

Section 3. The Preferred Approach

3.1 How this section works

The vision for Princes Risborough is set out in the Wycombe District Local Plan (WDLP para 5.3.7), together with 8 district-wide strategic objectives (LP para 3.5), high level Principles for Princes Risborough (Wycombe District Local Plan paragraph 5.3.8, referred as PfPR in this section), Principles for the Main Expansion Area at policy PR6, and further policies that set out comprehensive development requirements for Princes Risborough overall and for the Expansion in particular.

The first part of this section (3.2) draws out the Wycombe District Local Plan (WDLP) into seven design themes for the Main Expansion Area specifically, and, taking these forward, sets out the Council's preferred approach to achieve the policy objectives of the Local Plan as a whole (sections 3.3 to 3.9).

This preferred approach is underpinned by the WDLP, the technical work which informed the WDLP and subsequent more recent analysis and technical work for this SPD, as well as information gained through the consultation process¹.

This SPD is intended to guide the development of planning applications by developers and their evaluation by the Council. Development proposals across different land parcels will need to integrate with each other on key aspects of design by taking a comprehensive approach.

The WDC local plan and design themes are translated into a series of plans starting with the Urban Design Framework (UDF) (figure 24). The UDF is the overall spatial expression of the Council's preferred approach to the development of the Main Expansion Area.

Further plans and guidelines set out building heights, land use and density. Character areas are also defined, describing in more detail the Council's preferred approach for creating a distinctive and legible place. The Green Infrastructure Strategy (3.7) and Blue Infrastructure Strategy (3.8) together set out the preferred approach to green and blue infrastructure within the expansion area. The Access and Movement Strategy (3.9) provides guidance on how the expansion area will be connected to the existing town and the wider area. Within

¹ See the SPD's revised Statement of Consultation on the Council's website.

this section the preferred approach to the design of the Relief Road is set out and other street types guidelines are also defined.

These guidelines are not intended to stifle good design or innovation. Other approaches will be considered where developers can demonstrate that these follow the same principles and objectives outlined in the Development Plan and are in line with local plans policy.

3.2 Design Themes

Building on the WDC local plan vision, objectives, principles and policies, and responding to the analysis in section two, we have drawn out seven design themes for the Expansion. These themes are then reflected into the Council's preferred approach for achieving the policy objectives of the Development Plan. The preferred approach is set out in the form of design guidelines (sections 3.3 to 3.9).

The design themes are referenced in blue throughout Sections 3.4 to 3.9, and in section 3.2 they themselves refer back to section 2. The analysis (in orange), and to key Wycombe district Local Plan² references (in purple): They provide the reader and decision-maker with a mechanism to cross-check the extent by which proposals are successfully meeting key policy principles and objectives.

Not all policies in the Wycombe District Local Plan and Delivery and Site Allocations Plan that would be relevant are listed however, proposals that are put forward will be assessed against the whole development plan.

The 7 themes are:

- DT1. A landscape-led layout
- DT2. An integrated ecosystems services approach
- DT3. Creating communities
- DT4. Sensitive integration with the town
- DT5. Prioritise sustainable travel
- DT6. An integrated Relief Road
- DT7. Protection and enhancement of heritage assets

These are presented below with key points to consider under each theme.

² Wycombe District Local Plan (August 2019)

DT1. A landscape-led layout

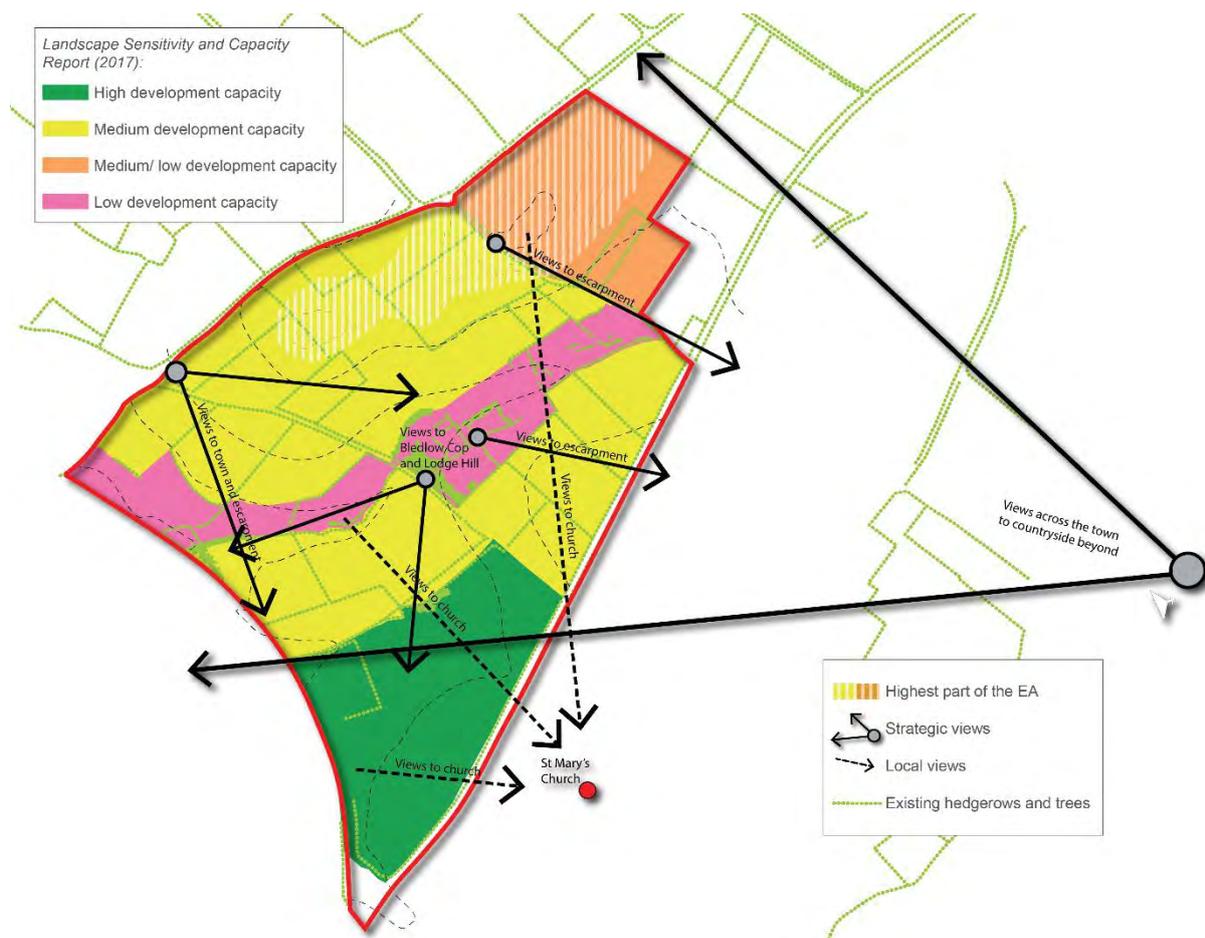
- Recognise the unique qualities of the site
- Enhance the appreciation of the natural landscape and its protection from both within and outside the expansion area, including the Chilterns AONB³
- Ensure development is structured around strong existing local landscape features and movement corridors for people and wildlife both within and outside the expansion area
- Reduce impact on important views by designing with existing landscape features

Analysis references: 2.3, 2.5

Key Wycombe District Local Plan references:

- CP9, CP10
- PfPR1, PfPR2.d, PfPR5.e
- PR6.1, PR6.2, PR7.21
- DM32, DM34, DM35

Figure 17. Landscape-led layout



³ Area of Outstanding Natural Beauty

DT2. An integrated ecosystems services approach

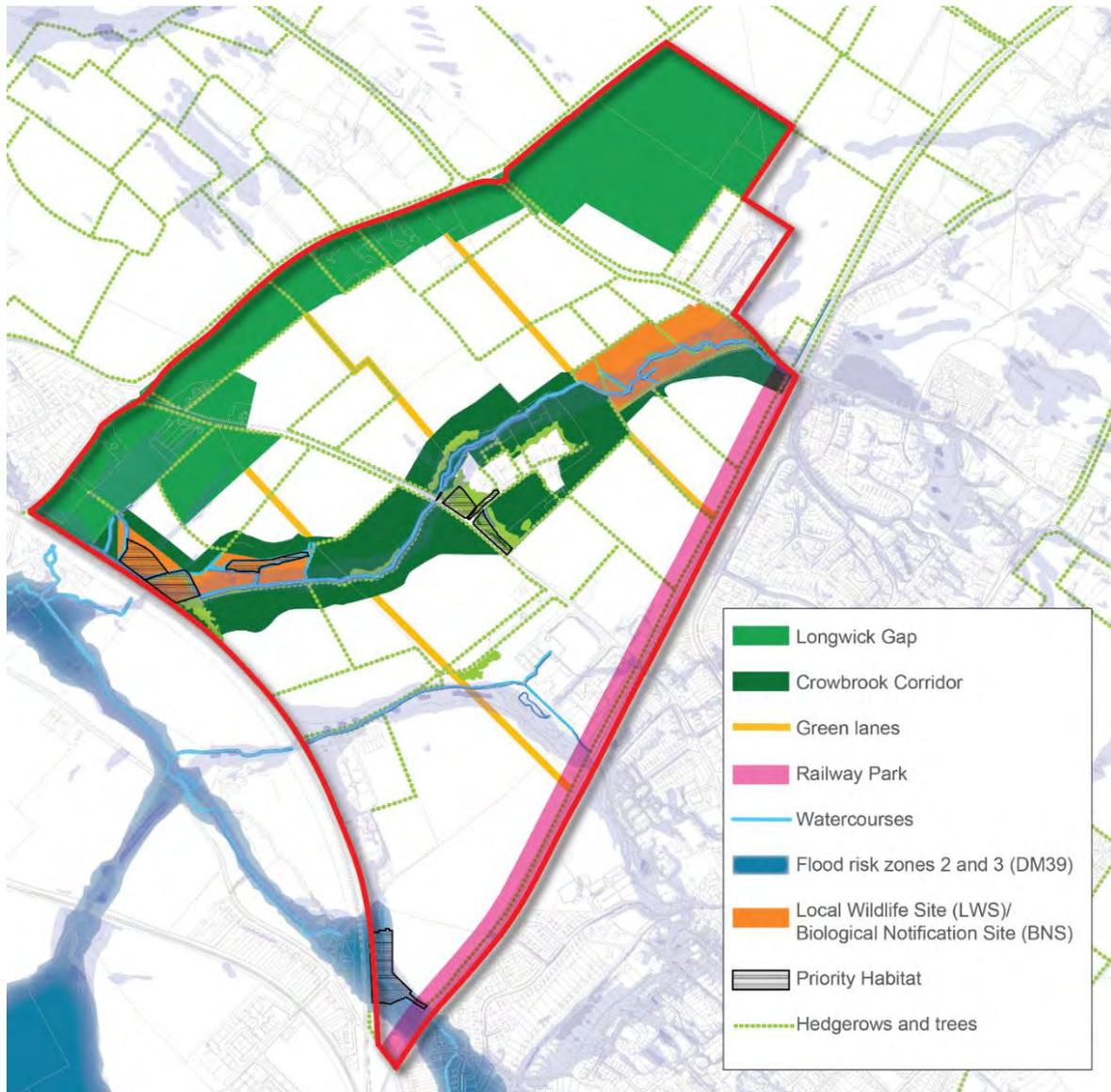
- Strengthen existing blue and green infrastructure
- Take an integrated approach to create a blue and green infrastructure network, planned and delivered as a multifunctional system, for climate change adaptation and mitigation, biodiversity, wildlife, flood management, drainage, amenity and recreation
- Take opportunities to use this approach to create an attractive place

Analysis references: 2.5, 2.6, 2.7

Key Wycombe District local plan references:

- CP9, CP12
- PfPR2.c, PfPR2.d, PfPR5.d, PfPR5.e, PfPR5.f, PfPR8.a,
- PR6.1, Pr6.7, PR7.18 to PR7.21,
- DM33, DM34, DM39

Figure 18. Integrated ecosystems services approach



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

DT3. Creating communities

- Create distinct neighbourhoods for the new community which respond to the existing town, surrounding settlements and landscape, and which are highly sustainable, vibrant, safe and promote healthy lifestyles
- Create choice to meet housing needs by providing a mix of housing
- Upgrade existing services and utilities to meet the needs of the new community
- Foster economic opportunities which complement the town offer

Analysis references: 2.4, 2.8, 2.10

Key local plan references:

- CP7, CP9,
- PfPR1, PfPR2, PfPR3, PfPR5.b, PfPR5.c, PfPR6.5, PR6.8, PfPR7, PfPR8.a, PfPR8.c
- PR4, PR6.2, PR6.5, PR6.8, PR7.1 ; PR7-17, PR7.22-23, 24, and 26, PR12
- DM35, DM38

Figure 19. Creating communities



DT4. Sensitive integration with the town

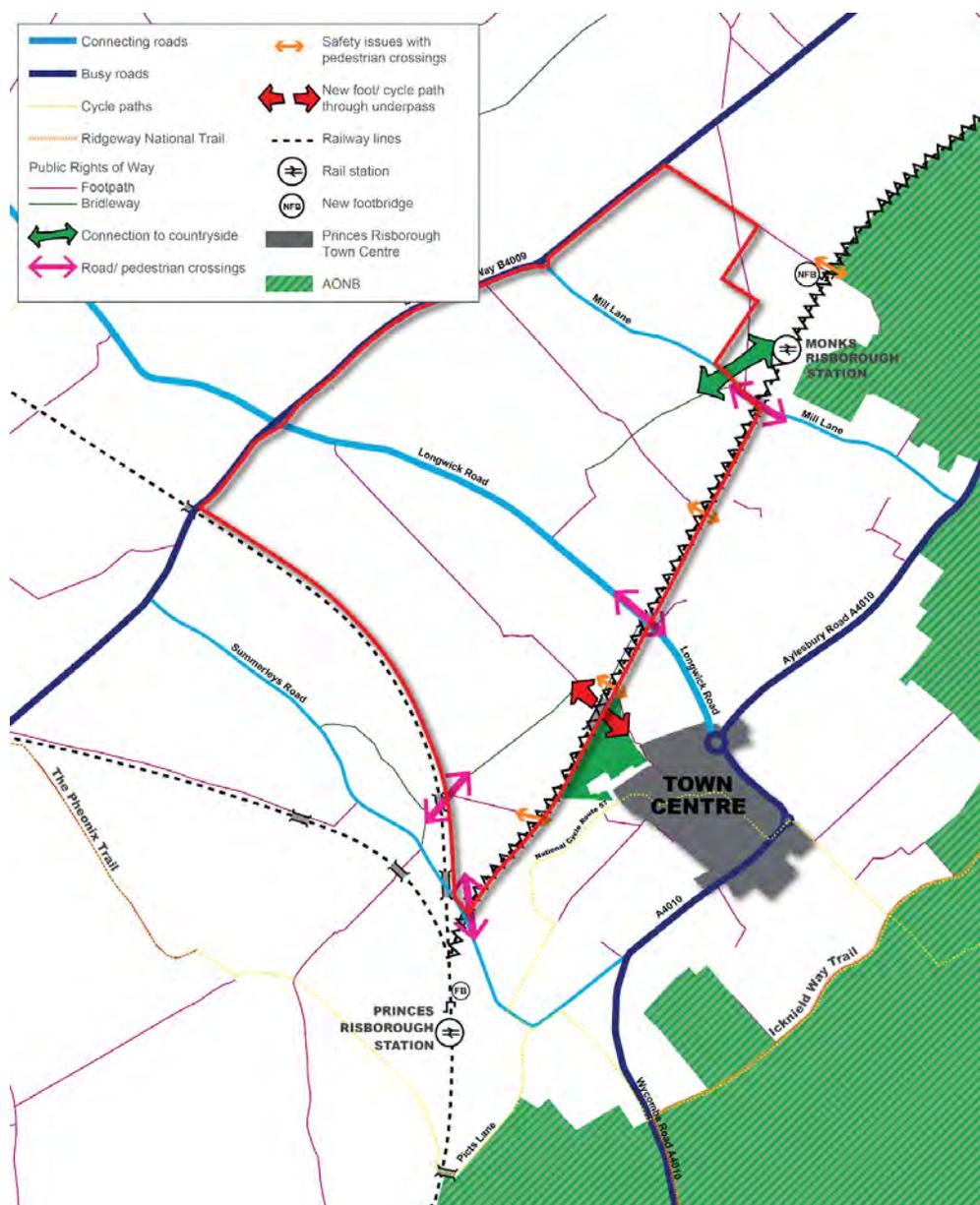
- Ensure physical integration across the railway line as well as complementing not competing with the town facilities and the town centre in particular

Analysis references: 2.4, 2.9, 2.10

Key Wycombe District Local Plan references:

- CP9
- PfPR5.c, PfPR5.d, PfPR7, PfPR8.a,
- PR6.6, PR7.6, PR12
- DM35

Figure 20. Sensitive integration with the town



DT5. Prioritise sustainable travel

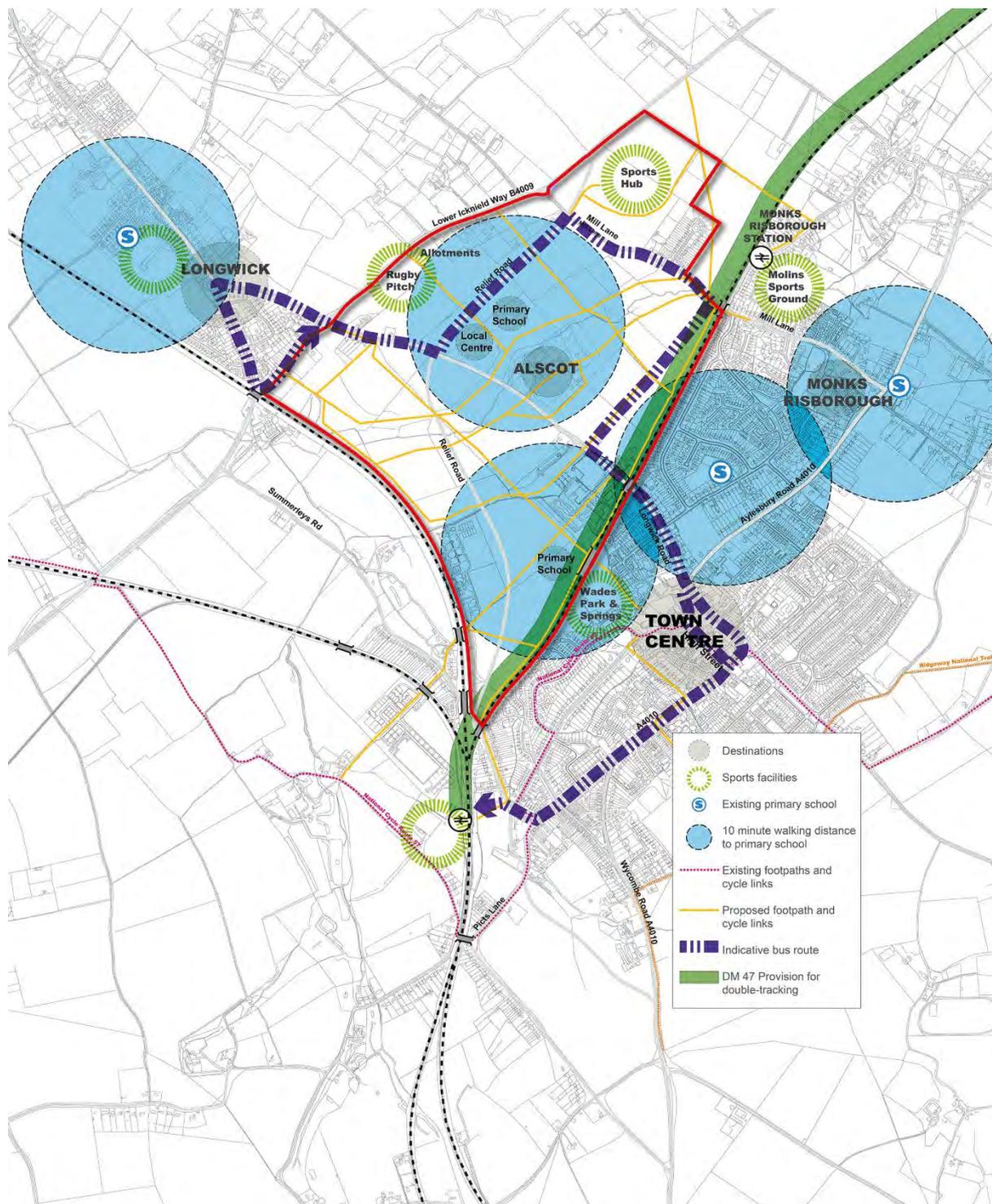
- Promote a range of sustainable travel options within the expansion area linking to the existing town, the secondary school and to Longwick and further afield
- Provide attractive alternatives to the car to help reduce traffic and offer healthy choices in the way people travel
- Foster the Princes Risborough to Aylesbury railway line twin-tracking ambition

Analysis references: 2.9

Key Wycombe District Local Plan references:

- CP12
- PfPR4.a, PfPR5.d, PfPR8.a, PfPR8.b,
- PR6.5-6, PR7.3-6,
- DM33, DM35, DM47

