

Winslow Neighbourhood Plan 2014-2031



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Foreword

The Localism Act 2011 introduced new powers for people to create Neighbourhood Plans. Communities now have the power to create their own plans for future development and Winslow Town Council has seized the opportunity to work with the community to deliver the Winslow Neighbourhood Plan. Our partners in this venture have been Community Impact Bucks and our planning consultants, rCOH Ltd.

We have been fortunate to be able to refer to earlier consultations carried out for the Winslow Town Plan (developed 2008-2011) and a Community Survey carried out in respect of the Vale of Aylesbury Plan in November 2011. This information has been updated and augmented by discussions with residents at Open Days and Workshops over the last eighteen months. We have also talked to planning professionals, landowners, developers, local organisations, local health professionals, neighbouring town and parish councils, the District Council and the County Council. The resulting proposals are in this document.

We have had to ensure that our Neighbourhood Plan is consistent, where appropriate, with the saved policies of the 2004 Aylesbury Vale District Local Plan, the 2012 National Planning Policy Framework and subsequent updates and guidance notes. Once approved by the community in a referendum and 'made' by the District Council it will become part of the development plan for Aylesbury Vale. The plan will direct future development at Winslow to meet the changing needs of the community over the next fifteen or so years. It indicates where and when that development should take place and what additional community facilities we will require as a result of it.

We believe that the Plan addresses all of the key issues facing Winslow in successfully completing this phase of growth in the town's long history. The new rail station, secondary school, jobs and services provided for in this plan will help us become a community less reliant on our neighbouring towns. But the plan also ensures that new housing development is contained within a sensible development boundary and provides for homes suited to those in later life, growing families and those seeking lower cost homes. Provision has been made to review the plan every five years so that we can reflect changing needs over time.

My heartfelt thanks go to all those who have worked so hard to bring this plan to fruition and to the whole community for the positive response you have shown.

Cllr Lew Monger
Chairman, Winslow Neighbourhood Plan Steering Group

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1. Introduction

Purpose

1.1 Aylesbury Vale District Council (AVDC) designated the Winslow 'Neighbourhood Area' on 25 February 2013 for the purpose of enabling Winslow Town Council to prepare the 'Winslow Neighbourhood Plan' (WNP).

1.2 The plan below shows the boundary of the Winslow Neighbourhood Area (see Figure A). The Town Council has led the preparation of the WNP to cover the plan period 1 April 2014 to 31 March 2031. The WNP sets out specific policies and proposals for the use and development of land in the Area over that plan period.

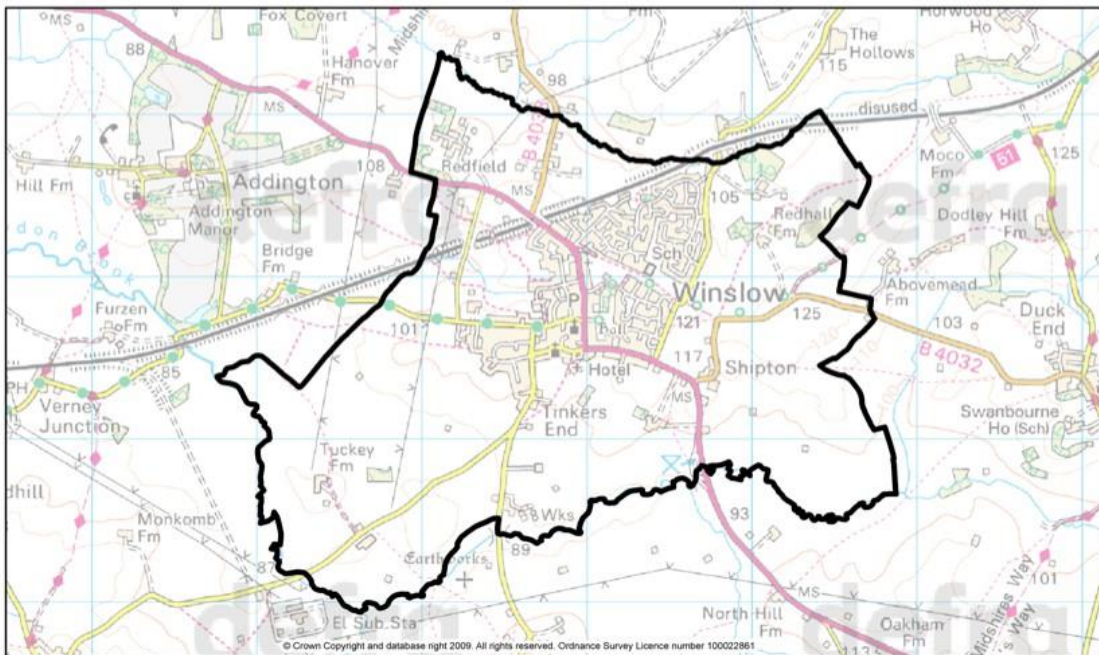


Figure A: The Designated Winslow Neighbourhood Area

1.3 The WNP has been prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011, the Neighbourhood Planning Regulations 2012 and Directive 2001/42/EC on Strategic Environmental Assessment. The Town Council has prepared the plan to establish a vision for the future of the town and to set out how that vision will be realised through planning and controlling land use and development change.

Neighbourhood Development Plans

1.4 The WNP is amongst the first Neighbourhood Development Plans prepared in England since the 2011 Localism Act. The National Planning Policy Framework states:

"The application of the presumption will have implications for how communities engage in neighbourhood planning. Critically, it will mean that neighbourhoods should:

- develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development;
- plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan; and
- identify opportunities to use Neighbourhood Development Orders to enable developments that are consistent with their neighbourhood plan to proceed (para. 17).

“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Towns ... can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications; and grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order (para.183).

Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies (para.184).

Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation (para.185)”.

Strategic Environmental Assessment

1.7 The WNP has been prepared in accordance with the EU Directive 2001/42 on Strategic Environmental Assessment (SEA) to ensure that its policies have avoided having any significant environmental effects.

1.8 In doing so, the WNP has also sought to demonstrate that its policies contribute to achieving sustainable development, as required by Regulation 15 of the 2012 Regulations and by Section 4B (6) and 8 of the 1990 Act, and covered in greater detail in the accompanying Basic Conditions Statement.

1.9 An SEA report has been prepared as a separate document to assess the objectives and policies of the WNP. This report also sets out the necessary information for AVDC to validate the assessment in the WNP that the policies will not have any significant effects on a European site, under the Conservation of Habitats & Species Regulations 2010 (as amended by Schedule 2 of the 2012 Regulations).

The Plan Preparation Process

1.14 The plan preparation process has been led by Winslow Town Council, as a 'relevant body' under the 2012 Regulations, with decisions delegated to its 'Neighbourhood Plan Steering Group'.

1.15 The plan making process has comprised three main stages:

- State of the Town Report (May 2013) – a report that summarised all the evidence on which the WNP is based and was also published for consultation as the SEA Scoping Report
- Pre-Submission WNP (August 2013) – a report that comprised the draft vision, objectives, policies, proposals and map of the plan, and draft SEA, for an eight week public consultation period
- Submission WNP (December 2013) – this report, which takes into account the representations received on the Pre-Submission Plan and has been modified as necessary for submission to the local planning authority; it is accompanied by the SEA Report, a Basic Conditions Statement and a Consultation Statement

1.16 The WNP is submitted to AVDC under Regulation 15 of the 2012 Regulations for examination. It will be publicised for six weeks under Regulation 16 and then an examination will be undertaken by an independent, professional planner.

1.17 If deemed acceptable in respect of meeting the basic conditions of a Neighbourhood Plan, the examiner will recommend that the WNP will proceed, with or without modifications, to a referendum. If supported by a majority vote at the referendum, the WNP will be made and will become part of the Local Development Plan for the parish of Winslow for the Plan period.

Consultation

1.18 The Town Council has consulted the local community extensively, including the 2011 questionnaire and the consultations for the Town Plan which all underpin the consultation feedback upon which the WNP is based. Groups of local residents have been established to review and agree which issues should be addressed by the plan. There have also been community surveys to obtain the fullest view of local community concerns, needs and wants from the WNP.

1.19 The Pre-Submission WNP, including the draft SEA, was published by the Town Council's Neighbourhood Plan Steering Group for public consultation in August 2013 in accordance with Regulation 14 of the Regulations and with the SEA Directive. The Steering Group considered the many responses made to the plan in October 2013 and, in light of the significance of some of the proposed amendments to the plan, proposed that the Submission Plan be completed with minor modifications.

1.20 A full Consultation Statement accompanies the WNP, in accordance with Regulation 15 of the Regulations. It provides a comprehensive overview of all the consultation arrangements and outcomes during the preparation of the WNP.

2. State of the Town

An Introduction to the Town of Winslow

2.1 Winslow was an ancient royal manor, situated mid-way between Aylesbury and Buckingham. It was too near to either of these towns to have become a major commercial centre, but it was large enough to attract the agricultural surplus of the neighbouring villages. In 792, King Offa of Mercia gave Winslow, along with the villages of Granborough and Little Horwood, as an endowment for his new abbey at St. Albans. An Anglo-Saxon charter, giving the original boundaries of the manor of Winslow, was discovered in the Royal Library in Brussels.

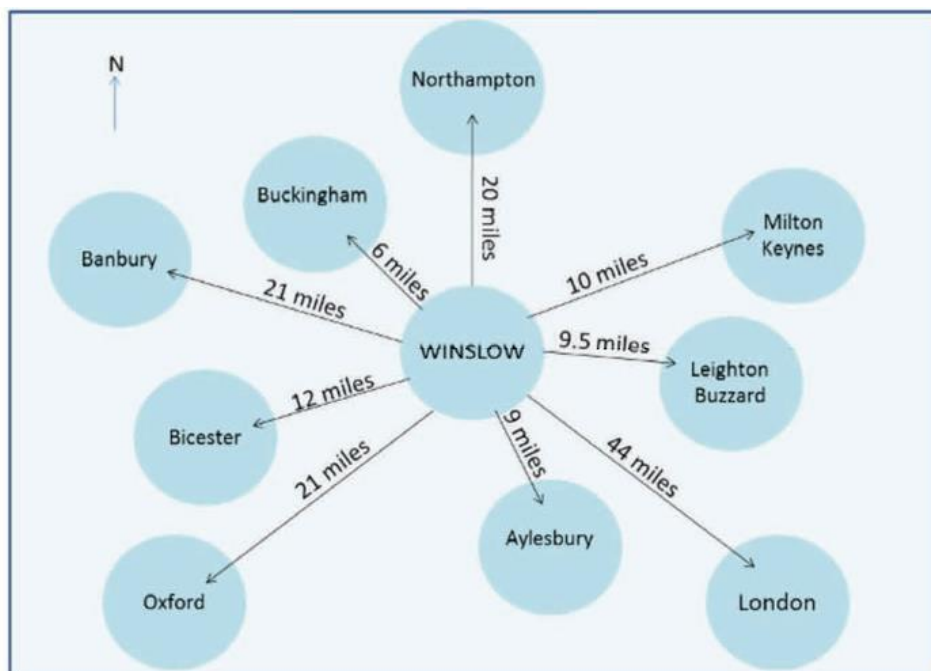


Figure B: Location of Winslow in relation to urban areas

2.2 The principal road through Winslow ran east to west, along Sheep Street and Horn Street, whose names evoke the smell of livestock sales. The Abbot of St. Albans secured a market charter for Winslow in 1235 and carved out a market place from Horn Street and the Churchyard. At the same time, a new High Street was laid out, running north from the Market Square towards Buckingham. Here the shops were built on rectangular plots running back to a rear access road, later to be known as Greyhound Lane. The Abbot of St Albans built a tithe barn in Horn Street, but the present building dates from about 1700. The Abbot also had a grange at Biggin, by the stream which divides Winslow and Granborough. The Abbot's agent lived there in a substantial farmhouse, but little now remains, except a dried-up moat.

