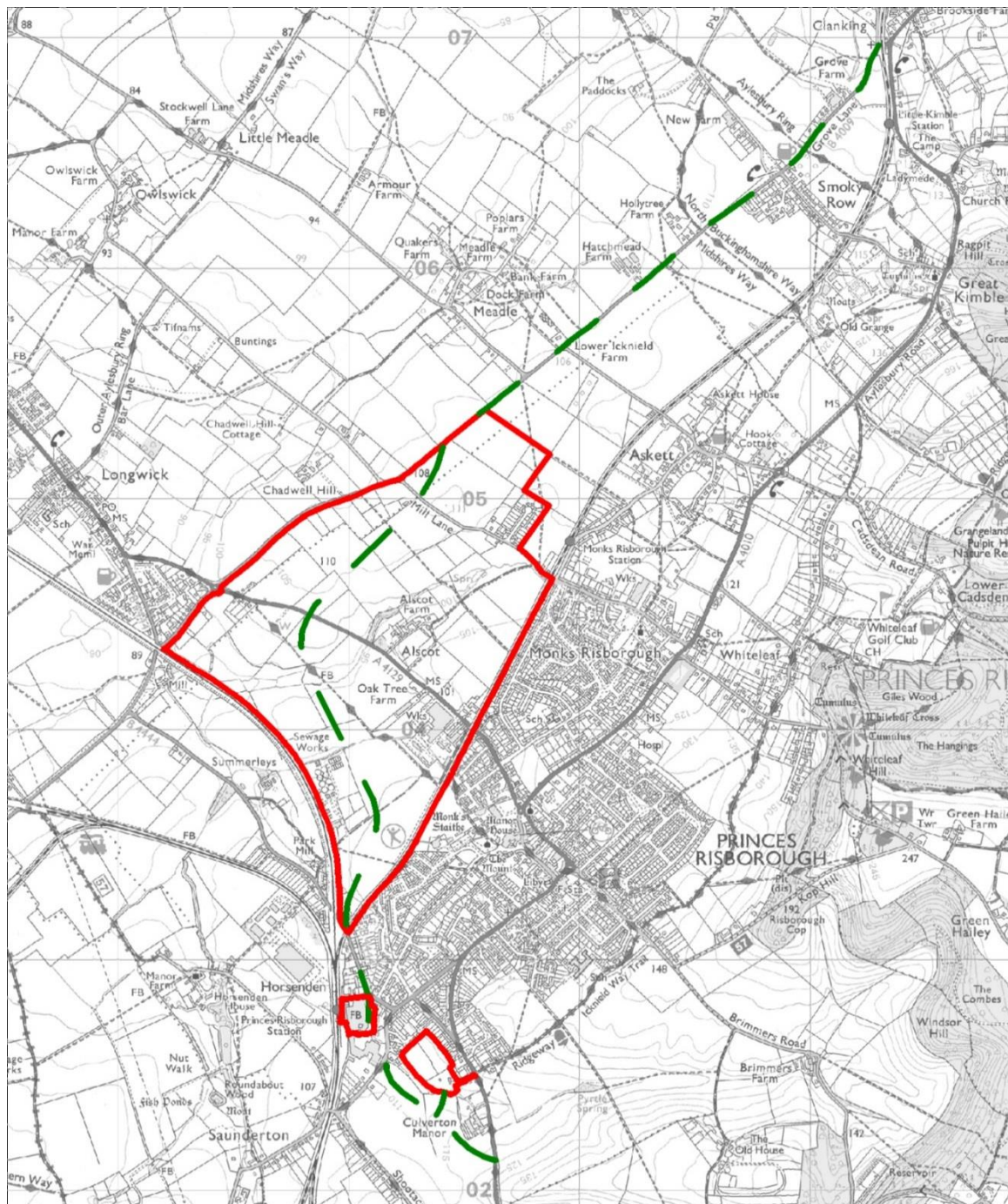
- ~~i. Policies PR6, PR7 and PR8 set out the requirements for supporting infrastructure;~~
- ~~ii. Policy PR12 sets out requirements for the town centre.~~

~~**5.3.14**~~**5.3.19** For clarification information on the housing numbers please see tables 15 and 16.

