

# Winslow Neighbourhood Plan 2014-2031

## Draft Strategic Environmental Assessment



Published by Winslow Town Council for consultation in accordance with  
EU Directive 2001/42

August 2013

## 1. Introduction

The purpose of this report is to provide an assessment of any significant environmental effects resulting from the policies and proposals of the Pre-Submission Neighbourhood Development Plan for Winslow (WNP) in accordance with EU Directive 2001/42 on strategic environmental assessment (SEA).

The Winslow Neighbourhood Plan (WNP) has been published for pre-submission consultation by Winslow Town Council under the Neighbourhood Planning Regulations 2012. Although Aylesbury Vale District Council (AVDC), as the local planning authority, has not yet issued a formal screening opinion requiring an SEA, one has in any event been prepared to accord with the EU Directive.

The WNP is amongst the first in England that may incorporate Community Right to Build Orders (under the Localism Act 2011) as policies to implement key proposals within the Plan. It is also amongst the first Neighbourhood Plans to be subject to an SEA alone, and not Sustainability Appraisal, as the Government has made clear that such plans are not subject to appraisal.

This section therefore provides a draft SEA of the WNP and seeks to do in a way that is proportionate to this task and that recognises the limitations of the available data and means of measuring direct impacts.

## 2. Background to Strategic Environmental Assessment

A Strategic Environmental Assessment (SEA) involves the evaluation of the environmental impacts of a plan. The requirement for an SEA is set out in the European Directive 2001/42/EC adopted into UK law as the "Environmental Assessment of Plans or Programmes Regulations 2004" as follows:

- An outline of the contents, main objectives of the plan, and relationship with other relevant plans or programmes
- The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan
- The environmental characteristics of areas likely to be significantly affected
- Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC
- The environmental protection objectives, established at international, community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation
- The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors
- The measures envisaged to prevent, reduce, and as fully as possible offset any significant adverse effects on the environment of implementing the plan
- An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of competency encountered in compiling the required information)
- A description of measures envisaged concerning monitoring in accordance with Article 10

The method for the assessment of the WNP is intended to be proportionate to the task of assessing the relatively modest development proposals compared to those covering a whole local planning authority area. It focuses only on the requirements of the SEA and does not extend to cover the wider sustainability attributes of a Sustainability Appraisal.

The report responds to each of the SEA requirements in turn, beginning with a short description of the WNP, identifying the key environmental features of the area and then assessing the impact of the strategic objectives and policies of the WNP on those features, using a number of SEA objectives and measures.

### **3. An outline of the contents, main objectives of the WNP and relationship with other relevant plans or programmes**

The WNP contains a number of policies for the use and development of land in the Town of Winslow in the plan period from 2014 to 2031. These policies, together with the policies of the Aylesbury Vale development plan - that is the saved policies of the 2004 Local Plan and the proposed Vale of Aylesbury Local Plan Strategy ("the new Local Plan") - and the National Planning Policy Framework (NPPF), will be used by AVDC in determining planning applications once the WNP is approved in due course.

The Vision of the WNP is:

*"to retain the existing qualities and character of the Town whilst allowing for a level of growth and spatial development that will support its long term future. An important part of this will be the integration of the new rail station so that it supports and enhances the existing structure of the Town and contributes to its vitality. The Town has the potential to accommodate the planned growth without the need for residential growth beyond its developed boundaries, so retaining its compact, walkable character and scale."*

In pursuit of this Vision, the WNP contains six strategic objectives and specific measures:

- I. To meet the future housing demand and need for the town**
  - No. of open market homes
  - No. of self-build homes
  - No. of affordable homes
  - No. of affordable homes for local people
  
- II. To retain and grow the number of jobs in the town**
  - No. of jobs retained
  - No. of new jobs created
  
- III. To protect the special historic and landscape character of the town and its surroundings**
  - No. of consented applications affecting designated heritage assets
  - No. of consented applications affecting designated environmental assets
  
- IV. To improve the breadth and quality of community and sports facilities in the town**
  - Net additional floorspace in active community use
  - Net additional land in active sports use

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

- No. of A1 shops
- Additional A1 shop floorspace

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

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

The WNP sets out a range of housing, retail, traffic and community asset policies and proposes to make two Community Right to Build Orders. These policies are each assessed in section 6 of the SEA below.

