# Winslow Neighbourhood Plan 2022-2033



# **State of the Town Report**

**Including Environmental Assessment Scoping Report** 

**Submitted to Buckinghamshire Council - May 2022** 

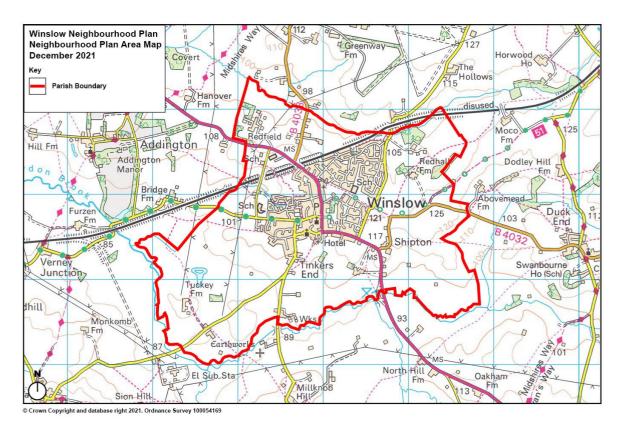
# **Contents**

|        |   | Page      |
|--------|---|-----------|
| 1      | Introduction  | 3         |
| 2      | Town Profile  | 6         |
| 3      | Local Issues  | 12        |
| 4      | The Planning Context  | 24        |
| 5      | Scope of the Environmental Assessment                         | 43        |
| Α      | Annex A : Evidence Base                                       | 46        |
| Plans  |   |           |
| Α      | Neighbourhood Development Plan Area                           | 3         |
| В      | Location of Winslow   | 6         |
| С      | Jeffreys Map of Winslow 1770                                  | 7         |
| D      | Street Plan of Winslow  | 8         |
| E      | Vale of Aylesbury Local Plan – Key Diagram                    | 26        |
| F      | Landscape Sensitivity in Winslow                              | 33        |
| G      | Flood Risk Map for Winslow                                    | 36        |
| Н      | Surface Water Flooding in Winslow                             | 37        |
| J      | Diagram of East West Rail Route                               | 39        |
| K      | Winslow Conservation Area                                     | 41        |
| Tables |   |           |
| Α      | Housing completions & commitments Winslow                     | 23        |
| В      | Housing growth for Winslow in Aylesbury Vale                  | 30        |
| С      | Green Spaces in Winslow                                       | 34-<br>35 |
| D      | Accessible Natural Green Space Assessment                     | 35        |
| E      | Leisure & Sports Facilities in Winslow                        | 35        |
| F      | Assessment of Need for Additional Leisure & Sports Facilities | 35        |
| G      | Winslow Neighbourhood Plan Environmental                      | 43-       |
|        | Assessment Objectives & Policy Aims                           | 45        |

# 1. Introduction

## 1.1 Purpose

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). The plan below shows the boundary of the WinslowNeighbourhood Area.



Plan A: Neighbourhood Development Plan Area (Winslow Parish)

The initial WNP and this review of it have been prepared in accordance with the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012.

The purpose of this report is twofold: to summarise the evidence base and the context within which the modified WNP has been prepared; and to outline the scope for the Environmental Assessment of the Plan's policies. The Report is based substantially on the equivalent document which was written for the preparation of the original WNP, but updated details have been added or have replaced former text as appropriate.

# 1.2 Neighbourhood Development Plans

Winslow was amongst the first communities to prepare a Neighbourhood Development Plan under the 2011 Localism Act, and it was made in 2014 – the Winslow Neighbourhood Plan 2014-2031 (WNP2014). This modified Plan (WNP) sits alongside updated national policy guidelines (the National Planning Policy Framework, NPPF, of July 2021) and a new Local Plan (the Vale of Aylesbury Local Plan, VALP, adopted in September 2021).

WNP will work within the framework of both of these national and local planning guidelines, and it

takes account of the modifications they have effected as well as those changes in circumstances that have arisen since 2014. Buckinghamshire Council is now the local planning authority and it is preparing a Local Plan to cover the whole of Buckinghamshire for adoption by April 2025. This update of WNP, therefore, is in essence an extension of the earlier Plan to cover the period until it is next revised to take account of the Buckinghamshire Local Plan in 2025, at which time a more significant review may be required.

The National Planning Policy Framework now states:

- '29. Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.
- 30. Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently. '

#### 1.3 Environmental Assessment

The local planning authority requires the WNP to be subject to an Environmental Assessment (EA) in accordance with Regulation 12(2) and (3) of the Environmental Assessment of Plans and Programmes Regulations 2004. This requires that the plan assesses the environmental effects of its policies and proposals during its preparation against a series of sustainability objectives.

The EA process therefore runs in parallel with the preparation of the WNP, beginning with a Scoping Report to set out the proposed sustainability objectives and evidence base on which the WNP and its EA will be based. This report will be published for consultation with the statutory authorities. An Environmental Report will accompany the publication of the Pre-Submission and Submission versions of the WNP. Showing how the Plan 'contributes to the achievement of sustainable development' is also one of the 'basic conditions' of the 1990 Act and therefore a requirement of the WNP. The Plan will also be in conformity with, and provide local detail for, VALP. It will be made under the framework of the development plan and will comprise part of the planning policy framework for the former district of Aylesbury Vale (as this still has a separate Local Plan).

As such, WNP will help to achieve sustainable development by ensuring that its development policies and proposals will meet the needs of people living and working in the town, while at the same time helping to ensure that any adverse environmental impact is minimised. The ongoing consideration of the sustainability objectives of the Plan will enable alternative options for those policies and proposals to be compared and evaluated. Section 5 of this report sets out the proposed scope of the EA of the WNP.

# **1.4 The Plan Preparation Process**

The process of preparing and ultimately 'making' the WNP is in accordance with the Neighbourhood Plan Regulations 2012 and has been agreed by the Town Council. The intention of the Town Council is to submit the proposed WNP to BC for approval and then for independent examination in or soon after April 2022.

The process up to submission comprises four main stages:

- a. Review of WNP2014 to establish what aspects of that Plan need to be reviewed and updated either because of changes in circumstances or in the light of experience of operating the Plan since it was made
- b. **Initial Consultation** with all local households and businesses (following Covid-secure procedures) on the issues that need to be considered and suggestions for revisions to that Plan
- c. **Draft Pre-submission Plan**, comprising the draft vision, objectives, policies, proposals and map of the Plan, along with a draft Environmental Report, for at least six weeks of public and formal consultation under Regulation 14 of the 2012 Regulations
- d. **Complete Submission Plan** by taking into account the representations received from the Pre-Submission Plan consultation. Submit the Submission Plan, along with the Modification Statement, an Environmental Report, a Basic Conditions Statement and a Consultation Statement to Buckinghamshire Council (the local planning authority).

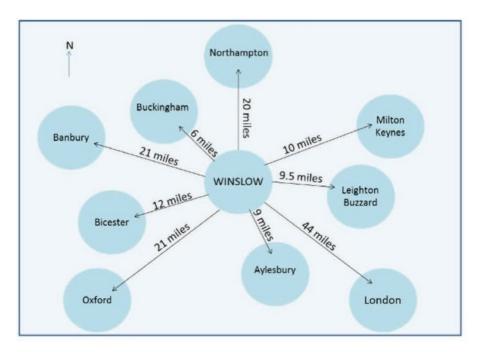
The WNP submitted to BC under Regulation 15 of the 2012 Regulations will be publicised for not less than six weeks under Regulation 16 (during which period formal comments may be submitted to Buckinghamshire Council) and then an examination will be undertaken by an independent professional.

If deemed acceptable in respect of meeting the basic conditions of a Neighbourhood Plan, the examiner may recommend to BC that the WNP should be made, with or without modifications. If the examiner judges that the proposed modifications are so significant or substantial as to change the nature of the plan, then the examiner may recommend to BC that the plan should be submitted to a local referendum. If so, and it is supported by a majority vote at the referendum, then the WNP will be made by a formal decision of BC and will become part of the Local Development Plan for the parish of Winslow for the plan period.

# 2. Town Profile

#### 2.1 An Introduction to the Town of Winslow

Winslow is an ancient royal manor, situated mid-way between Aylesbury and Buckingham. It was too near to 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. The hamlet of Shipton was also part of the manor, with its own field system.



Plan B: Location of Winslow

The principal road through Winslow ran east to west, along Sheep Street and Horn Street, whose names recall the town's 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 on Horn Street, but this lasted only until about 1700, and tithes were no longer collected after 1767. The Abbot also had a grange at Biggin, by the stream which divides Winslow and Granborough. This was where St Albans representatives stayed when they visited Winslow, and it was a substantial farmhouse in the 16th century, but little now remains except some earthworks. When the abbey was dissolved in 1539, the manor of Winslow passed to the Crown, and was eventually sold to Sir John Fortescue of Salden.

Winslow's oldest surviving building is St Laurence Church, parts of which date from the 13th century. The church was much altered by Victorian restoration, but some medieval features survive, including wall-paintings. Church Street provides access to the church from Horn Street and remains one of the most picturesque parts of Winslow.

Because Winslow belonged to a major abbey its history is very well documented. Detailed court books survive from the 1320s and include the names of those who died in the Black Death in 1348-9. Wills

are another important source of information; there are over 200 from before 1600. From the same court books 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. 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 the Market Square. Furze Lane was created in order to give access to several small allotments of land to the west of the town. Farmhouses were built outside the town for the first time. Most of the arable land was turned into pasture, and the windmill ceased to function. The old farming system has left its mark in the ridge and furrow which can be seen all around the parish.

Winslow has a strong nonconformist tradition going back to the 17th century. The Baptist chapel now known as Keach's Meeting House was built in 1695, and is one of the oldest such buildings in Bucks, named after the Baptist preacher Benjamin Keach who was persecuted in the 1660s. A Congregational Church (now a private house) and Baptist Tabernacle were built in the 19th century, and the Salvation Army flourished briefly. The first endowed school was the Rogers Free School, set up by a will of 1722.

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 by the turnpike before 1745. This gave a boost to trade in the town, where the Banbury coach stopped at the Bell Inn (then the foremost of the numerous pubs) or the Three Pigeons. Winslow's cattle market flourished, and the town 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 the Market Square, as shown in a directory of 1795. There are also extensive fire insurance records from this period.



Plan C: Jeffreys Map of Winslow 1770

Winslow was the birthplace of William Lowndes (1652-1724), Secretary of the Treasury from 1695. His story is a piece of remarkable social mobility: as a son of an indebted farming and innkeeping family, he was sent off to London, where his work as a civil servant and four marriages provided him with a fortune which enabled him to buy the lordship of the manor and much of the land. Before 1700, 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 with help from Sir Christopher Wren. It was built to the highest standards by craftsmen used to building fine houses and public buildings in London. It changed the appearance and psychology of the town, which had never before had a 'great house' or a resident 'squire'. The Lowndes family (who moved to Whaddon Hall and added the name Selby) sold the Hall and estate (over half the parish) in 1897 but remained lords of the manor until the 1920s. Redfield, a Victorian villa, was also built for the Selby Lowndes family but was later sold to the Lambtons.

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 grim new Workhouse, designed by Sir George Gilbert Scott to serve 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. The Sanitary Authority was replaced in 1894 by Winslow Rural District Council, whose main legacy was the building of solid new houses to rent at Western Lane, Tinkers End, Demoram Close, Burleys Road, Missenden Road and Verney Road. These houses date from the 1920s to the 1950s when successive governments gave subsidies to local authorities to provide for general housing need and those displaced by slum clearance. Over 50 men from Winslow were killed in the First World War, and most of them came from families who had lived in low-quality housing, hence the "homes fit for heroes" slogan.

The northern part of Winslow developed in the Victorian period with the building of the Workhouse in 1838 and the laying out of Station Road to the railway station in 1850. The railway brought no industry to the town (although small-scale industrial activities such as tanning continued), 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. Many photographs of Winslow from the late 19th and early 20th centuries have survived (a lot of them by Winslow's own photographer J.H. Turnham).