~~**5.3.15**~~**5.3.20** Major housing growth in the town should facilitate the protection of existing businesses in the town, and provide suitable space for new businesses, so as to promote sustainable development. Policy PR9 sets out the requirements for the Princes Estate business area and for land allocated for expansion to the north of the existing area. Policy PR10 sets out the requirements for land reserved for businesses that may need to relocate as a consequence of the expansion of the town. Policies PR12 – 14 address the town centre, and Policy PR15 addresses Molin’s Sports Ground.

Figure 1 Princes Risborough Area area of comprehensive development including indicative relief road alignment

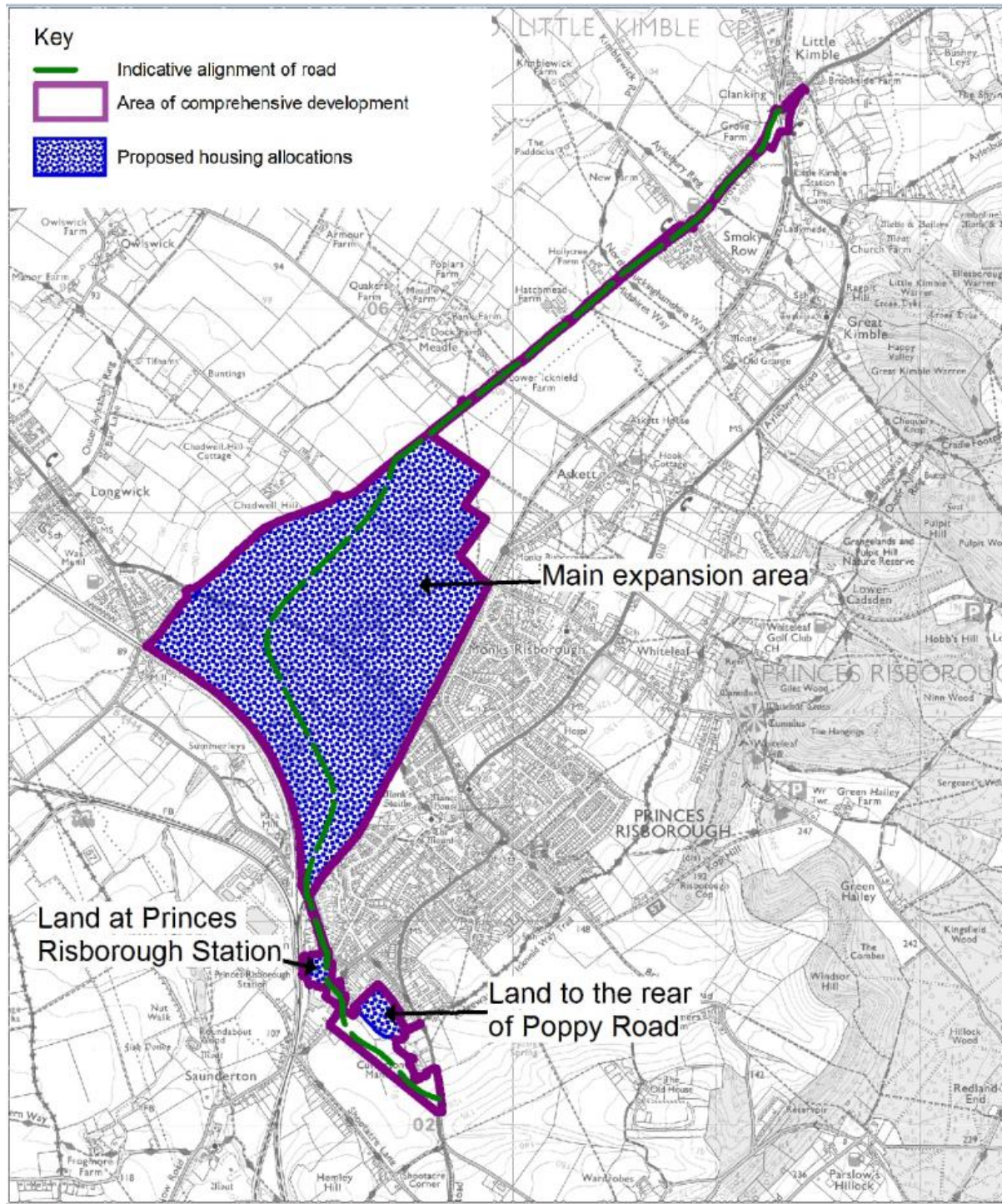
Plan to be deleted:



Key

- Indicative alignment of road
- Area of comprehensive development

New Fig 25:



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—The area of comprehensive development includes the development areas outlined in red and the relief road (shown as a green dashed line) together, as shown in figure 25.