2.3 Because Winslow belonged to a major abbey, it is very well documented. Detailed court rolls survive from the 1320s and include all the names of those who died in the Black Death in 1348-9. From the same court rolls, it is clear that Winslow, and the separate hamlet of Shipton, were cultivated according to the 'open-field' system, where each farmer had a number of strips dispersed in three common arable fields.

The enclosure of the open fields of Shipton in 1745 and Winslow in 1767 meant that all the land which the farmers had cultivated in common was reallocated, and quick-set hedges were laid around the new allotments. The enclosure also led to the diversion of several old roads.

2.4 Verney Road replaced Western Lane as the main road to Addington and the road from Swanbourne to Buckingham, which had bypassed the town, was blocked in order to divert traffic through Market Square. Furze Lane was created in order to give access to several small allotments of land to the west of the town.

2.5 The old coach road from Aylesbury, which followed a Roman road from Quarrendon to Granborough and then headed for Buckingham via East Claydon, was diverted through Whitchurch and Winslow in 1745. This gave a boost to trade in the town, where the Banbury coach stopped at the Bell Inn. Winslow was not a significant market, but it was the home of a number of wealthy professional men serving the gentry of the surrounding villages. During the 18th century, there were two or three doctors, several attorneys and more than one surveyor, all of them occupying large houses near to Market Square.



Figure C: Jeffreys Map of Winslow 1770

2.6 Winslow was the birthplace of William Lowndes, Secretary of the Treasury under William and Mary. In 1700, William Lowndes bought several farmhouses in Sheep Street and demolished them all to provide a site for a new country house. Winslow Hall was designed for Lowndes and is attributed to Sir Christopher Wren. It was built to the highest standards by craftsmen used to building fine houses and public buildings in London. The Lowndes family remained lords of the manor until the early 1900s.

2.7 In 1834, the Poor Law Amendment Act brought about the sale of village poorhouses and their replacement by Union Workhouses in the larger towns. Winslow became the centre of a Union and a new Workhouse, serving the town and neighbouring villages

was built on Buckingham Road. A Board of Guardians was elected to run the Workhouse and the Rural Sanitary Authority was formed in 1872 as a sub-committee.

2.8 The Sanitary Authority was replaced in 1894 by the Winslow Rural District Council, under that year's Local Government Act, whose main legacy was the building of solid new houses to rent at Western Lane, Tinkers End, Demoram Close, Burley's Way, Missenden Road and Verney Road. These houses date from the 1920's to the 1950's when successive governments gave subsidies to local authorities to provide for general housing need and those displaced by slum clearance.

2.9 The northern part of Winslow developed in the Victorian period with the building of the Workhouse in 1838 and the laying out of a new road to the railway station in 1850. The railway brought no industry to the town, but it did provide a route to London for local dairy products. The railway also made Winslow accessible to the London sporting fraternity, several of whom kept 'hunting boxes' in the town. Winslow estate agents always described the larger houses as close to the railway station and convenient for the meets of the Whaddon Chase, Bicester and Duke of Grafton's Foxhounds.

2.10 The town's population rose from 1,100 at the beginning of the 19th century to 1,890 in 1861, but then declined to 1,500 by the Second World War. An airfield was built at nearby Little Horwood during the war and several residents lost their lives in 1943 when a Wellington bomber crashed on the High Street. The town's railway station was closed to passengers in 1968 and the line was reduced to a single track in 1985.

2.11 After the Second World War, the growth of private car ownership made small towns like Winslow attractive to commuters. The Elmfields Estate on the east side of the High Street was developed in the 1960s by the Metropolitan Railway Country Estates Company. The 1967 Winslow Plan set a population target of 5,000 and led to the development of the Magpie Estate to the north-west of the town. The houses and a new primary school were built beyond the line of a bypass, originally proposed by the County Council in 1935, but abandoned in the late 1990s. Despite proposals to re-open the railway line to Milton Keynes and Oxford, the former railway station was developed for housing.

2.12 In 2009, a development which would greatly increase the size of Winslow and effectively annex it to Great Horwood, was proposed. This would have more than doubled the size of the town and would have included major roads, housing schemes and commercial sites. The proposal, known as Winslow Green, was resisted strongly by the residents and the Town Council and was turned down by Aylesbury Vale District Council's Strategic Development Control Committee.

Selected Town Statistics

2.13 The following statistics are drawn from a variety of sources, most especially the Aylesbury Vale Local Area Profile of 2006 and the 2012 Rural Community Profile published by Community Impact Bucks. All data is drawn from the latest available official statistics.

Demographics

- 4,650 population (53% female) at 2011
- 5.7 people per hectare (v 4.0 England) at 2010
- 2,705 working age adults (61% v 65% England) at 2010
- 785 children under 16 (18% v 19% England) at 2010
- 955 older people over 65 (22% v 17% England)
- net outward migration from 2001 to 2009 in age groups 1-14 and 45-64 and net inward migration aged 25-44 and 65+
- 190 employment benefit claimants (7% v 14% England) at 2011
- 315 people living in income deprivation (7% v 15% England) at 2010
- 55 income deprived children (7% v 22% England) at 2010
- 185 pension credit claimants (20% v 26% England) at 2011
- 2,415 economically active residents (82% v 77% England) at 2010
- 350 self-employed (11% v 8% England)
- 255 working from home (11% v 9% England)

Households

- 2,008 households at 2011
- 85 lone parent households (15% v 22% England)
- 355 single pensioner households (62% v 61% England)
- no areas of the Town are in the most deprived 30% in England at 2010
- 240 housing benefit claimants (13% v 13% England) at 2005
- 145 households in fuel poverty (7% v 16% England) at 2008

Homes

- 750 detached homes (39% of stock v 23% England) at 2001
- 500 semi-detached (26% v 32% England)
- 525 terraced (28% v 26% England)
- 125 flats (7% v 20% England)
- 1,480 owner-occupied (80% v 69% England)
- 210 social rented (11% v 19% England)
- 125 privately rented (7% v 9% England)
- 415 homes in Council Tax Bands A and B (21% v 45% England) at 2011

Transport

- 245 households with no car (13% v 27% England)
- 875 households with 2 or more cars (47% v 30% England)
- 310 people travelling to work < 2 km (14% v 20% England)
- 225 people travelling to work > 40km (10% v 10% England)
- 5% households travelling to work using public transport (v 15% England)
- 10.1km to nearest secondary school (v 2.8km Bucks) at 2010

Health

- 280 people with limiting long term illness (8% v 11% England)
- 160 disability allowance claimants (4% v 5% England) at 2011

Skills

- 1,100 people with highest qualification (37% v 33% England) at 2010
- 205 people with no qualifications (7% v 13% England) at 2010

- 16-18% of the population work in wholesale/retail, 15-16% work in real estate/renting business, 12% work in Manufacturing, 10-13% work in health and 9-12% work in education

Biodiversity

- no statutory environmental designations other than some areas of woodland identified on the National Inventory of Woodlands & Trees
- a number of different types of Environmental Stewardship Agreements
- one Woodland Grant Scheme on the eastern edge of the Town at Abovemead Farm

Heritage

- Winslow Conservation Area (see later for greater analysis)
- 81 listed buildings, including Winslow Hall (Grade I), Keach's Meeting House & Graveyard Walls (II*) and Church of St Laurence (II*)

Economy

- There is one allocated employment site - Winslow Business Park - which is located at Station Road. The site covers 1.59 hectares where there are nine business units (as at July 2013): Delisante Limited, Jonathan Raybone Furniture, Co Air Ltd, Croft Design, Chapman Auto Services, Howlett's Coaches, Fluid Lifts, P F Taylor(Accountants) and Paperclip. Along the High Street there are a number of other employers, including several restaurants and takeaways, estate agents, accountants, insurance brokers and various other retail units.
- There are five main industries that are key sources of employment for people living in Winslow. In particular 16-18% of the population work in wholesale/retail, 15-16% work in real estate/renting business, 12% work in Manufacturing, 10-13% work in health services and 9-12% work in education

Community Views

2.14 Since the launch of the WNP, the Town Council has established a number of Focus Groups and arranged drop-in sessions for the community to learn more about the WNP and to express their opinions on the future of the town.

2.15 The following are some general views that have emerged from most, if not all, of the groups and meetings:

- Key strengths of the Town - community spirit, close proximity to employment outside the Town, attractive historic market town, high quality surrounding landscape, a successful town centre shopping area
- Problems – inadequate leisure and sports facilities, need a new health centre, need a new community centre, broadband services, transport connectivity to employment outside the town, increasing employment demand
- Opportunities –shaping the future development of land, better connected for surrounding villages to access local services, securing planning-related funding to invest in supporting infrastructure, to meet both affordable and open market housing to meet demand and identify viable community assets to protect from inappropriate development proposals

- Concerns – identifying sites for new houses, delivering employment growth, managing the impact of the new rail station, integrating a new secondary school into the town, the upgrading of community facilities, improving the public transport network, managing traffic and parking in the Town and the possibility of major planning applications being determined before the WNP is completed.

Planning Policy Context

2.16 The Town is part of the Aylesbury Vale District and Buckinghamshire County. Each of these administrations has policies and proposals that have a significant influence over the strategy and detailed content of the WNP.

2.17 The National Planning Policy Framework (NPPF) published by the Government in 2012 is also an important guide in the preparation of local plans and neighbourhood development plans. At examination, the submitted WNP must demonstrate that it is consistent with the policies and intent of the NPPF.

2.18 The development plan for Winslow currently comprises the relevant saved policies of the adopted 2004 Aylesbury Vale District Local Plan (AVDLP). The WNP must be deemed by AVDC to be in conformity with these policies. Various information and evidence has been considered during the preparation of this Plan, including that relating to the Vale of Aylesbury Plan (Strategy), a document which has since been withdrawn. This has helped to inform this Plan and has been achieved through close working with Aylesbury Vale District Council.

2.19 In due course, the Vale of Aylesbury Local Plan (VALP) will include delivery and site allocations policies that will complement its strategic policies and the policies of the WNP in relation to this neighbourhood area.

