

# Winslow Neighbourhood Plan 2014-2031

## Strategic Environmental Assessment



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

December 2013

## 1. Introduction

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

1.2 Although no formal screening opinion has been issued by Aylesbury Vale District Council (AVDC) requiring an SEA, one has been prepared by Winslow Town Council in any event. The WNP has been prepared in accordance with the provisions of the Neighbourhood Planning (General) Regulations 2012. Both the WNP and SEA have been undertaken in close collaboration with officers of AVDC.

## 2. Background to Strategic Environmental Assessment

2.1 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

2.2 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.

2.3 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**

3.1 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 National Planning Policy Framework (NPPF), will be used by AVDC in determining planning applications once the WNP is approved in due course.

3.2 The Vision of the WNP is:

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

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

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

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

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

3.3 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 custom-build homes
- No. of affordable homes
- No. of affordable homes for local people

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

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

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

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

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

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

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

- No. of A1 shops
- Additional A1 shop floorspace

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

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

3.4 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 8 of the SEA below.

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

4.1 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.

4.2 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\*)

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

5.1 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 shows 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.

5.2 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.

5.3 The area also includes the Winslow Conservation Area, which lies at the heart of the town and includes its main shopping area and a great many of its listed buildings. An Appraisal was adopted by AVDC for the Conservation Area in 2007 and provides a detailed analysis of its special character and the means by which this character will be preserved and enhanced.

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

6.1 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.

6.2 The town has few employers of any significant size, which has resulted in higher levels of out-commuting to larger urban centres as it has grown over the decades. This is a cause of congestion in the town centre at peak periods.

6.3 There are no other pressing environmental problems to which the WNP needs to respond.

## **7. 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**

7.1 The SEA objectives of the WNP are set out in Table A below. They are derived from the Sustainability Appraisal/Strategic Environmental Assessment of the Vale of Aylesbury Local Plan Strategy of 2012. They comprise those environmental objectives of greatest relevance to the WNP and that have measures that are meaningful to assess at this small scale.

<b>WNP SEA Objective</b>	<b>WNP SEA Measures</b>
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>
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. (VAP SA objective 17)	<ul style="list-style-type: none"> <li>% development proposals affecting biodiversity assets</li> </ul>
8. Flooding - minimise the risk to people and property from flooding. (VAP SA objective 18)	<ul style="list-style-type: none"> <li>% of new homes allocated on sites located in Flood Zone 2 or 3</li> </ul>
9. Water And Climate Change - maintain, and where possible enhance, water quality & avoid water stress (VAP SA objective 19)	<ul style="list-style-type: none"> <li>% of new homes allocated on sites that avoid water stress</li> </ul>
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. (VAP SA objective 20)	<ul style="list-style-type: none"> <li>% of new homes allocated that will deliver renewable energy</li> </ul>

Table A: WNP SEA Objectives & Measures

## 8. The likely significant effects on the environment

8.1 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

8.2 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.

8.3 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**

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

WNP SEA Objectives	WNP Strategic Objectives					
	1 Housing	2 Jobs	3 Character	4 Community	5 Shopping	6 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	+

Table B: Assessment of WNP Strategic Objectives

8.5 This analysis suggests 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.

8.6 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**

8.7 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 SEA Objective</b>	<b>WNP Policy</b>	<b>Alternative Policy</b>
Design	0	0
Green Infrastructure	+	+
Best Use of land	+	-
Transport & Travel	+	-
Air Quality	+	-
Landscape & Heritage	+	-
Biodiversity	+	0
Flooding	0	0
Water & Climate Change	0	0
Energy & Climate Change	+	0

8.8 This policy carries the most importance of the WNP as it establishes the key principle within which all other policies, especially those that allocate land for development, have been designed. Essentially, there are two possible spatial strategies, assuming that there will be a maximum quantum of housing development within the plan period:

- infill the existing settlement to its current physical boundaries and respond to the alignment of the 'East West Rail' line on the northern boundary – this is the chosen strategy on which Policy 2 has been based
- extend the town beyond those boundaries in any one of a number of directions south-west, south, south-east, east and north-east – this is the strategy that could have formed an alternative policy

8.9 The two strategies are compared above. Notwithstanding the fact that it may be impossible to confine development to only one direction beyond the town boundary, the alternative policy scores badly against the WNP policy on almost all environmental objectives.

8.10 This is especially the case in respect of making the best use of land within the current settlement form and the consequences arising therefrom regarding encroachment into the open countryside and the need for car trips to access services. On some other measures, the comparison is less stark but they still favour the chosen policy. On the others, there is no discernable difference.

8.11 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.

**Policy 3 - Housing Site Allocations**

WNP SEA Objective	Site i	Site ii	Site iii	Site iv	Site v
Design	0	0	0	+	0
Green Infrastructure	+	+	0	0	+
Best Use of land	+	+	+	+	+
Transport & Travel	+	+	+	+	+
Air Quality	+	+	+	+	+
Landscape & Heritage	0	0	+	+	0
Biodiversity	+	+	0	+	0
Flooding	0	0	0	0	0
Water & Climate Change	0	0	0	0	0
Energy & Climate Change	0	0	0	0	0

8.12 The assessment shows that the proposed allocation sites, which are the only sites that accord with Policy 2, collectively deliver significant environmental benefits.