5.3.165.3.21 The land chosen for the town [main](#) expansion is immediately adjacent to the existing town, to the northwest of the Aylesbury railway line. The area identified is considered the most appropriate and sustainable option⁴, whilst delivering substantial housing growth to help address the significantly increased need for housing across the District. Expansion to the south east of the town is constrained by the Metropolitan Green Belt and the Chilterns AONB. Major development here would need to be justified by exceptional circumstances. Therefore the more appropriate direction for growth is to the other side of the railway line. The reasoning for locating development adjacent to the existing town is:

- To ensure the greatest benefit to Princes Risborough town centre
- To facilitate ease of access between the new homes and existing services and employment opportunities in the town
- To maximise the opportunity for joint public transport servicing of the existing and new housing areas, and to make a viable route to connect the new development to key destinations like the town centre and railway stations.

5.3.175.3.22 The extent and capacity of the [main](#) expansion area is shaped by a number of factors including accessibility to local services and facilities in the town centre, avoiding coalescence with Longwick, and the visual impact of the expansion from the Chilterns AONB escarpment. Further assessment of reasonable alternative options is set out in the Sustainability Appraisal.

5.3.185.3.23 Increased spending power from the growing population within the local economy provides an opportunity for business in the town to respond to this, and sustain the retail offer in the town centre.

5.3.195.3.24 Employment space is allocated to facilitate the development of new businesses in the town, and some space is reserved for relocation of local businesses as they expand or move to make way for residential development.

5.3.205.3.25 The railway line does present a potential barrier to integrating the expanded town with the existing town. It is worth reflecting that many towns are bisected by railway lines but are nonetheless successful. It is therefore important to preserve as many crossings of the railway line as possible, while creating a safe and attractive means of getting over or under the line, either on Public Rights of Way or on existing highways. The distribution of

⁴ Sustainability Appraisal of the Proposed Submission Wycombe District Local Plan (September 2017, AECOM & Wycombe District Council)

services and facilities will also be important in creating links between the new and the existing.

5.3.215.3.26 Major new road infrastructure in the form of a relief road would be required in the context of any expansion of the town. Increasing capacity on the existing road network including the A4010 through the town is difficult, and not consistent with the vision for the town centre. This new road infrastructure will provide better access to the station, and provide the opportunity to access land to the rear of Poppy Road, which it is proposed is removed from the Green Belt.

Development framework

~~5.3.225.3.27~~ The development framework for Princes Risborough ~~consists of the~~ is illustrated ive expansion area on the Concept Plan (see figure 26), ~~the accompanying policies PR4, PR6, PR7 and PR8; PR9, PR10 and PR11; and the~~ which provides more detail than can be provided on the Policies Map, especially in relation to the main expansion area.

PR4 – ~~Comprehensive Approach to t~~The Main Expansion Area Development Framework

~~5.3.235.3.28~~ The main expansion of the town has been planned as a whole and this comprehensive approach is illustrated by ~~the~~ a Concept Plan (figure 26).

POLICY PR4 – ~~COMPREHENSIVE APPROACH TO THE~~ MAIN EXPANSION AREA DEVELOPMENT FRAMEWORK

The Council will require development of ~~the Princes Risborough the Main~~ Expansion Area to ~~be taken forward on a comprehensive basis as illustrated on the Concept Plan (figure 26) which sets out~~ deliver the broad disposition and scale of land uses, green infrastructure and major highway infrastructure, shown on the Concept Plan (figure 26). The Concept Plan is illustrative but the following elements are fixed:

