



# Joint Henley and Harpsden Neighbourhood Development Plan Consultation Statement

May 2015

## **Contents**

- 1. BOUNDARY PLAN OF THE JOINT HENLEY & HARPSDEN NEIGHBOURHOOD PLAN AREA**
- 2. INTRODUCTION**
- 3. PUBLIC OPINION DAYS**
- 4. ISSUES CONSULTATION**
- 5. VISION, OBJECTIVES AND OPTIONS CONSULTATION**
- 6. WORKING GROUPS AND SITE ALLOCATIONS / POLICY DEVELOPMENT**
- 7. REGULATION 14 CONSULTATION (2014)**
- 8. REGULATION 14 CONSULTATION (2015): Description of who was consulted and how the consultation was undertaken**
- 9. REGULATION 14 CONSULTATION (2015): Summary of the main issues and concerns raised by the persons consulted**
- 10. REGULATION 14 CONSULTATION (2015): How the issues and concerns have been considered and, where relevant, addressed in the JHHNP**
- 11. CONCLUSION**

## **APPENDICES**

**Appendix A: List of statutory consultees**

**Appendix B: Further consultees**

**Appendix C: Public Opinion Days Results: 2012 - 2013**

**Appendix D: Issues Consultation Results: September 2013**

**Appendix E: Vision, Objectives and Options Consultation Results**

**Appendix F: School Consultation**

**Appendix G: College Consultation**

**Appendix H: Business Consultation**

**Appendix I: Regulation 14 Consultation Results: May – July 2014**

**Appendix J: Focus Group Nov 2014 Results**

**Appendix K: Regulation 14 Consultation: February – March 2015**

- i) Consultation Report: Regulation 14 Stage Questionnaire Analysis
- ii) South Oxfordshire District Council comments and JHHNP response table
- iii) Statutory consultee comments and JHHNP response table
- iv) Non-statutory consultee comments and JHHNP response table

**1. BOUNDARY PLAN OF THE JOINT HENLEY AND HARPSDEN NEIGHBOURHOOD PLAN AREA**



## 2. INTRODUCTION AND OVERVIEW

2.1 This Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012. Section 15(2) of Part 5 of the Regulations sets out that a Consultation Statement should set out:

- (a) *details of the persons and bodies who were consulted about the proposed neighbourhood development plan;*
- (b) *explain how they were consulted;*
- (c) *summarise the main issues and concerns raised by the persons consulted;*
- (d) *describe how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.*

2.2 Alongside fulfilling the above, this document provides a narrative on the overall process of producing this neighbourhood development plan, and can be used as aid to those interested in its story.

2.3 The preparation of the submission version of the neighbourhood development plan for the parishes of Henley on Thames and Harpsden, known as the Joint Henley and Harpsden Neighbourhood Plan (JHHNP), has taken over two years and involved numerous stages of public engagement. This document summarises these stages and the resulting outcomes, with more details appended in the reports that were produced at the time. Particular detail is provided on the pre-submission consultation (Regulation 14) and the how the issues and concerns raised have been addressed. The pre-submission consultation was undertaken in 2015, although a previous pre-submission consultation was held in 2014.

2.4 As an overview, the following key stages of consultation were undertaken in the development of the JHHNP, which are explored in more detail in the proceeding chapters and appendices:

- Public opinion days held throughout 2012 and 2013 facilitated by Henley Town Council;
- 'Issues' consultation in September 2013;
- Ongoing working group meetings, particularly in autumn / winter 2013 and spring 2014, with further meetings in autumn 2014.
- 'Vision, Objectives and Options' consultation from December 2013 / January 2014;
- Session with Gillotts School in November 2013;
- Survey of students at Henley College in February 2014;
- First Pre-Submission Regulation 14 consultation from May 2014;
- Focus group in November 2014;
- Second Pre-Submission Regulation 14 consultation from February 2015;

2.5 Working groups were formed early in the process, comprising self selecting residents identified in September 2013. These were been responsible for developing the JHHNP vision(s), objectives and policies, including site selection for residential and other allocations. Each group met at facilitated workshop sessions, as well as all being invited to presentations by site promoters through the process. Working groups were formed to cover the following topics:

- Housing
- Traffic and transport
- Social infrastructure
- Environment, sustainability and design quality
- Retail, town centre and economy

- Overview
- 2.6 The preparation of the JHHNP was overseen by a Governance Committee comprised of Town and Parish Councillors, being:
- Councillor D Hinke (Chair) (Henley TC)
  - Councillor M Akehurst (Henley TC)
  - Councillor W Hamilton (Henley TC)
  - Councillor D Nimmo-Smith (Henley TC)
  - Councillor S Gawrysiak (Henley TC)
  - Councillor K George (Harpden PC)
  - Councillor M Plews (Harpden PC)
- 2.7 The committee met regularly throughout the Neighbourhood Plan process with the role of overseeing and monitoring the Plan progress against the timetable and agreed method, established with the consultant team. Minutes of these meetings can be found <http://www.jhhnp.co.uk/evidence-base/> alongside other relevant neighbourhood plan information. The Governance Committee were supported by Henley on Thames Town Council officers, namely Mike Kennedy (Town Clerk) and Paula Price Davies (Event Co-ordinator / Committee Administrator).
- 2.8 Nexus Planning, town planning consultants, with Kevin Murray Associates, were appointed to Henley on Thames Town Council in May 2013, to assist in the production of the JHHNP. Nexus Planning facilitated working group meetings and attended many of the consultation events, collating feedback and producing documentation.
- 2.9 The remainder of this report comprises the following chapters:
- Chapter 3: Public Opinion Days
  - Chapter 4: Issues Consultation
  - Chapter 5: Vision, Objectives and Options Consultation
  - Chapter 6: Working Groups And Site Allocations / Policy Development
  - Chapter 7: Regulation 14 Consultation (2014)
  - Chapter 8: Regulation 14 Consultation (2015): Description of who was consulted and how the consultation was undertaken
  - Chapter 9: Regulation 14 Consultation (2015): Summary of the main issues and concerns raised by the persons consulted
  - Chapter 10: Regulation 14 Consultation (2015): How the issues and concerns have been considered and, where relevant, addressed in the JHHNP

### **3. PUBLIC OPINION DAYS: 2012 - 2013**

- 3.1 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. The purpose of the PODs was to establish initial views from the public on housing sites and other issues in Henley. The following summarises feedback:
- 9th June 2012: 150 replies and 300 comments. Strong opposition to housing development at Lucy's Farm or Gillotts. Various comments relating to transport, parking and infrastructure. Various additional sites suggested.
  - 1st Sept 2012: 77 replies. Comments on traffic, parking, infrastructure and individual sites. Site preferences were not surveyed. Various additional sites were suggested.
  - 16th June 2013: Comments on traffic, infrastructure and individual sites. Site preferences were not surveyed. Various additional sites were suggested.
- 3.2 These early comments were useful in the preparation of the baseline report and in guiding material for the early consultations.
- 3.3 The summary of the comments received on the public opinion days can be found appended (appendix C).