### **5. The relevant aspects of the current state of the environment**

Within the WNP area there are no statutory environmental designations other than some areas of woodland identified on the National Inventory of Woodlands & Trees. There are also a number of different types of Environmental Stewardship Agreements and one Woodland Grant Scheme on the eastern edge of the Town at Abovemead Farm.

The WNP does contain a number of important heritage assets, namely:

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

### **6. The environmental characteristics of areas likely to be significantly affected**

The WNP area comprises the town settlement of Winslow set within a rural landscape of a variety of characteristics. The 2008 Aylesbury Landscape Character Assessment and the 2006 Winslow Landscape Character Assessment show that the urban edge to the east, south and west (beyond Furze Lane) of the town is the most sensitive to the encroachment of development. The 2008 study identified this character area – defined as the Claydon Valley – as the only candidate in the Parish for the most sensitive in the district. Conversely, the character areas forming the rural edge north of the railway line – defined as the Winslow Ridge and Claydon Tributary - are relatively less sensitive.

It is important, therefore, that the WNP policies reflect this relative landscape quality and capacity to contain development on the edge of the town.

### **7. Any existing environmental problems that are relevant to the WNP**

The WNP area does not suffer from any significant environmental problems. The community consultations have shown that traffic congestion in the High Street can be occasionally problematic. Similarly, the Station Road Industrial Estate access on to Station Road, which is not well suited to HGV movements, and its close proximity on all sides to residential development indicate that the site is no longer appropriate for this type of business use. There are no other pressing environmental problems to which the WNP needs to respond.

## 8. The environmental protection objectives that are relevant to the WNP and the way those objectives and any environmental considerations have been taken into account during its preparation

The proposed SEA objectives of the WNP are set out below. They are derived from the Sustainability Appraisal/Strategic Environmental Assessment of the Vale of Aylesbury Local Plan Strategy of 2012 and comprise only those objectives relating to the environment and not to economic or social matters. They also take into account the

| WNP SEA Objective   | WNP SEA Measures  |
|---|---|
| 1. Design - secure the highest possible design quality in existing places and new development (VAP SA objective 3)  | <ul style="list-style-type: none"> <li>no. of proposals achieving high design standards</li> </ul>  |
| 2. Green infrastructure - enable residents to access green infrastructure and open space. (VAP SA objective 6)  | <ul style="list-style-type: none"> <li>area of existing green infrastructure assets protected and/or enhanced</li> <li>area of new green infrastructure planned</li> </ul>  |
| 3. Best use of land - minimise loss of biodiverse and bioproductive land to development and harness development to decontaminate and remediate damaged land where practicable. (VAP SA objective 13)                | <ul style="list-style-type: none"> <li>% of development on previously used land</li> </ul>  |
| 4. Transport and travel - 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. (VAP SA objective 14) | <ul style="list-style-type: none"> <li>no. of new public transport, cycling or walking services/facilities/routes</li> </ul>  |
| 5. Air Quality - minimise air pollution, minimise exposure to it. (VAP SA objective 15)   | <ul style="list-style-type: none"> <li>amount of air pollution</li> </ul>   |
| 6. Landscape and heritage - protect and enhance the landscape, townscape, historic environment and cultural heritage and promote access to and enjoyment of them. (VAP SA objective 16)                             | <ul style="list-style-type: none"> <li>% of new homes allocated on sites in less sensitive landscape character areas</li> <li>number of development sites in or adjoining the Winslow Conservation Area or affecting Listed Buildings and other designated heritage assets</li> </ul> |