1. Formation of residential neighbourhoods;;
2. Two primary schools, located one each side of the A4129 to minimise the need to cross a main road;
3. A local centre to the north of the Crowbrook;
4. Creation of an internal primary route through the expansion area linking from the B4009 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;
5. Location of the green gap between development and Longwick;
6. An east-west green corridor focussed on the Crowbrook Stream;
7. North-south green 'lanes' focused on existing rights of way;
8. Land to the north of the railway line to safeguard future railway expansion and associated green space;

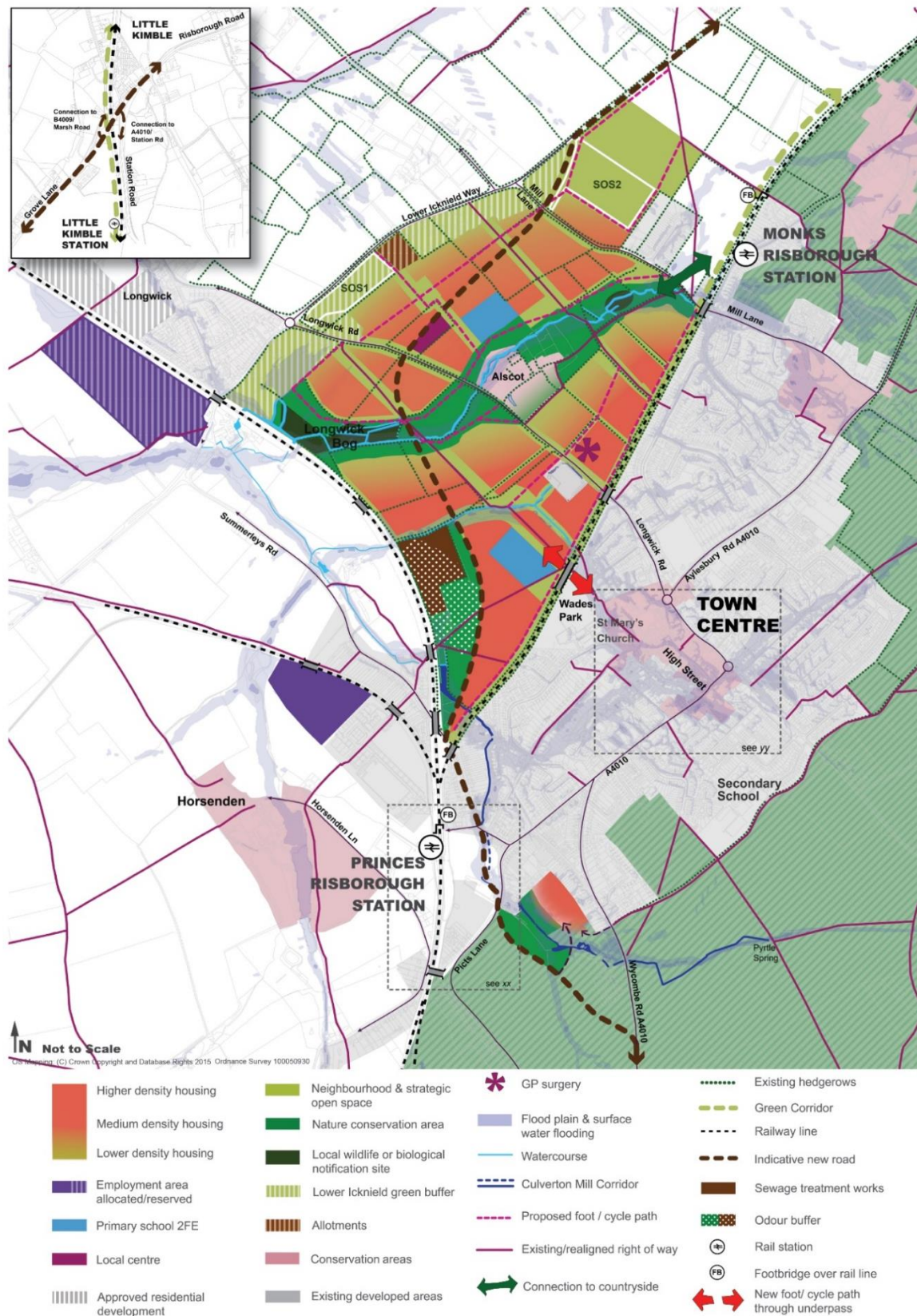
9. Pedestrian and cycle crossings of the railway;