Figure 21. Prioritise sustainable travel



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

DT6. An integrated Relief Road

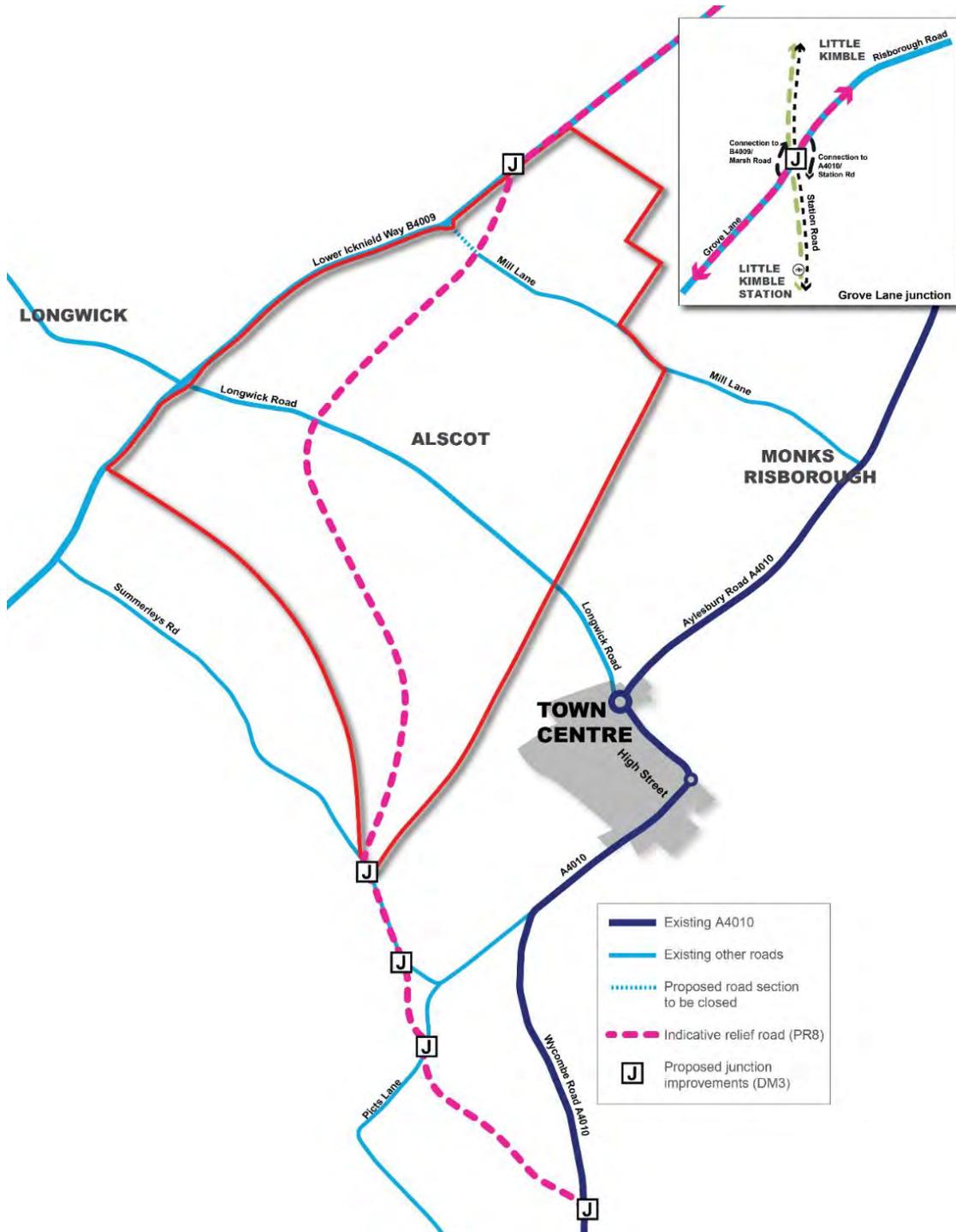
- Ensure that the Relief Road performs both the functions of acting as a complete alternative to the A4010 relieving congestion in the town and being an integral part of the development that minimises severance and impact on residents of the expansion area

Analysis references: 2.9

Key Wycombe District Local Plan references:

- PfPR4.b, PfPR5.a, PfPR5.b,
- PR3.4, PR7.2, PR7.4, PR7.25, PR8.2, PR12
- DM33

Figure 22. An integrated Relief Road



DT7. Protection and enhancement of heritage assets

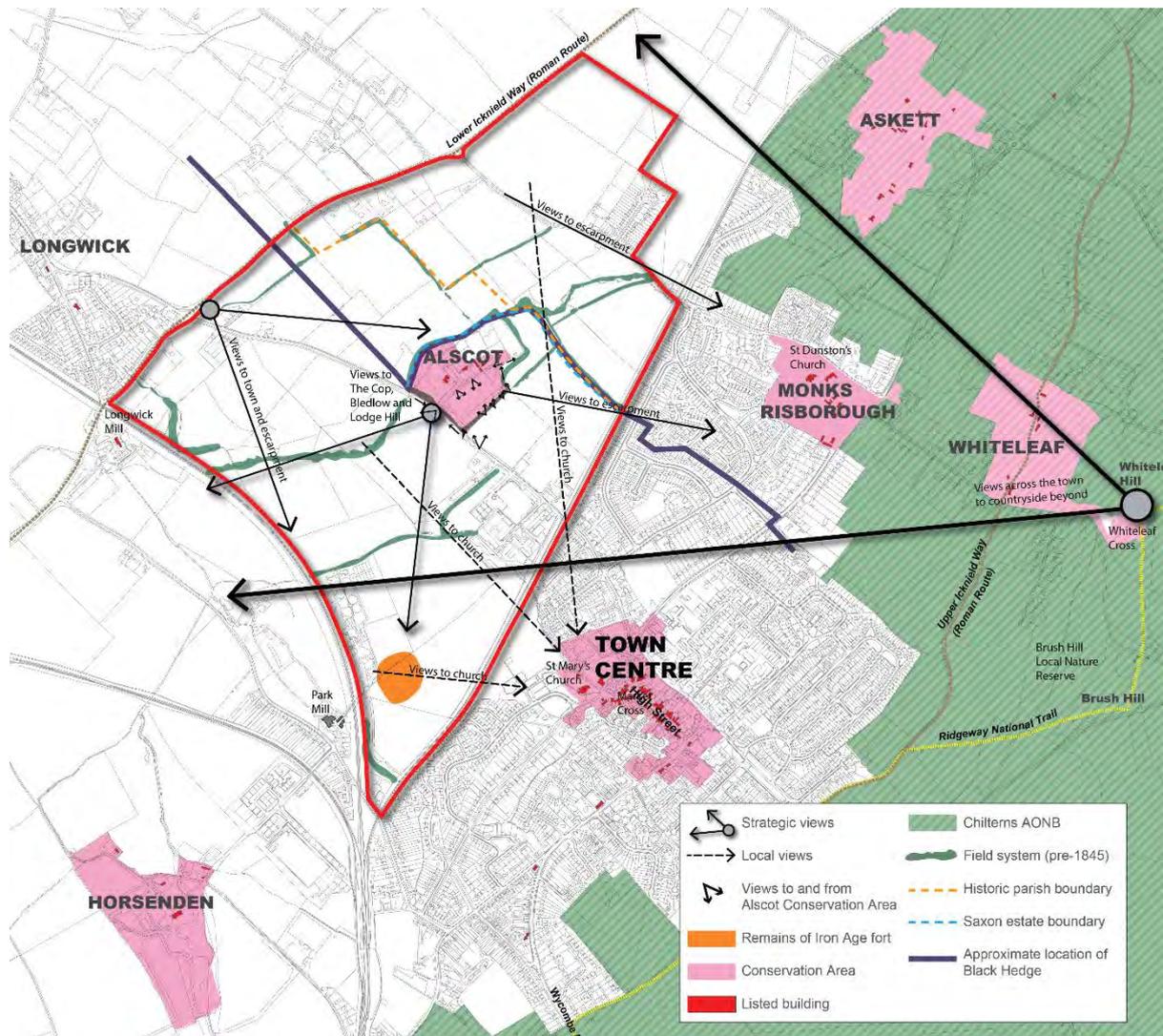
- Conserve and enhance the character and appearance of Alscot Conservation Area, and its setting
- Maximise opportunities to reflect the positive contribution that the local historic environment can make to sustainable communities and to local character and distinctiveness.

Analysis references: 2.2, 2.3, 2.4

Key Wycombe District Local Plan references:

- CP9
- PfPR2.b,
- PR6.3 and PR6.4,
- DM31, DM35

Figure 23. Protection and enhancement of heritage assets



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

3.3 Urban Design Framework

The Urban Design Framework (UDF) (figure 24) sets out the Council’s preferred approach for bringing forward the PREA, building on the objectives and principles set out in the WDLP and as distilled in the seven design themes in this SPD. The UDF also takes account of the Council’s residential design guidance.

Figure 24. Illustrative Urban Design Framework



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

3.4 Building Heights

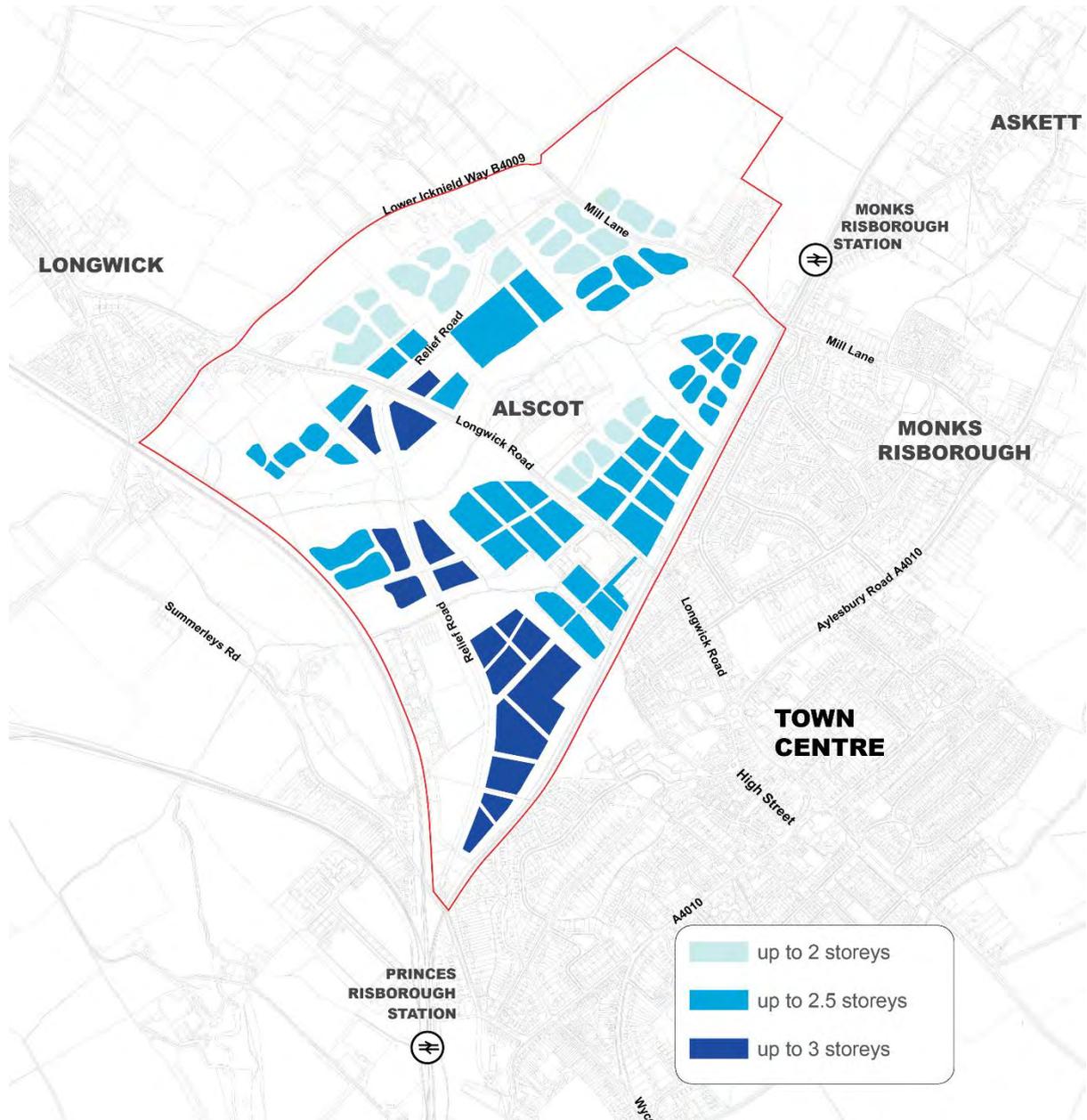
Figure 25 sets out the indicative building heights across the expansion area. It takes account of views from the Chilterns AONB and ensures the structure of the new development is legible.

- Up to 2 storeys around the high point at the top/ north of Mill Lane and most prominent areas along the northern edge of the expansion area. [DT1]
- Up to 2 storeys along the southern edge of Alscot Conservation Area to respect the setting and protect key views to the escarpment. [DT1, DT3, DT7]
- Up to 2.5 storeys in the development parcels adjacent to the Aylesbury railway line where land is seen in the context of the existing town, and on the northern edge of the Crowbrook Corridor where land is visible but less prominent. [DT1, DT3]
- Up to 3 storeys in the south west corner of the site. Here land is lower, below the town. [DT1, DT3]
- Up to 3 storeys at key locations along the Relief Road, leading to the Local Centre and at its junction with Longwick Road. Here land is reasonably prominent but partially screened by the landscape. Design roof forms, use neutral, muted colour palette and locate new planting to reduce visual impact. [DT1, DT3]

Note: Based on average storey heights 2.7m (residential), 4m (retail/employment).

.

Figure 25. Illustrative Building Heights



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

3.5 Land Use and Density

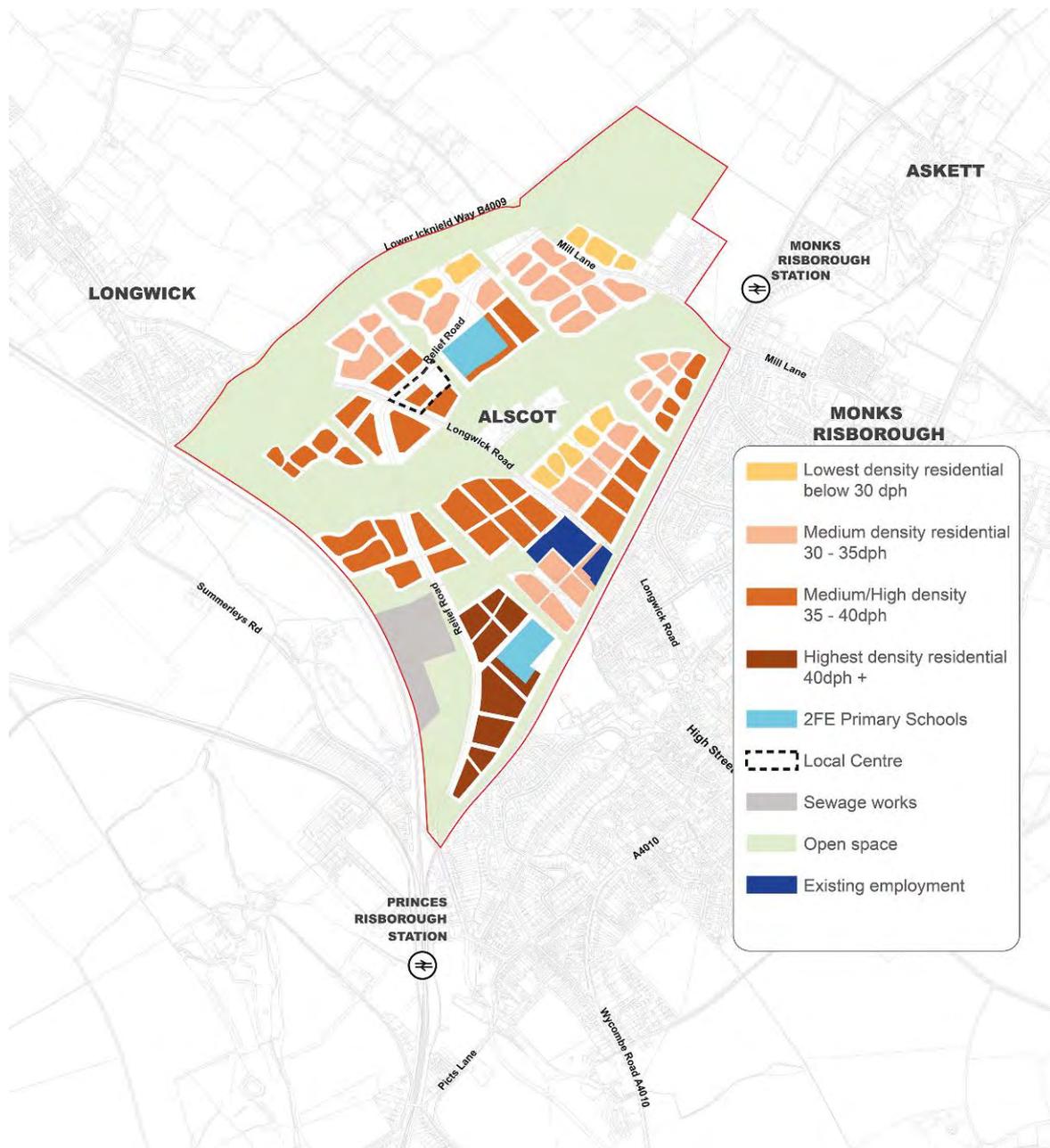
Figure 26 sets out indicative spatial land uses and residential densities across the expansion area. The land use layout:

- creates a development that relates to the site’s landscape and topography, with lower densities on the more visible ridge top and edges of the site and higher densities on the flatter, less visible land. [DT1]
- ensures that the new Local Centre relates to the structure of the expansion area as a whole, with medium to high densities clustered around it, promoting the viability and legibility of the shops and services within it. [DT3]
- relates to the existing town of Princes Risborough, by locating medium/high density development adjacent to the town. [DT3]
- relates sensitively to Longwick and the open countryside, by locating low/medium density development along the northern edge of the expansion area. [DT3]
- relates sensitively to Alscot Conservation Area, by locating low density development along its southern edge. [DT3, DT7]

Setting these broad density zones is just one component of achieving the variation in character set out in the Character Areas (see section 3.6). The boundaries between the different density areas are not intended to create a rigid and distinct change in density – in reality, densities will be blurred across these boundaries.

The following subsections provide a summary of the land uses set out in the local plan and design guidelines for each.

Figure 26. Illustrative Land Use and Density⁴



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

⁴ Densities based on net developable areas

3.5.1 Residential Uses

The Local Plan sets out an expectation that the main expansion area will be able to deliver around 2300 homes and other facilities. More detailed work for this SPD has confirmed this. The net developable area, broken down by different land ownerships, is set out within the delivery plan (section 4.4.1) and in more details at Appendix 2.

Allowance is made for:

- affordable housing, to include a significant proportion through a local delivery vehicle in the form of a Community Land Trust
- a mix of housing sizes, tenures and flexible house types to meet those needs
- self-build and custom-build plots

For more details, see [Wycombe District Local Plan policies PR7, DM22 and DM24](#).

Design guidelines for the residential areas are set out in section 3.6 character areas.

3.5.2 Local Centre

The Local Plan sets out a number of requirements for the local centre:

- locate north of the Crowbrook stream ([PR7](#)) ([DT3](#))
- incorporate a range of uses including small scale local retail development (300-400 sqm), faith space, education facilities, small business start-up space (500 sqm) and parking space to adopted standards ([PR3](#), [PR7](#)) ([DT3](#)).

There is also the desire from the community to provide a pub/restaurant to create a focus and anchor for other retail, improving the viability of the local centre ([WDLP paragraph 5.3.98](#)). ([DT3](#))

For more details, see Local Plan policies [PR3](#) and [PR7](#).

The detailed location of the local centre is flexible; figure 24 shows the preferred location. It gives the centre a presence on the Relief Road and incorporates Alscot Green Lane as an important connection between the local centre and the northern school.

Design guidelines for the local centre within the WDLP are set out in section 3.6 character areas.

3.5.3 Community Uses

Primary schools

The Wycombe District Local Plan sets out requirements for two primary schools to be distributed through the Main Expansion Area in a way that allows families to walk to school easily and take into account the location of the existing primary schools in the town (WDLP paragraph 5.3.46).

PR4 states that one school should be located in the southern part of the Expansion Area, west of the Longwick Road; and one located near the local centre (north of the Crowbrook).

The schools should be of two forms of entry, and will need to incorporate nursery and early years' provision (WDLP paragraph 5.3.96).

Incorporation of faith space here or in association with the Local Centre would be desirable (WDLP paragraph 5.3.98)⁵.

The WDLP allows some flexibility in the precise location of the schools. Proposals should aim to maximise walkable catchments served by each school, minimise the number of main roads that pupils have to cross to attend, contribute to community focus notably by enabling opportunities to use local shops and other facilities and shared use of parking.

Figure 24 sets out the preferred locations. By integrating the Local Centre and northern school together, the development creates a community focus for the expansion area. By positioning the southern school adjacent to Park Mill Green Lane, the development provides safe, traffic-free routes to school, allows a direct connection with the existing town via the new Wades Park underpass and takes account of the location of existing schools.

The SPD sets out the following design guidelines for the primary schools.