|  |  |
|--|--|
| <p>7. Biodiversity - protect and enhance biodiversity, natural habitats and fauna and flora, including (but not only): international, national and local designated sites; and protected species and habitat types identified as priorities for biological conservation.<br/>(VAP SA objective 17)</p> | <ul style="list-style-type: none"> <li>• % development proposals affecting biodiversity assets</li> </ul>          |
| <p>8. Flooding - minimise the risk to people and property from flooding.<br/>(VAP SA objective 18)</p>   | <ul style="list-style-type: none"> <li>• % of new homes allocated on sites located in Flood Zone 2 or 3</li> </ul> |
| <p>9. Water And Climate Change - maintain, and where possible enhance, water quality &amp; avoid water stress<br/>(VAP SA objective 19)</p>  | <ul style="list-style-type: none"> <li>• % of new homes allocated on sites that avoid water stress</li> </ul>      |
| <p>10. Energy And Climate Change - minimise emissions of greenhouse gases in the District and caused by activities and decisions in it and maximise the resilience of residents, businesses and the natural environment to future climate change.<br/>(VAP SA objective 20)</p>                        | <ul style="list-style-type: none"> <li>• % of new homes allocated that will deliver renewable energy</li> </ul>    |

## 9. The likely significant effects on the environment

The likely significant effects of the strategic objectives and policies of the WNP on the environment are assessed in turn below. In each case, the assessment uses the following notation:

- + positive
- 0 neutral
- - negative

In most cases, it is acknowledged the data is not collected or reported at a WNP scale to enable an accurate assessment. In addition, the scale of development proposed in the WNP is too small in comparison with the scale of existing development in the town, making the identification of cause-and-effect relationships between inputs and outputs very uncertain.

However, the assessment does seek to identify the relative attributes of the policies of the Neighbourhood Plan to inform the reader.

## Assessing the impact of the WNP Strategic Objectives

In Table XX below the 6 strategic objectives of the WNP are assessed against the 10 WNP SEA objectives.

| WNP SEA Objectives      | WNP Strategic Objectives |           |                |                |               |                |
|-------------------------|--------------------------|-----------|----------------|----------------|---------------|----------------|
|                         | 1<br>Housing             | 2<br>Jobs | 3<br>Character | 4<br>Community | 5<br>Shopping | 6<br>Transport |
| Design                  | 0                        | 0         | 0              | 0              | 0             | 0              |
| Green Infrastructure    | 0                        | 0         | +              | +              | 0             | +              |
| Best Use of land        | 0                        | 0         | 0              | 0              | 0             | 0              |
| Transport & Travel      | 0                        | +         | 0              | +              | +             | +              |
| Air Quality             | -                        | +         | 0              | 0              | +             | +              |
| Landscape & Heritage    | -                        | -         | +              | 0              | 0             | 0              |
| Biodiversity            | 0                        | 0         | +              | 0              | 0             | 0              |
| Flooding                | 0                        | 0         | 0              | 0              | 0             | 0              |
| Water & Climate Change  | -                        | -         | 0              | 0              | 0             | 0              |
| Energy & Climate Change | +                        | +         | -              | 0              | 0             | +              |

This analysis suggest that there is an overall positive relationship between the two sets of objectives. On the one hand it acknowledges that the housing and economic development objectives will inevitably have an environmental impact. On the other, it highlights the opportunity for such development to have net benefits across the full range of objectives.

In some cases there is a strong correlation between the two sets of objectives, notably in transport and travel; air quality; green infrastructure and energy and climate change. Here, the WNP strategic objectives aim to deliver development growth in the most appropriate locations and to achieve a balance between housing, employment and retail policies, the net result of which will be a lower dependence on private vehicle journeys for employment and shopping purposes than at present.

### **Assessing the impact of the Neighbourhood Plan policies**

The assessment considers each policy in turn, combining an overview and comparison of the impact of the policy and of having no policy with a short commentary. The assessment should therefore be read in conjunction with the Pre Submission WNP document and Proposals Map.