10. Location of strategic open spaces SOS1 and SOS2.

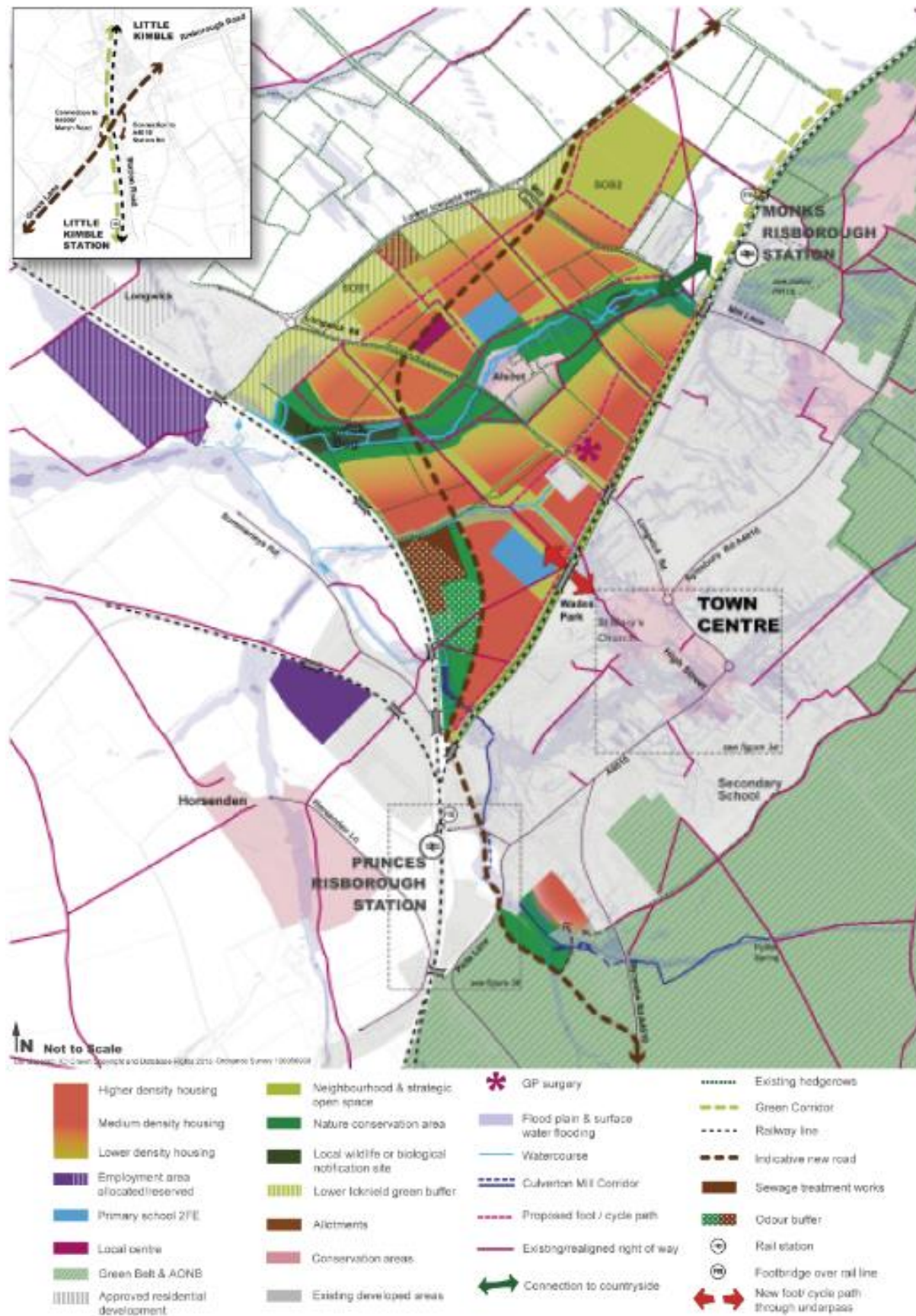
5.3.245.3.29 A comprehensive approach to the [main](#) expansion area will need to be consistent with the principles of the Expansion Area (PR6) and requirements set out in PR7.