The Aylesbury Vale District Local Plan

2.20 The 2004 AVDLP contains a number of 'saved' policies that remain a relevant part of the development plan until such a time as they become out of date or are replaced either by the VALP or by the WNP. Those that have a specific relevance to the WNP are listed below, though many others may have some generic relevance:

- GP2 Affordable Housing – as superseded by the 2007 Affordable Housing SPD requiring 35% on developments of more than 15 dwellings
- GP3 Low Cost Market Housing – 10% of small type homes on developments of more than 25 dwellings or more than 1 Ha
- GP8 Protection of Amenity of Residents
- GP17 Retention in Use of Existing Employment Sites – with criteria for exceptions
- GP25 Re-opening of rail routes – protecting what is now the East West Rail route
- GP26 Safeguarded station sites – protecting land for a new railway station at Winslow
- GP32 Retention of shops, public houses and post offices – resisting proposals that will lead to the loss of valued community assets
- GP35 Design of New Development Proposals
- GP38 Landscaping of New Development Proposals

- GP53 New Development in and adjacent to Conservation Areas
- GP60 Development and Parks or Gardens of Special Historic Interest
- GP86 Provision of Outdoor Playing Space – the provision of 2.42 Ha of space per 1,000 population
- GP87 Application of Open Space Policies
- GP91 Provision of Amenity Areas
- GP93 Safeguarding of community buildings and facilities – resisting the unnecessary loss of other valued community assets
- GP94 New community facilities – requiring residential development proposals to have regard to the need for community facilities
- GP95 Unneighbourly Uses
- RA13 Development within Rural Settlements – with a caveat for the larger settlements including Winslow
- RA14 Development outside Rural Settlements – up to 5 dwellings on sites of no more than 0.2 Ha
- RA29 New Employment Uses in the Countryside

- W11 Housing development at Verney Road – a site allocation now being implemented
- W12 Employment land at Buckingham Road/Furze Lane – a site allocation for new employment uses adjoining the land safeguarded for the new railway station
- W13 Central Shopping Area – defining the town centre policy area

2.21 Although the weight attached to each policy will differ according to its alignment with the NPPF, these policies provide the framework by which the general conformity of the WNP to the development plan will be assessed. Each policy contains a reference to the relevant saved policy(s) and the supporting text draws out any specific conformity issue. The Basic Conditions Statement accompanying the WNP sets out in detail how each policy meets the necessary conformity requirements.

2.22 In general terms, the saved policies combine to promote the housing and economic development of the town but within the landscape constraint of the surrounding countryside. Although one of the Winslow-specific policies is being implemented, the other two remain very relevant for the WNP.

3. Vision & Objectives

Vision

3.1 The vision for Winslow in 2031 is:

"In 2031, Winslow will have grown to become a sustainable town that is more able to meet its own needs for housing, jobs, community facilities and public and commercial services.

The town will have completed a pattern of growth started over fifty years earlier by infilling land to its natural physical boundaries. Its population will have reached 6,000 with 2,500 homes, which provide a mix of open market and affordable homes of all types. It has provided an increasing number of homes for older people and its Community Land Trust has supplied affordable and custom-build homes for local people.

Its new railway station has improved the town's connectivity to large towns in the area, helping local people commute into and out of the town or travel to commercial and leisure facilities without using their cars on roads that have become increasingly congested. It is anticipated that its rail services will extend in future to offer direct services to London.

Its secondary, primary and special schools are popular and provide excellent education to the town's students and those in the surrounding rural area. Its new medical centre, community centre and sports facilities have provided the extra capacity to meet the growing needs of the local community. The number of jobs in the town has grown significantly as competitive business parks have supported local entrepreneurs and, together with the higher level skills of the town's workforce, have attracted inward investment.

Above all, the town has retained its special historic and architectural character by carefully managing change within its built up area and by protecting its setting and surrounding open countryside from development."

Objectives & Measures

3.2 To achieve this vision, the key objectives of the WNP are set out below together with the measures that are intended to establish how well the objectives have been met as its implementation is progressed:

- I. To meet the future housing demand and need for the town**
 - No. of open market homes
 - No. of custom-build homes
 - No. of affordable homes
 - No. of affordable homes for local people

II. To retain and grow the number of jobs in the town

- No. of jobs retained
- No. of new jobs created

III. To protect the special historic and landscape character of the town and its surroundings

- No. of designated heritage assets lost to development
- No. of designated environmental assets lost to development

IV. To improve the breadth and quality of community and sports facilities in the town

- Net additional floorspace in active community use
- Net additional land in active sports use

V. To bolster the resilience of the town's shopping area

- No. of A1 shops
- Additional A1 shop floorspace

VI. To encourage greater use of public transport, cycling and walking

- No. of new bus services serving the town
- Km of new cycle routes in the parish

Monitoring & Review

3.3 The WNP will be monitored by AVDC and the Town Council on an annual basis using data collected and reported in AVDC's monitoring reports. This data will be primarily focused on housing and employment delivery. Where other data can be easily collected and reported at a Town level that is relevant to the Plan then the Town Council will seek to do so.

3.4 The Town Council intends to formally review the WNP on a five-year cycle or to coincide with the review of the Vale of Aylesbury Local Plan if this cycle is different. At its first review, around 2019, the Town Council, AVDC and other stakeholders will be able to reflect on the provisions of the adopted VALP in respect of its strategic and development management policies. It will also be able to consider the early impact of the railway services the progress of the secondary school and the availability of the various allocated development sites.

4. Policies & Proposals

Introduction

4.1 The WNP contains a series of policies and proposals, the successful delivery of which during the Plan period will achieve the community's vision for the Town. In addition, the saved policies of the 2004 AVDLP, and those of the Local Plan in due course, will be used by the local planning authority to consider and determine planning applications.

4.2 Each policy is numbered and is accompanied by a short explanation and justification.

General Policies

Policy 1: The Presumption in Favour of Sustainable Development

Planning applications which accord with the policies in the Neighbourhood Plan and the development plan will be approved by the local planning authority, unless material considerations indicate otherwise. Planning permission will also be granted where relevant policies in the Neighbourhood Plan are out of date or silent unless:

- ***other relevant policies in the development plan for Aylesbury Vale indicate otherwise;***
- ***any adverse impacts of the proposal would significantly and demonstrably outweigh its benefits when assessed against the policies in the National Planning Policy Framework taken as a whole;***
- ***specific policies in the Framework or other material considerations indicate that development should be restricted.***

4.3 This policy incorporates the key principle from the National Planning Policy Framework (NPPF) into the WNP. Where planning applications are to be considered against the policies of this plan then this policy will underpin the approach the Town Council and local planning authorities will adopt in delivering sustainable development in the Town.

Policy 2: A Spatial Plan for the Town

The Neighbourhood Plan designates a Winslow Settlement Boundary (WSB), as shown on the Proposals Map, for the purpose of:

- I. directing future housing, economic and community related development in the Parish to the town of Winslow to enhance its role as a resilient and sustainable community;**
- II. containing the spread of the Town, by promoting infilling up to its natural physical boundaries; and**
- III. encouraging the re-use of previously-developed sites.**

Proposals for housing development outside the Winslow Settlement Boundary will only be granted in exceptional circumstances. Any new dwelling required to serve the essential uses of agriculture, forestry or some other special need shall be sited within or immediately adjacent to an existing group of dwellings suitably located to serve the purpose, unless it can be shown that there are overriding reasons why it must be built elsewhere.

4.4 This policy establishes the key spatial priority for the WNP, within which context all its other policies are based, and defines a Winslow Settlement Boundary (WSB).

4.5 Essentially, it directs all development in the plan period to the town of Winslow that lies at the heart of the Parish and serves the wider rural area, which should remain open countryside. For this purpose, it defines the WSB on the Proposals Map as a means of establishing the furthest extent and the direction of development growth planned for the period to 2031.

4.6 In doing so, the WSB will encourage and enable the completion of infilling the urban area up to well established physical boundaries around the town. This will reinforce the sustainability of the town derived from its concentric pattern of housing development around the historic town centre within which most of its community facilities are located. This avoids the requirement for greenfield sites for new homes that are beyond the established town boundary.

4.7 The WSB is derived from a combination of:

- I. the existing urban area defined in association with former Policy GP43 of the 2004 AVDLP, which accords with the definition of the built up area in the supporting text to saved policies RA13 and RA14;
- II. the existing urban area falling within the designated Winslow Conservation Area, again which accords with the definition of the built up area in the supporting text to saved policies RA13 and RA14;
- III. the presence of development beyond the defined urban area implemented since the adoption of the AVDLP in 2004;
- IV. the 2004 AVDLP allocation of employment land north of the railway line, that is now also required to accommodate the new railway station and secondary school; and

- V. the relative landscape value of land beyond the defined urban area, as extended to take into account where the adjoining landscape has been assessed as having a relative sensitivity to development.

4.8 The 'built-up area', to which saved policies RA13 and RA14 apply, is defined in the 2004 AVDLP as "*land within the settlement framework principally occupied by permanent buildings. This would not normally include recreation or amenity land, playing fields, allotments or similar open or wooded areas that contribute to the settlement form, or large grounds and gardens on the rural margins of settlements*". In addition, former Policy GP43 of the 2004 Local Plan on advertisement control defines the urban area of Winslow beyond the extent of the designated Winslow Conservation Area. Although that policy has not been saved, and its policy function was different, it did define the urban area on the 2004 AVDLP Proposals Map, based on the extent of the area at that time.

4.9 The WSB is defined to include land allocated for employment use in saved Policy W12 of the 2004 AVDLP. The WNP provides a timely and appropriate opportunity to replace the saved policy with a policy that not only carries forward an employment use of part of the site but also provides for the proposed new station and secondary school.

4.10 The WSB also provides for land north of Buckingham Road to be allocated for employment and sports uses. Saved Policy RA29 resists employment development in the open countryside unless allocated by the AVDLP for that purpose. With the NPPF (paras 20 and 21) keen to build a strong, competitive economy, the WSB is defined to bring land that is in close proximity to the new railway station inside the boundary. Similarly, the WSB enables the WNP to allocate land for formal sports facilities on land opposite the new secondary school.

4.11 The 2008 Aylesbury Landscape Character Assessment and the previous 2008 Winslow Historic Environment Character Assessment both identified the urban edge to the east, south and west (beyond Furze Lane) of the town as the most sensitive parts of the surrounding landscape to the encroachment of development. The 2008 study identified this character area – defined as the Claydon Valley – as the only candidate in the Parish for the most sensitive in the district. Conversely, the character areas forming the rural edge north of the railway line – defined as the Winslow Ridge and Claydon Tributary - are relatively less sensitive landscapes. Outside the WSB, the open countryside, including the small settlement of Shipton, will be subject to development restraint as encouraged by the NPPF and the development plan. The land is not suited to any new development as it is remote from the main shops and services of the town.

4.12 The WSB is shown on the Proposals Map. It arcs around the south of the town following the existing urban boundary south east from Verney Road on its western edge all the way through to the railway line at Little Horwood Road on its north eastern edge.

4.13 On this section of the WSB, the boundary only deviates from the existing urban edge at Granborough Road, where it extends from the rear of properties on Granborough Road to the rear of properties on Horn Street, to form a coherent edge to the town and to allow for a gap on the built up frontage to the road to be filled. Here, the WSB draws on saved policies RA13 and RA14 of the AVDLP that control development proposals on the edge of the built-up area of Winslow.

These policies guide schemes that are substantially enclosed by existing development and would satisfactorily complete the settlement pattern without intruding into the countryside.