The town's population rose from 1100 at the beginning of the 19th century to 1890 in 1861 but then declined to 1500 by the Second World War. An airfield was built at nearby Little Horwood during the war and 13 residents lost their lives in 1943 when a Wellington bomber crashed on the High Street. The railway station was closed to passengers in 1968 (and housing has been built subsequently on its site) but the line remained in use for non-passenger trains until the early 1990s. The line is now being restored as part of the East West Rail project to enable train services to run again between Oxford and Cambridge. The section through Winslow, with a new station sited adjacent to the A413, is expected to open in 2024.

After the Second World War, the growth of private car ownership made small towns like Winslow attractive to commuters. The Elmfields Estate was developed in the 1960s by the Metropolitan Railway Country Estates Company. The 1967 Winslow Plan set a population target of 5000 and led to the development of the Magpie Farm Estate to the north-east of the town. The houses and a new primary school were built beyond the line for a bypass, originally proposed by the County Council in 1935, but abandoned in the 1990s.



Plan D: Street Plan of Winslow (about 2020)

# 2.2 Selected Parish Statistics

The following statistics are drawn from a variety of sources, most especially the Aylesbury Vale Local Area Profile of 2006, the 2011 national Census and the 2012 Rural Community Profile published by Community Impact Bucks. These remain the most recent available collated data specific to Winslow, and are the sources for most of the numbers recorded below.

# <u>Demographics</u>

- 4,407 population (51.6% female) at 2011 (census)
- 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) at 2010
- 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) at 2010
- 255 working from home (11% v 9% England) at 2010

#### Households

- 2,016 households at 2011, which has increased to 2,465 at 2021
- 85 lone parent households (15% v 22% England) in 2011
- 355 single pensioner households (62% v 61% England) in 2011
- no areas of the Town were 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

# Housing need (including pending cases in brackets) at 27 January 2022

|                                      |           |    | Total   |         | of which | over-55s* |
|--------------------------------------|-----------|----|---------|---------|----------|-----------|
| Bedrooms required                    | 1         | 2  | 3       | 4       | 1        | 2         |
| in North subgroup (includes Winslow) | 310 (384) |    | 77 (    | 77 (83) |          |           |
| with local connection to Winslow     | 108 (137) |    |         | 24 (25) |          |           |
| with local connection to winslow     | 78        | 15 | 13      | 2       | 23       | 1         |
| registered with a Wingley address    |           |    | 43 (60) |         | 11 (     | (13)      |
| registered with a Winslow address    | 30        | 6  | 7       |         | 10       | 1         |

[source : Bucks Home Choice]

#### **Transport**

- 245 households with no car (13% v 27% England) in 2011
- 875 households with 2 or more cars (47% v 30% England) in 2011
- 310 people travelling to work < 2 km (14% v 20% England) in 2011
- 225 people travelling to work > 40km (10% v 10% England) in 2011
- 5% households travelling to work using public transport (v 15% England) in 2011
- 10.1km to nearest secondary school (v 2.8km Bucks) at 2010, but town now has a secondary school on the edge of the settlement

#### Health (at 2011)

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

# Skills (at 2010)

- 1,100 people with highest qualification (37% v 33% England)
- 205 people with no qualifications (7% v 13% England)
- 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
- 9-12% work in education

<sup>\*</sup> seeking age appropriate accommodation

#### **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
- 81 listed buildings, including Winslow Hall (Grade I), Keach's Meeting House & Graveyard Walls (II\*) and Church of St Laurence (II\*)

#### **Economy**

- One employment site Winslow Business Park is located at Station Road. The site covers
   1.59 hectares where there used to be nine business units. However the site has been in decline over the past 15+ years and was allocated for housing in WNP2014.
- A further cluster of workshops exists on Granborough Road at Tinkers End, and this site is ripe for refurbishment and development to provide more employment opportunities for the town
- In WNP2014 a further site was allocated for employment alongside the proposed railway station and the new secondary school, south of Buckingham Road (on what is now known as George Pass Avenue), along with a 4.2ha site on the north side of Buckingham Road, to the west of land allocated for Sports Facilities
- In the centre of town, primarily along the High Street, there are various retail businesses and a number of other employers, including several pubs and bars, restaurants and takeaways, hairdressers and other personal services businesses, estate agents and accountants.

#### 3. Local Issues

#### 3.1 Winslow Town Action Plan 2011

During the preparation of WNP2014 the Winslow Town Action Plan 2011 document was considered by the Town Council to represent an up-to-date, relevant, accurate and comprehensive review of local issues for the purpose of informing the WNP. It followed extensive community engagement activities over the previous year and was itself informed by a series of studies prepared for the Vale of Aylesbury Plan.

The document is summarised here using text from the equivalent report for WNP2013, along with updates shown in *italics* to take account of developments up to March 2022:

#### Community

- We value the range of facilities available to us and yet there is a very strong feeling that much needs to be done to refurbish, renew and extend those facilities.
- The provision of local health service facilities was a significant issue. The need for a better Health Centre was the main topic and there were also calls for an NHS dental service. A number of residents called for health service improvement to be delivered prior to any further housing development. There were positive comments about the level of service provided by both doctors and surgery staff despite the inadequacy of the facilities at the Norden House Surgery.
- Provision of Youth Facilities adults support calls for better provision of facilities for young people. There was also concern expressed about the lack of opportunities for young people to find work in Winslow. For a number of reasons the Youth Club ceased to function and the building in which it operated was demolished in about 2018, further exacerbating this concern.
- We have a reasonably wide range of facilities available to the community in Winslow and yet there are important elements missing and much of what is in existence seems to be in need of refurbishment. There were calls for a major upgrade or complete replacement of the Public Hall and similar comments were made about the St Laurence Room (which has now been upgraded and extended). There was recognition of the wide range of clubs and societies in the town.
- Winslow lost its Secondary School in 1989 as a result of re-organization and although the building *remains*, it *is* now used for adult education and, to a diminishing extent, as offices for Bucks County Council. The site is too small for a modern secondary school but there is clearly a strong feeling that Winslow should have such a facility. Currently all children of secondary school age have to be bussed to school in other locations [see section 4 for detail on emerging 'Free School' proposal]. *The former school has now been demolished. The establishment of the Sir Thomas Fremantle School (STFS) [a Free School] on a site on the north-west edge of the town is now complete, reducing the number of secondary-age children being bussed to schools elsewhere; some, however, still opt to attend other schools in Buckingham, Aylesbury, Waddesdon and Wing in particular. STFS has announced that it will no longer have a 6<sup>th</sup> form, with the final cohort having entered the 6<sup>th</sup> form in September 2021, and it is consulting (in March 2022) on increasing its overall capacity in years 7 11 from 600 to 750 students, and increasing its total entry into year 7 from 100 to 150 each year, as it is now oversubscribed.*

#### **Local Transport**

- Whilst people were pleased that we have a bus service, there was strong criticism of timekeeping, frequency, lack of adequate service to Milton Keynes and lack of late-night services to Milton Keynes or Aylesbury. Several also commented on the need for better quality buses to be used. The trunk bus service through Winslow was improved to run at half-hourly intervals on Mondays to Saturdays, linking Winslow with Aylesbury, Buckingham and Milton Keynes following faster and reasonably-direct routes. However Covid resulted in the service being reduced to hourly and its former frequency has not yet been restored.
- The speed of traffic through the town was the issue next most frequently commented on.
   Sheep Street and the High Street were singled out for specific comment among general calls for lower speed limits within the town. There were requests for speed bumps in locations such as Horn Street and Magpie Way.
- The volume of traffic through the town was mentioned by a number of residents and yet there were few calls for a by-pass. The need for better and safer crossings was mentioned by several people. The crossing at the Avenue Road junction with High Street was highlighted as dangerous and there were calls for a safe crossing between the Petrol Filling Station (Budgens) and Station Road. Changes were made to the Avenue Road pedestrian crossing to make it more visible, and a new Zebra pedestrian crossing of the A413 has been created near the Petrol Filling Station (now Londis).
- There was strong support for the return of a train service to Winslow, and specific mention of the East West Rail project. The overwhelming view was that residents want to see a return of a service. The need to integrate rail services with bus services and to provide adequate parking was also mentioned. East West Rail project is now under construction with the start of a rail service between Oxford and Bletchley scheduled to launch in December 2024. The new station for Winslow will have a two-deck car park.
- Whilst we clearly value our free parking, there was strong criticism of parking on double
  yellow lines and on pavements. Winslow's historic core was built long before the arrival of
  cars so there is very limited provision for off-street parking. In the High Street on-street
  parking is severely restricted and double yellow lines are often abused. Residents value the
  free parking available in the Greyhound Lane and Public Hall car parks and want to retain it.
- There is strong support for our existing cycle paths and for the creation of a cycle path between Winslow and Buckingham, as well as between Winslow and Aylesbury. A combined cycle and footpath alongside the A413 between Winslow and Buckingham has now been built.

#### Local Environment

- It was clear from the comments that we place great value on the green spaces in Winslow and the access to the countryside. Although we benefit from lots of green space within the town there were a high number of comments about the desire for a formal park within the town. The children's play area is well regarded but some residents want to see additional smaller playgrounds in more local areas. An area of land behind Winslow Hall known as The Paddock was acquired by the Town Council and now forms Tomkins Park & Arboretum. An initial plan for this site to house a new community centre has now been abandoned, with alternative proposals for improved community facilities being made in this Plan for the Heart of Winslow area.
- There were several requests to extend cycle paths to Buckingham and Aylesbury and for the
  provision of footpaths to Great Horwood and Little Horwood. A combined cycle and footpath
  alongside the A413 between Winslow and Buckingham has now been built. A proposal for a
  new cycle and foot path between Winslow and Great Horwood (not alongside the existing

- road) is being supported by Winslow Town Council and by Great Horwood Parish Council.
- The spirit and character of Winslow were referred to many times and it is clear that residents see these as important and potentially under threat. Several references were made to what people see as a need to 'spruce up' Winslow. There were a number of comments about litter unattractive shop fronts and a desire to see more hanging baskets in the High Street.

#### Housing, Conservation & Development

- The threat of extensive new development was a concern to the vast majority there was almost universal opposition to the proposed Winslow Green development which included over 3000 houses plus shops and commercial office blocks on land to the north of the town. The Winslow Green planning application was refused, but additional housing was still needed in Winslow and VALP allocated the site referenced WIN001 to the east of Great Horwood Road to meet the additional requirement. This forms part of the change required in WNP.
- The comments showed that we value the wide variety of housing in Winslow and the green spaces around the town which we want to retain. Residents see Winslow as a small, quiet, peaceful town and not surprisingly want it to remain so.
- It was clear that we value our heritage in Winslow. The threat to the Conservation Area by new development within it was an issue for several people.
- There seems to be tacit acceptance that there should be some further development though
  it should provide for specific needs. Several people mentioned the need for housing suited
  to older members of the community. There was strong support for the development of
  'affordable' housing in Winslow for Winslow people.

#### Local Economy

- The vast majority commented positively on the extent and range of local shops and high street businesses. However there were calls for a wider choice and, in particular, there were several requests for a bakery. This has recently been addressed to some extent, whereby it is now possible to buy fresh bread at five different outlets in the town. It is clear that many residents feel we are more than adequately catered for with takeaways even though they satisfy a clear local demand for fast food.
- Among those specifically commenting on supermarkets, responses were equally divided between those in favour and those against having a big name supermarket in the town. Given that there was strong support for retaining and developing local shops it seems reasonable to assume that the majority of the wider population does not want a large supermarket. The Co-op on the High Street has recently been extended significantly to provide a more extensive food offering, alongside smaller food shops at the Market Square (One-stop) and the Petrol Filling Station (Londis); the previous suggestion of converting the Public Hall to a supermarket (alongside the proposals for a new community centre) has been abandoned.
- A significant number suggested that there was room for improvement with regard to the appearance of some shops and buildings. The state of the old Post Office was commented on by several people.
- There were many calls for a Farmers' Market in the town and this demand has since been satisfied. The Market Square featured prominently in responses with some wanting it to be pedestrianised and others wanting it retained for parking.
- The lack of local employment opportunities was highlighted by several people. Concern was expressed that Winslow will increasingly become a 'dormitory town' unless efforts are made to create more local jobs.