#### ***Policy 2 - A Spatial Plan for the Town***

| <b>WNP<br/>SEA Objective</b> | <b>WNP Policy</b> | <b>No Policy</b> |
|------------------------------|-------------------|------------------|
| Design                       | 0                 | 0                |
| Green Infrastructure         | +                 | 0                |
| Best Use of land             | +                 | 0                |
| Transport & Travel           | +                 | 0                |
| Air Quality                  | +                 | 0                |
| Landscape & Heritage         | +                 | 0                |
| Biodiversity                 | +                 | 0                |
| Flooding                     | 0                 | 0                |
| Water & Climate Change       | 0                 | 0                |
| Energy & Climate Change      | +                 | 0                |

The assessment shows that this important policy of the WNP, which steers the later allocations policies on housing, business and retail, has strong environmental benefits. In directing development around the edge of the town and defining a Winslow Settlement Boundary for this purpose, the policy is intended to minimise impacts on the open countryside and to avoid unnecessary and harmful development dispersal.

The 'No Policy' option is neutral as the development plan policies and the broad thrust of the NPPF aim to achieve much the same outcome but without the specific net benefits that this policy will deliver.

#### ***Policy 3 - Housing Land Supply***

| <b>WNP<br/>SEA Objective</b> | <b>WNP Policy</b> | <b>No Policy</b> |
|------------------------------|-------------------|------------------|
| Design                       | 0                 | 0                |
| Green Infrastructure         | 0                 | 0                |
| Best Use of land             | +                 | 0                |
| Transport & Travel           | +                 | 0                |
| Air Quality                  | +                 | 0                |



|                         |   |   |
|-------------------------|---|---|
| Landscape & Heritage    | + | 0 |
| Biodiversity            | - | 0 |
| Flooding                | 0 | 0 |
| Water & Climate Change  | 0 | 0 |
| Energy & Climate Change | + | 0 |

The assessment shows that, in adhering to the steer of Policy 2, the policy will deliver many of the same net environmental impacts. It phases development to reflect the timing of the new railway station to avoid adding to commuting trips and it sets out the criteria for encouraging windfall site development on previously used land within the Settlement Boundary.

The 'No Policy' option is neutral as the development plan policies and the broad thrust of the NPPF aim to achieve much the same outcome but without the specific net benefits that this policy will deliver.

#### **Policy 4 - Housing Site Allocations**

| <b>WNP<br/>SEA Objective</b> | <b>WNP Policy</b> | <b>No Policy</b> |
|------------------------------|-------------------|------------------|
| Design                       | +                 | 0                |
| Green Infrastructure         | 0                 | 0                |
| Best Use of land             | +                 | -                |
| Transport & Travel           | +                 | 0                |
| Air Quality                  | +                 | 0                |
| Landscape & Heritage         | 0                 | -                |
| Biodiversity                 | 0                 | -                |
| Flooding                     | 0                 | 0                |
| Water & Climate Change       | 0                 | 0                |
| Energy & Climate Change      | +                 | 0                |

The assessment shows that the proposed allocation sites, which are the only sites that accord with Policy 3, collectively deliver net environmental benefits. All the allocations are within the Settlement Boundary.

Each allocation steers the quantum and mix of homes to achieve a density that is appropriate to the site and location. One of the sites (Station Road) will reuse previously developed land to deliver 65 homes. All the other green field sites are closest to the core of the town and in the least landscape-sensitive locations. Their close proximity will encourage walking to facilities in the town, thus helping to manage air quality and energy use.

Were there no policy – or it were only criteria-based – then it is unlikely the brownfield site would come forward, requiring additional greenfield land.

**Policy 5 – Affordable Housing**

| WNP<br>SEA Objective    | WNP Policy | No Policy |
|-------------------------|------------|-----------|
| Design                  | 0          | 0         |
| Green Infrastructure    | 0          | 0         |
| Best Use of land        | 0          | 0         |
| Transport & Travel      | 0          | 0         |
| Air Quality             | 0          | 0         |
| Landscape & Heritage    | 0          | 0         |
| Biodiversity            | 0          | 0         |
| Flooding                | 0          | 0         |
| Water & Climate Change  | 0          | 0         |
| Energy & Climate Change | 0          | 0         |

The assessment shows that this policy has no environmental impact.