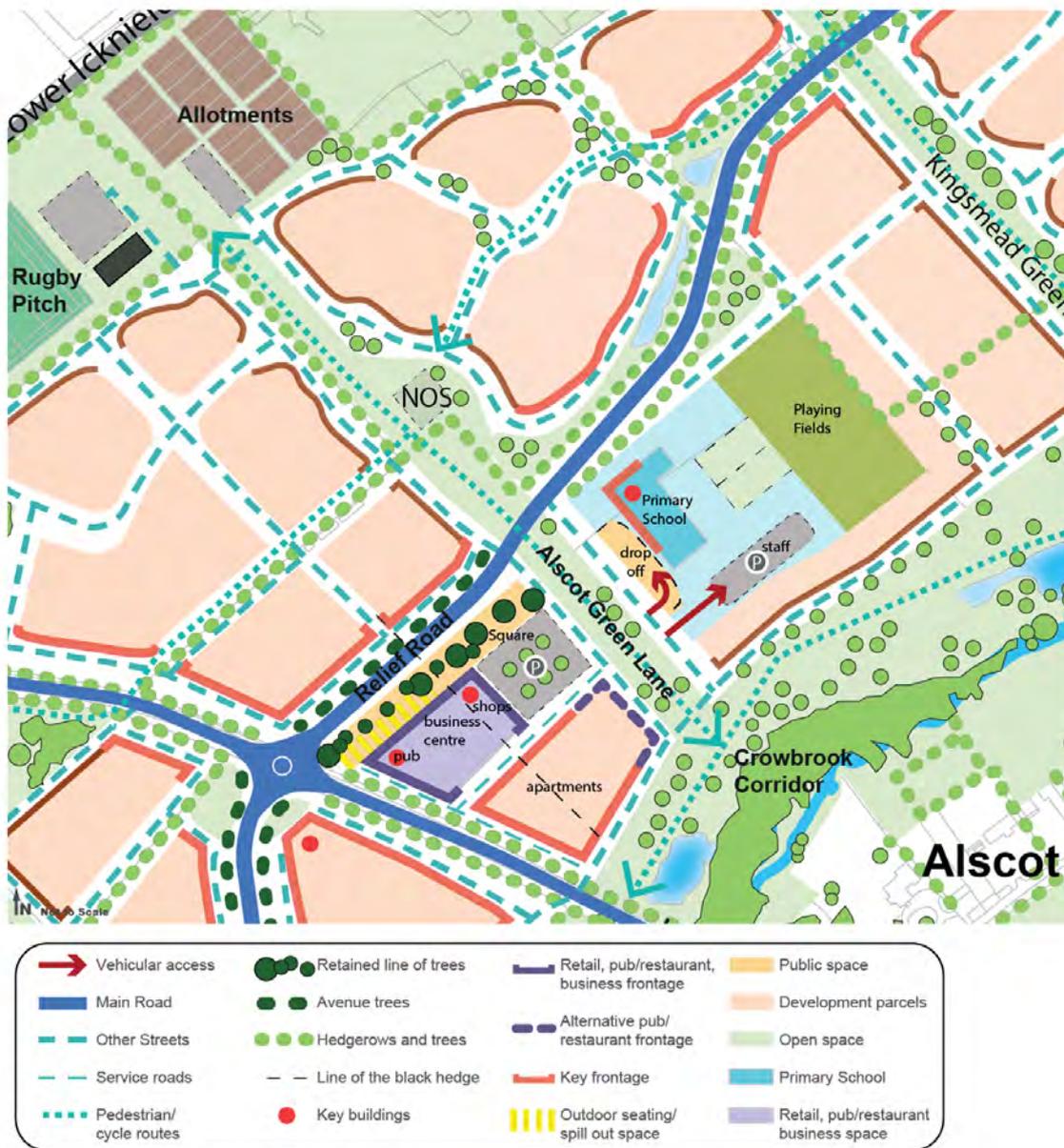
NPS1. Northern Primary School – Design Guidelines

- Design the school as a key building built to high standards of sustainability to create identity, create a strong community focus, and reduce environmental impact [DT2, DT3].
- Address Alscot Green Lane and the Relief Road by massing and elevational treatment [DT6].

⁵ The WDLP sets out that the majority of provision for community facilities will be directed to enhancing and consolidating existing spaces in the town (para 5.3.99)

- Make the main entrance to the school clear and welcoming [DT3].
- Make public facilities, such as the hall, playing fields, faith space and education facilities easily accessible for use by the community outside school hours [DT3].
- Locate staff and visitor parking to the side of the building to minimise the visual impact [DT1].
- Access school pick-up and drop-off from Alscot Green Lane, ensuring that impacts are accommodated in the design [DT2, DT5].
- Provide secure cycle parking within the school site [DT5].
- Where possible, enclose the school land with residential development to secure the boundary of the school and avoid a continuous, solid fence to the street. Where railings along public boundaries are unavoidable, design them to be attractive and make a positive contribution, by for example integrating art work or hedges. [DT3]

Figure 27. Illustrative Design Guidelines for the Northern School and integration with the Local Centre



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

SPS1. Southern Primary School – Design Guidelines

- Locate the southern primary school off Park Mill Green Lane to provide safe routes to school from surrounding dwellings [DT3].
- Design the school as a key building built to high standards of sustainability to create identity, create a strong community focus, and reduce environmental impact [DT2, DT3].
- Present a strong building frontage onto Park Mill Green Lane and Railway Park [DT2].
- Locate pick-up and drop-off south of the school adjacent to Railway Park [DT2, DT5].
- Make public facilities, such as the hall, playing fields, faith space and education facilities easily accessible for use by the community outside school hours [DT3].
- Where possible, enclose the school land with residential development to secure the boundary of the school and avoid a continuous, solid fence to the street. Where railings along public boundaries are unavoidable, design them to be attractive and make a positive contribution, by for example integrating art work or hedges [DT3].
- Provide a direct secondary vehicular route and pedestrian route linking the school with the Relief Road and Longwick Road through the Ashill development [DT6].
- Provide safe and direct pedestrian and cycle routes to school with Park Mill Green Lane, linking with the new underpass to Wades Park, Risborough Springs and Princes Risborough town centre beyond [DT4, DT5].
- Provide secure cycle parking within the school site [DT5].

Refer to Buckinghamshire Council's Getting to School Strategy.

Figure 28. Southern School – Illustrative Design Guidelines

OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.



Medical Centre [DT3]

Policy PR7 of the WDC Local Plan requires development within the expansion area to provide ‘for the relocation or co-location of health services’. The local plan Concept Plan shows a potential location if a medical centre were to be provided within PREA. In response to the summer 2019 consultation on the SPD, the Clinical Commissioning Group advises that, in accordance with its estates strategy, its preferred option is to reconfigure vacant floor space at the Wades Park surgery to co-locate additional health care practitioners with the existing provision; making better use of the existing facility will meet the needs of the town and the expansion area as the Wades Park surgery is well located for the existing town

and for much of the expansion area, with excellent walk and cycle links including the proposed new railway underpass and has nearby public car parking.

As such the SPD no longer shows this on the Urban Design Framework (Figure 24). The PREA developers will provide for this by funding the changes. Allowance has been made in the viability.

Emergency Service Facilities

If a suitable site for emergency services is identified within the expansion area that meets Buckinghamshire Fire and Rescue Service requirements, the Council's preferred approach is that this be accommodated [DT3], provided it has a satisfactory relationship with nearby land-uses.

Culture

Community spaces will present opportunities for cultural activities. The green lanes and corridors, railway park, high quality public space in the local centre, underpass etc. all provide potential opportunities where public art can enhance the wider public realm –and would support many of the design themes.

3.6 Character Areas [DT1, DT3, DT7]

The PREA should comprise areas of distinct character so as to create a high quality place to live, with a strong identity. The character areas reflect the transition from the town to the countryside. They respond to the different characters of surrounding existing settlements, from Princes Risborough itself to Monks Risborough, Alscot and surrounding villages. Informed by visibility from the AONB, landscape character and topography, they create a positive context for the Relief Road and reinforce the structure and identity of the expansion area.

Factors that can be used to emphasise character include building heights, density, street pattern, etc. Our preferred approach is to have a disposition of character areas as shown and that make use of the traits as set out. See also the Residential Design Guidance for the Wycombe area.

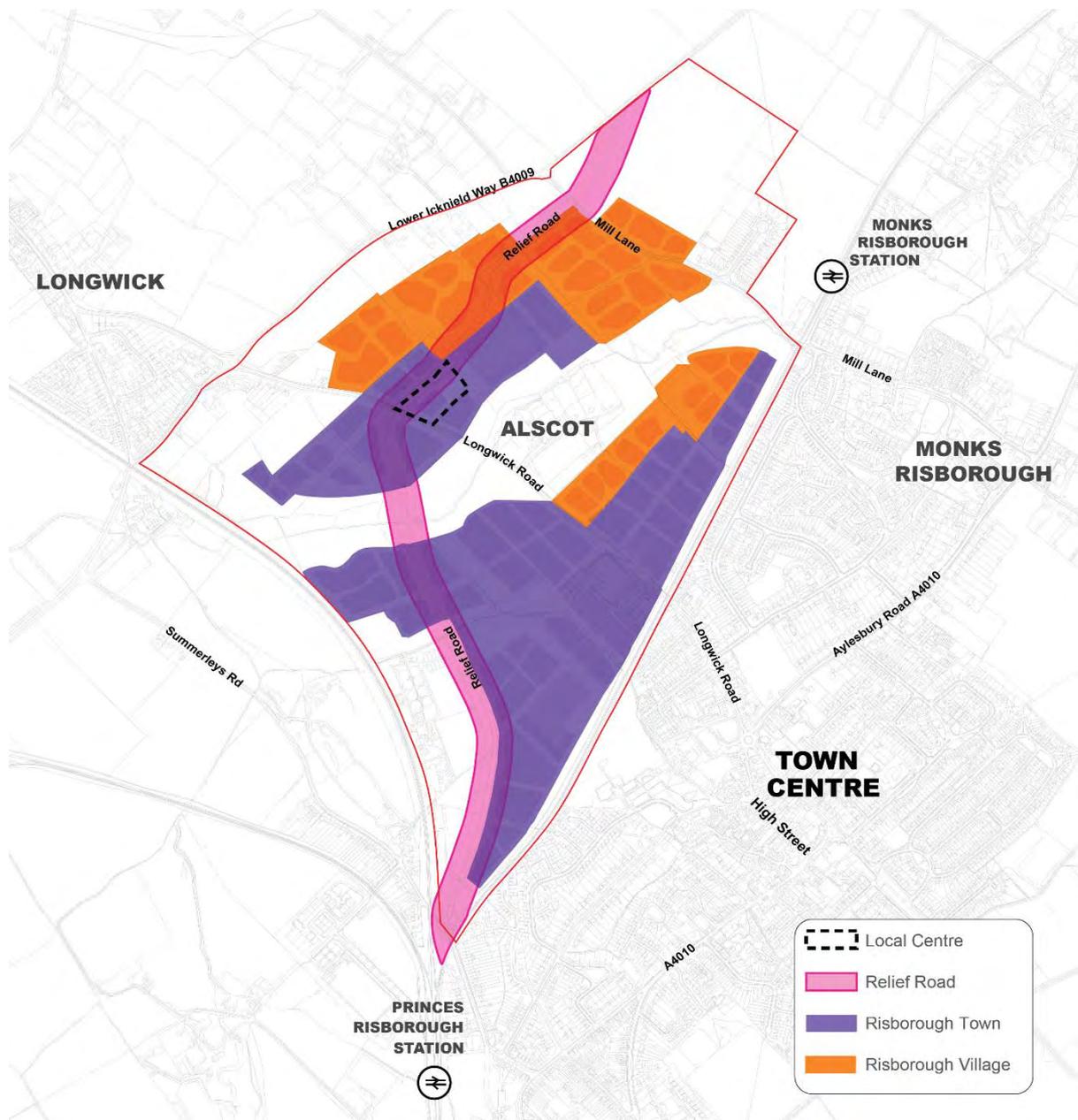
The expansion area has been divided into two main residential character areas: Risborough Town and Risborough Village. The Local Centre forms part of Risborough Town but has its own set of design guidelines. The Relief Road and its frontage have also been defined as this will require a specific design response. Key guidelines for development addressing the Relief Road are incorporated into the design guidelines for the character areas (3.6) and as part of the street types at section 3.9.1.

Developers can and will be expected to develop and refine these areas. The boundaries are not definitive and proposals that follow the same guidelines will be considered.

The character trait table summaries use the same format as section 1 of the Residential Design Guidance and are intended as a starting point for discussion and development. The photos included highlight specific traits rather than architectural appearance.

Each character area has a set of design guidelines governing traits such as building types, heights, street character, boundary treatments, landscape and open spaces.

Figure 29. Character Areas



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

3.6.1 Risborough Town – Design guidelines

The Risborough Town character area comprises the bulk of the expansion area and provides a natural extension to the existing town. It includes the southern gateway to the expansion area incorporating the southern school. It takes in existing mixed-use development along Longwick Road. It also incorporates the new Local Centre and northern school, north of the Crowbrook.

Character Summary:

Risborough Town Character area draws on the character of Princes Risborough with tree lined residential streets. It has perimeter blocks with a mix of housing types including contemporary apartments, terraces, townhouses and semi-detached dwellings. The Relief Road runs through Risborough Town, framed by avenues of trees with generous pedestrian/cycle paths fronted by high quality development.

Density:

- 35-45 dwellings per hectare.
 - Use the lower end of this range where land parcels form the transition from Risborough Town character area to Risborough Village character area.
 - Use the higher end of this range within the south west corner of the expansion area where land is adjacent to the existing town and close to Princes Risborough railway station.

Heights:

- Building heights up to 3 residential storeys.
 - Use heights of 2 and 2.5 storeys to provide a gentle height transition from land parcels south of Alscot Conservation Area, and where land parcels are prominent in views approaching the ridge top.
 - Heights up to 3 storeys are appropriate in key locations on the Relief Road and at the Local Centre to provide definition and enclosure. The south west corner of the site where land is less visible in long range views from the AONB is also appropriate for some 3 storey development.

Layout:

- Ensure perimeter blocks are perpendicular and parallel to contours.
- Focus increased scale and a greater continuity of frontage along the Relief Road to reinforce street hierarchy.

- Ensure that buildings address streets with active frontages; turn corners; avoid blank walls and provide appropriate enclosure and variety to streets.
- Allow some variety in the building line to create a mix of frontage and on street parking.
- Provide active frontages and good natural surveillance to pedestrian links and areas of public open space including the Green Lanes, Railway Park and Crowbrook Corridor.
- Locate existing foul sewers within roads, footpaths, cycle paths. Avoid routing services in planted verges, hedges, and tree areas.

Appearance:

- Use materials in natural and/or local colours and matt finishes where development is more prominent in views. For example, red/orange brick, and pitched roofs of plain clay tiles or slate.
- Use more vibrant material colours informed by the Princes Risborough context where land is less sensitive in views from the AONB. For example, white/cream painted render.
- Use contemporary architectural construction methods and forms, especially for apartments, to respond to the location along the edge of the Relief Road and at key gateways into the expansion area.
- Use green roofs, roof terraces and balconies.
- Ensure careful control of lighting to mitigate light pollution⁶.
- Aim for highest sustainable standards in terms of construction and low carbon / renewable energy (PR7.23).

Landscape guidelines:

- Integrate existing mature hedgerows by incorporating them into plot boundaries and streets.
- Follow the rectilinear pattern seen in existing fields.
- Incorporate the line of the Black Hedge in the layout e.g. retaining/replanting hedge, and/or reference through street/square names.
- Incorporate local informal green spaces within residential development.
- Include street trees and groups of trees in rear garden areas to mitigate wider views.
- Retain the existing hedge boundary along Longwick Road.
- Include a formal tree avenue along the Relief Road.
- Where the Relief Road crosses Kingsey Cuttle Brook and the Crowbrook Corridor retain and reinforce a more informal landscape treatment of trees and hedgerows.
- Use large scale tree planting to screen the sewage works from new dwellings.

⁶ See relevant guidance reference at 3.7.5

- Provide landscaping and ecological links to Longwick Bog LWS, woodlands at Kingsey Cuttle Brook and associated with Alscot Lodge.

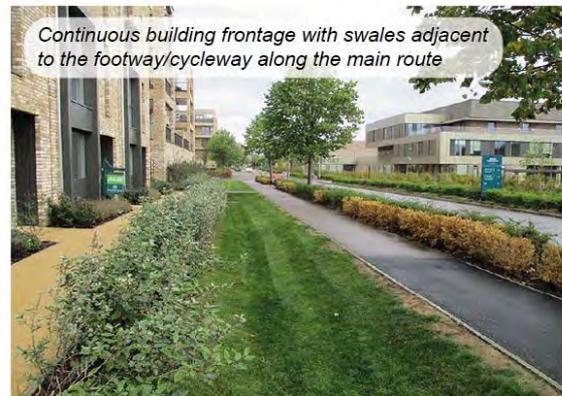
See also section 3.5.2 for local plan requirements relating to the Local Centre, and 3.5.3 for the primary schools which form part of this character area.

Figure 30. Risborough Town - Illustrative Design Guidelines



Figure 31. Risborough Town character area – illustrative photos

Risborough Town



*Risborough Town – Summary***Table 3. Risborough Town character area summary**

Character trait	Risborough Town
Neighbourhood	
Land use	Residential (flats, terraces, town houses, semi-detached houses)
Settlement pattern	35-45 dph (highest fronting Relief Road, south of Crowbrook/ lowest east of Local Centre)
Street pattern	Formal
Open Spaces	Centred on Green Lanes, Railway Park, existing hedges and Crowbrook, spaces associated with Relief Road
Landmarks	Views of St Mary’s Church, Bledlow Cop and Chiltern Hills
Topography / views	Drops towards Crowbrook, blocks parallel and perpendicular to the contours Relatively flat in south west corner
Trees and Landscape	Integrate hedgerows and new trees to help mitigate wider views
Ecological networks	SuDS, swales and ponds for the Relief Road, hedges and woodland linking Kingsey Cuttle Brook, Crowbrook Corridor, Longwick Bog and Park Mill Ponds, Green Lanes, existing hedgerows and tree groups
Street	
Street Types	Relief Road, Residential Street, Edge Street
Plots	Regular
Building arrangement	Key routes fronted by apartments and townhouses, residential streets with a mix of dwellings
Gaps/ setbacks	Continuous frontages along main routes and in the Local Centre Some gaps and setbacks to accommodate on plot parking and street trees.
Built footprint	Closer to the existing town, the ratio of built footprint to plot size is high. Moving to more visually sensitive areas to the north and east of the Local Centre, this ratio drops to allow greater structural planting to mitigate impacts in wider views.
Parking arrangement	Frontage parking courts, on plot or on street
Street width / building height ratio	Width of Relief Road and wider residential streets mediated by street trees and taller buildings
Trees	Street trees in paved areas or verges, front and rear gardens, between parking courts and in open spaces
Soft landscape	Hedgerows and informal shrubs, woodland, grassland and wetland
Boundary Treatments	Walls/railings, fences only for internal boundaries within gardens

Character trait	Risborough Town
Building	
Building Heights	2 to 3 storeys (limit of 2.5 storeys east of the Local Centre)
Building shape	Predominantly traditional forms Contemporary approach for apartments to reduce perceived height/ impact on views.
Roof arrangement	Pitched or flat for apartment buildings
Eaves details	*
Window sizes / patterns	*
Doors	*
Style / approach	Contemporary with traditional references "Of this time" but with references to local town character
Building materials	More vibrant colours, informed by Princess Risborough context Natural and/or local colours and matt finishes
Surface materials	Asphalt, resin bonded gravel, tegula type paving
Plant species	Deciduous street trees, ornamental and native hedges

* these details to be confirmed through planning applications

Local Centre – Design guidelines

Character Summary: The Local Centre provides a mixed-use heart to the area with high quality buildings giving a sense of enclosure to the tree lined square and provides a community focus for the expansion area. It contains shops, community space, business start-up space, a pub/restaurant and is closely linked with the northern school.

Density: 35-40 dwellings per hectare.

Heights: up to 3 storeys to ensure definition and enclosure to the Relief Road, parking area and square. This includes a commercial ground floor use with a minimum 4m floor to ceiling height.

Layout:

- Ensure the local centre has a presence on the Relief Road and/or Longwick Road to provide visibility to passing trade.
- Ensure it is on the same side of Longwick Road as the Primary School to allow shared facilities without the need to cross a main road, and to maximise the number of residents that are within the walkable catchment area without having to cross the Relief Road.

- Ensure it is adjacent to Alscot Green Lane to provide safe footpath and cycleway connections to the rest of the development and beyond.
- Form strong continuous active frontages to the tree lined public space, Relief Road and parking square.
- Incorporate a parade of retail units and business start-up space on the ground floor, with apartments above.
- Locate the pub/restaurant to maximise opportunities for outdoor seating and enjoyment of amenity/views. For example, along the Relief Road spilling out onto the tree-lined public space, or adjacent to Alscot Green Lane, the Crowbrook Corridor.
- Provide for servicing and deliveries to the shops.
- Provide parking in designated parking areas for residents.
- Strike a balance between views, sunlight orientation and relationship with surrounding uses, green space and green lanes.

Appearance:

- Reflect in the design the prominent position on the key route(s) and views southwards along Longwick Road.
- Incorporate high quality and sustainable features.
- Use contemporary architectural construction methods and forms.
- Consider the roof forms of apartment blocks and the use of green roofs to reduce building height and impact on views. For example, by using flat roofs with top floor set-backs to provide large roof terraces/balconies.
- Clearly express the uses in the elevation and materials. For example, use open glazing for retail units, while adopting more solid facade treatment for residential units above with balconies overlooking the square/ Alscot Green Lane.
- Adopt a strong vertical rhythm to minimise apparent bulk.
- Minimise impact on views by adopting a neutral, muted colour palette.
- Relate changes in material to changes in building groups.
- Incorporate green roofs, private roof terraces and balconies to provide good quality outside space and give long distance views to Bledlow Cross and Great Wood, the town, the spire of St Mary's Church and the escarpment beyond.
- Provide flexible ground floors with high floor to ceiling heights (minimum 4m), and construction techniques that allow easy modifications in the layout. This will allow changes of use over time to respond to market opportunities.

Public realm and landscape guidelines:

- Incorporate the existing line of trees to create a tree lined public space along the Relief Road and an attractive frontage to the Local Centre.

- Integrate Alscot Green Lane as the central tree edged green corridor between the Local Centre and the northern school.
- Reference the line of the Black Hedge within the landscape and/or streetscape
- Incorporate street trees and formal low level planting into the parking square. Tree crowns should be high enough and landscape treatment low enough to allow sightlines for CCTV coverage.
- Accommodate parking spaces including disabled, electric vehicles and cycle parking provision to Buckinghamshire Council standards⁷.
- Provide footways of at least 3m with some extra space for people to sit and to congregate outside the parade of shops.
- Incorporate seating, a community noticeboard, bins and safe and secure cycle parking.
- Provide northbound and southbound bus shelters⁸ on the Relief Road at the edge of the Local Centre.

