

A decorative graphic consisting of six overlapping hexagons in yellow, red, blue, green, and white, arranged in a cluster to the left of the title.

# Haddenham

## Neighbourhood Plan



# 2013 - 2033

Submission Version – January 2015

## Foreword

The Localism Act 2011 introduced new powers for communities to shape local development. One of these powers is to define a Neighbourhood Plan which is a community-led framework for guiding the future development, regeneration and conservation of an area. The legislation to deliver this was completed in August 2012 and Haddenham Parish Council seized the opportunity, forming a working group in January 2013 to conduct a wide-ranging consultation and community engagement process, to deliver a Neighbourhood Plan. To achieve this, the Neighbourhood Plan Team, comprising of representatives of organisations from across the village has run extensive workshops, displays and presentations. The information from these events has been augmented in discussions with planning professionals, landowners, developers, local businesses, organisations and health professionals, neighbouring Parish Councils and the District and County Councils to result in policy proposals and community projects which constitute the *Haddenham Neighbourhood Plan*.

The Plan starts with the reasons why a Plan is needed, its scope and the other plans and policies with which it must relate. It then describes Haddenham and the surrounding area before summarising how the information was gathered and residents consulted; further details of the consultation process and findings are in the Consultation Statement at Annex B. The Vision and objectives for the next 20 years are set out in Chapter 5 and there are then separate chapters in which various aspects, such as housing, transport, schools, health, recreation and business are discussed. Where policies are made, these are shown in a coloured box with a sequential identity (e.g. Policy HD (for Housing and Development) 1: Spatial Strategy). The Plan concludes with a consolidated list of all the policy proposals made, details of the associated community projects proposed, and the various references.

During a 6-week period, from 6 December 2014 to 17 January 2015, the statutory consultation generated discussion on, and minor amendments to, the Plan to arrive at this final version for submission to Aylesbury Vale District Council. The consultation changes did not necessitate further consultation pending the further statutory consultation and independent inspection ahead of the Plan returning to the village for the referendum.

The Neighbourhood Plan team believes that the Plan addresses the key issues facing the village for the next 20 years. It is in general conformity with regional and national policy that will expect new houses to be built in Haddenham but defines where and when that development should take place and what additional community facilities we will require as a result of it. This will ensure that the village continues to be a place we love and are proud of for the next 20 years.

*Andy Fell*

Chairman, Haddenham Neighbourhood Plan Team

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HADDENHAM PARISH COUNCIL



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# Glossary

AVDC .....	Aylesbury Vale District Council
AVDLP .....	Aylesbury Vale District Local Plan
CES .....	Children, Young People, Education and Schools
CIL .....	Community Infrastructure Levy
DCLG .....	Department for Communities and Local Government
HD .....	Housing and Development
HEDNA .....	Housing and Economic Development Needs Assessment
HELAA .....	Housing and Economic Land Availability Assessment
HWS .....	Health, Welfare and Social Care
HYFC .....	Haddenham Youth Football Club
LAF .....	Local Area Forum
LPA .....	Local Planning Authority (AVDC)
NP .....	Neighbourhood Plan
NPPF .....	National Planning Policy Framework
PC .....	Parish Council
RBJ .....	Retail, Business and Jobs
S106 .....	Section 106 Town & Country Planning Act 1990
SEA / SA .....	Strategic Environmental Assessment / Sustainability Appraisal
SHLAA .....	Strategic Housing Land Area Assessment (superseded by HELAA)
SRL .....	Sports, Retail and Leisure
U3A .....	University of the Third Age
WEA .....	Workers' Education Association
VALP .....	Vale of Aylesbury Local Plan
VAP .....	Vale of Aylesbury Plan (withdrawn)



Haddenham Jubilee Picnic – 4 June 2012 © Haddenham.net

## Introduction

*If you don't know where you're going, you'll probably end up somewhere else* (Lewis Carroll)

- 1.0.1 **H**addenham is a large village and civil parish in Buckinghamshire, around 5 miles southwest of Aylesbury and 2 miles northeast of Thame (which is in South Oxfordshire). The village is well located adjacent the A418 strategic route, which connects it to the M40 motorway, the A40 and Aylesbury and is served by regular rail services between London and Birmingham via the nearby Haddenham & Thame Parkway railway station. In common with many areas in the South-East of England which have experienced significant population growth and pressures on housing stock in recent years, Haddenham has met its share of this growth and has expanded significantly over the last 50 years. Recognising that this trend is likely to continue for the next 20 years and beyond, a planning team was formed in January 2013 to consider the production of a Neighbourhood Plan for Haddenham and, in May 2013, Haddenham Parish Council formally agreed to the proposal.
- 1.0.2 A Neighbourhood Plan is a community-led framework for guiding the future development, regeneration and conservation of an area. Enabled under the Localism Act 2011, which introduced new rights and powers to allow local communities to shape new development, it allows local people to get the right type of development for their community, within the needs of the wider area. However, rather than limit the exercise to shaping new development, the intent has been to encompass a wide range of social, economic and environmental issues such as education, employment, heritage and transport as well as to engage as broad a spectrum of village residents as possible to ensure that the Plan is genuinely a plan by the community, for the community.
- 1.0.3 This plan contains the vision, aims, planning policies, and proposals to ensure that Haddenham can thrive as a dynamic and prosperous village into the future. It will, once made, have statutory status and hence used in determining decisions on future planning applications.
- 1.0.4 The planning team, as a sub-committee of the Parish Council Planning Committee, has been comprised of representatives of organisations across the village including the Parish Council, the Village Society, Churches Together in Haddenham, Age Concern, Haddenham Community Junior School, Haddenham in Transition, the Safe Walking and Cycling Group and

the Community Library. Supported by Aylesbury Vale District Council (AVDC), Planning Aid England and URS, the team has conducted a range of consultation activities over the last 2 years. The resulting themes and principles, developed through this work, have formed the genesis of this plan but, as importantly, the process of undertaking the discussion is inspiring activity that is already starting to generate benefits in the village.

**1.1 Designation of the Plan Area**

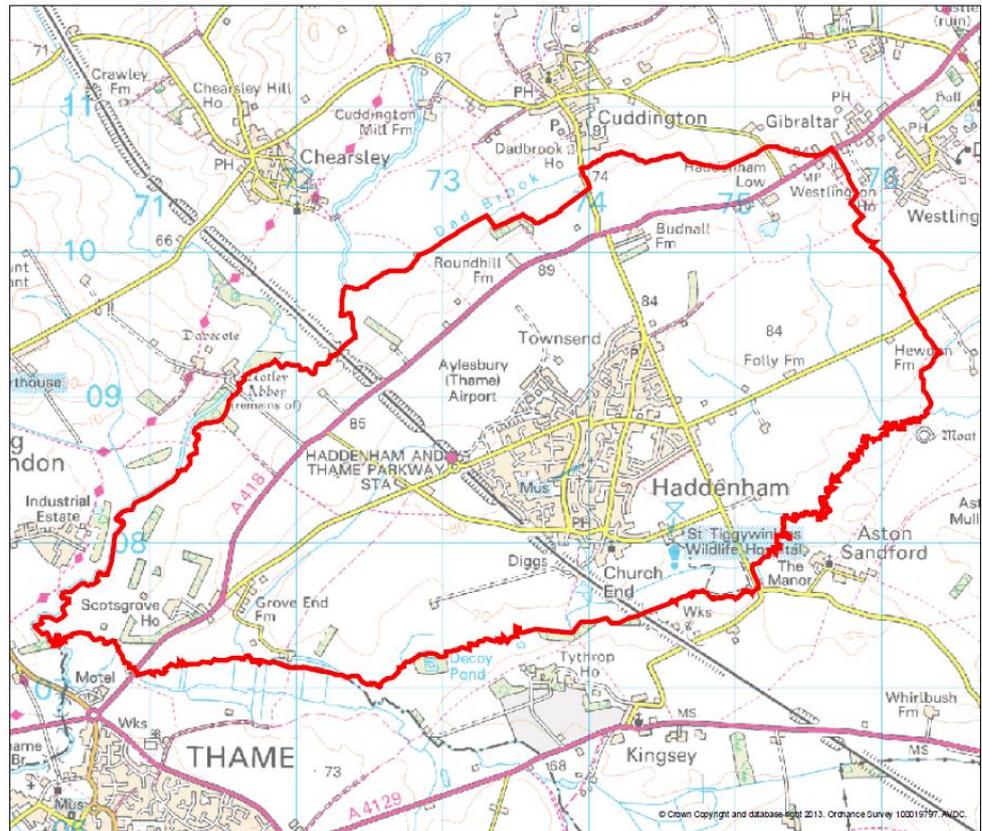


Figure 1: Haddenham Neighbourhood Plan Area

1.1.1

Haddenham Parish Council, as the qualifying body,<sup>1</sup> applied to AVDC, the local planning authority, on 30 May 2013 for designation of the Haddenham Parish ward as defined in **Figure 1**, as the Neighbourhood Plan area. This was approved by [AVDC](#) on 31 Jul 2013.

The Haddenham Neighbourhood Plan:

- relates only to the Parish of Haddenham and no other Neighbourhood Areas; and
- is the only Neighbourhood Development Plan in the designated area.

No other Neighbourhood Development Plan exists nor is in development for all or part of the designated area.

<sup>1</sup> As defined by the Localism Act 2011.

## National and Local Planning Context

2.0.1

In order to meet the Basic Conditions, this Plan has to: have regard to national planning policies and advice; contribute to the achievement of sustainable development; be in general conformity with the strategic policies of the development plan for the area and; be compatible with European Union (EU) obligations and human rights requirements.

### 2.1 National Planning Policy Framework

Most significant in terms of strategic policy is the National Planning Policy Framework (NPPF)<sup>2</sup> which aims to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. It defines sustainable growth in economic, social and environmental dimensions, which gives rise to the need for the planning system to perform a number of roles:

- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.1.1

It also states that neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. The current strategic policies are the saved policies of the adopted Aylesbury Vale District Local Plan (AVDLP) (2004 – 2011). In 2010 work progressed on a new Local Plan, the Vale of Aylesbury Plan Strategy. However, following initial hearings held in

<sup>2</sup> Refer <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

December 2013, on 5 February 2014, the Council passed a resolution to withdraw the Vale of Aylesbury Plan (VAP) Strategy.<sup>3</sup>

**2.2 Vale of Aylesbury Local Plan (VALP)**

In its place, the [Vale of Aylesbury Local Plan \(VALP\)](#) will include the overall strategy for the District, alongside site allocations (where needed), and development management policies, but it is not expected to be adopted until mid-2017.<sup>4</sup> It is expected that, in the new Plan, targets for additional housing in Aylesbury Vale will have to be increased. In the interim, the 2004 Aylesbury Vale District Local Plan (as the most recent adopted plan) does contain a number of saved policies which are relevant to the Neighbourhood Plan, but it does not have up to date housing numbers required across the district (i.e. it does not identify or meet objectively assessed housing needs in line with the NPPF). As a result, there is now no strategic planning context – particularly with respect to housing targets.

2.2.1

In their Guidance Note of March 2014,<sup>5</sup> AVDC detailed options for Parish and Town Councils. These were to: develop a NP in parallel with the VALP (using the district’s objectively assessed housing need as the evidence evolves); not proceed with a NP and instead rely on VALP to set detailed policies; or not to plan for a level of growth but focus on shaping development. In a meeting with AVDC Planning Officers on 3 April 2014,<sup>6</sup> the NP team concluded that there was value in continuing with the NP due to the benefits that we are generating through the discussion of issues as part of the consultation exercise, the breadth of the potential plan beyond housing numbers, and the progress that we had made through the process. It was therefore decided to work with AVDC as their evidence evolves, but to frame the NP in terms of development principles. However, due to evolving planning and legal guidance, this direction was reviewed in September 2014 and the decision was made to include site allocations in the NP.

2.2.2

Through working closely with AVDC planning Officers, this Plan has had regard to the evolving evidence of the VALP; however, the VALP is still at an early stage and currently has no emerging policies or an objective assessment of housing need. Consequently, the publication of the VALP in mid-2017 may necessitate a review of this Plan to ensure that it is in general conformity with VALP’s detailed policies and the district’s housing need.

<sup>3</sup> Pursuant to section 22(1) of the Planning and Compulsory Purchase Act 2004 (effective from 5 February 2014), the independent planning Inspector concluded that AVDC had not engaged with neighbouring Councils and others in the Luton and Milton Keynes Housing Market Area constructively, actively and on an ongoing basis and that this undermined the effectiveness of the Local Plan. In terms of the overall provision of jobs and homes, the Inspector concluded that the Plan was not positively prepared, it was not justified or effective, and was inconsistent with national policy. The [Planning Inspector’s letter, report to Council](#) (Appendix B), and [formal statement of withdrawal](#) are available on the AVDC website <http://www.aylesburyvaledc.gov.uk/planning-policy>.

<sup>4</sup> A timetable for VALP is set out in AVDC’s Local Development Scheme <http://www.aylesburyvaledc.gov.uk/planning-policy/publications-list/local-development-scheme/>

<sup>5</sup> AVDC Neighbourhood Plans Guidance Note (March 14) dated 14 Mar 14.

<sup>6</sup> Haddenham Neighbourhood Plan Meeting with AVDC 03/04/2014 Minutes

**2.3 The Haddenham Parish Plan**

The Neighbourhood Plan supersedes [The Haddenham Parish Plan](#) which was published in December 2004 and included an Action Plan to take forward themes with specific outcomes, timescales and delivery agencies. These issues (as far as relevant to town planning) were:

- **To limit the scale of future development, resist the loss of green fields and becoming a town** – by engaging with planning authorities and villagers at an early stage in decisions to be made on the level and locations of growth
- **To retain and promote village character in future development and to resist urbanisation** – to observe and input where possible into all street proposals concerning lighting, kerbing and other ‘urbanisation’ measures.
- **Poor access to the police and the need to improve community safety** – Increasing police provision in the village and provide practical security measures where appropriate.
- **To contribute to the improvement in the design of development** – by preparing a Village Design Statement, aiding in the review of the Conservation Area, arranging a workshop on wychert buildings.
- **Promoting affordable housing** – by aiding in a housing needs assessment, and in identifying sites for affordable ownership
- **Promote measures to restrict vehicle use, increase movement by foot and bicycle** – Supporting measures to achieve this in planning obligations or development proposals, lower speed limits, footpath network extensions and new road proposals to divert traffic away from village roads. Resist developments likely to lead to on - street parking where this may cause damage to important verges, kerbs or dangerous driving conditions
- **Maintain and increase the range and diversity of shops, services and community facilities** - by either supporting relevant new development or resisting a change of use.
- **Support the development of small businesses** - by either supporting relevant new development or resisting a change of use.

2.3.1

With the exception of policing, which has improved with the allocation of a Community Support Officer, and noting the change in the presumption in favour of sustainable development introduced in the NPPF which impacts upon the ability of the Plan to limit the scale of future development, all of the themes are addressed in this Plan.

**2.4 Conservation Area**

A [Conservation Area Appraisal](#) for Haddenham was published by AVDC in September 2008, following a district-wide review of Conservation Areas that began in 2002. The Haddenham Appraisal set out: an alteration to the conservation area boundary; key views and vistas into and out of the

conservation area; important open spaces and trees to be conserved; and permeability (networks and routes through the village – focusing on non-car modes), all of which are significant factors in this Plan. The appraisal also identified 17 distinct identity areas particularly important to defining the character of Haddenham. These include narrow curvilinear lanes with an enclosed and intimate character, sections of walls that border the road and paths, a mixture of historic buildings interspersed between modern infill developments, greens and ponds. To capture the visual character of the village, these features are incorporated into the design principles of this Plan. It is important to note that the NPPF puts particular emphasis on the need to conserve, and if possible enhance, heritage areas.

**2.5 Haddenham and Long Crendon LAF Local Area Plan**

Produced in December 2011, the Local Area Plan covers the Local Area Forum (LAF) area for Haddenham<sup>7</sup> and sets out agreed local priorities to improve the social, economic and environmental conditions over the next three years. For Haddenham the responses relevant to town planning were:

- Footpath network extensions needed to Snakemoor.
- Parking for commuters in Sheerstock and Wykeham Way.
- The provision of a footpath and cycle path to Thame.
- The provision of play equipment and facilities for young people.
- Comments regarding the level of shopping facilities in Haddenham.

2.5.1

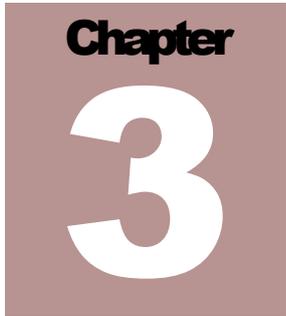
Whilst the footpath to Snakemoor has been provided, parking, the realisation of a cycle path to Thame and the provision and refurbishment of play areas are also addressed in this Plan.

**2.6 Strategic Environmental Assessment / Sustainability Appraisal**

Any Neighbourhood Plan should contribute to improvements in environmental, economic and social conditions and detail the mitigation of any potential adverse effects arising from the proposals. This plan has considered these factors as an integral part of the themes, and the impact of each of the policies, and alternative policies and growth options, have been correlated against sustainability objectives as part of the [Strategic Environmental Assessment and Sustainability Appraisal](#). The objectives of both have been subject to statutory consultation, including by English Heritage, Natural England and the Environment Agency.

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<sup>7</sup> Which also includes Dinton, Stone, Chearsley, Shabbington, Easington, Long Crendon, Ickford, Boarstall, Brill and Oakley



## The Neighbourhood Area

3.0.1

Haddenham is a large and prosperous village in western Buckinghamshire, surrounded by agricultural land and a glider airfield. The village existed in the Anglo-Saxon period, with its character reflecting its origin as 3 ancient hamlets at Church End, Fort End and Towns End situated alongside a stream. Land between these original settlements has been gradually in-filled to create a historic linear core to the village, now a designated Conservation Area as shown in Figure 2.<sup>8</sup>

3.0.2

However, this evolution and the fact that Haddenham was only briefly, in the early middle ages, a market town means that the village lacks the central focus of the kind found at Thame (as the nearest market town albeit out of the district), and at Aylesbury, Buckingham, Wendover and Winslow, as well as the wider range of facilities found in those and other large settlements in the district. Instead, its main historic and architectural interest derives from the “Witchert”<sup>9</sup> construction which was used, between the 15<sup>th</sup> and 19<sup>th</sup> centuries, for the majority of the houses and farms. Witchert walls and paths surrounding many of the houses with narrow winding lanes connecting a series of greens and ends give the village an attractive and distinctive appearance.

### 3.1 Housing and the Built Environment

The village enjoys 121 English Heritage Listed Buildings, mostly within the Conservation Area.<sup>10</sup> They range from the 12<sup>th</sup> to 20<sup>th</sup> Century, including one Grade I and three Grade II\* buildings in Church End. Otherwise, the housing stock is predominantly 20<sup>th</sup> Century with substantial developments at Sheerstock, Stokes Croft and Wykeham Way to the west and north-east of the historic “core”.

Year ending:	Completed Houses	Year ending:	Completed Houses
Mar-94	34	Mar-04	2
Mar-95	20	Mar-05	0
Mar-96	8	Mar-06	8
Mar-97	3	Mar-07	-1
Mar-98	19	Mar-08	6
Mar-99	3	Mar-09	11
Mar-00	6	Mar-10	16
Mar-01	1	Mar-11	21
Mar-02	1	Mar-12	11
Mar-03	0	Mar-13	45
		<b>TOTAL</b>	<b>214</b>

Table 1: Completed Houses. Source AVDC, 2014

<sup>8</sup> AVDC, *Haddenham Conservation Area Appraisal* (September 2008).

<sup>9</sup> Also spelt wychert or witchet – a method of construction using a white clay mixed with straw to make walls and buildings that are thatched or topped with clay tiles. The village has a number of significant houses, and two chapels, of witchert construction.

<sup>10</sup> Refer [The National Heritage List for England](http://list.english-heritage.org.uk): a full list with descriptions of England's listed buildings: <http://list.english-heritage.org.uk> accessed 1 Nov 14.

Housing developments, and the subsequent opening of a new railway station in 1987, were significant factors for growth, attracting commuters and industry to the area, with associated industrial development on the airfield business park. Since then, there has been a steady evolution. As shown on **Table 1**, there has been a net increase of 214 new homes in Haddenham between March 1995 and the start of this Plan period (2013) on both small “windfall” sites and more significant developments including Phoenix Way (31 dwellings) and more recently Chilworth Gate (71 dwellings) and Printer’s Piece & Spicer’s Yard (48 dwellings); this equates to 10.7 houses per annum over the last 20 years. There is one 11-bed residential care home and also one privately owned / managed site assigned for gypsies and travellers in the village.



Figure 2: Haddenham Conservation Area

3.1.1

In a 2010 AVDC survey, there was an even split of detached and semi-detached houses or bungalows, representing the majority of the housing

stock, with an average house price of £394,757. Most (1574 out of 1946) households owned their own homes; 191 households rented from council or other social providers, while 181 rented privately; there were 59 households on the waiting list for council housing. House prices have since remained relatively stable with an overall average price over the past year of £410,626.<sup>11</sup> However, with an average price of £154,125 for the limited number of flats available, a first-time buyer needs to be earning in the order of £50,000 pa,<sup>12</sup> making it increasingly difficult for young adults from local families to buy in the village and increasing the age of household formation.

### 3.2 Population

As illustrated at **Figure 3**,<sup>13</sup> Haddenham saw an explosion of population in the 1960s, 70s and 80s in line with the major building programmes. However, the population has since largely stagnated despite an increase in house numbers; at the time of the 2011 census, 4502 people lived in Haddenham (2179 males and 2323 females), within 1946 households. The population was smaller than in 2001 (when there were 4834 people) but it may have risen slightly again since 2011 with further development of the airfield and Printer’s Piece sites.

