

Question 39

The Inspector would welcome the Council's observations on the representation from Mr Jonathan Harbottle on behalf of Land and Partners Ltd concerning the justification for the specific provisions of allocation D-WIN001.

AVDC's response:

The representation by Jonathan Harbottle asks for the following changes:

Phasing. L&P disagree with the requirement that 50 homes to be delivered 2017--22 and 535 homes from 2023--2033. This is not consistent with national policy advice.

Criterion e. L&P disagree with the criterion that the existing tree and hedgerows should be retained without adding the words "where possible" as for access and visibility splays some replanting and replacement of trees and hedgerow is inevitable.

Criterion f. L&P disagree with this requirement and it is not supported by the initial scoping work carried out to date. Any landscape buffers should be arrived at following detailed landscape and visual assessment as part of a landscape-led approach. The Great Horwood Road edge will not border onto open countryside; there will be community facilities immediately opposite. Given that Great Horwood Road will provide the main access points into the allocation, then it is too prescriptive to require a landscape buffer to be provided along this route.

Criterion h. L&P disagree with the wording that development should be provided with a bus service, in line with Policy 9 of the Winslow Neighbourhood Plan. L&P are willing to facilitate this but it is not reasonable for the service itself to be provided.

In relation to phasing, this is not intended to be a requirement but an indication of likely site delivery. It is based upon the trajectory in the VALP Housing Land Supply Soundness Document (CD.HOU.010). Delivery of housing on the site has been the focus of the Site Delivery Statements which look to set out in more detail information about the site delivery and the latest from the developer about how they anticipate the site building out. We have been working Land & Partners on this to reach agreement about the likely site delivery and aim to submit this work shortly once it is finalised.

The Council agrees to an amendment of criteria e to include the wording in bold:

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.

With regard to criteria f, we acknowledge that an LVIA will guide areas of necessary landscape mitigation and that there should be a landscape led approach. We do feel however that this criteria should remain in the plan. The Winslow Neighbourhood Plan designates the land on the opposite side of the Great Horwood Road along about half the border with WIN001 as Sport Facilities comprising a rugby pitch, a

football pitch and suitable ancillary facilities (the extent can be seen on Winslow's Neighbourhood plan policy map, Policy 13). This will, in the main, not be built development and will still very much have an open feel. The rest of the boundary to the north of this allocation is anticipated to remain bordering open countryside. This road is not an urban road and currently has a very rural feel to it. This criteria is about maintaining the character here as much as possible, recognising that the boundary of this site will become the new urban edge of the settlement. Mitigation is therefore required to provide a buffer for the transition between the built development and open countryside to soften this edge, both along the west of the site and the northern boundary. This is consistent with the approach to other allocations that abut the open countryside.

Finally, we address criteria h, which specifies that the development should be provided with a bus service in line with Policy 9 of the Winslow Neighbourhood Plan. The Winslow Neighbourhood Plan policy 9 does not set out that the developer should provide the bus service themselves but that they should support the improvement and extension of the bus service to development north of the railway line. We would expect this criteria be met through a financial contribution towards extending and improving the commercial or community operated bus services. As part of the planning application process, this would still need to be evidenced as usual and consulted on with Buckinghamshire County Council.