See figure 27 for Illustrative Design Guidelines for the Northern School and integration with the Local Centre– section 3.5.3

⁷ [Go to the Council's Countywide Parking Guidance -September 2015](#)

⁸ With real time passenger information

Figure 32. Risborough Town character area– Local Centre – illustrative photos

Local Centre



*Local Centre – Summary***Table 4. Risborough town character area – Local Centre summary**

Character trait	Local Centre
Neighbourhood	
Land use	Retail, Business, Community, Residential (apartments)
Settlement pattern	Mixed use with residential on upper floors
Street pattern	Formal arrangement as a square
Open Spaces	Tree lined public space, square and Alscot Green Lane
Landmarks	Corner building
Topography / views	Relatively flat/ views of St Mary’s Church, the escarpment, Bledlow Cop
Trees and Landscape	Trees within public space and parking square
Ecological networks	Street Trees and planting, green roofs/walls, bat and bird boxes
Street	
Street Types	Relief Road
Plots	Regular
Building arrangement	Continuous frontage development
Gaps/ setbacks	Minimal
Built footprint	High
Parking arrangement	Retail, business, community: frontage within square
Street width / building height ratio	Wider streets and square with trees and taller buildings providing enclosure
Trees	Existing line of trees Street trees in hard paved areas
Soft landscape	Limited to verges, climbers and green walls
Boundary Treatments	Kerbs, walls/railings
Building	
Building Heights	Up to 3 storeys (including commercial ground floor use: min 4m)
Building shape	9-13 m depth to accommodate variety of uses
Roof arrangement	Flat or single pitch
Eaves details	Contemporary
Window sizes / patterns	Retail: high proportion of glazing
Doors	Predominantly glazed
Style / approach	Contemporary, vertical rhythm to tie different uses together
Building materials	Neutral colours, muted to reduce visual impact, green roofs and walls
Surface materials	High quality block paving/ resin bonded gravel
Plant species	Deciduous street trees

3.6.2 Risborough Village – Design Guidelines

Risborough Village Character area takes in the area of land south of Longwick Gap, and at the north eastern part of the expansion area along Mill Lane. This land is more sensitive in long distance views from the AONB and Whiteleaf Cross as the ground is at a higher level. It also borders the southern boundary of Alscot Conservation Area and Kingsmead Meadow and Pond wildlife site.

Character Summary:

Risborough Village takes its inspiration from surrounding villages to deliver a less urban character. It has informal streets and lanes with small terraces, semi-detached and detached dwellings. These sit within a landscape of trees, greens, grass verges and hedges.

Density:

- up to 35 dwellings per hectare.
 - Use lower densities on the southern boundary of Alscot to allow room for landscaping to protect the setting of the listed buildings and Conservation Area.
 - Use lower densities on the northern edge of the expansion area and north of Mill Lane to blend with the open countryside beyond.

Heights:

- Maximum of 2.5 storeys.
 - Restrict to a maximum of 2 storeys on the southern edge of Longwick Gap at the ridge top, and at the north of Mill Lane – the highest point within the expansion area – to minimise impact on views from the AONB.
 - Restrict building heights to a maximum of 2 residential storeys on the southern boundary of Alscot Conservation Area to respect the setting and protect views to the escarpment.

Preferred Design Guidelines:

- Create a loose and informal layout.
- Provide space in the layout to integrate landscape features to help soften the visual impact.
- Minimise deep building footprints to avoid excessive height or overbearing impact on existing dwellings.

- Respond to the edge of countryside setting and avoid the creation of a hard linear edge to the expansion area.
- Ensure that corner properties positively address side streets with well-designed secondary elevations.
- Provide active frontages and good natural surveillance to pedestrian links and areas of public open space including the Sports hub (SOS2), the Green Lanes, Railway Park, Longwick Gap and Crowbrook Corridor.
- Locate existing foul sewers within roads, footpaths, cycle paths. Avoid routing services in planted verges, hedges, and tree areas.
- Support design using Landscape and Visual Impact Assessments and street scene visualisations.

Appearance:

- Use the semi-rural setting and proximity to the settlements of Monks Risborough, Askett and Alscot as inspiration.
- Create varied building forms and materials that reflect local tradition including red/orange brick, white render, timber cladding (natural left to weather or black stained) and either slate or plain red roof tiles.
- Use softer boundary treatments such as hedges or post and rail fences.
- Adopt the same approach for the public realm and play areas. For example, use bound gravel for shared surface lanes and timber for bollards, fencing and play equipment.
- Ensure careful control of lighting to mitigate light pollution⁹.
- Aim for highest sustainable standards in terms of construction and low carbon / renewable energy (PR7.23).

Landscape Guidelines:

- Incorporate local informal green spaces within residential development.
- Create space in the layout along the frontage and between dwellings to plant significant trees to give structure.
- Use native and locally appropriate trees and hedges to provide a soft, informal edge to the development along the Crowbrook Corridor.
- Retain and reinforce existing hedgerows along Mill Lane to maintain its current rural character.
- Bound the edges of the development by hedgerows following the rectilinear patterns of the existing landscape character.

⁹ See relevant guidance reference at 3.7.5

- Create a more informal landscape character to the Relief Road integrating existing hedgerows and trees.
- Use native hedgerows rather than fences or railings for boundary treatments.

Additional guidelines south of Alscot Conservation Area

These relate to land on the southern boundary of Alscot Conservation Area.

Preferred Design Guidelines:

- Ensure that development adjacent to Alscot Conservation Area responds sympathetically to its character and respect its setting. The settings of listed buildings should also be protected.
- Ensure graduation of development parcels in terms of density and building heights.
- Protect key views from the Conservation Area towards the escarpment and consider views into the Conservation Area from its boundaries.
- Include variety in the scale of dwellings to include smaller-scaled detached and semi-detached houses and cottages of 1.5 to 2 storeys in height.
- Adopt a loose grain, informal arrangement of buildings.
- Use a variety of plot widths to provide an appropriate informal character.
- Arrange dwellings with an irregular building line adjacent to the Conservation Area boundary.

Appearance:

- Take design cues from local cottage vernacular and barns in terms of design, materials, features, detailing, and fenestration proportions.
- Consider alternatives to standard garages such as ‘cart shed’ designs.
- Ensure careful control of lighting to mitigate light pollution¹⁰.

Landscape Parameters:

- Augment hedges to field boundaries for screening purposes and to reinforce the rural edge of the hamlet.
- Provide significant space in front of and between dwellings with grass verges, intimate greens, trees and hedgerows.

¹⁰ See relevant guidance reference at 3.7.5

- Create a rural aesthetic to the lane fronting the Conservation Area with shared surface treatment, grass verges and hedges as boundary treatments. Refer to edge street see section 3.9.1.4.

Refer to Alscot Conservation Area Character Appraisal 2017.

Figure 33. Risborough Village – Illustrative Design Guidelines



Figure 34. Risborough Village character area – illustrative photos

Risborough Village

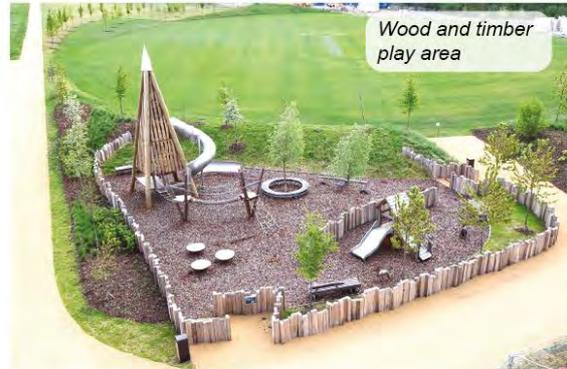


Table 5. Risborough Village character area summary

Character trait	Risborough Village
Neighbourhood	
Land use	Residential (small terraces, semi-detached and detached)
Settlement pattern	Up to 35 dph
Street pattern	Informal perimeter block
Open Spaces	Alongside key junctions and associated with Longwick Gap, centred around the Green Lanes and Crowbrook Corridor
Views/ Landmarks	Link to the surrounding countryside, views to Chiltern Hills, use special dwellings to aid legibility
Topography / views	Highest point and part of the ridge north of the Crowbrook, drops towards Crowbrook, blocks parallel and perpendicular to the contours
Trees and Landscape	Integrate existing hedgerows and plant new trees to create a structure for the development
Ecological networks	Existing hedgerows, Crowbrook Corridor, linking to surrounding fields
Street	
Street Types	Relief Road, Residential Street, Existing Street/ Lane, Edge Street
Plots	Irregular
Building arrangement	Key streets, Lanes and spaces fronted by development, grounded around courtyards and informal green spaces
Gaps/ setbacks	Varied gaps to accommodate parking and trees/hedgerows
Built footprint	Medium to Low
Parking arrangement	On plot and within courtyards, on street
Street width / building height ratio	Streets largely defined by buildings, hedgerows and informally placed trees
Trees	Informal street trees and small groups of trees between and within plots, rear and front gardens, and within parking areas
Soft landscape	Native hedges and clipped hedges
Boundary Treatments	Hedges, timber post and rail or picket style fences. Close boarded fences only for internal boundaries within gardens.
Building	
Building Heights	Maximum of 2.5 storeys Maximum of 2 storeys on the southern edge of Longwick Gap at the ridge top, and at the north of Mill Lane Maximum of 2 storeys along southern boundary of Alscot Conservation Area
Building shape	Traditional simple, well-proportioned rectangles, avoid overcomplicated building forms
Roof arrangement	Pitched
Eaves details	Simple

Character trait	Risborough Village
Window sizes / patterns	*
Doors	*
Style / approach	“Of this time” with references to local village vernacular Traditional local cottage vernacular, rural, agricultural
Building materials	Use local palette – timber (natural or black stained), red/orange multi brick and render
Surface materials	Asphalt, gravel, tegula type paving
Plant species	Predominantly native

* these details to be confirmed through planning applications

3.7 Green Infrastructure Strategy [DT1, DT2]

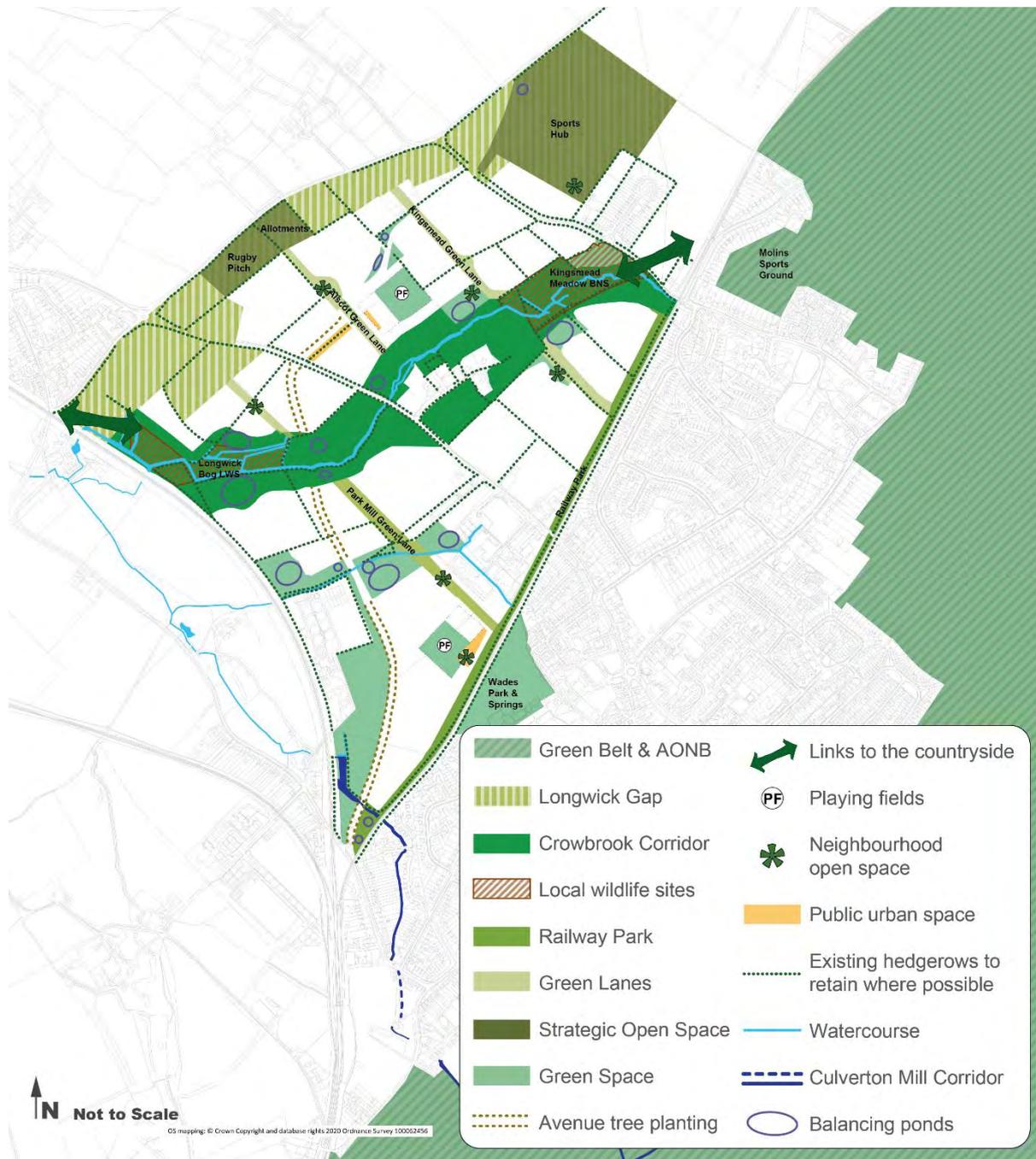
Figure 35 sets out the indicative green infrastructure strategy for the expansion area. The location of key green spaces and corridors across the expansion area is informed by topography and existing watercourses, and by existing hedgerows, trees and woodland areas. They are important structural landscape elements and define movement corridors for people and wildlife within and beyond the development area. They will play a key role in mitigating ecological impacts and achieving biodiversity net gain.

The extent and diversity of these assets poses both a challenge – to design and maintain these in a cost effective way that is sensitive to the local environment and achieves biodiversity net gain– and an opportunity - to design and manage these facilities in a way that achieves and sustains wider benefits, for drainage, wildlife and for residents - than if these are considered and managed in isolation. There may also be opportunities to use funds generated by new community facilities to contribute to ongoing maintenance costs.

Refer to section 3 of the Residential Design Guidance SPD for guidance relating to Green Infrastructure.

Refer to the Town and Country Planning Association's "Design Guide for Sustainable Communities" and their more recent "Good Practice Guidance for Green Infrastructure and Biodiversity".

Figure 35. Green Infrastructure Strategy



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

3.7.1 Crowbrook Corridor

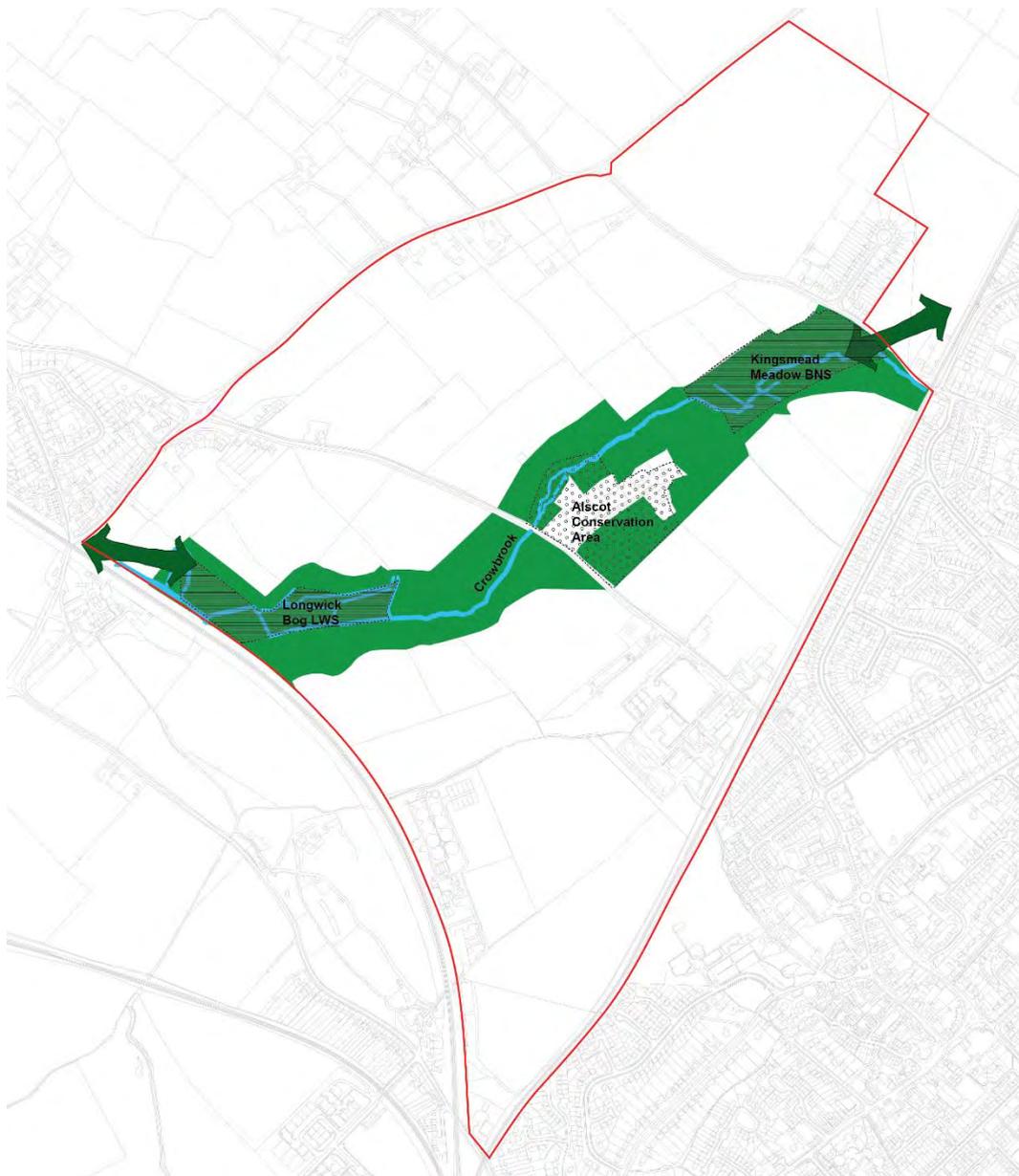
This is a continuous ecological and wildlife corridor along the Crowbrook Stream (Mill Brook) ([Policy PR7](#)).

It has important functions including fluvial (ordinary watercourse) and surface water management (Sustainable Drainage Systems¹¹). It protects two designated local wildlife sites within it (Longwick Bog and Kingsmead Meadow and Pond). It preserves the green setting for Alscot Conservation Area and its listed buildings.

At least one field depth should be retained open for the green corridor ([Wycombe District Local Plan paragraph 5.3.112](#)).

¹¹ Shortened as SuDS throughout the document.

Figure 36. Location of Crowbrook Corridor



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456

Table 6. Crowbrook Corridor summary

<p>Crowbrook Corridor Summary</p>	
<p>Primary uses</p>	<ul style="list-style-type: none"> • Ecology and biodiversity • protecting hydrology of Longwick bog, Kingsmead meadow and pond • flood capacity - fluvial and surface water management • climate change adaptation and mitigation • setting for Alscot Conservation Area
<p>Secondary uses</p>	<ul style="list-style-type: none"> • walking and cycling movement and recreation (informal public use) • structural organising element creating north and south residential areas
<p>Key elements to preserve</p>	<ul style="list-style-type: none"> • LWS (Longwick Bog) and BNS (Kingsmead Meadow and Pond) • existing trees and hedgerows, streams, conservation areas and their settings, Public Rights of way, existing field boundaries • green setting for Alscot Conservation Area • woodland at Alscot Lodge • view from Alscot Lane looking south west towards Bledlow Cross/ The Cop and Great Wood
<p>Key new elements to integrate</p>	<ul style="list-style-type: none"> • creation of additional species-rich priority habitat to create nature reserve areas, biodiverse species rich habitat with wildflower mixes and other ecological measures. • ponds and pond dipping platforms • way-markers with arrows, interpretation boards, benches, footpaths/boardwalk, fencing, bat and bird boxes • cycle paths • new public spaces • new tree and hedgerow boundaries • overlooking from development parcels • Relief Road crossing

3.7.2 Longwick Gap

This is a linear green gap, part of the wider strategic buffer for the town. The location and size of the strategic buffer is fixed by [policy PR5](#) of the adopted Wycombe District Local Plan (WDLP).

The gap is located to the south of the Lower Icknield Way. Alongside existing uses within it, it is retained as open countryside or strategic open space and provides a green edge to the development. It also provides separation between the main expansion area and the village of Longwick and surrounding countryside.

Figure 37. Location of Longwick Gap



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

Table 7. Longwick Gap summary

Longwick Gap Summary	
Primary uses	<ul style="list-style-type: none"> • separation between Longwick/ rural landscape and the new development • create clear green edge to the expansion area
Secondary uses	<ul style="list-style-type: none"> • strategic open space • accommodating existing development • recreational links to countryside • improving biodiversity • protecting hydrology of the Longwick Bog
Key elements to preserve	<ul style="list-style-type: none"> • green undeveloped gap between Longwick and the new development • existing trees and hedgerows • Longwick Bog •
Key new elements to integrate	<ul style="list-style-type: none"> • strategic open space uses (see SOS1 and SOS2) • footpaths • new tree and hedgerow boundaries • overlooking from development parcels • crossing of Relief Road

3.7.3 Green Lanes

The Green Lanes draw the surrounding countryside through the built area and connect towards the existing town ([Policy PR7](#)).

They have an important role to play in providing off road movement corridors for pedestrians and cyclists to key destinations. They provide local open space, help protect existing hedgerows and support mature tree planting to soften the views of new development from the AONB.

