

# Joint Henley and Harpsden **Neighbourhood Development Plan**

Final Submission Version

2012 - 2027



Photograph: Jim Donahue

# Glossary

**OCC:** Oxfordshire County Council

**PODs:** Public Opinion Day

**Henley Business Partnership:** A group formed for business owners in Henley to connect and build successful, commercial and charitable relationships.

**Green Infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Brownfield:** Previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

**Greenfield:** Land which is usually farmland, that has not previously been developed.

**Sustainable Development:** Sustainable development balances social, economic and environmental needs.

**Henley Strategy Diagram:** The diagrammatic interpretation of the spatial strategy which is used to explain the Neighbourhood Plan's policy content. The Henley Strategy Diagram broadly illustrates land uses and open spaces, road networks, designated environmental assets and site allocations.

## **Flood zones:**

- **Zone 1** (low probability) comprises land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).
- **Zone 2** (medium probability) comprises land assessed as having between a 1 in 100 and 1 in 1,000 annual probability of river flooding (1%-0.1%).
- **Zone 3a** (high probability) comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%).
- **Zone 3b** (the functional floodplain) comprises land where water has to flow or be stored in times of flood.

**AONB (Area of Outstanding Natural Beauty):** An area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty. Together with National Parks, AONB represents the nation's finest landscapes. AONBs are designated by Natural England.

**TPO (Tree Preservation Order):** A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.

**Affordable Housing:** Affordable housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Most affordable housing will be provided through a registered social landlord at rates substantially lower than the prevailing market rates. It does not include lower cost market housing.

**Conservation Area:** An area designated by the District Council under Section 69 of the Planning (Listed Building and Conservation Areas Act 1990) as an area of Special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees. The emphasis will be on careful control, positive management of change and positive enhancement, to enable the area to remain alive and prosperous, but at the same time to ensure that any new development accords with the area's special architectural or historic interest. Designation as a Conservation Area put an onus on prospective developers to produce a very high standard of design which respects or enhances the particular qualities of the area in question.

**Sequential Test (Flooding):** The Sequential Test ensures that a sequential approach is followed to steer new development to areas with the lowest probability of flooding. The aim is to steer new development to Flood Zone 1 (areas with a low probability of river or sea flooding). Where there are no reasonably available sites in Flood Zone 1, local planning authorities may consider available sites within Flood Zone 2 (areas with a medium probability of river or sea flooding).

**Sequential Test (Retail):** The Sequential Test ensures that a sequential approach is followed to steer new development to areas in the most sustainable location. This requires that applications for main town centre uses (e.g. shops) should be located in town centre locations. If that is not possible, then they should locate in edge of centre locations, and only if suitable sites are not available should out of centre sites be considered.



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# 1. Introduction

- 1.1 This document is the submission version of the Neighbourhood Development Plan for the parish areas of Henley on Thames and Harpsden. The plan is known as the Joint Henley and Harpsden Neighbourhood Plan (JHHNP), which has been prepared by the communities of Henley and Harpsden. The JHHNP sets out the community vision for the future of the area during the plan period 2012 – 2027 providing a land use framework for development in the area which will be achieved through objectives and policies that follow.
- 1.2 The JHHNP has been developed by residents of Henley and Harpsden through several rounds of public consultation, and in particular by members of working groups, populated by volunteers from the local community. Information relating to consultations can be found on the Joint Henley and Harpsden Neighbourhood Plan website ([www.jhhnp.co.uk](http://www.jhhnp.co.uk)), in this document and in the supporting Consultation Statement.
- 1.3 One of the reasons for the inclusion of both Henley and Harpsden Parishes in a single Neighbourhood Plan area is due to South Oxfordshire District Council identifying a number of potential housing sites on the edge of Henley that fall within the Harpsden Parish boundary.
- 1.4 The ability of communities to prepare and establish Neighbourhood Plans was established through the Localism Act 2011. Neighbourhood planning is part of the government's vision to provide local communities with the opportunity to engage and have a prominent say in what goes on in the local area.

## Localism

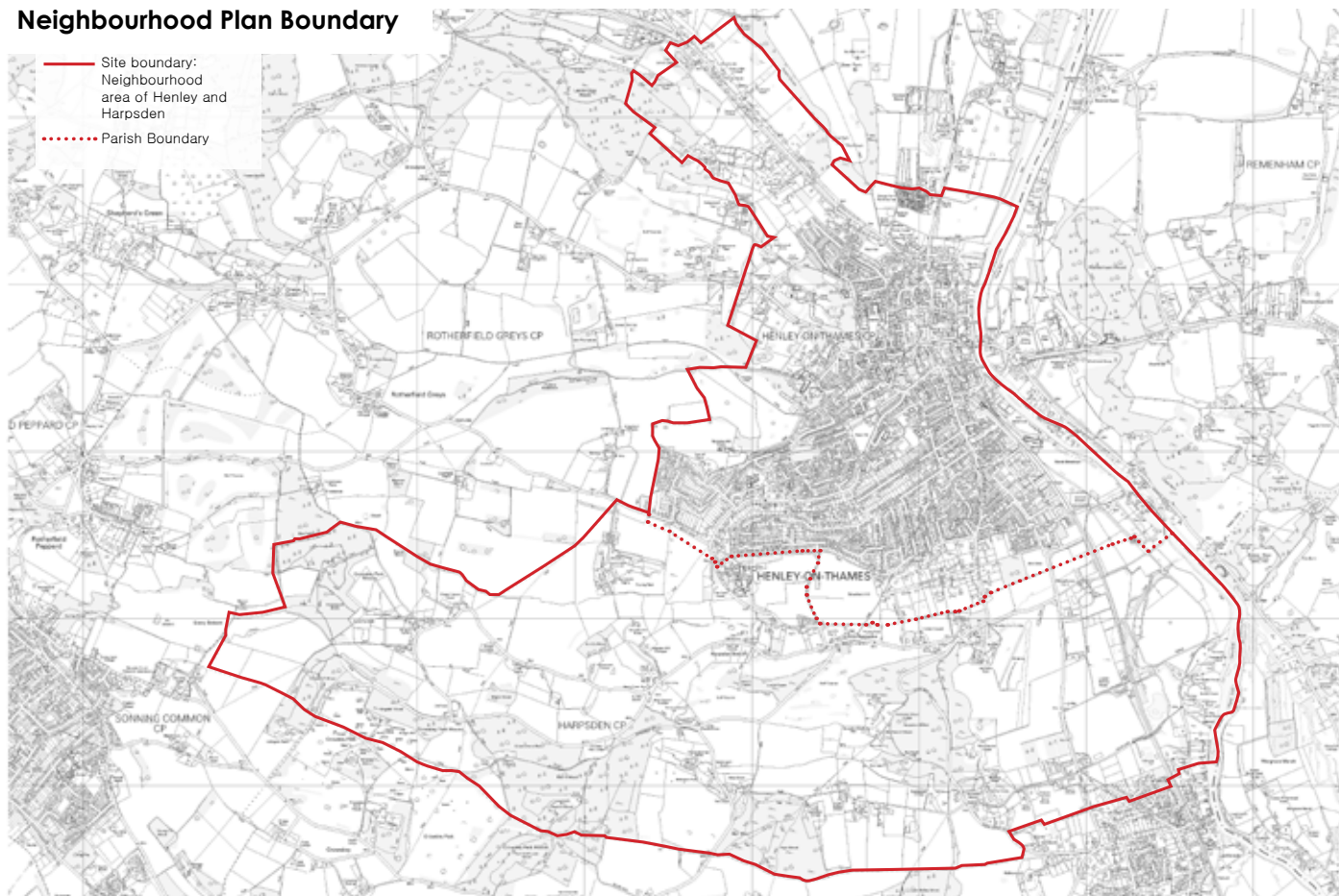
- 1.5 While the Localism Act (2011) enables the local community to make decisions in relation to planning, the Neighbourhood Planning (General) Regulations (2012) set out the guidelines for the process. As well as having regard to national policies and advice, there is a need for the Neighbourhood Plan to be in

general conformity with the strategic policies of the development plan for the area. For this reason the following policy taken from the South Oxfordshire Core Strategy (2012) is of direct relevance:

## Core Strategy Policy HEN1 - The Strategy for Henley-on-Thames

- 1.6 "Proposals for development in Henley-on-Thames should be consistent with the strategy which is to:
- Identify land for 400 new homes;
  - Allow housing on suitable infill and redevelopment sites;
  - Strengthen commerce in the town centre through retail-led, mixed-use development and identify additional retail and leisure floorspace;
  - Support housing and employment uses above shops;
  - Enhance the town's environment;
  - Improve the attraction of Henley for visitors;
  - Improve accessibility, car parking, pedestrian and cycle links;
  - Improve the stock of commercial buildings and the environment of the employment areas;
  - Support Henley College, Gillotts School and Townlands Hospital meet their accommodation needs".
- 1.7 A key challenge for the JHHNP is to allocate land for 400 homes at Henley, as established in the Core Strategy. The Core Strategy also indicates that there is the possibility that a further 50 additional dwellings (i.e. total of 450) may need to be provided at Henley, if it proves to be possible to identify suitable land free of constraints. Considering land put forward during the JHHNP development process, and confirmed by the District Council, it has been necessary to allocate land for 450 homes.

## Neighbourhood Plan Boundary



- 1.8 Any Neighbourhood Plan has the opportunity to provide more than the proposed number of houses and amount of retail and leisure floorspace set out in the Development Plan, but does not allow Neighbourhood Plans to provide for less.
- 1.9 This plan has provided the local community with the opportunity to decide the locations of key housing developments, as well as developing principles for how the town's environment can be enhanced.
- 1.10 Without the JHHNP, South Oxfordshire District Council would identify where the development land to achieve 450 homes should be allocated, on behalf of the local residents.



## 2. Developing the JHHNP



### Joint Henley and Harpsden Neighbourhood Plan

#### Baseline Report

October 2013



### Shape the future of Henley and Harpsden

Saturday 7 September: Henley Market Place  
Saturday 14 September: The Henley Show, Greenlands Farm

**Come along and have your say...**

[www.jhhnp.co.uk](http://www.jhhnp.co.uk)

### Summary

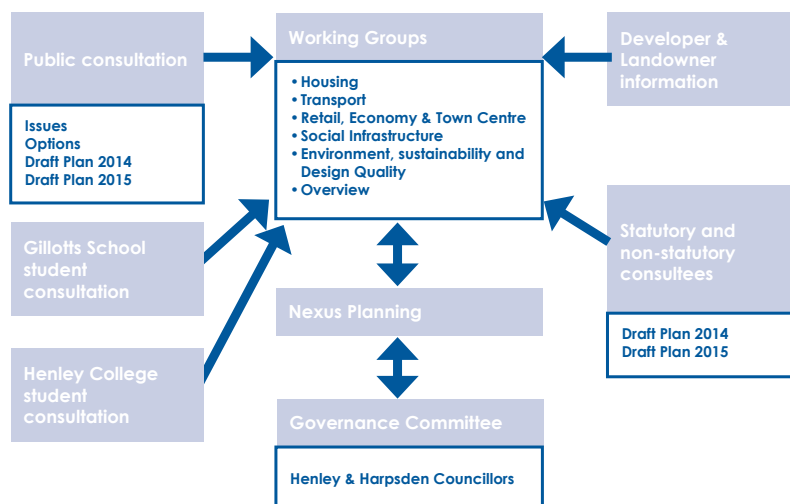
- 2.1 A brief summary of the process of producing the JHHNP is provided below.
- 2.2 The rest of this chapter provides a summary of the various consultations and decision making processes. **For more information on the community consultation process, see the supporting Consultation Statement document available on the JHHNP website.**
- 2.3 The JHHNP has been developed by the communities of Henley and Harpsden.
- 2.4 Resident based working groups have made key decisions on the JHHNP. The overall Plan progress has been monitored by a Neighbourhood Plan Governance Committee comprised of Henley and Harpsden town and parish councillors.
- 2.5 Work on the production of a Neighbourhood Plan has been ongoing since 2012.
- 2.6 In June 2013 South Oxfordshire District Council formally agreed the Neighbourhood Plan area boundary with Henley on Thames Town Council. Prior to the designation of the JHHNP area, Henley on Thames Town Council ran public opinion days (PODs) in June 2012, September 2012 and June 2013, the latter being in conjunction with Harpsden Parish Council at the Harpsden Fete.
- 2.7 In June 2013, consultants Nexus Planning in partnership with Kevin Murray Associates were appointed by Henley on Thames Town Council to assist with the preparation of the JHHNP, responding to a brief prepared by the Town Council.
- 2.8 Nexus Planning produced a Baseline Report (available on the [jhhnp.co.uk](http://jhhnp.co.uk) website) to help establish the social, environmental and economic characteristics of Henley and Harpsden, and summarise existing information from a range of background reports and evidence base studies.

- 2.9 An initial public consultation exercise was undertaken in September 2013 with the general public. A leaflet was sent to every household in Henley and Harpsden. At this time resident volunteers were asked to come forward to make up themed working groups that went on to become the bodies for making the main JHHNP decisions.
- 2.10 Consultation on initial options was held at Christmas 2013. Following a series of working group sessions throughout spring 2014, consultation on the first pre-submission draft of the Neighbourhood Plan was undertaken in May-July 2014. Based on comments by consultees and the community, it was decided to review the draft and launch a new consultation.
- 2.11 During autumn / winter 2014 further working sessions were held, alongside a focus group with members of the public.
- 2.12 A revised pre-submission draft of the JHHNP was consulted upon in February - March 2015, with minor amendments being undertaken to achieve the submission version.

### JHHNP Timeline

Public opinion days	2012
Nexus Planning appointed	June 2013
Neighbourhood Plan area designated	June 2013
Issues consultation	Sept 2013
First Working Groups (Vision)	Oct 2013
Working Groups (Objectives)	Nov 2013
Developer site information and presentations	Nov 2013
Site options consultation	Dec 13 / Jan 14
Working Groups (draft policies)	Feb - Apr 2014
Draft Plan consultation	May - Jul 2014
Additional site information and presentations	Oct 2014
Working Groups (review)	Nov 2014
Focus Group	Nov 2014
Working Groups (review)	Dec 2014 - Jan 2015
Draft Plan Consultation	Feb - Mar 2015

### JHHNP Engagement Structure





## 3. Henley and Harpsden Today

- 3.1 A separate Baseline Report has been prepared that brings together and summarises information from a range of background reports and evidence base studies (primarily those that have been produced as part of the South Oxfordshire Core Strategy 2012 planning policy evidence base).
- 3.2 The Baseline Report is intended to identify the key social, environmental and economic characteristics of Henley and Harpsden, and to provide a shared resource and reference point for all parties contributing to the Neighbourhood Planning process.
- 3.3 A brief summary of the key issues included in the baseline report is set out below.

### Population

- 3.4 The 2011 Census established that there are 11,619 residents in Henley on Thames and 560 in Harpsden, totalling 12,179. The 16 to 29 year old age group is under represented in the area and residents in the 65 to 90 year age group are over represented.
- 3.5 The JHHNP area displays above average earnings, skill levels, employment in senior management positions and a lower than average level of deprivation as a whole.