#### **4. ISSUES CONSULTATION: SEPTEMBER 2013**

##### **Details of who was consulted and how they were consulted**

- 4.1 This was the first public consultation event for the Joint Henley and Harpsden Neighbourhood Plan following the area's designation. The aim of the consultation was to identify the issues that residents of Henley on Thames and Harpsden would like to be taken into consideration in the Neighbourhood Plan, alongside the key challenge for the Plan established in the Core Strategy, to identify land for at least 400 homes at Henley and Harpsden.
- 4.2 Events took place on the following days which were facilitated by Henley Town Council and consultants, Nexus Planning:
- Saturday 7th September, 10 a.m. - 4 p.m. Henley Market Place
  - Saturday 14th September, 9 a.m. - 4 p.m. The Henley Show, Greenlands Farm
  - Henley Town Hall, 19th, 20th, 21<sup>st</sup> September.
- 4.3 The aim of this initial consultation was to consult with as many local residents as possible and the events were advertised in the following ways:
- A postcard drop via Royal Mail to all households in the Neighbourhood Plan area during the last week of August, promoting the events on September 7th and 14<sup>th</sup>;
  - A double page spread in the Henley Standard promoting the events on the 19th, 20th and 21st, including a copy of the questionnaire;
  - Notices around the town square;
  - Updates on Twitter, Facebook and the JHHNP website; and
  - Issues questionnaire forms available at all events and also available to download from the website. Responses could be dropped off or posted to the Town Hall or emailed in.
- 4.4 Exhibition boards were displayed explaining the purpose of the Neighbourhood Plan as well as identifying possible topics that the Neighbourhood Plan could consider. There was reference to a baseline report, prepared by Nexus Planning in August 2013, which was available on the JHHNP website. The next steps were set out on the boards to inform residents as to how the Neighbourhood Plan would progress and what the following stages of consultation were expected to comprise.
- 4.5 By the consultation close date on 4<sup>th</sup> October 2013, 82 completed feedback forms had been received. The form questioned residents on a series of topics including, the town centre, traffic, community facilities, economy, character, local environment and housing requirements. Respondents were able to identify how important the issues were to them as well as make further comments.

##### **Main issues and concerns raised**

- 4.6 Appendix D provides a detailed report on the responses to the consultation. The top priorities in considering issues for the Neighbourhood Plan, in order of priority, were identified as:
- Finding appropriate sites for development.
  - Protecting the local environment and landscape.
  - Reducing traffic congestion and improving access for pedestrians, cyclists and public transport.

- Maintaining the distinctive character of Henley and Harpsden.
  - Providing appropriate community facilities.
  - Maintaining and enhancing local employment opportunities.
  - Improvement to the town centre.
- 4.7 With regards to site selection priorities over half of all respondents indicated the following factors to be important in considering the suitability of sites for development, in order of priority:
- Making use of brownfield sites where possible.
  - Minimising the impacts on the surrounding countryside and landscape.
  - The provision of affordable housing.
  - Ensuring sites are well served by public transport.
  - Contributions to improved community facilities and infrastructure.
  - Sites should be small in size and well distributed.
- 4.8 Initial views on prioritisation of community infrastructure projects were also recorded.
- 4.9 This consultation also enabled residents to volunteer to join working groups – more detail is provided in chapter 6.

#### **How the issues and concerns have been considered**

- 4.10 The issues and concerns were collated in a detailed report of the consultation event. These were then used by the working groups, alongside the consultant team, to develop an overall Vision and set of 'Core Objectives' for the JHHNP, as well as helping to influence the site distribution strategy and infrastructure priority.

## **5. VISION, OBJECTIVES AND OPTIONS CONSULTATION: DECEMBER 2013 – JANUARY 2014**

### **Details of who was consulted and how they were consulted**

- 5.1 The consultation period for the Vision, Objectives and Options for the Neighbourhood Plan ran from 13<sup>th</sup> December 2013 until 13<sup>th</sup> January 2014. The contents for the consultation had been developed following Working Group workshops in October and November.
- 5.2 The purpose of the Vision, Objectives and Options consultation was to seek residents views on the following issues:
- An overall vision and thematic visions
  - Thematic objectives
  - Potential housing sites
  - Housing site selection criteria
- 5.3 Draft visions, objectives and site selection criteria had been established by the working groups in the autumn 2013, in preparation for public consultation. All landowners/site promoters were invited to submit information to the working groups during this period and make presentations, the majority of which did so.
- 5.4 A questionnaire was the primary information collecting medium, which asked a number of questions on the issues raised. It also directed residents to a more detailed report which was available on the website, which set out further information that the public were being asked about, including the results of the September consultation and information on potential sites development sites (see JHHNP website for report). Information on the sites was taken from the District Council SHLAA, further SHLAA research on additional sites undertaken by Nexus Planning, and information provided by Oxfordshire County Council (all appendices to the report).
- 5.5 The consultation was advertised in a similar way to the previous consultation, but it was felt that the postcard drop had been unsuccessful. Residents were also given the opportunity to fill the feedback form online via a Survey Monkey online questionnaire. The consultation was promoted through:
- Advertisement in the Henley Standard promoting the events and a listing on the Henley Herald website.
  - Notices around the town square.
  - Updates on Twitter, Facebook and website [www.jhhnp.co.uk](http://www.jhhnp.co.uk).
  - Issues forms were available at all events, available to download from the website and an online questionnaire available for completion at [www.surveymonkey.com/s/jhhnp](http://www.surveymonkey.com/s/jhhnp). Responses could be posted or dropped off at the Town Hall or emailed in.
- 5.6 Events took place on the following days which were facilitated by Henley Town Council and consultants, Nexus Planning:
- Henley Town Hall, on Friday 13th December, 12pm – 8pm; and
  - Saturday 14th December, 10am – 5pm.

- 5.7 During the course of the weekend approximately 450 people attended the exhibition, many completing questionnaires.
- 5.8 Exhibition boards were displayed setting out the vision and objectives for Henley and Harpsden covering:
- Overall vision
  - Housing
  - Traffic and transport
  - Retail, town centre and economy
  - Social infrastructure
  - Design quality, environment and sustainability
  - Site selection criteria
- 5.9 The exhibition boards went on to provide summary information regarding the 17 potential housing sites that had been identified in Henley and Harpsden. The sites had been identified through the District Council's SHLAA as well as additionally put forward by landowners. The boards also directed attendees to more detailed information available in a report on the JHHNP website.
- 5.10 Alongside the boards prepared by the JHHNP team, all known developers and landowners were invited to set out their own site information on allocated spaces of up to 2xA1 boards, to provide more information to the public.
- 5.11 By the end of the consultation period, 495 questionnaires had been received. 76 of these were from outside of the Plan boundary area. The results were considered both with and without the responses from those outside the boundary area. The difference between the results can be found appended to the consultation report produced for this consultation.