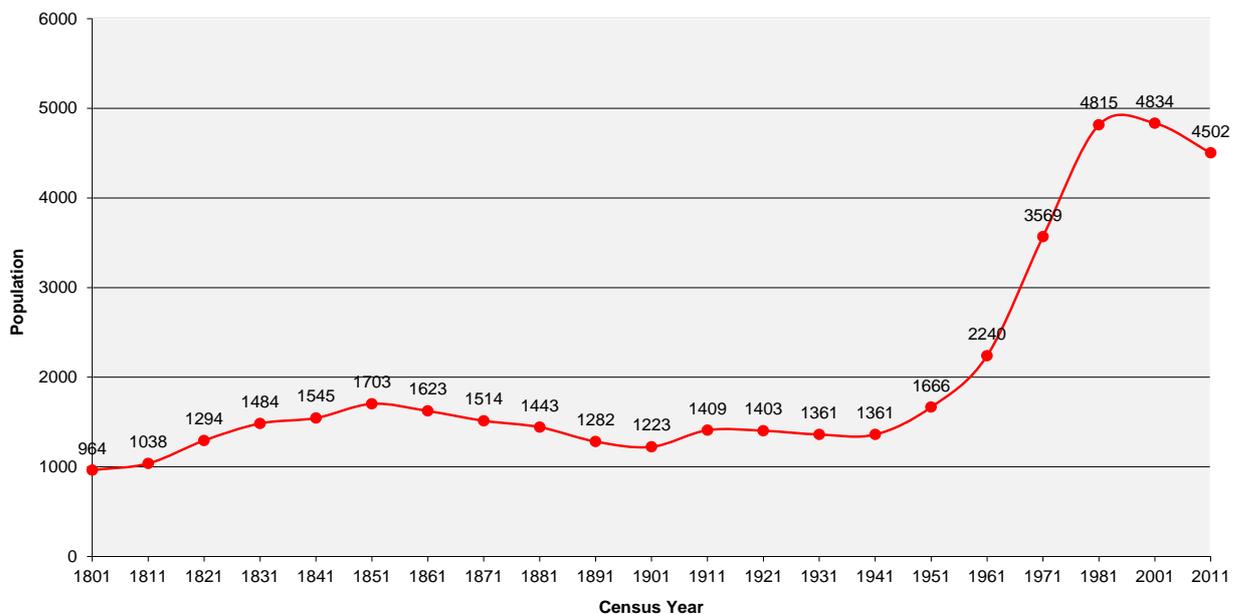


Figure 3: Haddenham Parish Population 1801-2011

#### 3.2.1

Coupled with a decreasing and ageing population<sup>14</sup> over the same period, this “under occupation” is indicative of “empty-nesters” whose children have left home but who remain in the family home.

<sup>11</sup> Most of the sales in Haddenham were detached properties which on average sold for £522,785 compared to semi-detached properties at £325,195 and terraced properties at £339,935. Refer <http://www.rightmove.co.uk/house-prices/Haddenham.html> accessed 10 Sep 14.

<sup>12</sup> Based on a mortgage of three times income. Source Hometrack <http://www.housingintelligence.co.uk> September 2010.

<sup>13</sup> Sources: Census data 2001, 2011 (ONS); 1801-1981 (Bucks Family History Society) Note: there was no census in 1941; the 1931 figure was re-used for this chart.

<sup>14</sup> 23.8% over 60 compared to 17% in 2007 (source LAF Local Area Plan). The population of Buckinghamshire is ageing in line with national demographic changes as a result of lower birth rates

3.2.2

This is supported by 2011 census data which show that a significantly higher percentage of the population of Haddenham is over 60 than in either Aylesbury Vale or Buckinghamshire; this is illustrated in **Figure 4**. As a result, this element of the population is relatively stable, with little in or out migration, but with specific needs in terms of specialist housing, transport and village services.

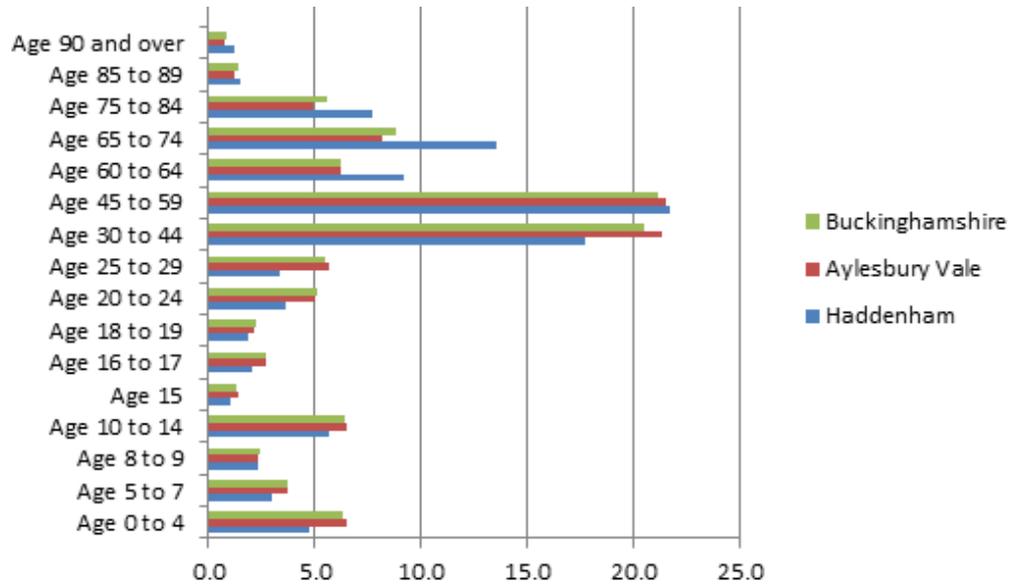


Figure 4: Percentage Population by Age. Source: Census, 2011 (Rural Services Network, 2014)

3.2.3

Haddenham is a relatively affluent and well-educated community; 89% of those of working age are in employment, with the majority in managerial, professional and administrative occupations.<sup>15</sup> Among those in employment, the largest single industrial grouping is people working in “wholesale and retail trade” (336), followed by “professional, scientific and technical activities” (306), “human health and social work activities” (261) and “education” (254). However, areas of the village are also more deprived than such areas nationally, with residents having much lower incomes and lower educational and skill levels than residents in other parts of the village. These areas also have higher levels of crime, although crime levels are in general very low.

3.2.4

There were 1409 families in the village, of whom 492 had dependent children, and 67 were lone-parent households. Together, this included 210 infants (aged 0-4) and 635 children and teenagers (aged 5-17). Hence pre-school and school places, which are currently marginally sufficient, are a significant factor for the Plan. The nearest secondary school is in Thame.

and longer life expectancy. In particular this will result in a significant increase in the over 85 year olds requiring care and support services. Source – BCC (2014).

<sup>15</sup> This is confirmed by the English Index of Deprivation, produced by the Department of Communities and Local Government. The percentage in managerial and professional occupations is greater than the average in Aylesbury Vale, which itself is greater than the percentage in the South-East or in England as a whole. This fits with the fact that 1526 residents (41% of those aged 16 and over) had “Level 4” qualifications or above, i.e. a degree or similar.

3.2.5

Of 3734 residents aged 16 and over, 2510 were living as couples<sup>16</sup> – a somewhat higher proportion than the average in Aylesbury Vale, or in the South-East or England as a whole – 2583 were of working age (aged 18-64) and 1074 were “seniors” (aged 65 and above). Of the 2294 in employment, 69% used a motor-vehicle to get to work, commuting an average of 18km within a wide area of Buckinghamshire and neighbouring counties, as well as to London; consequently, there is a high level of commuting, particularly at peak times, along the main access roads whilst access for cars through the narrow lanes in the village and associated parking continues to be a source of problems. Surprisingly, in view of the train and bus routes through Haddenham, only 262 used those forms of transport, but significant numbers of commuters travel to the village, particularly to use the train station.

**3.3 Infrastructure**

As illustrated in **Figure 5**, Haddenham is well-connected to strategic routes and larger settlements. The village is off the A418 which connects to Thame, Aylesbury, the M40 and the M1, and is adjacent to the Haddenham and Thame Parkway mainline railway station with services to London Marylebone, Banbury, Stratford-upon-Avon, Birmingham Snow Hill and, from 2015, to Oxford. The village is also reasonably well-served with a bus route (Arriva 280) which connects Aylesbury to Oxford, but recent changes to the route mean that Church End is no longer served by the bus.



Figure 5: Strategic Routes

3.3.1

Utilities are generally well provided for in the village, but there is a growing need for high-speed broadband. There are major constraints to the wastewater networks that are likely to limit the amount of new housing that can be developed before sewer upgrades are needed and new sewers laid.

<sup>16</sup> Either married, in a registered same-sex partnership, or cohabiting

**3.4 Business**

Haddenham has a range of businesses from large multi-national manufacturing centred in the Haddenham Business Park, through light industrial, professional and managerial and mixed employment in the Thame Road Industrial Park, to a multiplicity of small and medium enterprises. Following initial phases of development on the Haddenham Business Park, expansion in recent years has been slow, possibly hampered by the lack of high-speed broadband facilities, with current planning permission unfulfilled on land allocated for commercial development, representing two employment schemes. Whilst some of the 173 identified businesses in the village operate from commercial premises, there are a significant number of home-based businesses.

3.4.1

Its size and prosperity brings with it a small number of shops dispersed around the village, including a Post Office, greengrocer, two convenience stores, a Butcher and two farm shops, but cafes, pubs and restaurants have struggled in recent years, with closures of each in the last 18 months. There is a veterinary surgery and both a pharmacy and a large Medical Centre on Stanbridge Road, together with a Dental practice on Banks Park and other services and facilities, but there is a noticeable lack of a bank and general grocer that could be expected in a settlement of this size; there are larger and more numerous facilities in both Thame and Aylesbury.

**3.5 Natural Environment**

The Plan area sits mostly in the Upper Thames Clay Vales (National Character Area Profile 108) although it bridges into the southern edge of the Midvale Ridge (109) north of the A418.<sup>17</sup> As shown at **Figure 6**, between the village and the road, the “A418 Ridge” (LCA 9.9) is a ‘low hills and ridges’ landscape type with a shallow asymmetric ridge, long-distance views north to south, consisting of predominantly arable fields but with smaller paddocks around settlements. There is a contrast between the low-lying vale landscape with gentle topography to the south of this area merging gradually into the higher ground to the north. This area is defined as insensitive to change as the key characteristics of the landscape will essentially remain unaltered.

3.5.1

South of line between Thame Road and Woodways, the areas around the village are “Haddenham Vale” (LCA 8.9); the key characteristics can be summarised as open, gently undulating lowland farmland, a meandering network of streams, meadows, tranquillity and sparse settlement pattern of dispersed farmsteads; these areas are in the third most sensitive category.

3.5.2

From an historic landscape perspective, there is a single scheduled monument, a Round Barrow (SAM 21735), north of the A419, but otherwise designated heritage assets are restricted to the village’s conservation area and listed buildings. Surrounding the village there is a distinct field pattern, predominantly comprising the surviving elements of the 19<sup>th</sup> century planned landscape when the medieval open fields were enclosed by an Act

<sup>17</sup> Natural England, National Character Assessment, *NCA Profile:108 Upper Thames Clay Vales (NE570)*, at <http://publications.naturalengland.org.uk/publication/5865554770395136?category=587130>.

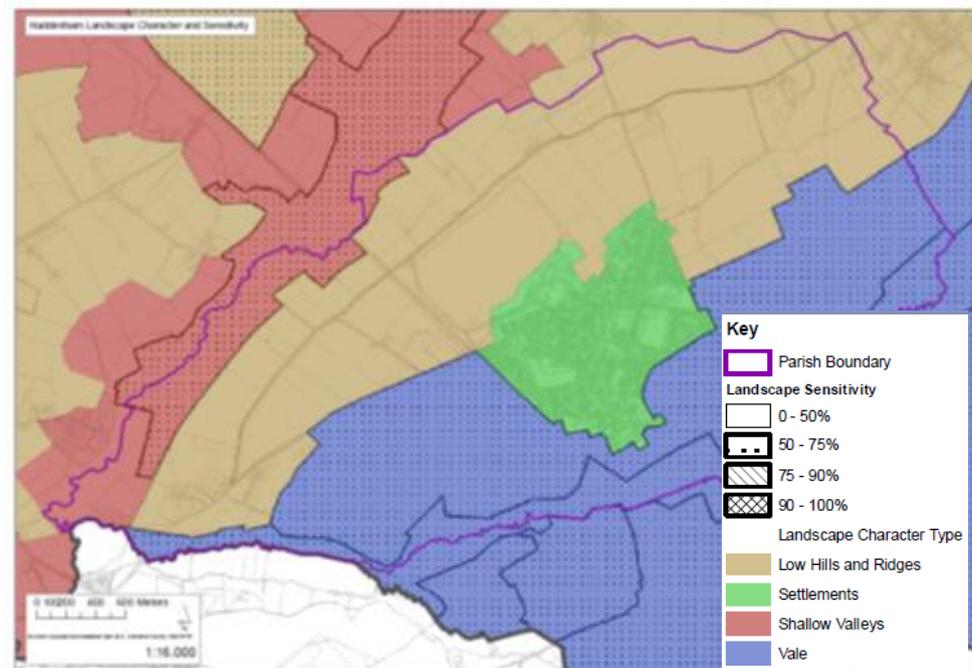


Figure 6: Haddenham Environs: Landscape Character and Sensitivity (Source AVDC 2008)

of Parliament in 1830 - 1834. The dominant characteristics are rectangular enclosures with uniform field boundaries formed typically by hedgerows that vary in structure, condition and in the degree of species richness. Many contain mature trees including, notably, widespread pollarded mature willows and occasional nationally rare black poplar (often pollarded). Otherwise, low woodland cover is concentrated in small blocks typically of broad-leaves. The AVDC Historic Environment Assessment<sup>18</sup> assessed this 'Haddenham Planned Landscape' to be of moderate sensitivity, but with potential to absorb moderate change and development subject to sensitive location, design and evaluation of archaeological constraints.

3.5.3 In comparison, Thame Meadowland to the south of the area is the most sensitive zone, but the creation of 'prairie field' enclosures created by grubbing up Parliamentary Enclosure field boundaries for the purposes of agricultural intensification and the airfield in the 20<sup>th</sup> Century mean that areas of 'Haddenham 20<sup>th</sup> Century Landscape' to the North and East of the village have low sensitivity and could absorb new development.

3.5.4 Within the village, Haddenham retains a rural character predominantly because of its "green and blue space". The village greens and ponds, as well as the Recreation Ground and play parks, are defining characteristics which represent the majority of the public open space;<sup>19</sup> they contribute to the view of the village from its main approaches and the views out across open countryside from within the village.

<sup>18</sup> AVDC, Aylesbury Vale Landscape Character Assessment (May 2008) and Historic Environment Assessment – Haddenham (June 2006) at <http://www.aylesburyvale.gov.uk/planning-policy/publications-list> accessed 4 Nov 14. See also Bucks Historic Environment Record (HER) at [http://www.buckscc.gov.uk/bcc/archaeology/Historic\\_environment\\_record.page](http://www.buckscc.gov.uk/bcc/archaeology/Historic_environment_record.page)

<sup>19</sup> Audited by AVDC in 2010 in accordance with HMG guidance (PPG17), Haddenham village greens are registered on [www.aylesburyvale.gov.uk/leisure-culture/parks-open-spaces/green-spaces-maps](http://www.aylesburyvale.gov.uk/leisure-culture/parks-open-spaces/green-spaces-maps).

3.5.5 The village has a thriving allotment but, as this is not fully accessible, only the Recreation Ground meets the Accessible Natural England Greenspace Standard (ANGSt).<sup>20</sup> However, since 1987, the village has also had a small nature reserve of 1.8 hectares (4.5 acres) at Snakemoor, to the west of the railway station. An important recreational facility, it offers opportunities for volunteers to improve the local environment by helping in its maintenance and development and is also the home for Snakeshead Fritillaries and a number of important species that are also found on the meadows on the outskirts of the village.

3.5.6 Biodiversity is a valued and important part of village life; Red Kites and Swifts are regular visitors, whilst Mallards and Moorhens breed in the three village ponds and examples of the white, long-breasted Aylesbury Ducks, bred in Haddenham for many years and sold in Aylesbury market, can be seen on Church End pond. The airfield also hosts a number of important bird species, including Lapwings, Yellowhammer and Skylarks, whilst bats can be seen feeding in the airfield areas and surrounding woodland.



Haddenham Fete 2012 from the Church © Haddenham.net

3.5.7 Both the River Thame (Aylesbury to Scotsgrove Brook) and the Scotsgrove Brook provide boundaries to the plan area. Both of these watercourses are of poor ecological status<sup>21</sup> but are looking to achieve an improvement to Good Ecological Status by 2027, noting that buffering of watercourses with

<sup>20</sup> As defined in the *Aylesbury Vale Green Infrastructure Strategy 2011 – 2026*. ANGSt recommends accessible natural green-space of at least 2 hectares, no more than 300 metres (5 minute walk) from home; at least one accessible 20 hectare site within 2 kms; one accessible 100 hectare site within 5 kms; and one accessible 500 hectare site within 10 kms. There are no such sites greater than 20 hectares within the specified distances from Haddenham. In addition, ANGSt recommends a minimum of one hectare of statutory Local Nature Reserves per thousand population. [http://www.naturalengland.org.uk/regions/east\\_of\\_england/ourwork/gi/accessiblenaturalgreenspaceandardangst.aspx](http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspaceandardangst.aspx) refers.

<sup>21</sup> According to the River Basin Management Plan of the Water Framework Directive at <http://maps.environment-agency.gov.uk/>

high quality habitat can provide protection against pollution and wildlife connectivity. A brook runs through the centre of the village from Rosemary Lane to Ford Brook which presents a residential fluvial flood risk. To the south of the village, the River Thames tributary and associated water meadows are also liable to flooding.<sup>22</sup>

**3.6 Health and Wellbeing**

In the village, 3792 residents (84% of people) described themselves as being in very good or good health, with only 35 in very bad health. The proportion in very good or good health is very similar to that for Aylesbury Vale and the South-East as a whole. However, 286 people considered that their day-to-day activities were limited “a lot” by poor health, with 399 limited “a little”.

3.6.1

The health and wellbeing of the village is enhanced by numerous sports and recreational clubs and organisations. Haddenham is fortunate in possessing extensive playing fields and children’s playgrounds and over 50 voluntary groups, with some of the largest being the Haddenham Village Society, the Museum Trust and the University of the Third Age (U3A). The Recreation Ground is a focus for active football, cricket and tennis clubs whilst the Village Hall represents an important indoor space for a range of activities. Meanwhile, there are 4 churches<sup>23</sup> and a community library, dynamic dance and performing arts groups, while the village plays a significant role each year in Bucks Open Studios.



Haddenham Winterfest 213 © Haddenham.net

3.6.2

There is a monthly “Vale Harvest” market and Haddenham in Transition arrange a “Homemade in Haddenham” festival of local produce. The village also organises a very successful fête in the summer and both summer and winter beer festivals that raise money for local causes.

<sup>22</sup> As defined by the Environment Agency Flood zones map at <http://maps.environment-agency.gov.uk/>

<sup>23</sup> Namely Church of England, Roman Catholic, Baptist and Methodist. The largest religious group in Haddenham is Christian (66%); 25% stated that they had no religion and a further 8% did not state their religion. The proportion Christian is somewhat higher than in the rest of Aylesbury Vale and the proportion of other religions – Buddhist, Hindu, Jewish, Muslim and Sikh – somewhat lower.



Haddenham Neighbourhood Plan Site Allocation Workshop 27 Sep 2014

## Community Engagement

4.0.1

The potential benefit of a meaningful period of community engagement was a significant factor in the decision of the Parish Council to pursue a Neighbourhood Plan. This has been borne out throughout the consultation period, with several “off-shoot” activities making positive progress with community initiatives.

4.0.2

In terms of the Plan, the principle has been to engage as broadly and openly as possible with all of the village residents to promote a high degree of awareness of the project and to encourage everyone to contribute actively to its development. To achieve these aims, the Neighbourhood Plan Team were co-opted from around the village, including representatives of significant village organisations. The team has met monthly and collectively has run extensive consultation events including:

- Vision workshops in August 2013, drop-in sessions in January 2014 and site criteria workshops in September 2014.
- Displayed material at the village Winterfest in Dec 2012 and the Summer Fête and Annual Parish Meeting in 2013 and 2014.
- Held open consultations with the combined churches at Café Plus, the Village Society, The Junior School, the Toddler Group, the Youth Club, U3A and Haddenham Rollers in spring/summer of 2014 and early 2015.
- Conducted surveys with householders on development (December 2011), sports provision (February 2012) and community involvement (May 2013), and with businesses in March 2014.
- Supported Haddenham schools Community Week (July 2014).
- Monthly reports at Haddenham Parish Council public meetings; publicised progress in every edition of the quarterly Parish Newsletter since November 2011 and dedicated *Haddenham Focus* Newsletters.
- Maintained a page on the Parish Council website at <http://www.haddenham-bucks-pc.gov.uk/Neighbourhood> with regular updates on the village blog, on the community website at [www.Haddenham.net](http://www.Haddenham.net) and in the local printed press.
- Pre-submission launch (6 December 14) and statutory consultation.

4.0.3

Whilst it is impossible to foretell the future, there are a number of trends that are generally held to be likely, such as the UK's population continuing to grow and get older. There are many more things that we understand less well, such as the future balance of the age groups, the cost of living, what kinds of jobs our children and grandchildren will have. But by discussing these “uncertainties” in the context of the more likely trends we gained some insight into what is most important to us as a community and began to get an idea about some of the decisions that we can take now that will help us develop the characteristics we value.

4.0.4

Feedback has been collected through almost 200 comments cards and 100 Post-its™ on displays, paper and e-survey responses, face-to-face meetings and telephone calls. This input has been used iteratively to develop the themes of development for the plan, the strategic vision and objectives, the village strengths and weaknesses, and the plan priorities and policies.



HNP Open Consultation 25 Jan 2014 © Hddenham.net

4.0.5

The surveys, consultations and workshops have also been based on existing evidence including saved policies from the AVDC District Plan, draft VAP Strategy documentation, Conservation Area and historic towns' studies, the environmental data and meetings with key service providers.<sup>24</sup>

**4.1 Strategic Land Use**

In 2011, the draft VAP Strategy defined the need for Haddenham to accommodate an additional 100 new houses. Consultations started under these auspices and at the “Roadshow” events in early-2014, the 4 sites identified in the Aylesbury Vale 2013 Strategic Housing Land Availability Assessment (SHLAA) for potential development were discussed in public fora. A number of themes emerged that have been discussed with the agents and developers for the sites.<sup>25</sup> These include: the coherence of future development with the rest of the village, including linking effectively into existing pedestrian and cyclist access to shops, schools and sports provision within the village; traffic management and the impact on public transport; the importance of high quality design, including design criteria for individual properties and the development as a whole; and the importance of retaining the central focus for Haddenham.