**Policy 6 – Housing Design**

| WNP<br>SEA Objective    | WNP Policy | No Policy |
|-------------------------|------------|-----------|
| Design                  | +          | 0         |
| Green Infrastructure    | 0          | 0         |
| Best Use of land        | 0          | 0         |
| Transport & Travel      | 0          | 0         |
| Air Quality             | 0          | 0         |
| Landscape & Heritage    | +          | 0         |
| Biodiversity            | 0          | 0         |
| Flooding                | 0          | 0         |
| Water & Climate Change  | 0          | 0         |
| Energy & Climate Change | 0          | 0         |

The assessment shows that the policy will strongly support high quality design

outcomes and especially within or adjoining the Conservation Area boundary to conserve or enhance the value of the town's heritage assets.

**Policy 7 Live-Work Units**

| WNP SEA Objective       | WNP Policy | No Policy |
|-------------------------|------------|-----------|
| Design                  | +          | 0         |
| Green Infrastructure    | 0          | 0         |
| Best Use of land        | 0          | 0         |
| Transport & Travel      | +          | 0         |
| Air Quality             | +          | 0         |
| Landscape & Heritage    | 0          | 0         |
| Biodiversity            | 0          | 0         |
| Flooding                | 0          | 0         |
| Water & Climate Change  | 0          | 0         |
| Energy & Climate Change | +          | 0         |

The assessment shows that the design details of the policy, and its encouragement of economic development to reduce out-commuting, will have positive environment impacts.

**Policy 8 – Employment Land Supply & Site Allocations**

| WNP SEA Objective       | WNP Policy | No Policy |
|-------------------------|------------|-----------|
| Design                  | +          | 0         |
| Green Infrastructure    | 0          | 0         |
| Best Use of land        | +          | 0         |
| Transport & Travel      | +          | -         |
| Air Quality             | +          | -         |
| Landscape & Heritage    | 0          | 0         |
| Biodiversity            | 0          | 0         |
| Flooding                | 0          | 0         |
| Water & Climate Change  | 0          | 0         |
| Energy & Climate Change | +          | 0         |

The assessment shows that the policy will have positive benefits by encouraging

economic development on suitable sites at a scale that is consistent with the growth in the working age population of the town. Its detail on development quantum and type will enable development designs that are suited to these locations. Were there to be no policy encouraging economic development, it is doubtful that land would be promoted for that purpose, thus accentuating the current out-commuting levels.

**Policy 9 – Land South of Buckingham Road**

| WNP SEA Objective       | WNP Policy | No Policy |
|-------------------------|------------|-----------|
| Design                  | +          | 0         |
| Green Infrastructure    | 0          | 0         |
| Best Use of land        | +          | 0         |
| Transport & Travel      | +          | 0         |
| Air Quality             | 0          | 0         |
| Landscape & Heritage    | 0          | 0         |
| Biodiversity            | 0          | 0         |
| Flooding                | 0          | 0         |
| Water & Climate Change  | 0          | 0         |
| Energy & Climate Change | 0          | 0         |

The assessment shows that the policy has a positive impact in specifying the mix of development uses on the sites and requiring a masterplan to demonstrate how the mixed scheme will address traffic and design issues. It encourages an efficient use of land and provides for the relocation of Station Road businesses (as a result of Policy 4), which will also address a current environmental problem.

**Policy 10 – Cycle Routes**

| WNP SEA Objective    | WNP Policy | No Policy |
|----------------------|------------|-----------|
| Design               | 0          | 0         |
| Green Infrastructure | +          | 0         |
| Best Use of land     | 0          | 0         |
| Transport & Travel   | +          | 0         |
| Air Quality          | 0          | 0         |
| Landscape & Heritage | 0          | 0         |
| Biodiversity         | 0          | 0         |
| Flooding             | 0          | 0         |

|                         |   |   |
|-------------------------|---|---|
| Water & Climate Change  | 0 | 0 |
| Energy & Climate Change | 0 | 0 |

The assessment shows that the policy will encourage cycling within the town and its new development sites, as well as through to neighbouring towns.