4.14 From Little Horwood Road, the WSB follows the existing urban edge of properties on Lake Close and Magpie Way and then the railway line to Buckingham Road. From there, the WSB extends to include lower grade agricultural land north east of Buckingham Road (at Redfield Farm) from the B4033 Great Horwood Road. From Buckingham Road, the WSB follows Furze Lane south to Verney Road. This acknowledges the increasingly urban character of the remaining fields to its east (up to the Winslow Centre) south of the railway land as a result of the major Verney Road housing scheme that will be completed in the early years of the plan period. It also takes into account the major employment allocation/consent, and now proposed location of the new railway station, for the land to the north of the railway line.

Housing Policies

Policy 3: Housing Allocations

The Neighbourhood Plan allocates land for housing development in the plan period from 1 April 2014 to 31 March 2031 on the following sites:

- I. 250* dwellings on Land East of Furze Lane – comprising a mix of predominantly 2,3 and 4 bed homes, to be delivered in the period 2014-2031, provided the scheme:***
 - a. allocates up to 1 Ha of open market housing land to deliver around 20 custom-build homes,***
 - b. meets its public open space requirements on site and makes an appropriate financial contribution to off-site sports pitch and community facilities provision, and***
 - c. implements appropriate improvements to Furze Lane and to the local highway network.***
- II. 75* dwellings on Land at Winslow Rugby Club – comprising a mix of predominantly 2, 3 and 4 bed houses, to be delivered in the period 2020-2031, provided:***
 - a. the existing sports facility is re-provided in accordance with Policy 13,***
 - b. it meets its public open space requirements on site and makes an appropriate financial contribution to off-site sports pitch and community facilities provision,***
 - c. makes a financial contribution to improvements to Furze Lane and to the local highway network***
- III. Further to consultation and a detailed masterplan, an appropriate number of dwellings on Land off Granborough Road– comprising a mix of predominantly 2, 3 and 4 bed houses, to be delivered in the period 2020-2031, provided:***
 - a. it meets its public open space requirements on site and makes an appropriate financial contribution to off-site sports pitch and community facilities provision,***
 - b. it makes a positive contribution to the local character and distinctiveness and***

- IV. **65* dwellings on Land off Station Road – comprising a mix of predominantly 2 and 3 bed homes, to be delivered in the period 2020-31, provided the scheme:**
 - a. **meets all or part of its public open space requirements on site and makes an appropriate financial contribution to off-site sports pitch and community facilities provision, and**
- V. **30* extra-care dwellings on Land at the Winslow Centre, to be delivered in the period 2020-2031.**

***All dwellings numbers are indicative and will be reviewed at the specific application stage.**

The Neighbourhood Plan will support proposals for housing development on previously developed land within the Winslow Settlement Boundary. Proposals for housing development outside the Winslow Settlement Boundary will not be supported unless they require a countryside location and maintain the intrinsic character and beauty of the countryside.

4.15 This policy allocates land for the development of new homes within the defined Winslow Settlement Boundary. It also indicates the likely phasing to show that the WNP will contribute to the District's five year housing land supply (2014-2019) as well as the remainder of the plan period (2020-2031). A summary of this provision is included as Table A below.

4.16 It seeks to plan positively for the new homes of a variety of types to help meet the demand for housing in this area and to meet Winslow's housing need. The proposed sites reflect the availability of suitable sites within the WSB that are identified in the Winslow Neighbourhood Plan Site Assessments Report (WNPSA).

4.17 In total, the allocations of this policy will deliver around 455 new homes, including an indicative 35 dwellings for the Granborough Road site and 30 extra-care homes. Together with the 230 homes for which planning consent was granted prior to 2011, this provision will deliver an average of 34 homes per annum over the period 2011 - 2031.

4.18 This rate of growth is significantly higher than the historic average of the town, which reflects the town's rural location, limited local housing market capacity and limited economic and social infrastructure. The development of East-West Rail and the new secondary school are important for the town and are welcomed by local people but their significance in supporting future growth should not be over-estimated. Whilst the rail line will significantly improve the connectivity of the town to larger neighbouring employment and service centres, its services are not likely to match the attractiveness of other rail services in the district that have fast direct connections to London. Similarly, the proposed secondary school is planned to be very much smaller (i.e. a capacity of less than 600 pupils) than the average secondary school, and will therefore make only a modest contribution to school places in this part of the district.

4.20 In addition, the WNP provisions for employment land in its policies 6 and 7 will support the future housing growth of the town. Again, however, both proposals are modest in scale and the allocation at Land North of Buckingham Road of Policy 7 is not likely to be delivered until well into the plan period. Each will be very much welcomed by the local community, as they will address longstanding deficiencies that have resulted in unsustainable patterns of out-commuting for employment and education. None are so significant that they justify Winslow being considered as having any greater importance in the hierarchy of strategic settlements in the district.

Housing Tenure	2014-2019	2020-2031	Totals
Open market	110	166	276 (61%)
Custom-build	20	0	20 (4%)
General Affordable (see Policy 4)	56	72	128 (28%)
Local Affordable (see Policy 4)	14	17	31 (7%)
Totals	200	255	455

Table A: Summary of housing allocations

4.21 A wider choice of types of accommodation for older people is required. For some older people, 'extra-care' (formerly known as 'sheltered') housing will be most suitable, together with the improvement or redevelopment of some existing nursing homes. In extra-care housing, people are able to live independently but enjoy access to communal facilities and care provision if needed. With a significant rise in the number of over 65s expected in Winslow during the plan period, the policy requires that provision be made for 30 extra-care homes on a site that is suited to this type of housing use (see para 4.43 below).

4.22 The policy also requires land to be provided to deliver around 20 custom-build homes as a form of open market housing. This form of housing supply is encouraged by the NPPF (para 50) and by The Homes & Communities Agency, which defines custom-build as:

"Custom (or Self) Build Homes are homes built or commissioned by individuals or groups of individuals for their own use, either by building the home on their own or working with builders. Group custom-build projects are where developers build group schemes for clients on multi-unit sites or where registered housing providers work with self-organised community groups and a developer or contractor to bring forward a multi-unit custom build home project." (Homes & Communities Agency 'Custom Build Loan Fund Prospectus, 2012)

4.23 Such provision will best be delivered through a Community Land Trust acquiring land for this purpose as part of the site allocations. The Trust could take responsibility for securing self-builders for a community-scale project and for procuring the necessary site servicing though may instead choose an appropriate development partner.

4.24 All the allocated sites will be expected to meet the requirements of the relevant saved AVDLP policies (and other policies of the WNP) in respect of achieving satisfactory highway access (RA36 and RA37), car parking (GP24), design (GP35, GP45 and WNP Policy 5), landscaping (GP38, GP39 and GP40), open space provision (GP86, GP87, GP88 and GP91) and heritage asset protection (GP53 and GP59), until these saved policies are replaced by the VALP.

Land East of Furze Lane

4.25 This privately owned, 8.23 Ha site lies to the north of the recent Verney Road housing development and adjoins the railway line. The site is greenfield land with the current use for grazing. A planning application submitted in November 2013 for the site shows it can accommodate 250 dwellings of a variety of types in line with the provisions of this policy. There is a right of way over the site from the current rail footbridge towards the Winslow Centre. Once the site to the south is complete, the site will be enclosed on three sides by urban uses. It will be the last undeveloped piece of the western part of the town and lies to the east of the clear defensible boundary of Furze Lane, which runs in a north / south direction to form a clear edge between town and country.

4.26 The transport assessment of the application shows that vehicle movements associated with the site will gravitate north, with Furze Lane providing a direct link to the A413 Buckingham Road. The southwards connection of Furze Lane with Verney Road will provide a local vehicular route to the town centre. In addition to the main access onto Furze Lane, there is the opportunity to integrate the site into the street network of the Verney Road site to the south. The legal right to connect through from the Verney Road site has been reserved by the landowner and two vehicular connections points are anticipated. The site is already embedded within a network of existing rights of way. These provide excellent routes east to the town centre and bus stops on High Street.

4.27 The assessment also sets out the requirement for a new access onto Furze Lane and road improvements to Furze Lane and its junctions with Verney Road and Buckingham Road to improve the capacity and effectiveness of Furze Lane and the local highway network to accommodate this scheme (see also para 4.58 on this matter). It is expected the costs of these improvements will be met by this scheme with contributions from other relevant schemes. The design of the scheme must make provision for road, cycling and pedestrian access to enable the adjoining Winslow Rugby Club site (see below) to connect to Furze Lane. The scheme should provide for cycling and pedestrian access to the new station.

4.28 The key design objectives should be as follows:

- The development will respect the existing town character, its local patterns of development and its landscaped setting.
- The development will be well-integrated with the existing form and character of the town and should appear as a natural addition that successfully rounds off the settlement.

- The development will preserve and enhance the existing environmental assets of the site, and in particular the integrity of the field boundaries which contain trees, hedgerows, drainage ditches and small stream, with only minor adjustments required to facilitate satisfactory vehicular, pedestrian and cycle access into the site.
- The development will ensure green infrastructure is at the heart of the scheme by designing in a set of high quality green spaces for enjoyment by the whole town, which will integrate recreation, wildlife and surface water drainage benefits.
- A typology of street spaces will be designed to relate the amount of movement through the space with its character.
- The network of streets will be easy to move through (permeable) and easy to understand (legible). It will enable all the residents to easily reach other parts of the town and public transport.

4.29 The scheme should create a new green infrastructure corridor through the site. The corridor should enable habitat connectivity with the new open space in the adjoining Verney Road development scheme to its south, to the open countryside beyond Furze Lane to the west, to the railway embankments to the north and to the existing open land at The Winslow Centre.

4.30 The land is available for development and a planning application has been submitted for an outline scheme of this type and scale. This availability and the large scale of the scheme will enable it to contribute to the district's five year housing land supply and housing supply beyond that period.

Land at Winslow Rugby Club

4.31 The 2.38 Ha site is publicly owned and is available for development, subject to access from Furze Lane being developed. It is currently used as a sports facility and is landlocked by The Winslow Centre site to the east and by the Land East of Furze Lane site to the west. The site can accommodate around 75 dwellings of a variety of types.

4.32 The Land East of Furze Lane site will be required to make provision for road, cycling and pedestrian access to enable the site to connect to the local highway network via Furze Lane and to benefit from the cycling and pedestrian access to the new station. The site itself should provide road, cycling and pedestrian access to the adjoining Winslow Centre site.

4.33 In addition, the site scheme should make provision for connecting with the green infrastructure proposals of Land at Furze Lane as part of meeting its public open space requirements. The existing rugby pitch must be re-provided in line with Policy 13 of the WNP (on land controlled by the same public land owner) before development can commence on this site. The cost of this re-provision will be met by the scheme and it will also make financial contributions to the provision of new community facilities in the town.

4.34 The land is not currently available, given its existing community sports use, but is assessed as developable for later in the plan period, i.e. after 2020. This phasing will enable the rugby pitch to be successfully re-provided.

Land off Granborough Road

4.35 This privately owned, 1.1 Ha site lies at the southern end of Winslow, off Granborough Road and is inside the Winslow Conservation Area boundary. Although the site has residential development on three adjoining sides, its location within the Conservation Area and adjoining the sensitive landscape to the south of the town requires a housing scheme to meet the highest design standards in terms of the layout, built form and landscaping.