# 3.2 Community Views from WNP2014

During the preparation of WNP2014, the Town Council established a number of Focus Groups and arranged drop-in sessions for the community to learn more about WNP2014 and to express their opinions on the future of the town.

Although the 2011 Action Plan was still well-suited to informing WNP2014, the Town Council was keen to see if opinions had changed on the key issues over the previous two years. The notes below are a record of the discussions which took place at that time rather than offering a definitive conclusion on each matter. Most of the issues raised at that time remain relevant in 2022, and a note in section 3.3 below reflects on the feedback received through the consultations undertaken for this review of WNP in early 2021.

## **Transport & Parking**

- Angels Close seen as possible route for walking to station and as a Cycle Path (connecting with Route 51) but would still need a good walkway from Buckingham Road to the station.
- Cycle Path/walkway must be well paved and well lit.
- On street parking likely to be a problem, some may park cars in residential streets and share a car to park at station.
- Residents parking permits. Yellow lines not a solution.
- Local Business Parking.
- Danger that street parking could kill off shops.
- Narrowness of many roads.
- Suggested that south east of Winslow villages might not use station as they have easier access to other stations but Elmfields and Station Road currently used as 'rat run' -- to avoid High Street?
- The north and north east of Winslow seen as the most likely source of cars needing parking. Need to try and prevent these cars coming into Winslow.
- Coach parking required at station could boost tourism in Winslow.
- Park and ride briefly discussed.
- It was suggested that there may be an opportunity to talk to Bus Company about train times as buses would be necessary to reduce parking but they need to link properly with train times. Question -will people want to sit on the bus while it travels round the villages?
- There will be the need for early and late buses for commuters.
- Some kind of incentive for shared car use and car pooling.
- Any car park if a physical building will need to blend into the countryside if not actually at the station a suggestion of 'green walls'.
- Possible solution, a land exchange with the allotment site with land nearer the town. The allotment site could be used for parking cars/buses/coaches and an allotment site near town would make allotments more accessible. This has apparently been possible in other areas.
- Various land swaps discussed, including Recreation Ground with Winslow community Centre. New community centre to be built on Recreation Ground along with a small park?
   Could use exiting site of Public Hall for parking? And Station Road industrial site?
- Comment Do not build on Rugby field. Winslow needs some green spaces in thetown.

- Cycleway did not receive much attention.
- Suggestion of bike hire scheme jointly funded with Buckingham.

# Sport & Leisure

- Football Club is looking for land for pitches. Indication that grants from Sport England and the FA could be available. Locally Buckingham and Great Horwood football clubs have been successful in obtaining funding from these bodies.
- Possibility that the Rugby Club may have to relocate also.
- It was clarified that development did not have to take place within the boundary of the town.
- Gladman Developments proposals for 275 homes on sites near Little Horwood Road and Verney Road were mentioned together with exhibition dates. *Gladman was unsuccessful in its attempts to secure planning consent for either of these sites*.
- The most likely site was felt to be an area of Redfield Farm Site 020. This apparently was where the 'old football field' was situated. Pitches would need to be together to keep maintenance costs to a minimum. Football Club anticipates a requirement for 4 pitches, occupying about 8 acres. Together with the pitches changing facilities and a bar (to assist with running costs) would be needed. Such facilities could be shared with the Rugby Club; this would necessitate extra changing facilities. Adequate parking essential, concern expressed over possible problem with parking once train station starts.
- Football Club would prefer a junior pitch and a 5-a-side astro pitch at another location.
- Question raised about shared sports facilities with the Free School. It was recognised that sports-field provision would be limited. Collaboration with the Free School would assist the Football Club with any grant application.
- Regarding the Public Hall, the proposed level of new housing (30% increase 2011 to 2031) will stretch the current building as felt to be at its limit now. Possibility of refurbishment of Public Hall raised, not felt to be viable, new building required. Need for new facilities with small rooms identified and high charges by Bucks CC for Winslow Centre and school halls mentioned. High demand currently for public 'meeting rooms.' Current availability of rooms at the Youth Centre highlighted.
- Players need to be in the centre of the town. Consensus was for a new 'Community Hall' centrally located. Possibility raised of the recreation ground having room for such a Community Hall. Suggested this land could be sold for housing and use proceeds to fund new facilities on edge of town. Was stated that current 'leisure' area, seen as green lung of Winslow, should be protected. It was explained that the recreation ground is owned by WTC and covenants would prevent housing development upon any part of it.
- A large hall will be required for indoor sports, suggested that a dedicated sports hall for the town could be at the new secondary school.
- WTC has enquired of Bucks CC as to its future plans for the Winslow Centre but has made no headway. BCC is keen to generate income rather than sell off assets. It recognises its responsibility to provide accommodation for older people.
- Possibility of procuring land for sport from developers in future?
- Suggested that older people will not play sport, preferring to go on nice walks.
- Croquet Club will need 2 full size pitches (each pitch equivalent to the area of a tennis court).
   This could then mean hosting international matches. It would take a year to prepare a new pitch.

- Winslow is a good base for rambling, with 120 members of the Club. Enquiry if wheelchair users could go on rambles?
- Suggested that Winslow needs to plan for the provision of a Pocket Park. (They are natural areas of countryside which are owned, looked after and cherished by the local community for peaceful enjoyment, the protection of wildlife and to provide access for all.)
- The Tennis Club is successful with up to 350 members, 3 courts and they run 5 teams. Could really do with an additional court now. A 'winter bubble' to effectively provide indoor tennis is a goal.
- Bear in mind that most sports require storage. A fully fitted theatre would be great with plenty of storage.
- Men in Sheds programme suggested as meets a social need tea/coffee, a chat, provides focus. A Men in Sheds group now operates in Winslow.
- Multi use day centre required particularly for an ageing population.
- Concern expressed at likelihood that community has a new Community Hall but that the hire charges will be appreciably more than existing facilities and not necessarily affordable. The projected cost of a new Community Hall is £3.0 million. To fund entirely from borrowing the money would add £2.00 per week on to the Council Tax bill per household for 25 years. Comment made that Public Hall was funded by the addition of 1p on Council Tax, so Public Hall belongs to the community not the Town Council.
- East West Rail discussed. Parking is expected to be inadequate. Two storey car park as an option? Siting of Station must be near the A413. Green approach would be to have excellent bus services to and from the station, including a second community bus. Cycle path between Winslow and Buckingham needed and plenty of secure cycle racks at station. Car parking restrictions will be required in the town. Concern about vibration from trains; trains are lighter these days and with modern-day track level of vibration is much less. East West Rail now under construction with a new station and two-deck car park being built alongside A413, and with bus stops on the station forecourt and provision for cycle parking. Winslow / Buckingham cycle path has been built.
- Discussion regarding new housing developments threw up the question of open green spaces like Elmfields. Unfortunately the housing density now required is higher, so less green space.
- Need for a new Health Centre raised. This is the subject of a separate Workshop. Possibility of Practice leasing new purpose built premises mentioned as one way forward.
- Question of a swimming pool for Winslow raised. Unrealistic aspiration because of enormous running costs.
- Enquiry as to why the gym shut, has a 'warehouse gym' been considered that could be used at any time?

## **Local Economy & Employment**

• It was agreed that for a town of our size we have a good retail offer but some are only just surviving. Growth was felt to be the key to protecting and developing the retail offer on Winslow's High Street. With the growth of the town and the surrounding villages that Winslow services, footfall should increase. Concern was expressed at the increasing trend towards internet shopping. Suggestion was made that we could embrace the 'click and collect' culture and have a collection point in Winslow. Over the past ten years there has been further contraction of retailing within the town centre, but some growth of service and hospitality businesses occupying former retail spaces.

- The cost of renting retail space in Winslow was queried. Not known comparatively, essentially driven by supply and demand. Protecting retail space was felt to be very important and AVDC's decision earlier [in 2013] to refuse an application to change the use of a recently vacated shop to a domestic dwelling was fully supported. It was pointed out that District Councils will in future be able to keep a percentage of business rates as opposed to it all going to the Government, as was the case in the past. This ought to ensure that DCs will in future have far more interest in keeping retail units occupied. Recent changes in planning rules make it easier to convert retail space into residential.
- The possibility of out-of-town retail units becoming established on an employment site was mentioned. This could only be supported if it complemented the High Street. Recent changes in planning rules make it easier for retail to be established in employment areas.
- It was felt that development of the High Street in years to come could only be achieved it relatively significant sites became available. The possibility of the Royal Mail sorting office and the fire station transferring to the employment site and the Health Centre site being vacated in the future, were mentioned. Aim must be to give people a better shopping experience and to make the High Street physically more attractive both to encourage people to visit and to persuade them to stay longer.
- Villagers are very important indeed, particularly during the week, to the High Street retailers. It was felt that the arrival of East/West Rail by itself would be unlikely to generate much extra business for the High Street.
- Recognised that there is insufficient parking currently. Public Hall site, once Community
  Centre becomes a reality, could provide some additional parking. Shoppers' parking in
  Winslow must be protected. Threat of commuters parking in the town to avoid station car
  park charges was recognised.
- It was agreed that most residents in regular employment currently travel away from Winslow to work and that the town should not develop into a 'commutersville'. Need to plan for very significant growth of job opportunities in Winslow in next 20 years. It was acknowledged that it was very difficult for the Town Council to influence the types of and the numbers of jobs created within the private sector. However, WTC could have an impact on how Winslow is marketed to encourage new businesses to locate here. It was suggested that the Council could learn from other local and successful Business Parks/ Developments such as the one located outside Gawcott.
- It was felt unlikely that Winslow would see much growth of employment on the Buckingham Road employment site until the arrival of East West Rail and the station. For the employment site to be developed, a largish employer will need to commit in order to get things going. Ideally a good mix of sizes (small to medium) of businesses would best suit Winslow. Feeling was that it will be years after the arrival of East West Rail before any really large employer would consider Winslow as the best location for them.
- Agreed that 'land hungry/jobs poor' businesses such as warehousing and distribution would
  not be suited to Winslow. Need a high proportion of well-paid jobs so that employees can
  afford to buy the new homes built in the town.

