



Haddenham

Neighbourhood Plan

Site Assessment Report. Annex C of the Haddenham Neighbourhood Plan

Submission Version
January 2015

This document is the Site Assessment Report prepared alongside the Haddenham Neighbourhood Plan and is submitted alongside the Neighbourhood Plan

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Site Assessment Report

Informed by the AVDC Housing and Economic Land Availability Assessment (HELAA) call for sites, the Neighbourhood Plan team has conducted an objective assessment of 19 potential sites around the village as illustrated at **Figure 1**. These include the sites identified in the recent HELAA call for sites (May 14), but also any other site around or within the village that could be suitable, available and achievable.

The process began with a village workshop, attended by about 60 residents to develop objective criteria for assessment in areas that had been identified by the NP Team as crucial in the identification of suitable development sites. Specific criteria for judgment under each area were then developed by the workshop and the NP team and translated into a series of 40 questions about each site. The workshop also determined the weighting to be given to each area within the assessment criteria. Heritage was identified as the most important (weight 5), followed by Environment (weight 4), Transport (weight 3), Community Amenities and Facilities (weight 2) and Leisure, Sports and Recreation (weight 1).

Using a pro-forma for site assessment of Neighbourhood and District Plans developed by URS, engineering and planning consultants, the NP team devised a three point “traffic-light” scale – red, amber or green for most of the questions. For example, a question within the Transport section: Is the site >1000m from the train station (Red), 500-1000m from the train station (Amber), <500m from the train station (Green). The workshop had concluded that sites close to the station should be preferred (Green), because residents from those sites would be less likely to drive to the station. Such questions were answered by measuring distances by road. Other questions – such as the “General/overall likely traffic impact on village” were answered by the team on the basis of local knowledge.

Within each of the five sections – Heritage, Environment, Transport etc – the balance of answers was assessed and an overall “traffic-light” score assigned, with Red given 1 point, Amber 2 and Green 3. Then this score was multiplied by the weighting for each section, reflecting the priorities established at the community workshop. The weighted scores were then added to give a total score for each site. The range of possible scores was from 45 (most suitable site) to 15 (least suitable site).

A final stage was to make a judgment as to whether the site is suitable for development, suitable subject to constraints being overcome, or unsuitable. Of note, the sites were assessed as they are now; for example, no account was taken of the possibility of different access roads or of screening by trees or other means, all of which would be part

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of a planning application and relevant to subsequent planning decisions, but do not affect the site assessment and are not included in this Plan.

The scores of the suitable sites, in priority order, were correlated against the sustainability criteria in the SEA / SA and judged against the assessed housing need. This impacted on some sites and reduced the planned allocation from the “potential housing development capacity” based on a national norm of 30 houses per hectare.

The availability of those sites determined to be required was then tested, either through discussions with landowners, and/or the submission of an extant planning application. The summary of results is in **Table 1**; full results are available on the Neighbourhood Plan website at <http://www.haddenham-bucks-pc.gov.uk/Neighbourhood>.

Sorted by score - highest to lowest:							
HNP Ref	Area	N. houses (@ 30 per hectare)	Score	Name	Priority order	Availability	Allocation
001	26	780	37	Airfield	1	S of airfield	300
006	13	390	36	Bradmoor	2	Not available	
002	0.32	9.6	35	Dollicott small	3		10
003	1.7	51	35	Dollicott large	3	50 Extra Care	25
014	0.31	9.3	35	Station Rd	3		10
009A	2.8	84	34	Glebe A	6		85
007	1.43	42.9	33	S. lower road	7	Reserve 43	
015	8.9	267	32	S. station	8		
017	6.3	189	29	N. Snakemoor	9		
018	11	330	29	A418/Baghill Lane	9		
004	23	690	27	Rosemary Lane	11		
008	6.9	207	27	Garden centre	11		
010	4.7	141	26	Church farm	13		
009B	8.9	267	25	Glebe B	14		
016	8.2	246	25	Snakemoor	14		
015A	9.6	288	24	W. station rd	16		
005	12.6	378	23	N. bridleway	17		
009C	6	180	20	Glebe C	18		
011	5	150	20	St Mary's	19		
012	13.4	402	20	Marble wkshp	20		
013	7.3	219	16	Kingsey Path	21		
						Total	430