4.36 The site can be accessed from Granborough Road and accommodate an appropriate number of homes further to consultation and a detailed masterplan. Even though the land is currently available, it is allocated for development in the period 2020-2031 to manage the supply of new homes over the full plan period.

Proposals will be expected to demonstrate how the setting to the Conservation Area and other nearby heritage assets will be satisfactorily conserved. The scheme will be expected to meet its public open space requirement on site and to make financial contributions to the provision of new sports and community facilities in the town.

Land off Station Road

4.37 This 1.60 Ha site currently comprises a range of old business premises forming the Station Road Industrial Estate. It is accessed from Station Road and is surrounded on all sides by residential areas. When established, the site was close to the former railway station. However, over the years there has been significant housing development around its western, southern and eastern sides. An attempt to generate new jobs there (given its current under-occupation) may create more significant amenity problems for nearby households and those along Station Road. It is therefore no longer well suited to this type of use.

4.38 The site is not currently available but the major business owner-occupiers are keen to relocate to more competitive business premises in the town as they become available with the provisions made by the WNP (in policies 6 and 7). The site is close to the town centre and is therefore suited to higher density housing development. It can accommodate around 65 dwellings, with the focus of its provision on smaller starter homes to suit smaller households wanting to live close to the town centre.

4.39 The site may achieve road access both to Station Road via the existing access road and to Magpie Way. This will help distribute traffic arising from the scheme more evenly on to the local highway network and with cycle and pedestrian access will enable residents to walk to the town centre via the Recreation Ground. The site will be large enough to include some public open space within the scheme, which will also be expected to make financial contributions to the provision of new community facilities in the town and to sports pitch provision.

4.40 It is anticipated that the land will require ground conditions to be addressed given its past and current industrial uses, though these are not expected to be significant. Together with its current partial occupation and with the site being in a number of ownerships, the site has been assessed as developable within the plan period, i.e. from

2020, but is not deliverable within the first five years.

Land at the Winslow Centre

4.41 This 3.5 Ha site is publicly owned and comprises a complex of buildings that form the Winslow Centre, a separate library building and a large adjoining open space, including sports facilities (football and tennis courts). Part of the Winslow Centre is currently temporarily occupied by the new secondary school. However, once the school has moved to its new site (provided for by Policy 6 of the WNP), part of the building complex will become redundant. It is hoped that the adjoining library will continue to succeed.

4.42 In anticipation of this situation, this policy identifies the land as suited to a scheme of around 30 extra-care homes and for a new Medical Services Centre (provided for by Policy 12 of the WNP). These uses are considered mutually compatible and both can be delivered on the land currently occupied by the main building complex without requiring any incursion into the surrounding open spaces.

4.43 The site is well suited to this type of specialist housing as it is close to the town centre for local services and will be within walking distance of the new railway station. It will continue to be accessed on foot and by car from Avenue Road and Park Road and it will benefit from new footpath links to the green infrastructure already provided for on the recent Verney Road housing scheme and proposed as part of the Land at Furze Lane allocation. The existing open space will remain and is proposed as a Local Green Space in Policy 19 of the WNP. Planning applications for these schemes will be expected to demonstrate how traffic accessing the facilities will be managed and any impacts on the local road network will be mitigated.

Policy 4: Affordable Housing

Housing sites of one hectare or more will provide a minimum of 35% of affordable homes, subject to viability, and for these homes to be distributed within the scheme in a way that reflects the scale of the scheme.

The Neighbourhood Plan requires a minimum of 20% of the total number of affordable homes on each housing site to be delivered and controlled by a Winslow Community Land Trust, or equivalent body, for which an appropriate lettings policy will be agreed between the Trust and the District Council. For the 80% general affordable homes, the adopted Aylesbury Vale Local Lettings Policy for the Winslow area will apply.

The provision of affordable housing on smaller sites should reflect local need and contribute to the objective of creating mixed and balanced communities.

4.44 This policy establishes a minimum proportion of housing schemes to be delivered as affordable housing and the principles by which access to that housing will be managed.

In doing so, it replaces Policy GP2 of the AVDLP, which was updated by the adopted Aylesbury Vale Affordable Housing Supplementary Planning Document of 2007 and then by the South East Plan. Although the latter document has since been revoked, the District Council has required a minimum of 35% of affordable homes on development schemes of more than 15 dwellings.

4.45 The policy requires that 80% of the affordable homes will be subject to the Aylesbury Vale Local Lettings Policy adopted in October 2013. All the proposed housing allocations in Policy 3 of the WNP will meet this criterion – resulting in at least 159 homes in total - and each scheme will therefore deliver on site affordable homes. To avoid clusters of affordable homes that are too large for the site, the policy requires that affordable homes are distributed on site in a way that reflects the scale of the scheme. In mid-2013, there were 86 people on the housing register that either live in Winslow or have a local connection (works in and/or has close family ties in Winslow), of which 16 people were in Band B or Band C.

4.46 In addition, the policy requires that the remaining 20% of the 159 total affordable homes - approximately 31 homes - are delivered and controlled by a new Winslow Community Land Trust (CLT), or equivalent body, on all the sites. The provision will be transferred to the CLT at prevailing affordable housing value to deliver the homes as part of a Section 106 planning obligation. The remaining 128 affordable homes will be delivered through the standard process. The CLT will make its homes available on a social rented basis to households that qualify, using a lettings policy to be agreed between the Trust and AVDC in due course. The CLT will be able to maintain the affordability of its homes in perpetuity. The 31 homes with this control will ensure that there will be a constant supply of social rent homes available to meet some of the affordable housing needs of the town's own households throughout the plan period and beyond.

Policy 5: Housing Design

The Neighbourhood Plan will support housing development proposals located in, or within the setting of, the designated Winslow Conservation Area, provided they preserve or enhance its character and appearance, as defined by the adopted Winslow Conservation Area Appraisal. For all other housing development proposals, the Winslow Conservation Area Appraisal should be used to prompt design solutions that reflect the character of Winslow in their scale, siting, layout, materials, landscaping and design details.

4.47 The design of new housing development schemes, both on allocated sites and on windfall sites, will play a vital part in maintaining the local distinctiveness of Winslow. This refers to the qualities of buildings, planting and topography in a locality that defines its character. Traditional or vernacular buildings naturally follow this local distinctiveness through their siting, and the use of local materials and building styles.

4.48 The special historic character and appearance of the Winslow Conservation Area, the full extent of which dominates the rest of the town, is a defining component of its local distinctiveness. Development proposals that respect the historic characteristics

of the town will be supported; those that cannot demonstrate this respect will not be supported. Within the Conservation Area or its setting, proposals should adhere closely to the adopted Winslow Conservation Area Appraisal, which provides valuable detail on those heritage attributes that are important to consider and to respond to in Design & Access Statements.

4.49 Outside the setting of the Conservation Area, the Appraisal document continues to provide a useful guide to those design features that are characteristic of the town. Whilst it is not expected, nor encouraged, that proposals seek to slavishly copy traditional building forms or materials, it is expected proposals will use the Appraisal document to identify and respond to relevant design cues.

Employment Policies

Policy 6: Land South of Buckingham Road

The Neighbourhood Plan allocates Land at South of Buckingham Road, as shown on the Proposals Map, for a mixed use scheme comprising:

- I. approximately 1.5 Ha of land for B1, B2 and B8 uses;***
- II. approximately 1.35 Ha of land for:***
 - a. a railway station,***
 - b. a bus layby,***
 - c. pedestrian, cycling and taxi facilities, and***
 - d. sufficient car parking to serve railway customers, that is capable of suitable extension to accommodate additional vehicles in the future if necessary; and***
- III. approximately 1.5 Ha of land for education use.***

The Neighbourhood Plan requires that a masterplan is prepared and is approved by the local planning authority in order to manage the proper planning and delivery of the development proposals. The masterplan will be supported provided:

- IV. it can demonstrate that a single access on to Buckingham Road to serve all the proposed land uses can be satisfactorily achieved;***
- V. provision is made for the retention of the public right of way over the land and over the railway line to Land East of Furze Lane;***
- VI. a travel plan demonstrates how the station operator will manage car parking by rail passengers to avoid the use of existing public car parks or residential streets in the town; and***
- VII. a satisfactory layout, design and landscape strategy can be achieved that will protect the amenities of each land use.***

4.50 This policy allocates the Land South of Buckingham Road site for railway, employment and education uses. In doing so, it replaces saved AVDLP Policy WI2 but remains in accordance with saved AVDLP policies GP25 and GP26 safeguarding the former railway land and other land for the purpose of reopening a rail service and developing a new station at this location. A future development scheme will also be expected to meet the requirements of the relevant saved AVDLP policies (and other

policies of the WNP) in respect of achieving satisfactory highway access (RA36 and RA37), car parking (GP24), design (GP35) and landscaping (GP38, GP39 and GP40), until these saved policies are replaced by the VALP.

4.51 The 4.35 Ha site is privately owned and is vacant. There is a gas distribution facility adjoining the site on the main road boundary and there is also a small area owned by Winslow Town Council in its south west corner that is reserved for a future extension of the adjoining burial ground.

4.52 The policy firstly allocates 1.35 Ha of land to provide the new station, car parking and access to allow for the station to be served by bus and taxi services, as this is understood to be the rail operator's requirement. The new railway station on the proposed 'East-West' railway line is expected to come into service during the first five years of the plan period. The funding for the scheme has now been committed by the public and private sector sponsors.

4.53 The policy requires that there will be sufficient car parking spaces provided, which are capable of being added to, should it be necessary in the future. Proposals should show how bus services, cycle facilities and pedestrian access from Buckingham Road and across the railway line from the south will be delivered.

4.54 The policy also requires the approval of a travel plan for the railway station use to show that there are credible proposals to successfully manage the demand from rail passengers for car parking spaces. The policy reflects local community concerns that if the estimates of demand from passengers living in Winslow and in the surrounding area are inaccurate, there may be a significant harmful impact on local businesses, retailers and residents. The travel plan must show that rail passengers will be actively discouraged from on-street car parking in the town and from using the valuable public car parks that serve town centre businesses.

4.55 The policy secondly allocates 1.5 Ha of land for B1, B2 and B8 employment uses to continue the principles of saved AVDLP policy WI2 and of planning consents for these uses, albeit on a smaller gross site area. The jobs potential of the site may range from 60 to 300 full time equivalent jobs, assuming it delivers 3,000 sq.m. of floorspace and using average employment density ratios of between 50 and 10 jobs per square metre respectively. In doing so, this provision will offset in full the loss of land at Station Road Industrial Estate proposed in Policy 3 and provide a significantly more competitive location and site for local businesses to thrive.

4.56 The policy thirdly allocates 1.5 Ha of land for a D1 educational use to establish a new secondary school to serve the town and its surrounding rural area. The new school is currently occupying temporary accommodation at the Winslow Centre and plans to relocate to a permanent location early in the plan period. The school expects its full capacity to be up to 600 places and will benefit from the use of community sports facility provision to be made in close proximity to the main school buildings.

4.57 The site is the only site available and suitable for this purpose within the proposed Winslow Settlement Boundary. Policy 13 of the WNP allocates land immediately opposite this site for sports facilities that can be used by the school and the local community. A school use is compatible with the other uses allocated for the site and the site is in

reasonably close proximity to the main urban area – no household is beyond 15 minutes walking distance of the site for secondary age pupils.