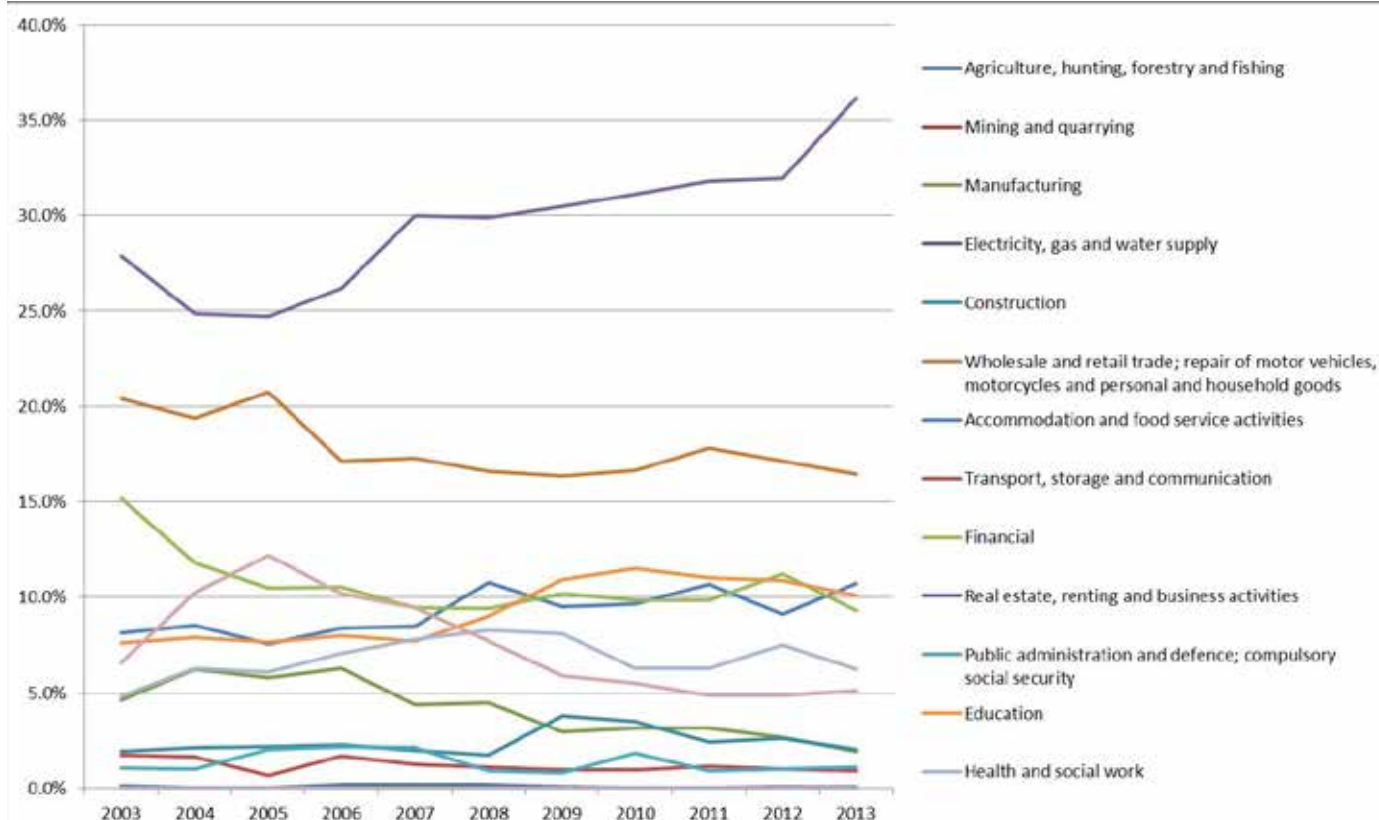




## Employment

- 3.6 The 2011 Census provides data on the type of industry that residents within the Plan area work within, with a total of 5,864 working residents recorded overall.
- 3.7 Across Henley and Harpsden, the largest industry employment is retail at 14.1%; followed closely by professional services at 13.9%; followed by information and communication (11.1%); and, education (10.4%). When compared to South Oxfordshire District as a whole, the area has a notably higher proportion of people employed in the information and communication industry as well as professional activities. In contrast, the area has lower proportion of people employed in the manufacturing, public administration, and health industries.
- 3.8 The Business Register and Employment Survey (BRES) provides data on the type of industries located within the Plan area. Data from 2011 (based on the Henley North and Henley South ward areas) illustrates that the businesses employ approximately 7,300 people.
- 3.9 As indicated in the chart below, the BRES indicates that between 2003 and 2013 the Henley economy, measured by the number of local employees, grew by 15% from around 6,800 to 7,800 workers. Over this period manufacturing continued to decline and there was a slight decrease in retail employment, although this remains the second largest employment sector in Henley at around 1,250 workers. Business activities (including real estate) continued to grow rising by 8% from around 1,900 to 2,800 workers and are the driving force behind the Henley economy.

### Change in Employment Sector over time, Henley



Source: Business Register and employment Survey / Annual Business Inquiry 2014

Tourism (accommodation and food) and education account for 10% each of local employment and have both grown by around 2.5% over the last decade.

- 3.10 The South Oxfordshire Employment Land Review 2007 reports on office, business and industry land use and demand in Henley. The report indicates that Henley is seen as the prime office market in the district, and the town centre is an established office market location, attractive to small scale businesses. The available space is largely small second hand offices. It is apparent that businesses seeking larger premises are attracted to higher profile locations such as Reading. The employment areas are considered as follows:

- **Reading Road Industrial Estate:** well established but many premises have potential for redevelopment, employment use recommended to be retained.
- **Highlands Farm industrial area:** run down and of poor quality, has potential for redevelopment.
- **Empstead Works:** older business area near the town centre with potential for a mixed use redevelopment.
- **The Smith Centre on the Fair Mile:** good quality office and should be retained in office use.

## Housing

- 3.11 The 2011 Census established that there are 5,457 households in the Henley and Harpsden area, of which 200 are in Harpsden. A relatively high 34% of all Henley and Harpsden dwellings have only a single occupier. A higher than average proportion of these are aged over 65 years.
- 3.12 Henley is the most expensive area in the district to purchase accommodation across nearly all housing types, and is also the most expensive place to rent.

- 3.13 The South Oxfordshire Housing Needs Assessment 2011 identifies that 78% of the owner occupied stock in the district are 3+ bedroom houses, with almost 37% four and five bedrooms or more. Only 21% of this sector stock comprises one and two bedroom properties. The Oxfordshire Strategic Housing Market Assessment 2014 estimates the dwelling requirement by number of bedrooms for the 2011-2031 period, being:

- 1 bed (5.7%)
- 2 bed (26.7%)
- 3 bed (43.4%)
- 4 bed (24.2%)

- 3.14 The report recommends that future private market housing is broadly split between 50 : 50 for smaller (1 or 2 bed) and larger (3+ bed) units.

- 3.15 The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 estimates that there is a net need of 386 affordable homes per year across South Oxfordshire District and 2,370 affordable homes per year in Oxfordshire. A range of affordable home sizes are required in South Oxfordshire. The SHMA estimates that 35.5% of affordable homes provided throughout South Oxfordshire District need to be 2 bedroom properties, 32.6% are required to be 1 bed and 29.3% are required to be 3 bed properties. The South Oxfordshire Core Strategy 2012 requires that 40% of housing on sites of 3 dwellings or more should be affordable.

## Retail and Town Centre

3.16 Projections undertaken in 2010 indicate that additional floorspace for town centre uses will be required in Henley from 2007 to 2027 of which 3,800sqm will be for non-food shopping, 500sqm for food retail and 2,500sqm for bars, restaurants and cafes. The need to 2016 is likely to be met by the Market Place Mews development. Further retail evidence is anticipated in 2015 which may need to be reflected in future site allocations or Neighbourhood Plan updates.

3.17 Parking in the town centre is an issue with Greys Road and Kings Road car parks often full. Edge of centre car parks such as the station car park and rugby club car park tend to be underutilised.





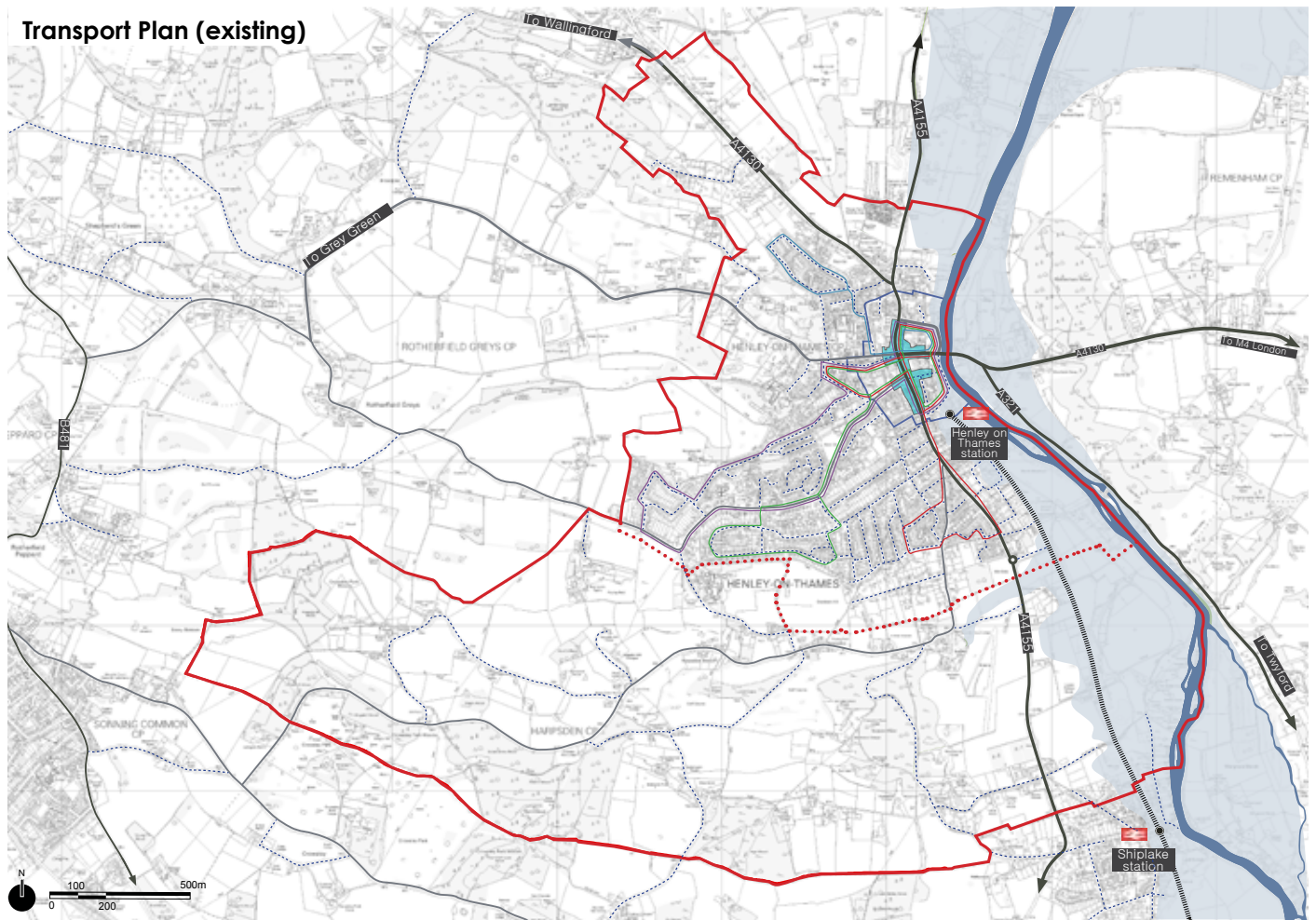
## Transport and Movement

- 3.18 There is no by-pass or ring road around Henley and therefore, through-traffic, which is estimated to account for about half of the overall traffic levels during peak hours, has to go through the town centre and one-way system (source: Oxfordshire Local Transport Plan 2012, Henley on Thames Area Strategy).
- 3.19 Despite the relatively wide streets outside the town centre, there is rather limited cycling infrastructure across the town and in the northwest residential and employment areas in particular. The National Cycle Network's 'Chilterns Cycleway' circular through the Chilterns Area of Outstanding Natural Beauty passes through Henley.
- 3.20 Henley has good links with the surrounding area, with a frequent half-hourly Monday to Saturday bus service to High Wycombe, Marlow, Shiplake and Reading, with a reduced hourly service on Sundays.
- 3.21 The railway station is located at the south eastern boundary of the town centre.
- 3.22 Pedestrian routes between the town centre and the rail station are pleasant either walking via the river or Reading Road / Duke Street, although signage could improve the link.
- 3.23 From 2006 to 2009 the town centre transport network underwent some improvements, including signalisation of the Reading Road/ Station Road junction, linking the town centre signals to hold traffic on the edges of town, making Duke Street one-way northbound and footway widening on Duke Street and Bell Street to allow greater ease of movement for pedestrians.

## Air Quality

- 3.24 Since 1997, Henley has had an Air Quality Management Area and results have shown it exceeds air quality standards in terms of nitrogen dioxide. The source of the problem is road traffic, primarily congestion building up along Duke Street, exacerbated by the canyon effect of a narrow road with tall buildings either side.
- 3.25 The previous Air Quality Management Plan for Henley in 2007 introduced an Intelligent Traffic System, designed to smooth the traffic flow within Henley and reduce queuing times. The draft Air Quality Action Plan for South Oxfordshire undertook public consultation in June 2014. Specific actions for Henley include:
- A low emission zone feasibility study with a particular focus on HGVs and buses. Part of this study will look at the potential for a low emission zone.
  - A park and stride campaign to encourage people to park out of town, where it is either free or considerably cheaper than town centre car parks.
  - A 'cut your engine' campaign to encourage drivers to switch their engines off when queuing at traffic lights.

## Transport Plan (existing)



### Key:

- Neighbourhood Area of Henley and Harpsden
- - - - - Parish Boundary
- A4130 — Primary vehicular route (A road)
- Secondary vehicular route (B road)
- - - - - Local road
- Town Bus services 151
- Town Bus services 152
- Town Bus services 153
- Town Bus services 154
- Railway Station
- Air Quality Management Area
- River Thames

## Character

- 3.26 Today, the centre of Henley is characterised by its medieval street plan, by the survival of its burgage plots, by the continuous terraces of listed buildings and its principal streets and attractive riverside setting.
- 3.27 The range and quality of preserved listed and timber buildings provides an extremely attractive town centre setting. The quality of Henley's historic buildings makes the town an important national destination which is also an important catalyst for its success as a tourist destination. The road layout and historic buildings do create a constraint on the town centre traffic flow, particularly given that the town provides the only river crossing from some distance, hence the through traffic.
- 3.28 The Henley Conservation Area Character Appraisal 2004 provides an important statement of the historic built environment in Henley. The Appraisal records that a settlement was first established in Henley in the late 12th century by King Henry II. During this period, the principal features of the town were laid out including St Mary's Church, Market Place, Hart Street and the long narrow gardens which stretch out from the backs of the buildings which now line these streets, referred to as "burgage plots".
- 3.29 Harpsden is a predominantly rural parish lying to the south of Henley. The heart of the village is centred on the Village Hall with further residential clusters around Gillotts Lane, St. Margarets Church and Harpsden Bottom.
- 3.30 The density of development across the urban area, particularly in Henley, is important to acknowledge in determining potential capacity of future sites, in order to preserve the character of the town and not over load infrastructure. Development at the fringes of the town typically ranges from 20-25 dwellings per hectare, which can be found for example at the detached dwellings along Blandy Road and Valley Road. Areas such as Kings

James Way have a range of detached, semi detached and terraced houses rising to up to 40 dwellings per hectare. Older terraced properties in the town centre have the highest density, notably along Albert Road at around 70 dwellings per hectare.