8.13 All the sites allocated make a good use of land within the existing settlement form. Their location will encourage and enable many more trips to be made by walking and cycling using an enhanced green infrastructure network connecting the largest new development sites to key locations. This will reduce the environmental impact of traffic congestion in the historic town centre and more generally help improve local air quality as a result.

8.14 The Station Road site (iv) proposal will make better use of the current industrial land and will enable any ground condition problems arising from its industrial uses to be addressed to deliver biodiversity gain. The Furze Lane (i) and Rugby Club (ii) sites will also deliver such a gain from their investment in new green infrastructure and habitat corridors to connect into the schemes into the surrounding countryside.

8.15 Where there are potentially negative environmental impacts, the policy requires those to be identified and avoided, for example in the high quality design solution required of the Granborough Road scheme (site iii).

8.16 It is not possible to identify any specific impacts in relation to flooding or climate change.

**Policy 4 – Affordable Housing**

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

8.17 The assessment shows that this policy has no environmental impact.

**Policy 5 – Housing Design**

WNP 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

8.18 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 6 – 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
Landscape & Heritage	0	0
Biodiversity	0	0
Flooding	0	0
Water & Climate Change	0	0
Energy & Climate Change	0	0

8.19 The assessment shows that the policy has a positive impact in making the best use of a single site for a variety of complementary uses that together will encourage fewer car trips from the town than may otherwise have been the case. The site is located in close proximity to the main housing allocation sites and opposite other complementary land uses proposed in policies 7 (employment) and 13 (sports facilities).

8.20 In combination with policy 7, the site has the potential to enhance the appearance of the northern entrance to the town with high quality buildings to establish a new identity of Winslow in the landscape.

### Policy 7 – Land North of Buckingham Road

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

8.21 The assessment shows that the policy will have positive benefits by encouraging economic development on a suitable site of little current agricultural or landscape value at a scale that is consistent with the growth in the working age population of the town.

8.22 It is very well located in close proximity to the other employment allocation in policy 7 adjoining the A413 Winslow to Buckingham Road, Great Horwood Road to Milton Keynes and most especially the proposed railway station. These attributes should provide job opportunities for the local labour force that may over time reduce the level of current out-commuting.

8.23 Were there to be no policy encouraging economic development, it is doubtful that land would be promoted for that purpose, thus accentuating out-commuting.

### **Policy 8 – Cycle Routes**

<b>WNP 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
Air Quality	0	0
Landscape & Heritage	0	0
Biodiversity	0	0
Flooding	0	0
Water & Climate Change	0	0
Energy & Climate Change	0	0

8.24 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 9 – Bus Services**

<b>WNP 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

8.25 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 the impact of traffic on air quality.

#### **Policy 10 – Traffic Management**

<b>WNP 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

8.26 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 11 – Winslow Community Centre**

<b>WNP SEA Objective</b>	<b>WNP Policy</b>	<b>No Policy</b>
Design	+	0
Green Infrastructure	+	0
Best Use of land	+	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

8.27 The assessment shows that the policy has a number of positive environmental impacts. Although the Paddock is a designated heritage asset, a well-designed community facility and associated external spaces should enhance the character of the northern part of the green space.

8.28 Importantly, the policy will result in the opening up of public access to enjoy this previously inaccessible green space asset.

#### **Policy 12 – Winslow Medical Services Centre**

<b>WNP 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

8.29 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 13 – Sports Facilities

WNP SEA Objective	WNP Policy	No Policy
Design	0	0
Green Infrastructure	0	0
Best Use of land	+	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

8.30 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 encourage journeys by walking and cycling. The school proposed in Policy 6 will be opposite the site to enable it to benefit from these new facilities without the need for additional traffic movements.

### Policy 14 – 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

8.31 The assessment shows that the policy has no environmental impact.

**Policy 15 – Play Facilities for Young People**

<b>WNP 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

8.32 The assessment shows that the policy has no environmental impact.

**Policy 16 - Assets of Community Vale**

<b>WNP 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	0
Flooding	0	0
Water & Climate Change	0	0
Energy & Climate Change	0	0

8.33 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 17 – Winslow Shopping Area**

<b>WNP 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

8.34 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. A viable and vital town centre will encourage property owners to invest in maintaining buildings in the Conservation Area thus preserving its special heritage value.

### **Policy 18 – Small Supermarket**

<b>WNP 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

8.35 The assessment shows that the policy has positive environmental impacts in providing the growing local population with an enhanced convenience retail offer to reduce dependence on larger towns. This should reduce car trips for that purpose and therefore have a positive impact on air quality. The site is in the designated Shopping Area and so is well located in the town to encourage trips by walking and cycling.

**Policy 19 - Local Green Spaces**

WNP 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
Flooding	0	0
Water & Climate Change	0	0
Energy & Climate Change	0	0

8.36 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 spaces also have biodiversity value.

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

9.1 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.

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

10.1 With the exception of the important Policy 2 which frames the spatial strategy for the whole plan, 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 Policy 2 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.

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

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