# **Health Facilities & Services**

• GP was previously unaware of the emerging Vale of Aylesbury Plan requiring Winslow to take an additional 400 homes by 2031. He explained how the Surgery had developed over the past years, moving from the Health Centre into Norden House, expanding into the attic and more recently utilising several of the Health Centre rooms to accommodate the steadily increasing number of patients. These pressures have continued and the view remains that Norden House itself is not fit for purpose as a doctor's surgery. In March 2022 the NHS

- submitted proposals to undertake a major refurbishment of the existing Health Centre building to provide fully accessible consulting, treatment and dispensary accommodation alongside Norden House, which will accommodate the practice's administration. This is expected to meet requirements for at least 10 years.
- Sites for new surgeries are not the issue, it is the funding that has become increasingly difficult. In the past, GPs took out loans and received rent to pay off these loans. The GP indicated that the companies which specialise in providing new surgeries charge, in his view, excessive rents. He believes that because of the extra space quite recently occupied by Norden House Surgery, the need for improved premises has probably disappeared off the radar as space per patient is considered 'satisfactory.' He could not provide the figure for the minimum surgery space per patient but felt sure that this figure would be able to be provided.
- The GPs feel that they are at capacity, capacity in the sense of the size of the premises but their lists, being on a par with other surgeries in Bucks, are still open. By bringing in more staff, as many GPs work part time, having roles within the NHS as well and the practice is extending surgery times during the day in order that they will be able to squeeze more capacity out of the existing premises and meet further increases in patient numbers.
- The District Nurses (DN) for much of the Northern Vale, 40 of them, are based at the Winslow Health Centre, this includes 2 on duty at the weekend. With the move for acute units to reduce inpatient time, the DNs now look after patients when discharged, adding to their workload. Looking to the future, demand for their services is bound to increase with an everageing population. The DN service no longer operates from the Health Centre and this has provided the opportunity for the proposed refurbishment of the Health Centre mentioned above.
- Housing growth was discussed. From 2011 to 2031, Winslow is due to have a total of 630 new homes built; of those, just over 100 have so far been completed. Plans for the villages in terms of housing growth are comparatively small but with rural exception sites and the impact of the arrival of East West Rail a figure of at least an additional 150 homes to 2031 was felt to be in the right area for the relevant villages. The housing targets for Winslow to 2033 set out in VALP envisage greater growth than had previously been planned.
- The Surgery, which is currently housed in a Grade II listed building and is located in the Winslow conservation area, has been considering redeveloping the existing site with an up to 3 storey building. It was pointed out that plans for such a development would be unlikely to be approved for a number of reasons including the inability to provide sufficient parking for patients and staff and the significant access issues. Also, any site chosen would need to have room for significant expansion for the anticipated large growth in Winslow and district's population beyond 2031 and adequate parking. Some discussion about possible out of town sites, with the pros and cons of such sites, ensued.
- The current premises are holding development of healthcare back in Winslow because of the lack of room to expand. Some minor surgery is currently undertaken but all would like to see an enhanced surgery with more minor procedures being carried out closer to residents' homes, so that travel distances are reduced. The GP pointed out that Winslow is not alone in the area in having what is now deemed as an unsuitable, converted house as a surgery premises.
- Possibility of third-party premises provider being able to develop a mixed-use building for use by a wide range of health 'services' was covered in the discussion.
- The surgery dispensary has very little space (described as a 'shoe box' by the GP) and the number of prescriptions being filled by this service is rising quite rapidly. From comments around the table, it appears the Town's pharmacy is struggling to provide a good service

- regarding the speed with which prescriptions are made available.
- The current situation was not felt to be likely to attract a competitor practice to set up in Winslow because the potential patient numbers would be too small.
- The GP requested a copy of the Neighbourhood Plan to add to the application that has been prepared. Current problem, is that since the PCT was disbanded it is far from clear who to approach with such an application.

# Drop-in Sessions & Farmers' Market Stall

In total, there were just over 200 comments received on post-it notes from residents of Winslow and a few from a resident of Great Horwood and a number of local people commented at the WNP stall at the Farmers Market on 3 March 2013:

- Overwhelming support for housing developments to be located to west and south west of Winslow and the railway line and Little Horwood Road to act as boundaries to new housing.
   - 'Agree new development to the west of town rather than south and east.'
- Calls for smaller/starter homes to be built, affordable homes for local people, homes
  designed for the elderly and less mobile. Good mix of housing, no new blocks of flats, 3 storey
  homes/maisonettes to reduce area of land needed for 400 new homes and homes for key
  workers. Good design of homes and eco-friendly (energy and water efficient) and
  developments to have open spaces. 'Housing provision with priority for Winslow people.'
- Concern expressed about demolition of large house to make way for inappropriate development. Even phasing of new house building to 2031 also mentioned.
- Over 90% of post-its on Health stated there is a need for a new 'health centre' as the current premises are 'not fit for purpose.' Several suggested land adjacent to the Winslow Centre as an ideal site, fewer preferred the Public Hall site. – 'New health centre needed with good parking.'
- There was also a call for an expansion of services, eg physiotherapy, extended hours, NHS
  dentist
- Need for new jobs mentioned by many, favouring small scale employment, including starter units. A few mentioned requirement for a support services hub to provide office support, meeting rooms etc. – 'Need to encourage more jobs and businesses for Winslow.'
- Several responses stressed the importance of protecting the High Street shops and not allowing 'development of a Tesco or the like.'
- There was recognition that the Station Road employment site is well past its sell by date.
   Several people suggested employment is moved to Buckingham Road employment site and Station Rd site is developed for housing.
- Some Live/Work homes for new housing developments will be needed.
- Lots of comments relating to the threat to the town's parking when the new station arrives. 'Residents' parking not to be compromised by railway users!'
- Need for additional parking in Winslow to meet future growth also recognised.
- Several comments relating to improved cycle path provision around Winslow, Winslow to Buckingham and to villages.
- Improved local bus services required, MK mentioned. Special needs after East West Rail arrives, eg hopper service for villages.

- Many mentioned the need for a new Community Centre, some suggested on the football ground after its relocation to outskirts of town. – 'Put new Community Centre on the recreation ground.'
- Several residents referred to the opportunity for the new secondary school and new sports pitches to be on the same site as being mutually beneficial to school and residents.
- Need for additional sport and leisure facilities recognised, including green space park, woodland etc.
- 'Leisure provision that promotes health and wellbeing, not just sport.'
- More daytime activities for older people required.
- Several post-its about the Free School where it should be located, its viability, its design to consider multiple uses for the wider community etc.
- Parts of Magpie Estate a 'long walk' from town centre facilities suggestion of a 'shortcut footpath.'
- Ensure planned development expands and improves the quality of life in Winslow. 'A firm Neighbourhood Plan must be drawn up and maintained.'
- Energy provision for the future? encourage use of solar panels.
- Own Police Station, community cohesion, be environmentally aware, more self- sufficiency, support local ventures etc.
- Concern about Vicarage Road Avoid pressure on existing residential streets
- Concern about large lorries travelling along Horn Street.
- Growth acceptable but do not spoil the essence of Winslow.
- Community supported Agriculture scheme to provide employment and local food.
- Community owned wind turbine to provide income and energy.
- Energy production? PV, Wind? Combined heat and power? Localising energy production.
- Energy/water efficient co-housing scheme for over 55s, such as Extra-care charitable trust build.

# 3.3 Community Views for the review of WNP in 2021

Consultation for this review of the Plan had to be conducted following Covid-secure procedures. A consultation leaflet was distributed in January/February 2021 to all homes and businesses within the Neighbourhood Plan area, and to others with a known interest in the town. It was also publicised through the town council's web site, a well-used local Facebook group and the Parish Magazine. Responses were requested either using a form which could be completed on-line or submitted on paper, or by e-mail or letter. An analysis of the responses, along with the Steering Group's conclusions and comments, was published on the Town Council's web site (and publicised through the Facebook group).

The paragraphs below summarise the key issues raised, although not all of them can be addressed in a Neighbourhood Plan :

- The need to preserve and enhance accessible green space available in and near the town
- Hostility to the proposal to build houses on the rugby field site, even though this had been

allocated for 75 new homes in WNP2014

- Concern at the number of new dwellings that Winslow is expected to accommodate in the plan period (new allocations in VALP for at least 315 homes on the WIN001 site and 83 extracare homes on the former Winslow Centre site have been confirmed with the adoption of VALP as the new Local Plan)
- The need for a new Medical Centre to replace Norden House and the Health Centre which are no longer adequate nor fit-for-purpose
- Other plans for the former Winslow Centre in view of the access problems for the site
- The nature and scale of the retail offering in the town not wanting to see any further diminution, and some wanting it enhanced
- Whether the sites allocated for employment are appropriate to attract employers
- Whether Winslow should just be a commuter town or whether it can be more sustainable with more local jobs
- What impact the new railway station will have on parking within the town, and whether more town centre parking is required
- What facilities will be provided at the new railway station
- What will be proposed in the Heart of Winslow area, and concern at a proposal to relocate the children's playground from the Recreation Ground into Tomkins Park
- What will be provided at the proposed Sports Hub
- Winslow should set high environmental standards for new development
- Surprise that the NP needed to be revised 'so soon', even though it is well beyond the expected 5-year life expectancy of the 2014 Plan.

Some of these issues evolved during the preparation of the modified Plan, as indicated in earlier italicised comments in earlier sections of this document.

# 3.4 Developments, Applications & Site Promotions

The mid to late 20th century saw many large planned modern estates. These developments mostly wrapped the north and east of the town with some along the western side. These were built on previously undeveloped land and are very different in character and form from the historic core of Winslow. However the historic road pattern and layout remains largely intact. There has been limited modern infill developments within the historic core of Winslow and as such this part of the town remains largely unchanged in the last 100 years.

In 1969 Winslow Conservation Area was designated (this was reviewed in 1990), covering approximately a third of the settlement at that time. This was to control development in order to protect the historic buildings and ensure that new development did not have an adverse impact on the settling and character of the settlement.

A small site was completed in 2008 at Piccadilly Mews, off Station Road for 16 dwellings on a former brownfield site. Demolition of a Vicarage and dental surgery and erection of 5 apartments, 2 cottages and garaging has also been implemented, as have other small infill schemes at Mill Close, Oakfield, Byford Way and Cattle Market.

Outline permission for an allocated employment site between Furze Lane and Buckingham Road was renewed, alongside the detailed consent given for the railway station and its associated access and

car parking, and the STFS Free School. More recently there have been speculative applications for different styles of employment development on the two parcels of land that remain undeveloped, and there have been two separate applications seeking to build residential properties on these parcels, contrary to the WNP2014 allocation of the site for employment.

The adopted Local Plan had allocated a housing site at Verney Road, towards the northwest of Winslow. This site allows 220 dwellings, which commenced during the summer 2010 and by 2014 was almost complete. Between then and 2021 more housing has been built on land to the East of Furze Lane, south of the railway, and work has started recently on a small housing development on a site east of Granborough Road.

| year-ending<br>31 Mar | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|-----------------------|------|------|------|------|------|------|------|------|------|
| total completions     | 12   | 27   | 17   | 20   | 14   | 12   | 7    | 68   | 41   |
| total<br>affordable   | 6    | 0    | 0    | 13   | 0    | 0    | 0    | 35   | 0    |
| commitments at 31 Mar | 46   | 31   | 44   | 259  | 249  | 242  | 232  | 164  | 127  |

| year-ending<br>31 Mar | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|-----------------------|------|------|------|------|------|------|------|------|
| total completions     | 20   | 25   | 42   | 45   | 17   | 69   | 63   | 63   |
| total<br>affordable   | 0    | 6    | 10   | 8    | 0    | 17   | 22   | 25   |
| commitments at 31 Mar | 111  | 414  | 372  | n/a  | 268  | 201  | 163  | 107  |

**Table A: Housing Completions & Commitments in Winslow** 

Commitment figures show the net housing commitments in the parish. In other words, they show the number of houses (both new dwellings and conversions) for which there is a valid planning permission, allowing for those houses which have already been completed, and allowing for dwellings which are to be demolished or otherwise lost.

The number of completed dwellings in the period to 2011 has remained relatively consistent ranging between 12 and 27 completions in Winslow parish. *Since 2011 there has generally been an upward trend in housing completions each year.* 

In Winslow parish in 2010, there were 67 households on the waiting list for Council housing (Source, AVDC October 2010). The total number of households on the council housing waiting list was 4,410. Please note that within this figure there are 1,022 households on the waiting list from outside the district and 120 households where the Council has not been able to map their location due to unrecognisable postcodes. Local data about Housing Need in 2022 is shown in section 2.2 above.

# 4. The Planning Context

The parish is part of the former Aylesbury Vale district of the new Buckinghamshire Council area. The Local Plan for the area is now VALP, adopted in September 2021. This now sets the context for the strategy and detailed content of the WNP.

The National Planning Policy Framework (NPPF) was updated in July 2021 and is also an important guide to the preparation of local plans and neighbourhood plans. The submitted WNP must demonstrate under examination that it is consistent with the policies and intent of the NPPF and of the strategic policies in VALP.

The development plan for Winslow currently comprises VALP alongside WNP2014; the modified WNP, once made, will replace WNP2014.

# 4.1 National Planning Policy Framework

The NPPF contains a number of key policy principles that will shape the WNP. These are itemised below, referencing the relevant paragraphs in the July 2021 update of NPPF:

- Helping achieve economic, social and environmental objectives (¶ 8)
- The presumption in favour of sustainable development (¶ 11)
- Neighbourhood plans (¶ 12-37)
- The role of NDPs (¶ 29-30)
- Securing the supply of housing (¶ 60-80)
- Ensuring the vitality of town centres (¶ 86-91)
- Promoting healthy and safe communities (¶ 92-100)
- The designation of Local Green Spaces (¶ 101-103)
- Minimising journey lengths (¶ 106)
- Setting local parking standards (¶ 107-109)
- Achieving well-designed places (¶ 126-136)
- Conserving and enhancing the natural environment (¶ 174-188)
- Conserving and enhancing the historic environment (¶ 189-208)

The principles above are those of most relevance to the WNP but many other principles in the framework will have some bearing on the preparation of the Plan.