4.58 The policy does not specify the precise allocations of each use on the site as this will be for future planning applications to determine. In principle, these uses are considered complementary and they can all share a single new road access to the A413 Buckingham Road. Ideally, this access should be shared with the improved Furze Lane junction with a new roundabout on Buckingham Road. The local highways authority will determine these matters when considering the masterplan and the reserved matters of the Land East of Furze Lane scheme. It will do so by anticipating the detailed access arrangements of policies 7 and 13 of the WNP in respect of managing traffic on this section of Buckingham Road.

4.59 For each use, the gross site area should provide sufficient land for any necessary landscape or other screening between uses. However, to ensure that such provision can be made satisfactorily, the policy also requires the submission of a site masterplan to accompany all planning applications that will determine the extent of each land use. The masterplan will be expected to show the proposed site layout and design and how each use will be accommodated and serviced.

Policy 7: Land North of Buckingham Road

The Neighbourhood Plan allocates up to 4.2 Ha of land at Land North of Buckingham Road for B1, B2 and B8 business uses, as shown on the Proposals Map.

4.60 This policy allocates a new site inside the proposed Winslow Settlement Boundary for employment uses to increase the supply of employment land in the town to address the current under-supply, the future growth in working age households and the forthcoming new railway station and services. The 4.2 Ha site is currently Grade 3b agricultural land in the ownership of Buckinghamshire County Council, with a tenant farmer.

4.61 The scale of B1, B2 and B8 development is designed to create sufficient jobs to match the number of new homes provided for in the plan period and, to an extent, the number of homes completed in the town in the last five years. In doing so, it seeks to make sure that the rate and scale of future population growth will be aligned with the availability of job opportunities in the town, to avoid increasing outward commuting trips by car from the town. The allocation more than replaces the 3Ha of the employment land allocated by Policy W12 of the AVDLP on Land South of Buckingham Road that is no longer proposed for this purpose as a result of Policy 6 of the WNP. A future development scheme will also be expected to meet the requirements of the relevant saved AVDLP policies (and other policies of the WNP) in respect of achieving satisfactory highway access (RA36 and RA37), car parking (GP24), design (GP35) and landscaping (GP38, GP39 and GP40), until these saved policies are replaced by the VALP.

4.62 The policy provides for all business uses. The public sector landowner has made the land available for employment use as, during the plan period, it wishes to develop a new business park to attract higher value-added business clusters that will benefit from the town's location at the midpoint between Oxford and Milton Keynes on the new rail

service. In the longer term, this service may extend further as part of the wider 'Oxford-Cambridge Arc' initiative. As a guide, if an office-type business use of this site delivered 10,000sq.m. of gross internal floorspace, at an average employment density of 16 sq.m./employee, then this site would provide 500 jobs.

4.63 It can be accessed from the A413 and may benefit from a junction that coincides with the new access to the land opposite. It will require a significant landscape buffer to its western and northern boundaries to minimise the impact of development on the landscape north of the town. Similarly, the design, orientation and massing of buildings should create an attractive northern approach to the town and respect the long views to the town from the north.

4.64 By defining the Winslow Settlement Boundary to include this site, the policy is in conformity with saved AVDLP Policy RA29. This saved policy resists proposals for employment development outside the built-up area of rural settlements like Winslow unless otherwise allowed for in the Local Plan. The WNP provides the opportunity to propose site allocations and to review saved development plan policies where they may be out-of-date. The site is the only one that has been made available for solely an employment use and it has a direct access on to the A413. In addition, it is in close proximity to the proposed railway station and to the other designated employment site on Buckingham Road. There are no other suitable sites that are available within the Settlement Boundary (Policy 2).

Transport Policies

Policy 8: Cycle Routes

The Neighbourhood Plan will support proposals to improve and extend existing national and local cycle routes and facilities between Winslow and Buckingham and between Winslow and Great Horwood.

4.65 This policy encourages proposals to improve and extend the network of cycle routes in and around the town. The existing National Cycle Route 51 connects the town with Milton Keynes and Bicester to the east and west respectively. There are proposals to connect that route to Buckingham (with a new Route 50) two miles west of the town. There are also two local cycle routes – the Winslow-Little Horwood Loop and the Winslow-Thornborough Loop.

4.66 With the planned growth of the town, and especially the new railway station, the cycle network will become more important to provide railway customers with a genuine alternative to using the car. This may especially benefit cycle commuters from and to Buckingham using the busy A413.

4.67 The WNP will therefore support proposals in and beyond the parish boundary to improve the standard of routes for the convenience and safety of cyclists and pedestrians. It supports the proposals to improve direct cycle provision between Winslow

and Buckingham, to create the new National Cycle Route 50 and to enhance the quality of the local routes, including the route to nearby Great Horwood.

Policy 9: Bus Services

The Neighbourhood Plan will support proposals to improve and extend existing commercial and community-operated bus services and facilities, especially to serve new development sites allocated in the Plan north of the railway line and east of Furze Lane.

4.68 This policy encourages proposals to improve the routing, frequency and timing of bus operations serving the town.

4.69 The new railway station will enable passengers from a wide area around the town to access high quality rail services. Provision will be made at the station for a bus layby. It is expected that services will therefore be improved throughout the week and weekend and in the early mornings and late evenings to encourage the use of public transport. The combination of housing development proposals in the WNP may also enable community-operated transport services to better connect the town's facilities to its residential areas through financial contributions to deliver their respective travel plan commitments.

Policy 10: Traffic Management

The Neighbourhood Plan will support proposals to manage traffic and car parking in and around the Winslow Shopping Area, provided their design accords with the adopted Aylesbury Vale District Council guidance on the highways works in Conservation Areas.

4.70 This policy encourages proposals to manage traffic and on-street and public car parking in and around the Winslow Shopping Area to ensure it remains an attractive shopping destination for top-up and comparison trips for the local community and residents from surrounding villages.

4.71 The current on-street parking arrangements on High Street may be improved provided they respect its historic character in terms of materials and street furniture, as required by saved AVDLP Policy GP53. On-street car parking management here should be co-ordinated with the other public car parks serving the Shopping Area.

Community Policies

Policy 11: Winslow Community Centre

The Neighbourhood Plan will support proposals to provide a new community centre facility to serve the town on land at The Paddock, off Elmfields Gate, as shown on the Proposals Map, provided the design respects the special historic and architectural character of the designated heritage assets of The Paddock and Winslow Hall.

4.72 This policy provides for the replacement of the Public Hall, which will be replaced under Policy 18 of the WNP, with a modern facility that is at least double the size of the existing building, i.e. approximately 600 sq.m. A future development scheme will be expected to meet the requirements of the relevant saved AVDLP policies (and other policies of the WNP) in respect of achieving satisfactory car parking (GP24), design (GP35, GP45), landscaping (GP38, GP39 and GP40) and heritage asset protection (GP53, GP59, GP60), until these saved policies are replaced by the VALP.

4.73 The existing Public Hall facility, although popular, is not well suited to modern needs. A new building on a suitable site that is convenient for all the community would enable a greater range of community activities. The new building should provide a larger facility that is capable of accommodating a variety of uses. The provisions of Policy 18 require that a scheme be granted consent for this purpose, and the building is operational, before the existing Public Hall building is closed, to reflect the provisions of saved AVDLP Policy GP93, which resists the unnecessary loss of community facilities.

4.74 The Town Council is in the process of acquiring the land known as The Paddock part of which, the bowling green, it currently leases. The site adjoins the town centre and will therefore benefit from existing public car parks and public transport services. The site falls within a designated historic park or garden and the Winslow Conservation Area and it adjoins the curtilage of the Grade I listed Winslow Hall. The policy therefore requires their special historic and architectural character to be respected in the design of future proposals, both in terms of the built form and the site layout and accessing, with particular attention paid to the guidance of the Winslow Conservation Area Appraisal.

Policy 12: Winslow Medical Services Centre

The Neighbourhood Plan allocates land at The Winslow Centre, as shown on the Proposals Map, to accommodate a medical services facility to serve the town.

4.75 This policy makes provision for a new medical services facility to replace the existing GP surgery facility on Avenue Road. In doing so, it seeks to send a clear signal to healthcare service providers and investors of the need and opportunity for the proposal and lowers planning risk by allocating suitable land for this purpose.

4.76 This facility will need to grow in scale to serve the growing town and its surrounding rural area. The current facility is now inadequate in serving the local population in terms of medical space and car parking. This is acknowledged by the current GP service operator and was evidenced in the community engagement activities. At this stage, the precise needs of the population are not known and therefore the specification of the facility cannot be determined. However, a new, larger centre may also provide the

opportunity for a new dentist practice, ideally serving NHS patients, in the town.

4.77 The new facility will complement the provision of extra-care dwellings as part of the redevelopment of The Winslow Centre proposed in Policy 3. It will be very well connected to the town and to the new residential area between Verney Road, Furze Lane and the Centre. Importantly, the land is owned by the public sector and is sufficiently flexible in its size and layout to be capable of meeting all the likely needs of the facility when known. A future development scheme will be expected to meet the requirements of the relevant saved AVDLP policies (and other policies of the WNP) in respect of achieving satisfactory car parking (GP24), design (GP35, GP45), and landscaping (GP38, GP39 and GP40), until these saved policies are replaced by the VALP.

Policy 13: Sports Facilities

The Neighbourhood Plan allocates land west of Great Horwood Road, as shown on the Proposals Map, for sports facilities comprising:

- I. a rugby pitch;***
- II. a football pitch; and***
- III. suitable ancillary facilities;***

The implementation of this policy will be required prior to the loss of any existing sports facilities as a result of other policies of the Neighbourhood Plan.

4.78 This policy makes provision for the replacement of an existing sports pitch in the town as a result of the proposed allocation of housing at Land at Winslow Rugby Club in Policy 3 of the WNP. It also provides for the requirement for additional sports pitches of the other housing allocations in the policy.

4.79 The land is publicly owned and will be made available for this purpose as a planning obligation for the release of the land used by Winslow Rugby Club for housing development in Policy 3. The policy requires this replacement provision to be made prior to the loss of either the Rugby Club or football pitch facilities, as required by saved AVDLP Policy GP93.

Policy 14: Childcare Nursery

The Neighbourhood Plan will support proposals from day nursery operators to open a new facility within the Winslow Settlement Boundary during the plan period, either reusing an existing suitable property or by developing a new building. In either case, the amenities of adjoining residential properties must not be harmed by the proposed location, design and car parking/drop-off arrangements.

4.80 This policy encourages additional provision of early years facilities in the town to meet the needs of its growing population. It does not make a specific site allocation for this purpose, as there are a number of potential site options, both in terms of reusing existing land and buildings and of new development. The community engagement

activities of the WNP identified the need for additional childcare facilities in the town to support working parents.

4.81 If sited close to residential properties, day nursery uses may cause disturbance by way of noise and on-street car parking and drop-off/collection traffic movements. Applicants will be expected to demonstrate that the potential for such problems has been identified and any harmful impacts avoided.

Policy 15: Play Facilities for Young People

The Neighbourhood Plan will support proposals to create new play facilities for young people within the Winslow Settlement Boundary, provided the facilities will not harm the amenities of local residents.