### **Policy 11 – Bus Services**

| <b>WNP<br/>SEA Objective</b> | <b>WNP Policy</b> | <b>No Policy</b> |
|------------------------------|-------------------|------------------|
| Design                       | 0                 | 0                |
| Green Infrastructure         | 0                 | 0                |
| Best Use of land             | 0                 | 0                |
| Transport & Travel           | +                 | 0                |
| Air Quality                  | +                 | 0                |
| Landscape & Heritage         | 0                 | 0                |
| Biodiversity                 | 0                 | 0                |
| Flooding                     | 0                 | 0                |
| Water & Climate Change       | 0                 | 0                |
| Energy & Climate Change      | 0                 | 0                |

The assessment shows that the policy will have a positive impact by encouraging use of public transport services for commuting and other journeys, thus helping to minimise air quality.

### **Policy 12 – Furze Lane**

| <b>WNP<br/>SEA Objective</b> | <b>WNP Policy</b> | <b>No Policy</b> |
|------------------------------|-------------------|------------------|
| Design                       | 0                 | 0                |
| Green Infrastructure         | 0                 | 0                |
| Best Use of land             | 0                 | 0                |
| Transport & Travel           | +                 | 0                |
| Air Quality                  | 0                 | 0                |
| Landscape & Heritage         | 0                 | 0                |
| Biodiversity                 | 0                 | 0                |
| Flooding                     | 0                 | 0                |

|                         |   |   |
|-------------------------|---|---|
| Water & Climate Change  | 0 | 0 |
| Energy & Climate Change | 0 | 0 |

The assessment shows that the policy will have a positive impact by requiring improvements to Furze Lane to accommodate additional traffic as a result of the housing allocations to avoid harmful traffic congestion.

**Policy 13 – Traffic Management**

| <b>WNP<br/>SEA Objective</b> | <b>WNP Policy</b> | <b>No Policy</b> |
|------------------------------|-------------------|------------------|
| Design                       | 0                 | 0                |
| Green Infrastructure         | 0                 | 0                |
| Best Use of land             | 0                 | 0                |
| Transport & Travel           | +                 | 0                |
| Air Quality                  | 0                 | 0                |
| Landscape & Heritage         | +                 | 0                |
| Biodiversity                 | 0                 | 0                |
| Flooding                     | 0                 | 0                |
| Water & Climate Change       | 0                 | 0                |
| Energy & Climate Change      | 0                 | 0                |

The assessment shows that the policy will have two key positive impacts – managing traffic in the core of the Conservation Area and controlling the design of management works to conserve and enhance the High Street.

**Policy 14 – Secondary School**

| <b>WNP<br/>SEA Objective</b> | <b>WNP Policy</b> | <b>No Policy</b> |
|------------------------------|-------------------|------------------|
| Design                       | 0                 | 0                |
| Green Infrastructure         | 0                 | 0                |
| Best Use of land             | 0                 | 0                |
| Transport & Travel           | +                 | 0                |
| Air Quality                  | 0                 | 0                |
| Landscape & Heritage         | 0                 | 0                |
| Biodiversity                 | 0                 | 0                |
| Flooding                     | 0                 | 0                |

|                         |   |   |
|-------------------------|---|---|
|                         |   |   |
| Water & Climate Change  | 0 | 0 |
| Energy & Climate Change | 0 | 0 |

The assessment shows that the policy has a positive impact. The location of the site inside the Settlement Boundary, and thus in a less landscape-sensitive location, means it is close enough to the main town area to encourage school journeys by cycling and walking. It is also opposite the site of the new railway station to encourage journeys by train by pupils from places served by other stations.