5.3.255.3.30 The role of the illustrative Concept Plan is to guide the development of Princes Risborough and provide a robust basis for detailed consideration of the components. It is an illustrative plan and does not seek to fix the exact location or configuration of all the various spatial elements of development, for example the exact location of the local centres or play areas. However, in order to secure a comprehensive and robust approach to the delivery of key structuring infrastructure within the [Main](#) Expansion Area, this policy sets out the location and general configuration of a number of fixed elements of the illustrative Concept Plan.

Delete this version of the concept plan
 Figure 2 Concept Plan



Replace with this version of the plan



5.3.26 **5.3.31** Capacity work based on the Concept illustrated here indicates the expansion area can deliver up to ~~2460~~²⁴⁵³ homes, with 600 of these homes being provided beyond the plan period. A breakdown of the housing figures showing the sources of supply is given at tables 15 and 16.

5.3.27 A structured and coordinated planning approach is needed to ensure that policy will deliver the planned growth in a sustainable and desirable manner. Policies PR4, PR5, PR6, PR7 and PR8 set out important development principles which are guiding the production of detailed Capacity and Delivery plans for the town expansion. This work is being taken forward by the Council, enabled by capacity funding from the Housing and Communities Agency (HCA), to achieve the following objectives, to:

- i. provide ~~Provide~~ a framework for equalisation of infrastructure costs and delivery;
- ii. support ~~Support~~ the assessment of planning applications, and negotiation of S106;
- iii. further ~~Further~~ guide the pattern of development, including density, and location of facilities and infrastructure.

5.3.28 This ensures that a joined up approach is taken to the delivery of high quality future development and infrastructure in the expansion area that contributes towards providing a strong and appropriate sense of place, as opposed to piecemeal development proposals being prepared in isolation. It will also ensure that the Council will have a central role in shaping and influencing future development proposals.

5.3.29 The Council will expect relevant delivery partners and stakeholders, including developers and landowners, to work in partnership with the Council and each other in the preparation of planning applications consistent with policy and with the Capacity and Delivery Plans for the Princes Risborough expansion area. The overall Capacity and Delivery plans will help to ensure that the areas are developed in a coordinated, comprehensive and timely manner. Policies PR5, PR6, PR7, and PR8 provide the basis and fundamental principles for these plans.

Rationale for the Concept Plan

Figure 3 Indicative constraints plan (Princes Risborough Background Study, Tibbalds 2015)