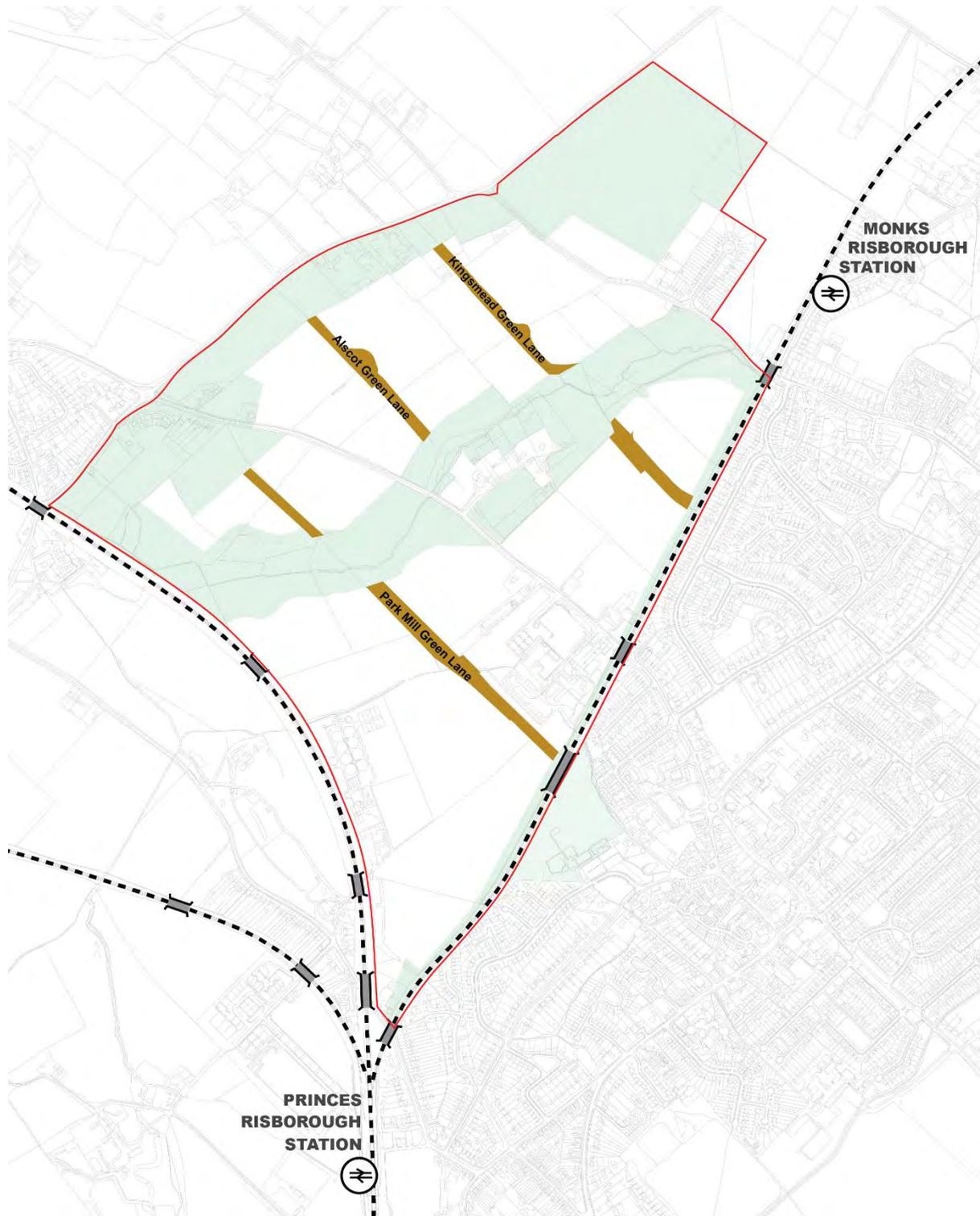
They are:

Park Mill Green Lane – a green corridor running north-south along the existing right of way from Wades Park, the proposed new underpass at the railway line, through Park Mill Farm to Longwick Road. Locally manage surface water flooding around the Kingsey Cuttle Brook within this Green Lane.

Kingsmead Green Lane – a green link between the Longwick Gap, the areas around Kingsmead Meadow and Pond, and the footpaths along the Crowbrook Stream (Mill Brook) and south incorporating the line of the Black Hedge towards the Railway Park.

Alscot Green Lane – a shorter north-south green corridor from Alscot, along a new foot/cycle path north of the Crowbrook Stream (Mill Brook) passing between the new Local Centre and the northern primary school and connecting to SOS1.

Figure 38. Location of Green Lanes



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

Guidelines for the Green Lanes:

- Incorporate existing trees and hedgerows (including the black hedge) and enhance these features through additional planting.
- Apply appropriate buffers between existing trees/ hedgerows and footpaths.
- Create a diverse range of experiences and habitats along the Lanes. Use structural landscape (existing and new) elements such as avenue trees, shrubs and hedges. Create margins of native shrub planting, amenity grass, ornamental shrubs, wildflower meadow and bulb planting.
- Provide space to incorporate swales¹² as part of the site wide drainage strategy (see also section 3.8).
- Frame view corridors along the Lanes to provide visual links with the town and escarpment beyond. For example, views to the spire of St Mary's Church along Park Mill Green Lane and distant views to Whiteleaf Cross along Alscot and Kingsmead Green Lanes.
- Incorporate and connect to good quality footpath and cycle path links using durable high quality materials for hard surfaces and ensure that the design feels safe for users throughout the day by providing sufficient width to avoid conflicts, and street lighting
- Provide benches and informal opportunities for seating at regular intervals.
- Overlook by windows of adjacent development to provide natural surveillance so that the Green Lanes are safe and welcoming spaces.
- Locate neighbourhood and local open spaces alongside Green Lanes. Ensure play areas and outdoor gym equipment are easily accessible and where natural surveillance is good.
- Locate 'edge streets' adjacent to green lanes to reinforce their green, informal character (refer to 3.9.1.4).

Taking account of these guidelines the Council expects that the width of green lanes will vary between 15-35 metres.

¹² Avoiding isolated swales that may be fenced off, and can become unkempt and unattractive

Figure 39. Indicative section and plan of a Green Lane

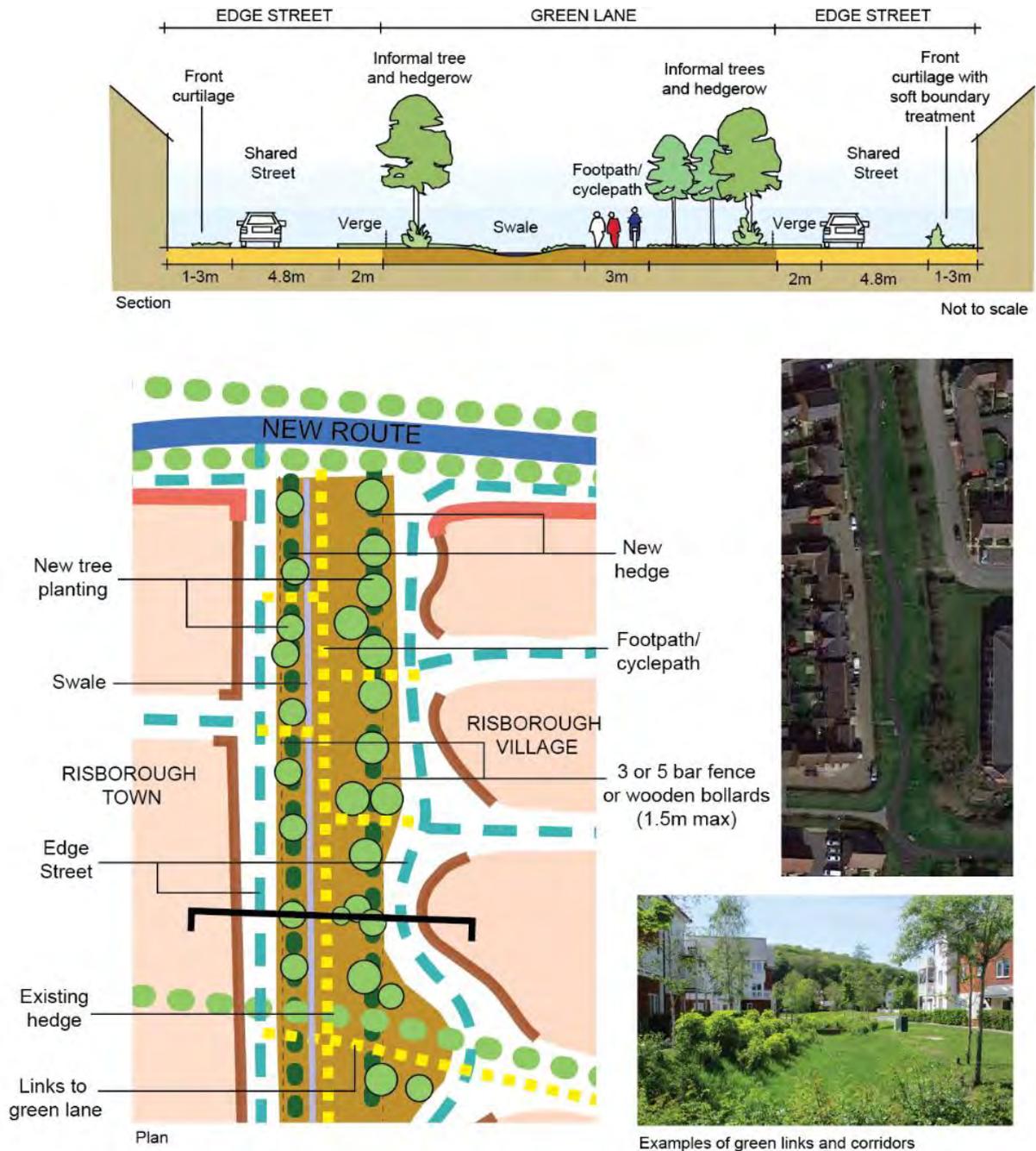


Table 8. Green Lanes summary

Green Lanes summary	
Primary uses	<ul style="list-style-type: none"> • provide and connect to clear pedestrian/cycle routes to key destinations
Secondary uses	<ul style="list-style-type: none"> • provide landscape structure • incorporate existing Public Rights of Way • neighbourhood open space • drainage • new tree planting and hedgerows
Key elements to preserve	<ul style="list-style-type: none"> • existing Public Rights of Way • existing hedges and trees (including the black hedge) • view corridors to the town and escarpment
Key new elements to integrate	<ul style="list-style-type: none"> • neighbourhood open space • ponds/ swales • footpath links • new tree and hedge planting

3.7.4 Railway Park

The Wycombe District Local Plan requires a green corridor of a minimum of 10 metres wide along the Aylesbury railway line in the main expansion area, parallel to the 15 metres reserved for future rail infrastructure (see [Policies PR8 and DM47](#)), giving a total of 25 metres reserved ([PR7.21e](#)).

It creates a linear park providing a clear east-west link for pedestrians and cyclists 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 ([Wycombe District Local Plan, paragraph 5.3.41](#)).

The SPD sets out the following more detailed guidelines for the Railway Park.

Guidelines for Railway Park:

- Retain and enhance existing trees and hedgerows on the railway line and embankments to provide separation from the tracks and mitigate noise and vibration for the new development.
- Use new tree planting within Railway Park to break up the line between the existing and the expanded town in long views.
- Vary the width (above the 25m minimum) to ensure a variety of spaces along its length.
- Incorporate footpaths and cycle paths using durable high quality materials for hard surfaces.
- Include street lighting along the route so that they feel safe. This needs to be designed to minimise impacts on wildlife.

Figure 40. Location of Railway Park



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

Table 9. Railway Park summary

Railway Park Summary	
Primary uses	<ul style="list-style-type: none"> • safeguarding railway expansion (PR8) • public open green space • footpath/cycle connections to the town, to existing Public Rights of Way to the countryside and to the green lanes
Secondary uses	<ul style="list-style-type: none"> • wildlife corridor • new tree planting and hedgerows • noise buffer
Key elements to preserve	<ul style="list-style-type: none"> • width for railway expansion (15m) and green space (10m) minimum 25 metres • connections to existing Public Rights of Way • existing hedges and trees
Key new elements to integrate	<ul style="list-style-type: none"> • entrance to Wades Park underpass • ponds/ swales • footpath/cycle links between the two stations • new tree and hedge planting • overlooking from adjacent development parcels

3.7.5 Strategic Open Space

Strategic Open Space within the expansion area includes sports pitches and games areas, larger play areas, parkland and semi-natural green space and allotments. It is identified in larger areas around the main expansion area for provision of sports, and in smaller areas throughout the main expansion as neighbourhood open space (see section 3.7.6).

Sports pitches are located on strategic open spaces SOS1 and SOS2 on the periphery of the Expansion Area ([Policy PR4](#)), in the strategic buffer ([Policy PR5](#)). Areas for formal sports are identified north of Mill Lane and south of Lower Icknield Way ([Wycombe District Local Plan, paragraph 5.3.104](#)).

[Policy PR7](#) of the Wycombe District Local Plan states that this includes:

- a formal sports ‘hub’ in the strategic open space area north of Mill Lane, to include a new multi-functional club house with car parking, changing rooms, a community room (with bar) and social space, with extra parking space to support the use of Molins sports ground ([Policy PR15](#)). Referred to as SOS2.
- changing facilities and car parking in the strategic open space south of Lower Icknield Way. Referred to as SOS1.

An indicative package of sports provision is set out for the multi-sport ‘hub’ ([Wycombe District Local Plan paragraph 5.3.105](#)):

- 1 3G synthetic turf pitch for football / rugby and 1 synthetic turf pitch for hockey
- 3 youth football pitches
- 4 tennis courts
- 1 MUGA
- Car park, club house with community room and changing rooms
- Plus, one rugby pitch which should be located at a different site, with car parking and changing rooms.

Figure 41. Location of SOS1 and SOS2 in the Longwick Gap



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

Table 10. Strategic Open Spaces summary

Strategic Open Spaces Summary	SOS1 and SOS2
Primary uses	<ul style="list-style-type: none"> • strategic open space
Secondary uses	<ul style="list-style-type: none"> • community meeting space • strategic buffer for the development and part of Longwick Gap • visual screening • footpath links to countryside beyond • drainage • improving biodiversity
Key elements to preserve	<ul style="list-style-type: none"> • existing hedges and trees of good biodiversity

Strategic Open Spaces Summary	SOS1 and SOS2
Key new elements to integrate	<ul style="list-style-type: none"> • sports fields and facilities including changing rooms, sports hub, car parking, floodlighting • allotments • informal parkland • footpaths • ponds • overlooking from adjacent development parcels

The SPD sets out the following more detailed design guidelines for Strategic Open Space.

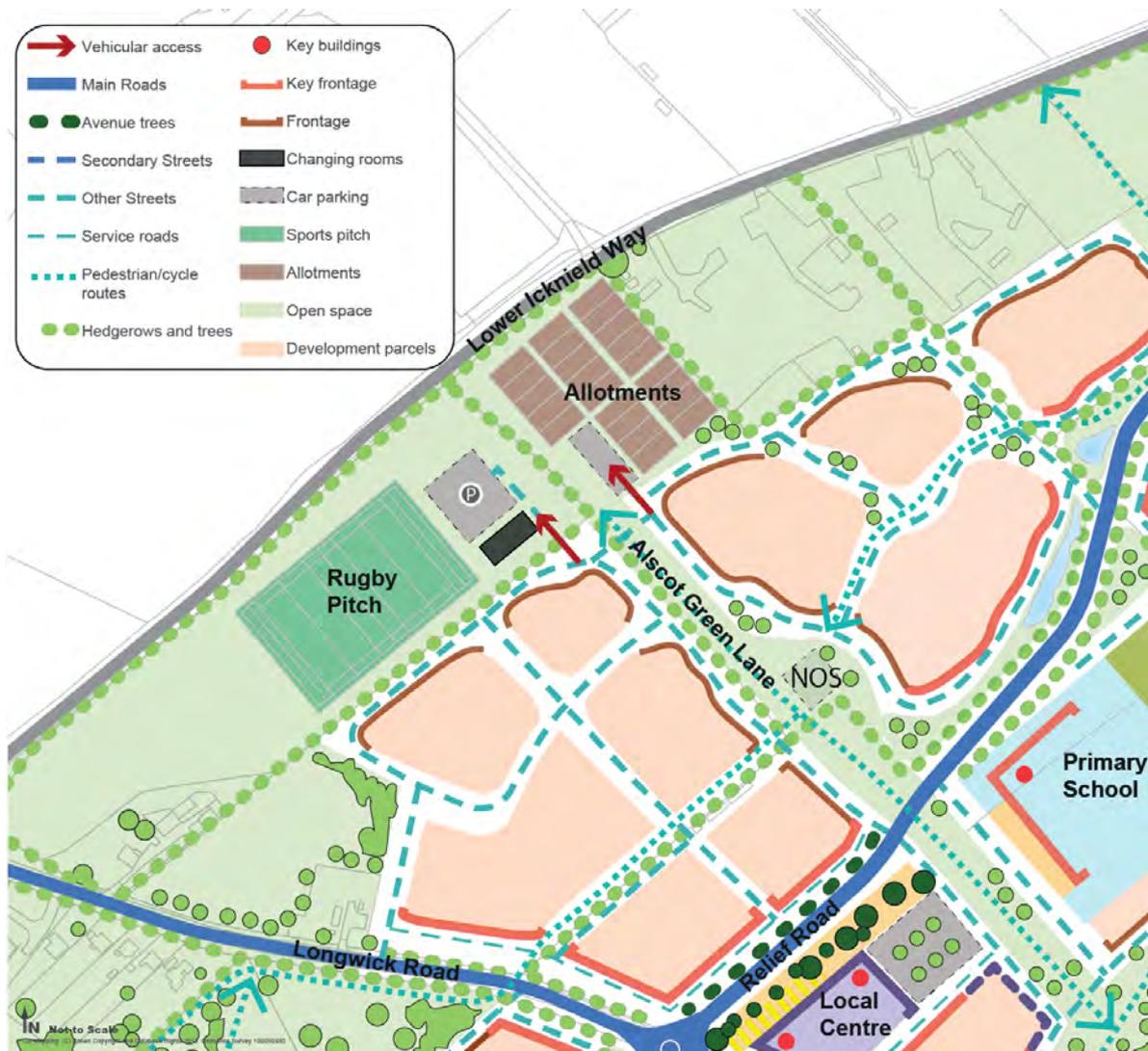
Guidelines for SOS1 - Rugby pitch:

- Ensure careful control of floodlighting around pitches to mitigate impact of views from the AONB and minimise light pollution.
- Consider gravel or bound gravel finishes incorporating soft landscape planting to break-up the car parking area.
- Provide blue badge parking provision close to the building to adopted standards.
- Retain and enhance the existing hedgerows and trees around the site and act as a buffer to Lower Icknield Way.
- Reduce hedge heights on southern boundary of site to allow natural surveillance from new development.
- Provide clear, direct and legible footpath links from Alscot Green Lane.

Guidelines for the Allotments:

- Retain and enhance hedgerows and trees around the site and as a buffer to Lower Icknield Way.
- Locate metal railings with lockable gates inside the hedge for security.
- Provide parking, an area for dropping off/collection of tools and secure cycle storage.
- Provide clear, direct and legible footpath links from Alscot Green Lane.
- Use bound/loose gravel for hard landscaping including parking area and routes around the plots.
- Provide mains water supply and explore opportunities to use water harvesting for irrigation.
- Follow National Society of Allotment and Leisure Gardeners (NSAG) guidance for plot size, layout, access to watering points and composting areas.

Figure 42. Illustrative Design Guidelines – SOS1



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

Guidelines for SOS2 – sports hub:

- Orientate sports pitches to maximise usage and avoid low sun angles (reference Sport England guidance for the best common axis of orientation).
- Ensure careful control of floodlighting to mitigate impact of views from the AONB and minimise light pollution.
- Keep sports fencing to a minimum and where possible this should be created using hedging and tree planting.
- Ensure that fencing is specific to the intended sport and location.
- Include noise limiting measures.
- Provide a landscape buffer zone around the edge of the sports hub to include pedestrian routes linking public rights of way into the countryside.
- Design the club house as a landmark pavilion building using local rural vernacular as a design cue.
- Ensure that the clubhouse includes 4 x 20 person changing rooms, upper floor community/ social space including bar, kitchen and function room and outdoor viewing terrace.
- Access car park directly from the Relief Road to include blue badge parking bays in front of the clubhouse, coach drop-off and cycle parking.
- Implement SuDS including permeable surfacing, street trees and low level planting for car parking areas.
- Incorporate swale/pond into the site as part of an overall drainage strategy.
- Ensure that the new development frontage on the southern perimeter of the site provides natural surveillance and enclosure.

Refer to Policy DM16 and supporting text in the Delivery and Site Allocations Plan.

Refer to Sport England's guidance on Natural Turf for sport guidance (2011) and Sport England's technical design guidance: [Go to Sports England design and cost guidance](#)

Refer to Sport England's Active Design (October 2015) guidance: [Go to Sport England Active Design guidance](#)

Refer to the Institute for Lighting Professionals' Guidance Note 1 for the Reduction of Obtrusive Light: [Guidance note 1 for the reduction of obtrusive light -2020](#)

Figure 43. Illustrative Design Guidelines – SOS2



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

3.7.6 Neighbourhood Open Spaces

Neighbourhood open spaces form part of the Strategic Open Space provision. They are identified in smaller, more dispersed pockets and closer to homes for easy walkability to local play areas. Where possible they also form part of the Local Open Space provision by including LEAPs¹³. The stream corridor and rights of way offer rich and natural settings for local open spaces to be located nearby ([Wycombe District Local Plan, paragraph 5.3.53](#)). Figure 44 identifies a number of suitable locations for neighbourhood open spaces.

The SPD sets out the following more detailed guidelines for neighbourhood open spaces.

Guidelines for neighbourhood open spaces:

- Locate neighbourhood open spaces to maximise the number of homes within a five-minute walk of a local play area via safe footpath routes.
- Locate alongside other green infrastructure features, and community facilities (e.g. school, sports hub) to maximise functionality and provide identity and structure to residential neighbourhoods.
- Provide for children's play within these spaces in accordance with National Playing Field Association (NPFA) Standards.
- Overlook by windows of adjacent development to provide adequate surveillance for their safe use, and discourage vandalism.
- Where possible, combine neighbourhood open spaces (NEAPS) and local open spaces¹⁴ (LEAPS). This avoids small areas of open space, which on their own would not constitute useful space, or become unnecessarily expensive to maintain.

¹³ LAPS for very small children however are envisaged to be delivered within the development parcels as they need to be very close from each home.