## Environment and Landscape

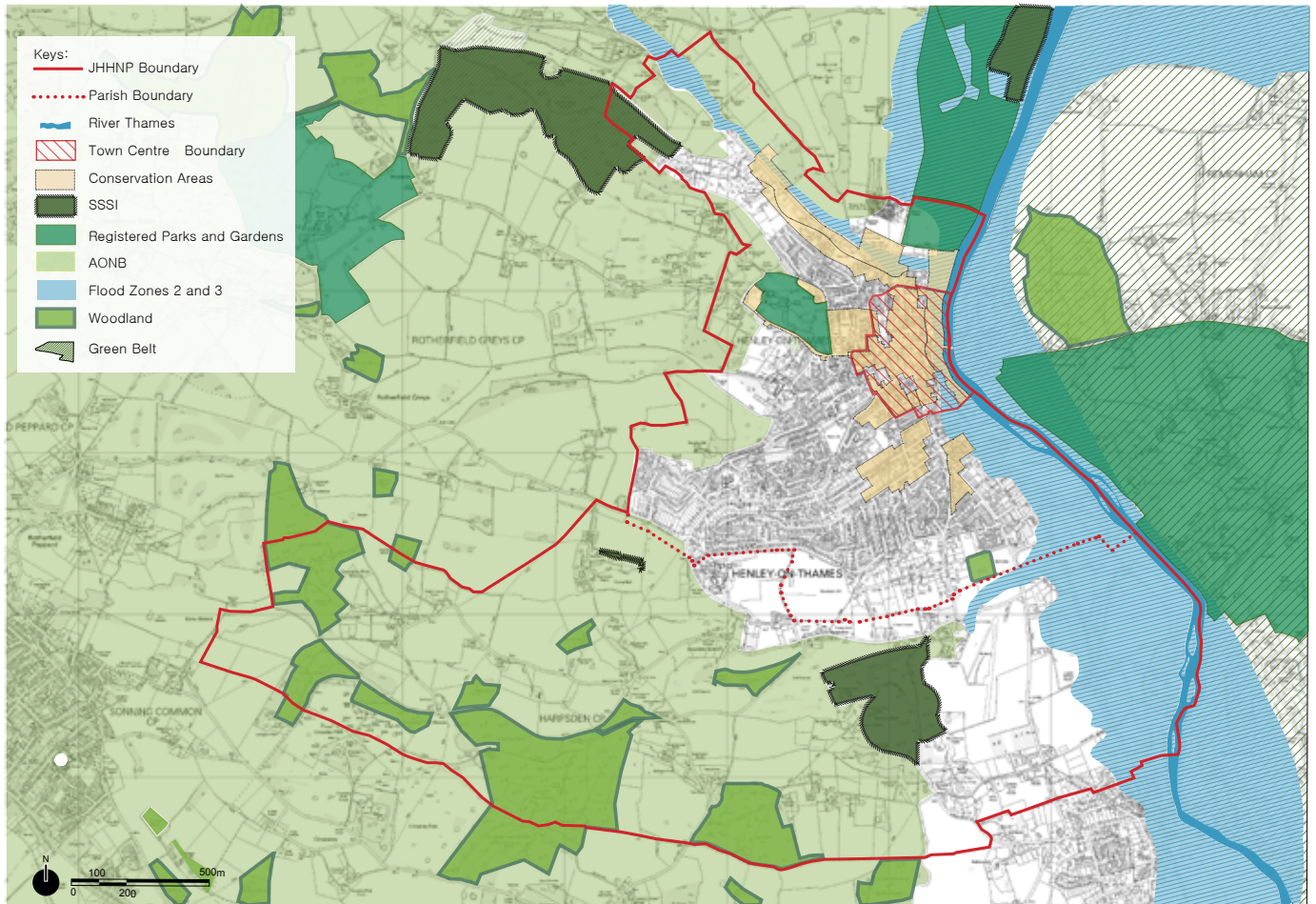
- 3.31 The quality of the landscape and environment is one of the key defining features of Henley and Harpsden. The Plan area covers a number of historic assets and designated areas including the River Thames itself, the surrounding Chilterns Area of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSIs), Ancient Woodland and a scheduled ancient monument. The purpose of the Chilterns AONB is to conserve and enhance the natural beauty of the area. SSSIs, of which there are three within the Plan area (Lambridge Wood, Highlands Farm Pit and Harpsden Wood), are designated for their particular national wildlife and/or geological value.
- 3.32 There is also the Thames Path National Trail which is a nationally designated Long Distance Walking Route which runs along the river front.

## Flooding

- 3.33 The maps that result from the District's Strategic Flood Risk Assessment show flood zones 2 and 3. Flood zone 2 is the medium probability flood risk area that has between a 1 in 100 and 1 in 1000 year annual probability of flooding (1% - 0.1%) in any year. Flood zone 3 is the high probability flood risk area that has a 1 in 100 or greater annual probability of flooding (>1%) in any year. The proximity of the town to the River Thames means it is affected by Flood Zones 2 and 3 and experienced flooding during winter 2013.



## Landscape and Environment Plan (existing)



Photograph: Jim Donahue



## 4. Vision and Objectives

- 4.1 This section sets out the community's vision for Henley and Harpsden, the themes and primary objectives for the Neighbourhood Plan and the strategy for bringing the vision and objectives forward. The planning policies that follow in chapter 7 are the delivery tools for realising the vision, objectives and strategy.

### Vision for Henley and Harpsden

**In 20 years' time, Henley on Thames and the surrounding village of Harpsden will be a sophisticated, vibrant and prosperous area with expanded infrastructure. It will value its community, its business and retail capabilities, its sports, arts and festivals, providing people with a supportive and sustainable environment where people can live, work, rest and play. Pedestrians and cyclists will feel safe and traffic will be managed to minimise its impact. There will be a range of jobs and housing to support and maximise choices for residents, and excellent public services across education, healthcare and leisure for all residents. The historic character, green environment and the river will continue to be protected and cherished.**



## Themes and main objectives

- 4.2 The Neighbourhood Plan objectives and policies are organised around a set of main themes that have undergone extensive community consultation, being:
- Housing
  - Social infrastructure
  - Retail, town centre and economy
  - Traffic and transport
  - Environment, sustainability and design quality
- 4.3 Each of these themes has an individual vision, with primary objectives.



### Housing Vision

To deliver "A fuller range and quantity of housing that meets the needs of both current and future residents; that is mixed in type, including affordable homes, is well located and designed; and integrated into the settlement of Henley to minimise impact on the natural and historic environment."

### Primary objectives

- HO1** Provide land for new housing as required by the South Oxfordshire Core Strategy.
- HO2** To ensure that Henley and Harpsden remain distinct settlements, separated physically and visually from one another.
- HO3** To prioritise the redevelopment of brownfield sites, and intensification of use of existing land where appropriate.
- HO4** To deliver an appropriate range and mix of housing to achieve a balanced community and in particular help meet the needs of those age and income groups who have difficulty finding homes in Henley.
- HO5** To enable the delivery of a suitable quantum of affordable housing (40%) which is sensitively integrated as part of all new developments, promoting the amenity of all and sympathetic to existing housing.
- HO6** For new developments to sustain the significance of heritage assets and be sensitive to their settings.



## Traffic and Transport Vision

Henley will continue to be “A medieval market town which is accessible and safe for walking and cycling, has good public transport and a safe and efficiently functioning road network with sufficient town centre parking.”

### Primary objectives

- TO1** To promote walking, cycling and public transport as first choice modes for all residents and to ensure that the services supporting these modes are in place, from high quality safe routes to reliable and sustainable transport services.
- TO2** To ensure the new development supports the Neighbourhood Plan vision by providing cycling and walking connectivity to the existing network and the town and where possible contributes to improving the existing walking and cycling network.
- TO3** To ensure that new development minimises congestion and air quality impacts of vehicle traffic, particularly over Henley Bridge and through the town centre.
- TO4** To develop an up to date Henley Transport Study that helps to implement a range of innovative transport solutions in the JHHNP and surrounding areas.
- TO5** To enhance vehicle and car park management, exploring opportunities for additional town centre parking, encouraging use of the station car park, potentially use of a digital car park management system and support schemes which encourage electric vehicles.



## Social Infrastructure Vision

To deliver and maintain “A historic market town with a range of high quality sports, leisure, education and social facilities to meet the needs of the whole population, making best use of the town's qualities and the energy of the community, ensuring that children can choose to walk safely to school.”

### Primary objectives

- SO1** To ensure that the required health, education, leisure and community infrastructure is in place to accommodate the needs of new residents.
- SO2** To maximise leisure opportunities for all ages, including allocating land and identifying mechanisms for delivering new and improved facilities in appropriate locations to meet demand.
- SO3** To enhance and maintain Henley as a sport centre of excellence (including rugby, rowing, pool, hockey, tennis, golf, cricket, athletics and other sports).
- SO4** To promote safe primary school walking and cycling routes, maximising the choice for these modes and delivering improvements to routes where required.
- SO5** To help Gillotts School meet its accommodation needs.
- SO6** To ensure that the health needs of the whole population are met, and plan for future levels of provision and service to accommodate expanding and aging population.
- SO7** To support and encourage community involvement in community facilities and housing through such initiatives as the “Community Right to Build”.



## Retail, Town Centre and Economy Vision

"A thriving market town economy with a year round offer, providing diverse and independent shopping and tourism in an accessible high quality town centre environment. To create a sustainable economy, providing varied employment opportunities for Henley and Harpsden's resident population."

### Primary Objectives

- RO1** To follow a 'town centre first' approach to delivering any additional retail floorspace which would be subject to the requirements of objectively assessed evidence of need.
- RO2** To encourage mixed-use developments with employment, retail and housing uses.
- RO3** To encourage a wider mix and variety of shops and services in the town centre.
- RO4** To build up the hotel and bed capacity in Henley.
- RO5** To enhance town centre vehicle flows and car park management (linked to objective T05).
- RO6** To provide for the needs of start-ups and high-tech companies including encouraging the provision of shared office space 'hubs' and service centres.



Photograph: Ian Macdonald





## Environment, Sustainability and Design Quality Vision

To conserve “A high quality environment with a conserved historic town centre and outstanding natural landscape with a range of green spaces supporting people and wildlife.”

### Primary objectives

- EO1** To prioritise the protection and enhancement of the following features:
- The physical townscape and the river including the Thames Path National Trail
  - Key views
  - AONB and Harpsden Valley
  - Existing green spaces
- EO2** To improve public access to green spaces (existing and new compensatory green space for any amenity lost to development), to the river, and to the wider countryside. There is potential for green spaces to be linked through green chains and corridors. Public green spaces should also be supported by cycling and walking connectivity in line with transport objectives TO1 and TO2.
- EO3** To protect and enhance urban and rural habitats of value, and seek to create new habitats to foster greater ecological diversity.
- EO4** To require new development to meet the challenge of climate change and flooding.
- EO5** To require new development to respond to local character, materials and colour palette corresponding to the Chilterns Building Design Guide and the Supplementary Technical Notes on local building materials.
- EO6** To support community energy projects, in line with the government's Community Energy Strategy 2014.

- EO7** To conserve and enhance the unique historic and natural environment assets of the area which can make an important contribution to the quality of new development, the economy and social infrastructure of the town and village.



## 5. Strategy

5.1 This section sets out the strategy that the JHHNP seeks to achieve through the policies that follow, accommodating the development pressures on the area in the most sustainable way possible.

5.2 The central components of the strategy are:

- Provision of land for **450 new homes** in and around Henley as required by the 2012 South Oxfordshire Core Strategy, of which the majority (80%) will be delivered on brownfield sites.
- Support for the refurbishment and **enhancement of Gillotts School**, including the limited release of land for residential development of 50 dwellings as part of the 450, subject to re-provision of sports facilities.
- Recognition of the town's **constrained transport network** and the need to manage vehicle traffic whilst ensuring safe, sustainable and reliable alternatives are available through the development of the Henley Transport Study.
- The re-provision, redistribution and intensification of **employment land** to ensure a sustainable economy within the area, considering its environmental constraints and housing requirements.
- Protection and management of existing green spaces and provision of additional **green spaces** and wider green infrastructure.
- Provision of additional **health, education, community and leisure facilities** to meet current and future need.

### Housing

- 5.3 In order to meet the requirements of the Core Strategy, the Neighbourhood Plan has identified land for 450 new homes. The 450 new homes can largely be provided on brownfield sites in and around Henley, enabling the conservation of valued and constrained green spaces. To ensure a sustainable and balanced approach to development, a limited number of greenfield sites have been identified, to enable some distribution of development and the resulting traffic impact.
- 5.4 Site M (Highlands Farm) is to provide a significant proportion of the housing allocation (around 170 units) as part of the comprehensive, sensitive and sustainable mixed use development of this brownfield site.
- 5.5 Almost 80% of the Plan's allocation will be made through brownfield sites, amounting to 355 units. 'Apart from Highlands Farm and Fairmile these are urban sites of 55 units or less.
- 5.6 The only independent Greenfield site allocated for development is Site A, adjacent to the Fair Mile. The site's position on the north of the town enables development to be distributed across the Plan area more evenly. A highly sensitive development will be required given that part of the allocation is in the Henley Conservation Area.
- 5.7 Development to support the refurbishment and enhancement of Gillotts School is allocated for 50 residential units on part of the school playing fields. Provision of high quality replacement facilities will have to be demonstrated to offset any loss of playing fields.
- 5.8 Existing residential densities in Henley have been a key determinant in allocating site capacities, considering the town's low intensity development, constrained streets and infrastructure. Development in Henley of 70 dwellings per hectare is broadly considered

a ceiling for density of all sites unless site specific characteristics provide a unique solution to parking, open space and other key requirements. Larger edge of town sites are expected to deliver primarily low density housing. There are instances where particularly low density development is envisaged to avoid adverse effects on the character of the local area. Smaller sites may yield a mix of houses and flats at between 40 and 70 dwellings per hectare.

### Traffic and transport

- 5.9 Henley suffers from traffic congestion at peak times and has a designated Air Quality Management Area in the town centre, recognising the impact of congestion on air quality. Minimising traffic congestion and providing safe and viable alternatives is essential to the sustainable future of the area. Site A, along the Fairmile, in a sensitive location, has been allocated for residential development primarily to distribute traffic impact and not exacerbate pressure on the south west of the town and Greys Road.
- 5.10 Henley Transport Study is to be developed for the town with Henley Town Council taking the lead and working in conjunction with the highway authorities. New developments will be required to conform to and contribute to the transport policies identified in the Neighbourhood Plan and actions to be set out in the forthcoming Henley Transport Study, the strategic interventions identified in the Air Quality Management Area Action Plan, as well as providing local network mitigation.
- 5.11 It is intended that the Henley Transport Study and its recommendations will benefit from future Community Infrastructure Levy monies.





### Environment

- 5.12 Henley and Harpsden have a wealth of environmental and heritage assets including the Chilterns AONB, River Thames flood plain, Henley Conservation Area and several Listed buildings. The JHHNP strategy is to minimise environmental impact and protect, conserve and enhance these and other environmental and heritage assets. Creating a more sustainable and low carbon community is part of the approach to the wider environment, seeking community energy projects, low carbon housing and transportation.

### Social and community infrastructure

- 5.13 The South Oxfordshire Infrastructure Delivery Plan (2013) highlights the requirements for developments to contribute to increased education and health provision to meet the needs of the expanding population. This will include the expansion of Bell Surgery and Badgemore Primary School.
- 5.14 Contributions will be sought for new recreation and community facilities to mitigate the impact of increased population, and these will be delivered on site where possible, although given the number of smaller sites allocated it will be necessary to pool some contributions. Opportunities to renew and enhance existing community facilities will be encouraged.
- 5.15 AFC Henley and Hockey Club facilities will be reprovided with enhanced facilities at Jubilee Park playing fields, due to the proposed development of the existing premises.