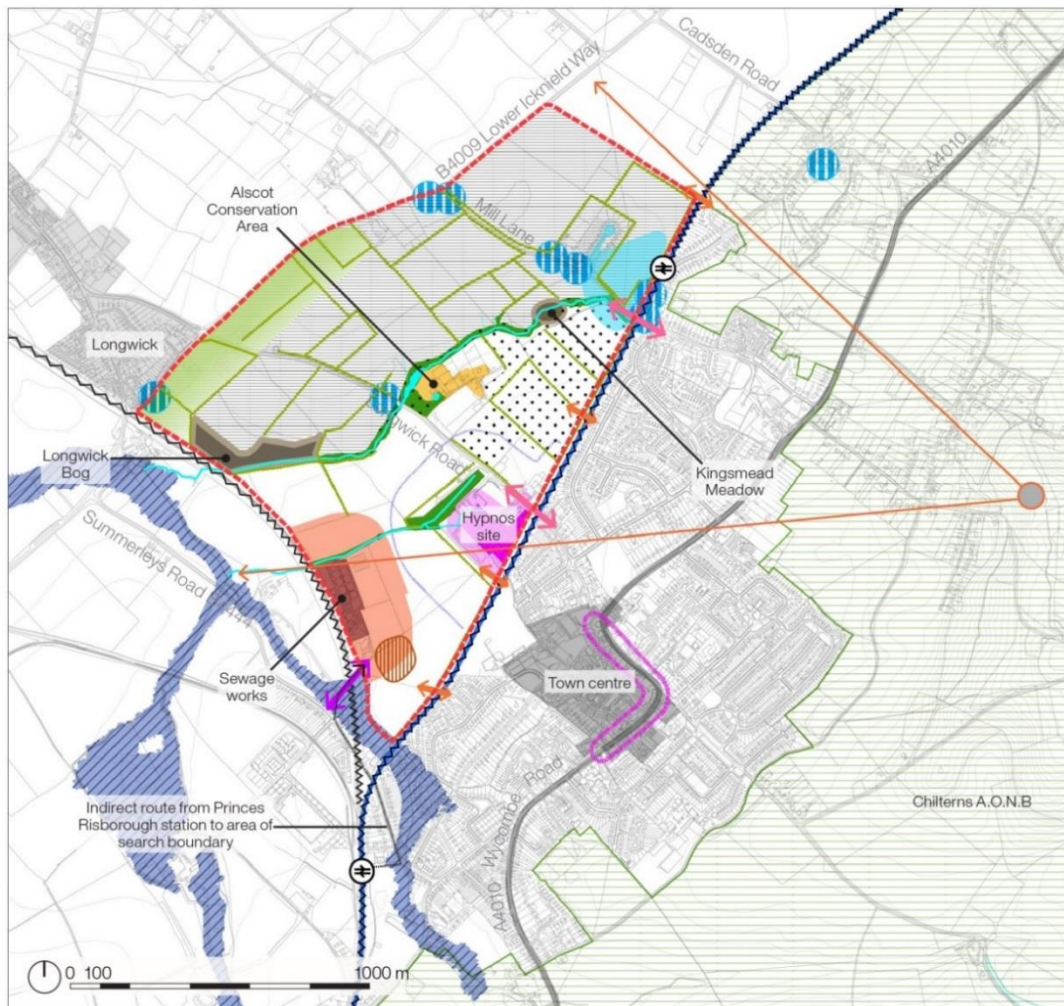


Fig 2.10.1: Constraints plan



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Access

5.3.305.3.32 The principal trafficked route through the [main](#) expansion area runs from the Lower Icknield Way to the south west across the [main](#) expansion area towards the point on Summerleys Road where it runs between the railway under-bridges for the Birmingham and Aylesbury railway lines. This will allow traffic from the development to distribute into the wider road network without forcing it to traverse the town centre. It will be designed to a sufficient capacity and standard to carry the traffic growth forecast, due to both background increases and trips generated by the development. At the same time it will be designed to integrate with the surrounding development, with generous setbacks, verges and landscaping with trees. As well as footways, it will also accommodate cycle ways separated from the main carriageway.

Green spaces and Rights of Way

5.3.315.3.33 A green buffer is retained south of the Lower Icknield Way as open countryside or strategic open space with limited land uses, continuing around Longwick Bog. This is to function as a separation between the [main](#) expansion area and the village of Longwick, so preventing the coalescence of the two settlements. It is also to establish a clear green edge to the [main](#) expansion area. Alongside Longwick Bog, it helps protect the hydrology of this designated wildlife site.

5.3.325.3.34 Land to the north and northwest of Kingsmead is designated as strategic open space which can be reached from Mill Lane and via existing rights of way. It is sensitive in long distance views from the AONB and Whiteleaf Cross so the visual impact of sports pitches or floodlighting will need to be carefully mitigated.

5.3.335.3.35 Land between Kingsmead and the railway line is least suitable for development because of groundwater and surface water flooding issues. It remains as open farmland, allowing the green corridor established along the Crowbrook stream to connect into the countryside, including the footpath over the railway line, to the Area of Outstanding Natural Beauty. It also contributes to Monks Risborough's place identity by providing separation between Monks Risborough (to the south and east of the railway line) and the [main](#) expansion area.

5.3.345.3.36 The Crowbrook stream corridor is retained for fluvial and surface water management as an ecological and wildlife corridor, and with specific public spaces

adjoining it. It protects designated Local Wildlife Sites within it. It preserves the green setting for Alscot Conservation Area. Where the stream meets Mill Lane and the risk of surface water flooding increases, the developable area is reduced to allow for more flood management measures. The variety of green spaces and rights of way through the green corridor will add to the town and the overall character of the [main](#) expansion area.

[5.3.355.3.37](#) The concept plan shows a green corridor running north-south along the existing right of way from the proposed new underpass at the railway line. The right of way here is a key north-south link so needs to be distinctive. Defining a green corridor here combines green infrastructure with structural landscaping. Surface water flooding around the Kingsey Cuttle Brook needs to be managed locally within green infrastructure.