¹⁴ But Local Areas of Play (LAPS) and informal green space provided through individual development parcels.

Figure 44 Indicative location of Neighbourhood Open Spaces



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

Table 11. Neighbourhood Open Spaces summary

Neighbourhood Open Spaces Summary	
Primary uses	<ul style="list-style-type: none"> • neighbourhood open space
Secondary uses	<ul style="list-style-type: none"> • green space and structure • biodiversity • drainage • footpath routes
Key elements to preserve	<ul style="list-style-type: none"> • existing hedges and trees of good biodiversity
Key new elements to integrate	<ul style="list-style-type: none"> • open space facilities <ul style="list-style-type: none"> - NEAPs and LEAPS provided as part of Open Space provision¹⁵ • green lanes and other adjacent GI elements • footpath links • overlooking from adjacent development parcels

¹⁵ LAPS and informal green space provided as part of Local Open Space provision through individual development parcels

3.7.7 Trees, Woodland, Hedgerows, and Grassland

The existing network of trees, woodland and hedgerows is a vital element of the green infrastructure strategy and should be incorporated and protected where possible within the development. They nurture biodiversity, dictate the structure and inform links and connections through the site. They also add to the character of the site, help embed the development in its location, and provide instant maturity and aid screening.

The SPD sets out the following more detailed guidelines for trees, woodland, hedgerows and grassland.

Guidelines for Trees, Woodland, Hedgerows and Grassland:

- Protect and enhance the distinctive network of trees and hedgerows along field boundaries and woodland at Alscot Lodge, Longwick Bog, and Kingsey Cuttle Brook. Use these to influence the form and layout of new development.
- Incorporate appropriate buffers between existing trees/ hedgerows and development.
- Augment site boundary trees and hedgerows along the railway lines and the Crowbrook stream corridor (including the woodland around Alscot Conservation Area) to filter views and mitigate visual impact.
- Retain the border of hedgerows along Mill Lane and Longwick Road.
- Where possible, incorporate the existing line of trees and field boundary hedgerows into the edges of the Local Centre and Relief Road.
- Use large scale tree planting to screen the sewage treatment works.
- Integrate robust tree planting within developed areas to break up the appearance of built form from long distance views.
- Retain and enhance trees and hedgerows to sensitive edges including the Crowbrook Corridor, Longwick Gap/ the wider countryside and Alscot Conservation Area and its listed buildings.
- Create species rich habitats which are appropriate to their neighbouring habitats, intended use and growing conditions.
- Incorporate a significant proportion of new trees in streets, back gardens and parking areas to ensure that all areas benefit from the presence of trees.
- Create native species wildflower and grass verges and introduce boundary hedgerows as part of the Risborough Village character area.
- Minimise where possible impact on higher biodiversity value grassland
- Incorporate locally native species including black poplar, willow, beech, English oak, wild cherry, hornbeam, whitebeam, field maple and wayfaring tree.

- Achieve a future canopy cover of 25% (Wycombe District Local Plan [Policy DM34](#))¹⁶ through retention and planting of trees and the use of other green infrastructure e.g. green roofs and walls.
- Follow the Canopy Cover SPD and the emerging Canopy Cover Design Guidance.
- Follow guidelines given in the Residential Design Guidance GI2, GI4, GI5 and GI6 and Local Plan [DM34](#).

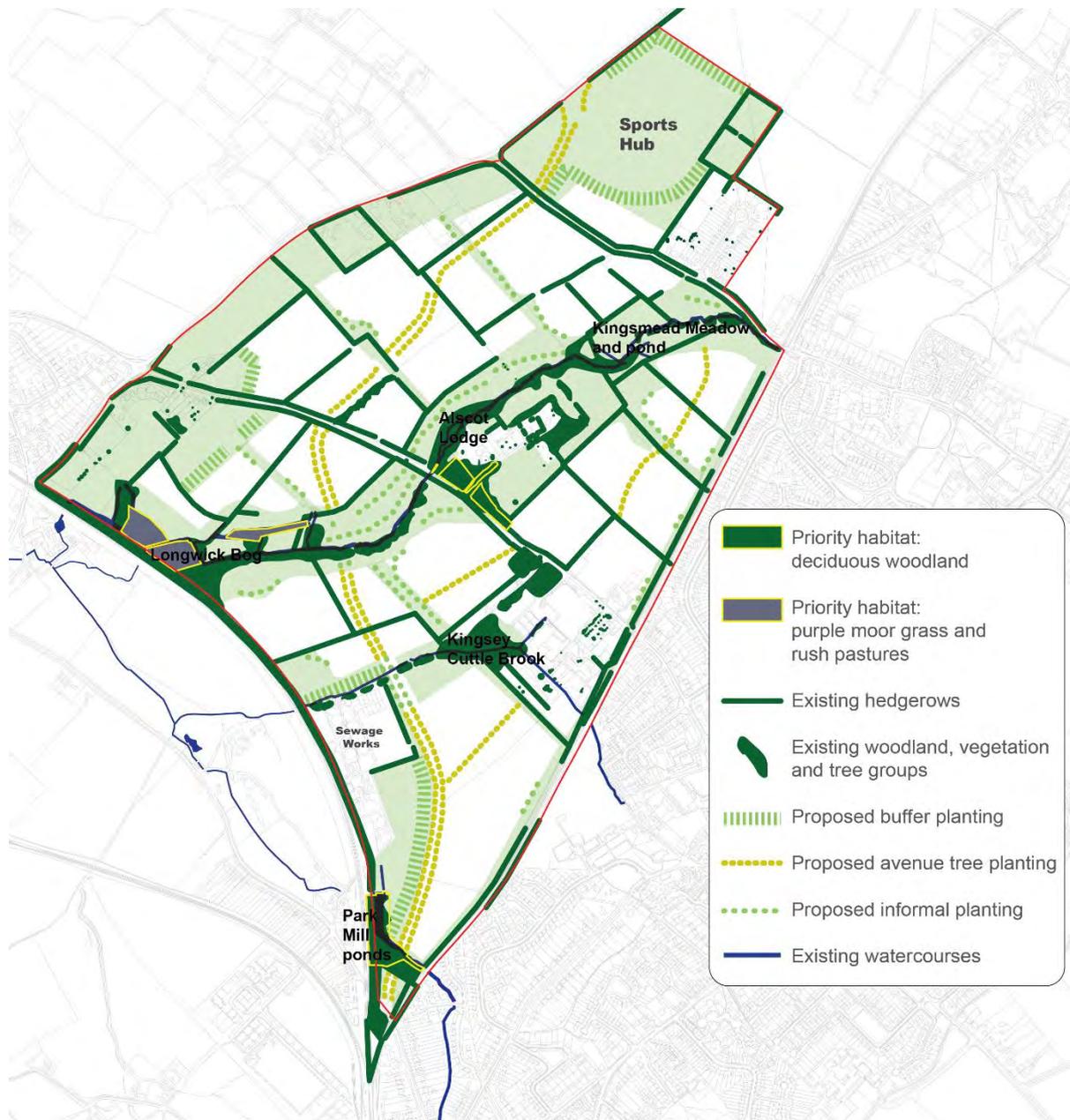
For more details regarding technical aspects of tree and hedgerow planting refer to our:

- [Hedgerow Advice Note](#)
- [Wildlife Advice Note](#)
- [Tree pit guidance note](#)
- [Canopy Cover Supplementary Planning Document and Canopy Cover calculator](#) (spreadsheet on website)
- Emerging Canopy Cover Design Guide (anticipated 2021)

Refer also to The Town and Country Planning Association's "Design Guide for Sustainable Communities" and "Good Practice Guidance for Green Infrastructure and Biodiversity".

¹⁶ If the PREA came forward as a single application, this could be done at a wider area level, but if individual applications are submitted, then this would apply on a parcel by parcel requirement – flexibility could therefore be achieved through a single outline application backed by agreement.

Figure 45. Trees, Woodland and Hedgerows¹⁷



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

¹⁷ The map shows strategic tree planting. It is expected that there will also be tree planting within the development parcels however it is not possible to identify locations at this time.

Table 12. Trees, Woodland, Hedgerows and Grassland summary

Trees, Woodland, Hedgerows and Grassland Summary	
Primary uses	<ul style="list-style-type: none"> • wildlife habitat • ecological connectivity
Secondary uses	<ul style="list-style-type: none"> • serving design functions such as ‘features’ ‘frames’ and ‘screens’ • mitigation against climate change
Key elements to preserve	<ul style="list-style-type: none"> • existing hedges and trees of good ecological and arboricultural value • Planted setting of existing streams, watercourses and ponds
Key new elements to integrate	<ul style="list-style-type: none"> • new hedges and trees • footpaths and cycleways • streets and development areas • back gardens • open space • public space • car parks • area contained within the odour buffer

3.8 Blue infrastructure Strategy [DT2]

Design and management of blue infrastructure is a key aspect of the Expansion area.

3.8.1 Overall approach

- Implement a Sustainable Drainage System (SuDS) across the expansion area. Make it an integral part of the open space network and incorporate it into street, block and building design. Consider a drainage strategy for the expansion area as a whole to provide an exemplar scheme and allow collaborative features to be identified, developed and managed. If the parcel boundaries are ignored, efficiencies may also be realised as individual ponds may be combined with those in other parcels reducing the cost of construction and maintenance.
- Undertake site-specific flood risk assessments in support of planning applications, including an assessment of impacts on neighbouring sites and any implications for the whole of the expansion area in accordance with national planning policy and Local Plan policy DM39.
- Take up pre-application consultation with the Lead Local Flood Authority on the groundwater and surface water flood risk implications of development.
- Include provisions for identifying and dealing with contaminated land: there should be no infiltration to ground through contaminated land as this could form a pathway for pollution to the underlying groundwater aquifers.
- Ensure no foul drainage to ground as this could pollute the underlying groundwater aquifer.

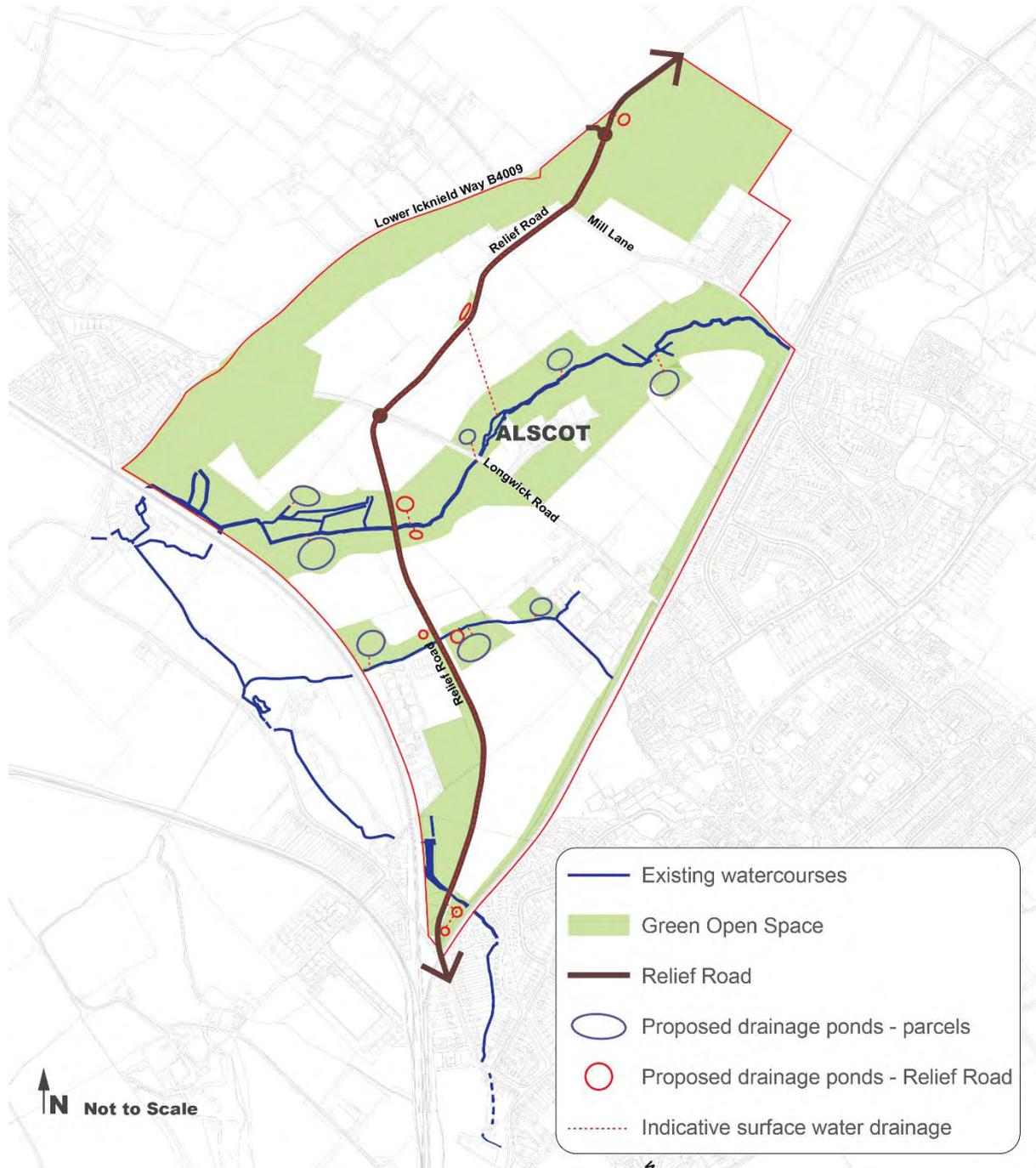
3.8.2 Drainage guidelines

The Princes Risborough Expansion Area Drainage Strategy (PREADS) (Jacobs - October 2018)¹⁸ underpinning the SPD shows how the site can be drained on a parcel by parcel basis as well as on a site wide basis. The figure in this SPD reflects the latter as this is the council's preferred approach of achieving the policy objectives relating to flood risk management, climate change mitigation, but also efficient use of land.

Figure 46 shows potential pond location and volume at a site-wide scale, ignoring parcel boundaries and assuming site-wide infiltration is feasible north of the Crowbrook corridor. It is based on the optimum location of ponds in terms of drainage by gravity and proximity to outfall points. These ponds may be reduced in size if other SuDS measures are used.

18

Figure 46. Illustrative Drainage Strategy (adapted from The Princes Risborough Expansion Area Drainage Strategy (PREADS), Jacobs, 2018)



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

Following on from the Drainage Strategy findings¹⁹, development proposals should seek to:

- Reduce the peak runoff rate generated by impermeable areas across the developed site to 50% of the undeveloped mean annual maximum flow rate (Qbar) where possible. The PREADS demonstrated that 50% betterment on surface water runoff rates for the expansion area is feasible and reduces existing levels of flood risk downstream within the catchment.
- Drain surface water systems via gravity to storage areas located at low spots in the existing topography
- Adopt an integrated blue/green infrastructure approach, using a variety of SuDS methods that could include features such as ponds, green roofs for schools and local centre buildings, swales, pervious paving for residential (low-trafficked) roads
- Include a series of balancing ponds to store and treat attenuated surface runoff to receiving watercourses.
- Adopt a mixture of wet and dry storage areas to promote biodiversity; incorporating access for ongoing maintenance
- Integrate SuDS features including balancing ponds within the open space network and the residential environment, and avoid using fences e.g. by avoiding changes in depth that could lead to sudden deep water.²⁰
- Design SuDS features including balancing ponds to be naturalistic in shape, respond to the site context, contribute positively to the character of the Green Infrastructure, while avoiding unnecessary future costs
- Undertake ground investigations, including infiltration rate testing and long term groundwater monitoring (during winter period)
- Line ponds where there is a risk of groundwater flooding to maintain capacity
- Incorporate access for ongoing maintenance
- Ensure management of SuDS, ideally alongside other blue / green infrastructure by a Land Trust or similar body in a way that avoids unreasonable costs being placed on future residents

¹⁹ Refer to the Princes Risborough Expansion Area Drainage Strategy – Jacobs – October 2018 for technical details.

²⁰ If best practice is followed swales are no different to maintaining grass and should not be overly deep and therefore neither a health and safety or maintenance burden. The Council is keen to avoid isolated areas of overly deep low lying land that may be fenced off and which can become unkempt and unattractive.

- Serve the Relief Road with its own sustainable drainage system. Position ponds at topographic low points along the road to attenuate runoff before discharging into local watercourses.

Within the development parcels, we also recommend additional measures to manage, treat, and where possible infiltrate, surface water run-off. This is set out in Table 13.

Refer to The SuDS Manual C753 (the Construction Industry Research and Information Association) for further details.

Table 13. Additional measures for surface water run-off

	North of the Crowbrook/ Mill Brook ²¹	South of the Crowbrook/ Mill Brook ²²
Source control measures	<ul style="list-style-type: none"> • Disconnection of downpipes • Water butts and leaky butts (to ensure storage capacity during a storm event). • SuDS in communal areas, such as active rainwater harvesting 	<ul style="list-style-type: none"> • Disconnection of downpipes • Water butts and leaky butts (to ensure storage capacity during a storm event). • SuDS in communal areas, such as active rainwater harvesting
Swales	<ul style="list-style-type: none"> • Swales to reduce the overall pond volume needed where they can be incorporated into the site layout (e.g. alongside roads). Infiltrate runoff to ground and to convey runoff to the ponds, replacing traditional piped systems. 	<ul style="list-style-type: none"> • Swales to reduce the overall pond volume needed where they can be incorporated into the site layout (e.g. alongside roads). Where necessary, provide mitigation to prevent groundwater ingress.
Bioretention Systems / Rain Gardens	<ul style="list-style-type: none"> • Tree pits and rain gardens along smaller roads to improve runoff quality by filtering runoff before being collected and conveyed to ponds, or as direct infiltration measures to reduce the overall pond volume. 	<ul style="list-style-type: none"> • Tree pits and rain gardens along smaller roads to improve runoff quality by filtering runoff before being collected and conveyed to ponds.
Trees and Planting	<ul style="list-style-type: none"> • Trees and planting within SuDS components (swales etc.) to improve their performance. Root growth and decomposition can increase the infiltration capacity of the soil. • Tree pits to introduce storage, infiltration and treatment of runoff, particularly in densely urbanised areas such as car parks. 	<ul style="list-style-type: none"> • Trees and planting within SuDS components (swales etc.) to improve their performance. • Tree pits to introduce storage, and treatment of runoff, particularly in densely urbanised areas such as car parks.

²¹ Subject to infiltration feasibility to be confirmed, following groundwater testing.

²² No infiltration – prevent ingress of groundwater

3.9 Access and Movement Strategy

The expansion area must become an integral part of Princes Risborough; its streets, footpaths and cycleways must be connected and integrated with the existing network. This includes promoting connections to:

- Princes Risborough Town Centre
- Princes Risborough and Monks Risborough railway stations
- Wades Park and Risborough Springs and other existing facilities
- Molins Sports Ground
- Longwick
- Countryside routes to the Phoenix Trail and cycle route NCN 57, the surrounding villages of Monks Risborough, Meadle, Horsenden, Askett and key locations in the Chilterns AONB such as Brush Hill and Whiteleaf Hill.

New networks should also be created to provide legible routes to key destinations within the expansion area. This includes the:

- New Local Centre
- Two new primary schools
- Green Space Network (Crowbrook Corridor, Railway Park, Green Lanes)
- Strategic Open Spaces (SOS1 rugby pitch and SOS2 sports hub).

3.9.1 Streets [DT5, DT6]

The layout of new streets within the expansion area should be logical and direct, and connect with the existing roads and lanes passing through and bordering the site.

The relationship of the streets with surrounding buildings and spaces also helps to define the look of the place and make it easier for people to navigate and get around.

Refer to the 10 indicators to create Healthy Streets²³.

Refer to Manual for Streets I and II.

Figure 47 shows the illustrative street hierarchy for the expansion area. It includes the following street types:

- Relief Road (with variations where it passes through different character areas and across open space and green lanes)

²³ [Go to Healthy Streets website](#)

- Existing Street/ Lane (Longwick Road and Mill Lane)
- Residential Streets
- Edge Street

Apart from the Relief Road and existing street/ lane, the location of routes may vary, depending on the detailed design.