4.82 This policy encourages the identification of a suitable site in the town for new play facilities to cater for a wide range of young people from toddlers to teenagers. These should include a skate park facility and a playground for older children.

4.83 The need for new facilities within the existing town area was identified in the community engagement activities of the WNP. It is separate to the requirements of proposed new development, which will be met on site. The Town Council will liaise with the local community to identify appropriate provision and sites.

Policy 16: Assets of Community Value

Proposals that will result in either the loss of, or in significant harm to an Asset of Community Value will be resisted, unless it can be clearly demonstrated that the operation of the asset, or the ongoing delivery of the community value of the asset, is no longer financially viable.

4.84 The Neighbourhood Plan proposes the following properties are considered by the Local Planning Authority for designation as Assets of Community Value as a result of their acknowledged importance to the life and enjoyment of the communities of Winslow and surrounding villages:

- I. Winslow Library
- II. Winslow Youth Centre
- III. Sports Facilities at The Winslow Centre
- IV. St. Laurence Room
- V. Winslow Hall Paddock (including the Bowls Club site)
- VI. Home Close
- VII. The Spinney
- VIII. The Allotments
- IX. TSB Bank, High Street

4.85 This policy serves two purposes. Firstly, it proposes that AVDC formally considers the designation of each property as an Asset of Community Value under the Localism Act 2011. A building or other land is an asset of community value if its main use has recently been or is presently used to further the social wellbeing or social interests of the local community and could do so in the future. The Localism Act states that "social interests" include cultural, recreational and sporting interests.

4.86 The inclusion of these sites on the register of Assets of Community Value will provide the Town Council or other community organisations within the town with an opportunity to bid to acquire on behalf of the local community the asset once placed for sale on the open market.

4.87 Secondly, the policy requires that, in any event, proposals to change the use of a proposed asset clearly demonstrate that all reasonable steps have been taken to retain its present use and its community value as a viable concern. All the assets selected are considered to be buildings or other land of some considerable longstanding in the local community and with which local people have a strong affinity. In which case, saved AVDLP Policy GP93 resists their unnecessary loss.

Retail Policies

Policy 17: Winslow Shopping Area

Within the Winslow Shopping Area, as shown on the Proposals Map, the Neighbourhood Plan:

- I. will resist proposals for a change of use of a retail (A1) premises to any other use;***
- II. will support proposals for the provision of new town centre uses (A1 – A5) provided they contribute to the attractiveness, vitality and viability of the Shopping Area; and***
- III. makes specific provision in Policy 18 to increase the total supply of convenience retail trading floorspace by 300 sq.m. to improve the range of 'top-up' shopping.***

4.88 This policy defines the Winslow Shopping Area on the Proposals Map to protect existing retail uses within the Area from a change of use, to encourage new town centre uses and to make specific provision for a new supermarket. In doing so, the policy replaces saved AVDLP Policy WI3.

4.89 The policy reflects the concerns of the town's business community, and the local community more generally, that the WNP should bolster the viability and vitality of the town centre to continue to meet the needs of the town and the wider rural area.

4.90 The strategy for doing so has two key elements:

- I. to prevent the loss of existing convenience and comparison trading floorspace in the town centre to non-retail uses; and***
- II. to encourage more town centre shopping visits by delivering a small 'anchor' food store where higher footfall can be shared with other traders***

4.91 In respect of the first strategy, the current number and proportion of shop uses (of all uses) in the area is healthy. Given the market town role of Winslow within a rural hinterland, this mix of retail (both convenience and comparison goods) and services is considered the benchmark for maintaining a viable and vital centre. Any loss of a shop premises will undermine this position.

4.92 The second strategy acknowledges that the convenience retail offer in the town centre is unlikely to meet the demand from a population that is planned to grow by 15%-20% in the plan period. This scale of growth was not anticipated in the 2009 Aylesbury Vale retail study, which concluded there was no urgent need for additional floorspace. As one strand of the strategy, the policy encourages new town centre uses, which are most likely to result from changes of use of underutilised land and buildings in the Shopping Area later in the plan period.

4.93 The town will remain small by comparison to its larger neighbours – Buckingham, Aylesbury and Milton Keynes – and so will not be expected to compete with those centres in terms of major convenience and comparison goods retailers. In any event, the harmful impact of such provision in Winslow, which would have to be on an out-of-centre location, on the many local independent retailers would be very significant.

4.94 The other strand of that strategy is to increase the total convenience retail floorspace in the Shopping Area from the existing 700 sq.m. to 1,000 sq.m. in total. This floorspace will remain for the primary purpose of 'top-up' shopping for local residents. It is of a scale that will allow the Shopping Area to widen this offer beyond its current limitations but not to the extent that it would undermine existing provision.

4.95 This modest planned increase, which takes account of the growth of the town proposed in Policy 3, will also counter the potential threat of larger format convenience retailers seeking to locate significantly larger stores on the edge of town to compete with other such stores in the District. There will be insufficient demand generated from the Winslow catchment area to justify that type of proposal and therefore its impact on the Shopping Area would be significantly harmful.

Policy 18: Small Supermarket

The Neighbourhood Plan allocates land off Elmfields Gate, as shown on the Proposals Map, for a new food retail store, provided the store scheme:

- I. comprises no more than 300 sq.m. of trading area;***
- II. is located on the footprint of the existing Public Hall building, and a replacement facility is operational prior to the closure of the existing facility;***
- III. makes provision for, and enhances, the direct pedestrian access to the High Street;***
- IV. results in a minimal loss of total car parking spaces and allows for the dual use of the existing car park for customers and for the general public, subject to making satisfactory provision for deliveries and for designated disabled and family parking; and***
- V. maintains the National Cycle Route No.51 through the site in a satisfactory way.***

4.96 This policy implements part of Policy 17 of the WNP by allocating an appropriate site for up to 300 sq.m. of new convenience retail floorspace.

4.97 The site is currently occupied by the Winslow Public Hall community facility, which is owned by the Town Council. The facility requires replacing to better meet the modern needs of a growing community. The site is the only land available in the designated Shopping Area to meet this need. It has direct access to the High Street and includes one of the main car parks that already serves the town centre. There is therefore a strong footfall link between the site and other retailers and town centre businesses.

4.98 The policy limits the extent of the total trading area of the allocation to reflect the combination of the physical constraints of the site (including its close proximity to The Paddock heritage asset and location within the Winslow Conservation Area) and of the standard convenience food store trading format.

4.99 As site owner, the Town Council may favour the relocation and enlargement of one of the existing convenience stores in High Street as that may make available retail floorspace for additional shop units to further bolster the Shopping Area. If so, the Town Council will ensure that the store operator puts in place active plans to secure a new shop use of its vacated premises.

4.100 The policy requires that the existing Public Hall is not closed before a replacement facility has been provided. A future development scheme will also be expected to meet the requirements of the relevant saved AVDLP policies (and other policies of the WNP) in respect of achieving satisfactory car parking (GP24), design (GP35, GP45), landscaping (GP38, GP39 and GP40) and heritage asset protection (GP53, GP59, GP60), until these saved policies are replaced by the VALP.

Green Space Policies

Policy 19: Local Green Spaces

The Neighbourhood Plan designates Local Green Spaces in the following locations, as shown on the Proposals Map:

- I. Land adjoining the Winslow Centre;***
- II. Land at Recreation Ground and along National Cycle Route 51 to Little Horwood Road (inc. 'Three Hills');***
- III. Land at rear of Winslow Hall ('The Paddock');***
- IV. Land between Keach Close and Offas Lane;***
- V. Land off Magpie Way (inc. 'The Spinney');*** and
- VI. Land off Elmfields Gate (Pumpus Green)***

Proposals for development on the land that is not ancillary to the use of the land for public recreational purposes will be resisted.

4.101 This policy will enable a number of important green spaces in the town to be protected from development in accordance with the NPPF. In each case, the green spaces are an integral part of the town and are therefore regarded as special to the local community.

4.102 The land adjoining the former secondary school at the Winslow Centre will play an increasingly important role in providing a tranquil, informal recreational area and retaining the existing sports facilities, all serving new housing allocations (in Policy 3).

4.103 The land at Elmfields Gate forms the main outdoor sports, recreation and children's play area of the town. Its recreational value is therefore very significant to the whole town.

4.104 The Paddock is an especially tranquil space, forming part of the original gardens to the Grade 1 listed Winslow Hall. It accommodates a bowling green but this does not disturb the beauty of the space, which the Town Council is negotiating to acquire to secure greater public access to it in the future.

4.105 The open space along the National Cycle Route 51, which extends from the Recreation Ground past the Winslow Combined CoE Primary School through to Little Horwood Road, and includes the area known as Three Hills, is a much cherished informal recreation area. Its long boundary with the open countryside beyond Little Horwood Road creates an important green infrastructure corridor for habitat connectivity and for cycling.

4.106 The land off Magpie Way (inc. The Spinney) down towards the railway line is a significant community area within the town already used widely by residents.

5. Delivery Principles & Policies

Introduction

5.1 The Winslow Neighbourhood Plan will be implemented through a combination of the local planning authority's consideration and determination of planning applications for development in the Town and through steering public and private investment into a series of infrastructure projects contained in the plan.

Development Management

5.2 Most of the policies contained in the Winslow Neighbourhood Plan will be delivered by landowners and developers responding to its allocation of land for development. In preparing the Plan, care has been taken to ensure, as far as possible, that these allocations are achievable. All the allocated sites are considered viable to develop using conventional development appraisal techniques.

5.3 Whilst the local planning authority will be responsible for development management, the Town Council will also use the WNP to frame its representations on submitted planning applications. It will also work with the authority to monitor the progress of sites coming forward for development.

Winslow Community Land Trust

5.4 The Town Council will consider setting up a Winslow Community Land Trust to implement affordable and custom-build homes provisions in Policy 3 and Policy 4 of the WNP.

5.5 Community Land Trusts (CLT) are powerful examples of communities taking control and transforming the future of their local community. They are non-profit, community-based organisations run by volunteers that develop housing, workspaces, community facilities or other assets that meet the needs of the community, are owned and controlled by the community and are made available at permanently affordable levels. CLTs are defined in Statute as a corporate body that satisfies conditions laid out in Section 79 of the Housing and Regeneration Act 2008.

5.6 CLTs are becoming increasingly popular in the UK, especially in rural areas where the local community faces high house prices that prevent local people entering the local housing market. The challenge facing rural market towns like Winslow is that the most common stimulus for a CLT – rural exception sites – cannot apply. The CLT must therefore negotiate with landowners with often high expectations of land value to acquire land to deliver development.

5.7 During the process of developing the WNP, the Town Council has investigated initiating the formation of a CLT to deliver a small proportion of the affordable home requirement of each of the allocated housing sites of Policy 3. The CLT may also be able to negotiate with the landowner of the Land at Furze Lane site acquiring a small part of the site to deliver a custom-build scheme. The early indications are that landowners are interested in this delivery mechanism and, should the WNP be made in due course, the

Town Council will instigate the formation of the CLT.