<sup>24</sup> Notably, the Haddenham Conservation Area Appraisal (AVDC 2008), Aylesbury Vale Environmental Character Assessment; Historic Environment Assessment – Haddenham (June 2006), Buckinghamshire Historic Towns Assessment Report – Haddenham (2008), Aylesbury Vale Environmental Character Assessment; Historic Environment Assessment – Haddenham (June 2006).

<sup>25</sup> The discussions with the developers have been recorded to ensure transparency and consistency; the record of discussions is available on the Parish Council website at <http://www.haddenham-bucks-pc.gov.uk/Neighbourhood>.

4.1.1 However, the withdrawal of the VAP Strategy has resulted in a lack of any strategic planning context – particularly with respect to housing targets. The VALP is progressing with a Housing and Economic Land Availability Assessment (HELAA), which replaces the SHLAA and will indicate a source of potential sites to be considered further for allocation. Several of these sites are (or are likely to be) the subject of planning applications. In order for the community to have a greater say on which sites should be developed, the decision was made to include site allocations in this Plan. To inform this process, AVDC concluded that a Strategic Environmental Assessment (SEA) was required to address potential environmental effects beyond those expected by ‘strategic’ district-wide policies of the Local Plan.<sup>26</sup> Although not a requirement, it was recommended that this incorporated a Sustainability Appraisal (SA) to consider more widely the balance of sustainability and to help ensure the plan meets the basic conditions.<sup>27</sup>

4.1.2 The development of the SEA/SA has included public and statutory consultation over a period of 5 weeks, and the resultant objectives have been used to test the sustainability of the policies in this Plan.

**4.2 Strengths and Weaknesses**

Haddenham is valued as a beautiful, friendly and historic village with a range of housing stock and good transportation links supporting access to good employment opportunities. It has a strong community spirit with a multitude of volunteer groups active across all ages and a range of activities. It has good infrastructure but is a quiet village with lots of trees and green open spaces; it is welcoming to new-comers with relatively low crime. In addition to the visual appeal of the village’s rich heritage, community initiatives have raised the profile and reputation of the village to make it a destination rather than a thoroughfare village.

4.2.1 However, there is also a feeling that Haddenham is becoming a “dormitory” / commuter village with insufficient employment opportunities nearby. Similarly, key facilities are too scattered or located at the outskirts of Haddenham and many are overstretched. There are not enough opportunities for downsizing housing, a host of transportation problems from the (recent) significant limitation of the main bus service to poor road conditions and long-standing parking problems near the train station, and to a lack of safe cycling routes beyond the village boundaries.

4.2.2 The most compelling metaphor for 2033 Haddenham was that of a beehive – a busy, well-designed, productive and strong community. This resonates strongly with the village’s history and with that of the UK more widely.

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<sup>26</sup> AVDC, *Strategic Environmental Assessment Screening Report for the Haddenham Neighbourhood Development Plan*, 15 August 2014.

<sup>27</sup> In accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004.

**4.3 Key Issues**

The consultations highlighted eight key issues for the planning period:

4.3.1

**Community Facilities** – Particularly for a village of the size of Haddenham, the community is poorly served by facilities in a settlement “centre”. Whilst the Community Library has been rejuvenated by a recent community take-over, its building is limited in size and potential. The Village Hall is dated, and although recent investment has improved its usability, it will struggle to cope with the demands of a growing population. Meanwhile, the old medical centre on the corner of Banks Park is derelict and an eye-sore.

4.3.2

**Green Space** – The village greens, ponds and open spaces area defining feature of Haddenham and whilst the greens are designated as such and owned by the Parish Council, their continued protection is fundamental in any future development plan. The Parish Council also own a number of children’s play areas – including Sheerstock and Banks Park sites. Whilst some sites have enjoyed recent investment, there is a need for a rolling programme of refurbishment and integration with a coherent development of sports facilities between the playing field and new airfield sports pitches.

4.3.3

**Enterprise kick-start** - There is a large number of home-working and cottage-based industries, but limited opportunities to develop and exploit them. With the expected roll-out of high speed, fibre-optic broadband across the village, there is an opportunity to encourage mentoring opportunities for knowledge and skills exchange from young to old, and old to young, and across different disciplines to develop stronger and more innovative businesses. There is also a perceived need for self-sustaining opportunities for local craftsmen and business people including shared space/services and support for home-working.

4.3.4

**Quality Development** – The unique physical characteristics as defined in the Conservation Area Appraisal, and the architectural diversity of existing properties, are key elements of the attractiveness of the village. Hence, although residents recognise the pressure on the village to expand, any planned development must incorporate housing that is high quality in design and build, low/zero carbon, varied in size and form, and integrated with a good mix of open space and ponds – known as “green and blue spaces”. They should meet design criteria that reflect the mixture of house types, sizes and materials in the village and encourage a broader range of property types, configurations and ownership options to provide “lifetime homes”. This will generate improved choice from starter homes, through family houses to lifestyle options for those wishing to downsize and remain in the village.

4.3.5

**A Centre for the Arts** – Haddenham has a thriving artistic community. There is a significant opportunity to develop and promote Haddenham as a

centre for the arts and crafts, building on the large number of participants in the Bucks Open Studios initiative.

**4.3.6 Public Transport** – The loss of the bus service to Church End is a significant issue, particularly to older residents in the southern parts of the village. The change was made on a commercial basis to speed-up the route between Aylesbury and Oxford and is unlikely to be reversed without a significant change in passenger numbers and behaviours. The change has, however, generated parking issues in parts of the village that are on the bus route with passengers driving to a bus stop, and has restricted the mobility of other residents. Whilst there is an informal community transport scheme operating in the village, this does not offer a comprehensive solution.

**4.3.7 Cars and Parking** – Haddenham is a village with winding and narrow streets but main approaches to the village are served with straight and open roads with the associated risk of drivers carrying inappropriate speeds into the built-up areas. Notably on Woodways and Banks Parade, with its confluence of schools, sports facilities, shops and village amenities, repeated action to reduce speeds and accidents has led to an incoherent legacy of traffic management measures including chicanes, pillows, road narrowing and a double mini-roundabout. Through this confusion, the volume and density of traffic along Thame Road, particularly in the morning rush-hour period, with the conjunction of commuters to the Haddenham and Thame Parkway station and children attending the pre-school, infant and junior schools along Woodways, is dangerous. The problem has been worsened by the rerouting of the 280 Arriva bus along Woodways and, with the extended marketing of the railway station, will only get worse in the future. Consequently, and particularly since the loss of the ‘lollipop’ school crossing patrol across Churchway and Woodways, there is a requirement, now approved, to provide safe crossing facilities at these locations.

**4.3.8 An ageing population** – There is an increasing need for specialist housing for the elderly. The Churchyard is also rapidly approaching capacity<sup>28</sup> and there is a consequential need for a new burial site of 1½ to 2 acres in the village, potentially held as a civic or collective trust and operated on a sustainable basis for all religions and denominations; to achieve this, considerable planning would be required to consider land preparation and drainage, vehicular access and parking, and infrastructure requirements.

**4.4 Limitations**

Whilst the consultation process has tried to be as inclusive as possible, the Plan may not have captured the views of everyone in the village; however, it is intended that regular reviews will capture emerging strategic guidance, as well as any omissions, for inclusion in future iterations.

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<sup>28</sup> The existing church graveyard has space for potentially 2 years of burials and, with a potential lead time of 5 years to develop a new site, time is critical.



Balloons over Haddenham © Ian. <http://www.picturesofengland.com/user/103056/pictures>"

## Vision and Objectives

5.0.1

The aim of the Haddenham Neighbourhood Plan is to set out policies for the years up to 2033 that will ensure that our area develops and grows in a way that is economically, socially and environmentally sustainable, and which improves the communities we live in. Residents in 2033 should enjoy living here as much as the existing community does, sharing the same strong sense of community, and feel as passionate about its future. Our vision is that Haddenham is:

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*“A well-designed, well-connected village that is a pleasant and vibrant place to live and work; a busy, active and dynamic community with a shared purpose and direction, a sense of history, and a strong community spirit that is valued by residents.”*

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5.0.2

In parallel with the evolving VALP, which is expected to define development until 2033, this Plan explores opportunities to realise this vision over the next 20 years through community activity led by the Parish Council. It uses 6 cross-cutting objectives, derived through the consultations, against which each of the themes represented in the following chapters were assessed; they are:

### **5.1 To maintain and improve village spirit**

A key facet of the vision is to stay a village. In terms of the built environment, this includes retaining the mixture of building density, types and sizes currently enjoyed in the village and being sensitive, particularly on the edge of the existing settlement, to the transition from the village to open countryside. A clear objective is to avoid large, homogeneous developments with excessive lighting and urbanisation, but instead retain and replicate the mixture of building form and style that define the village character. Key to this is the protection and enhancement of existing open spaces and the pattern of village greens and ponds, together with trees and hedgerows and the bird song that comes with it.

5.1.1

The village also has a significant Conservation Area through its historic core. This brings some statutory protection to development in the Conservation Area, but as recognised in the NPPF Core Planning Principles,<sup>29</sup> the community also recognise an imperative to limit the impact

<sup>29</sup> NPPF Para 17 Refers that planning should “conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;”

on the Conservation Area and its rural setting from external developments, including impacts on approaches, both long and short views into and out of the village to open countryside, and traffic through, the village core.

5.1.2

However, the attractiveness of the village is considered to be deeper than just visual. A friendly, close-knit but hospitable community means that newcomers feel welcome and quickly “at home” in the village; this “village feel” is important to protect and nurture. Contributory factors to maintaining this could include safe access to facilities and amenities in the village for cyclists and walkers and, potentially, a community bus to link the edges of the village to its centre, village amenities and public transportation.

**5.2 Retain a village focus**

The village does not benefit from a traditional “centre” of shops and community facilities. Consequently, with an aim of protecting and strengthening the centre of the village as a hub for community activity, providing improved community and play facilities as well as services and shopping, the Banks Park / Banks Parade area is considered an important focus to retain and improve.



Banks Park Haddenham

5.2.1

There is an evident opportunity on the Banks Park site to create a high quality, well-designed, and user friendly “hub” that combines essential village services for all ages and a platform for the many volunteer groups. Flexible use of space may include: business start-up and mentoring space, computer ‘drop-in’ access, Parish offices, art studios, display space and a stage for performing arts which, together, would help to foster a vibrant, connected village and promote the strong community spirit that is explicitly valued by residents.

5.2.2

As shown at **Figure 7**, a village “hub” would integrate with the Community Infant and Junior schools and the Recreation Ground. In addition to the provision of sports facilities on the airfield and potentially as part of new developments, the Recreation Ground provides an important “lung” for the village and should be protected; however, there is a need to improve the utility of the spaces by providing separate football and cricket space, and renovate or renew the current sports pavilion, with potentially a sports hall, gymnasium and/or a swimming pool in the future, to more fully meet the needs of an increasing population.

**5.3 To develop sustainably**

For future development to be sustainable, the community infrastructure needs to be protected and enhanced to reflect the evolving needs of a growing population. This includes providing housing to meet local needs, including affordable housing, specialist housing for an ageing population and flexible homes, the impact of which should not degrade the utilities and services to existing housing stock. New housing development should be matched to the development of clubs, amenities and facilities to meet the needs of an evolving population. These should be focused on opportunities to follow a healthy and active lifestyle.

5.3.1

New residential development should be balanced with business investment to afford the opportunity for residents to work and shop in the village. Existing businesses should be supported, whilst new enterprise, and the evolution of current home-based businesses, should be encouraged within walking distance of residential areas.

5.3.2

There is an increasing pressure on pre-school and primary school provision in the village, as well as extra-curricular activity. Whilst the provision of high-quality education facilities is a County Council responsibility, there is an opportunity for the village to shape the provision for the future. There is no currently identified requirement for a secondary school in the village.

5.3.3

There is a defined requirement for new burial space in the village.

**5.4 Move towards a zero carbon village**

Moving towards zero carbon has implications for both transport use and energy consumption in the village. In terms of transport, opportunities should be explored to make it easy to choose active travel as the preference for travel in the village; this includes the use of alternative transport links and routes, improving access to public transport and ensuring that new development protects existing, and contributes towards new, cycle and walking routes. Community facilities should facilitate cycle use and, potentially, electric vehicles with parking and/or charging points.

5.4.1

Community facilities and amenities should also be energy efficient; this includes setting requirements for high specification facilities, incorporating renewable energy technologies into the design, and replacing existing street lighting with low-energy alternatives. New housing stock should similarly meet high specification standards and encourage energy resilience. In addition, local plans should support low-impact development where appropriate<sup>30</sup> to minimise the impact of expansion on the environment and protect biodiversity as a valued and important part of village life that should not be eroded. Schemes to inspire local food production and community energy generation should also be encouraged.

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<sup>30</sup> Low impact development as one that 'through its low negative environmental impact either enhances or does not significantly diminish environmental quality'.

**5.5 Supporting opportunities for all ages and abilities**

The importance of through-life engagement is critical for the Plan; this includes maintaining and upgrading play facilities for pre-school and toddlers, through providing opportunities for local people to buy houses in the village, to opportunities for an ageing population and the development of physical wellbeing and spiritual health for all.

5.5.1

In terms of sporting and recreational opportunity, issues with the security of tenure of the lease of the land on the airfield, held by the Parish Council, needs to be resolved so that investment can be made on the site for the land to be properly usable. Parts of the airfield are also used by the *Upward Bound Trust* to launch / recover gliders. As an attractive, unusual and historical feature of the village that provides a valued service to young people, it is important that an active strip is retained on the airfield.

**5.6 Maximise the benefits of technology**

As a key enabler for many of the other principles and themes, technological solutions to community issues should be embraced to ensure that people are better informed, local businesses are enabled and community groups empowered. Notably, co-ordinated and IT-linked community facilities should be more easily accessible and offer a greater range of benefits to residents than are currently realised. This could be a shared space in the village hub or on existing employment land where access to small business facilities (meeting places, wifi, printing facilities etc.) could create a central focus for home-workers. Together with fast broadband, which is arriving in the village, this could offer a village alternative to commuting to London, as well as provide better community facilities for social activities and events.

**5.7 Supporting other Projects which result in non-planning matters**

Whilst some of these issues can be addressed through development and use of land that would require planning permission, a number do not fall within the spatial remit of town and country planning. However, the aim of the plan, since initial concept, has been to capture an overall picture of what the community wishes to see delivered in our area and, accordingly, those initiatives that do not fall within planning policy are called “projects” and included in Chapter 12.

5.7.1

It is intended that the Parish Council should drive these projects forward as members of the community, working as needed in partnership with the County and District Councils, service providers and/or other providers. These projects should be financed where necessary by the Community Infrastructure Levy (CIL) or S106 monies.<sup>31</sup>

<sup>31</sup>Section 106 of the Town and Country Planning Act 1990 relates to money paid by developers to Local Planning Authorities to offset the costs of the external effects of development i.e. specific mitigation required to local schools, roads and local infrastructure due to a substantial development, which the Local Authority would have to address. S106 moneys delegated to Haddenham PC can only be allocated to sports and leisure. Refer <http://www.legislation.gov.uk/ukpga/1990/8/section/106> accessed 10 Sep 14. However, S106 is being replaced by CIL when the Local Authority adopts a CIL schedule; for AVDC this is expected to be coincident with the adoption of the VALP. CIL has been developed to address the broader impacts of development and now includes any additional costs, besides; the infrastructure costs, that development places on an area; money can be used to fund the improvement, replacement, operation or maintenance of infrastructure as well as its provision. Communities with a Neighbourhood Plan will get 25% of the CIL whereas those without will get 15%.

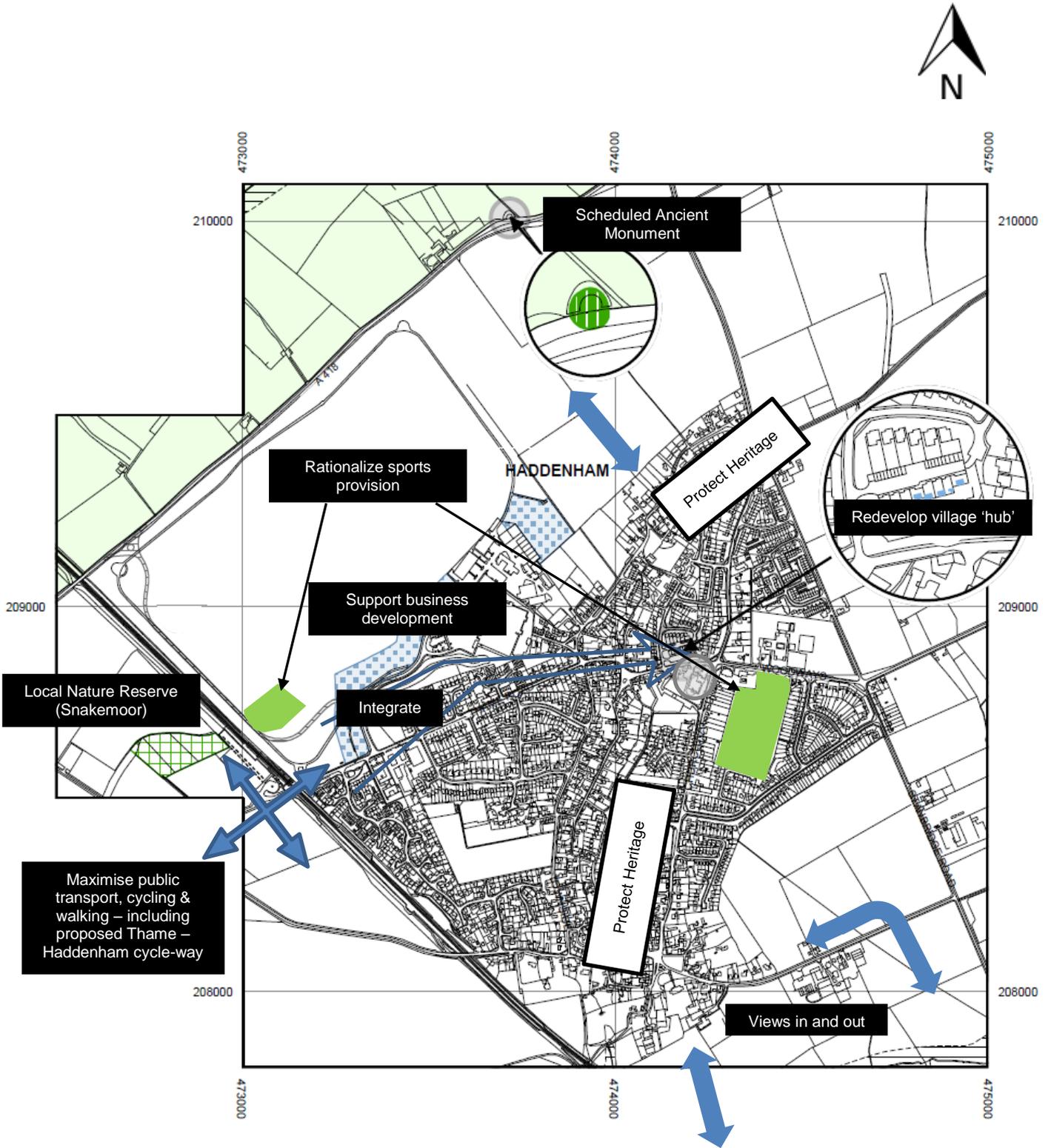


Figure 7: Objectives Map



Printers Piece Haddenham © Haddenham.net

## Housing and Development

6.0.1

Without an objectively assessed housing need, the Department for Communities and Local Government (DCLG) household projections are recognised as the appropriate ‘starting point’ for estimating overall housing need,<sup>32</sup> noting that they do not represent a full objective assessment of need for market and affordable housing in accordance with the NPPF. The latest figures<sup>33</sup> project a household increase across Aylesbury Vale of 71,707 to 79,583 from 2013 to 2021; extrapolating this at the same rate across the period of the plan would see a further 11,814 households in the District by 2033 (total 19,690). As a 2.804% proportion of Aylesbury Vale, Haddenham could expect its share of this housing demand to equate to 529 houses, representing a further 414 new properties in addition to the 115 dwellings already delivered since 2013 or with planning permission;<sup>34</sup> this equates to 26% growth over the 20year Plan period.

6.0.2

This significantly exceeds historic norms for completed houses (11 properties per annum since 1993) which suggest a demand rate of 0.565% per annum equating to 220 properties over the period of the plan; but this does not recognise unsatisfied demand for properties in the village. It also reflects a recessionary period but, as shown in **Figure 8**, growth through the recession

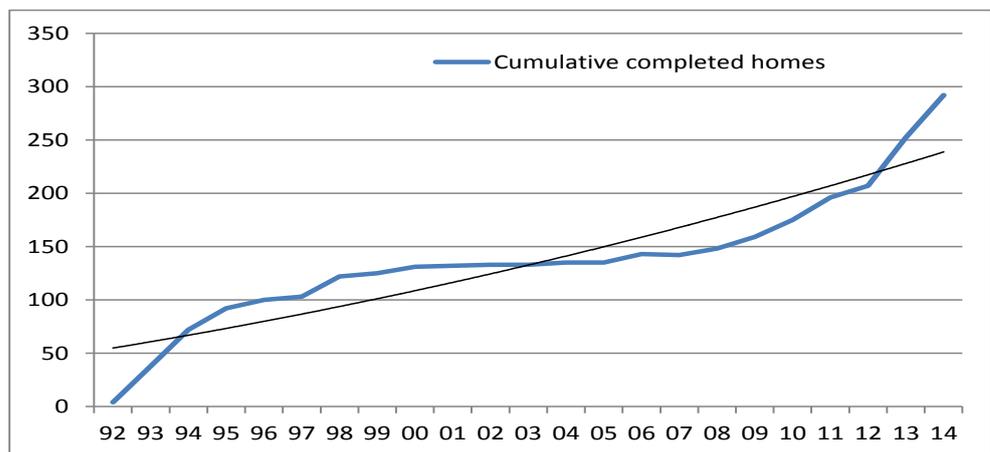


Figure 8: Cumulative Completed Homes - Haddenham - 1992 - 2014

<sup>32</sup> *Planning Practice Guidance* (March 2014).