### Employment

- 5.16 Ensuring sufficient local employment is essential to the overall strategy. Site M (Highlands Farm) and Site E (Empstead Works and Stuart Turner) are currently utilised for low density employment activities. It is envisaged that both those sites are brought forward for mixed use

development, including employment, with Site E understood to be available post 2020.

- 5.17 The Reading Road industrial estate will continue to be the primary employment area within Henley and its protection and intensification is encouraged.
- 5.18 Additional employment or employment generating activities are allocated at Site P (Wyevale Garden Centre). Site P should be brought forward as a development sensitive to its local environment.

### Retail and Town Centre

- 5.19 The Core Strategy identifies retail needs for Henley based on a 2010 assessment. The requirements to 2016 have now been fulfilled by the Market Place Mews development.
- 5.20 The community's view is that additional retail allocation beyond Market Place Mews and in particular new retail outside of the town centre is not necessary. Changes in shopping patterns, notably the increased use of online retailing, has reduced the need for new retail. It is essential that the existing town centre units are filled to enhance the town centre vibrancy, rather than developing new retail areas that may detract from town centre spending.
- 5.21 To accord with the Core Strategy requirements, and allow for future retailing requirements, Site E (Stuart Turner / Empstead Works) has been allocated for up to 3,000sqm of town centre uses, essentially allowing for an expansion of the town centre and the potential to remodel the car parking at Greys Road.







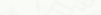
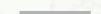





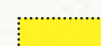

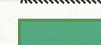



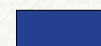







Photograph: Jim Donahue



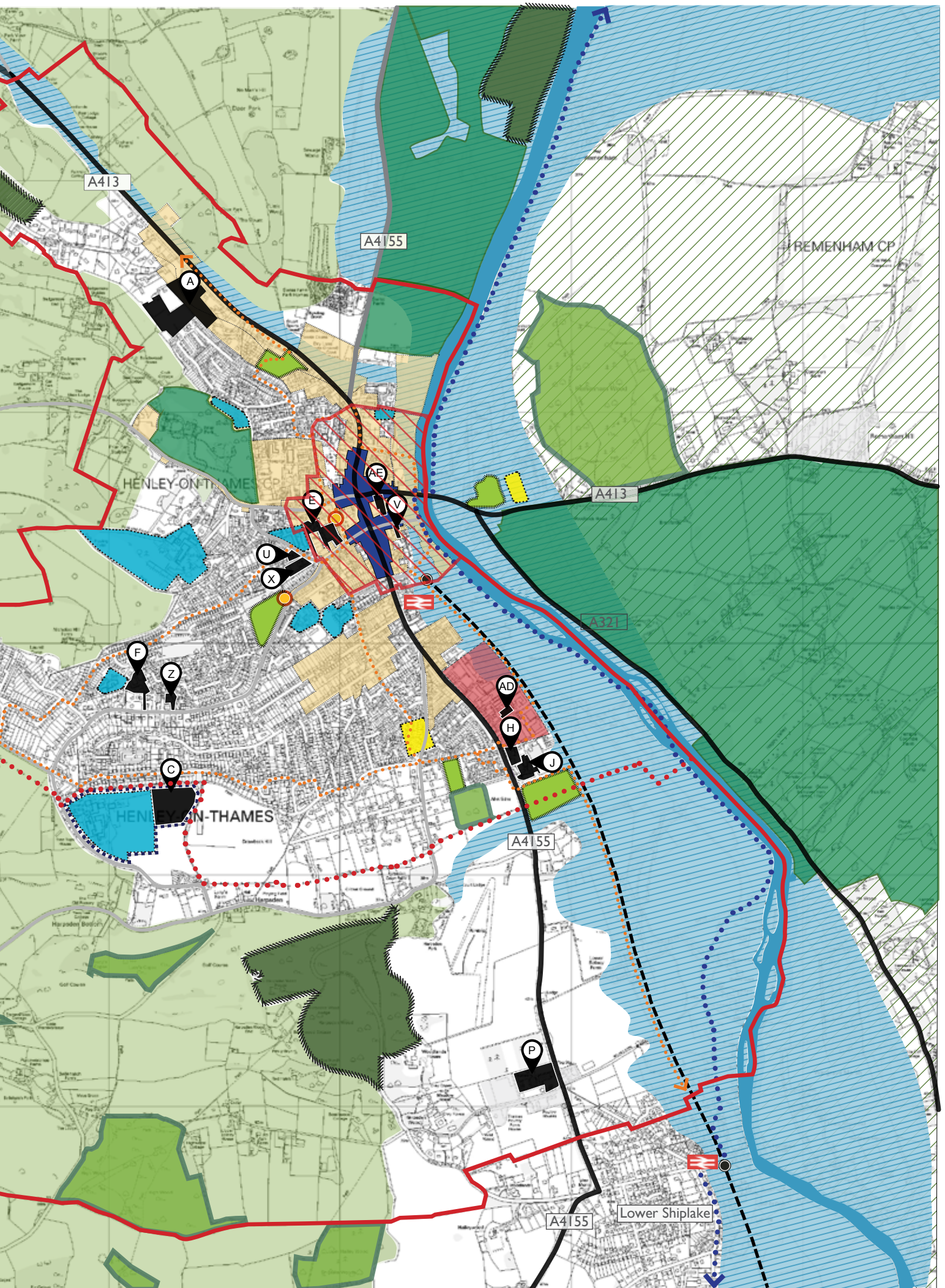
# Henley Strategy Diagram

Keys:

-  JHHNP Boundary
-  Parish Boundary
-  River Thames
-  Town Centre Boundary
-  Conservation Areas
-  Railway Line and Station
-  Primary Road
-  Secondary Road
-  Proposed Cycle Route
-  Thames Path National Trail
-  Education
-  Reading Road Employment Area
-  Community facilities with potential for renewal and enhancement
-  Allotments
-  SSSI
-  Registered Parks and Gardens
-  AONB
-  Flood Zones 2 and 3
-  Woodland
-  Air Quality Management Area
-  Recreation including playing pitches
-  Green Belt
-  Proposed community, retail and employment hub
-  Site allocation references
-  Scheduled Ancient Monument







## 6. Plan Policies

### Introduction

- 6.1 The policies are organised by themes and relate to the Plan objectives (chapter 4). For clarity, the Neighbourhood Plan Objectives should not be confused with the Neighbourhood Plan Policies. This Table is simply provided for information purposes – to demonstrate how the Policies of the Neighbourhood Plan will meet the Objectives set out in the preceding pages.

JHHNP Objectives	JHHNP Policies
<b>Housing</b>	
HO1	H1
HO2	H1, H2
HO3	H1
HO4	H3
HO5	H3
HO6	EN1, D&Q1
<b>Transport</b>	
TO1	T1, T2
TO2	T1, T2
TO3	T1, T2
TO4	T1
TO5	T1
<b>Social Infrastructure</b>	
SO1	SCI1, SCI2, SCI4
SO2	SCI1, SCI2
SO3	SCI2
SO4	T2
SO5	SCI1
SO6	T1, T2, SCI2, SCI3
SO7	SCI3
<b>Retail, Town Centre and Economy</b>	
RO1	TCE1
RO2	TCE1, TCE4, TCE5
RO3	TCE1, TCE4, TCE5
RO4	TCE3
RO5	TCE1
RO6	E1, E2, SP1
<b>Environment</b>	
EO1	DQS1
EO2	EN1, T1, T2
EO3	EN1
EO4	N/A no specific policy, covered by Local Plan
EO5	DQS1, H2
EO6	DQS2
EO7	DQS1

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## Housing

- 6.2 The adopted South Oxfordshire Core Strategy Policy CSHEN1 confirms that land is to be identified for 400 new homes during the period up to 2027 at Henley, being 450 homes if land without constraints can be found, which the District Council has indicated to be the case.
- 6.3 The village of Harpsden, which is classed as 'smaller village' within the South Oxfordshire settlement hierarchy, also lies within the Neighbourhood Plan area. However, Policy CSR1 of the Core Strategy is clear that within 'smaller villages' no new housing site allocations should be made within the period up to 2027. The same classification applied to Lower Shiplake, which lies at the southern border of the Harpsden Parish.
- 6.4 To be in conformity with the adopted Core Strategy, any new housing within Harpsden should only be in the form of infill proposals of up to 0.2 hectares in size, or are rural exception proposals that normally comprise 100% affordable housing to meet identified Harpsden affordable housing needs of a village community.
- 6.5 To inform the housing site allocation process, Land Availability Assessments have been undertaken which identified a number of potential sites suitable for development. Following resident led site assessments; public consultation feedback at the Options stage, draft Plan 2014 stage and further focus group feedback; and consideration by the Housing Working Group both in terms of site suitability and overall strategy; ten sites have been allocated for housing, or housing as part of a mixed use development, that will collectively deliver 450 homes over the Plan period up to 2027. In accordance with the Core Strategy these housing allocations collectively meet the adopted strategic housing allocation requirements for Henley.



## POLICY H1: ALLOCATE LAND FOR 500 NEW HOMES

Land for new housing is allocated at the sites listed below. Development within each of the sites is subject to the Site Allocation Policies set out in this Plan.

Site Name	Allocation	Gross Site Area
Land west of Fair Mile (Site A)	Around 60 dwellings	3.8ha
Mill Lane former Jet Garage (Site H)	Around 55 dwellings	0.5ha
Wilkins (Site U)	Around 20 dwellings	0.3ha
Highlands Farm (Site M)	Around 170 dwellings as part of the mixed use development of the site	8.2ha
357 Reading Road (Site J)	Around 30 dwellings	0.5ha
Gillotts School (Site C)	Around 50 dwellings	3.4ha
TA Centre (Site V)	Around 10 dwellings	0.16ha
Chiltern's Ends (Site F)	Around 27 dwellings	1ha
Stuart Turner and Empstead Works (Site E)	Around 42 dwellings as part of the mixed use development of the site	1ha
118 Greys Road (Site Z)	Around 13 dwellings	0.2ha
Henley Youth Club (Site X)	Around 23 dwellings	0.33ha
Total net additional dwellings	Around 500 dwellings	

## POLICY H2: DESIGN BRIEF

For all of the allocated sites listed within Policy H1, a Design Brief must be produced for the whole site, setting out the principles for development prior to the submission of a planning application. Development must be implemented in accordance with the principles set out in the Design Brief.

Applicants should seek to discuss the content of the Design Brief with Henley Town Council and where appropriate Harpsden Parish Council.

Where appropriate the Design Brief should demonstrate consideration of :

- i. Location, type and management of open space and recreation facilities.
- ii. Location, type and management of landscaping.
- iii. Management, impact and mitigation of views, vistas and adjacencies.
- iv. Building use, scale, height, density and massing.
- v. Materials palette.
- vi. How the development responds to local character.
- vii. Connecting walking and cycling routes.
- viii. Promotion of sustainable development and energy efficiency.

- 6.6 In addition to enabling communities to decide where new development should go, one of the key purposes of Neighbourhood Planning is to also enable local communities to say what new development should look like. To ensure Henley and Harpsden residents and businesses are able to pro-actively influence and shape new development coming forward at an early stage in the design process, allocated sites within the Neighbourhood Plan are expected to prepare a Design Brief. In preparing the Design Brief the following three stage process is encouraged:

#### **Stage One: Early Engagement**

- a) Offer to meet with Henley Town Council, Harpsden Parish Council and South Oxfordshire District Council to discuss initial design proposals for the site;
- b) Undertake a minimum of a one day public consultation event that is appropriately attended by a technical team;
- c) Provide Henley Town Council and Harpsden Parish Council with an opportunity of an accompanied site visit.

#### **Stage Two: Design Refinement**

- d) Provide Henley Town Council and Harpsden Parish Council with a short summary statement of the public consultation feedback and offer to meet with the Town and Parish Councils to discuss and review the feedback and any resulting proposal modifications.

#### **Stage Three: Agree the Design Brief**

- e) Offer to present the final proposals and planning application submission to Henley Town Council and Harpsden Parish Council;
- f) Within an agreed reasonable time prior to the submission of any planning application Henley Town Council, Harpsden Parish Council and South Oxfordshire District Council will provide a Design Brief Position Statement to the applicant confirming

the satisfactory completion of the Policy H2 Design Brief process. This Position Statement would form the basis of any subsequent statutory public consultation comments made by Henley Town Council and/or Harpsden Parish Council to South Oxfordshire District Council as part of any formal planning application decision-making process.

- 6.7 On windfall sites of 10 or more net additional dwellings or comprising 500sqm or more of new additional new employment, retail, hotel, community service, or leisure floorspace the preparation of a Design Brief is encouraged in the spirit of good planning and positive front-loading of the decision-making process. The use of development proposal websites and other social media to provide residents with information and an opportunity to comment on emerging proposals is encouraged.
- 6.8 To ensure the local community, through Henley Town Council and Harpsden Parish Council, maintain an active and positive role through any planning application decision-making process undertaken by South Oxfordshire District Council, where appropriate, a Planning Performance Agreement between the applicant, South Oxfordshire District Council and Henley Town Council would be welcomed, particularly for the sites allocated for development within the Neighbourhood Plan.

### POLICY H3: TYPE AND SIZE OF NEW HOUSING

Development proposals providing 10 or more net additional dwellings will set out within a 'Dwelling Statement' submitted as part of any planning application how the proposal provides an appropriate choice of homes that contributes towards meeting the specific housing needs of Henley and Harpsden. The Dwelling Statement should provide details on how the proposed development:

- a) Meets the needs of different groups in the community, such as but not limited to, young people; local workers; small families; older residents (55+); and people with disabilities; and
- b) Provides a high standard of internal and external living space.

Development proposals providing 10 or more net additional dwellings should ensure that housing types, sizes and tenures are appropriately 'pepper-potted' across the site to avoid large areas of uniform type, size and tenure.

- 6.9 It is important to ensure that new housing meets the housing needs of Henley and Harpsden now, over the lifetime of the plan and into the future. As housing needs in terms of size, type, tenure will vary over the lifetime of the Neighbourhood Plan a flexible policy approach is required to ensure that future development proposals, particularly allocated sites phased to the latter part of the Neighbourhood Plan period, are able to respond to the housing needs at that point in time.
- 6.10 To achieve this flexibility, where appropriate, development proposals are required to prepare a Dwelling Statement to show how the proposal meets the specific housing needs and demand of Henley and Harpsden.

- 6.11 Dwellings Statements should be proportionate and principally look to rely predominantly on secondary data (possible source include: Ward level Census, South Oxfordshire District Council Housing Market Area Assessments, Housing Need Assessment and Housing Strategy, published sale type and speed local market intelligence; the 2014 Housing Standards Review and subsequent National Space Standards).

### POLICY H4: INFILL AND SELF-BUILD DWELLINGS

Infill housing developments and proposals for the construction of self-build dwellings within Henley and Harpsden will be supported where it is demonstrated that the proposed development constitutes sustainable development.

- 6.12 The adopted South Oxfordshire Core Strategy outlines within Policy CSHEN1 the strategic planning strategy for Henley. This strategy includes allowing housing on suitable infill and redevelopment sites. The provision of new housing through infill and redevelopment opportunities are classed as 'windfalls'. Windfalls are sites that have not been specifically allocated in the Neighbourhood Plan and have unexpectedly become available. Windfalls do not count towards meeting the 450 new homes allocated within Policy H1.
- 6.13 Self-build is an important element of the Government's housing strategy as they not only provide new homes but can help get empty and redundant buildings back into productive use and supports action to help new house building firms.