Infrastructure Projects

Policy 20: Infrastructure Investment

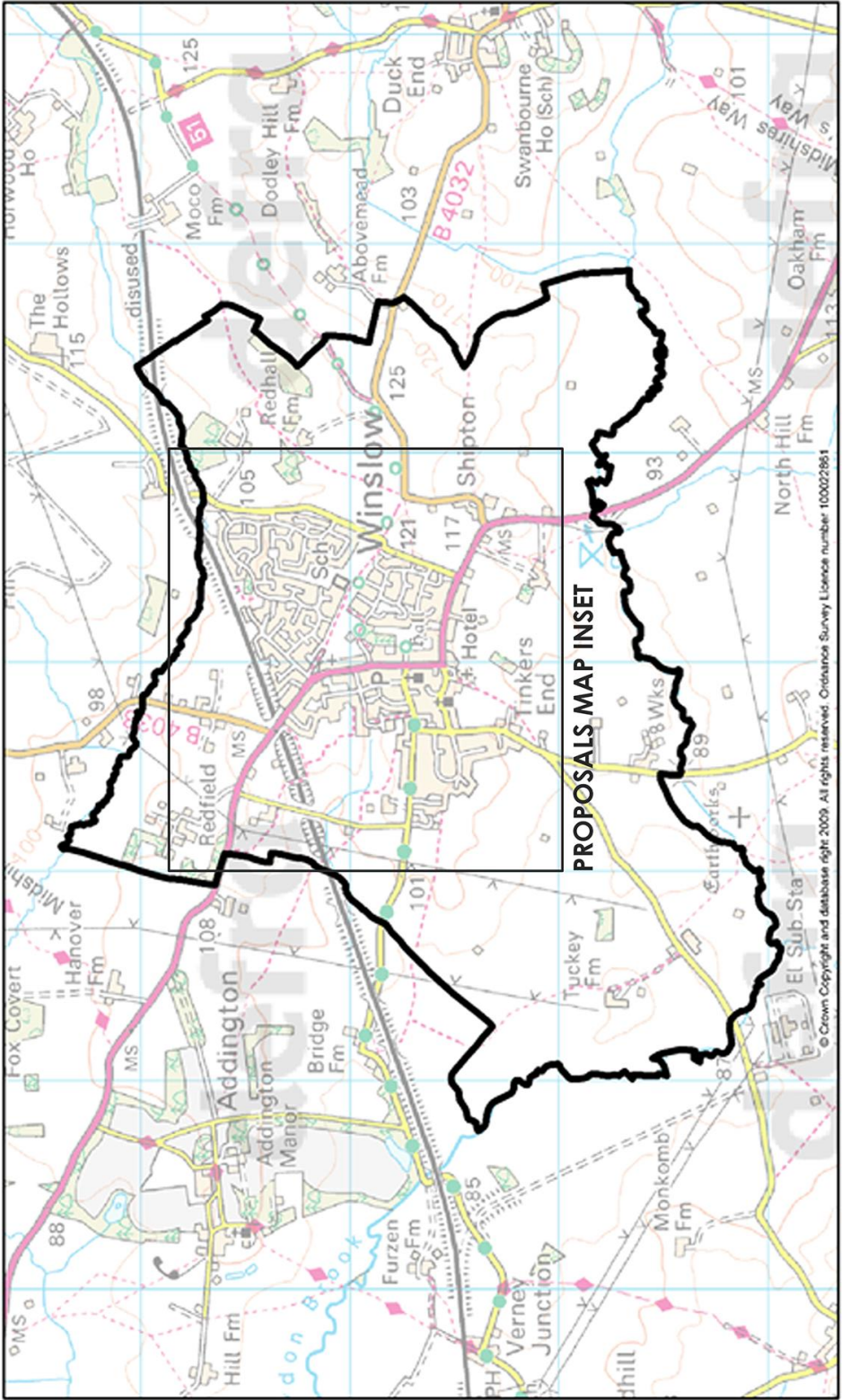
The Neighbourhood Plan prioritises the financing and delivery of the following infrastructure projects using sources of funds as appropriate:

- I. The Winslow Community Centre, proposed in Policy 11; and***
- II. The creation of cycle ways between Winslow and Buckingham, Winslow and Great Horwood and Winslow and Granborough in conjunction with neighbouring parish councils, Buckinghamshire County Council and Aylesbury Vale District Council proposed in Policy 8.***
- III. Other projects that may be deemed relevant at the time.***

5.8 This policy identifies two of the most important infrastructure projects to support the development proposals of the WNP. Each project has been identified and described in a specific policy of the WNP. Should other infrastructure projects be identified later in the plan period then they will be considered for investment in light of the available funds.

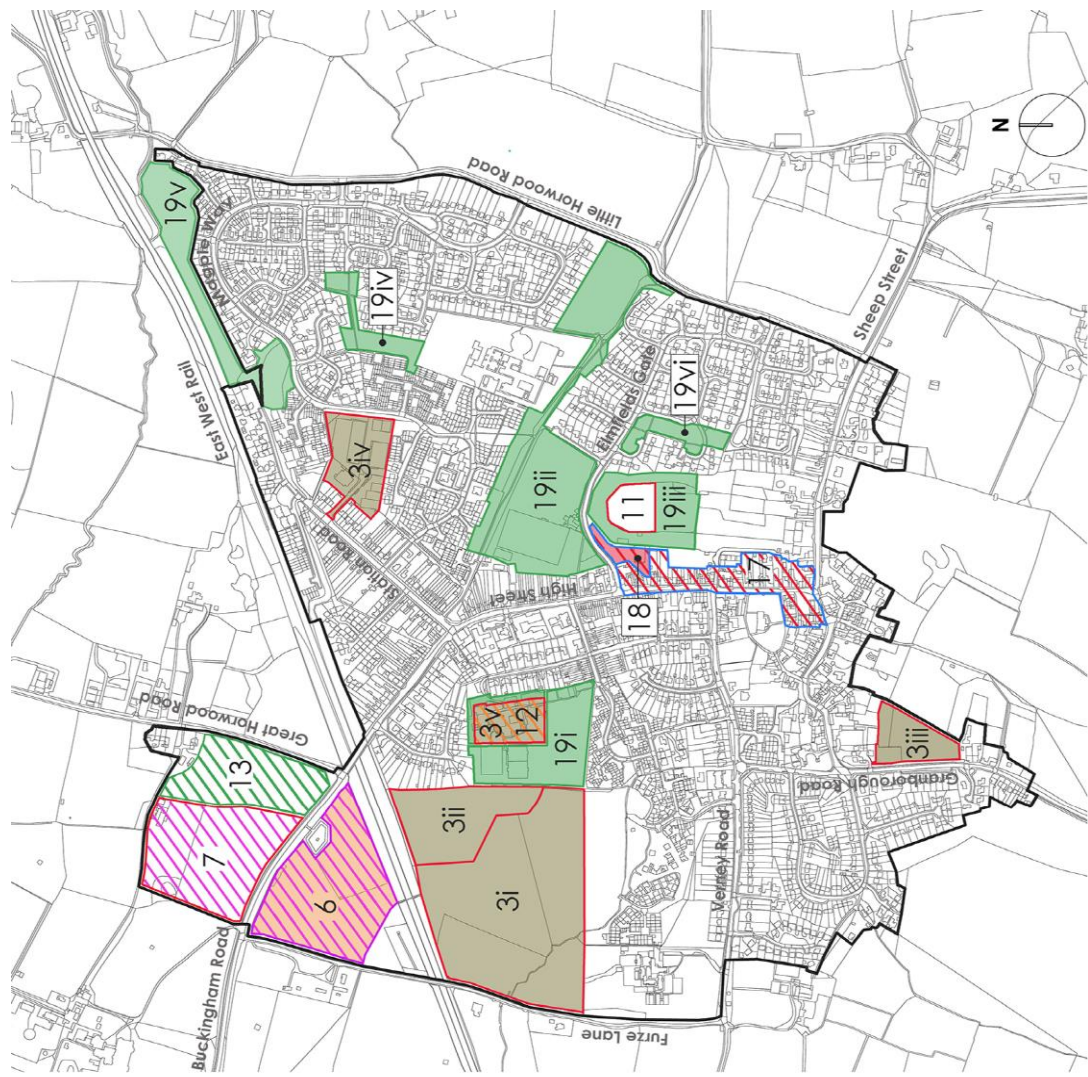
5.9 The intention is for the Town Council allocation of the forthcoming Aylesbury Vale Community Infrastructure Levy (CIL) - of at least 25% of the Levy charged in the WNP area - to provide an important source of funding for the listed projects. Other infrastructure projects in Winslow may be financed from the remaining element of the CIL that will invest in strategic projects, e.g. the new rail services and stations. AVDC has not yet prepared a Preliminary Charging Schedule for the CIL so this total value is not known. This list is not exhaustive but provides the local community with an indication of how the Levy will be invested in local priority projects.











5.10 Prior to the adoption of the CIL, Section 106 Agreements will remain an important source of infrastructure funding, albeit in a more limited way than in recent years. Once the CIL is adopted, perhaps in 2015, it is expected that Agreements will only be used to manage the delivery of very specific development scheme requirements, e.g. affordable housing.



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Winslow Neighbourhood Plan Proposals Map
 June 2014



- KEY**
-  POLICY 2: Winslow Settlement Boundary
 -  POLICY 3: Housing Site Allocations
 -  POLICY 6: Land South of Buckingham Road
 -  POLICY 7: Land North of Buckingham Road
 -  POLICY 11: Winslow Community Centre
 -  POLICY 12: Medical Services Centre
 -  POLICY 13: Sports Facilities
 -  POLICY 17: Winslow Shopping Area
 -  POLICY 18: Small Supermarket
 -  POLICY 19: Local Green Spaces

Winslow Neighbourhood Plan Proposals Map Inset

June 2014

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Annex A – Evidence Base

The list below contains all those documents collected and reviewed in the process of preparing this report. All are available to view via the Winslow Town Council website's neighbourhood plan pages.

- Winslow State of the Town Report (2013)
- Winslow Town Plan (2011)
- Rural Community Profile for Winslow Parish (2012)
- Winslow Local Area Forum: Broadband Update (2013)
- Winslow Landscape Character Assessment (2006)
- Winslow Conservation Area Appraisal (2008)
- Winslow Local Area Forum: East West Rail Q&A (2013)
- Winslow Local Area Forum: Local Action Plan (2011)
- Winslow Historic Environment Character Assessment (2008)
- Vale of Aylesbury Plan: Submission (2013)
- Aylesbury Vale Strategic Housing Land Availability Assessment (2013)
- Aylesbury Vale Landscape Character Assessment (2008)
- Aylesbury Vale Employment Land Study (2008)
- Aylesbury Vale District Local Plan (2004)
- Aylesbury Vale Economic Development Strategy (2012)
- Vale of Aylesbury Plan: Winslow Fact Pack (2011)
- Aylesbury Vale Strategic Flood Risk Assessment (2007)
- Vale of Aylesbury Plan: Sustainability Appraisal (2012)
- Vale of Aylesbury Plan: Housing & Economic Growth Assessment (2011)
- Vale of Aylesbury Plan: Water Cycle Study (2012)
- Vale of Aylesbury Plan: Infrastructure Delivery Plan (2013)
- Buckinghamshire Local Transport Plan 3 (2010)
- Buckinghamshire Local Investment Plan (2010)