**Main issues and concerns raised: Summary of consultation responses**

- 5.12 Appendix F provides a detailed analysis of the questionnaire results. In terms of the main vision a total of 443 responses were received in terms of stating their support, with 85% of people agreeing with the proposed vision. Amongst the comments received, respondents raised concerns that the level of infrastructure required to make the 'vision a reality' needs to be expanded/improved. It was also felt to be important that the character of Henley and Harpsden must be retained.
- 5.13 The themes, visions and objectives that had been established for the Neighbourhood Plan, under the categories of housing; traffic and transport; retail, town centre and economy; social infrastructure; and environment, sustainability and design quality; attracted strong support ranging from 79% (housing) to 88% (environment, sustainability and design quality).
- 5.14 Comments were received regarding each of the above mentioned themes, a breakdown of these can be found in the consultation report appended (Appendix E).
- 5.15 Respondents were asked if they agreed with the 9 site selection criteria proposed to be used to assess the potential development sites, as put forward by the Housing Working Group, being:
- Proximity and accessibility to facilities and services;
  - Brownfield prioritised over greenfield;

- Vehicular traffic impact and related air quality;
  - Integration with the built up area of Henley;
  - Potential benefit to the town;
  - Impact on the landscape including views and AONB;
  - Impact on archaeology and heritage;
  - Impact on ecology and wildlife; and
  - Flood risk
- 5.16 The criteria to be used were supported by respondents (at least 70% support for each). Comments were received regarding each criterion, a breakdown of these can be found in the consultation report.
- 5.17 The results of the consultation on the housing sites demonstrated preferences for individual housing development options, with the top performing sites being brownfield. Of the 17 potential sites put forward the initial views regarding the suitability of the sites was broken down as follows:
- Site U: Wilkins, Deanfield (87%)
  - Site H: Mill Lane, Reading Road (86%)
  - Site F: Chiltern's End (84%)
  - Site E: Stuart Turner / Empstead Works (82%)
  - Site M: Highlands Farm (81%)
  - Site V: TA/RAR Centre, Friday Street (80%)
  - Site J: 357 Reading Road (79%)
  - Site P: Wyevale Garden Centre (78%)
  - Site K: Parkside (70%)
  - Site A: Fairmile (55%)
  - Site N: Thames Farm (55%)
  - Site Q: Mount Ida (55%)
  - Site R: Waterman's Spinney (54%)
  - Site L: Sheephouse Farm (50%)
  - Site B: Treetops (35%)
  - Site C: Gillotts School Playing Field (34%)
  - Site G: Lucy's Farm (26%)
- 5.18 The consultation results helped the Housing Working Group decide sites, but were not the only factor considered.

#### **Other consultation undertaken at this stage**

- 5.19 Gillotts School consultation: In November 2013, a session was held with pupils at Gillotts School to talk about Henley 'today' and 'in the future'. A report on the session can be found in Appendix F, the main findings included:
- Henley today - Positive: Events, education, market, coffee shops, sports facilities and clubs.
  - Henley today - Negative: Too many coffee shops and hairdressers, not enough for teenagers to do, have to travel to Reading for clothes and shopping. (Henley expensive), traffic and congestion problems, potential for improved restaurants, limited bus services, poor phone signal and the main road is a car park
  - Future Henley: Modernised and new shopping centre, tourism including more night life and a wider range of shops, widen footpaths, mobility currently impaired, ring road, footbridge / new bridge, more trains, keep countryside, protect school fields / meadows, retirement

village, more jobs in town, affordable housing, childcare and increase profile of Henley in other towns / countries

5.20 Henley College consultation: In January / February 2014, over 500 Henley College students completed a questionnaire to feed into the JHHNP. A report on the results can be found in Appendix G. Key findings included:

- 23% of students travel less than 20 minutes to college, and a further 65% travel up to one hour.
- In terms of travel, 1% cycle, 10% walk, 18% train, 21% drive, 28% coach and 21% bus.
- Delays are experienced by 62% of students and 30% consider traffic a problem. Key suggested solutions include car sharing, tackling congestion, improving cycle and pedestrian routes and improving bus and train services.
- 85% of students visit the town centre at least a few times a week, the vast majority to buy lunch or coffee, with none reporting retailing activities
- Students believe that new homes in Henley should be 50% smaller houses (2/3 bed) with the remainder split between smaller apartments and larger family homes.
- A number of College staff also completed a questionnaire. Key findings include that 70% drive and 20% walk. Around one third live in Henley, Over 70% visit the town centre at least a few times a week with almost half of these trips including shopping.

5.21 Business: A business breakfast workshop was held in January 2014 which was organised with assistance from the district council's economic development team. This set out a number of key issues, opportunities and solutions for the JHHNP area. A number of these were not planning related however issues were raised relating to high rates/costs, congestion, parking, threats from online retailing and lack business space; alongside the potential for a retail / business / creative hub, pop up shops and improved town centre signage, including for parking. A report on the session can be found in Appendix H.

#### **How the issues and concerns have been considered**

5.22 The results of the schools, college, business and wider public consultation were considered by the working groups as part of the refinement of the vision and objectives, and to aid in the development of the policies and site allocations in the JHHNP.

## 6. WORKING GROUPS AND SITE ALLOCATIONS / POLICY DEVELOPMENT

- 6.1 During the course of the September 2013 'Issues' consultation period, the residents of Henley and Harpsden were invited to register their interest in forming the working groups that went to meet throughout the neighbourhood planning process. The working groups have been the key decision making vehicle for the plan through a series of facilitated structured workshops with information emailed out in advance and presented at the sessions.
- 6.2 The structure of each session varied but typically involved a presentation by the consultant team with follow up discussion and feedback from the groups. Formal minutes were not taken at the workshops although table discussions often involved recording individual opinions at tables and reporting back to the group to enable overall decisions on progress. Terms of Reference were established and circulated and are available on the JHHNP website.
- 6.3 The first working group sessions took place at the beginning of October 2013 after more than 60 members of the community volunteered to join the groups. The following workshops took place:
- Traffic: 1st October
  - Environment: 2nd October
  - Social Infrastructure: 2nd October
  - Housing: 2nd October
  - Overview: 2nd October
  - Retail, Town Centre, Economy: 3rd October
- 6.4 At this stage, the groups reviewed the remit of the Neighbourhood Plan and began to explore the key issues affecting Henley and Harpsden and the potential objectives of the Neighbourhood Plan.
- 6.5 Further working group sessions were held in November 2013:
- Transport – 4th November.
  - Environment, Sustainability and Design Quality – 5th November
  - Housing – 6th November
  - Overview – 7th November
  - Retail – 6th November
  - Social infrastructure - 5th November
- 6.6 At this time the groups developed draft visions and objectives for the Neighbourhood Plan.
- 6.7 A further Housing meeting was held at the end of November to set out the site selection criteria which would be used to inform decisions in the next stage of the Neighbourhood Plan.
- 6.8 To aid an understanding of the potential housing sites, all known site promoters and landowners were invited to send in summary information about their sites by end of October 2013. Thereafter they were invited to present to the working groups on 26<sup>th</sup> and 27<sup>th</sup> November and participate in an open Q&A session. A total of 9 promoters took the opportunity to present, and information on their presentations is available online at [www.jhhnp.co.uk](http://www.jhhnp.co.uk).
- 6.9 Following the 'Vision, Objectives and Options' consultation in December 2013 / January 2014 the working groups reconvened to consider the results, make any changes to the vision(s) and

objectives and to start to develop the policies for the JHHNP. The housing group undertook a specific exercise, which was to rate the potential housing sites using a traffic light (RAG) system against the site assessment criteria that the public had commented on, drawing on the Vision, Objectives and Options report which contained SHLAA and other information, as well as site visits (details are available in the Site Assessment which is a separate document, being part of the JHHNP evidence base). Meetings at this time were held on:

- Transport – 5<sup>th</sup> February
- Environment, Sustainability and Design Quality – 6<sup>th</sup> February
- Housing – 3<sup>rd</sup> February
- Overview – 6<sup>th</sup> February
- Retail – 6<sup>th</sup> February
- Social infrastructure - 5<sup>th</sup> February

6.10 The discussion on housing site allocations was a key aspect of the JHHNP policy development process. This resulted in a number of further sessions on:

- Housing – February 26<sup>th</sup> and 27<sup>th</sup>
- Housing – 19<sup>th</sup> March
- Housing – 9<sup>th</sup> April
- Overview – 12<sup>th</sup> May

6.11 The meeting on February 26<sup>th</sup> involved a limited number of developer site presentations that were invited back to help clarify site queries. On the 27<sup>th</sup> February, sub groups within the Housing Working Group reported back on individual sites that they had undertaken further investigation on. The 9<sup>th</sup> April was the meeting that confirmed the housing allocations.

6.12 The additional housing meetings were held to establish and agree residential site allocations, taking into consideration:

- Evidence provided by the district council, consultants Nexus Planning and the landowners and developers of sites, uploaded to the [www.jhhnp.co.uk](http://www.jhhnp.co.uk) website.
- Site visits and local knowledge.
- Site assessments undertaken by the Housing Working Group, based on the evidence provided.
- Public consultation views on site selection and other priorities.
- Policies of South Oxfordshire Core Strategy and the National Planning Policy Framework (note that the national planning policy guidance website was not launched until March 2014).

## 7. REGULATION 14 CONSULTATION (2014) (SUPERSEDED)

### Description of who was consulted and how the consultation was undertaken

- 7.1 The consultation period on the first pre-submission draft of the JHHNP took place between 16th May and 4th July 2014. This pre-submission consultation was later superseded by a second pre-submission consultation held in 2015, with the results from the 2014 consultation being important in the development of the second pre-submission version.
- 7.2 The purpose of the consultation was to give the opportunity for people who live, work or carry out business in the JHHNP area to make comments on the draft plan and make sure it represented the views of the community. The aim was to produce a final Neighbourhood Development Plan for submission to South Oxfordshire District Council.
- 7.3 Events took place on the following days at Henley Town Hall which were facilitated by Henley Town Council and consultants, Nexus Planning:
- Friday 30th May (12-8pm)
  - Saturday 31st May (10am-4pm)
  - Wednesday 25th June (5-9pm)
  - Thursday 26th June (5-9pm)
- 7.4 The consultation was promoted in the following ways to ensure the community had the opportunity to participate at this critical stage of the Neighbourhood Plan.
- Letters to statutory consultees (See Appendix A)
  - Promotion on the [jhhnp.co.uk](http://jhhnp.co.uk) website
  - Coverage in local media, being the Henley Standard and Henley Herald
  - Article in the Town Council magazine (all households)
  - Drop in sessions at the Town Hall
  - Road show exhibition at local supermarkets
  - Hardcopy and online questionnaires (the latter being available to download from the website or complete online using [www.surveymonkey.com](http://www.surveymonkey.com))
  - Leaflet distributed at the Town Hall and in the town centre
- 7.5 Consultation boards were available at the events to highlight the key policies in the JHHNP.
- 7.6 By 4th July, 566 questionnaires had been received of which 415 of these were received online and 151 received by hardcopy.
- 7.7 A further 13 statutory and 26 non-statutory consultees and organisations also provided comments (including non-questionnaire resident responses).

### Main issues and concerns raised: Summary of responses - questionnaires

- 7.8 A quantitative summary of the questionnaire responses can be found below, these are explored in greater detail in the consultation report which can be found at Appendix I.

### General policies

- Over half (54%) of respondents stated that overall they support the Joint Henley and Harpsden Neighbourhood Plan, the remaining 46% did not agree.
- When asked if respondents support the approach to housing in the plan, 41% of respondents agreed and 46% did not agree.
- When asked if respondents support the approach to traffic and transport in the plan, the response was divided (50%: 50%).
- Over two thirds (70%) of respondents stated that they support the approach to social and community infrastructure in the plan.
- Almost three-quarters (72%) of respondents stated that they support the approach to employment and town centre in the plan.
- Nearly three-quarters (74%) of respondents stated that they support the approach to environment, design quality and sustainability policies in the plan.
- Just over half of respondents (53%) stated that they support the approach to site specific policies in the plan.

#### Site specific policies

- Respondents were divided over the policy for Highlands Farm (Site M) (50%: 50%).
- Mill Lane former Jet garage (Site H) received 84% support.
- Empstead Works / Stuart Turner (Site E) received 55% support.
- Chiltern's End (Site F) received 87% support.
- 357 Reading Road (Site J) received 80% support.
- Land north of 5 Parkside (Site K) received 71% support.
- Wilkins Removals (Site U) received 90% support.
- The TA centre (Site V) received 77% support.

#### Further comments

- 7.9 Of the general comments received as a result of the consultation the following summarise the main points raised:
- Concern over the high traffic levels that currently exist in Henley.
  - That the Fair Mile site should receive an allocation for housing.
  - Both concern and support for Gillott's playing field allocation for development.
  - Consideration for a wider spatial distribution of sites.
- 7.10 Of the comments received regarding housing policies, the following summarise the main points raised:
- The 'Brownfield first' approach to the housing allocation was supported.
  - Fair Mile should have received an allocation of housing.
  - The housing allocation at Gillotts School should remain as playing fields.
  - The distribution of sites could have been spread further throughout the JHHNP area.
- 7.11 Of the comments received regarding transport policies the following summarise the main points raised:
- The Neighbourhood Plan has not addressed the main issue of traffic and congestion in Henley and has not provided enough detailed solutions to resolve this.
  - The roads in Henley are unable to cope with more traffic which was expressed by 36 respondents.
  - HGVs should be prevented in the town centre.
  - The potential traffic issues resulting from the proposed developments and in particular at Highlands Farm.

7.12 Of the comments received regarding site specific policies the following summarise the main points raised:

- In regards to Gillotts School playing fields, comments against the use of the site generally indicated that the school will need the sports facilities in the future.
- Other respondents supported the use of the site sympathising with the school's requirement for funding.
- In terms of the Fair Mile site, comments stated that the site should be re-considered to help distribute the housing throughout the town. Respondents suggest this would help alleviate the congestion on roads surrounding Highlands Farm such as Greys Road and Gillotts Lane.