<sup>33</sup> DCLG, 2011 Interim Household Projections (April 2013): Live Table 406 available at <https://www.gov.uk/government/statistical-data-sets/live-tables-on-household-projections> accessed 28 Sep 14.

<sup>34</sup> Haddenham Households 1946 / 69,406 (source, 2011 census) of 19,690 households equates to 552 households at an occupation rate of 0.959 households / dwelling (source Neighbourhood.statistics.gov.uk) equals 529 properties, less 78 properties completed since 2013 and the planning permission granted for 37 on the site at the north-west of the intersection of Thame Road and Pegasus Way.

has been stronger than in the preceding period, hence arguments that prediction of housing growth and needs predicated on this period are pessimistic are flawed. Validating the District figures against growth in the village since 2008, which significantly exceeds historic norms, a growth rate of 21.4 properties per annum would produce a requirement for 428 properties over the planning period.

- 6.0.3 These projections exceed the proposal in the withdrawn Vale of Aylesbury Plan (VAP), which allocated 255 extra homes for Haddenham, of which 155 had been built, or were in construction at the time.<sup>35</sup> However, in rejecting the VAP, the independent inspector indicated that the proposed housing numbers for the District were unrealistic and did not cater for potential over-spill from neighbouring districts.
- 6.0.4 To address these issues, and to support development of the nascent VALP, AVDC have contracted for a Housing and Economic Development Needs Assessment (HEDNA) for Aylesbury Vale. This assessment will allow for objective testing of the DCLG projections against both locally-generated housing need and unmet needs from both authorities within, and adjacent to, the Housing Market Area. Whilst still in its initial stages, ‘An Initial Assessment of Housing Need Report’ (October 2014) demonstrates an annual housing need, taking account of market signals, affordable housing need and economic growth prospects comparable to the DCLG projection of 985 homes per annum across the district.
- 6.0.5 However, this figure could increase to take account of economic drivers, which is likely to be localised around the major investment and employment sites, and potential unmet housing needs from nearby districts. Whilst Haddenham does have a large industrial/business park allocated in the last adopted AVDLP, it has seen limited take-up of plots and commercial development in the village is more likely to be at the smaller end of the small and medium enterprise sector. Conversely, although Haddenham has previously been identified by AVDC as a “strategic settlement”,<sup>36</sup> it does not offer the level of infrastructure of the other strategic settlements in the District; there is very limited shopping, no real central focus or town centre, and no secondary school. Hence, all new development will necessarily generate significant daily out-migration in terms of journey to work, for the majority of shopping, and for all school journeys by secondary school age children and young people. This will have a significant impact on the transport infrastructure both within, and into and out of, the village and represents a major sustainability challenge.
- 6.0.6 Despite its population size, the size and scale of the existing settlement, employment, amenities and public services in the village and its proximity to strategic transport links, in both its built form and service functions Haddenham

<sup>35</sup> The 100 would include 37 currently being planned Thame Road and Pegasus Way.

<sup>36</sup> AVDC, Settlement Hierarchy Assessment for the Vale of Aylesbury Plan Strategy, (September 2012) defines Winslow, Wendover and Haddenham as a tier of “strategic settlements” under Aylesbury and Buckingham.

is a village, not a town. It is in response to this issue that the Inspector in reviewing the evidence of the last adopted Aylesbury Vale District Plan wrote in 2001:

*“I am not persuaded that Haddenham presently possesses the character or range of facilities to satisfactorily absorb a significant amount of additional residential development”<sup>37</sup>*

6.0.7 Whilst the planning context has changed since this time, and under the NPPF focuses on significantly boosting the supply of housing, there has been no material change to Haddenham’s range of facilities which would alter this conclusion. Consequently, whilst recognising that the division of District housing demand places an emphasis on growth in Aylesbury, Haddenham is poorly placed to absorb “overflow” growth over other large settlements in the District, who may also cross the “strategic” threshold during the planning period.

6.0.8 Hence, recognising a 3.8% vacancy rate<sup>38</sup> above the calculated requirement of 414, a planning figure of **430** over the remaining period of the plan is a reasonable ‘interim figure’ to plan for in the absence of an up to date Local Plan. This matches the recent (accelerated) growth in the village and meets the requirements of the HEDNA, whilst recognising the ability of the settlement to be socially, physically and environmentally capable of receiving and assimilating a significant amount of new residential development. Together with those houses in build or with approved permission this represents a total contribution of 545 towards the total District requirement.

**6.1 Local Housing Need**

From the village demography, there is a defined requirement for houses for older people, which will increase in the future. However, there has been a recent trend of converting bungalows into two-storey family homes in the village. Whilst making use of valuable land in desirable areas and increasing living space without decreasing garden areas, this reduces the proportion of single-storey housing stock and restricts the ability of older residents to down-size within the village.

6.1.1 There is also a recognised need for Extra Care housing; the village is currently poorly provisioned for sheltered, supported, residential or other schemes for people with increased needs, yet the ‘Extra Care Strategy’ for Buckinghamshire identified a need for 171 additional extra care units to be available in Aylesbury Vale by 2026.<sup>39</sup> Recognising that a greater percentage of over 60s live in

<sup>37</sup> Cover letter to AVDC Local Plan – Public Inquiry; Inspector’s Report Part 2: Haddenham (2001)

<sup>38</sup> The HEDNA is using a 3.8% allowance for vacant dwellings based on the 2011 Census. ONS data for October 2012 based on council tax records which indicate that 2.63% of dwellings in the district are vacant. <https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>

<sup>39</sup> Buckinghamshire County Council, *Extra Care in Buckinghamshire* (November 2008) at <http://www.aylesburyvaledc.gov.uk/GetAsset.aspx?id=fAA0ADcANAA2AHwAfABGAGEAbABzAGUAfAB8ADAAfAA1>

Haddenham than elsewhere in Aylesbury Vale and the county, and the high home ownership of pensioners in the village, a small (40 – 60 unit) scheme, in addition to increased residential provision, could be economically viable, offer an independent alternative to residential care, allow people to downsize whilst remaining in the village, and thus release some family housing onto the market.

6.1.2

Whilst social housing provision is being met by AVDC, house prices in the village are significantly higher than in Aylesbury and the surrounding area. There is a continuing need for shared and alternative ownership schemes to increase the potential for first-time buyers.

**6.2 Site Assessment**

Sites have been identified through the Strategic Housing Land Availability Assessment (SHLAA (2013)<sup>40</sup>), a ‘Call for Sites’ consultation carried out by AVDC, and a 360° assessment of land around the village by the neighbourhood planning team. This has identified 21 possible development sites, as shown at **Figure 9**. No attempt was made to identify a settlement boundary; indeed land west of the railway or east of Stanbridge Road which have previously been deemed unsuitable have been assessed as part of this process. All parcels of land were treated equally, regardless of size or location. Site boundaries were identified by landowners, previous planning applications or sites representing one field width beyond the current housing curtilage.

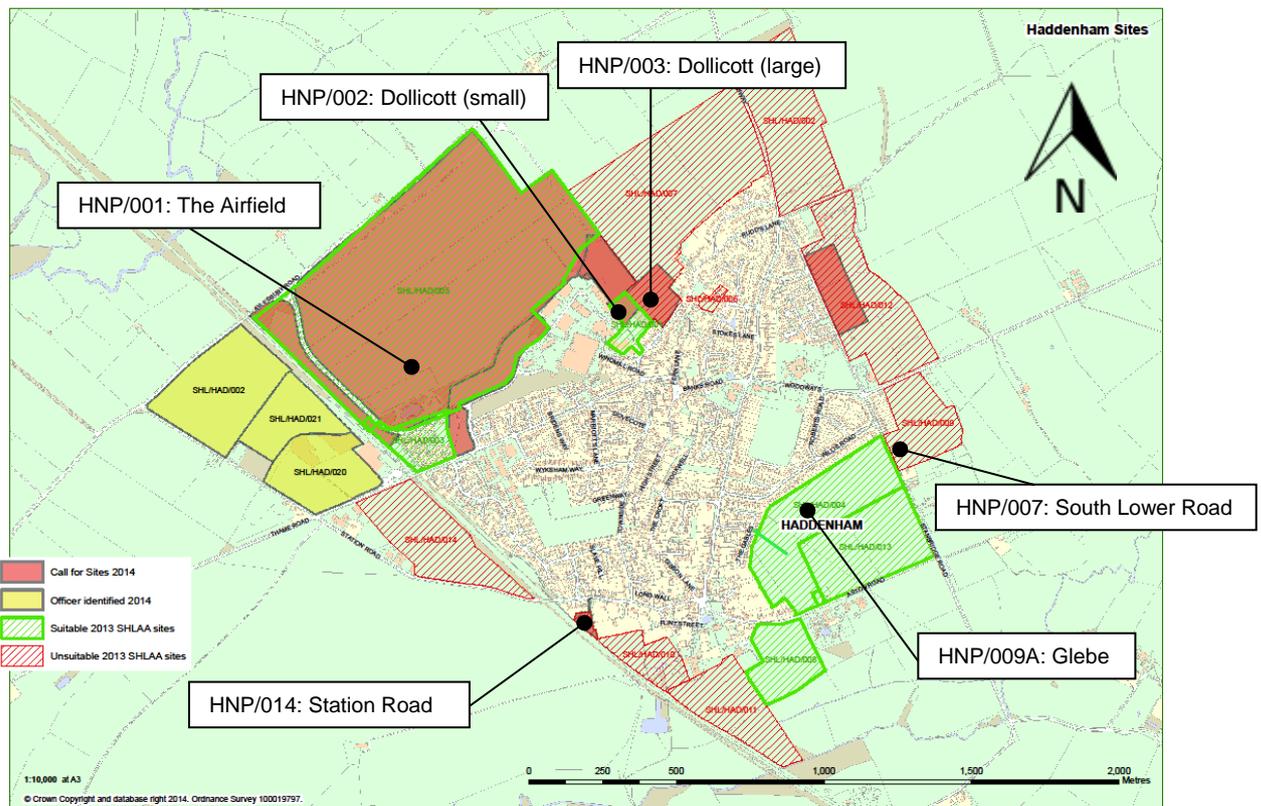


Figure 9: Haddenham Site Assessment 2014

<sup>40</sup>AVDC, *Strategic Housing Land Availability Assessment SHLAA 2013 Part 1* available at <http://www.aylesburyvaledc.gov.uk/GetAsset.aspx?id=fAAXADIAOQA0ADMAfAB8AFQAcgB1AGUafAB8ADAfAA1> accessed 1 Sep 2014.

6.2.1

Using a pro-forma for site assessment of Neighbourhood and District Plans developed by URS, engineering and planning consultants,<sup>41</sup> but tailored for Haddenham through a community workshop held on 27 September 2014, the NP Team and URS assessed each of the potential sites against 40 objective criteria in 5 thematic blocks; heritage; environment; transport; community amenities and; leisure, sports and recreation. The proformas were completed through site visits and then ratified in committee to result in a weighted score between 15 and 45 for each site, where lower scores denoted least suitable sites and higher scores the most suitable. This then resulted in a final judgment as to whether the site is suitable for development, suitable subject to constraints being overcome, or unsuitable. The full list of questions can be found within the 21 site assessment reports which are available on the Neighbourhood Plan website.

**6.3 Suitable, available and achievable**

The suitable sites were prioritised by their score and assessed against the sustainability criteria in the SEA / SA to determine how much housing could be allocated on each site; on some sites this reduced the planned allocation from the “potential housing development capacity” based on a national norm of 30 houses per hectare. Judged against the assessed housing need, this determined the sites to be allocated in the Plan. The availability of these sites was subsequently determined either through extant planning applications, which are already submitted or are sufficiently well advanced for 3 of the sites; through the identification on the ‘call for sites’ for a further 2 sites; and in informal discussions between the Neighbourhood Plan team and the landowner for all sites.

6.3.1

The Neighbourhood Plan allocates **430** new homes across 5 sites over the planning period and reallocates the remaining employment allocation of 4.85ha as originally proposed under Policy HA.1 of AVDLP. In priority order, these are:

- a. HD2: The Airfield – south of the gliding strip;
- b. HD3: Dollicott;
- c. HD4: Station Road;
- d. HD6: Glebe;
- e. HD5: South Lower Road (reserved).

6.3.2

All of the sites offer opportunities and issues which will be discussed in the following sections. Notably, all of the allocated sites are within the notional settlement boundary as defined by the railway and Stanbridge Road. Whilst the reserved site at HD5 breaches this boundary, development has been restricted away from the Lower Road to protect long views and the approach to the village; the site under these limitations has been assessed to be better connected and/or less detrimental to the heritage of the village than other potential sites around the village.

<sup>41</sup> Haddenham NP team was advised on the process by URS.

**6.4 Archeological Remains** All developments are to have considered the potential effects of development on archaeological remains and implement mitigation measures as appropriate, as directed by extant AVDC and Bucks CC policy.

**6.5 Other Sites** Whilst no sites have been identified by the AVDC HELAA site identification exercise to support the VALP other than those allocated above, other sites were considered as part of the objective assessment. As detailed at **Annex C**, these were considered to have less potential for residential or mixed development than the identified sites.

**Policy HD1: Spatial Strategy**

Housing development is to be allocated as defined in policies HD2 – HD6 with growth in site dwelling numbers and, with the exception of windfall or infill development (HD7) proposals for housing development on other sites, granted only in exceptional circumstances. If essential to meet an agricultural or other specific need, a new dwelling shall be sited within, or immediately adjacent to, an existing group of dwellings suitably located to serve the purpose, unless it can be shown that there is an over-riding requirement why it must be built elsewhere.

**6.6 The Airfield** The airfield (HNP/001) is described as a featureless single arable field.<sup>42</sup> It has been the site of a number of recent developments, the most recent being 71 properties at Chilworth Gate, with planning permission granted for a further 36 between this new development and Pegasus Way. Of the remaining 7ha site, approximately one third was deemed suitable for development by the SHLAA with a potential housing yield of 140 dwellings phased over 15 years. However, with the reallocation of land currently assigned for industrial development, this could be extended to over 300 between the safety area which surrounds the extant runway of the gliding club and Pegasus Way.<sup>43</sup> Development on land to the north of the runway is rejected due to the adverse impact it would have on the landscape, including views into and out of the village, and its poor connection with the village core.

6.6.1 As part of the consultation, a ranking of the sites returned the airfield as the number 1 priority site for development by 53% of respondents. Whilst this could reflect protectionism, by keeping construction traffic out of the village, the site has demonstrated recent viability. In addition, the Parish Council holds a 125 year lease of a parcel of land on the airfield for use as a playing field, but with only a 3-month security of tenure – the opportunity to consolidate and invest in this land will be a key consideration on future developments of the site.

<sup>42</sup> AVDC Landscape Character Assessment – Haddenham 0020005/LAND/02 (August 2006).

<sup>43</sup> In discussion with the developers, the retention of the active Airfield has been a primary principle of any development

<b>A village spirit.</b>	Further development on the airfield would offer the opportunity to consolidate the existing sports provision, potentially as an integral part of the development, together with a pavilion and/or multi-use community facility. Spatial use and design of the site will be critical to ensure that it retains and enhances village character.
<b>Retain a village focus.</b>	On the north-western extremity of the village, the airfield is 0.63mi (1km) from Banks Park, which is a reasonable walking distance, albeit that Thame Road, as the main thoroughfare through the village, is not conducive to walking or cycling. A primary concern of the site is the potential for it to develop as a “commuter ghetto” with residents commuting to work on the railway and shopping in Thame; a segregated walking and cycling path could alleviate this by allowing easier access to the facilities in the centre of the village.
<b>Sustainable development.</b>	Access to Thame Road and the Pegasus Way link road to the A418 means that residents (and construction traffic) could avoid the Conservation Areas of the village whilst additional traffic on Thame Road, although undesirable, could be controlled through the implementation of a comprehensive traffic impact assessment to prevent an overly detrimental impact. Development should protect the openness of the approach into the village from the north. Whilst the view into the village from the north is already dominated by the industrial site and the new housing on “Pilot’s Place”, views out of the village to open countryside should be protected. A growing population in existing developments on the airfield together with residents of Sheerstock would increase the utility of a retail facility on the western side of the village.
<b>A zero carbon village.</b>	The site is close to the railway station and bus route offering access to public transport. Whilst the land is of limited agricultural interest it is of more than local ornithological interest in providing habitat for a number of endangered birds. <sup>44</sup> Changes to drainage and the development of the football field area have already damaged the habitat for lapwings; further development should aim to avoid a detrimental effect on their feeding and breeding grounds or serious disturbance to other forms of wildlife. Instead, imaginative landscaping should aim to, with maturity, enhance the area’s ecological value.
<b>Opportunities for all ages and abilities.</b>	There is an opportunity to include nursery provision in a mixed-used community facility on the site. Furthermore, there is the opportunity to include a residential care

<sup>44</sup> Notably Yellowhammers, Yellow Wagtails, Skylarks and Lapwings. These birds are ground nesters and feeders relying on arable land and stubble and are on the RSPB Red list – refer [http://www.rspb.org.uk/Images/BoCC\\_tcm9-217852.pdf](http://www.rspb.org.uk/Images/BoCC_tcm9-217852.pdf).

	scheme as an integral part of a future development.
<b>Maximise the benefits of technology.</b>	A scheme could integrate with redeveloped or new opportunities on the existing Business Park to provide employment opportunities.

**Policy HD2: Airfield Allocation**

The Neighbourhood Plan allocates approximately 26 hectares of land on the airfield, as shown at Figure 14, for mixed-use development phased over the first half of the Plan period between 1 April 2013 and 31 March 2023. Planning permission will be granted where an application:

- Provides 300 dwellings, including provision for 64 units of specialist housing for older people;<sup>45</sup>
- Reallocates the remaining employment allocation of 4.85ha as originally proposed under Policy HA.1 of AVDLP within the Policy area (refer **Figure 14**);
- Provides a multi-use community facility to support sporting activities and nursery provision;
- Re-provides the existing sports pitches and consolidates them as an integral part of the design with security of tenure of the existing lease to permit follow-on investment;
- Provides a safe and attractive pedestrian and cycle access to link into the existing network into the core of the village (potentially through the Business Park to Townsend and Fort End);
- Protects gliding on the airfield with the re-provision of airfield facilities where necessary.

**6.7 Dollicott**

This site (HNP002/003) sits within the Haddenham Arable Ridge, a predominantly open and exposed area of large arable fields on the ridge top and south-facing slopes subdivided by a strong geometric field pattern and interrupted by the Airfield. The assessed sites are made up of one large and three small landholdings; the large holding has been identified in the HELAA Call for Sites. If the four holdings were to be developed as a whole, they could accommodate 75-100 dwellings. However, such a scheme would have severe traffic implications into Conservation Areas of the village. Even with a much smaller scheme, increasing the traffic on the narrow lane could have safety implications. Consequently, any development would need to route traffic away from Dollicott or realise the recommendations of a traffic impact assessment to demonstrate viability.

<b>A village spirit.</b>	The site essentially fills in between existing housing and the industrial estate but will abut the Conservation Area towards Townsend Green. It is already an area of mixed housing periods and styles; careful architectural treatment would be required to enhance the approach either to Townsend Green or Fort End.
<b>Retain a village focus.</b>	The site is close to central shops and facilities, as well as the Post Office and Medical Centre with pedestrian and cycle access, although no footpath in some areas.

<sup>45</sup> The exact form this takes can be discussed with AVDC and Bucks County Council as part of the detailed application in due course.

<p><b>Sustainable development.</b></p>	<p>Any development would generate significant traffic on neighbouring narrow streets, particularly at their exits onto Fort End and Stanbridge Road. This could be mitigated by using the site for a residential (extra care) scheme, which typically imposes 40 - 50% of the traffic load (out of peak hours) of a multiple occupancy residential scheme.</p> <p>The site has high agricultural land value being Grade 2 / 3a and is currently worked. It also affords views into open countryside from within the village which should be retained, and contributes to the northern aspect of the village.</p>
<p><b>A zero carbon village.</b></p>	<p>Dollicott is unsuitable for buses, but bus stops at Fort End, Woodways and Stanbridge Road are all within 600m.</p>
<p><b>Opportunities for all ages and abilities.</b></p>	<p>An element of the district requirement for extra care homes could be met by a scheme on this site. However, a large care 'block' would be inappropriate in this setting and smaller discrete buildings with a central co-ordination / social space would be required to minimise the impact into the Conservation Area.</p>
<p><b>Maximise the benefits of technology.</b></p>	<p>The implementation of high technology enablers could facilitate independent living with the required level of support for an ageing population or for those with additional needs.</p>

**Policy HD3: Dollicott Housing Allocation**

The Neighbourhood Plan allocates land at Dollicott in two phases.

**HD3a: Phase 1** allocates up to 1.7 hectares of land on Dollicott (HNP/003) for residential development during the first 5 years of the Plan period between 1 April 2013 and 31 March 2018, as shown at **Figure 14**. Planning permission will be granted where an application:

- Provides either 50 **Extra Care** dwellings distributed in separate buildings (rather than a block) or a residential scheme of 25 dwellings;
- Respects the setting of the Conservation Area and adjacent listed buildings through careful design to reflect the local character of the area, incorporating a mix different forms and styles of individual dwelling, with a clear visual relationship with Dollicott;
- Protects open views out of the village from Dollicott;
- Provides vehicular access through the airfield site rather than onto Dollicott. If this is demonstrably not viable, development must implement the recommendations of a traffic impact assessment to limit the vehicular impact through Townsend Green and onto both Fort End and Rudds Lane.
- Provides effective safe and attractive pedestrian and cycle connection(s) into the core of the village and through the Business Park to the airfield playing fields and open space.

**HD3b: Phase 2** allocates 0.32 hectares of land on Dollicott (HNP/002) for residential development that does not exceed 10 dwellings during the second 5 years of the Plan period between 1 April 2018 and 31 March 2023, where the application meets the criteria of Phase 1.