#### **Policy 15 – Winslow Community Centre**

| <b>WNP<br/>SEA Objective</b> | <b>WNP Policy</b> | <b>No Policy</b> |
|------------------------------|-------------------|------------------|
| Design                       | 0                 | 0                |
| Green Infrastructure         | 0                 | 0                |
| Best Use of land             | 0                 | 0                |
| Transport & Travel           | 0                 | 0                |
| Air Quality                  | 0                 | 0                |
| Landscape & Heritage         | 0                 | 0                |
| Biodiversity                 | 0                 | 0                |
| Flooding                     | 0                 | 0                |
| Water & Climate Change       | 0                 | 0                |
| Energy & Climate Change      | 0                 | 0                |

The assessment shows that the policy has no environmental impact.

#### **Policy 16 – Winslow Medical Services Centre**

| <b>WNP<br/>SEA Objective</b> | <b>WNP Policy</b> | <b>No Policy</b> |
|------------------------------|-------------------|------------------|
| Design                       | 0                 | 0                |
| Green Infrastructure         | 0                 | 0                |
| Best Use of land             | +                 | 0                |
| Transport & Travel           | +                 | 0                |
| Air Quality                  | 0                 | 0                |
| Landscape & Heritage         | 0                 | 0                |

|                         |   |   |
|-------------------------|---|---|
| Biodiversity            | 0 | 0 |
| Flooding                | 0 | 0 |
| Water & Climate Change  | 0 | 0 |
| Energy & Climate Change | 0 | 0 |

The assessment shows that the policy will have a positive impact by locating the new facility on previously developed land close to the core of the town and to the main new housing allocation sites.

**Policy 17 – Sports Facilities**

| WNP SEA Objective       | WNP Policy | No Policy |
|-------------------------|------------|-----------|
| Design                  | 0          | 0         |
| Green Infrastructure    | 0          | 0         |
| Best Use of land        | 0          | 0         |
| Transport & Travel      | +          | 0         |
| Air Quality             | 0          | 0         |
| Landscape & Heritage    | +          | 0         |
| Biodiversity            | 0          | 0         |
| Flooding                | 0          | 0         |
| Water & Climate Change  | 0          | 0         |
| Energy & Climate Change | 0          | 0         |

The assessment shows that the policy will have a positive impact as the location is suited to this open space use and is close enough to the town area to encouraging journeys by walking and cycling.

**Policy 18 – Childcare Nursery**

| WNP SEA Objective    | WNP Policy | No Policy |
|----------------------|------------|-----------|
| Design               | 0          | 0         |
| Green Infrastructure | 0          | 0         |
| Best Use of land     | 0          | 0         |
| Transport & Travel   | 0          | 0         |
| Air Quality          | 0          | 0         |



|                         |   |   |
|-------------------------|---|---|
| Landscape & Heritage    | 0 | 0 |
| Biodiversity            | 0 | 0 |
| Flooding                | 0 | 0 |
| Water & Climate Change  | 0 | 0 |
| Energy & Climate Change | 0 | 0 |

The assessment shows that the policy has no environmental impact.

**Policy 19 – Play Facilities for Young People**

| WNP<br>SEA Objective    | WNP Policy | No Policy |
|-------------------------|------------|-----------|
| Design                  | 0          | 0         |
| Green Infrastructure    | 0          | 0         |
| Best Use of land        | 0          | 0         |
| Transport & Travel      | 0          | 0         |
| Air Quality             | 0          | 0         |
| Landscape & Heritage    | 0          | 0         |
| Biodiversity            | 0          | 0         |
| Flooding                | 0          | 0         |
| Water & Climate Change  | 0          | 0         |
| Energy & Climate Change | 0          | 0         |

The assessment shows that the policy has no environmental impact.