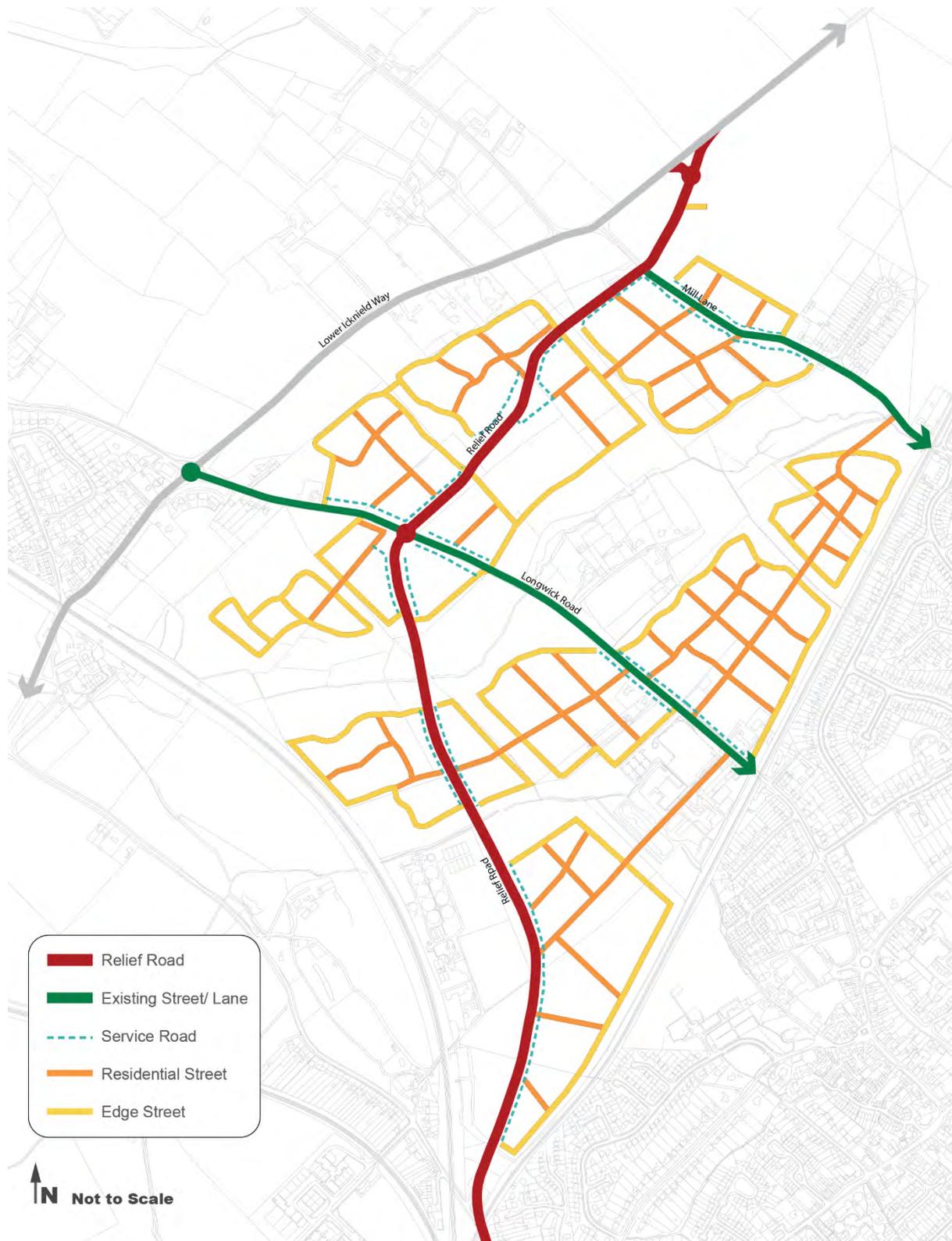
There is flexibility in the layout of residential streets although they should achieve a legible and permeable network. Main residential streets should provide connections between the Relief Road and Longwick Road; and Longwick Road and Mill Lane.

The edge streets are important in creating an informal character to the open spaces and their precise alignment should be shaped by the green infrastructure network.

In the following pages, each street type is described in a summary table and illustrated through indicative cross sections, plans and photos.

At this stage it is intended to show general guidelines and character only. The details will be defined further through planning applications.

Figure 47. Illustrative Street Hierarchy



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

3.9.1.1. Relief Road

Design for the Relief Road is not just about delivering traffic capacity but also about creating place following principles established in Manual for Streets I and II.

The road passes through different character areas and open spaces as it traverses the expansion area. The design approach will reflect these changing contexts.

The Relief Road will be a single carriageway with central median of varying widths from Summerleys Road underbridge to the point it crosses Kingsmead Green Lane.

The central median is intended to help soften the appearance of the road, provide further opportunities for landscape and SuDS, accommodate right turns and make it easier for pedestrians and cyclists to cross.

Safe, direct at-grade pedestrian crossings will be provided at key locations and on desire lines.

There will be no parking along the Relief Road.

The need for bus laybys on the relief road may be appropriate and should be considered as part of the detailed design and through the pre-application and planning application process.

Dwellings fronting the Relief Road will be served by parallel service roads, with some intermittently serviced directly.

Materials will reflect the specific location and intended function of the road. Alternatives will be considered where they follow the same guidelines and can be applied across the route in a coordinated way.

The sections are illustrative and will be developed in detail through planning applications. Their inclusion is intended to ensure that a similar approach is taken across landowners.

Table 14. Relief Road – Preferred Design Parameters

Relief Road summary	
Summary	A single carriageway tree lined boulevard with generous pedestrian/cycle paths fronted on both sides by 2 to 3 storey development.
Locations	Summerleys Road underbridge to Lower Icknield Way passing open space and through all character areas
Dimensions	Road: 7.3m wide carriageway, reducing to 6.5m in front of the Local Centre
	Central median: 1-2m, increasing to 2m for crossing points and 3m for right turns No central median from Kingsmead Green Lane to Lower Icknield Way
	Footpath/cycleway: 3m with 1m verge where next to road, wider in front of retail parade, business centre, pub and community uses. (where there is hedge of importance then there may be scope to locate the footpath/cyclepath on the other side of the hedge)
	Cyclepath: provide an on carriageway cycle route along shared streets/ service roads either side of Longwick Road.
Surface materials	Carriageway: asphalt, granite or countryside kerbs (coloured asphalt in front of the Local Centre)
	Footpaths/ cyclepaths: asphalt or similar Resin bonded gravel or similar at Local Centre
Speed limit	30-40mph
Crossing points	Crossing points: see Figure 49. Formal – traffic lights or zebra to access school, Local Centre and across existing footpaths Informal - dropped kerbs with central median / island
Boundary Treatments	Formal treed avenue and hedges Informal trees and planting crossing green lanes and open space Incorporate existing line of trees at the Local Centre and hedge along the field boundary within Risborough Village character area
SuDS	Swales incorporated into Local Centre public realm

Relief Road summary	
	New and existing ditch alongside hedge
Landscape Type	Avenue trees and hedges both sides Informal planting as route crosses open space and green lanes Informal planting and hedges from Kingsmead Green Lane to Upper Icknield Way
Building line	See character areas for this information
Access	Limited access points directly off Relief Road: see Figure 49 Dwellings served by parallel service roads and lanes, with some intermittently serviced directly.
Parking (RDG 4.2)	No parking along Relief Road Local Centre parking in parking square Dwellings along Relief Road served by parking along the service roads parallel to the Relief Road, frontage parking and on plot. Refer to character areas. Cycle parking to be provided to Council’s standards (see 3.9.6).

Figure 48. Indicative alignment of the Relief Road

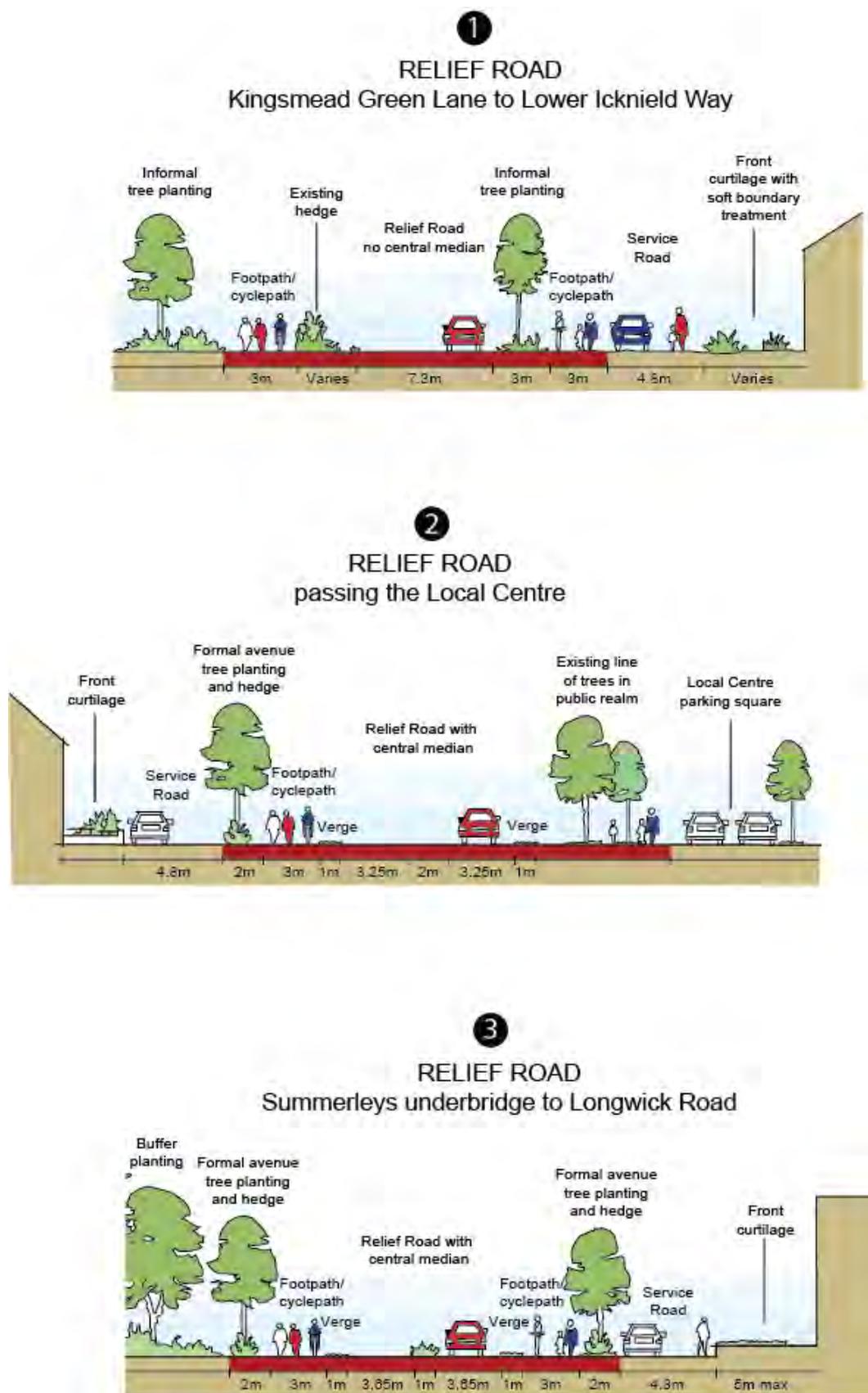


OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

Figure 49. Illustrative design approaches along the Relief Road



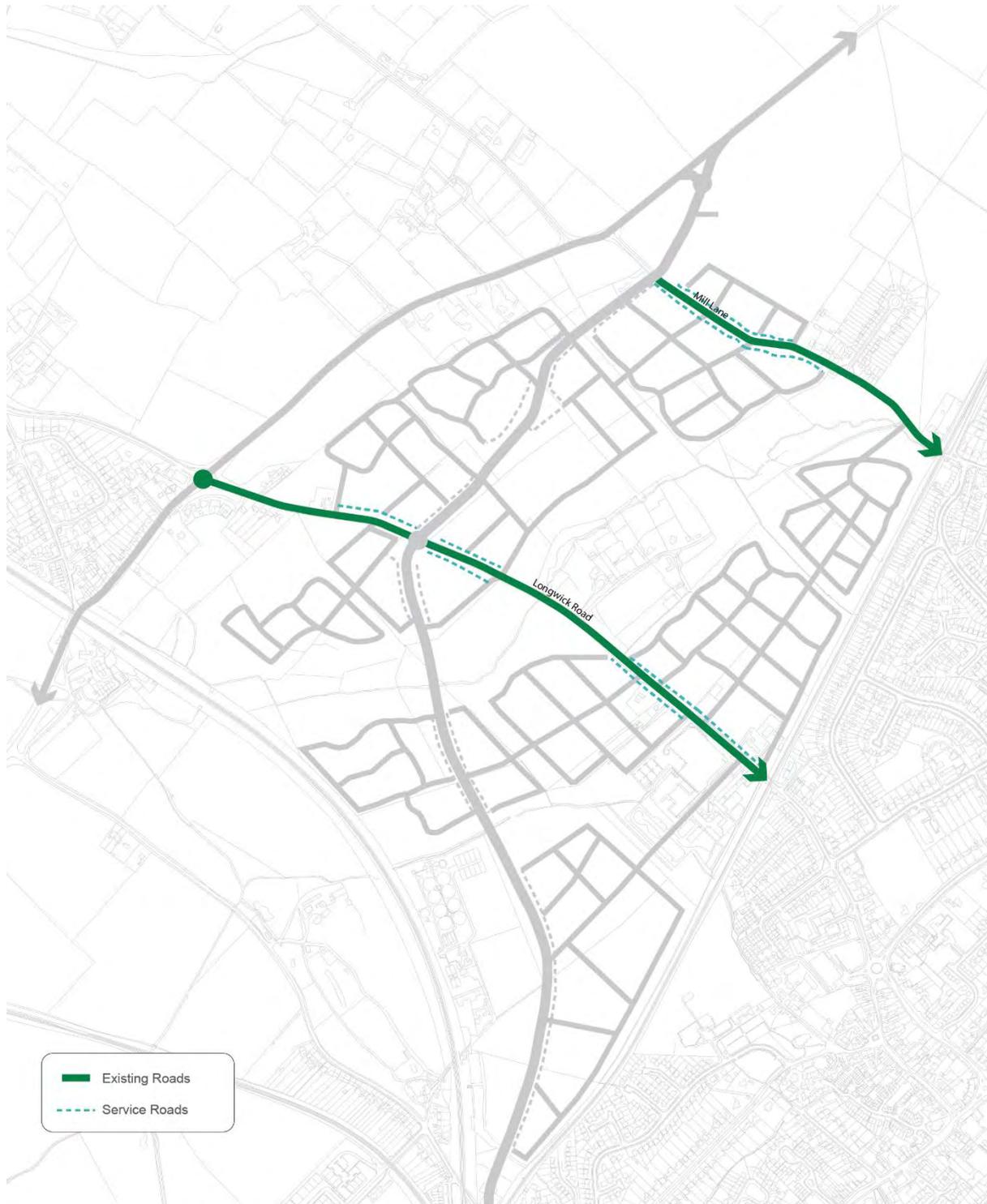
Figure 50. Indicative cross sections of the Relief Road



*3.9.1.2. Existing Street / Lane – Preferred Design Parameters***Table 15. Existing Street / Lane – preferred design parameters**

Existing Street / Lane summary	A street lined by existing hedgerows/trees and overlooked by 2 to 3 storey development.
Locations	Longwick Road, Mill Lane within all character areas
Dimensions	Road: <ul style="list-style-type: none"> • Longwick Road – carriageway as existing or reduced from 6.5m to 4.8m to accommodate a 2m footpath on one side • Mille Lane – to maintain the rural character of Mill Lane, locate any footpath within the service road on the development side of the existing hedge.
	Footpath: Create 2m footpath between existing hedge and road on one side or between the hedge and development parcels where this is not possible.
	Cycle route: provide an on carriageway cycle route along shared streets/ service roads either side of Longwick Road.
	Landscape: Existing hedgerow/tree borders – width varies
Surface materials	Carriageway: asphalt with granite sett edge (no upstand)
	Footpaths/ cycleways: asphalt
Crossing points	Formal crossing points as indicated on Figure 57 Walking and Cycling
Boundary Treatments	Retain/ replace existing hedge and grass verge. Height maintained to allow surveillance from upper floor windows where there is built frontage.
SuDS	Existing or new ditch in verge alongside hedge
Landscape Type	Hedge and informal trees
Building line	See character areas for this information
Access	New development behind hedge serviced from lanes and service roads, with some intermittently serviced directly from Longwick Road and Mill Lane.
Parking (RDG 4.2)	Frontage; on plot; on street located on service roads and lanes Cycle parking to be provided to Council's standards (see 3.9.6).

Figure 51. Existing Roads



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

3.9.1.3. Residential Street – Preferred Design Parameters**Table 16. Residential Street – preferred design parameters**

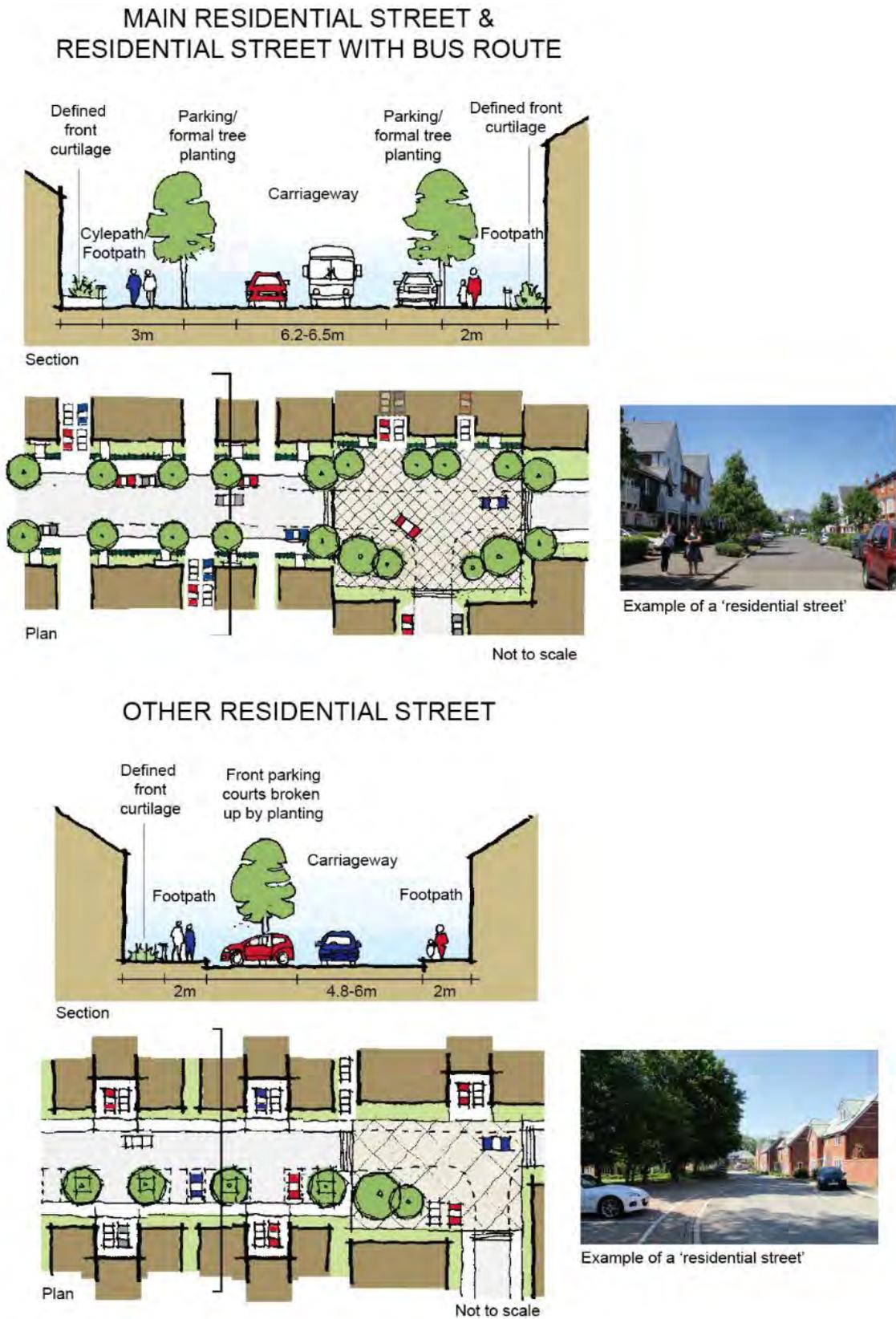
Residential Street summary	Streets with kerbs and pavements either side, contain on street parking and street trees planted along it. Fronted by development of heights appropriate for the character area it is within.
Locations	residential streets within all character areas
Dimensions	Road: 4.8-6m (6.25-6.5m along bus route) carriageway
	<ul style="list-style-type: none"> • Main residential streets and along bus route: 3m footpath/cycleway and 2m footpath • Other residential streets: 2m footpaths both sides
Surface materials	Carriageway – tarmac with granite or countryside kerbs with standard upstand
	Footpaths/ cycleways – asphalt
Crossing Points	Informal
Boundary Treatments	Railings/ hedges. 1.1m max height
SuDS	Within front gardens or verge
Landscape type	Street Trees and Front garden planting
Building line	Consistent and parallel with some setbacks
Access	Direct from the street
Parking (RDG 4.2)	Front parking courts; on plot and along the street. Trees used to define the parking areas where provided. Rear parking as a last resort. Cycle parking to be provided to Council’s standards (see 3.9.6).