**6.8 Station Road**

This small 0.32 ha site (HNP/014) is adjacent to the railway and offers a limited development opportunity in the South of the village. The site was identified as part of a much larger (3.62 ha) site in the 2013 SHLAA where it was found by Officers to be not suitable,<sup>46</sup> noting that “development would result in a detrimental impact on the Conservation Area and its setting. Site also significantly restricted by vehicular access.” However, sitting in a 20<sup>th</sup> Century landscape behind the existing properties on the South of Station Road, and accessed down an unsurfaced track, the site is separated from the Conservation Area by a narrow strip of land, on which grow a number of mature trees. Consequently, the only influence to the Conservation Area approach will be by the entrance to its access road, which would more easily cope with development of a much smaller scheme, whilst the setting would be shielded to some extent by the trees. The site does not abut the historic Thame Meadowland landscape and whilst it has the potential to influence long views into the village from the south, these are already dominated by the railway and associated infrastructure.

6.8.1

The potential noise abatement measures necessary to shield the site from the railway are likely to restrict the feasible density of a new development below the planning figure of 30 houses / ha.

<b>A village spirit.</b>	As a main route into the Conservation Area, the Station Road approach to Church End is very sensitive, but only the access to this site would be visible from the road. It will have minimal impact on views out of the village but has the potential to change long views into the village from Tythrop Park, Kingsey and the Ponnies green lanes and ponds.
<b>Retain a village focus.</b>	The site is over 1km from the village hub through the main body of the village. Any new development would need to connect into the existing walking and cycling routes in the village.
<b>Sustainable development.</b>	<p>The land is Grade 3B agricultural land sitting within the area characterized as Haddenham Open Fields; it has a moderate agricultural land quality.</p> <p>The site provides easy access to the Thame Road along Station Road, although access to Longwick and Aylesbury is likely to introduce some increase in traffic flow through Church End. There are issues with speed on Station Road, which would have to be part of a comprehensive strategic traffic review in the village.</p> <p>The site may have fewer issues connecting to utilities, particularly sewerage, than sites further North.</p>
<b>A zero carbon village.</b>	The site is not on a bus route but there is a footpath to the train station through Sheerstock.

<sup>46</sup> Aylesbury Vale Strategic Housing Land Availability Assessment Part 3 (AVDC, March 2013) p129 (SHL/HAD/010) available at <http://www.aylesburyvaledc.gov.uk/>

<b>Opportunities for all ages and abilities.</b>	The site may be appropriate for a small mixed tenure scheme.
<b>Maximise the benefits of technology.</b>	There are no technology implications with this site.

**Policy HD4: Station Road Housing Allocation**

The Neighbourhood Plan allocates 0.32 hectares of land for residential development at Station Road, as shown at **Figure 14**, over the third 5 years of the Plan period between 1 April 2023 and 31 March 2028. Planning permission will be granted where the application:

- Provides 10 dwellings;
- Protects the existing significant trees;
- Respects the setting of the Conservation Area and adjacent listed buildings; and
- Provides effective safe and attractive pedestrian and cycle connection(s) into the core of the village.

**6.9 Glebe Lands**

The “Glebe Lands” (HNP/009) comprises the Glebe Land owned by the Oxford Diocese together with a large field owned separately by a private owner on the corner of Aston and Stanbridge Roads. Both the owners/developers and AVDC consider that the whole 12.4he / 9.9 acre area should be developed (if at all) as one to achieve a comprehensive development including a new village boundary; the SHLAA estimates that it could accommodate 224 dwellings<sup>47</sup> in 2 phases over 10 years, although recent outline proposals have made much higher estimates, up to 400.

6.9.1

This site has been previously proposed for development; the independent inspector<sup>48</sup> on the application found that development of the site for 100 dwellings (the application at the time) would be “totally unrelated to and impossible to integrate with the rest of the village” with the existing footpath “singularly unattractive for people walking alone or after dark”. It was also considered that it would destroy the “sense of Church End in its historic rural setting” and have a seriously detrimental effect on the character and setting of the Church End part of the Haddenham Conservation Area.

6.9.2

These issues still represent material considerations for future planning applications and would be exacerbated by significantly higher numbers of houses. Development on the site would, in one sense, “round off” the village but it would increase traffic flow through the historic core of the village and affect views from the neighbouring properties in Willis Road, The Gables and the eastern side of Church End.

6.9.3

However, by dividing the site into 3 sections, a parcel of land to the North of the site could be delivered without a disproportionately adverse impact on

<sup>47</sup> Based on 20 dph with 50% infra / services.

<sup>48</sup> AVDC Local Plan – Public Inquiry; Inspector’s Report Part 2: Haddenham (2001)

the Conservation Area. The Glebe Lands would also be an appropriate site for a new burial ground – particularly as it geographically well-connected to St Mary’s church. The delivery of a burial ground will be explored by a working group as a specific project as defined in Chapter 12.

<b>A village spirit.</b>	The site, if developed in its entirety, is large enough to incorporate public open space as a “buffer” between it and the witchert walls and conservation area to the west. Other amenities which might be provided include sports pitch(es) and associated community facilities.
<b>Retain a village focus.</b>	Located to the South-East of the village, the site is 900m – 1.1km from the limited Banks Parade shops, the village hall, library, schools and medical centre; within reasonable walking distance for most people of these facilities. However, at 1.5km from the Haddenham Business Park and 1.8 km from the station, it is at or beyond reasonable distance for most people walking to work or to the train.
<b>Sustainable development.</b>	<p>Development to the south of the village is beneficial for waste water and sewerage flow to the treatment plant.</p> <p>The site comprises Grade 3a and 3b agricultural land;<sup>49</sup> as such it is of medium ecological and wildlife value, but it does form part of a productive farm and constitutes some of the most characterful views of the most important part of the Haddenham Conservation Area. Any development must be sympathetic to the Conservation Area and take into account Tree Preservation Orders.</p>
<b>A zero carbon village.</b>	Whilst a contribution could be made to the bus company to reroute the bus, an enduring solution would have to be commercially viable. Meanwhile, significant traffic movements – for example towards the station – would be directed through Church End with the associated adverse impact on the adjacent conservation area and pedestrian safety, <sup>50</sup> and potential impact on parking at or around the station. An alternative exit from the site along the fast Stanbridge Road and congested Woodways would increase the traffic loading on the Stanbridge / Woodways junction (an accident black spot) and past the Community Infants and Junior schools.
<b>Opportunities for all</b>	The poor pedestrian access towards the “core” of the village may dissuade many, including the

<sup>49</sup> MAFF Survey of 22ha of land on the south-eastern side of Haddenham, including the Aston Road site (February 1996). Refer MAgiC, <http://www.magic.gov.uk/> accessed 31 Aug 2014.

<sup>50</sup> At Church End, Aston Rd is of insufficient width to enable a footpath to be provided without compromising other aspects of highway safety.

<b>ages and abilities.</b>	elderly and those with children, from making the journey on foot.
<b>Maximise the benefits of technology.</b>	There are no factors of material consideration for this site.

### Policy HD5: Glebe Housing Allocation

The Neighbourhood Plan allocates 2.8 hectares of land on the Glebe Land as shown at **Figure 14**, between the rear of Willis Road and the hedge line in the field for residential development in the second half of the Plan period between 1 April 2023 and 31 March 2033. Planning permission will be granted where an application:

- Provides 85 dwellings;
- Has a design and layout, including lower density and a maximum of 2 storey at the site edge to provide a graduated transition from the village to open countryside;
- Has specific treatment of open space to provide open views out of the village;
- Provides effective safe and attractive pedestrian and cycle connection(s) into the core of the village;
- Includes the implementation of a traffic impact assessment to manage traffic into the core of the village and limit the vehicular impact onto Woodways and Thame Road.
- Secures provision of a multi-denominational / civil burial ground.

#### 6.10 South Lower Road

Previous site reviews have considered the land to the East of Stanbridge Road to be unsuitable as it breached the village curtilage; notably, the 2013 AVDC SHLAA commented that the site is “poorly related to existing development and very exposed to views from the east and the south, including long distance views to the Chilterns.”<sup>51</sup> However, the site assessment process reviewed a smaller site between the existing properties and the Garden Centre off Stanbridge Road, without abutting Lower Road. This minimised the impact on views, particularly from the east; consequently the assessment determined that this site was suitable for a small development and could provide 10% flexibility if the sites at HD2 – HD5 are not delivered in their planning period, or if the VALP, for which the requirement for housing is currently unknown, generates a higher demand than is reflected in this Plan.

<b>A village spirit.</b>	Development of the site would impact the view into the village from both Lower and Stanbridge roads.
<b>Retain a village focus.</b>	The site is well connected to the village hub, with walking access to village schools, shops, the recreation ground and the medical centre.
<b>Sustainable development.</b>	The site has direct access to Aylesbury, but access to the train station would be through Woodways and Thame Road. Any scheme would have to

<sup>51</sup> Aylesbury Vale Strategic Housing Land Availability Assessment Part 3 (AVDC, March 2013) p129 (SHL/HAD/009) available at <http://www.aylesburyvaledc.gov.uk/>

	contribute to effective traffic management of that route, particularly the crossroads of Stanbridge Road and Woodways which is currently an accident black-spot.
<b>A zero carbon village.</b>	The site has access to the bus route on Woodways and/or at the Medical Centre.  Folly Farm Ditch, to the eastern side of the site is designated as a main river. Under the Water Framework Directive this river is categorised as of poor ecological quality. Development at the site could provide environmental planning gains in terms of enhancements to the river and its surrounding habitat, resulting in an improved ecological status. This is supported by the National Planning Policy Framework
<b>Opportunities for all ages and abilities.</b>	The site could potentially offer a mixed residential and commercial scheme, as an extension of business mentoring in the village hub.
<b>Maximise the benefits of technology.</b>	High-speed broadband would be a key enabler to facilitate commercial premises on the site.

### Policy HD6: South Lower Road Housing Reservation

The Neighbourhood Plan reserves 1.43 hectares of land for residential development for 43 dwellings (10% of the total allocation), as shown at **Figure 14**, for release on 1 April 2024 if the HD2 – HD5 sites are not delivered before 1 April 2024 or if the VALP requires further housing for Haddenham. Planning permission will be granted where the application:

- Protects open views into and out of the village;
- Provides at least an 8 metre buffer zone from top of bank to the river.
- Includes the implementation of a traffic impact assessment to manage traffic into the core of the village and limit the vehicular impact onto Woodways and Thame Road; and
- Provides effective, safe and attractive pedestrian and cycle connection(s) into the village core.

#### 6.11 Infilling

Significant additional housing has been created in Haddenham in recent years by infilling or building on gardens. Whilst there are a range of house densities in the village, the development of gardens and other spaces through plot sub-division has an adverse impact on the village character and increased densities of occupation. Infilling risks significantly changing the street scene through over-development, particularly in, and in relation to, the Conservation Areas.

### Policy HD7: Infill Development

Infill development in the village, plot sub-division and the conversion of bungalows into two-storey dwellings, will be permitted if it and can be demonstrated to:

- Make a positive contribution to the character of its immediate surroundings and, where possible, to the settlement as a whole;
- Not have an adverse impact on residential amenity or environmental character;
- Provide a reasonable standard of privacy / is not overlooked by adjoining properties;
- Be of a scale, density and form, and retain a garden size, which is in keeping with adjacent and nearby dwellings and other buildings.

### 6.12 Affordable Homes

During the preparation of VAP, evidence was gathered regarding affordable housing in the Housing and Economic Growth Assessment (HEGA, 2011) and the Stage 1 Community Infrastructure Levy (CIL) Viability Study (2012).<sup>52</sup> These evidence documents give the most up to date and robust information about affordable housing (until the VALP is prepared) and recognise that the delivery of 30% affordable housing on sites of 25 or more dwellings, or sites of 1ha or more, allocated in the saved policy (GP2 of the AVDLP) would not be able to meet the need for affordable housing in the District. Instead, the CIL Viability Study indicates that 35% affordable housing is achievable in certain circumstances and concluded that a flexible approach to 35% is appropriate and economically viable.

6.12.1

Coupled with the county-wide allocations policy (2014)<sup>53</sup> which prioritises applicants with a local connection,<sup>54</sup> an affordable housing allocation in line with the evidence as defined in the *AVDC Affordable Housing Policy Interim Position Statement* (June 2014)<sup>55</sup> would address the particular recognised difficulty of local people to buy houses in the village due to the higher cost differential than in other places in the District.

### Policy HD8: Affordable Homes

Provision will be sought for at least 35% affordable homes on sites of 15 or more dwellings. Residential developments of between 10 and 14 dwellings gross should include at least 20% of dwellings as affordable onsite. Where onsite provision is impractical, developments should provide a financial contribution equivalent to 25% on-site provision to facilitate off-site provision of affordable homes.

<sup>52</sup> Refer <http://www.aylesburyvalecd.gov.uk/planning-policy/publications-list/aylesbury-vale-housing-economic-growth-assessment/> and <http://www.aylesburyvalecd.gov.uk/planning-policy/publications-list/withdrawn-vap-strategy-technical-documents/> where affordable housing is defined as Affordable housing is defined as social rented and intermediate housing provided to specified eligible households whose needs are not met by the market; Intermediate housing includes Intermediate rented, Discounted sale, Shared equity and Shared ownership.

<sup>53</sup> AVDC Allocations Policy - May 2014  
<http://www.buckshomechoice.gov.uk/choice/uploads/BHCpolicyFinalVersionMay2014.pdf>

<sup>54</sup> There are some minor exceptions to this rule, concerning, for example, those aged 55+, those in care and those in the armed forces.

<sup>55</sup> <http://www.aylesburyvalecd.gov.uk/planning-policy/publications-list/supplementary-planning-document-publications/>

**6.13 Infrastructure and Utilities**

Developers need to consider the net increase in water and waste water demand to serve their developments and also any impact the development may have off-site further down the network, if no/low water pressure and internal/external sewage flooding of property is to be avoided.

Developers should engage with Thames Water at the earliest opportunity; Thames Water must also be consulted regarding proposals involving building over or close to a public sewer.<sup>56</sup>

**Policy HD9: Water and Waste**

Developers will be required to demonstrate that there is adequate wastewater and water supply capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing wastewater and water infrastructure.

**6.14 Design Principles**

The aim of the Design Principles, derived through the consultation process, is to ensure that all of the developments reflect the unique character, and characteristics, of the village. There is no single predominant style, size or type of property, but instead, a mixture. This extends beyond the materials used and the detailed design of a house into the layout of a scheme, orientations and rooflines within a development and across adjacent properties, and the visual and physical connection of the development into the wider village. This does not limit imagination or encourage pastiche, in fact exactly the opposite, it encourages good, individual and characterful design that suits the place and provides inspirational spaces in which to live, work and play into the 21<sup>st</sup> Century.

6.14.1

In meeting the design principles set out in Policy HD10, major and strategic development proposals will be expected to demonstrate that their proposals have being informed by information, principles and guidance in the following important sources of information on the origins, history and development of Haddenham’s landscape and townscape character:

- Aylesbury Vale Environmental Character Assessment: Historic Environment Assessment - Haddenham (June 2006);
- Haddenham Conservation Area Appraisal;
- Buckinghamshire Historic Town report for Haddenham;<sup>57</sup>
- Buckinghamshire Historic Environment Record (HER) and Historic Landscape Character Assessment.<sup>58</sup>

<sup>56</sup> If building over or close to a public sewer is agreed by Thames Water it will need to be regulated by an Agreement in order to protect the public sewer and/or apparatus in question. It may be possible for public sewers or water mains to be moved at a developer’s request so as to accommodate development in accordance with Section 185 of the Water Act 1989.

<sup>57</sup> <http://www.buckscc.gov.uk/media/1567452/Haddenham-Final-Report.pdf>

<sup>58</sup> <http://www.buckscc.gov.uk/leisure-and-culture/archaeology/historic-landscape-characterisation/>

**Policy HD10: Design Principles**

New developments must be of high-quality architectural design to meet the mixed character of the village, with a balanced mix of predominantly 2, 3 and 4-bed high-specification housing stock, which protects and enhances the amenity of nearby residents. Specifically, the Neighbourhood Plan supports development proposals which:

- Retain, protect or enhance the historic character of the village with its “narrow winding lanes connecting a series of greens and ends”, the existing green and blue spaces in the village, the view of the village from its main approaches and the views out across open countryside from within the village.
- Provide a well-designed mixed-density development with a strong sense of place, appropriate materials, design features and landscaping. To reflect the rural nature of the village, new residential developments should incorporate 24.7 sq m of accessible public open space per new resident on to support the Green Infrastructure provision (unless deemed unnecessary by the parish council because of existing provision/audit data); this space should be able to be adapted flexibly to meet the needs of a range of future uses.
- Provide efficient and high-quality mixed-tenure (social and affordable) housing or plots for self-build or community build projects to provide low cost dwellings for first-time buyers and/or those on a lower income.
- Provide sheltered, supported or extra care dwellings designed to meet ‘Lifetime Homes’ standards<sup>59</sup> (or subsequent appropriate standards) to meet the needs of disabled people, older residents and those with greater needs.
- Demonstrate how it responds and contributes to the defining characteristics of the village and enhances the conservation area; including avoiding buildings of more than two and a half storeys (and not exceeding 3 storeys); by providing garden plots and; by providing external features reflecting the mixed characteristics of the village and textures sympathetic to the wicket walls that are so prominent a feature of the village and its conservation areas.
- Provide a contribution towards the promotion of a healthy lifestyle through maximising safe pedestrian and cycle access between new developments and linking into existing or proposed routes the “core” of the village and out to neighbouring settlements. Designs should incorporate well-designed traffic management schemes to minimise vehicle movements through the village and provide access to public transport routes.
- Provide street lights which balance the requirement to provide safe routes and a feeling of safety during dark hours with the need to avoid “urbanizing” many of the village streets and paths; this includes design features which prevent ambient light (above 45° to the ground) and lights are able to be switched on and off.
- Supports the intent of the AVDC Public Art Strategy.<sup>60</sup>

<sup>59</sup> The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes. Refer <http://www.lifetimehomes.org.uk/>

<sup>60</sup> AVDC, *Public Art Strategy 2009 – 2014*(August 2008) at <http://www.aylesburyvaldedc.gov.uk>.



Arriva 280 Haddenham Bus

## Transport and Getting Around

7.0.1

This plan aims to enhance internal and external connectivity through the use of public transport; ensure that public space is non-threatening, neighbourly and sociable; facilitate walking and cycling as the main means of access for all residents to village services and amenities; and ensure the vibrancy of the village as a safe and low-carbon community.

### 7.1 Public transport

Haddenham has excellent public transport links: the north-south Chiltern rail line serves London and Birmingham and, from 2015, Oxford, while the east-west 280 Arriva Bus serves Aylesbury and Oxford. Both have frequent services and are seeing an increase in utilisation. Chiltern Rail have reflected a 61% increase in entries, from 200,000 to 317,000 per annum over the last decade, as illustrated at **Figure 10**,<sup>61</sup> in investment in new station facilities this year and, following the construction of a new rail connection at Bicester, plan to run an hourly train service to and from Oxford from 2016.

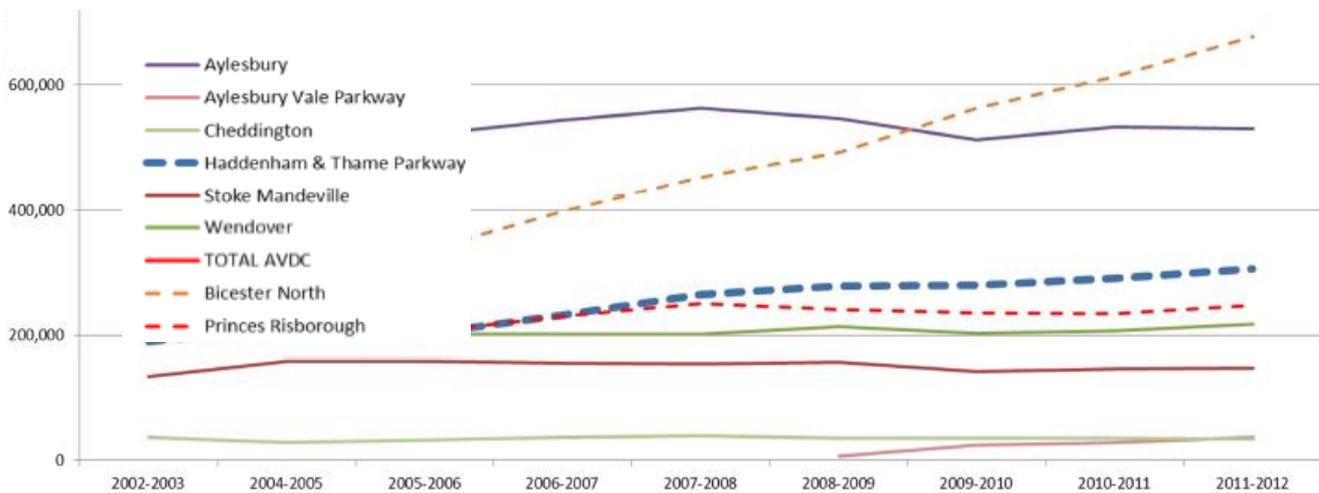


Figure 10: Total Station Entries 2002 to 2012

Similarly, Arriva have invested in new buses; however, recent changes to the bus route have increased the speed and commercial viability of the route, but left residents in the southern (Church End) part of the village bereft of a service. Both could be better connected to the village by the provision of information boards, maps and details of upcoming events at the train station and bus stops.

<sup>61</sup> Source: ORR National Rail Travel Data. This equates to an additional 117,000 entries during the year compared to the 2002/2003 period

**7.2 Car Parking**

The popularity of Haddenham and Thame Parkway station, together with the commercial and industrial estates, brings extra traffic into and through the village and creates pressure on parking in nearby streets. Parking on grass verges as well as on-street parking in Sheerstock / Wykeham Way by car-drivers who are unable or unwilling to pay the costs of parking at Haddenham and Thame Parkway station and overflow from business parking space is unsightly, causes a safety risk by preventing access to emergency vehicles, and is a severe inconvenience to local residents; this is now spreading further south and east into other roads. The situation will be exacerbated by development in the village beyond 1km from the station, recognised as the limit for people walking to the station, as well as increased marketing of the station for “Park and Ride” and the 2015 rail link to Oxford. Experience in other parts of the country suggests that a potential solution is parking control, perhaps through a residents’ parking scheme or a parking prohibition for one hour during the day.