**Policy 20 - Assets of Community Vale**

| WNP<br>SEA Objective | WNP Policy | No Policy |
|----------------------|------------|-----------|
| Design               | 0          | 0         |
| Green Infrastructure | +          | 0         |
| Best Use of land     | 0          | 0         |
| Transport & Travel   | 0          | 0         |
| Air Quality          | 0          | 0         |
| Landscape & Heritage | +          | 0         |

|                         |   |   |
|-------------------------|---|---|
| Biodiversity            | 0 | 0 |
| Flooding                | 0 | 0 |
| Water & Climate Change  | 0 | 0 |
| Energy & Climate Change | 0 | 0 |

The assessment shows that the policy will have a positive impact by protecting important community assets, both open land and buildings, some of which are heritage assets.

**Policy 21 – Winslow Shopping Area**

| WNP SEA Objective       | WNP Policy | No Policy |
|-------------------------|------------|-----------|
| Design                  | 0          | 0         |
| Green Infrastructure    | 0          | 0         |
| Best Use of land        | 0          | 0         |
| Transport & Travel      | +          | 0         |
| Air Quality             | 0          | 0         |
| Landscape & Heritage    | 0          | 0         |
| Biodiversity            | 0          | 0         |
| Flooding                | 0          | 0         |
| Water & Climate Change  | 0          | 0         |
| Energy & Climate Change | 0          | 0         |

The assessment shows that the policy will have a positive impact by protecting the existing retail uses in the Shopping Area and by increasing the floorspace for top up shopping to encourage additional local trips.

**Policy 22 – Small Supermarket**

| WNP SEA Objective    | WNP Policy | No Policy |
|----------------------|------------|-----------|
| Design               | 0          | 0         |
| Green Infrastructure | 0          | 0         |
| Best Use of land     | 0          | 0         |
| Transport & Travel   | 0          | 0         |
| Air Quality          | 0          | 0         |

|                         |   |   |
|-------------------------|---|---|
| Landscape & Heritage    | 0 | 0 |
| Biodiversity            | 0 | 0 |
| Flooding                | 0 | 0 |
| Water & Climate Change  | 0 | 0 |
| Energy & Climate Change | 0 | 0 |

The assessment shows that the policy has no environmental impact.

### **Policy 23 - Local Green Spaces**

| <b>WNP<br/>SEA Objective</b> | <b>WNP Policy</b> | <b>No Policy</b> |
|------------------------------|-------------------|------------------|
| Design                       | 0                 | 0                |
| Green Infrastructure         | +                 | 0                |
| Best Use of land             | 0                 | 0                |
| Transport & Travel           | 0                 | 0                |
| Air Quality                  | 0                 | 0                |
| Landscape & Heritage         | +                 | 0                |
| Biodiversity                 | +                 | 0                |
| Flooding                     | 0                 | 0                |
| Water & Climate Change       | 0                 | 0                |
| Energy & Climate Change      | 0                 | 0                |

The assessment shows that the policy has positive impacts by protecting important green infrastructure assets, that also help shape the character of the town. Some of the proposed Space also have biodiversity value.

### **10. The measures envisaged to prevent, reduce, and as fully as possible offset any significant adverse effects on the environment of implementing the WNP**

The assessment shows that there are no significant adverse effects resulting from the policies of the WNP. The policies have been specifically chosen and formulated to adhere to the principles of sustainable development as defined by the Vale of Aylesbury Local Plan Strategy and the NPPF.

### **11. An outline of the reasons for selecting the alternatives dealt with**

The assessment has compared the WNP policies with the option of having no policy. In most cases, the 'no policy' option has made no material difference, as all the policy areas are covered by the development plan and NPPF. The WNP is merely refining those policy areas to reflect their specific relevance to Winslow. And, given

the approach taken in policies 2 and 3 to directing site-specific development allocations, the only sites chosen for allocation are those that comply with those policies. It has therefore not been necessary to compare sites relative to each other.

## **12. A description of measures envisaged concerning monitoring**

AVDC and Winslow Town Council will jointly monitor the effectiveness of the implementation of the WNP using the available data. The AVDC Annual Monitoring Report will provide some data at this level.