# 4.2 The Vale of Aylesbury Local Plan (VALP) 2013 - 2033

VALP, adopted in September 2021, is the cornerstone of planning for the whole District (that is, the former Aylesbury Vale District of Buckinghamshire) and is critical to delivering national, community and corporate objectives and aspirations through to 2033. It sets the ambition and direction for the District as a whole, which other strategies and delivery plans of Buckinghamshire Council and its delivery partners should support.

The WNP has been prepared alongside the emerging VALP to ensure that it would be consistent with VALP when it was eventually approved and adopted. The same was the case with updates of NPPF (of which there have been three since the 2012 version which underpinned VALP); WNP has been reviewed to ensure its consistency with the July 2021 update of NPPF.

Once adopted, the WNP will be the primary standard against which planning applications in the parish will be judged where it contains specific policies and proposals that complement the VALP.

VALP sets out the vision for the future of Aylesbury Vale and guides development to achieve that vision. It is a place-shaping document that sets out the strategic vision, objectives, policies and proposals which affect the whole District or parts of it to 2033 and beyond. The proposed spatial vision is that:

"By 2033 Aylesbury Vale will see a sustainable amount and distribution of growth to meet needs and which will contribute to creating a thriving, diverse, safe, vibrant place to live, work and visit where all residents enjoy a high quality of life.

#### For this to happen:

- 1. Growth will be shaped by strong place-shaping and sustainability principles to create safe, well-designed developments that are sensitive to Aylesbury Vale's local character and heritage and well integrated with existing communities, both in terms of scale, land-use and design. People will have a sense of pride in their communities, wherever they live in Aylesbury Vale. Environmental, heritage and cultural assets will be protected and, where possible, enhanced. The Green Belt will be strongly defined and protected from inappropriate development.
- 2. New housing will have been provided in sustainable locations to a high standard of design to meet housing needs in the area. This will include the delivery of affordable housing and housing to meet the needs of older people, people with disabilities and those with specialist needs. The needs of the Traveller community will have been met by the provision of suitable sites. Unmet housing need from other areas will have been met where reasonable and sustainable to do so.
- 3. The economy will be more competitive and innovative. Existing commitments, allocations and enterprise zones (at Aylesbury, Silverstone and Westcott) will deliver a diverse and flexible range of land, premises and opportunities for new and existing businesses. The main town centres in Aylesbury and Buckingham will be enhanced to deliver retailing, services, and other activities their communities need. This will create more jobs and high quality facilities, letting residents and visitors work, shop, and spend their leisure time in the local area.
- 4. Growth will be accompanied by the delivery of infrastructure, services, and facilities in the right places at the right time, to bring maximum benefits to new and existing communities. This includes improving transport (to encourage sustainable transport choices), education, health, green and blue infrastructure, community facilities, leisure facilities, communications technology, water and air quality and flood management measures and policing and emergency services infrastructure. Improved links to London and the Thames Valley area, including Oxford and Milton Keynes, Bedford and Cambridge via East West Rail, will help to ensure that local businesses continue to thrive and grow and attract new enterprise and inward investment. The environmental impact of infrastructure improvements, such as HS2, will have been suitably mitigated.
- 5. Growth and regeneration will have narrowed the difference in opportunities between the wealthier and the less well-off, with increased opportunities for all residents to participate in local community events celebrating their history, identity and diversity.





# Aylesbury Vale Key Diagram



Plan E: Vale of Aylesbury Local Plan – Key Diagram

6. Growth will allow people in Aylesbury Vale to have access to excellent education and training, both academically and vocationally, with opportunities for life-long learning accessible to all.

...

- 9. The rural areas will have accommodated sustainable growth, focussed at Winslow, Haddenham, Wendover (Halton Camp) and villages according to capacity and needs, and:
  - a. will remain predominantly rural in character, enjoying high-quality landscapes with heritage, cultural and biodiversity assets protected and where possible enhanced
  - b. the economy will have seen continuing economic growth including a mix of strategic sites, expansion of existing sites and local small-scale development, supported by improved communications infrastructure
  - c. transport links will have been improved by the provision of a new station at Winslow on the East West Rail line that will have restored to the northern and central area a local and convenient access to the national rail network, absent since the mid-1960s
  - d. growth will have been proportionate and reflect places' capacity to grow and community aspirations in terms of scale, phasing, type and design of development. Further details will come through neighbourhood plans in most cases
  - e. development will reflect the character of the local circumstances in which growth is delivered
  - f. growth will protect high-quality agricultural land
  - g. there will be a well-managed network of green infrastructure which protects and enhances biodiversity and supports a range of recreational activities, and local services which support sustainable communities, including shops and pubs.

# The Plan sets out a series of strategic objectives:

- 1. Provision will be made for balanced sustainable growth which will deliver new housing and jobs to meet the needs of new and existing residents through a flexible and proactive approach to promoting sustainable development which includes a combination of new allocations, protection of existing sites, redevelopment of previously developed land and a more intensive use or conversion of existing sites.
- 2. Provision will be made for the housing and employment needs of the new and existing population, including unmet needs from elsewhere if reasonable and sustainable, as identified through the VALP and in future revisions of the Local Plan, which will include:
  - a. affordable housing to meet identified needs
  - b. a mix of house sizes and types to meet identified needs
  - c. specific accommodation to meet the needs of an ageing population and those with special housing needs,
  - d. phasing to ensure needs are being met throughout the planned period, and
  - e. a range of employment land and premises to support inward investment and retain existing business

- 3. The council, working with its partners, will secure timely and well-located provision of infrastructure, services and facilities needed to sustain and enhance existing and new communities including:
  - a. education, training and access to community facilities such as shops and community buildings,
  - b. transport infrastructure including enhanced public transport, (rail and bus), traffic management, cycling and walking to promote a shift to more sustainable travel choices.
  - c. telecommunications including broadband by all means possible, including provision along HS2 route to reach remote areas
  - d. police, fire and ambulance services
  - e. accessible green infrastructure and associated sport, recreational and cultural facilities
  - f. utilities, and
  - g. social care and health infrastructure.
- 4. Development will be allocated in accordance with the settlement hierarchy taking a capacity-led approach. It is also an Aylesbury Garden Town first approach. Therefore, the main focus of development will be in sustainable locations at Aylesbury Garden Town where the majority of development will be located. The remainder of housing will then be located in the next most sustainable locations, the other strategic settlements, which are Buckingham, Haddenham, Winslow and Wendover, the north east of Aylesbury Vale adjacent to Milton Keynes, together with an appropriate level of development at the most sustainable settlements in the rural areas
- 5. The council will promote enhancement of Aylesbury Vale's town and local centres and village facilities, including new retail provision particularly in Aylesbury town centre. The focus will be on quality design and development, flexibility of uses, and protection of local services and local distinctiveness to support their vitality and viability.
- 6. The council will manage development in a way that ensures the protection and enhancement of Aylesbury Vale's built, natural and historic environment, landscape and biodiversity. Planning positively for biodiversity and green infrastructure, the overall approach will minimise development on high-quality agricultural land, conserve and enhance valued landscapes including the Chilterns AONB and designated local landscapes and achieve high-quality design and building at appropriate densities.
- 7. The council will manage development in a way that ensures that climate change is adapted to and mitigated against, including:
  - a. no inappropriate development to take place in the functional floodplain other than for essential strategic infrastructure

- effective flood management including more effective use of multi-functional green spaces and sustainable drainage which can assist in flood control, and provide environmental, health and social benefits
- c. reduction in waste generation and increase in recycling and re-use of materials and resource efficiency
- d. making appropriate provision for the generation and use of renewable or lowcarbon energy, and locally distributed energy
- e. building to high standards of sustainable construction and design, creating spaces designed to respond to winter and summer temperatures, and
- f. retention and enhancement of wildlife corridors to ensure adaption to climate change by wildlife.
- 8. The council will promote provision of, and support for, measures and initiatives that strengthen the quality of life for new and existing residents of Aylesbury Vale, address pockets of deprivation and health inequalities, especially within Aylesbury town, and improve access to services and facilities across Aylesbury Vale as a whole.

VALP sets out a range of strategic policies that will guide the nature and quality of development in the District. These cover issues that apply to the whole District, or have implications beyond individual parish boundaries. VALP expects other parish-specific policies will come forward through Neighbourhood Plans.

Neighbourhood Plans are required to be in general conformity with the strategic policies in the Local Plan. Within VALP, this comprises all policies in Chapter 3 (Strategic) and Chapter 4 (Strategic Delivery) along with several in subsequent Chapters. Of these the ones potentially relevant to Winslow are listed below:

#### VALP Chapter 3 policies comprise

- S1 Sustainable development for Aylesbury Vale
- S2 Spatial strategy for growth
- S3 Settlement hierarchy and cohesive development
- S4 Green belt
- S5 Infrastructure
- S6 Gypsy, Traveller and Travelling Showpeople provision
- S7 Previously developed land
- S8 Monitoring and review

#### Relevant policies in VALP Chapter 4 include

- D2 Delivering site allocations in the rest of Aylesbury Vale, including D-WIN001 Land to east of B4033, Great Horwood Road, Winslow
- D3 Proposals for non-allocated sites at strategic settlements, larger villages and medium villages
- D6 Provision of employment land
- D7 Town, village and local centres to support new and existing communities

Elsewhere in VALP the following Strategic Policies have been identified as having potential relevance to Winslow:

H1 Affordable Housing

**H6a Housing Mix** 

H6b Housing for older people

H6c Accessibility,

- E1 Protection of Key Employment Sites
- E5 Development outside town centres
- T1 Delivering the Sustainable Transport Vision
- T2 Supporting and Protecting Transport Schemes
- **BE1** Heritage Assets
- **NE1** Biodiversity and Geodiversity
- NE4 Landscape character and locally important landscape
- C3 Renewable Energy
- I1 Green Infrastructure
- 14 Flooding
- 15 Water Resources.

With Winslow defined in VALP as a Strategic Settlement the following table shows the scale of housing expected within the town :

| Settlement | Completions<br>2013-2020 | Commitments<br>at March<br>2020 | Completions<br>and<br>Commitments<br>2013 - 2020 | Allocations in<br>this Plan | Total<br>development |
|------------|--------------------------|---------------------------------|--|-----------------------------|----------------------|
| Winslow    | 277                      | 278                             | 555  | 315                         | 870                  |
| Total VALP | 9713                     | 13299                           | 23012  | 6362                        | 30134                |

**Table B: Housing growth for Winslow in Aylesbury Vale** [source VALP Table 1]

The VALP policy (D-WIN001) related to the 20ha site WIN001 is as follows:

Allocated for at least 315 homes and green infrastructure. (Source: HELAA)

# **Current Neighbourhood Plan status:**

Neighbourhood plan made in September 2014. The land has no notation but is outside the settlement boundary. Neighbourhood plan review at early stages.