Table 1: Site Allocation

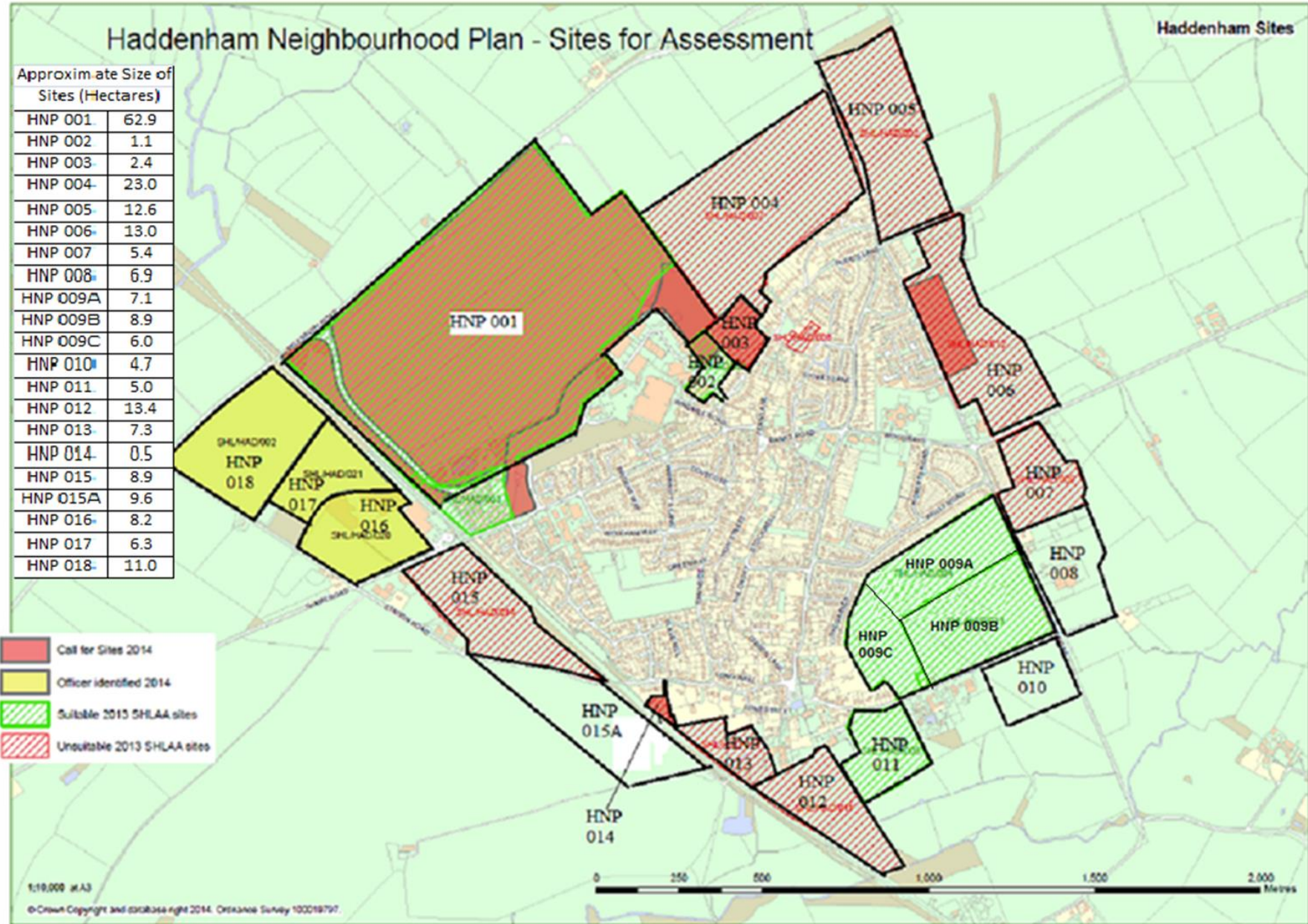


Figure 1: Sites for Assessment