### Action Point: Contingency

- 6.14 If the sites listed within Policy H1 are not delivered as anticipated within the Plan timescales, Henley Town Council and Harpsden Parish Council will pro-actively work with the land owner(s), and or developer(s), to seek to address any issues preventing the site(s) coming forward, or undertake a review of the Neighbourhood Plan to identify alternative deliverable site(s).
- 6.15 Henley Town Council and Harpsden Parish Council would also pro-actively update the Neighbourhood Plan to address strategic policy changes arising from the future replacement of the South Oxfordshire Core Strategy with the South Oxfordshire Local Plan 2031.

### Transport and movement

- 6.16 Traffic congestion within Henley causes major inconvenience to road users, cyclists and pedestrians, and creates an unpleasant environment, particularly within the town centre. An Air Quality Management Area (AQMA) is designated at Henley-on-Thames due to the traffic issues and the air pollution exceeds the levels set by European and UK regulations. There was a risk of the public being significantly exposed to the pollution therefore an AQMA was created to set out what necessary changes are needed to tackle air quality issues in the town. The AQMA covers the following areas:
- Duke Street;
  - Hart Street;
  - Market Place;
  - Bell Street to the New Street junction;
  - Greys Road to the Albert Road junction;
  - Friday Street to the Queen Street junction; and
  - Reading Road to the Station Road junction.

- 6.17 It is acknowledged that some congestion at the town edges is due to traffic light phasing which intentionally holds traffic from the town centre in order to improve air quality.
- 6.18 The Neighbourhood Plan seeks to minimise the impact of existing and additional congestion on the network, particularly the town centre. The increase in traffic volumes is a very strong concern and has influenced the housing site selections. Proposals should not seek to increase housing numbers on the sites allocated in the plan as this will be likely to result in unacceptable traffic congestion and air quality impacts around the town.
- 6.19 Henley Transport Study is to be prepared and Community Infrastructure Levy monies sought towards the development of this strategy and the implementation of its recommendations. Through the development of the Neighbourhood Plan, a number of ideas and suggestions have been put forward which can be considered by the Transport Strategy.

### POLICY T1: IMPACT OF DEVELOPMENT ON THE TRANSPORT NETWORK

Allocated residential development sites will be required to provide a Travel Plan, setting out how opportunities for encouraging, facilitating and supporting use of and improvements to sustainable transport modes have been maximised and will be delivered as part of the proposed development.

The provision of new or improved walking or cycling routes, improvements to public transport, and the incorporation of electric car charging points, will be supported.

Until the Community Infrastructure Levy (CIL) is in place, financial contributions from allocated residential sites will be sought for the preparation and implementation of a Henley Transport Study (and supporting actions) and Air Quality Management Area Action Plan.

- 6.20 To assist improving Henley's transport issues over the longer term, a Henley Transport Study will be prepared being led by Henley Town Council working in conjunction with the highway authorities as a key item of the Henley Infrastructure Delivery Plan. This will determine, in particular, the cumulative transport effect of development proposals and ways of managing and mitigating traffic whilst enhancing alternative forms of sustainable movement. Through the development of the Neighbourhood Plan, a considerable volume of work has gone into the development of ideas for managing movement in Henley. It is expected that these ideas will be reviewed by the Henley Transport Study, which include:
- a) To improve cycling routes (access, quality and safety) across and beyond the Neighbourhood Plan area, in particular:
    - North-south routes,
    - Cycle links from Henley to Shiplake and through to Twyford,
    - Cycle path alongside the railway, and
    - A route from Fair Mile through Luker Avenue into Henley centre.
  - b) To promote information on existing cycle routes and facilities and to explore the potential for new sustainable transport initiatives;
  - c) To promote information on existing walking routes, including 'health walks' and to improve alternative walking routes along parallel secondary routes;
  - d) To increase pedestrian accessibility around the town through the physical environment, including reviewing opportunities for shared surfaces on Duke Street & Bell Street which may be facilitated by an increased one way system, and through short-term initiatives, eg temporary street closures for seasonal markets;
  - e) To support the introduction of car clubs, electric cars and buses and low emission vehicles, including through the provision of electric car – charging points and reserved space for car clubs;
  - f) To explore the feasibility of a low emission zone in the town centre;
  - g) To provide public monitoring stations of air quality around the town;
  - h) To ensure that schools and the College work with the County Council to seek ways to improve the safety and well-being of their students in terms of walking and cycling as well as introducing 20MPH zones on adjacent roads;
  - i) Ensure that all major town businesses, employers and institutions, including schools and the college, complete a travel plan that identifies how they are minimising congestion on the roads;
  - j) To deliver public transport improvements in Henley on Thames including the running of buses with enhanced energy efficiency and electrification, reviewed the location of existing bus stops, and to provide real-time information;
  - k) To promote improvements in the railway including:
    - Exploring possibilities for a rail halt at Tesco
    - Potential for increased frequency in trains
    - Electrification of the Henley to Twyford line;
  - l) To seek ways through engagement with the highway authorities to re-direct strategic traffic, where appropriate, away from Henley town centre;
  - m) To control and reduce the passage of HGVs through the town by restricting weight limit over the bridge and in the town centre, hours of access (i.e. night time) or SAT NAV / strategic route advisory and management;
  - n) To remain open to new forms of traffic

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infrastructure that may aid the safe flow of traffic, such as roundabouts;

- o) To reduce the amount of vehicles on the network by encouraging the use of internet food shopping;
- p) To address road safety along a number of routes perceived as particularly dangerous including Greys Road and Gillotts Lane, including through new and enhanced crossings for Greys Road;
- q) To encourage the development of additional car parking spaces including under-croft (underground) or decked car parks and the provision of 'load and go' bays in the town centre for short term car parking;
- r) To encourage a review of the pricing of car parks throughout the town so as to encourage the efficient use of all; and
- s) To continue to fund the 800/850 bus service from High Wycombe to Reading through section 106 funding to improve the connectivity of Henley with facilities in Reading.



## POLICY T2: CYCLING ROUTES

The implementation of cycling routes as broadly identified in the Cycle Routes diagram will be supported. Increased safe and secure cycle storage around the town will be encouraged.

6.21 An important part of the approach to reducing congestion and pollution in Henley is to encourage use of the bicycle as a means to moving around the town, including routes to school and college, commuters, leisure and shopping. There is a need to improve the safety and convenience of cycling by enhancing routes and facilities

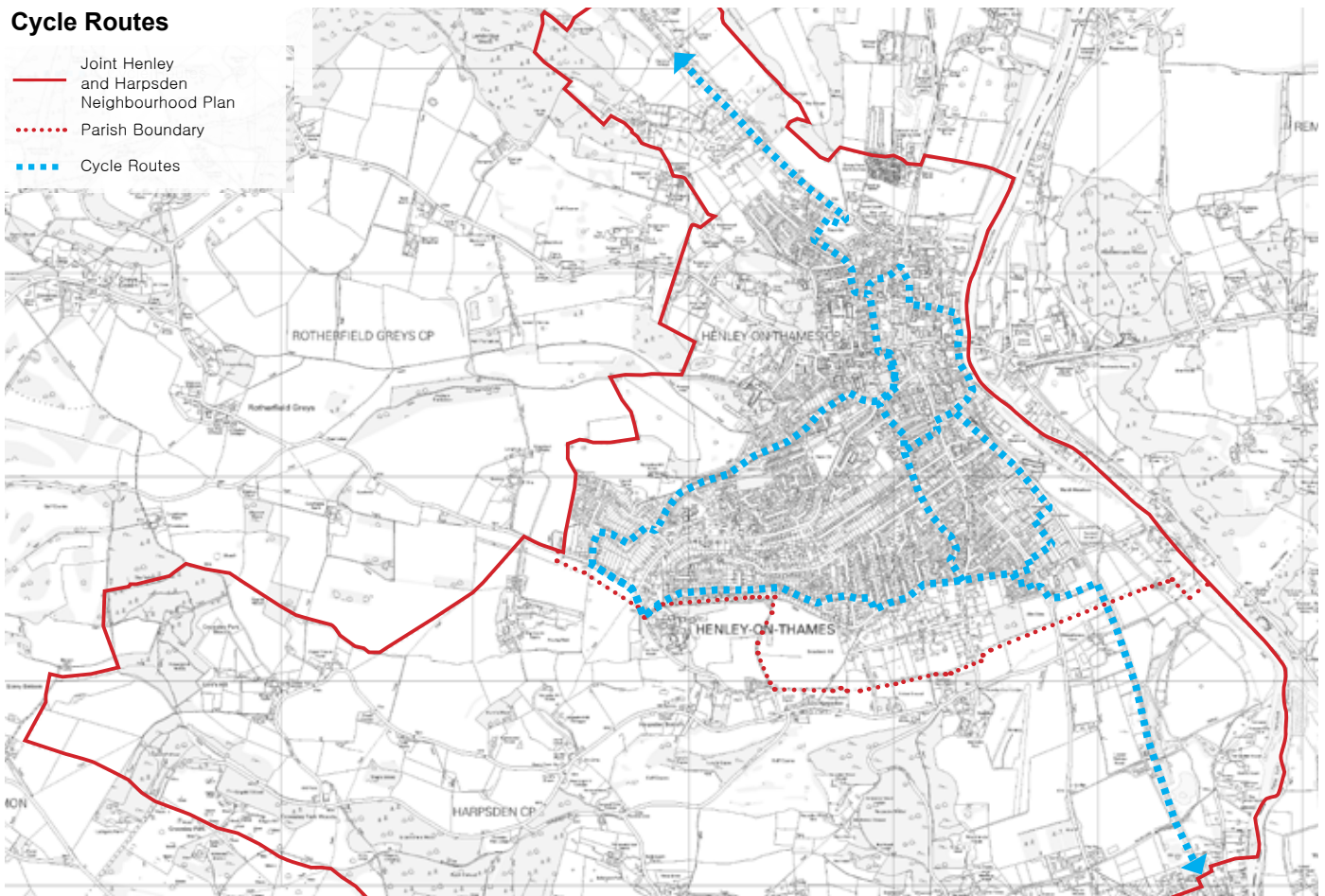
which will require investment by a number of parties including the highway authorities. Organisations should work collaboratively to overcome the challenges involved with implementing the routes identified.

6.22 Implementing cycling routes will:

- Encourage healthy exercise.
- Increase the offer of leisure activities.
- Link with the existing and projected cycling routes.
- Provide new routes in line with the projected expansion of households in Henley.

### Cycle Routes

- Joint Henley and Harpsden Neighbourhood Plan
- ..... Parish Boundary
- ■ ■ Cycle Routes



## Social and community infrastructure

### **POLICY SCI1: COMPREHENSIVE RENEWAL OF GILLOTT'S SCHOOL**

The renewal of Gillotts School will be supported subject to it resulting in the provision of alternative sports facilities to those that currently exist.

- 6.23 In the case of Gillotts School, it is expected that any loss of playing fields would result in an enhanced alternative sports provision which overall better meets the needs of the children at the school and the community as a whole.
- 6.24 Proposals for the renewal for the school itself should, in addition to the principles set out within Core Strategy Policy CSQ4, demonstrate how the proposed development has appropriately:
- a) Screened the visual impact of any development from the adjacent AONB and prepared a Landscape and Visual Impact Assessment as appropriate; and
  - b) Made provision for community use of school facilities.
- 6.25 The establishment of a community working group to work with Gillotts School on taking the comprehensive renewal and enabling development of the land forward will be supported.

### **POLICY SCI2: RENEWAL AND ENHANCEMENT OF COMMUNITY FACILITIES**

The renewal and enhancement of the community facilities used by the following community groups, will be supported: Henley on Thames Social Club for the Over 60s; Henley on Thames Scouts; and Headway Thames Valley.



- 6.26 Constraints on land availability in Henley reduce opportunities to deliver new community facilities. Existing facilities, notably Henley on Thames Social Club for the over 60's, Henley on Thames Scouts and Headway Thames Valley, provide important community services in relatively outdated buildings. Opportunities to reprovide these services within larger facilities that retain the existing services and provide space for additional community functions should be explored and supported, including consideration for a 'sustainability hub' which brings together ideas and organisations related to low carbon living.
- 6.27 Community facilities wishing to apply for renewal utilising S106 or CIL monies should register with Henley Town Council who will engage with the District Council on their behalf.

## POLICY SCI3: COMMUNITY RIGHT TO BUILD

Proposals based on the Community Right to Build will be supported.

6.28 Community Right to Build is an enabling right supporting local people to undertake development so that communities collectively own, develop and/or manage their own land and developments. As an alternative to the traditional application for planning permission, it gives communities the power to decide for themselves what happens in their neighbourhood. Under the Neighbourhood Planning (General) Regulations made following the Localism Act 2011, communities will be able to build:

- New community facilities such as a new community centres.
- Family homes to sell on the open market.
- Affordable housing for rent or to convert disused farm buildings into affordable homes.
- Sheltered housing for elderly local residents.

6.29 Community Right to Build development proposals would be welcomed, provided they are in agreement with other aspects and policies of the Neighbourhood Plan, South Oxfordshire District Core Strategy and NPPF.

## SCI4: HENLEY COLLEGE

The redevelopment of Henley College, to meet educational accommodation needs, will be supported.

6.30 This Policy recognises Henley College as an important asset to the town.

## Retail and town centre

6.31 Henley is a strong and healthy town centre, with a diverse mix of independent boutique shops and national multiples. The town has a good selection of both retail and restaurants with Bell Street offering the retail prime pitch and the northern side of Market Place offering the focal point for restaurants. However, competition from competing centres is only set to grow, so it is important that the town's vitality and viability is maintained and where possible improved. It is important that Henley town centre remains at the heart of the community as a destination not just for shopping, but also as a place where current and future residents want to work, socialise and live.