**Main issues and concerns raised: Summary of responses – statutory and non-statutory consultees**

7.13 South Oxfordshire District Council made a number of comments on the pre-submission plan, some of which related to conflict between the District Council's Core Strategy policies and the JHHNP policies, being:

- The need to allocate 450 homes, rather than 400, to meet the supporting text under policy CSHEN1 and to compensate for the allocation of 50 homes at Gillotts School, known to have deliverability issues; and
- Concerns over the allocation of site K, Parkside, due to ecology issues.

7.14 Promotion of a considerably amount of land for development was received from Henley College, including the two sites of Deanfield and Rotherfield and the Rotherfield playing fields.

7.15 A number of further statutory and non-statutory responses were received and considered.

**How the issues and concerns have been considered and addressed**

7.16 A number of key matters needed to be addressed following the 2014 pre-submission consultation:

- The potential inclusion of Henley College land for development.
- Whether a revised distribution of sites should be considered.
- Which sites should be included to meet the South Oxfordshire District Council requirements.
- How traffic concerns could be addressed.

7.17 A number of further working group sessions were held in autumn 2014 to consider the issues:

- All working groups: 8<sup>th</sup> October, reporting on consultation feedback and presentations from additional site promoters being put forward, including Henley College
- Housing Working Group: 22<sup>nd</sup> October, to discuss revisions to allocations
- Resident focus group: 29<sup>th</sup> November (see below) to assist in decision making
- Housing Working Group: 4<sup>th</sup> December, to confirm allocations
- Overview Working Group: 15<sup>th</sup> January 2015

- 7.18 To assist the Housing Working Group in decision making on alterations to the 2014 draft Plan, and get views from wider Henley residents, a focus group was held in November 2014 with members of public who were selected from questionnaire respondents to the pre-submission plan consultation (the details of the focus group can be found in Appendix J).
- 7.19 Following their submission, Henley College was given several months to demonstrate how its land, which was estimated to have capacity for some 200 homes, might contribute to the JHHNP. Ultimately the proposals were not deemed to be deliverable and the sites were rejected, particular in terms of how the College would function if relocated to a single site and how it could resolve the traffic issues associated with its new proposed site and the development of existing sites for residential uses.
- 7.20 Two new sites were promoted by landowners shortly after the completion of the 2014 pre-submission consultation (118 Greys Road and Henley Youth Club) which were considered by the working groups and later included in the JHHNP.
- 7.21 As a result of the ambiguity regarding the proposed allocation figure for Highlands Farm, and to ameliorate resident concerns about the distribution of development, particularly the impact of traffic, the housing allocations were changed, with a reduction in houses at Highlands Farm (from 190 to 140) and an allocation for development at Land off the Fair Mile (40 units).
- 7.22 Further to extensive concerns regarding the impact on traffic and congestion for Henley as a result of the 450 homes, a commitment to produce a Transport Strategy was made in the JHHNP, to be led, funded and managed by Henley Town Council in partnership with Oxfordshire County Council.
- 7.23 South Oxfordshire District Council made it clear that due to concerns about the deliverability of the 50 units on part of Gillotts School playing fields, reserve site(s) would be needed, to ensure the achievement of 450 homes being delivered. Reserves for the school were then identified as a further 30 units at Highlands Farm and 20 units at the Fair Mile.
- 7.24 The District Council also raised concerns over Site K: Parkside and this allocation was removed from the JHHNP.

## 8. REGULATION 14 CONSULTATION (2015):

### Description of who was consulted and how the consultation was undertaken

*(a) details of the persons and bodies who were consulted about the proposed neighbourhood development plan;*

*(b) explain how they were consulted;*

8.1 Statutory consultation took place on the pre-submission version of the JHHNP between 6<sup>th</sup> February and 20<sup>th</sup> March 2015. This final consultation before submission to South Oxfordshire District Council was important in refining the JHHNP. This chapter and those that follow provide detail on the consultation, responses, issues raised and how they have been addressed.

8.2 The consultation was promoted through:

- Letters to statutory consultees
- Promotion on the [jhhnp.co.uk](http://jhhnp.co.uk) website
- Coverage in local media, being the Henley Standard and Henley Herald
- A leaflet inserted and distributed with the Town Council magazine (received by all households in Henley)
- Drop in sessions at the Town Hall
- Road show exhibition at local supermarkets
- Hardcopy and online questionnaires (available to download from the JHHNP website and to be completed using an online form via surveymonkey website)
- All landowners and developers were emailed to notify them of the consultation
- All those residents who responded to the previous 2014 pre-submission consultation were contacted and notified of this 2015 pre-submission consultation

8.3 Events were held on the following dates:

- Saturday 14<sup>th</sup> February, Henley Town Hall - Exhibition/Drop-in Session, 10am till 4pm
- Saturday 21<sup>st</sup> February, Harpsden Village Hall – Exhibition/Drop-in Session, 12.30 – 2.30pm
- Saturday 28<sup>th</sup> February, Henley House & Garden Show – Roadshow, Henley Town Hall, 10am to 6pm
- Sunday 1<sup>st</sup> March, Henley House & Garden Show – Roadshow, Henley Town Hall, 11am to 4pm
- Saturday 7<sup>th</sup> March, Waitrose (Henley) – Roadshow, 10am to 2pm
- Sunday 8<sup>th</sup> March, Tesco (Henley) - Roadshow, 10am to 2pm
- Friday 13<sup>th</sup> March, Henley Town Hall - Exhibition/Drop-in Session, 12 till 8pm
- Saturday 14<sup>th</sup> March, Henley Town Hall - Exhibition/Drop-in Session, 10am till 4pm

8.4 Consultation boards were available at the events to highlight the key policies in the JHHNP and any changes from the 2014 draft, as well as copies of the JHHNP, summary leaflet and feedback questionnaire.