**Policy TGA1: Restricting Commuter Parking**

New developments within 1km of Haddenham and Thame Parkway railway station must provide appropriate linkages to existing footpaths and cycle routes to the railway station and which are overlooked by natural surveillance and create a pleasant walking environment. A car parking plan must be provided which discourages, by design and use of materials, the use of the car parking spaces and/or parking on grass verges by commuters using the station.



Sheerstock Parking © Haddenham.net

**7.2.1**

There are also parking problems in other parts of the village where extensions of existing dwellings as well as residents driving to the bus stops and local shops, are overloading the available infrastructure. Whilst planning guidelines for new developments specify a minimum ratio of off-street parking places to bedrooms, the specific limitations generated by the narrow roads in the village require additional controls.

**Policy TGA2: Car and Cycle Parking Standards**

All new developments, including every residential unit created by property sub-division, are to meet minimum parking standards through allocated on-site car parking spaces; where this not possible for 1 or 2-bed properties, communal parking is permitted in the ratios defined in **Table 2**. Accessible bicycle storage must be provided in either individual or communal storage for all properties.

	Car parking spaces provided per dwelling		Cycle parking spaces provided per dwelling	
	On-plot/Allocated Parking Spaces	Shared/Unallocated Parking Spaces	Individual Storage	Communal Storage
<b>1 Bed</b>	2	0.75	1	1
<b>2 Beds</b>	2	1.25	2	1
<b>3 Beds</b>	2	Not Applicable	2	1
<b>4 Beds or more</b>	3		2	1

Table 2: Car and Cycle Parking

- Residential development that provides less than the required standards will only be considered acceptable in circumstances where there are areas of high accessibility, or for specific types of residential development that create a lower demand for parking. In these circumstances, applicants will be required to demonstrate that the car parking and cycle provision would not have an adverse impact on the surrounding area.
- Residential Developments will be expected to take account of the demand for visitor parking and provide spaces accordingly. In areas where over 50% of the spaces are allocated, an extra 0.2 spaces per dwelling should be provided.
- On-street parking is permitted only in locations where the streets are sufficiently wide to permit parking and two-way traffic flow. Development which incurs the loss of off-street parking spaces with an associated spill-over into on-street parking will only be permitted if it meets this standard and the unallocated space provision requirement.
- Allocated parking must not use tandem parking for more than 2 cars.
- Garages will not normally count towards overall parking provision. Garages will only count towards overall parking provision where developers can demonstrate that they represent the only means of parking a car. In such cases, garages must have a clear, unobstructed internal dimension of 6m x 3m, must have functional entrances and with sufficient space provided for the opening and closing of garage doors.
- In shared / unallocated car parking provision, 10% of all parking spaces in residential developments must be 3.6m wide to accommodate the needs of young families and the disabled users.

**7.3 Community bus/Fish scheme**

The “Fish scheme” provides free transport for residents who need it for shopping and medical appointments. Particularly since the loss of the bus

service to the southern part of the village, the scheme links volunteers with requirements of mainly elderly residents with limited mobility. In addition to this, a community bus could provide affordable village-wide services (especially if subsidised), potentially extending to a delivery service; this could offer greater choice for car-less residents and an environmental benefit from driving/parking for those otherwise using cars.

7.3.1

The combination of housing development proposals in the Neighbourhood Plan may also enable community-operated transport services to be introduced to better connect the village's facilities to its residential areas through financial contributions to deliver their respective travel plan commitments. The Neighbourhood Plan supports proposals to introduce, improve and extend existing commercial and community-operated bus services and facilities, especially to serve any new development sites allocated within the Plan.

**7.4 Non-car connectivity**

As healthy activities which have negligible environmental impact and make for a peaceful and sociable village, the Plan encourages walking and cycling as the default means of moving about the village. Haddenham is of a size and has sufficient lanes and by-ways to permit easy walking to the village hub, shops and schools from any point in the village. Peripheral service points, for example St Mary's, the Health Centre, Post Office and railway station take a little longer for some, but access on foot is still possible. However, in places, priority in road and crossing design has been given to vehicles over cyclists and pedestrians and only limited separation of walkers and cyclists from cars is possible; few Haddenham pavements permit comfortable walking two abreast and few village footpaths are wide enough to be formally shared with cyclists. Consequently, cycling is not safe enough for all age-groups on the main routes.

7.4.1

A street environment which is safe and non-threatening for all is a basic requirement for residential areas. Policy should encourage a spirit of sharing and toleration between all classes of street user within the village – pedestrians, cyclists and drivers. A reduced speed limit is now recognized by government as one effective approach to these conditions and is currently being evaluated by Bucks County Council. Positive measures (in association with the transport authority) to establish good social relations between all classes of street user could set Haddenham as a regional example in this regard. Dedicated walking and cycling networks should have high priority, especially in and from new developments, as well as associated facilities, such as cycle storage and parking stands to complement the existing bicycle racks next to village amenities and services to encourage bicycle use across, and out from the village. In addition to the ongoing work of the Parish Council to keep paths attractive, free from rubbish, wet leaves, and overgrown hedgerows, the Neighbourhood Plan supports proposals to improve the standard of routes

and provide a coherent cycle network in the village for the convenience and safety of cyclists and pedestrians.

**Policy TGA3: On-site Walking and Cycling**

New housing developments must provide easily accessible storage for cycles, wheelchairs, electric vehicles and baby buggies and incorporate dual-use routes wide enough for two buggies that provide effective, safe and attractive cycle and pedestrian connections and access to the existing village walking and cycling networks.

7.4.2

Outside the village, there are good connections with footpaths to neighbouring communities, especially Chearsley, Cuddington, Aston Sandford, Kingsey. Recent developments with the “Wychert Way” and the circular “Haddenham Walk” paths have been particularly successful and have attracted funding to replace stiles with gates, but there remains an urgent need to provide safe cycling and walking routes to Thame and Aylesbury.<sup>62</sup> Whilst it will likely draw leisure users as well as commuters, with the planned growth of the village and the location of the railway station, the cycle network will become more important to provide railway

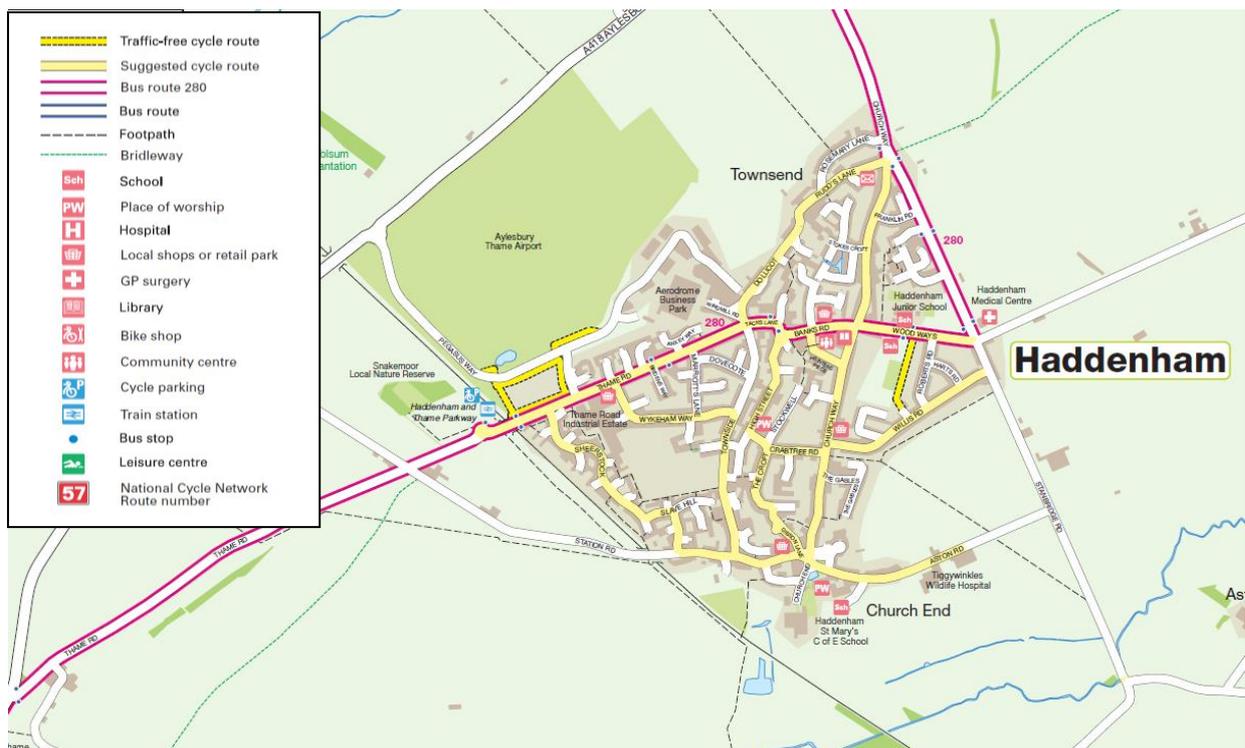


Figure 11: Cycle paths and footpaths in Haddenham (Sustrans (2014) with permission)

<sup>62</sup> A cycle route between Thame and Haddenham and Thame Parkway station is named as a high priority for expenditure in the Thame Neighbourhood Plan and has been consistently supported by Haddenham residents. Several feasibility studies have been carried out but still require implementation. This could be extended, by means of a cycle and pedestrian path next to the A418 west of Dinton to complete the route to Aylesbury, itself marketed as a cycling community.

customers with a genuine alternative to using the car. As illustrated at **Figure 11**,<sup>63</sup> this may especially benefit cycle commuters from the farthest corners of the village.

**Policy TGA4: Cycle and Pedestrian Networks**

Contributions will be sought from new developments to fully fund the design and delivery of a cycle route between Thame and the Haddenham and Thame Parkway station.

**7.5 Traffic management**

With an increase in house numbers over the plan period, traffic through the village will increase. This will be exacerbated by the continued growth of the train station; if the growth of rail commuters continues at the same rate as over the past decade, the next decade could see an additional 370 entries per day which could equate to an increase of 150 - 200 cars on the local road network during the peak morning and evening hours.<sup>64</sup>

7.5.1

Facing this, Haddenham has very specific issues with very narrow lanes, which are poorly lit and severely restricted by on-street parking. Due to the lack of dedicated cycle lanes and footpaths, these spaces are multi-use and even a moderate increase in traffic flow, whilst appearing manageable in quantitative studies, significantly increases the risk to other road users. Consequently, future development should aim to dissuade east-west commuter traffic from the centre of the village and divert it, preferably along the A418, with access to the station and the Business Park via Pegasus Way. It should also avoid the dislocation of traffic or the generation of additional traffic through the Conservation Areas of the village.

7.5.2

Dropping off and picking up children from the schools on Woodways also generates specific traffic issues. The schools work actively to minimise bottle-necks on Woodways, but more could be done with distributed parking in village hub areas, non-car connectivity and safe crossings to support school initiatives and minimise the traffic impact.

7.5.3

In consultation with Buckinghamshire County Council Highways Division and developers, a fundamental review of traffic management in the village is required to consolidate the current incoherent mix of traffic control measures along Thame Road and Woodways to provide a consolidated approach to control flow and speed. Potentially integrated with a 20mph limit, this is a proposed project in Chapter 12.

<sup>63</sup> This map is made available under the Open Database License: <http://opendatacommins.org/licenses/odbl/1.0/>. Any rights in individual contents of the database are licenses under the Database Contents License. Contains Ordnance Survey data © Crown copyright and database right 2014.

<sup>64</sup> Assuming that 80% of trips are made during the week and that 60% of all entries occur during the morning peak hour, an additional 370 entries per weekday could equate to 220 additional passengers during that hour; depending on the number of arrivals by non-car modes and the number of passengers per car, this could equate to 150-200 additional cars.

- 7.5.4 The Parish Council is also conducting a review and programmed replacement / rationalisation of existing street lights. Many of the existing street lights are reaching the end of their life and their replacement, particularly with modern energy-efficient alternatives to provide appropriate and safe lighting around the village, will require a forward programme over a number of years to ensure affordability. Together with potential schemes to restrict commuter parking in Sheerstock, this will be implemented over the Plan period.
- 7.5.5 More broadly in and around the village, traffic management and car parking should accord with the adopted Aylesbury Vale District Council guidance on the highways works in Conservation Areas. The Highway Protocol<sup>65</sup> for Conservation Areas covers four key principles:
1. To respect and enhance the character and appearance of Conservation Areas.
  2. To use visually appropriate materials, also having regard for practicalities for both new and maintenance work.
  3. To de-clutter the street scene.
  4. To bear in mind the safety of the road user
- 7.5.6 Key factors within this for Haddenham are for new schemes or redevelopment of existing roads to use appropriate materials, aim to create safe walking and cycling, as well as driving spaces, and minimise signage.

**Policy TGA5: Restricting ‘urbanization’**

New development should facilitate traffic schemes which use appropriate materials and designs for a village setting in accordance with AVDC guidance, and balance the minimum safe requirement for signs, bollards, lights and associated street furniture in the village with the need to prevent urbanization and de-clutter the street scene.

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<sup>65</sup> Transport for Buckinghamshire, *Highways Protocol for Conservation Areas in Aylesbury Vale District* (July 2014) was developed using English Heritage funding to establish basic principles regarding standards of workmanship within Conservation Areas.



Haddenham Community Junior School Production of Charlie & the Chocolate Factory March 2013 © Haddenham.net

## Children, Young People, Education and Schools

- 8.0.1 **E**ducation is interpreted for the purposes of this Plan to include everything from pre-school provision through schools and colleges to lifelong learning. For young people this includes the Youth Centre, the churches and uniformed organisations such as Guides and Scouts, whereas provision for older residents includes the adult education services of the two County Councils, the University of the Third Age (U3A), and the Workers' Education Association (WEA).
- 8.0.2 Looking into the future, there needs to be sustainable pre-school and school place provision for residents who choose to educate their children in the village, as well as a range of activities and events out of school for young people. Increasingly, there also needs to be activities and facilities for the older generations, to provide exciting opportunities for all ages and abilities. This could include exercise facilities in public spaces and space for performing arts. Such activities draw people into the village, rather than commuting out, and can be linked to increased footfall for the local shops and increased utilisation of community facilities. The recent regeneration of the Library as a community-led facility is a showpiece of how this can work.
- 8.1 Current provision for Haddenham children**
- The main pre-school providers are Puddleducks based at the Scout and Guide Centre, Bambinos, a private nursery provision meeting at the Community Infant School, registered child-minders and CHUF (Cheersley and Haddenham Under Fives) based at St Mary's Church of England Infant School. The Children's Centre, based in the library on Mondays and Wednesdays, also caters for young families but there remains a recognised shortage of pre-school provision.<sup>66</sup> Of note, much of the provision is in the centre or south of the village and opportunities should be explored, as part of development on the Airfield (Policy HD1) to provide facilities suitable for pre-school use, located more conveniently for Airfield and Sheerstock residents, as an integral part of future development.
- 8.1.1 Infants (aged 4+ to 7) generally attend Haddenham Community Infant School on Woodways, or St Mary's Church of England Infant School on Aston Road. Both Key Stage (KS) 1 schools are successful and popular, with reserved areas across Haddenham, Kingsey, Aston Sandford, Cheersley, Cuddington and Scotsgrove. Their admission criteria meet

<sup>66</sup> Buckinghamshire County Council *Early Years and School Place Plans* 2014 calls for a "review premises and delivery options as demand for early years and childcare places is not met" as an issue for further consideration.

national regulations and have, thus far, enabled children in the village to have a place.<sup>67</sup> However, as detailed at **Table 3**, both are at or above their capacity. Hence, the number of children from outside the area normally served<sup>68</sup> (historically 20 – 30%) has been dwindling in recent years and, without capital investment to increase the scale of facilities, even modest future development will lead to more limited scope for schools to accommodate parental preferences.

	Authorised admission number	No on roll (no out of area)					Current / potential capacity
		2014/15	2013/14	2012/13	2011/12	2010/11	
<b>Haddenham Community Infants</b>	30	90 (0)	90 (0)	90	90	90	90
<b>St Mary's C of E</b>	30	102 <sup>69</sup> (12)	90 (10)	89	84	80 (24)	90
<b>Haddenham Community Juniors</b>	82	232 (50)	249 (50)	251	247	284	328

Table 3: Haddenham School Places

8.1.2 The main provision for children aged 7+ to 11 is at Haddenham Community Junior School, also on Woodways. A KS2 school, it has a good reputation and produces results well above the national average; it consequently attracts some pupils from neighbouring villages, including Dinton, Cuddington and wider afield. However, it still has 29% surplus places and whilst a new feeder link is being created to Great Kimble to enable a whole cohort to move into Year 3 together and make use of the surplus capacity the distinction will remain, predominantly due to the mismatch between its admission number and those of the feeder schools.<sup>70</sup>

8.1.3 New residential development in the village will increase demand on school places (by potentially 129 over the Plan period across KS1 and KS2). Whilst associated S106 contributions may be used to mitigate the specific implications of this growth, a more comprehensive, village-wide review is required to ensure that the growth in school population associated with the future development of housing is sustainable. This has to include a balance between pre-school, KS1 and KS2 provision and opportunities for the future. Notably, as the Community Junior School has capacity for up to 3 classes per year, with infrastructure to support 12 classrooms and ample

<sup>67</sup> Noting that the schools will fill to capacity from outside of the “area normally served” and occasionally a newcomer to the village is unable to secure a place in year after places have been allocated.

<sup>68</sup> Mostly from Stone with a few from Thame, Bishopstone and Aylesbury

<sup>69</sup> Buckinghamshire County Council has asked the school to take up to 15 extra pupils in 2014/5 to meet identified needs in the area west of Aylesbury. The school has the potential to become a 2 form intake (total 60 children per year group) on a permanent basis; the school would need to build as a minimum 2 additional classrooms, further toilet and cloakroom facilities and increased storage. The outdoor play areas would be sufficient to cope with an increased admissions number. Capital investment would be required to accommodate the new build.

<sup>70</sup> Plus the loss of a number of pupils to the combined Cuddington and Dinton Church of England School and some into private schools.

outdoor space, it could offer an opportunity to relieve some of the pressure in KS1 provision through rationalisation across the village sites.

- 8.1.4 The review needs to be led by Buckinghamshire County Council and the Oxford Diocese as the responsible local authorities.<sup>71</sup> The Governing Bodies of the schools and the management groups of the pre-school providers should be fully consulted in the review to look at all of the village facilities and the potential to reassign year groups across the sites, with the aim of maximising use of existing sites and premises, recommending any capital investment required as necessary. This review should aim to and embrace the values and policies set out in this plan.
- 8.1.5 To increase schooling provision on Woodways would also require a thorough traffic management strategy, including working with the schools to manage drop-off / pick-up times and places and to encourage car-sharing and non-car drop off schemes. Further details are in Chapter 7.
- 8.1.6 At 11+, the situation becomes more complicated with a degree of parental choice. Haddenham children attend a range of secondary schools provided by Buckinghamshire and Oxfordshire County Councils. Buckinghamshire has a selective education system with upper schools in Princes Risborough, Aylesbury (principally the Mandeville School) and Waddesdon Church of England School, together with Aylesbury Grammar, Aylesbury High and Sir Henry Floyd Grammar Schools in the nearby market town.<sup>72</sup> Some Haddenham parents choose for their children to attend Lord Williams’s School in Thame however, the Oxfordshire policy of giving priority to Oxfordshire pupils<sup>73</sup> means that the availability of places for Haddenham children cannot be guaranteed from year to year. Nevertheless, the range and capacity of local secondary provision means that there is no need for a secondary school in the village although Buckinghamshire County Council will continue to monitor the impact of new housing on the supply of secondary school places.
- 8.1.7 At 16, while many students continue in their secondary schools for further study and qualifications, there are also opportunities to move to Aylesbury College, especially for technical courses.

<sup>71</sup> Building on the recommendation to “support linked infant and junior schools to give active consideration to formal collaborative arrangements including possible amalgamation either on a single split site” Buckinghamshire County Council *Early Years and School Place Plans* 2014 refers.

<sup>72</sup> Sir Henry Floyd is mixed and the others are for boys and girls respectively. As a result of national government policy many secondary schools have become or are becoming academies which, among other things, control their own admissions policies. This is intended to give greater parental choice.

<sup>73</sup> As well as pupils of some other Buckinghamshire primary schools such as Long Crendon.

**8.2 Extra-Curricular Activities**

There is a BMX track on the Recreation Ground and play areas at the Recreation Ground, Banks Park and Sheerstock which are maintained by the Parish Council. These may be supplemented by new facilities as an integral part of any future development. The overall provision of play facilities would benefit from a rolling programme of investment to ensure that they continue to meet safety standards and the evolving needs of the children across the village. This may include the provision of a skate park if a site can be identified.



Banks Park Slide © Haddenham.net

8.2.1

Haddenham teenagers enjoy out of school sport, drama and community opportunities. Leisure and out-of-school activities for Haddenham teenagers include the 'uniformed organisations', (Scouts and Guides), and the Youth Centre held at the Youth and Community Centre each week. Sport, including a number of thriving clubs, is covered under the Sport, Recreation and Leisure theme.

**Policy CES1: Play Facilities**

Where appropriate, new developments are to include play facilities for young people as an integrated provision of play facilities in the village, provided the facilities will not have a detrimental effect on the amenities of local residents, but maintain natural surveillance. Play facilities are to be established with appropriate long-term arrangements for their management to ensure that they remain high quality, safe, and relevant to children in the village. This will include financial contributions or other means to support initial costs and ongoing maintenance and/or the transfer of the land to an appropriate body by agreement with the planning authority.