#### **Expected time of delivery:**

140 homes to be delivered 2020-2025 and 175 homes to be delivered 2025-2033

# Site specific requirements :

Development proposals must be accompanied by the information required in the council's Local Validation List and comply with all other relevant policies in the Plan. In addition, proposals should comply with all of the following criteria:

- a. Provision of at least 315 dwellings at a density that takes account of the adjacent settlement character and identity
- b. The development shall be based on a design code to be prepared for the site because it is a large strategic site in a sensitive location on the edge of the settlement and will create a new residential edge to the settlement. The design code should ensure local distinctiveness is reflected in the development, which is the aim of policy 5 in the Winslow Neighbourhood Plan

- c. The site will be designed using a landscape-led approach. The development design and layout will be informed by a full detailed landscape and visual impact assessment (LVIA) to be submitted and agreed by the council
- d. The built form of the development will be limited to areas outside of those shown on the VALP Policies Map as 'Not built development'
- e. The existing trees, hedgerows and ponds should be retained or if necessary replanted and where possible integrated into the green infrastructure provision. There should be an ecological buffer provided along the watercourse to the north of the site
- f. A landscape buffer to be provided along the Great Horwood Road to protect the rural character of the village as well as on the new settlement edge that will be created along the north-eastern edge of the development to provide a transition to the adjacent countryside
- g. The site should be accessed via the Great Horwood Road with the provision of pedestrian and cycle linkages through the site, connecting into the new Winslow to Buckingham cycle path (in line with Policy 8 in the Winslow Neighbourhood Plan), and into the town, to the station and school. Development should also maximise opportunities to get multiple pedestrian and cycle linkages between the site and the existing built-up area to ensure the communities become integrated and to reduce the hard barrier of the railway line
- h. The development must provide improvements to the A413 and the junction with the Great Horwood Road. It should be provided with a bus service, in line with Policy 9 of the Winslow Neighbourhood Plan
- i. The development should be in compliance with the relevant policies set out in the Winslow Neighbourhood Plan
- j. All development within the Buckingham and River Ouzel Internal Drainage Board (IDB) area must observe the IDB Byelaws
- k. Detailed modelling will be required to confirm flood zone and climate change extents. The Environment Agency and lead local flood authority should be consulted to obtain the latest hydraulic modelling information for the site at the time of the flood risk assessment. They will advise as to whether existing detailed models need to be updated.
- I. The impact of blockage of structures on flood risk should also be modelled
- m. The development should be designed using a sequential approach. Flood Zones 2 and 3 and 3a plus climate change (subject to detailed flood risk assessment) should be preserved as green space with built development restricted to Flood Zone 1.

#### Community Infrastructure Levy

The former District Council's earlier plans to have adopted a Charging Schedule for its Community Infrastructure Levy (CIL) in Spring 2014 did not materialise, and S106 agreements are still used in the area to formalise arrangements between Buckinghamshire Council and developers where necessary. Buckinghamshire Council has not yet published plans to introduce CIL in the Aylesbury Vale part of Buckinghamshire.

# 4.3 Other Strategies, Plans & Studies

There are a number of other strategies, plans and studies that influenced the development of WNP2014. All formed part of the evidence base of VALP and therefore may have some relevance to Winslow. Their key points of relevance to the parish are summarised here:

#### **Economic Development**

An overview of the economic development potential of Winslow was prepared by AVDC to inform the WNP2014. Its key points were:

- Play to strengths 'the established place where 'know how' resides on your doorstep'
  - o sustainable vibrant market town
  - o quality rural location
  - o new strategic connectivity (Superfast broadband, East West Rail)
  - work from home but easy access, north/south (M40)/(M1), east west (rail)
  - o quality schools
  - wealthy population with disposable income (ACORN classification A/B)
- Employment growth in maintaining the quality and diversity of services for a growing population (education, retail, hospitality, accommodation, trades)
- Marketing Winslow as a Destination (with other partners, including developers): short stay stopovers/weekends to access other centres (Oxford, Buckingham, Silverstone, Aylesbury, MK, Bicester, London) – link up with Motts etc. for local tourism/trip packages and East West Rail operators
- Must see stop along the line tourism, hospitality and business services as part of Destination
   Bucks and stopping off point for other historical and other attractions
- Enabling entrepreneurs to work at home even more effectively through' virtual' and 'physical connectivity', but rooted in a local community (a global community)
- Flexibility built into new housing design (live/work flexibilities) but enable to move from home to intermediate level of growth for those serial entrepreneurs/lifestyle entrepreneurs who are likely to establish a business but maybe sell on (generating healthy churn in lighter industrial/starter unit) aiming to attract more employment sustainably within the Vale rather than displace it
- Impressive quality business environment and feel for professional services (accountants, lawyers, financiers, consultants, ICT)
- Opportunities for local community to operate effective growing business without re-locating

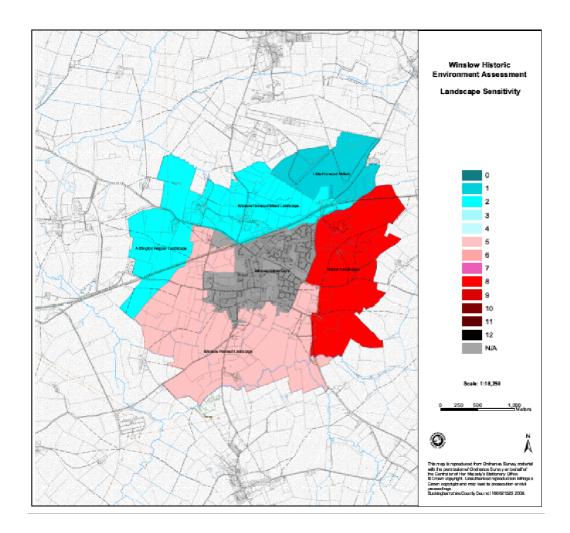
   provide mix of employment opportunities from flexible office/workshop space & opportunity to promote through local business directory/networking use market town concept translated to 21 century concept of a 'market town', creating a dynamic business/social mix
- Knowledge businesses servicing larger companies
- Specialists businesses servicing larger technology/engineering/light industrial companies which can be found in other centres such as Oxford, Cambridge, Aylesbury or MK and within 40 minutes of these centres of excellence, without the congestion
- Skills/training linked to Colleges and HEIs such as Buckingham, Bucks New Uni, Aylesbury College, Aylesbury Training Group.

# Landscape Character and Sensitivity

A Landscape Character Assessment was produced in May 2008. The assessment covers the whole of Aylesbury Vale District outside of the built up areas of Aylesbury, Buckingham, Haddenham, Winslow and Wendover and groups landscape into 79 landscape character areas and 13 landscape character types covering landscape, visual, historic and ecological considerations. The landscape character type for Winslow is described as Shallow Valleys towards the south (type 05) and undulating clay plateau towards the north (type 04).

The Areas of Sensitive Landscape study (2008) followed up the Landscape Character Assessment looking specifically at the sensitivity of areas to change and new development (see Plan F below). The

following criteria determine how sensitive an area is; landscape quality, scenic quality, rarity, representativeness, conservation interests and wildness. The categories of sensitive landscape are identified in the Areas of Sensitive Landscapes study – the higher the percentage shown on the map, the more sensitive a landscape is likely to be to new development. Winslow has a landscape sensitivity of 0 to 50%, showing the landscape sensitivity to be relatively low.



Plan F: Landscape Sensitivity in Winslow

A significant number of trees subject to Tree Preservation Orders are located between the High Street and Fair Meadow, with many dotted within the centre of the town and further such trees situated towards the northwest of the settlement at Foxhole Farm. The Orders were originally established by AVDC (now BC) for either individual or groups of trees.

#### Education

There are now three pre-schools in Winslow:

- the Treehouse Pre-School Winslow C of E Combined School, Lowndes Way
- the Winslow Playgroup Winslow Public Hall, Elmfields Gate; and
- the Jelly Tots pre-school Scout Hut, Piccadilly

In 2010 Winslow fell within the Winslow and Waddesdon Primary Planning Area, where there were 17 primary schools, with a capacity for 2,974. At that time 2,435 pupils attended, providing a surplus

capacity of 17% (BCC,2010). Winslow has a combined Church of England primary school for pupils aged 4 to 11. There was a capacity then for 540 pupils, with 443 pupils attending, leaving a surplus capacity of 18% (BCC, 2010).

The nearest secondary schools in 2010 were at Waddesdon and Buckingham. The Waddesdon Church of England School had a 960 place capacity. In 2009/2010 there were 970 pupils (thus no spare capacity/ 1% oversupply). Buckingham Secondary School had a 1,166 place capacity. In 2009/2010 there were 932 pupils (thus 234 spaces/ 20% capacity). Royal Latin Grammar School (Buckingham) had a 1,226 place capacity. In 2009/2010 there were 1262 pupils (thus no spare spaces, and a 36 space deficit and 3% oversupply).

The Sir Thomas Fremantle School (STFS), which has been developed between 2013 and 2019, is a new 600 place secondary Free School on a site to the north-west of the town, and is understood to be operating at capacity. It is consulting to increase this to 750 places (entry increasing from 100 to 150 per year) whilst at the same time it announced in 2021 that it is unable to afford to continue to offer sixth-form classes, and these are expected to end in July 2023.

Some secondary school students continue to travel to schools in Buckingham, Wing, Aylesbury and Waddesdon.

#### Access to Green Space

The following identifies locations of green space for which the accessibility audit was carried out in 2011 and updated in 2021

| Green Space                      | Size                 |
|----------------------------------|----------------------|
| Open Spaces Avenue Road          | 1,288m²              |
| Recreation Ground Elmfields Gate | 32,037m <sup>2</sup> |
| Open Space Fair Meadow           | 7,081m <sup>2</sup>  |
| Open Space Beamish Way           | 1,5730m <sup>2</sup> |
| Open Space Lowndes Way           | 2502m <sup>2</sup>   |
| Open Space Lowndes Way           | 5691m <sup>2</sup>   |
| Open Space Old Mill Furlong      | 955m²                |
| Amenity Space Magpie Way         | 1,034m <sup>2</sup>  |
| Open Space Adj. Offas Lane       | 7,978m <sup>2</sup>  |
| Open Space Magpie Way            | 749m²                |
| Open Space Adj. Magpie Way       | 19,469m <sup>2</sup> |
| Open Space McLernon Way          | 900m²                |
| The Spinney Magpie Way           | 7586m²               |
| Open Space Comerford Way         | 790m²                |
| Open Space Comerford Way         | 1,123m <sup>2</sup>  |
| Open Space Park Road             | 899m²                |
| St Laurence Church, High Street  | 5,197m <sup>2</sup>  |
| Cemetery Vicarage Road           | 3,192m <sup>2</sup>  |
| Amenity Space Missenden Road     | 346m <sup>2</sup>    |
| Open Space Western Lane          | 759m²                |
| Open Space Western Lane          | 1,696m²              |
| Open Space Langley Close         | 692m <sup>2</sup>    |
| Open Space Copse Gate            | 901m <sup>2</sup>    |
| Open Space Chequers End          | 619m²                |
| Civic Space Market Square        | 870m <sup>2</sup>    |

| Allotments Buckingham Road              | 13,338m²              |
|---|-----------------------|
| Tomkins Park & Arboretum Elmfields Gate | c20,000m <sup>2</sup> |
| Poors Piece Buckingham Road             | c16,700m²             |

**Table C: Green Spaces in Winslow** 

The following table shows current provision against Accessible Natural Green Space Standard (ANGSt) by Natural England which is considered a national benchmark and forms part of Government guidance on green space provision. The standard emphasizes the importance of accessible green space to local communities.

| ANGSt Standard   | Sufficient Existing Provision |
|--|-------------------------------|
| 2ha-20ha green spaces located within 300m of dwellings   | Yes                           |
| 20ha-100ha green spaces located within 2km of dwellings  | No                            |
| 100ha-500ha green spaces located within 5km of dwellings | No                            |
| 500ha+ green spaces located within 10km of dwellings     | No                            |

Table D: Accessible Natural Green Space Assessment in Winslow

The nearest 20 hectare site is College Wood, towards the north of Little Horwood, 3km northeast of Winslow.