## 9. REGULATION 14 CONSULTATION 2015

### Summary of the main issues and concerns raised by the persons consulted

(c) *summarise the main issues and concerns raised by the persons consulted;*

- 9.1 By the close of the consultation on 20<sup>th</sup> March 2015, 696 questionnaires had been received of which 456 of these were received online and 240 received by hardcopy (a further 15 questionnaires were found to be duplicates or erroneous). Furthermore, 15 statutory consultee submissions were received and 11 non-statutory submissions. All submission can be found on the JHHNP website.
- 9.2 A detailed analysis of the results of the questionnaire responses is appended to this report (Appendix K part i), as are schedules containing the responses of both statutory consultees and summaries of non-statutory consultees, alongside commentary as to how their suggestions have been incorporated into the JHHNP or otherwise considered (Appendix K parts ii, iii and iv). Many of the statutory consultee submissions have resulted in minor changes to the JHHNP as reported in the appendices.
- 9.3 The headline results from the consultation questionnaires were as follows<sup>1</sup>:
- 73% of responses (496) endorsed the Plan, including 40% (272) who added a comment under 'yes subject to...'
  - In terms of those who supported the Plan with a 'subject to...' reservation, the most frequently mentioned concern related to development of Gillott's School Playing Field (64 comments), followed by the development of the Fair Mile site (37 comments)
  - 57% of responses (336) supported the overall housing allocation policy (H1)
  - 76% of responses (379) supported the overall transport policy (T1)
- 9.4 In terms of comments on individual residential sites:
- Highlands Farm: 76% of responses (422) supported the allocation (Site M1, Policy SP1).
  - Highlands Farm reserve: 72% (391) supported the allocation (Site M2, Policy SP12).
  - Mill Lane: 77% of responses (427) supported the allocation (Site H, Policy SP2).
  - Empstead Works / Stuart Turner: 79% of responses (432) supported the allocation (Site E, Policy SP3).
  - Chiltern's End: 83% of responses (453) supported the allocation (Site F, Policy SP4).
  - 357 Reading Road: 79% of responses (433) supported the allocation (Site J, Policy SP5).
  - Wilkins Removal: 86% of responses (465) supported the allocation (Site X, Policy SP6).
  - TA Centre: 82% of responses (446) supported the allocation (Site V, Policy SP7).
  - Fair Mile: 53% of responses (398) supported the allocation (Site A, Policy SP8).
  - Fair Mile reserve: 50% of responses (280) supported the allocation (Site A1, Policy SP13).
  - Youth Club: 77% of responses (416) supported the allocation (Site X, Policy SP9).
  - 118 Grey's Road 77% of responses (418) supported the allocation (Site Z, Policy SP10).
  - Gillott's School 40% of responses (225) supported the allocation (Site C, Policy SP11). 53% of responses did not support the allocation (301)
- 9.5 Set out below is a summary of the *main issues* and concerns raised by the persons consulted. The determination of what is considered a *main issue* was made by Nexus Planning and

<sup>1</sup> These results cover all submitted questionnaires. A second analysis, available under Appendix K part i, also reports on results when those respondents from outside the JHHNP area are removed from the quota. This was undertaken being mindful that around 100 of the respondents were outside of the area and did not necessarily confirm to the 'live, work or study' criteria set out for the Regulation 14 Consultation. They would also not be eligible to vote in the JHHNP referendum. Excluding these additional responses marginally increased support for some sites, notably the Fair Mile.

agreed by the Cllrs of the Governance Committee, taking into consideration the questionnaires, statutory and non statutory submissions. It was known that strong campaigning for and against some individual sites had taken place during the consultation.

9.6 Following the completion of the analysis of the questionnaires and review of other submission made, three meetings were held by Cllrs of the Governance Committee:

- To discuss the consultation results with Nexus Planning on 8<sup>th</sup> April 2015.
- To discuss the consultation results and main issues arising with South Oxfordshire District Council on 10<sup>th</sup> April 2015.
- To discuss the response to the main issues arising and any changes to be made to the Pre-Submission JHHNP on 1<sup>st</sup> May 2015.

9.7 The summary of main issues below includes some context being the questionnaire results and associated comments, as well as any statutory or non statutory submissions made in relation to the issue. The following chapter sets out how these have been addressed in the JHHNP submission version.

9.8 **Issue 1: Gillotts School playing field residential allocation (Site C, Policy SP11 also Policy SC12)**

Questionnaire responses:

- Of 265 respondents who said they support the Plan 'subject to...XXX', 64 of these respondents said that they would support the plan with the school site removal (this was the most frequent comment of the 265 received under this category).
- Under the Policy H1 comments (covering all housing allocations), 25 respondents referenced the school site removal as reason for stating 'do not support the housing policy'.
- Whilst 40% (225) of respondents supported the site specific policy for residential allocation at the playing fields, 53% were against (304 responses) with a further 8% 'don't know'.

Submissions:

9.9 Sport England's submission re-iterated the NPPF requirements for release of playing pitches for development, and indicated that since these requirements have not been met, the land should not be included for development.

9.10 South Oxfordshire District Council's submission raised concerns about trees and Tree Preservation Orders in the development site are, including those at the potential access point for the site.

9.11 **Issue 2: Fair Mile residential allocation (Site A, Policy SP8 / Site A1, Policy SP12)**

Questionnaire responses:

- Of 265 respondents who said they 'support the Plan subject to...XXX' there were 37 respondents who said that they would support the JHHNP if the Fair Mile site allocation was removed.
- Under the Policy H1 comments (covering all housing allocations), 31 respondents referenced the Fair Mile site removal in the 'do not support the housing policies' response.
- 53% (398) respondents supported the site specific policy (43% against or 243 responses, 4% don't know).

- 50% (280) respondents supported the site specific RESERVE policy (43% against or 243 responses, 7% don't know).

Submissions:

9.12 The submission from English Heritage noted that *"The requirement of highway works to provide access to the site for development would result in an impact on these positive features of the area, which is likely to result in harm to the conservation area"*.

9.13 Submission information from consultants 'Framptons' (on behalf of Mr Parsons, a local resident) suggests conflict with the Local Plan Policies and the Listed Buildings Act. A number of other developer submissions, notably for sites not receiving a residential allocation, also referred to this issue.

9.14 SODC ask for clear evidence that that the number of units allocated, being 40, is deliverable and how it responds to adjacent urban area density.

**9.15 Issue 3: Highlands Farm residential allocation (Site M, Policy SP1 / Site M1, Policy SP12)**

Questionnaire responses:

- 76% (424) respondents supported the site specific policy (17% against, 7% don't know).
- The issue of increased Greys Road traffic was the most frequent comment relating to this site allocation.

Submissions:

9.16 Oxfordshire County Council raised concerns over the archaeological potential of the site. Further concerns were raised by the County relating to the feasibility of public bus access to the site, in terms of funding and longevity of funding. The County officer also noted that current 1hr Henley bus loop is publicly funded, is under pressure and it is not obvious how an additional destination can realistically be included.

9.17 South Oxfordshire District Council's submission suggested a land use plan for the site is included in the JHHNP; alongside seeking a reference to older people's housing in the site and requiring non residential elements to be delivered before housing.

9.18 The site agent's (Savills, on behalf of Crest Nicholson, submitted via questionnaire) representations noted that:

- The site has a greater capacity than the 140+30 dwellings allocated and is brownfield.
- That a reduced allocation results in less monies being available towards investment, notably in sustainable transport solutions.
- That the division of the site into allocation + reserve causes difficulties in the delivery of the site, notably in relation to demolition, remediation and drainage.

**9.19 Issue 4: Transport Strategy (Policy T1)**

Submissions:

9.20 Oxfordshire County Council raised a general point that there remains a serious issue of on-going revenue funding of the supported public transport network in Henley. The County Council's revenue support funding for this purpose is being steadily reduced.

9.21 Concerns about transport and traffic management have been a main theme of consultation throughout the process.

9.22 **Issue 5: Station site employment / hotel allocation (Site W, Policy E3):**

Questionnaire responses:

- 75% of respondents supported the site allocation.

Submissions:

9.23 Submissions from both the Environment Agency and South Oxfordshire District Council highlight that no sequential test has been produced for this site which, according to the Environment Agency flood maps, is in flood zone 2/3. The Environment Agency therefore does not support the site's inclusion without a sequential test.

9.24 **Issue 6: 357 Reading Road residential allocation (Site J, Policy SP5):**

Questionnaire responses:

- 80% of respondents supported the site allocation.