[5.3.365.3.38](#) The concept plan also shows another north-south green corridor mid-way between Longwick Road and Mill Lane, along the existing right of way from the railway line north to the Lower Icknield Way. It forms a green 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 local centre and school. Although crossing the railway will no longer be feasible, this corridor will connect to linear green space alongside the railway line and thence to alternative crossings of the railway,

[5.3.375.3.39](#) The odour buffer needed around the sewage treatment works will restrict land uses within it. The land can be used for nature conservation and flood management.

[5.3.385.3.40](#) To the south, the Park Mill ponds are retained and enhanced within an area for nature.

[5.3.395.3.41](#) The concept plan creates a linear green space along the Aylesbury railway line from Summerleys Road to Mill Lane. It creates the opportunity to safeguard a 15 metre strip for the future double-tracking of the railway line, and by adding a minimum further 10 metre corridor, it creates a linear park route of a minimum width of 25m. The additional width will also provide greater separation from the tracks and therefore some mitigation of noise and vibration. It provides a clear east-west link for pedestrians and cyclists parallel to the railway line, linking the two railway stations and with the railway embankment, acts as a wildlife corridor. Variations in width will ensure a variety of spaces along its length. New tree planting will break up the line between the existing and the expanded town in long views.

Developable areas and land uses

5.3.405.3.42 New residential development will need to make best use of the land, while including space for a strong landscape structure and a range of heights of 2-3 storeys. Land with the best access to the rest of the town is to be developed at a higher density to make best use of its walkability.

5.3.415.3.43 The concept plan illustrates a range of average net density figures of 25 to 38 dwellings per hectare. Lower levels of housing density could require more land to deliver. Using average density figures per area will allow for a range of development types within them to suit the local context.

5.3.425.3.44 Areas of higher density are located within walking distance of the town centre. Lower density development will lie in more peripheral locations, to enable the landscape character to become more dominant and soften the edge with the open countryside, having regard to views from the AONB in particular.

5.3.435.3.45 The local centre is sited to support a walkable scale of development, and located on the same side of the Longwick Road as the primary school so both facilities can be used without the need to cross a main road. It is located on a key junction to provide passing trade and greater visibility.

5.3.445.3.46 The main expansion area falls naturally into two main development areas (north and south of the Crowbrook green corridor), so a primary school is located in each, taking into account the location of the existing primary schools in the town, and minimising the need for children to cross the main road to Thame in getting to school. This will enable primary education demand to be met locally and encourage safe and sustainable travel to school.

5.3.455.3.47 Some developable land is identified north of Mill Lane, to the north of Kingsmead. This is to help integrate Mill Lane and calm traffic so that it is deterred from using the lane as a cut-through. It helps to integrate Kingsmead with the main expansion area.

5.3.465.3.48 South of Kingsmead, the land is constrained by groundwater and surface water flooding. The land therefore remains as arable farmland and functions as a link into the countryside of the Crowbrook stream green corridor.

Land for business uses

5.3.475.3.49 The strategic employment land is located on the expanded Princes Estate so as to be clustered with existing businesses. This location offers better access to the station. The local centre includes small business space to foster new and growing local businesses, in the form of an enterprise hub. Land for relocated businesses is reserved close to existing main routes.

Strategic and local open space

5.3.485.3.50 The Concept Plan includes strategic (large) open spaces to accommodate sports pitches (including 3G synthetic turf), multi-use games areas, larger playgrounds, parkland and allotments. Sports pitches need to be located on relatively flat and open ground, close to housing areas. Strategic open space can be used to create a clear green edge around the development off Mill Lane, with a more informal and rural character in parkland and allotments.

5.3.495.3.51 Open space forms part of the green infrastructure framework which protects the ecologically sensitive areas around the Local Wildlife Sites, creating potential for further species-rich wildlife habitats, and creates areas for flood relief and management of surface water drainage.

5.3.505.3.52 Sports pitches are located on strategic open spaces SOS1 and SOS2.

5.3.515.3.53 Neighbourhood open spaces are provided in smaller, more dispersed pockets and closer to homes for easy walkability to local play areas. The stream corridor and rights of way offer rich and natural settings for local open spaces to be located nearby.

Revised Map 14 Princes Risborough Policies Map