# **Sports and Leisure Facilities**

Below is a list of built leisure and sports facilities that have been audited in accordance with PPG17 guidance. Since 2013 the community centre and sports hall functions of the Winslow Centre have been lost.

| Facility   | Location                  |
|--|---------------------------|
| Football Pitch                                     | The Winslow Centre        |
| Rugby Pitch  | The Winslow Centre        |
| 3 Hard court Tennis Courts with floodlights        | The Winslow Centre        |
| Multi Use Games Area (MUGA)                        | Winslow CofE School       |
| Bowling Green and Clubhouse                        | Tomkins Park & Arboretum  |
| Swimming Pool                                      | Winslow C of E School     |
| 2 grass Football Pitches for Mini Soccer           | Winslow C of E School     |
| 2 hard court Netball courts                        | Winslow C of E School     |
| Cricket Pitch (Including changing facilities)      | Winslow Recreation Ground |
| Football Pitch (Shares Pavilion with Cricket Club) | Winslow Recreation Ground |
| Community Centre                                   | Winslow Public Hall       |
| Croquet Lawn                                       | Winslow Recreation Ground |
| Petanque terrain                                   | Tomkins Park & Arboretum  |

Table E: Leisure & Sports Facilities in Winslow

| Playing<br>Pitch/Allotments | Standard                    | Sufficient Existing Provision |
|-----------------------------|-----------------------------|-------------------------------|
| LEAPs                       | 2 required                  | No                            |
| NEAP                        | 1 required                  | No                            |
| Allotments                  | 9 plots per 1000 population | Yes                           |

Table F: Assessment of Need for Additional Leisure & Sports Facilities

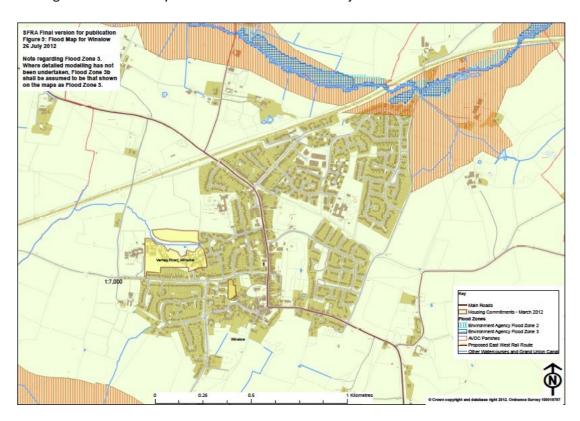
#### Flood Risk & Water Issues

The northern area of Aylesbury Vale District, which includes Buckingham and Winslow, lies in the Great Ouse catchment. The River Great Ouse, a designated Main River, enters the study area at Brackley and flows through Buckingham. Several minor tributaries of the Great Ouse catchment join this river before it leaves the study area near Milton Keynes.

Also, there are several minor tributaries that are maintained by the Bedford Group of Drainage Boards (DB).

The Padbury Brook (or the Twins) joins the Great Ouse approximately 2km east of Buckingham. It is a very complex composite collection of streams. The largest branch rises east and west of Oving, partly from springs from the Portland Beds, and flows northward to near Winslow, where it is joined by another stream from the east, the drainage of the clay-tract of Mursley and Swanbourne; the combined stream then flowing west-ward for about two miles, receiving an addition from the neighbourhood of North Marston and Hogshaw; and then turning north-westward, along the northern boundary of the parish of Steeple Claydon, receiving another addition from the neighbourhood of the Horwoods, and finally taking a northerly course to the Great Ouse, about two miles east of Buckingham, with a small easterly addition from Nash, just before joining the main river.

There are no major watercourses around Winslow other than the drains maintained by the Bedford Group of DB. The upstream extents of some of the DB watercourses around Winslow flow through the village and are ordinary watercourses outside the DB jurisdiction.

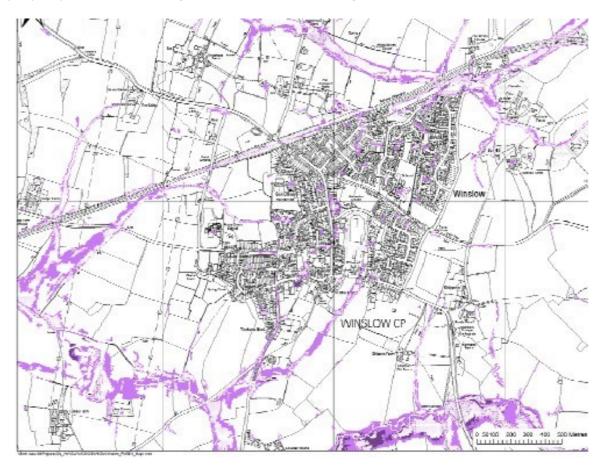


Plan G: Flood Risk Map for Winslow

There are significant areas of flood risk on the floodplains of small rivers, drains and tributaries that feed the Claydon Brook West of Winslow and Claydon Brook which flows South East to South West of Winslow.

The Environment Agency has identified areas susceptible to surface water flooding both in the existing urban extent and on the periphery of the urban extent (see Plan H). The northern and south periphery of Winslow is more susceptible to groundwater flooding than the remainder of the periphery. The Sustainable Drainage System (SuDS) potential map identifies that the majority of the periphery of Winslow is underlain by impermeable soils or strata and that any development will require land set aside for SuDS attenuation. The southern periphery is underlain by soils of medium permeability and is identified as being suitable for infiltration SuDS.

However, the identification of this area as susceptible to groundwater flooding could mean that opportunities for infiltration SuDS are limited; therefore any development within the Winslow periphery should allow enough land for attenuation storage.



Plan H: Surface Water Flooding in Winslow

Initial calculations carried out following an approach agreed with Anglian Water Services (AWS) identified that in 2012 there was capacity within the Winslow Wastewater Treatment Works (WwTW) environmental permit (or WwTW water quality consent) for existing commitments and for 280 properties. A higher value of say 800 properties could have caused the WwTW to exceed its flow consent. The WwTW discharges into the Claydon Brook. The Claydon Brook is classified as a Heavily Modified Waterbody, and the overall status at that time was Moderate, with Fish, Phosphate, Ammonia and Dissolved Oxygen status unknown and to be determined. The mitigation measures assessment identified that moderate status in this waterbody by 2015 was technically infeasible.

However, AWS did not consider that wastewater network capacity should be a material strategic planning decision at this stage, and considered that there were infrastructure and management options that could be implemented for the scale of development being tested within the likely delivery programme for a development of the scale identified. Recent indications from AWS indicate that the WwTW now has sufficient capacity to meet the demands that will arise from the developments proposed in WNP.

AWS undertook a Red Amber Green Assessment for water supply in 2012 and this identified that water supply network capacity for Winslow is Amber. Depending upon the location of future development some short lengths of reinforcement main may be required within Winslow. There has been no recent indication from AWS that they have any immediate concerns for the supply of water to new developments shown in WNP – but they are reinforcing one section of trunk main in Winslow in 2022.

## <u>Retail</u>

- Winslow is a small centre comprised primarily of local independent retailers. The primary shopping offer within Winslow is situated along the High Street and Market Square.
- The floorspace survey undertaken in August 2009 showed there to be some 47 units within the designated Central Shopping Area primarily occupied by service units.
- The proportion of service (44.7%) and convenience (17.02%) units within the centre were significantly higher than the UK national averages (33.84% and 9.52% respectively).
- The proportion of comparison (27.6%) and vacant (6.4%) units within the centre were significantly lower than the UK national averages (43.66% and 11.72% respectively).

No more recent analysis is available concerning retail floorspace – but it appears that by 2021 (compared with the 2009 picture) the overall number of units has decreased, the proportion of service and convenience units has increased whilst the proportion of comparison has fallen and that of vacant may have increased.

# **Roads and Buses**

Winslow is situated on a strategic road, the A413, between Aylesbury and Buckingham. There are no other A roads which connect to Winslow, although several minor roads connect to main roads, providing a link to Bicester and Milton Keynes.

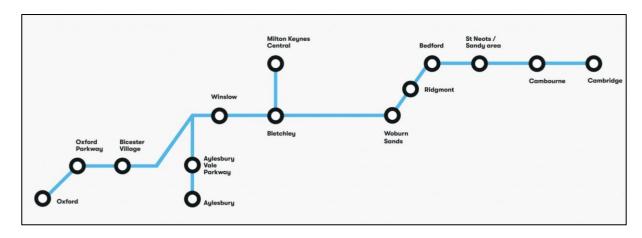
Winslow is served by two main bus services, with route X60 linking to Aylesbury and to Buckingham and Milton Keynes, whilst route 60 links Aylesbury and Buckingham via Winslow and other villages. The X60 had developed to a half-hourly frequency on Mondays to Saturdays, but Covid has left this reduced to an hourly service. Service 60 provides a daytime service between Aylesbury, Winslow and Buckingham on a slower route at less-than hourly intervals. A service operates between Aylesbury, Winslow and Buckingham approximately every three hours on a Sunday. Route 50 offers a limited and slower service to Bletchley and Milton Keynes. In addition to these bus services, Winslow & District Community Bus runs limited scheduled services for Winslow and nearby villages, and provides a hire service to community groups and the general public. Its bus has a low step height and wheelchair spaces with a tail lift for disabled users. Overall, however, this range and frequency of services is not felt to be adequate for a town of the size of Winslow.

There are thirteen Public Rights of Way within Winslow Parish, providing a wide choice of routes within the town and the surrounding countryside. Construction of East West Rail has temporarily interrupted many of the paths which are close to or run across the route of the railway. The National

Cycle Route No.51 connecting Oxford to Cambridge and the East Coast goes through Winslow and Route No.50 heads north through Buckingham to Leicester at Sandhill Road just to the west of the parish. A more direct route for cyclists is now available alongside the A413 between Winslow and Buckingham.

#### East West Rail

East West Rail is a project of national significance to establish a strategic railway connection between Oxford and Cambridge, with onward connections into many other mainline routes along the way. The project has been promoted by the East West Rail Consortium — a group of local authorities and businesses with an interest in improving access to and from East Anglia and the Milton Keynes South Midlands growth area.



Plan J: Diagram of East West Rail Route

The Consortium successfully secured inclusion of the western section of the project between Oxford, Aylesbury, Milton Keynes and Bedford in Network Rail's 2014-19 Business Plan. Subsequently this proposal sought and was granted Transport & Works Act consent, and work on the Bicester to Bletchley section (with a new station and car park at Winslow) commenced in 2020, with trains now due to start running in 2024/5.

#### Broadband

- BT Open Reach now provides Fibre to the Cabinet (up to 80 Mbps) for most residential and business premises within Winslow
- Gigaclear (which acquired the former Village Networks operation) has installed fibre throughout the established part of Winslow's urban area and can provide fibre to premises connections in these areas at up to 900 Mb/s

### **Health Care**

• The local surgery is housed at Norden House, which is a Grade 2 listed building, constructed in 1891. On the same site is a 1960s single storey health centre. Half of the rooms in the health centre are used by the Surgery, mainly being used by nursing staff. In March 2022 the NHS submitted proposals to refurbish the Health Centre building to accommodate sufficient fully-accessible consulting and treatment rooms to meet the surgery's needs for at least the next 10 years. Several GPs are based there, and the practice (3W Health) also operates surgeries in Wing and Whitchurch.

- Total number of patients registered with the Doctors at Norden House surgery is in excess of 10,000, of whom almost 50% reside in the villages outside Winslow.
- Number of surgery consulting rooms in regular use currently that are upstairs in Norden House 5 generally only used by GPs.
- Number of ground floor surgery consulting rooms in regular use currently 8 (2 used by Doctors and the remaining 6 used by nursing staff). Two ground floor rooms are in Norden House and the remainder in the Health Centre.
- Number of on-site parking spaces allocated for Norden House Surgery patients there are 21 parking spaces in total in the Health Centre car park and of these, only 3 are designated for disabled parking. Surgery staff are encouraged not to use on-site spaces.
- Disabled access issues only 2 rooms in Norden House are accessible for wheelchair users. All rooms in Winslow Health Centre are accessible to wheelchairs.
- There is a dispensary on the ground floor of Norden House, primarily to service patients from the outlying villages. Residents of Winslow have to use the Lloyds pharmacy on High Street.
- The Practice fully recognises that the current situation is untenable with the anticipated growth in population etc. However the proposals from the CCG for refurbishing the Health Centre are expected to create premises that are fit for purpose and adequate for the growing demands for health services in the area for at least the next 10 years.

#### Winslow Conservation Area

The Winslow Conservation Area was designated by the former Aylesbury Vale District Council in 1969. In 2008 an Appraisal was prepared for the Winslow Conservation Area. It proposed the Conservation Area be extended to the north along with a number of small alterations to the existing boundary, all of which were approved.