Figure 53. Illustrative location of Residential Streets



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

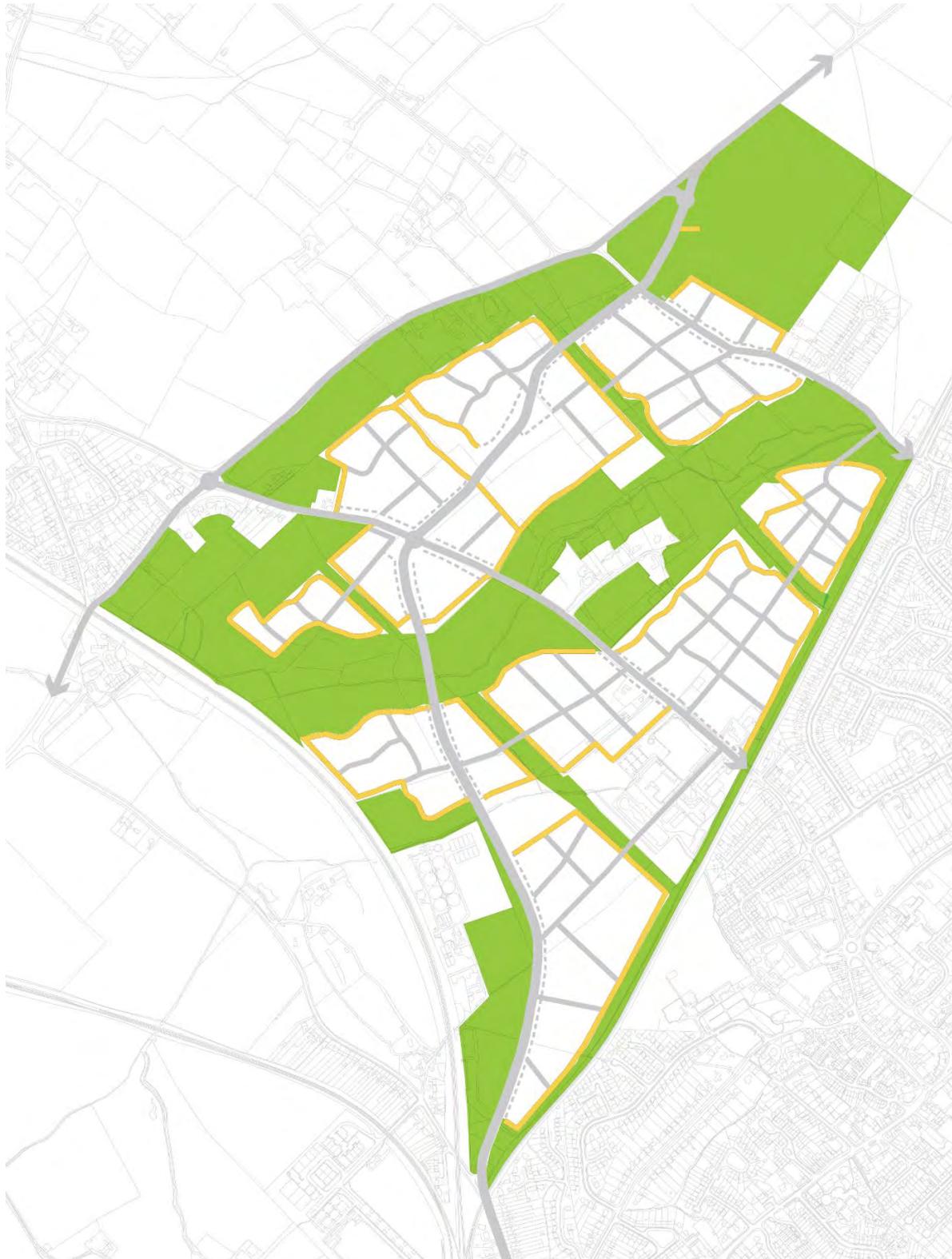
Figure 54. Indicative plan and section along Residential Streets



3.9.1.4. Edge Street – Preferred Design Parameters**Table 17. Edge Street summary**

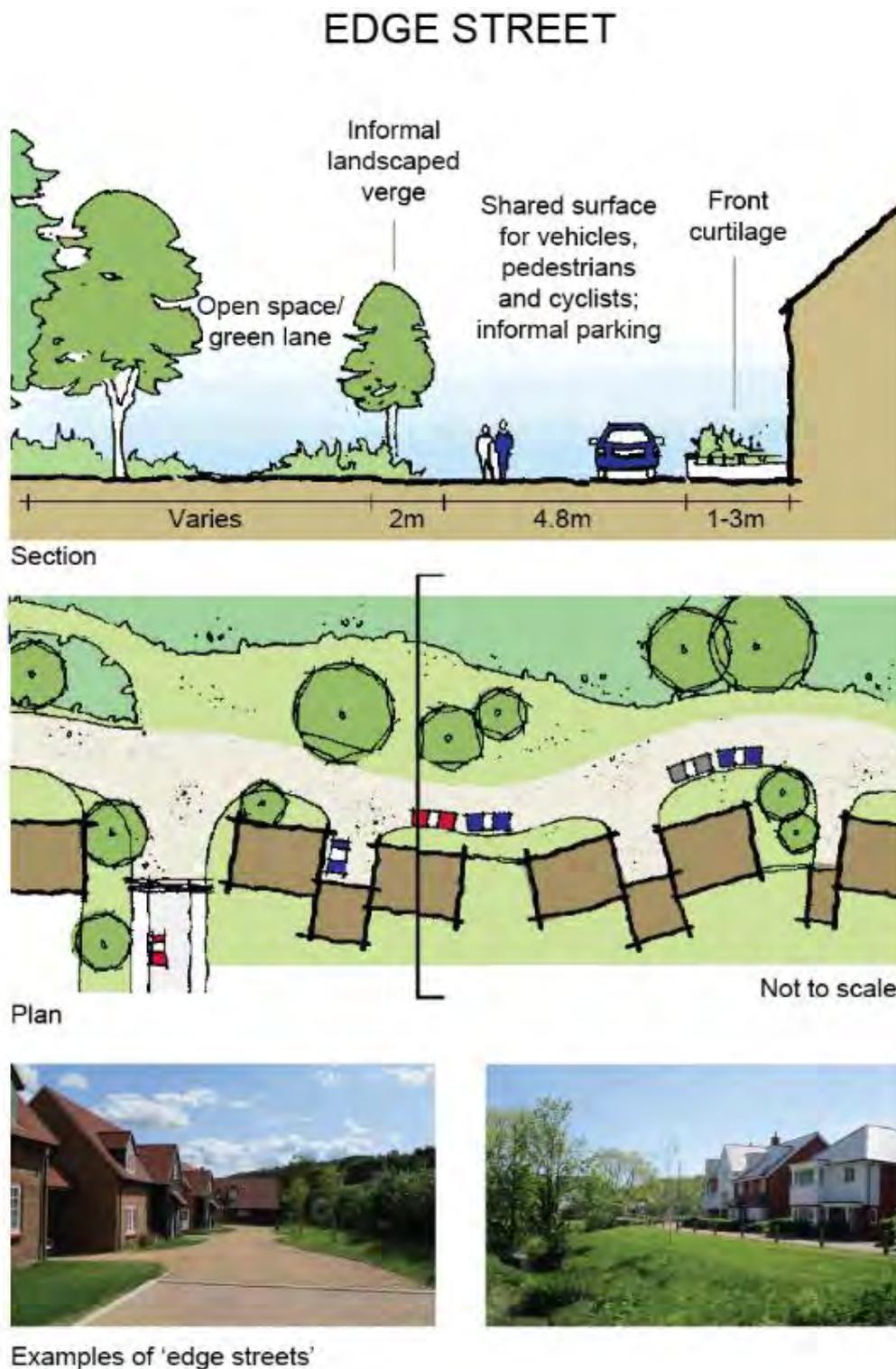
Edge Street summary	A street facing towards open space and green lanes. These are shared surface areas with an informal character that are designed to provide access to homes and allow a variety of activities to take place, including walking, cycling and play
Locations	facing Crowbrook corridor, Railway Park, Longwick Gap and Green lanes
Dimensions	4.8m minimum carriageway
	no footpaths
	2m verge to accommodate hedge and SuDS
Surface materials	Carriageway – asphalt, gravel or unit paved (e.g. Tegula), edged using granite setts / granite kerbs with reduced upstand.
Crossing points	Informal
Boundary Treatments	To Open Space: Hedge with informal trees to address boundary with open space, 3 or 5 bar fence; regular gaps to allow access.
	Front gardens where provided: railings, knee rails or low shrubs/ hedges
SuDS	Permeable road surface, within verge or frontage areas
Landscape type	Hedge with informal trees, front garden frontage to dwellings
Building line	Building setbacks may vary from 1 - 3m. This variation should be consistent within individual blocks of buildings, but should vary along the street to create an informal character.
Access	Direct from the street
Parking (RDG 4.2)	On plot, either between or behind the dwellings or in garages to minimise visual impact; some informal visitor spaces on street if required. Cycle parking to be provided to Council’s standards (see 3.9.6).

Figure 55. Illustrative location of Edge Streets



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

Figure 56. Indicative plan and section along an Edge Street



3.9.2 Walking and Cycling [DT5]

Proposals will need to deliver a network of walking and cycling routes within the expansion area, and linking to the wider area, as well as the green infrastructure and Public Rights of Way networks beyond the town and into the wider countryside.

- Provide safe, direct and legible routes
- Ensure all routes have natural surveillance from active frontages
- Provide and/or contribute to improvements to existing footways and footpaths, including crossing facilities
- Provide motorised vehicles-free green routes for recreational walking and cycling trips and connect into the surrounding countryside.
- Supplement by safe footways/cycleways alongside streets and shared surface spaces.

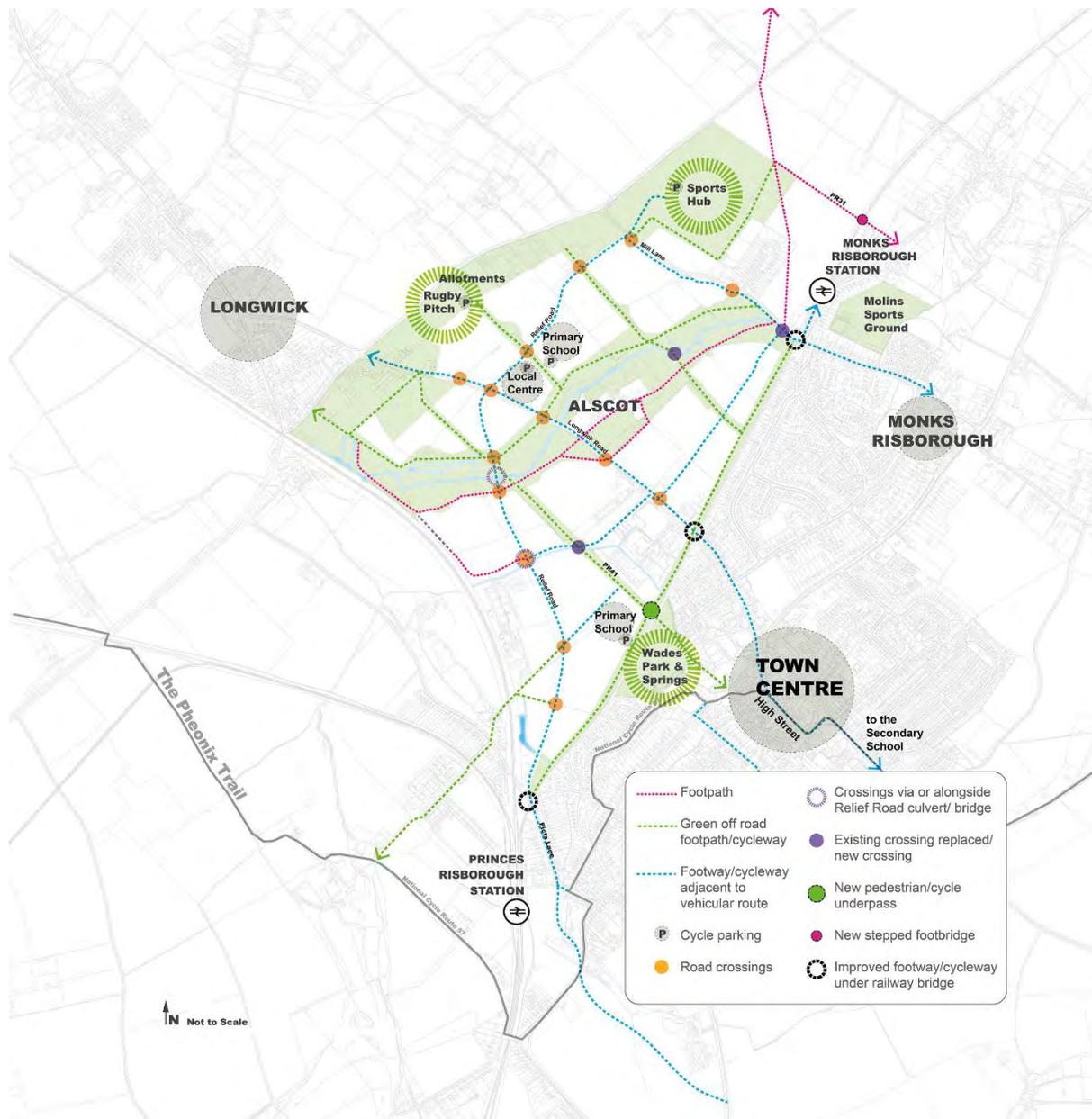
Along with the town centre and Wades Park, Princes Risborough secondary school will be a key destination for residents of the expansion area. Although on the other side of town it is still a realistic distance for many of those residents to walk or cycle, and to ensure that this key destination is convenient and attractive for people travelling from the expansion area it is anticipated that improved walk and cycling links between the expansion area and the school will be funded by the development. Further work is necessary to identify the specific routes and improvements that are most appropriate. These may include sections of national routes that are already in place but which could be made more attractive for users, for example by improvements to surfacing and measures to slow traffic, or to give more space and priority to pedestrians and cyclists.

Follow guidance given in the Residential Design Guide Section 2

Follow guidance given in LTN 1/20 on cycling

See figure 57. Walking and Cycling.

Figure 57. Walking and Cycling



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

3.9.3 Crossing the Railway [DT4]

Proposals will need to provide safe pedestrian and cycle crossings of the railway line to integrate the expansion area with the existing town.

Development proposals will need to:

- Provide a new underpass under the railway line in the north east corner of Wades Park. Located on the Church Path Right of Way (Footpath PR41); re-aligned to the west to create a direct link with Park Mill Green Lane north of the railway line. The underpass should be broad and high with an attractive approach consistent with the park setting.
- Provide footway/cycleway beneath the new Summerleys Road railway bridge.
- Improve footways/cycleways alongside the highway under the Longwick Road and Mill Lane under-bridges by reallocating carriageway space.
- Provide financial contribution to stepped footbridge north of Monks Risborough station at PRow²⁴ 31.

See also figure 57. Walking and cycling.

²⁴ Public Right of Way

3.9.4 Vehicular access [DT6]

Development proposals will need to provide vehicular access into the expansion area:

- From the north west at the intersection of Lower Icknield Way and Longwick Road
- From the northern corner of the site at a new junction created by the intersection of Lower Icknield Way and the Relief Road
- From the southern tip of the site, via the improved Summerleys Road underbridge connecting the Relief Road
- From the Town Centre via Longwick Road under the railway bridge
- From Mill Lane under the railway bridge

Local Plan policy [PR8 2. f\)](#) requires development to provide measures to deter through traffic on unsuitable routes including through Askett, Mill Lane, Crowbrook Road, and Bridge Street/Church Lane, and achieve a safer environment for all road users.

The specific measures are not detailed at this point although the indicative relief road design included a closure of the section of Mill Lane between Lower Icknield Way and the intersection with the Relief Road. The Council has undertaken further work to consider the options to address these issues, to guide development proposals, and to inform consideration of any planning applications in this area²⁵.

Relief Road

Provide a new relief road as a complete alternative route to the A4010 as part of the development (PR8). Within the main residential area this includes a direct connecting road through the main residential area from Summerleys Road to the B4009 Lower Icknield Way

Design the Relief Road:

- to a sufficient capacity and standard to carry the traffic forecast, due to both background increases and trips generated by the development
- to allow traffic from the development to distribute into the wider road network without traversing the town centre
- to integrate with the surrounding development, with generous setbacks, verges and landscape treatment with trees
- to accommodate footways and cycle ways separated from the main carriageway
- to respond to the changing context of the road, from rural to urban and back to rural, taking account of the AONB and views from the AONB
- to create a good place within the development that is safe for all users

²⁵ See Mill Lane and Askett area position statement (March 2020).

- to take account of and incorporate flood risk management requirements
- using a central median for staggered cross-movements and right-turns, and judicious setbacks
- creating opportunities for species-rich grass verges and boundary hedgerows as it crosses rural areas

Refer to section 3.9.1 for guidelines associated with the character and design of the Relief Road.

Detailed design for the Relief Road and associated junctions will be subject to further work outside this SPD as part of planning applications.

Existing Road Network Improvements

Improve the existing road network to facilitate the Relief Road.

- replace the junction of Grove Lane with the A4010 which is over capacity
- provide a new road link through the former Hypnos and Whiteleaf development sites, to Picts Lane (PR16)
- provide a new road link between Picts Lane and the A4010 between Culverton Farm and Woodway
- improve the capacity of some lengths of existing roads (Grove Lane, B4009 Lower Icknield Way, Summerleys Road, Picts Lane and Shootacre Lane) along the route by providing targeted improvements and introducing positive sustainable drainage
- contribute to the enhancement of the town centre through the implementation of a much more pedestrian friendly town centre with appropriate public realm enhancements to the High Street, New Road and Bell Street, and associated junctions. Additional highway measures on the existing road through the town will be required to deter through-traffic (PR12).

3.9.5 Public Transport [DT5]

Rail

Provide a direct road link from the expansion area to Princes Risborough railway station via the Relief Road and an enhanced railway under-bridge connection into Summerleys Road and Station Approach.

Provide direct, safe and attractive walking and cycling links to both stations by improving under-bridge links at Longwick Road and Mill Lane, a new underpass at Wades Park and connections through the new Railway Park.

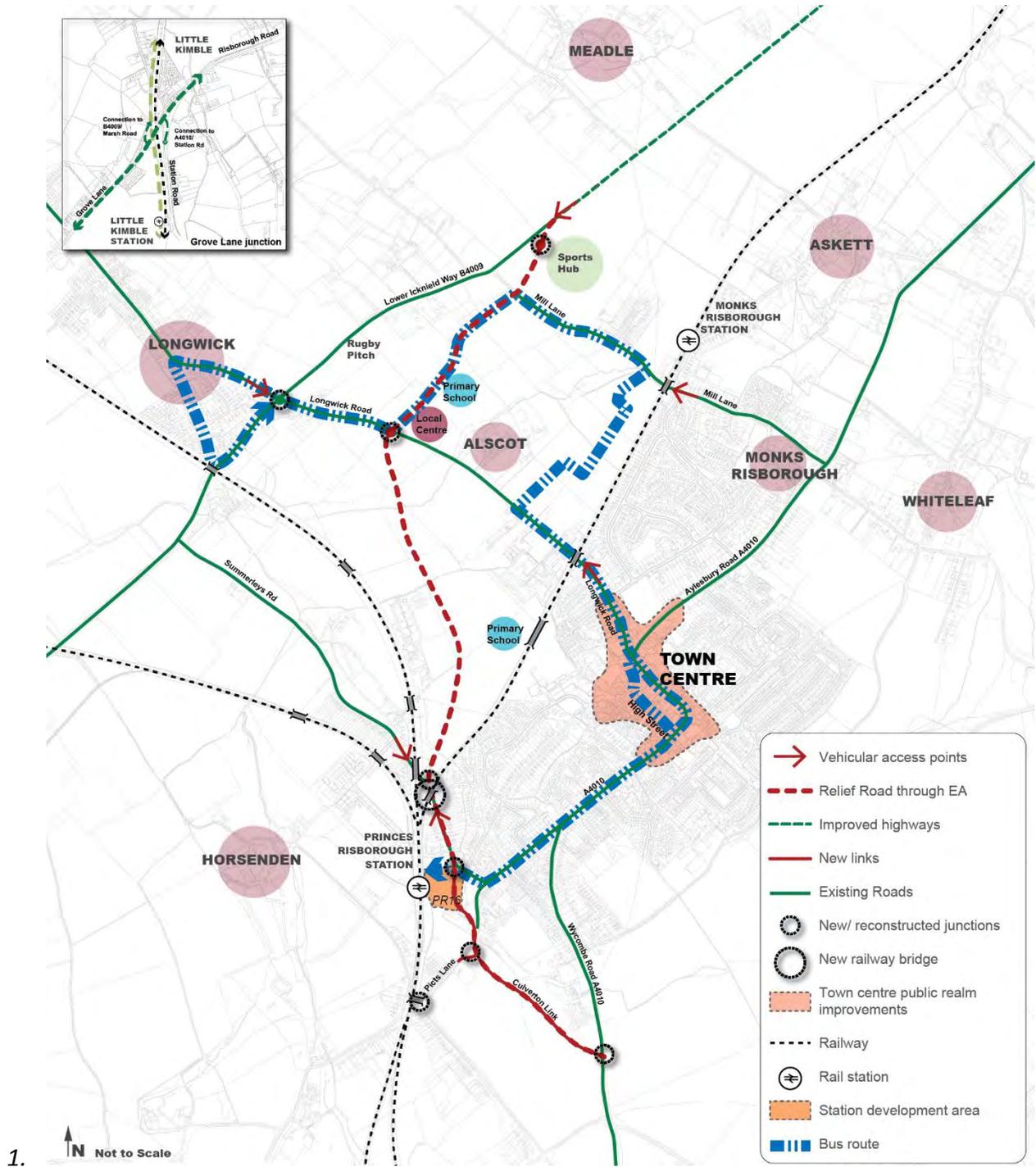
Bus

Provide a new bus service to link the expansion area with key destinations (the town centre and railway stations) and connect with existing inter-urban bus services. Run with a reasonable frequency (ideally every fifteen minutes) throughout the day, supported with real time information displays at bus stops and associated mobile phone app and website. As indicated in figure 58, the service should combine a reasonably direct route with provision of bus stops to ensure access from residential areas is no more than 250m – 400m where possible.

Extend the bus route to Longwick village to assist in providing more sustainable public transport provision for the growth of the village, as set out in the adopted Longwick-cum-Ilmer Neighbourhood Plan. (NB developer contributions to public transport secured from development in Longwick may also be available.)

While a bus service is a requirement of policy (PR7) there may also be opportunities to consider the provision of more novel forms of public transport. See also section 4.2.2 Infrastructure Delivery.

Figure 58. Vehicular and Public Transport



OS mapping: © Crown Copyright and database rights 2020 Ordnance Survey 100062456.

3.9.6 Parking [DT3, DT5]

Car parking

Refer to adopted Countywide Parking Guidance²⁶ for the appropriate level of parking provision required for development.

Follow guidance given in the Residential Design Guide GP4.

Cycle Parking

Follow the cycle parking guidance in the adopted Countywide Parking Guidance.

Make provision for cycle parking at the local centre, the primary schools and SOS1 and SOS2. For residential flats it should be integrated into the building or provided in secure cycle storage areas, each for no more than 10 bikes. Houses should be designed so the occupiers can make their own provision for cycle storage either within garden sheds or garages, and can access and egress the storage without needing to move a parked vehicle.

3.9.7 Electric Charging Points for Vehicles [DT3]

All developments need to make provision for alternative vehicle types and fuels (DM33 c). The use of electric vehicles is a key measure in reducing carbon emissions locally. The uptake of plug in vehicles is growing significantly. Developers are expected to provide infrastructure within the expansion area to facilitate and stimulate this change.

As a minimum, this could involve installing groundwork / passive wiring at the outset in order to enable future installation to match demand. Electric vehicle charging points should be installed in accordance with the Wycombe area Air Quality SPD²⁷.

As of January 2021, this sets out electric vehicle charging requirements as follows:

- For dwellings with dedicated parking, one charging point per dwelling
- For unallocated parking, one additional dedicated charging point per 10 spaces (or part thereof).

²⁶ [Go to the Council's Countywide Parking Guidance -September 2015](#)

²⁷ [Go to the Council's Air Quality SPD for the Wycombe area](#)