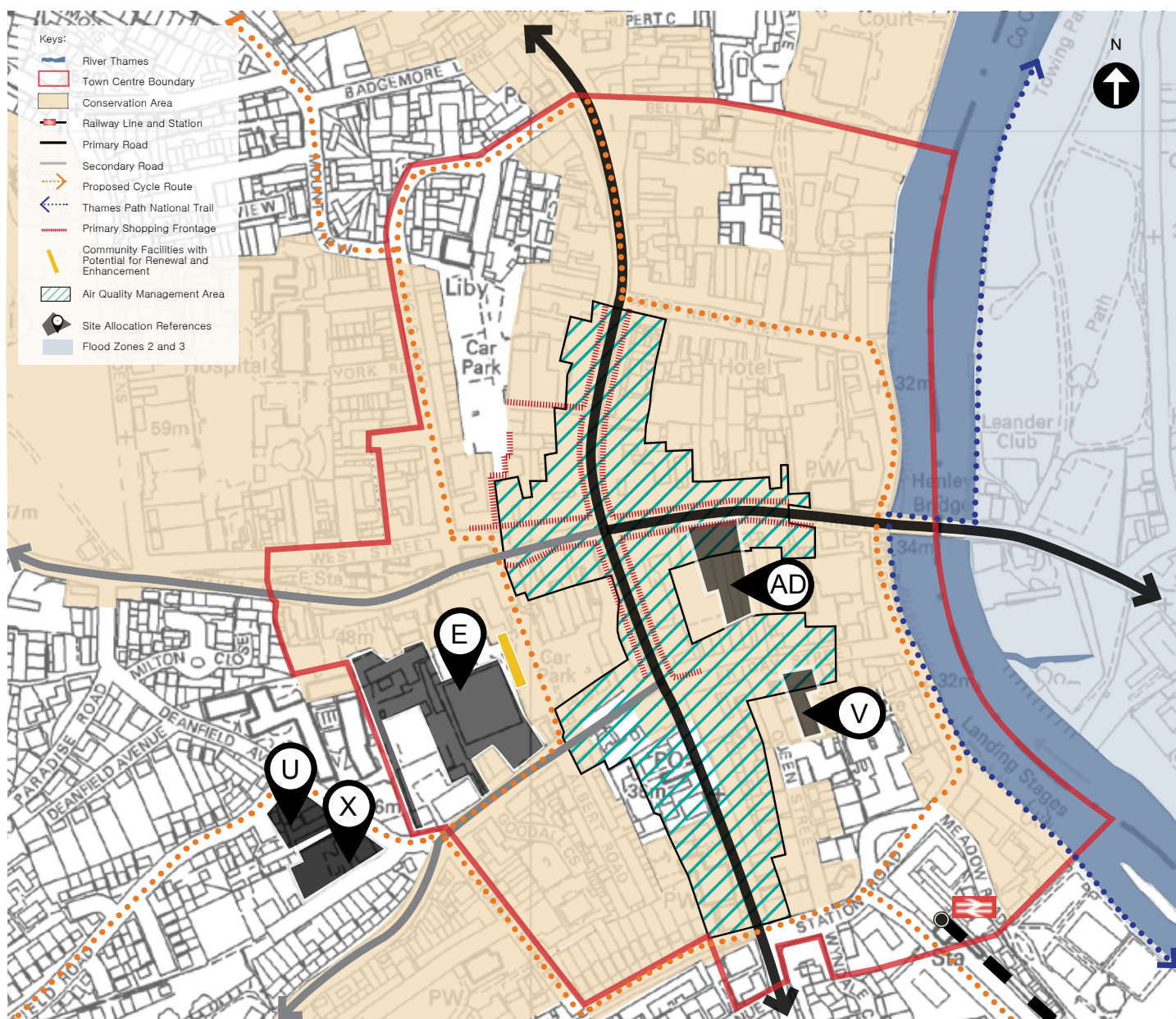
## POLICY TCE1: HENLEY TOWN CENTRE

The Henley Town Centre boundary is shown on the Henley Town Centre Plan.

Proposals for new retail, leisure, hotel and office development should be located within the defined town centre boundary. Development proposals on unallocated sites outside the defined town centre must be in accessible locations to the town centre by walking, cycling and public transport, and have appropriate on and/ or off-street car parking provision. Such proposals will be subject to a sequential test and, for proposals comprising 2,500sqm or more net additional floorspace, an impact assessment. Proposals which fail the sequential test or are likely to have a significant adverse impact will not be supported.



## Henley Town Centre Plan



## POLICY TCE2: MARKET PLACE HUB

The following development will be supported within Market Square :

- a) Use Class A3 Food and Drink uses, particularly within the northern part of the square;
- b) market stalls ;
- c) secure cycle storage , particularly a covered facility.

6.32 The very popular Charter Markets are held in the Market Place every Thursday as well as monthly farmers markets and Henley holds several weekend Continental style Markets each year. The 'Changing face of the High Streets South Oxfordshire's town centres', February 2014, report prepared by South Oxfordshire District Council highlights the importance of Market Square as focal hub and recommends enhancing the restaurant offer within the Market Place area, particularly to the north.

## POLICY TCE3: HOTEL AND BED SPACE

Provision of tourist accommodation within the town centre will be supported.

6.33 Henley has a thriving tourist economy linked to being a historic market town, proximity to the Chilterns AONB, and internationally recognised sporting and cultural events such as Henley Royal Regatta, Henley Festival and Literary Festival. As a popular tourist destination the pressure on hotel and visitor bed space within Henley is increasing and the 2014 District Council study indicates the need for additional hotel bed space in Henley. The railway station car park may be a suitable site for a hotel, subject to the completion of a sequential test and flood mitigation strategy.

## POLICY TCE4: EMPLOYMENT AND RESIDENTIAL ABOVE SHOPS

Residential and in particular employment uses above shops will be encouraged, to enhance the vibrancy and vitality of the town centre and local economy.

### Community Action: Town Centre Car Park Management

6.34 The introduction of an enhanced town centre car park management system will be encouraged as part of the Henley Transport Strategy identified under policy T1. Car park signage should be enhanced, particularly directing greater use of the Railway Station Car Park alongside a clearly signed pedestrian route to Market Place. Opportunities to increase capacity for car parking in the town centre as a whole will be encouraged, notably at King's Road, and Greys Road in conjunction with any development of Empstead Works / Stuart Turner (Site E). The feasibility of decking / undercroft of Kings Road car park, the Station car park and Greys Road car park will be explored. Free parking and other schemes which encourage electric vehicles will be supported.

## POLICY TCE5: 16-18 HART STREET (FORMER LATINO's NIGHT CLUB) (SITE AE)

Land at 16-18 Hart Street (and to the rear) (as shown on site AE location diagram) is allocated for:

A1 shopping, A3 Restaurants and Cafes, B1 office or D2 Assembly and Leisure.

6.35 No.18 Hart Street is listed Grade II\* and the building to the rear of No.18 is the C17 Malting, more recently listed at Grade II in 2010. Any design brief and application for this site should retain and respect the significance of these designated heritage assets and surrounding statutorily listed buildings, as well as the Conservation Area. This site also falls within the area of archaeological restraint covering the Medieval Village at Henley-on-Thames, which should also be considered as part of the planning applications for the site.

### Site AE - 16-18 Hart Street (former Latino's night club)



Site AE location diagram

### Community Action: Town Centre Action Plan

6.36 The Town and Parish Councils will seek to encourage development that takes into account town centre actions listed in the Henley Town Centre Action Plan, as well as those listed below. South Oxfordshire District Council's economic development team works with Henley Town Council and the Henley Business Partnership to produce an

annual action plan for the town centre. The following actions have been identified as being of importance to the town centre, in addition to those in the Action Plan:

- To encourage the use of vacant shops for 'pop-up' temporary uses to keep the town centre lively.
- To create a Community Interest Company that could apply for buildings to be listed as 'assets of community value' and play a role in retaining commercial premises in commercial / community use rather than conversion to residential.
- To identify a place for small food producers / artisans to sell goods, preferably a covered market.
- To encourage the provision of affordable rent for retailers and businesses.
- To explore possibilities for community orchards, local produce, co-operative market and small holdings.
- To promote a calendar of events in Henley throughout the year.
- To encourage the introduction of new festivals including arts & crafts markets and food and drinks festivals.
- To promote the shopping environment in Henley through the creation of a comprehensive map of shops, facilities and amenities in the town centre.
- To promote loyalty schemes, and deals for local residents to retain spending in Henley.
- To provide free Wi-fi in the town centre.
- To promote late opening hours during the week.
- To improve the Henley brand as a retail destination.
- Develop role of Henley Business Partnership for retailers.
- To investigate a bus service to / from Heathrow.



## Employment

- 6.37 Henley provides a significant and important employment offer which needs to be retained and enhanced. In particular, the needs of small and medium sized businesses in the business, professional, creative industries and information technology sectors must be supported, as well as more traditional industries and arts and crafts. Analysis has shown that the business sector is the driving force behind the Henley economy, more so than retail, tourism and education, although these are also key employment sectors. As across the county as a whole, manufacturing has continued to decline.
- 6.38 Pressures on land due to additional housing requirements focus the employment strategy on intensification (including higher density) and partial redistribution of employment land.
- 6.39 Industrial and office activity will be concentrated at the Reading Road industrial estate which will be protected for employment. Opportunities for office based employment and smaller businesses hubs will be distributed at a range of town centre and out of town sites including allocated sites of Empstead Works / Stuart Turner, Wyevale, Highlands Farm and the Railway Station car park.

### POLICY E1: SUPPORTING HENLEY'S ECONOMY

Development at Reading Road Industrial Estate that supports its role as the Neighbourhood Area's main employment area will be supported.

### POLICY E2: FORMER WYEVALE GARDEN CENTRE (SITE P)

The Former Wyevale Garden Centre site (as shown on site P location diagram) is allocated for:

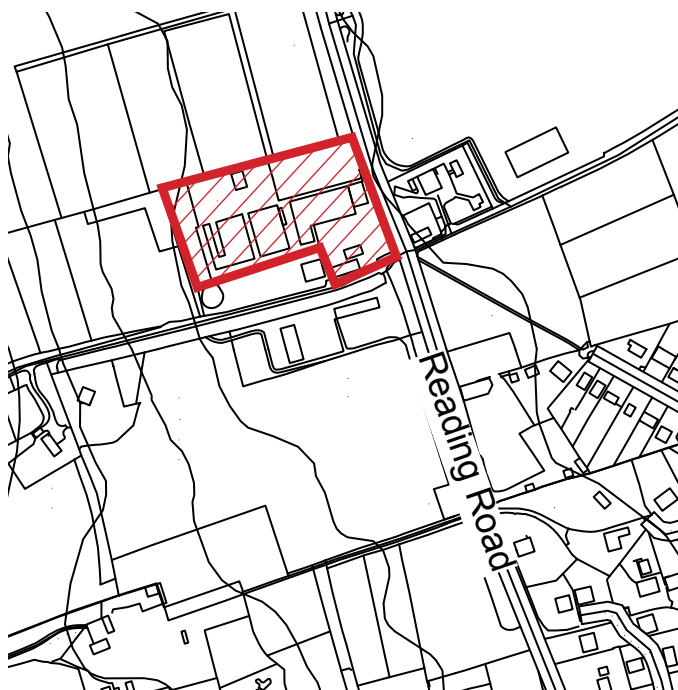
- a) B1 and B2 business activities;
- b) D1 activities, where these can be shown to make a demonstrable contribution to the local economy.

Proposals for this site should demonstrate how the proposed development has appropriately:

- c) Made a design response that suits the sensitive rural nature of the location and adjacent village of Lower Shiplake; and
- d) Suitably mitigated impact on views use planting and green screening.

- 6.40 The currently redundant site has the potential to contribute significantly to the employment and culture of the local area through an appropriately sensitive development. Proposals should deliver a low density development that could incorporate modern offices that are sensitively designed using traditional materials, alongside accommodation to suit more traditional arts and crafts that may also operate with an ancillary retail component. Sensitive landscaping and planting and an integrated parking strategy will be important in ensuring a satisfactory design response.

## Site P - Wyevale Garden Centre



Site P location diagram

## POLICY E3: LAND AT NEWTOWN ROAD (SITE AD)

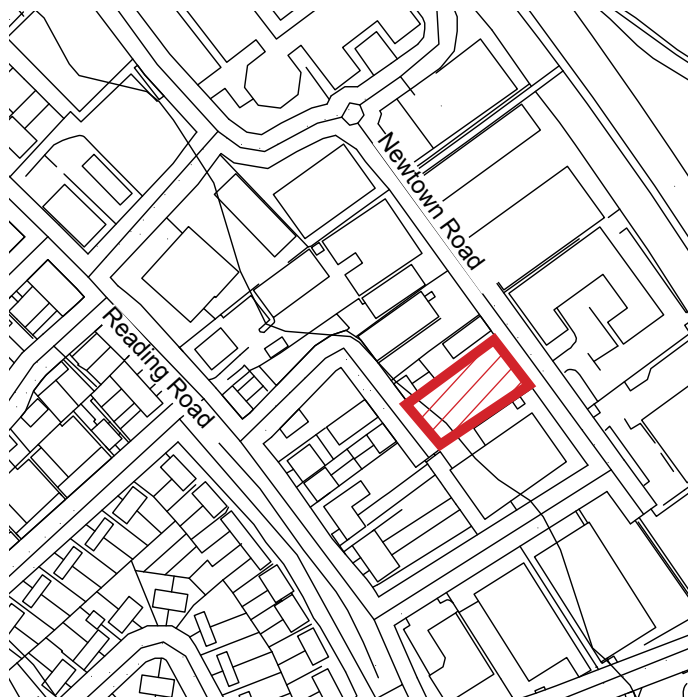
The Land at Newtown Road site (as shown on site AD location diagram) is allocated for:

- a) B1 business activities, or other suitable commercial uses.

Proposals for this site should demonstrate how the proposed development has appropriately:

- b) Mitigated any impact on nearby residential properties (namely Farm Road).

## Site AD - Land at Newtown Road



Site AD location diagram

## Environmental

### Community Action: Viewing Corridors


- 6.41 The Town and Parish Councils will seek to progress the significant work already undertaken on Viewing Corridors within the Neighbourhood Area, with the aim of providing precise information that can help provide the basis of future planning policy.
- 6.42 The viewing corridor areas are shown on the following plan and important views in the Neighbourhood Area shown on the following pages. The Town and Parish Council will seek to encourage development proposals within these areas to take full account of important views. Views and landscape goes to the heart of the Neighbourhood Plan, in that it hinges on the fact that this is a joint plan, combining two very different areas, town and country, and the differing parishes of Henley and Harpsden.
- 6.43 Viewing corridors have been selected by the Neighbourhood Plan Working Group due to their local importance to the character of the area.

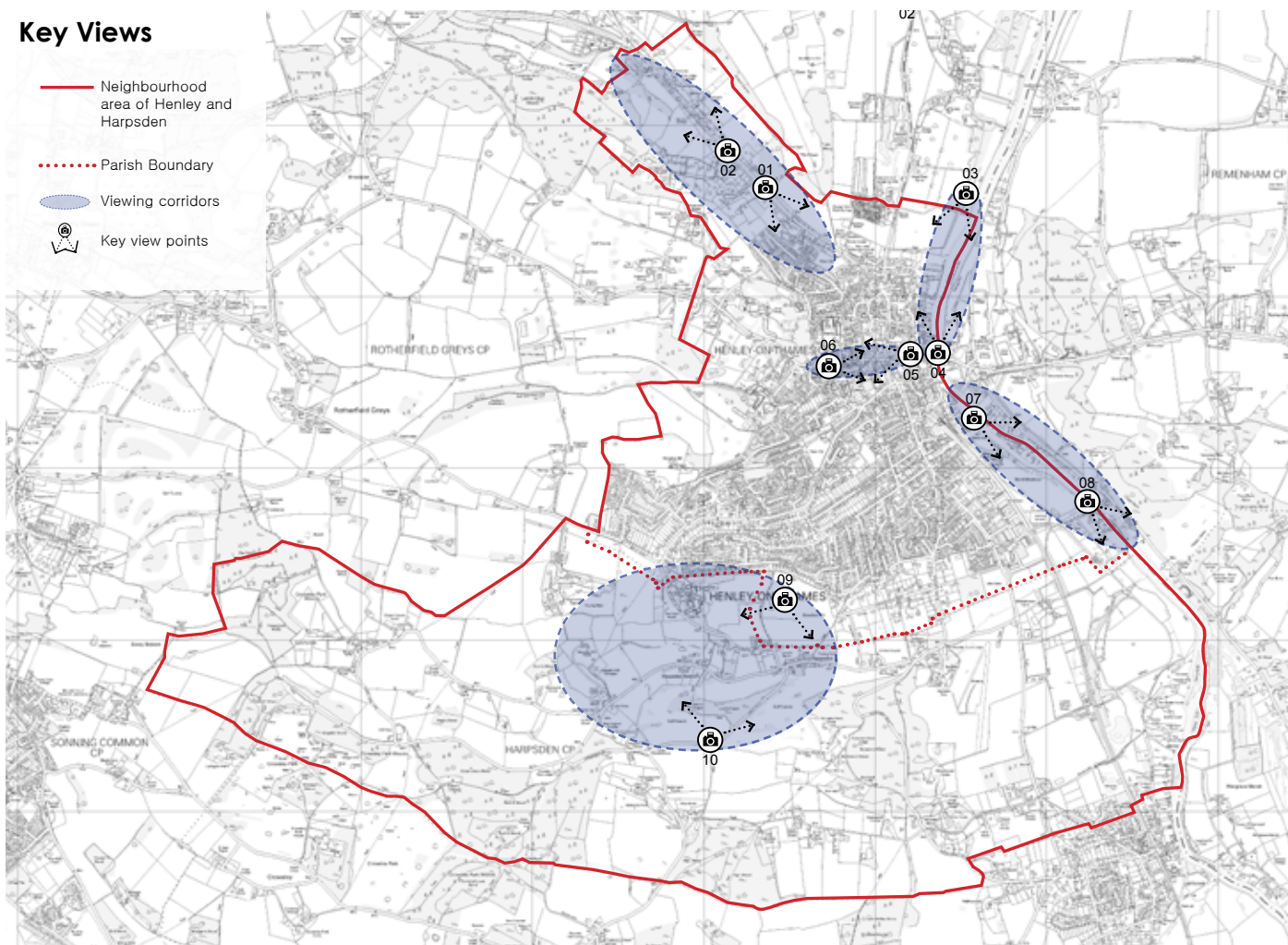
### Community Action: Environmental Protection

- 6.44 The Town and Parish Councils will seek to progress the significant work already undertaken on Viewing Corridors within the Neighbourhood Area, with the aim of providing precise information that can help provide the basis of future planning policy.