**8.3 The children's view**

The three village primary schools discussed in class, with presentations by NP team members, what they like or don't like about living in Haddenham and their ideas for future developments. They all produced some fabulous project work, scrapbooks and feedback about what they would like to see in the village in the next 20 years. The most frequent comments included:

Likes -

- the play parks, including the swings and zipwire;
- the library;
- the ducks and the pond;
- the shops and pubs, including the bakery and Little Italy;
- wildlife, the fields and countryside, including chances to walk dogs and Snakemoor;
- the BMX track;
- the schools;
- new houses and neighbours.

Dislikes -

- traffic zooming too fast, including thoughtless parking
- dog mess
- litter
- burglars
- too many people and too many houses close together
- rubbish bins left on the pavement

Wishes / ideas for the future (although some of these had just one or two supporters) -

- a swimming pool / water park
- an ice rink
- car free areas
- more buses and bus stops
- a zebra crossing by the school
- a disco
- more shops including sweet shops; a book shop, a toy shop and a bigger post office
- more equipment in the play parks
- a secondary school
- a cinema
- a zoo, including a panda
- fewer houses

#### 8.4 Adult Learning

For adults, the main provisions are the U3A, the adult education services of the two County Councils and the WEA. U3A holds monthly general meetings with speakers in the Youth and Community Centre and a large number of interest groups who meet separately each month in homes or other venues.<sup>74</sup> Meanwhile, WEA has a strong history of offering meetings and courses for adults. There is a programme of events in Haddenham based in the Methodist Church. Other voluntary organisations, including Age Concern and the Over 65s (previously Darby and Joan), provide opportunities for older residents and are covered in more detail in later Neighbourhood Plan themes.

##### 8.4.1

There are other educational and leisure organisations such as the Horticultural Society and provision, including Haddenham Community Library, which encourages community activities in addition to those for young and old. The Haddenham Museum (behind the Methodist Church), hosts the local history group of U3A and produces *The Haddenham Chronicles* each year; it is affiliated to the Bucks Local History Network.

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<sup>74</sup> U3A has in recent years developed into a thriving international, national and local provision. In Haddenham, there are over 300 members, retired and semi-retired. U3A also organises regional events and group holidays.



Haddenham Tea Dances 2013 © Haddenham.net

## Health, Wellbeing and Social Care

9.0.1

To be sustainable, future growth of the village must be matched with growth in support services, notably health and social care services that reflect the needs of the demography of the village. However, key to the success of any development is the retention and enhancement of the character of the village. Defining “character” is difficult, but it is a mixture of both the physical and built environment and the attitudes and outlooks of the residents, and their associated wellbeing. Voted in a recent *Telegraph* poll the 9<sup>th</sup> Friendliest Place to live in Britain,<sup>75</sup> Haddenham is considered friendly, helpful and safe with a strong sense of community; any development needs to enable and encourage the Villagers of Haddenham to protect, maintain and enhance this village spirit.

### 9.1 Health and Social Care

Whilst there are already good health facilities available in the village, with a new medical centre, a dentist, pharmacy and a selection of treatments and therapies through smaller businesses,<sup>76</sup> many would require enhancement to cater for a significantly larger population. This could offer an opportunity, notably in the spare capacity in the Medical Centre for an extension of existing services, the provision of different or alternative therapies that residents currently travel for, or the collation of different health providers from around the village to provide a ‘health hub’. For the more active, there is also the opportunity to link traffic-free routes to provide a ‘trim trail’ around the village.

9.1.1

For more elderly residents, there is a small amount of private nursing care provision at Abbeyfield but, whilst there are some active clubs and societies focused on this age group, recent rationalization of provision has meant that the Red Cross Day Centre has ceased operating from the Village Hall. With an increasingly ageing population, there will be a growing requirement to restart such provision, and to provide supported and extra care residential facilities in the village in the future. This could include working with local Health and Social Care Services to provide for visiting practitioners or state-of-the-art diagnostic and therapeutic equipment for the village. Together with the use of information technology facilitated by high speed broadband this could communicate, inform and support

<sup>75</sup> Britain's 20 friendliest places to live, available at <http://www.telegraph.co.uk/property/propertyadvice/11036766/Britains-20-friendliest-places-to-live.html?frame=3007641>

<sup>76</sup> I.e. podiatry, chiropody and sports massage

residents in their health and social needs from the village rather than having to travel elsewhere to dedicated facilities.

9.1.2 To access village facilities, this Plan supports the provision of safe walking and cycling routes and has addressed the potential to extend the existing “Fish Scheme” to provide a community-operated bus. Both of these initiatives should focus on those with more restricted mobility including disabled and visually impaired residents, as well as older residents and those with push-chairs or small children.

9.1.3 The village is a low crime area and does not have notable problems with anti-social behavior or graffiti. There are also not geographically-specific issues with smoking, drug use or mental health that require policies in this plan.<sup>77</sup>

**9.2 Green Space**

The Oxford Dictionary definition of a Village is “group of houses and associated buildings, larger than a hamlet and smaller than a town, situated in a rural area”. This rural setting is fundamental for Haddenham to remain a village; a key tenet of this is the retention, enhancement and, where appropriate, extension of our open green spaces,<sup>78</sup> duck ponds and village greens. Notably, the existing village greens<sup>79</sup> are formally designated as such, owned by the Parish Council, and any proposal to develop them will be resisted. Furthermore, new developments should provide trees and green spaces to maintain the rural feel of the village.

**Policy HWS1: Local Green Space Designations**

The areas below are designated ‘Local Green Spaces’ which are protected from new development unless very special circumstances can be demonstrated:

**Sites of Open Space Value:** i) Church End Green; ii) Townsend Green; iii) Fort End; iv) Skittles Green

**Sites of Sport, Recreation and Amenity Value:** v) Recreation Ground; vi) the Allotments; vii) Sheerstock play park; viii) Banks Park

**Sites of Nature Conservation Value:** ix) Snakemoor Local Nature Reserve.

**9.3 The built environment**

In addition to the extant open spaces and associated buildings, such as the Village Hall and Library, which are already in Public ownership, there are a number of buildings or other land in the village that are presently used to further the social wellbeing or social interests<sup>80</sup> of the local community and could do so in the future. They are all of some considerable longevity in

<sup>77</sup> For more information, refer to the nidirect website at <http://www.nidirect.gov.uk/health-and-well-being>

<sup>78</sup> Snakemoor, Banks Park, the Recreation Ground and Sheerstock play area, the active airfield and the allotments.

<sup>79</sup> Church End Green, Townsend Green, Fort End and Skittles Green.

<sup>80</sup> The Localism Act states that “social interests” include cultural, recreational and sporting interests.

the local community and with which local people have a strong affinity.<sup>81</sup> Under the Localism Act 2011, the following will be nominated to AVDC for designation as Assets of Community Value which, if accepted, would provide Haddenham community organisations the opportunity to bid to acquire the asset on behalf of the local community if it were placed for sale on the open market:

1. The Rising Sun, Kings Head, Twist at the Green Dragon and Rose and Thistle public houses.
2. Banks Parade shops and car parking, and the Post Office.
3. St Mary's Centre.
4. The land between Snakemoor and Thame Road.

9.3.1

Combined with the statutory protection of the Conservation Area, and the ongoing focus to conserve and enhance the historic environment and heritage assets in the Parish, the function of community amenities should also be protected because of their importance to village life and enjoyment by residents of Haddenham and surrounding villages; development plans that result in their loss or significant harm will be resisted.

#### **Policy HWS2: Protecting Community Amenities**

New development must retain or enhance local services and community facilities including shops, pubs, food outlets and commercial services. Proposals involving the loss of facilities will not be permitted unless it can be demonstrated beyond doubt that they are no longer financially viable whilst proposals to change the use of an asset must demonstrate that all reasonable steps have been taken to retain its present use and community value as a viable concern.<sup>82</sup>

#### **9.4 Community spirit**

To generate a community spirit, residents need to participate in village activities; hence there needs to be activity of sufficient range and quality to encourage people into the village in preference to commuting to Thame or Aylesbury. This includes regular activity such as church services and Café Plus, societies and clubs, as well as more periodic events such as the fête, summer and winter beer festivals. Vale Harvest / Homemade in Haddenham has also been successful in drawing people into the village in addition to promoting healthy eating of local produce and supporting village businesses. Such activity should be facilitated by electronic management of community facilities to allow for their coordinated and efficient use and strong communication links across the village. Together with the effective exploitation of social media as a key enabler in engaging young people into activities in the village, the Parish Council needs to revitalize its means of communicating with the village and provide facilities for residents to interact on social topics. This will be addressed as a project in Chapter 12.

<sup>81</sup> In which case, saved AVDLP Policy GP93 resists their unnecessary loss.

<sup>82</sup> Reasonable Steps" in the case of a Public House must include extensive marketing to find a suitable tenant at a rent which is reasonable given the trading potential of the premises. Failure of a Public House owner to obtain rental values out of proportion to the profitability of a village public house would not be considered as a reason for change of use under the "non-viable concern" criteria.



Haddenham Tennis Club © Haddenham.net

## Sports, Recreation and Leisure

10.0.1

A sustainable community is one that provides opportunities for all its members to thrive through as many cultural, sporting and leisure interests as is reasonably practical. However, this requires both facilities and people to take advantage of the opportunities available. The demographic forecast based on the 2011 census envisaged a slow decline in overall population with an increase in average age. However, new residential development will reverse both of these trends; the village is likely to see new families with an associated increase in the demand for more active contemporary participatory sport and leisure activities, as well as elder residents remaining in a community they know and enjoy. Consequently, there is an opportunity for existing clubs to enhance their facilities, expand and improve their standing, whilst there may be scope for new groups to bring activity into the village to foster greater community spirit and improve the health of residents.

### 10.1 Coherent sport and recreation provision

The provision of major outdoor sports facilities has hitherto been confined to the Woodways Recreation Ground which is used extensively by the village football, cricket and tennis clubs. However, the expansion of most of the users of the site has been constrained by the area available and the conflicting demands on it; most notably, the seasonal priority of the cricket square and football pitches whilst, in the case of the tennis club, the construction of the multi-use games area (MUGA) which has led to the loss of two courts. Recently though, the Parish Council has taken a 125 year lease on ground at the airfield, with the intention of developing this to provide further sports and leisure provision. Consequently, there is opportunity to further develop one or both of the sites to provide separate locations for major outdoor sports. This is a critical requirement to meet the demands of an increasing population, increasing participation particularly by children (encouragingly, most recently through the increasing inclusion of girls) and satisfy a desire to improve facilities and performance, and hence attract players who are members of clubs in other locations.

10.1.1

Development of the airfield grounds could provide four drained pitches of FA approved standard, a changing facility and shed for ground-keeping equipment to allow for the

*‘Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities’*

*NPPF Para 73*

relocation of Haddenham Youth Football Club (HYFC) from the Recreation Ground. Relocation of HYFC to the airfield and relocation of the cricket club to a potential new site would release space for the tennis club to expand, such as the construction of two new courts, a junior training area and their own club building, and for the senior football club to consolidate by improving playing surfaces, enhance ground facilities (for example dug-outs, railings) and construct floodlit training areas. **Policy HD2** supports development on the airfield playing sports pitches already leased to the Parish Council subject to its re-provisioning on the airfield, with security of tenure, and as an integral part of future development.

10.1.2 Indoor sports use predominantly the Village Hall or the Pavilion on the Recreation Ground. However, the Pavilion is of a dated design and has been repeatedly repaired in recent years to keep the weather out. For a settlement of the size of Haddenham, these facilities are inadequate. Based on general recommendations stemming from Sport England,<sup>83</sup> the following standards should be expected by population size:

- Less than 1000 – Village hall with 1-court badminton hall.<sup>84</sup>
- Between 2000 – 6000 – Village hall including a 2-court badminton hall.
- Between 6000 – 10,000 – Village hall, 4-court badminton hall and other facilities.
- Greater than 10,000 – Various community and sports facilities, including pool, arts facilities and community meeting halls.

10.1.3 Over the period of the Plan, based on an assessment of infrastructure, use, and local likely requirements for the proposed settlement hierarchy, it would not be unreasonable for the village to plan for a 4-court sports hall. Potentially, when combined with a rural catchment area, this could be supplemented by arts and community facilities and, possibly, a swimming pool. On the Recreation Ground, re-development of the site could see an indoor sports centre with squash courts and a sports hall, and/or a gym/health club with changing facilities.

**Policy SRL1: Redevelopment of the Recreation Ground Pavilion**

Development proposals involving the redevelopment of the recreation ground pavilion to provide improved sports and leisure facilities will be permitted.

10.1.4 The existing Sport and Social Club is highly regarded by its members, although not extensively used by the sports clubs; it could be expected that a social club will be re-provided in a new facility.

<sup>83</sup> Sport England, *Assessing needs and opportunities guide for indoor and outdoor sports facilities* (July 2014) available at <http://www.sportengland.org/media/349967/20140722-anog-published.pdf> accessed 17 August 2014.

<sup>84</sup> Note that reference to badminton court size, is the minimum court area, and other facilities will also be required within the community facilities e.g. changing, storage, toilets, kitchen, meeting rooms etc.

**10.2 Utilisation of the Village Hall site**

The heart of the village is the Banks Park ensemble of buildings; the Village Hall, Library, Scout and Guide centre, disused medical centre, handyman’s emporium, and dentist to the South of Banks Road, and the Banks Parade of shops, car park and the pond. However, the buildings are aging and, particularly in light of residential developments on periphery of the village, the existing assets require enhancement in terms of facilities, usability, access and attractiveness, or even replacement, to attract residents and visitors into the village and avoid the out-lying areas becoming semi-autonomous communities with their own retail and leisure facilities.

10.2.1

Notably, whilst the Village Hall is well used, its present configuration limits its usability for a considerable number of potential additional user groups. Despite the valiant work of the management team, it is neither energy efficient nor particularly fit for purpose.<sup>85</sup> Fifty years ago it was accepted that the purpose of a village hall was to satisfy a wide range of uses from amateur dramatics and Gang Shows, to open meetings, skiffle concerts and horticultural shows. However, the intervening years of increased consumer expectations, more diverse and equipment-heavy personal interests and activities, enhanced communal wealth and a reticence to have to ‘make do’ have meant that a one-size-fits-all leisure resource is no longer good enough. The future stars of sport, stage, gallery, track and pitch will not emerge from makeshift resources “knocked up” in the middle of the last century.



Haddenham Village Hall

10.2.2

The key to enhancing and reinvigorating the heart of the village will be to provide facilities whose core purpose is to meet the demands of groups of users with similar needs. This means that the buildings can be designed and fitted out to cater for their target users. A long-term solution would be to furnish the village with three major sport, leisure and social resources. Thus, the Village Hall could be designed for performing arts, community events, caring, toddler, disability and charity groups, and commercial operations. Whilst it is considered critical for the Village Hall to continue in

<sup>85</sup> A survey of users and potential users of the village hall has highlighted a number of the shortcomings, including: outdated construction - poor heat retention, suspect roof, no grey water usage, inefficient heating system; poor design for use by performing arts; lack of storage for user group’s equipment; poor audio characteristics and lack of audio visual resources; gloomy lighting; wrong dimensions for indoor sports usage; poor room dimensions.

its current location, future development should be focused to ensure that it can be used more fully. This could be complemented by an indoor sports centre incorporating a Gym/Health Club, indoor sports hall with dance, exercise and well-being facilities, and a craft/arts centre to cater for the creative arts, hobby/interest groups, arts shows, and the museum. The common threads running through their needs are:

- Space of an appropriate size to conduct their activity
- Storage of equipment on site
- Catering and/or bar facility
- Seating and tables for a range of numbers
- Good lighting and audio characteristics
- Cloakrooms and toilets
- A stage for presentations and performing arts

10.2.3 To achieve this, the Village Hall will need to be either knocked down and rebuilt or enhanced and reconfigured to cater specifically for its intended users. This could be integrated on the Banks park site with the library and a potential Craft/Arts hub in the old Medical centre (should it revert to the Parish Council), or in a new-build facility on the site to provide Parish Offices, art studios, display space and a stage. This would facilitate the development of the village as a centre for the Arts.

10.2.4 In addition, space could be used sustainably for community functions, business mentoring, workshops, educational and interest groups and the museum.

10.2.5 To deliver this, the Parish Council, who are Trustees of the site owned by Banks Park Trust, will pursue a community Right to Build Order as an option after the Neighbourhood Plan is made.<sup>86</sup> The mechanism to deliver this in the planning period will be developed in the project as discussed in Chapter 12.

**Policy SRL2: Redevelopment at Banks Park**

The Neighbourhood Plan allocates land at Banks Park, encompassing the Village Hall, Library, old Medical Centre and associated surfaced areas, for development to provide improved community facilities. New retail (A1 – A4) and commercial (B1) developments in the village hub will be supported providing that a green space is preserved as part of the development to maintain the rural nature of the village and they do not unduly affect traffic flow, parking and residents’ amenities or prejudice the success of existing facilities.

<sup>86</sup> Refer <http://mycommunityrights.org.uk/community-right-to-build/>

**10.3 Minimise commuting to clubs and organisations**

If a resource or activity is not available in the village, or to access better or cheaper facilities, or at a time of their choosing,<sup>87</sup> residents are likely to drive to wherever what they wish to do is available. Whilst it would not be practical to cater for every individual wish or need, it makes sense in terms of carbon reduction payback to endeavour to provide facilities to meet the needs of large numbers of residents which can only be met by driving somewhere else. At the top of this list is a swimming pool. Sport England proposes a capital base construction expenditure of £2.1 - £4.0M, albeit that income could expect to raise a surplus of £24k pa over and above the running costs;<sup>88</sup> this could be most effectively provided as part of substantial sports centre run and operated on a part or fully commercial basis and would be expected to be eco responsible i.e. heat pumps, grey water re-usage, insulation and PV power generation.

10.3.1

A close second is an indoor sports facility/hall to accommodate primarily a gym/health club, badminton<sup>89</sup> and squash; not only would such provision cut down the miles driven by residents but, as was evinced during the short period that a health club operated in the now defunct medical centre, a significant number of people would use it simply because it was available. This could provide fitness, exercise and dance classes and could be a benefit to the health of the community as a whole. Other activities which residents currently travel to, in priority order, include: Golf; Cycling/Mountain biking (in addition to the extant BMX track); Archery; Athletics; Lawn tennis; Lawn Bowls; Rugby and a Skate board park.

**10.4 Maximise access**

To maximize access to social and sports facilities, and reduce unnecessary car usage, provision of walkways and cycle paths from all sections of the village to its centre, and accessibility to community facilities and amenities for wheelchair users when they arrive, are essential. To maintain focus on the heart of the village, these could be supplemented by community-owned non-fuel burning transport for the transport of disabled, elderly, infirm residents to the centre of the village. Following local examples of effective community-run transport schemes, this could be more effective than using contributions from developments to temporarily re-route existing bus services.

**10.5 Biodiversity**

Access to outdoor space other than formal sports pitches and facilities is equally important for recreation and leisure. To meet the strategic principles of the Aylesbury Vale Green Infrastructure Strategy,<sup>90</sup> multi-

<sup>87</sup> Key determinants are access, availability, quality and quantity; Sport England, *Assessing needs and opportunities guide for indoor and outdoor sports facilities* (July 2014) refers; Available at <http://www.sportengland.org/media/349967/20140722-anog-published.pdf> accessed 17 August 2014.

<sup>88</sup> Sport England, *Affordable Swimming Pools*, <http://www.sportengland.org/facilities-planning/affordable-facilities/affordable-swimming-pools/> accessed 17 August 2014.

<sup>89</sup> Although there are two clubs in the village; residents still travel to facilities are better elsewhere.

<sup>90</sup> Green infrastructure will provide natural connectivity throughout the site which supports sustainable community infrastructure agenda as part of healthy and active lifestyle in accordance with Natural

functional green spaces should be inter-linked and other environmental features designed, developed and managed to meet the environmental, social and economic needs of the community. Development should be permeable to wildlife with green corridors providing beneficial habitat as well as connections with the wider countryside.



Snakemoor Local Nature Reserve July 2014 © Haddenham.net

- 10.5.1 Development will be expected to result in a net gain to biodiversity, as set out in the National Planning and Policy Framework. This will be calculated by applying the DEFRA and Natural England endorsed Biodiversity Impact Assessment Calculator. Development proposals must be supported by appropriate ecological assessment using nationally accepted standards i.e. BS42020.
- 10.5.2 Haddenham has a regionally important population of Swifts which is entirely dependent on the built environment for nesting. Features for Swifts must be incorporated into new buildings if this population is to be conserved and enhanced into the future.
- 10.5.3 Buffering of watercourses with high quality habitat can provide protection against pollution and wildlife connectivity. The minimum width of the buffer should be sufficient to provide this function. The Environment Agency advocates a minimum buffer of 12m for watercourses.

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England ANGSt so that dwellings are within 300m of natural accessible green space. *Aylesbury Vale Green Infrastructure Strategy 2011 – 2026* at <http://www.aylesburyvaledc.gov.uk/> accessed 2 Nov 14.

**Policy SRL3: Enhancing, Protecting and Providing new Natural Environment Habitats, Trees and Hedgerows**

Proposals which are accompanied by a Tree and Hedgerow Survey will be supported when the designs demonstrate sympathetic development around trees of high or moderate quality in accordance with current BS5837 national best practice.

Proposals will be supported that are landscaped and include 'native species and habitats' that respect the local distinctive landscape character and the proposed development, and/or can demonstrate net gain in biodiversity in accordance with Defra Biodiversity Impact Calculator..

- Proposals must accord with the principles of the Aylesbury Vale Green Infrastructure Strategy.
- Whenever possible, all new buildings must provide integrated Swift nesting features.
- Ecological information in support of applications must accord with BS42020.
- Development adjacent to watercourses must retain a minimum natural habitat buffer of 12m.



Banks Parade © Haddenham.net



## Retail, Business and Jobs

11.0.1

**H**addenham is home to a multitude of businesses, from multi-national corporations to sole traders – all of which offer advantages to, and have varying demands upon, the local community. They offer the opportunity for employment to local people, and hence reduce commuting and prevent the degeneration of the village into a dormitory, but require suitable premises and services at reasonable cost. The aim over the period of this Plan is to support the development of existing businesses and to set the conditions to attract appropriate new enterprises and employment opportunities into the village.