Submissions:

9.25 A detailed submission from town planning consultants Nathaniel Lichfield and Partners alongside the agent 'db symmetry' on behalf of Mark and Spencer's, set out that the JHHNP does not fulfil the South Oxfordshire District Council Core Strategy retail requirement under policy CSHEN1, and goes on to argue that to meet this shortfall, additional retail be allocated at 357 Reading Road. Supporting information including a telephone survey and retail capacity assessment is included. The submission also challenges the deliverability of the Stuart Turner / Empstead Works site (Site E, the main retail allocation) including letters from the Site E landowner that state the site is not for sale.

9.26 **Further matters arising**

9.27 **Issue 7: Site densities:** South Oxfordshire District Council made a number of comments which have resulted in minor amendments to the JHHNP (see appendices for full schedule). One in particular referenced that densities on some sites falls below their Core Strategy minimum of 25 dwellings per hectare (Policy CSH2).

9.28 **Issue 8: Quantum /density at Site X (Policy SP9) / Site Z (Policy SP10):** The agent argued for increased residential numbers to be allocated.

9.29 **Issue 9: Additional sites:** A number of additional sites argued for inclusion in the JHHNP on various grounds both for their sites, against allocated sites or challenging various process and conformity matters of the JHHNP.

9.30 **Issue 10: Henley in Transition (HiT):** This local organisation put together a very extensive and comprehensive commentary and set of suggested changes for the JHHNP.

## 10. REGULATION 14 CONSULTATION 2015

### How the issues and concerns have been considered and, where relevant, addressed in the JHHNP

(d) *describe how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.*

10.1 Following the close of the pre-submission consultation and completion of the analysis of the questionnaires and review of other submission made, three meetings were held by Cllrs of the Governance Committee:

- To discuss the consultation results and main issues arising with Nexus Planning on 8<sup>th</sup> April 2015.
- To discuss the consultation results and main issues arising with South Oxfordshire District Council on 10<sup>th</sup> April 2015.
- To discuss the response to the main issues arising and any changes to be made to the Pre-Submission JHHNP on 1<sup>st</sup> May 2015.

10.2 The below sets out how the main issues as set out in the previous section have been addressed:

#### 10.3 **Issue 1: Gillotts School playing field residential allocation (Site C, Policy SP11 also Policy SC12)**

10.4 Whilst acknowledging marginal public opinion against the inclusion of the site, and issues with deliverability, it has been resolved to **retain** the allocation in the JHHNP. A key reason is to provide support for Gillotts School in meeting its accommodation needs, as identified in the Core Strategy Policy CSHEN1, which can be enabled by the development of the land.

10.5 The policy has been amended to clearly stipulate the NPPF / Sport England requirements, both the policy referencing the school renewal (SC12) and housing site (SP11). A strong emphasis has been put on the need to deliver high quality replacement play facilities, which will be available to the community as a whole, as well as using the development to create exceptional learning facilities at the school.

10.6 The site has reserve sites in case it fails to be delivered by 2020. Issues raised by Sport England will have to be overcome to achieve planning permission, notably meeting NPPF requirements. Gillotts School or a development partner will have to provide evidence to show how the loss of pitches will be mitigated to meet the NPPF requirements.

10.7 Furthermore, the allocation of the site supports the strategy of 'spreading development' around the town, to reduce pressure on any one part. This site is considered significantly more favourable than the adjacent site (Site G, Drawback Hill/Lucy's Farm) which has no extraordinary benefits.

#### 10.8 **Issue 2: Fair Mile residential allocation (Site A, Policy SP8 / Site A1, Policy SP12)**

10.9 Whilst acknowledging concerns about the development of this site within the Conservation Area, it has been resolved to **retain** the allocation in the JHHNP. The site supports the strategy of 'spreading development' around the town, to reduce pressure on any one part, in particular

traffic pressure. The loss of this site as an allocation would weaken that strategy with no other sites being available in the north part of the town.

10.10 The policy has been amended to include recommendations by English Heritage, SODC and suggestions by the site agents / consultants to ensure it suitably meets the wider policy requirements. Specific reference to the Conservation Area has been included, as well as setting out why the site has a low density allocation. In particular, the site it is not considered to impinge on the planning authority's responsibility to have special regard for the desirability of preserving or enhancing the Conservation Area at the planning application determination stage, as set out in the Listed Buildings Act. A QC opinion (obtained by the site's agent) has been provided to this effect.

**10.11 Issue 3: Highlands Farm residential allocation (Site M, Policy SP1 / Site M1, Policy SP12)**

10.12 In particular, Oxfordshire County Council has raised some concerns over the site's allocation, however it has been resolved to **retain** the allocation in the JHHNP. The site has been continually supported as an allocation and its removal would create a significant deficit in the Plan's housing provision.

10.13 It is acknowledged that there is a trade off between scale of development and investment, particularly in S106 / transport investment. Greater development quantum will result in more vehicle trips but also investment in the network and public transport. It is acknowledged that it is unlikely that the development will fund public transport access in the medium term, however all public funds are under pressure and it will be both for the forthcoming Henley Transport Strategy, as well as the final application, to resolve the most appropriate transport mitigation and solution.

10.14 The constraints presented by this site are understood but are not considered insurmountable. A low density allocation provides some scope to dealing with any constraints arising, for example potential archaeological findings, as raised by the county. The housing requirements for the whole JHHNP area and lack of low sensitivity greenfield or brownfield sites mean that a number of sites with constraints are allocated.

10.15 The community has broadly demonstrated a preference to an allocation nearer to 140 than 190 homes (as previously in the 2014 draft).

10.16 The District Council's preference for an element of housing for older persons has not been included due to concerns this may end up becoming a trade off with affordable housing, which is essential. Furthermore the distance from the town centre causes concern that older people in this location may be less mobile and isolated.

10.17 The agent's concern's regarding the ability to comprehensive plan the site with a reserve element are noted, however they are not considered insurmountable in progressing the development.

**10.18 Issue 4: Transport Strategy (Policy T1)**

10.19 Following concerns raised by residents at the 2014 pre-submission consultation, Henley Town Council resolved to fund a Transport Strategy for the town, looking at current and future traffic growth associated with housing development. Oxfordshire County Council did not provide strategic transport advice to the JHHNP through the process due to capacity constraints. It is

intended that the Transport Strategy reviews and identifies sustainable solutions to the traffic issues which future CIL monies can contribute to, potentially including public transport.

**10.20 Issue 5: Station site employment / hotel allocation (Site W, Policy E3):**

10.21 Whilst acknowledging concerns about the allocation of this site within the Flood Zone, it has been resolved to **retain** the allocation in the JHHNP for employment or hotel use.

10.22 The site supports economic development in one of the few available brownfield locations and there appears to be relatively low usage of this space, reflected in the owner's exploration of development potential for hotel.

10.23 The policy re-iterates that a sequential test will be required to support any planning application for the site.

**10.24 Issue 6: 357 Reading Road residential allocation (Site J, Policy SP5):**

10.25 Whilst acknowledging the representations supporting an additional retail allocation at the site, it has been resolved to **retain** the allocation in the JHHNP for residential dwellings with only replacement retail, as oppose to an expansion of the retail area.