## Key Views

- Neighbourhood area of Henley and Harpsden
- - - Parish Boundary
- Viewing corridors
-  Key view points



## Photographs of Key Views



1. Fair Mile looking south east



2. Fair Mile looking north west



3. To the bridge from the north



4. From the bridge to the north



5. Hart Street/Market Place to the west



6. Market Place / Hart Street looking east





7. River by Mill Meadows looking south



8. From Marsh Lock looking south



9. Harspden and golf course from Drawback



10. From golf course



## POLICY EN1: BIODIVERSITY

The protection and enhancement of urban and rural biodiversity will be supported. Net gains in biodiversity, through the creation of new habitats, the enhancement of existing sites, and the development and implementation of ecological management plans will be supported.

- 6.45 Henley has a deficit of accessible green space. It is important that new development makes provision for green space within the site unless it is unequivocally impossible. Contributions and arrangements will be sought for management of spaces, expected to be carried out by South Oxfordshire District Council or Henley town Council. Green infrastructure should be considered in conjunction with playing pitches and the facilities to support them.

## Design Quality and Sustainability

## POLICY DQS1: LOCAL CHARACTER

All new development should be sensitive and make a positive contribution to the local character of the area. Where Design Briefs are required, they should demonstrate how the proposed development will respond to local character in terms of design and materials.

- 6.46 Attention should be paid to good quality existing design guidance which includes the South Oxfordshire Design Guide and the Chilterns Building Design Guide.

## Low Carbon Sustainable Development

- 6.47 The community welcomes the development of innovative high quality sustainable homes that can act as an exemplar for the town and country as a whole.

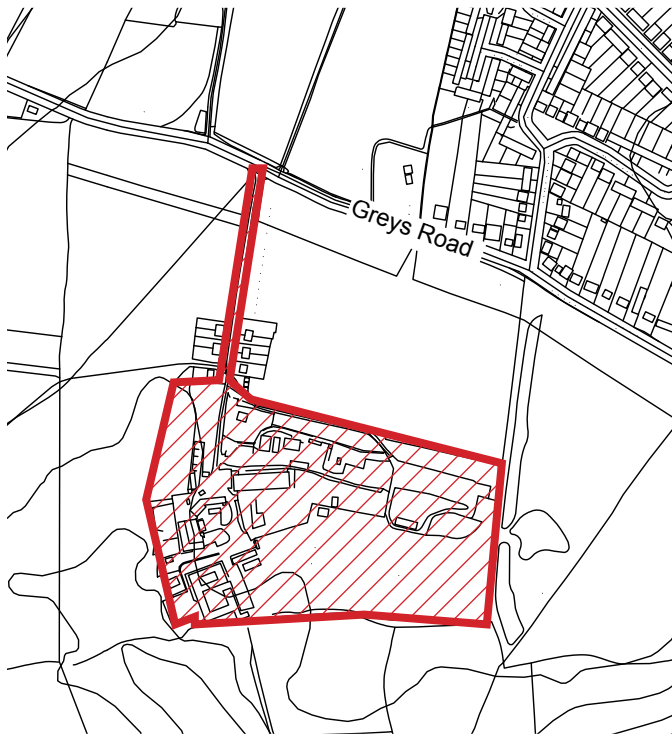
## POLICY DQS2: COMMUNITY ENERGY PROJECTS

Community energy projects will be supported.

- 6.48 In 2014 the UK government launched a Community Energy Strategy making it easier for the owners of buildings to install renewable energy. Proposals in Henley and Harpsden that promote community energy projects taking advantage of initiatives within the government's Community Energy Strategy including the Rural and Urban Community Energy Funds will be supported.
- 6.49 The Henley and Harpsden communities will also take advantage of Oxfordshire's pioneering role in the community energy field. The expertise of the organization Low Carbon Hub, a promoter of community energy initiatives working in partnership with Oxfordshire County Council and Oxford City Council, will be utilised, exploring the possibility of carrying out a schools photovoltaic project financed through a community share issuance.

## 7. Site Policies

### Site M - Highlands Farm, Greys Road



Site M location diagram

#### **POLICY SP1: HIGHLANDS FARM (SITE M)**

The Highlands Farm site of approximately 8.2ha (as shown on site M location diagram) is allocated for:

- a) Around 170 new homes;
- b) Retention of 0.5 ha of land for B1 Use Class activities to provide a small and medium enterprise (SME) business hub with an indicative floorspace of 2,000sqm;
- c) Publicly accessible open space;
- d) Playing pitches and indoor changing facilities;
- e) A community hub of an indicative 500sqm comprising local retailing and community space.

The Design Brief prepared for this site should, demonstrate how the proposed development:

- f) Incorporates and reinforces or reprovides the existing landscaping; pitches; Green Infrastructure; and biodiversity features, particularly along the sites southern and western boundary edges;
- g) Ensures that the development has no greater impact on the AONB than the existing development on the site; and that development conserves and where possible enhances the landscape and scenic beauty of the AONB
- h) Assesses the impact of the proposed development on the landscape by undertaking a Landscape and Visual Impact Assessment;
- i) Delivers new and improved cycle and pedestrian links and public transport accessibility to Henley Town Centre and Henley Railway Station, including improved pedestrian crossings on Greys Road;
- j) Incorporates a package of highway and junction improvements to ensure that the development:
  - As a minimum, has no greater impact on traffic congestion than the existing permitted development on the site, particularly on Greys Road and Gillotts Lane via measures to be agreed with Oxfordshire County Council
  - Provides improved vehicle management of Gillotts Lane
- k) Protects and enhances the Scheduled Ancient Monument and its setting within the site;
- l) Protects and enhances the SSSI;
- m) Achieves points k and l through a geological survey to ensure the Scheduled Ancient Monument and SSSI are protected and to help inform the design of the site; and
- n) Responds to the site's environmental and landscape context, including the AONB and visibility from the opposite side of the valley.

- 7.1 Given the established industrial uses on this site have largely proven to be unviable the site has been allocated for residential-led mixed use development. The mixed-use element, comprising in part a new small and medium enterprise business hub, alongside the retail / community hub, will maintain an element of employment on the site and also help support the local Henley and Harpsden economy. Analysis of the Henley economy has identified a decline in manufacturing but an increase in overall employment. Consequently a strategy of employment land intensification is sought.
- 7.2 The Highlands Farm site is a brownfield industrial site within the Chilterns AONB. There is a SSSI within the site. The SSSI is designated for its geological interest due to the exposure of gravel flooring of an abandoned channel of the Thames.
- 7.3 The site is known to be an area of Palaeolithic archaeology. A full archaeological assessment of the Brownfield area of the site and an ecological assessment should be undertaken to inform the Design Brief and will be required with any planning application. The full archaeological assessment will need to include an archaeological field evaluation to identify the full extent of Palaeolithic deposits within the site prior to the determination of any planning application. There may be scope for including the area of the Scheduled Ancient Monument in the open space area to ensure it is not damaged or harmed by any future development.
- 7.4 Highlands Farm currently falls within the Harpsden Parish boundary, but is considered to be primarily related to Henley given its proximity to the town. Harpsden Parish has conjoined with Henley for the purposes of developing the Neighbourhood Plan and has made such sites available. Mitigation of potential impacts on Harpsden from Highlands Farm, and in particular on Gillotts Lane, must be provided as part of the development of the site.
- 7.5 Whilst the gross site area and residential allocation achieves a density of around 23 dwellings per hectare, the mixed use elements of retail, community and business space will reduce the land available for residential development. Furthermore the allocation includes existing areas of green space which are expected to be retained or reprovided.



## Site H - Mill Lane, Reading Road



Site H location diagram



### POLICY SP2: MILL LANE FORMER JET GARAGE (SITE H)

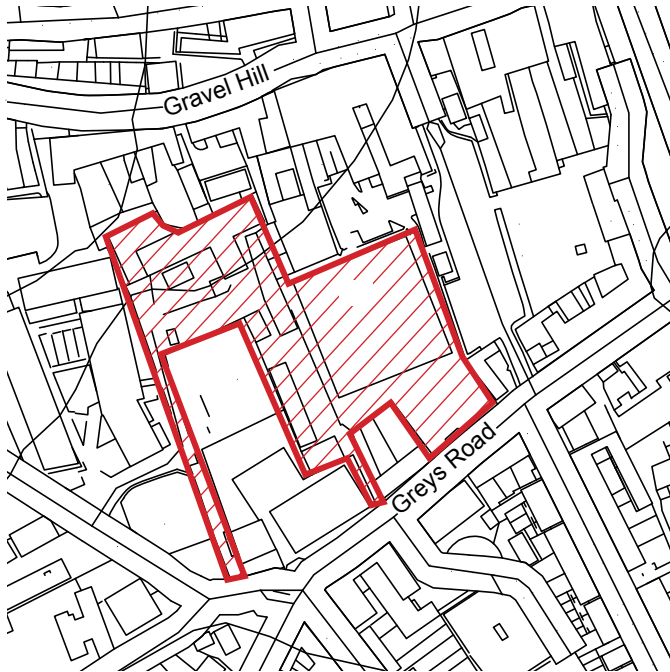
The Mill Lane Former Jet Garage site (as shown on site H location diagram) is allocated for:

- a) Around 55 dwellings.

The Design Brief prepared for this site should demonstrate how the proposed development:

- b) Maximises the opportunity presented by the change in levels across the site;
- c) Delivers a high quality design both in terms of the built form and public realm; and
- d) Contributes to new and improved cycle and pedestrian links.

## Site E - Empstead Works / Stuart Turner



**Site E location diagram**

### **POLICY SP3: EMPSTEAD WORKS/ STUART TURNER (SITE E)**

The Empstead Works/ Stuart Turner site (as shown on site E location diagram) is allocated for:

- a) Around 42 dwellings; and
- b) At least 3,000sqm of town centre mixed uses including employment and retail.

The Design Brief prepared for this site should demonstrate how the proposed development:

- c) Responds to the surrounding Conservation Area;
- d) Contributes to the town centre vitality;
- e) Contributes to town centre car parking requirements; and
- f) Contributes to new and improved cycle and pedestrian links.

- 7.6 Although the site is outside of the Conservation Area, development on this site will have an impact on its setting and an assessment should be made of the impact to both it and the numerous statutorily listed buildings and locally listed buildings surrounding the site. As a result of an impact assessment, a design brief for mixed development should respond to the types of use and the character of the surrounding buildings.
- 7.7 This site also falls within the area of archaeological restraint covering the Medieval Village at Henley-on-Thames, which should also be considered as part of planning applications for the site.
- 7.8 The site is not anticipated to be available prior to 2020, however it has significant potential to enhance the town centre and employment offer, as well as contributing to town centre living.

## Site F - Chiltern's End (care home)



Site F location diagram

### POLICY SP4: CHILTERN'S END (SITE F)

The Chilterns End site (as shown on site F location diagram) is allocated for:

- a) Around 27 residential units.

The site is to be made available following the completed development of the Townland's Hospital with its additional care home facilities.

The Design Brief for this site should demonstrate how the proposed development:

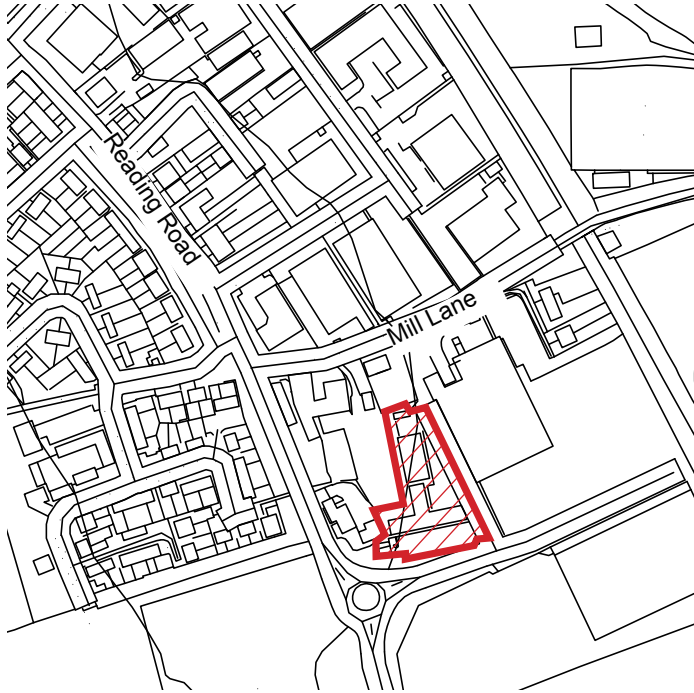
- b) Appropriately responds to the site's environmental and landscape context, including proximity to the AONB.

- 7.9 The site is to be made available following the completed development of the Townland's Hospital with its additional care home facilities.





## Site J - 357 Reading Road



Site J location diagram

### POLICY SP5: 357 READING ROAD (SITE J)

The 357 Reading Road site (as shown on site J location diagram) is allocated for:

- a) Around 30 residential units;
- b) Replacement car parking for Henley Hockey and AFC Henley facilities, if required;
- c) Up to 200sqm retail;
- d) Development should not start prior to the opening of replacement community sports facilities currently located on the site;

The Design Brief prepared for this site should demonstrate how the proposed development:

- e) Mitigates the impact of any delivery vehicles using access adjacent to the site on future residents; and
- f) Integrates with the surrounding area and provides walking and cycling connections.

- 7.10 The inclusion of 200sqm of retail at site J is in order to reprovide for the existing units on the site which deliver viable local services.