### 11.1 Supporting local businesses

To integrate any new development into the village, residents should be able and encouraged to make best use of the amenities in the village. Notably, any sizable new development should be easily accessible by foot and cycle to the primary employment sites at the Haddenham Business Park and Thame Road and offer new, or integrate with existing, retail facilities.

11.1.1

The establishment of a local forum or network of local businesses could champion local businesses, develop mentoring schemes and facilities for start-up businesses and promote, support and enhance retail, employment, business and service provision in Haddenham. To encourage residents to use local businesses, such a forum could investigate barriers to use, such as convenient opening hours, parking, value or range of goods, and potential opportunities such as local delivery, online ordering and / or the development of a village currency or card.

11.1.2

To attract more people into the village centre, redevelopment of the Banks Park facilities could offer new retail space and, coupled with investment in Banks Parade and a traffic management system on the local roads, provide an attractive and useful village centre. Already the site of the monthly Vale Harvest and numerous events in the Village Hall, the Banks Park site could be more widely exploited by the Parish Council for commercial events. To facilitate this, part of the communications review (at Chapter 12) will look at visitor amenities and noticeboards and/or displays.

11.1.3

As a central focus in the village, and as a driver for the regeneration of a central village 'hub', it is important that Banks Parade remains in retail use.



Figure 12: The village 'hub' and Banks Parade

**Policy RBJ1: Retaining the Retail Arcade**

Redevelopment of Banks Parade will be permitted where it incorporates ground floor retail (A1 – A4) uses and does not result in a net loss of retail uses.

**11.2 A pleasant place to live and work**

With the expansion of high-speed broadband provision throughout the village, such a “hub” (as illustrated at **Figure 12**) could also offer free wi-fi and a “drop-in” or bookable office space as well as access to meeting and conference spaces. Combined with new retail and commercial opportunities (as identified in SRL2), the Community Library, art space and the Parish Offices, this could offer a very attractive alternative for business users to working from home or commuting into an office, notably in London.

11.2.1

Elsewhere in the village, there are a number of community spaces, including the Village Hall, Youth Centre, St Mary’s Centre and the Sports Pavilion which could be used commercially, and co-ordinated through the village hub. Whilst they would require some investment to be suitable, and be suitably equipped, a range of facilities could be offered for business use, with clear delineation of what each could provide, through a common calendar and / or booking facility.

**11.3 Employment for local people**

To maximise the opportunity for the employment of local people, and in addition to statutory obligations on equal opportunities and disabled access, particular focus should be on:

- **Support for working families.** In consultation with organisations including Buckinghamshire County Council, Bucks Family

<sup>91</sup> The preservation of the Primary Shopping Frontage at Banks Parade for retail use (change to non-retail use is not permitted) is a reserved policy (HA2) of the AVDC DLP (2004).

Information Service and the local schools and before and after club providers, there is a requirement to provide sufficient affordable childcare provision and a support network for parents returning to work.

- **Internships for local young people.** To avoid needing to move or travel to start work, local businesses should be encouraged to offer training, internships and work experience to local young people.

11.3.1 To access work, businesses should encourage car-sharing and alternative transport for commuters. However, a village-wide scheme could incorporate travel both to and from the village and, if promoted appropriately, include commuters using the railway station.

**11.4 Maximising new business opportunities**

Employment development should be focussed in existing industrial / commercial ‘hub’ areas either in existing vacant units or new facilities in areas already designated for industrial development. Of particular interest would be environmentally and financially efficient starter units aimed at existing micro (home-based) businesses. With many of these currently operating out of domestic premises, small units, together with business mentoring opportunities through the village ‘hub’ facilitated by a local business forum or network, could offer the opportunity for many to take the first step into commercial premises and encourage the generation of jobs for village people.

**Policy RBJ2: Employment Development**

New development should promote the retention and development of existing capacity for industrial and commercial use on the airfield and Thame Road, whilst making provision for a limited amount of non-residential use by small businesses. New employment premises outside of the home should be focused in existing and / or already designated employment areas within the village; employment uses B1 – B8 will be supported provided that they are of appropriate scale and that they respect the rural landscape and do not provide significant adverse impacts on the road network or to local residential amenities.

11.4.1 To achieve development in the village, the cost of facilities must be at least comparable to alternative local sites such as Thame and Long Crendon Business Parks. As key enablers, planning for future business development should: promote economic growth through development to provide a range of sizes and types of employment premises to suit small and medium enterprises; work with landowners and the local authority to deliver affordable premises, including rent and business rates, together with financial and business support and; enable a range and mix of facilities and services to ensure that visitor and residents needs are met.



Haddenham May Day 2013 © Haddenham.net

## Projects

12.0.1

The Neighbourhood Plan has identified a number of projects to be pursued by the Parish Council over the planning period. Whilst not directly planning policy, they do contribute significantly to the realisation of the aims and objectives of the Plan. The projects have been prioritised against the potential S106 / CIL income from the proposed development over the period of the plan<sup>92</sup> and the timeframe in which they can be expected to be delivered.

### 12.1 Redevelopment of the village 'hub'

To redevelop the Banks Park site will require significant investment in time and cost. To deliver this, a working group should be set up, under the Planning Committee of the Parish Council, to develop plans for what the site could provide, a business case with associated costings, and a project plan to deliver it. This project could proceed to this stage with the funds already available to the village under S106 from previous developments. If this feasibility stage is successful, fund-raising from both S106/CIL and dedicated fund-raising activity, grants and match funding, could deliver a deliverable plan within the first 5 years of the planning period.

#### Project 1: Village Hub

The Neighbourhood Plan supports the creation of a fund, and associated fund-raising activities, to redevelop the Banks Park site, including replacement of the Village Hall in the medium-term.

### 12.2 Long-term provision of sporting and recreational facilities

In parallel with this, the Playing Field Management Committee should develop a business case to redevelop the recreation ground pavilion to provide improved facilities for a growing population. This should include an indoor sports hall for badminton and tennis, and a bar / café but could be extended to include a gymnasium and / or swimming pool. It is envisaged that the delivery mechanism for such a facility would be through a public-private partnership with commercial capital investment in return for an assured tenure.

#### Project 2: Sports Centre Provision

The Neighbourhood Plan supports the investigation of commercial provision of a sports centre and/or swimming pool on the Recreation Ground.

<sup>92</sup> One of the considered factors in pursuing a NP was that development under an NP attracted a 25% vice 15% CIL. However, CIL monies can only be collected once the district Council have an adopted CIL charging schedule, and they cannot do this until they have an adopted Local Plan in place. Consequently, until the AVDC policy (and the required schedule) is published, developments coming forward in Haddenham will continue to be subject to Section 106 of the Town and Country Planning Act 1990 contributions. These contributions will be used as applicable, and permitted under pooling regulations, to deliver the identified projects.

**12.3 School  
Provision Review**

In conjunction with Buckinghamshire County Council and the Oxford Diocese, the Parish Council should facilitate a collective review by the Governing Bodies of the infants and junior schools, and management committees of the pre-school providers, of school and pre-school provision in the village.

12.3.1

Such a review will have to include the additional children that will be expected from the new dwellings in this Plan, but should look at the provision holistically to ensure that the provision is sustainable. This may include the reallocation of year groups across the sites and / or capital build programmes where space is available. Proposals to generate additional space would be made to, and its delivery would be funded by, Buckinghamshire County Council Education Services.

**Project 3: School Provision Review**

The Neighbourhood Plan supports a village-wide review, led by Buckinghamshire County Council and the Oxford Diocese as the responsible local authorities, of school and pre-school provision and opportunities for the future.

**12.4  
Communications**

The Parish Council currently populate notice boards in the village, publish a quarterly newsletter distributed to every house in the village, host a web-site and run a blog. However, in an effort to maximise community engagement, and to provide a better service to visitors and tourists (including to the fete, beer festivals and *Midsomer Murders* site visits) there are opportunities to interactively extend the range and scope of communication around the village. Large numbers of residents have a phone which has the capability to put connectivity and digital resources in their hands, digital and web-based applications which could be introduced to maximize this opportunity include:

- Availability and booking systems for all sport and leisure resources.
- Personal performance and achievements monitoring systems
- Community Sport and leisure web-based hub for availability, fixtures, results, tables.
- Digital notice boards (screens) around the village to display 'what's on' and generate revenue.

**Project 4: Communications**

The Neighbourhood Plan supports the development of community social media and information dissemination schemes to maximize the engagement of all residents in village activity. As part of their communication strategy, the Communications Committee of the Parish Council should review:

- The provision of noticeboards in the village – including potentially electronic and/or interactive notice boards in the train station and / or bus stops to inform visitors and residents what is going on in the village.
- The utilization of social media to more fully engage elements of the resident population.
- The use of electronic co-ordination and booking of community facilities and amenities.

**12.5 Traffic Management Review**

Although when compared to other areas in the South-East, it is difficult to quantitatively assess the traffic in Haddenham as problematic – we are rarely in grid-lock – a subjective qualitative assessment is that the traffic management schemes in the village are failing. Particularly on Thame Road and Woodways, the village has been subjected to numerous incoherent schemes that have resulted in a confusing and, in places, dangerous road situation.

12.5.1

Rather than add to the already cluttered street scene, options could include either restricting access to Woodways during parts of the day to traffic other than access, buses, taxis and emergency vehicles, or to redevelop the road from Woodways to Fort End and into Dollicott as mixed-priority route. With the road surface raised to pavement level and coloured or surfaced to be distinct, the area would have equal priority for cars, cyclists and pedestrians. As shown at **Figure 13**, such a scheme exists on Cowley Road in Oxford where Oxford City Council have created a 20mph section along the narrowest part of the road and laid coloured, high-friction surfacing with no centre-line marking and with cycle symbols in the centre of the carriageway to encourage cyclists to adopt a safer, more central road position through this section of the route.<sup>93</sup> Combined with a potential 20mph limit and the strengthening of the current persuasive measures to reduce car delivery of children to the school gate, such a scheme could successfully control traffic volume and speeds. In addition, road treatment such as road gates and planters at the Haddenham signs would more clearly delineate the village boundary and the associated change in speed limit.



Figure 13: 20mph section of Cowley Road

**Project 5: Traffic Management**

The Parish Council should encourage Buckinghamshire County Council Highways Division to conduct a comprehensive traffic management review of all major traffic routes in the village, particularly the east-west axis from the railway station to Woodways; this should include measures to control both traffic flow and speed.

12.5.2

The Neighbourhood Plan also supports the establishment of a community bus and a village-wide car share scheme.

**12.6 Cycling and Walking Provision**

Cycling and walking are good for health and for the environment. As well as improving cycling and walking routes through the village and to new housing developments, which should make use of section 106/CIL funding, the Parish Council will respond to strong public demand for improved cycling and walking

<sup>93</sup> Department for Transport, *Local Transport Note 3/08 – Mixed Priority Routes: Practitioners’ Guide*, October 2008.

network, in particular around the village and between Haddenham and Thame, Aylesbury and the neighbouring villages. Particularly, it will cooperate with Thame Town Council to urge Oxfordshire County Council and Buckinghamshire County Council to work together to achieve a safe cycling and walking route between Thame and Haddenham. The cycle link is expected to follow the route of the A418 rather than cross the water meadow, to provide benefit for local residents over a wide area and commuters to Haddenham and Thame Parkway station.

12.6.1

In addition, proposals to improve and extend existing national and local cycle routes will be encouraged, particularly through urging Buckinghamshire County Council to follow-up a feasibility study of an improved cycling and walking route to Aylesbury, which will be completed in 2015. Aylesbury is marketed by Buckinghamshire County Council as a "cycling town" and the benefits of this need to be extended into the surrounding countryside, with paths to be used by commuters and school children and for leisure and healthy exercise.

#### **Project 6: Cycling and Walking Routes**

The Parish Council will lead efforts to secure safe cycling and walking routes from Haddenham to Thame and Aylesbury, as well as within the village, will urge other local authorities to work with Haddenham to achieve this and will support the use of County Council, community and development funds for this purpose.

#### **12.7 Burial Space**

A key requirement for a growing and aging population is the need for 1½ or 2 acres of new burial space. The existing church graveyard is reaching capacity and has space for potentially only 2 more years of burials; however, if funded by pooled S106/CIL funds,<sup>94</sup> held as a civic or collective trust and operated on a sustainable basis as a civic facility, a new burial site would facilitate non-religious burial ceremonies and services led by ministers of all faiths and denominations. Current proposals see the majority of the site designated as a natural burial ground (without prominent grave markers) with a naturally screened area for traditional gravestones; it should be available for ashes, including natural strewing, and full burial.

12.7.1

Such a facility should be close to the churches to minimise travel between the service and burial whilst providing continuity to the existing provision. A new facility must be easily accessible, including a paved footpath / cycle path and a small car park, but could otherwise be an attractive and natural space which could be used for people to walk in and use to sit and reflect.

#### **Project 7: Burial Space**

The Parish Council will facilitate the formation of a project team to plan for and deliver a new burial site, including land availability, preparation and drainage, vehicular access and parking, and infrastructure requirements.

<sup>94</sup> In accordance with relevant S106 / CIL pooling regulations at the time.

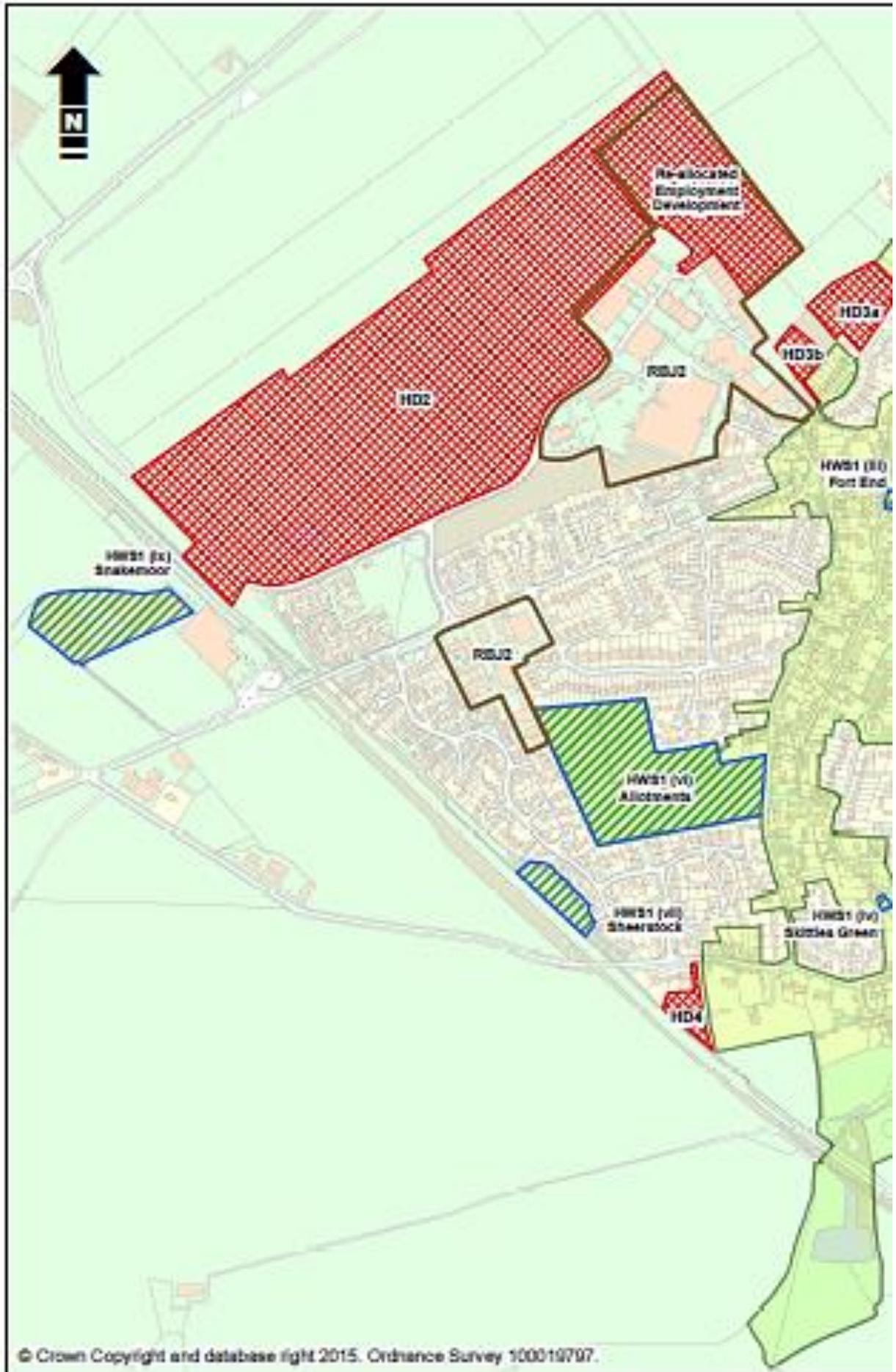
## Policy Proposals

13.0.1

The policy proposals made in this Plan can be defined geographically and temporally. Whilst Local Green Spaces will automatically be designated when the Plan is made, **Table 4** aims to map the applicability and associated timescale for each policy:

Policy	Name	Comments	Funding Priority
<b>Phase 1: 2013-2017</b>			
HD2	Airfield development	Including re-provision and development of airfield playing fields and nursery space.	2
HD3	Dollicott (HNP/003)		
CES1	Play provision	Ongoing program plus new provision with development	
	Assets of Community Value submission	In conjunction with NP	
SRL2	Redevelopment of Banks Park	With Project 1 – Planning for VH replacement. Feasibility study / plans and Community Build Order	1
Project 3	School Provision Review	With Bucks CC and Oxford Diocese	
Project 4	Communications Strategy		3
Project 5	Traffic Management Review	With Bucks CC	
Project 7	Burial Space	With churches and Bucks CC	2
<b>Phase 2: 2018-2022</b>			
HD6	Glebe development		
SRL1	Redevelopment of recreation ground pavilion	Pending Project 2: commercial interest in a sports hall or swimming pool	2
SRL2	Redevelopment of Banks Park	Delivery	1
Project 6	Walking & cycling provision	With Thame Town Council, Bucks and Oxfordshire CC	2
	School capital projects		
<b>Phase 3: 2023-2028</b>			
HD3	Dollicott (HNP/002)		
HD5	South Lower Road		
HD4	Station Road development		
	Road scheme Delivery		
<b>Phase 4: 2029-2033</b>			
	Sports Hall / swimming pool	Delivery	

Table 4: Policy Proposals



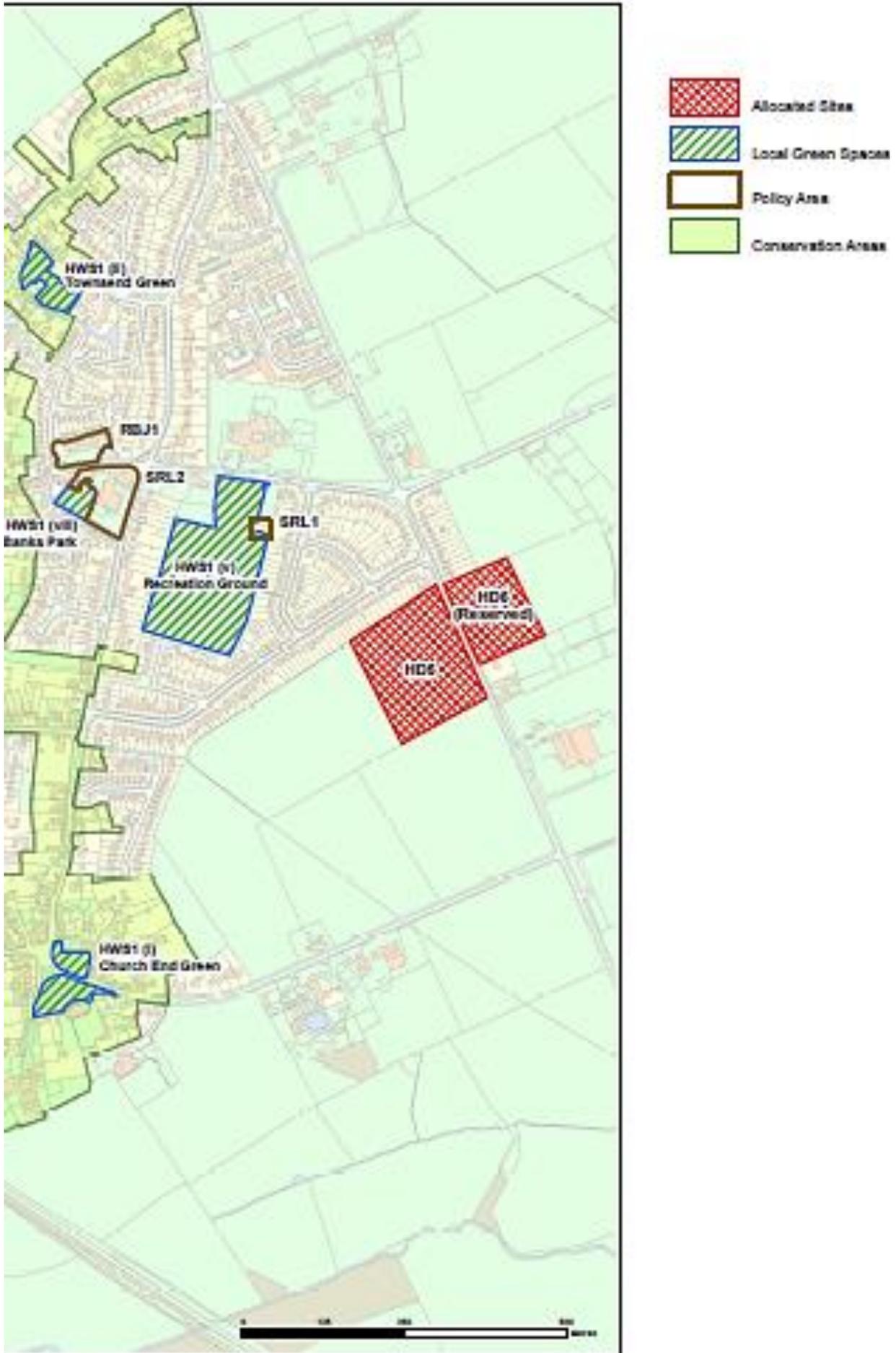


Figure 14: Policy Map

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