This appraisal identified those characteristics that make the historic centre of Winslow special and worthy of Conservation Area designation. Wherever possible the boundaries of the Conservation Area have been drawn tightly around the surviving historic buildings and plots. Most modern buildings have been excluded from the Conservation Area, but there is a handful of late 20th century houses included within the boundary. Although 20th century buildings demonstrate the ongoing development and growth of Winslow, their historic interest is limited in the context of the designation criteria. The exclusion of the modern housing developments that surround Winslow is no reflection on the design or architectural aesthetics of the buildings.

The Conservation Area in Winslow is fairly large and contains the majority of the historic core of the town. The extension to the Conservation Area includes an area of later 19th and early 20th century development to the north of the historic town centre. This area of building, along the High Street, Buckingham Road and Station Road, forms a cohesive whole and is a rare example of 19th century linear urban expansion. The inclusion of this area within the Conservation Area also recognises the historic importance of the 19th and early 20th century development within the context of the historic Market town.

Winslow is unusual within the context of Aylesbury Vale, as its historic road layout appears to have survived relatively intact. The pattern of survival in the historic buildings of the town is a little less clear, although the large numbers of buildings which survive from the late 17th and 19th centuries suggest that these were periods of relative prosperity for the settlement.

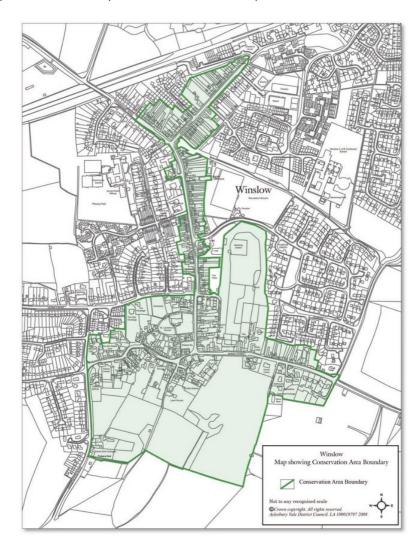
The earliest settlement at Winslow appears to have followed the line of Horn Street and Sheep Street, east-west, and was likely to have been a linear springline settlement. Later additions including the

laying out of the Market Square and High Street in the mediaeval period, pulled the town further north and from here the town branched off in a number of places. The 19th century saw the increased expansion of Winslow north along the Buckingham Road, and subsequent developments have wrapped around the north, east and west sides of the historic town.

Winslow is an important local commercial centre and has been for many years. This key historic function is reflected in the large numbers of historic shopfronts and signage brackets that survive. Even today, the town still contains a large number of small, locally run shops, and the weekly market and monthly Farmers Market are important to the residents of the town.

There is very limited green space in Winslow Town centre which, coupled with strong built enclosure along the principal roads precludes many far-reaching views in and around the settlement. From the eastern end of Sheep Street, the open space opposite Winslow Hall, and the southern part of Tinker's End, give distant views over agricultural land surrounding Winslow towards Granborough, but elsewhere in the Conservation Area there are few views out of the town into the surrounding countryside.

The Appraisal sub-divided the Conservation Area into seven 'Identity Areas' - Station Road/Buckingham Road; Upper High Street; St. Laurence's Church/Vicarage Road; Lower High Street; Horn Street; Tinker's End; and Sheep Street. The distinct character of each is described in respect of building form, plot size, boundary form, views and street profile.



Plan K: Winslow Conservation Area

# 4.4 Summary of Key Issues for Winslow

An analysis of the parish and wider issues indicates a series of actual or perceived 'strengths' or 'assets' or 'advantages', relative to other places. It also indicates the parish has actual or perceived 'weaknesses' or 'disadvantages'.

In both cases, they present a combination of opportunities and challenges for the WNP to address, given there is likely to be a direct influence of land use planning and development decisions.

# **Strengths**

- attractive, historic market town with critical mass of key shops and services
- reasonable proximity to major centres of employment within a 30 min drive
- good local community identity and spirit
- high quality surrounding landscape
- reasonably highly skilled and qualified workforce

#### Weaknesses

- inadequate health, sports, leisure and community facilities for a growing town
- poor traffic management through the town centre
- too few employment opportunities in the town so high out-commuting
- inadequate bus services connecting to major employment centres, surrounding villages and shops

# Opportunities for the WNP

- to bolster the strengths of the town in respect of shaping the future use and development of land
- to make Winslow a better connected and useful centre for surrounding villages to access local services
- to take full advantage of the restoration of future train services to and from the town
- to shape and control future planning decisions by refining District-wide policies to suit the town's circumstances
- to secure planning-related funding to invest in supporting infrastructure
- to maximise the benefits of new housing in the town to meet both local affordable needs and the demands in the open market for various housing types and tenures
- to identify viable community assets
- to protect the town from inappropriate development proposals

# Challenges for the WNP

- to identify suitable and acceptable sites to deliver the number of new dwellings required to meet the requirements of VALP, with an emphasis on meeting local demand and need
- to deliver significant employment growth
- to manage the impact of the new rail station
- to upgrade local health, sports and recreation facilities

# 5. Scope of the Environmental Assessment

The WNP will need to demonstrate that it has avoided any significantly adverse environmental effects as a result of its policies and proposals. This chapter of the State of the Town report forms the first stage of that assessment – the Scoping Report.

Whilst the policy scope of the WNP will be guided by the VALP (as outlined in Section 4) it is considered appropriate for consistency that the EA of the WNP should continue to adopt the relevant environmental objectives of the Vale of Aylesbury Plan's (VAP's) Sustainability Appraisal (SA) published by AVDC in September 2012, as were followed in the creation of WNP2014. These objectives will be used to inform and test the development of the modified WNP policies and proposals in due course.

The proposed EA objectives are included in Table G below, together with a cross reference to the VAP's SA report.

| SEA Objective                           | Policy Aims & Potential Role of WNP  |
|---|--|
| 1. Design (VAP SA objective 3)          | Secure the highest possible design quality in existing places and new development. |
|   | The WNP could contain policies which:  |
|   | Champion high quality sustainable design   |
|   | Encourage creation of place  |
|   | Keep development locally distinctive   |
| Access and provision of green           | Enable residents to access green infrastructure and open space.                    |
| infrastructure                          | The WNP could contain policies which:  |
| (VAP SA objective 6)                    | <ul> <li>Protect and improve the quality of existing</li> </ul>                    |
|   | green infrastructure & rights of way   |
|   | <ul> <li>Increase opportunities for access to green<br/>infrastructure</li> </ul>  |
|   | Encourage the creation of new green  |
|   | infrastructure & rights of way   |
| 3. Best use of land                     | Minimise loss of biodiverse and bioproductive land to                              |
| (VAP SA objective 13)                   | development and harness development to decontaminate and                           |
| , | remediate damaged land where practicable.  |
|   | The WNP could contain policies which:  |
|   | Promote re-use of existing buildings   |
|   | Allocate previously developed land   |
|   | Minimise development on high quality agricultural land /                           |

| 4. Transport and travel (VAP SA objective 14) | Reduce the need to travel, encourage people to do as much of their travelling as possible on foot and bicycle, support more sustainable modes and minimise car use.  |
|---|--|
|   | <ul> <li>The WNP could contain policies which:         <ul> <li>propose improvements to transport facilities and services which maintain or improve accessibility to services and facilities</li> <li>propose mixed use developments</li> <li>allocate development sites that are located and designed to provide attractive, accessible, safe, secure and sustainable environments for everyone including people with special access requirements and those who do not have access to a private car</li> <li>propose or safeguard opportunities for improved public transport and measures to assist pedestrians and cyclists</li> <li>propose key transport infrastructure improvements</li> </ul> </li> </ul> |
| 5. Air Quality                                | Minimise air pollution and minimise exposure to it,  |
| (VAP SA objective 15)                         | especially by vulnerable and disadvantaged people, and   |
|   | meet mandatory standards for air quality.  |
|   | <ul> <li>The WNP could contain policies which:         <ul> <li>allocate sites that may cause pollution and separate incompatible land uses</li> <li>Locate development so as to minimise travel demand, particularly by cars and other motor vehicles, and where it isaccessible by a range of forms of travel/transport, including walking, cycling, use of public transport and alternatives to movement of freight by road.</li> </ul> </li> </ul>   |
| 6. Landscape and                              | Protect and enhance the landscape, townscape, historic   |
| heritage                                      | environment and cultural heritage and promote access to and  |
| (VAP SA objective 16)                         | enjoyment of them.   |
|   | <ul> <li>The WNP could contain policies which:         <ul> <li>protect the countryside (designated and undesignated) from inappropriate development</li> <li>protect the quality and character of the landscape and townscape, and provide guidance on design, access, density, off-street parking and open space provision</li> <li>Avoid development of greenfield sites where possible and appropriate, by giving preference to the re-use of suitable previously developed land</li> <li>Promote good design and public art</li> </ul> </li> </ul>  |

| 7. Biodiversity                   | Protect and enhance biodiversity, natural habitats and wild fauna  |
|-----------------------------------|--|
| (VAP SA objective 17)             | and flora, including (but not only): international, national and local   |
|                                   | designated sites; and protected species and species and habitat  |
|                                   | types identified as priorities for biological conservation.  |
|                                   | The WNP could contain policies which:  |
|                                   | <ul> <li>conserve and, where appropriate, enhance international,<br/>national and local designated sites, reflecting their<br/>relative significance</li> </ul>  |
|                                   | <ul> <li>Provide for the conservation and, where appropriate,<br/>enhancement of biodiversity outside statutorily</li> </ul>   |
|                                   | designated sites, in particular identifying opportunities to conserve important local habitats and species, and to safeguard and manage landscape features of major  |
|                                   | importance for nature conservation   |
| 8. Flooding (VAP SA objective 18) | Minimise the risk to people and property from flooding.  |
| (VIII SIT OBJECTIVE 10)           | The WNP could contain policies which:  |
|                                   | <ul> <li>Ensure that the location and design of new development has regard to the potential risk, causes and consequences of flooding</li> <li>Ensure that existing communities, infrastructure and</li> </ul> |
|                                   | other assets (including those alongside new developments) are considered with regard to potential risk, causes and consequences of flooding  |

Table G: Winslow Neighbourhood Plan Environmental Assessment Objectives & Policy Aims

There were two other environmental objectives in the VAP's SA-19 (Water and climate change) and 20 (Energy and climate change). The first seeks to maintain, and where possible enhance, water quality and avoid water stress. The second seeks to minimise emissions of greenhouse gases in the District that are caused by activities and decisions in it and to maximise the resilience of residents, businesses and the natural environment to future climate change.

In both cases, the means of achieving the objective and of measuring success are best determined at the District rather than parish scale, although it is recognised that there is a cumulative impact of small scale land use planning decisions. However, such impact can only be assessed in very general terms in relation to that which can be specifically attributed to the policies of the WNP and so it is therefore not proposed to adopt them in the WNP EA. That said, the WNP will consider the relative merits of policy options in both these respects.

During the formulation of draft policies and proposals in the WNP, specific measures will be identified for each EA objective, which will be relevant to the scale and intent of the WNP and capable of meaningful measurement at a parish scale.

# Annex A - Evidence Base

The list below contains all those documents collected and reviewed in the process of preparing this report. Some are no longer available to review, but those which are available electronically can be found by following links on the Winslow Town Council website's Neighbourhood Plan pages at <a href="https://www.winslowtowncouncil.gov.uk/neighbourhood-plan.html">www.winslowtowncouncil.gov.uk/neighbourhood-plan.html</a>.

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 (2006)

Winslow Neighbourhood Plan 2014-2031 (2014)

Vale of Aylesbury Plan: Pre-Submission (2012)

Aylesbury Vale Strategic Housing Land Availability Assessment (2013)

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: Pre-Submission 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 (2011)

Vale of Aylesbury Local Plan (VALP) (2021)

Buckinghamshire Local Transport Plan 4 2016-2036 Buckinghamshire Local Investment Plan (2010) Buckingham Transport Strategy 2017-2033