## Site U - Wilkins, Deanfield



Site U location diagram

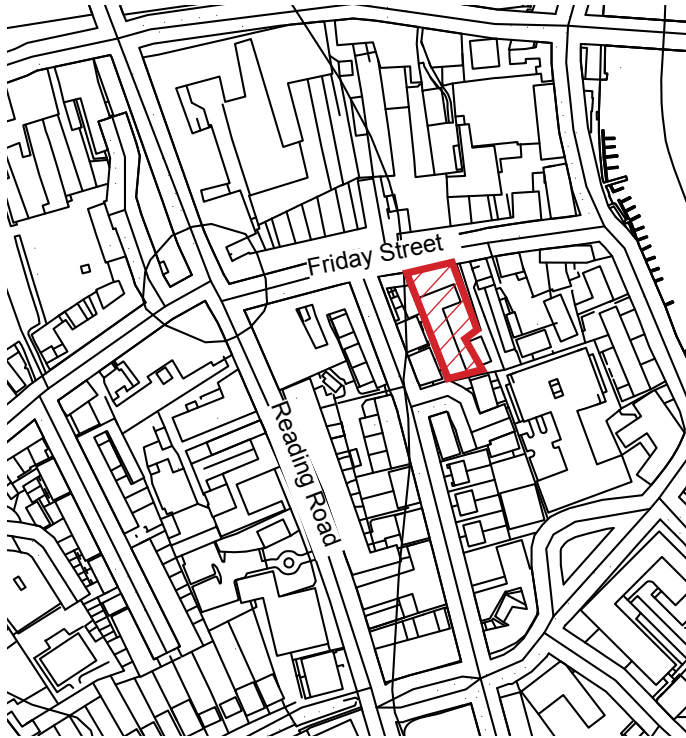
### **POLICY SP6: WILKINS REMOVALS (SITE U)**

The Wilkins Removals site (as shown on site U location diagram) is allocated for:

- a) Around 20 residential units.

The Design Brief prepared for this site should demonstrate that the proposed development does not prejudice the delivery of Site X (Henley Youth Club)

## Site V - TA/RAR Centre, Friday Street



Site V location diagram

### POLICY SP7: TA CENTRE (SITE V)

The TA Centre site (as shown on site V location diagram) is allocated for:

- a) Around 10 residential units.

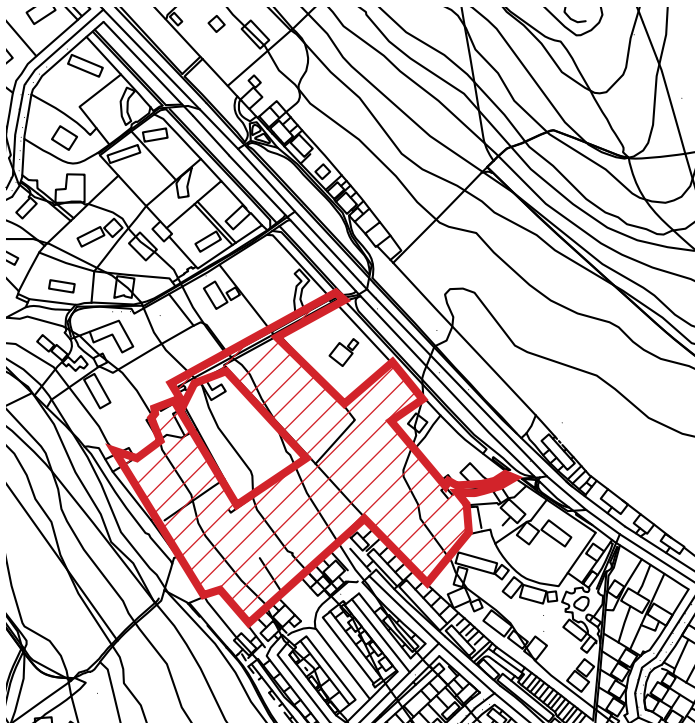
The Design Brief prepared for this site should demonstrate how the proposed development:

- b) Responds to the Henley Conservation Area in terms of density, design and materials;
- c) Respects the significance of the grade II listed The Old Farmhouse building to the west of the TA Centre; and
- d) Contributes to new and improved cycle and pedestrian links.

As well as responding to the Conservation Area, a Design Brief for this site should also respond to the setting of neighbouring statutorily listed buildings and locally listed buildings. The built development on the existing site is set back from the road so any development here should carefully respond to the relationship of active frontages on this site with those along both the north and south sides of Friday Street.



## Site A - Land West of Fair Mile



Site A location diagram

### POLICY SP8: LAND WEST OF FAIR MILE (SITE A)

The Land West of Fairmile site (as shown on site A location diagram) is allocated for:

- a) Around 60 residential units.

The Design Brief prepared for this site should demonstrate how the proposed development:

- b) Appropriately responds to the site's environmental and landscape context, including proximity to the AONB and visibility from the opposite side of the valley;
- c) Responds to the heritage context. This includes the location of part of the site within the Henley Conservation Area and its proximity to listed buildings. This should include a sensitive and contextual

approach to its density, design and use of materials. A low density development may be appropriate for this part of the site. A sensitive solution to the site's access from the Fair Mile will be required, taking into account its location within the Henley Conservation Area, and should include high quality landscaping;

- d) Delivers new and improved cycle and walking links through the site and to adjacent residential areas;
- e) Provides a high quality green link and biodiversity environment, including any existing on site biodiversity features;
- f) Undertakes a predetermination archaeological assessment to inform the Design Brief, which will also be required with any planning application before the potential impact on below ground heritage assets can be assessed.

- 7.11 The eastern edge of the site is highly sensitive, being an integral part of the Henley Conservation Area and adjacent to two Listed Buildings. As identified within the Henley Conservation Area Character Appraisal, the Fair Mile is characterised by its avenues of turkey oaks and limes, planted in the 1950s and 1970s respectively to replace an earlier avenue of elm trees. The Grade II listed flint and brick wall of Henley Park, to the north of the Fair Mile, is a particularly positive and notable feature, providing a foreground to longer views to open hillside and woodland beyond. The south of the Fair Mile is more enclosed, with wide grass verges, large gardens, neat hedges and mainly paired or detached houses, set back along a common building line, and interspersed with mature planting and hedgerows. Accesses from the Fair Mile to properties on either side are present along its length, and are largely minor in scale and broadly vernacular in character.
- 7.12 It will be necessary for the site to respond to this context, in terms of the appearance of the access road from the Fair Mile, the treatment of its narrow frontage, the appearance of the site internally, and from nearby listed buildings, in order to ensure that proposals conform with heritage guidance set out within the National Planning Policy Framework. The site's frontage is currently planted, with a hedgerow, some mature trees and scrubland being visible from the Fair Mile itself. A high quality solution to the site's access and frontage will be required, wherein the access road responds to the character and scale of other side roads in the vicinity, and avoids creating an overly intrusive or dominant presence into long and short range views within the Fair Mile. Opportunities should also be taken to reinforce the planting along the site's frontage, in order to retain the sense of a 'green buffer' between 27 Fair Mile and Mile Edge, the properties which flank the site's entrance.
- 7.13 A low density response is anticipated for the lower portion of the site which also needs to preserve and manage the existing green infrastructure as far as possible. Based on the provision of 60 dwellings on Site A across 3.8 ha, the density is 16 dwellings per ha. Whilst the site is essentially bounded on two sides by existing development, a sensitive transition needs to be made between the lower density properties to the north and existing urban edge to the south. Densities to the south of the site are more urban (around 35 dwellings per hectare at Luker Avenue), to the north along Lambridge Road they are considerably lower, below 10 dwellings per hectare.
- 7.14 The total of 60 dwellings is identified as the lower threshold for appropriate development in the South Oxfordshire District Council Landscape Capacity Assessment. The partial inclusion of the Henley Conservation Area in the site boundary gives rise to circumstances where low density development below the District Council's minimum of 25 dwellings per hectare (Policy CSH2) is appropriate to ensure the character of the area is not harmed.
- 7.15 Achieving the allocated number of residential units (around 60) is subject to the Local Authority's responsibility to have special regard for the desirability of preserving or enhancing the Conservation Area at the planning application determination stage.

## Site X - Henley Youth Club



Site X location diagram



### POLICY SP9: HENLEY YOUTH CLUB (SITE X)

The Henley Youth Club site (as shown on site X location diagram) is allocated for:

- a) Around 23 new homes.

The Design Brief prepared for this site should demonstrate how the proposed development:

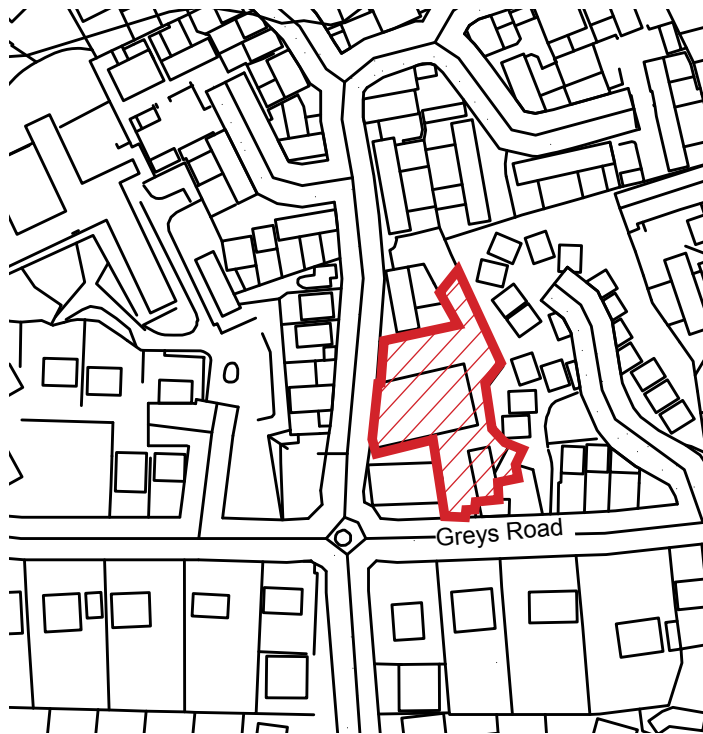
- b) Appropriately responds to the local urban context along Deanfield Avenue and in particular the Victorian terracing of Greys Road;
- c) Does not prejudice the delivery of Site U; and
- d) Enhances the public route running adjacent to the south of the site, including the green and biodiversity functions it provides.

Residential proposals coming forward result in the loss of the facility should demonstrate that:

- (i) suitable alternative provision is made for the facility (or similar facilities of equivalent community value) on a site elsewhere in the locality, or
- (ii) in the case of recreational facilities, it is not needed, or
- (iii) in the case of commercial services, it is not economically viable.



## Site Z - 118 Greys Road



Site Z location diagram

### POLICY SP10: 118 GREYS ROAD (SITE Z)

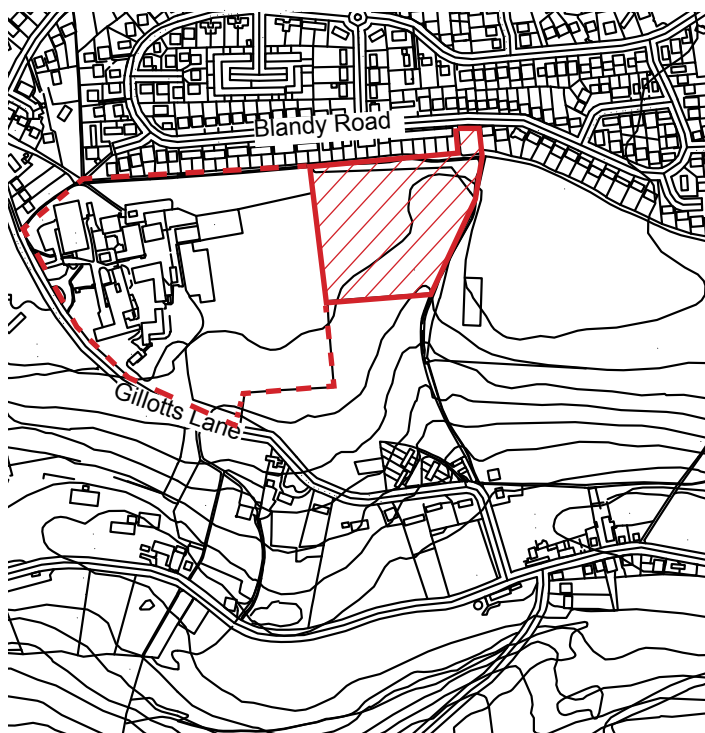
The 118 Greys Road site (as shown on site Z location diagram) is allocated for:

- a) Around 13 residential units.

The Design Brief prepared for this site should demonstrate how the proposed development:

- b) Demonstrates how the development creates a positive frontage onto King James Way;
- c) Responds to the rear of the retail parade along Greys Road, screening future residents amenity without prejudicing the operational retail; and
- d) Considers the conversion of the existing attractive buildings within the site which provide evidence of the previous agricultural use.

## Site C - Gillotts School Playing Field



Site C location diagram

### POLICY SP11: GILLOTT'S SCHOOL FIELD (SITE C)

The Gillotts School Field site (as shown on site C location diagram) is allocated for:

- a) Around 50 residential units, as denoted by the solid red line on the plan.

The Design Brief prepared for site C should demonstrate how the proposed development:

- b) Responds to the site's environmental and landscape context, including proximity to the AONB;
- c) Utilises the existing tree coverage to screen the site from views, particularly to the south from across Harpsden Valley and the AONB, and supplemented this screening where necessary;
- d) Minimises impact on the copse area required to access the development to the north east of the site;
- e) Provides high quality sustainable connecting links across the site to encourage sustainable movement;
- f) Assesses the impact of the proposed development on the landscape by undertaking a Landscape and Visual Impact Assessment; and
- g) Avoids harm to any heritage assets through a predetermination archaeological assessment, this will also be required with any planning application before the potential impact on below ground heritage assets can be assessed.

- 7.16 The allocation is made to enable the school to dispose of land for enabling development to renew its facilities throughout. Exemplary replacement sports facilities are expected, both to meet the NPPF criteria and to ensure the best learning and play environment for pupils and the community as a whole.
- 7.17 The site is located on the same gravel deposits as Highlands Farm and therefore has the potential to contain further significant Palaeolithic deposits. The full archaeological assessment will need to include an archaeological field evaluation to identify the full extent of the Palaeolithic deposits within the site prior to the determination of any planning application.
- 7.18 The allocation of around 50 dwellings over 3.4 ha results in a density of around 15 dwellings per hectare. This relatively low density takes into account the existing trees on the site, particularly on the southern edge, which are anticipated to play an important part in screening the site from the south. It also reflects the existing relatively low density development pattern found in this part of the town, being around 20 dwellings per hectare along Blandy Road.
- 7.19 The policy for the site should be read in conjunction with Policy SCI1 Comprehensive Renewal of Gillotts School.

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## 8. Delivery

- 8.1 The Neighbourhood Plan once made, will provide policies that will form part of the development plan for the area and will thus help to determine planning applications. The Town and Parish Councils will monitor the impact of the policies of the Neighbourhood Plan.
- 8.2 The following items have been identified to help guide any spending by the Town and Parish Councils of funds resulting from Community Infrastructure Levy (CIL) and/or Section 106 Agreement payments:
- Transport Strategy
  - Transport Strategy implementation (including strategic cycle routes)
  - Community hall/multi-service centres (including youth centre component) including the renewal and enhancement of existing community facilities.
  - Indoor and outdoor sports facilities including outdoor trim trails and tennis courts
  - Junior, mini and adult playing pitches
  - Skate park and children's play areas
  - Town centre action plan priorities
  - New and replacement / enhanced green infrastructure including parks and gardens, accessible natural and semi-natural greenspace, allotments and amenity greenspace
  - Improved green spaces, including Makins Recreation Ground, Jubilee Park, Freeman's Meadow and Mill Meadows
- 8.3 The prioritisation and use of Community Infrastructure Levy monies will be updated separately and maintained in a fully transparent and democratic manner.