10.26 The current policy has strong community support.

10.27 The Stuart Turner / Empstead Works site (Site E, Policy SC3) has a retail / town centre uses allocation which makes up part of the Core Strategy retail requirement. Through community consultation and the working groups, strong views have been put forward that, due to the changes in retailing trends and the need to protect the town centre, further edge of town retail allocations are not supported. An updated retail capacity assessment has not been completed by the district council to further this view. Any future updates to the JHHNP may need to resolve this issue.

**10.28 Further matters arising**

10.29 **Issue 7: Site densities:** Where individual allocations result in a density below the Core Strategy minimum of 25 dwellings per hectare (Policy CSH2), this has been explained specifically in the policy text, referencing either the potential to be harmful to the character of the area or due to the gross, rather than net, nature of the site.

10.30 **Issue 8: Quantum /density at Site X (Policy SP9) / Site Z (Policy SP10):** The site allocations remain unchanged from the p-submission consultation version. The allocations have been made considering the local densities, site characteristics and the desired mix.

10.31 **Issue 9: Additional sites:** A key argument for the inclusion of additional sites has been the recently completed Strategic Housing Market Assessment for the wider area, which indicates that the District Council will be required to meet additional housing need. South Oxfordshire District Council is progressing work on options which will eventually identify the distribution of how additional need will be met. The JHHNP meets the adopted Core Strategy requirements and can be reviewed if further requirements are established for Henley. Reference is made in the JHHNP to the Henley College sites having potential in the medium term to release some additional land for residential development, enabling improvements to the College. Their emerging plans were not considered viable at the JHHNP allocation stage.

10.32 **Issue 10: Henley in Transition (HiT):** Henley in Transition's many detailed narrative and suggestions have been welcomed by the JHHNP team. Some of their comments have been included in the submission version. A number of their suggestions, whilst potentially desirable, would not have altered the substance of the JHHNP and the resources involved in completing their suggestions were not available. Many comments referred to gathering additional baseline data, which could be included in a future update of the baseline report.

**APPENDIX A: STATUTORY CONSULTEES**

<b>Company / Organisation</b>	<b>Name</b>	<b>Surname</b>	<b>Email Address</b>
Henley Library		Unknown	<a href="mailto:henley.library@oxfordshire.gov.uk">henley.library@oxfordshire.gov.uk</a>
Environment Agency	Jack	Moeran	planning-wallingford@environment-agency.gov.uk
Wokingham Borough Council		WokinghamBC	Graham.ritchie@wokingham.gov.uk
Cherwell District Council		Unknown	Planning.Policy@cherwell-dc.gov.uk
Reading Borough Council	Team	Unknown	Mark.Worringham@reading.gov.uk
West Berkshire Council	Elizabeth	Alexander	planningpolicy@westberks.gov.uk
Highways Agency		Powell	SENDDBMT@highways.gsi.gov.uk
Oxford City Council	Policy	Unknown	planningpolicy@oxford.gov.uk
Royal Borough of Windsor and Maidenhead District Council		Unknown	planning.policy@rbwm.gov.uk
West Oxfordshire District Council		Unknown	planning@westoxon.gov.uk
Buckinghamshire County Council		Unknown	strat_planning@buckscc.gov.uk
Entec on behalf of National Grid UK Transmission	Damien	Holdstock	damien.holdstock@entecuk.co.uk
Thames Water Property Services ((Grd Floor East))	Carmelle	Belle	thameswaterplanningpolicy@savills.com
Network Rail	Barbara	Morgan	townplanningwestern@networkrail.co.uk
Southern Gas Networks		Unknown	plantlocation@scotiagasnetworks.co.uk
Natural England	David	Hammond	consultations@naturalengland.org.uk
NHS England - Primary Healthcare Oxfordshire, Buks and Berks	David	Knight	David.knight11@nhs.net
MONO Consultants Ltd for Mobile Operators Association (MOA)	Ginny	Hall	dpm@monoconsultants.com
The Coal Authority (Planning and Local Authority Liaison Department)	Rachael	Bust	planningconsultation@coal.gov.uk
Homes and Communities Agency	Stephanie	Ainsworth	stephanie.ainsworth@hca.gsx.gov.uk
Vale of White Horse District Council		Planning Policy	planning.policy@whitehorsedc.gov.uk
Wycombe District Council	David	Dewar	spatial_planning@wycombe.gov.uk
Aylesbury Vale District Council		Broadley	DBroadley@aylesburyvaledc.gov.uk
NHS Property Services	Teresa	Donnelly	teresa.donnelly@nhs.net
National Grid Plant Protection		Unknown	plantprotection@uk.ngrid.com
UK Power Networks	Spencer	Dowling	spencer.dowling@ukpowernetworks.co.uk
Oxfordshire Local Enterprise Partnership (OLEP)		Unknown	lep@oxfordshire.gov.uk
Marine Management Organisation			info@marinemanagement.org.uk
British Telecom		Unknown	maxine.hallgarth@bt.com

British Gas		Unknown	leon.millard@britishgas.co.uk
Oxfordshire County Council	Amanda	Jacobs	Amanda.jacobs@oxfordshire.gov.uk
West Berkshire Council, Planning and Transport Policy		Unknown	planningpolicy@westberks.gov.uk
Oxfordshire Clinical Commissioning Group (Acute and Community Services)	Lesley	Corfield	lesley.corfield@oxfordshireccg.nhs.uk
Scottish and Southern Energy Power Distribution (SSE)(Reading)	Martin	Thacker	martin.thacker@sse.com
English Heritage	Martin	Small	Martin.Small@english-heritage.org.uk
Oxford Health NHS Foundation Trust	Gary	Barnett	Gary.Barnett@oxfordhealth.nhs.uk
Oxfordshire Local Nature Partnership	Hilary	Phillips	bap@oncf.org.uk
South Oxfordshire District Council			<a href="mailto:planning.policy@southoxon.gov.uk">planning.policy@southoxon.gov.uk</a>
<b>Adjacent parishes</b>			
Bix And Assendon Parish Council		Dunk	<a href="mailto:claire.dunk@talktalk.net">claire.dunk@talktalk.net</a>
Rotherfield Greys Parish Council	B	Marston	<a href="mailto:barbara.marston4@btinternet.com">barbara.marston4@btinternet.com</a>
Wargrave Parish Council			<a href="mailto:office@wargrave.org.uk">office@wargrave.org.uk</a>
Fawley Parish Meeting			<a href="mailto:margarethope1@gmail.com">margarethope1@gmail.com</a>
Rotherfield Peppard	Linda	Collinson	<a href="mailto:clerk@rppc.org.uk">clerk@rppc.org.uk</a>
Sonning Common	Philip	Colins	<a href="mailto:clerk@sonningcommonparishcouncil.org.uk">clerk@sonningcommonparishcouncil.org.uk</a>
Binfield Health		Sermon	<a href="mailto:msermon@btinternet.com">msermon@btinternet.com</a>
Shiplake		Hudson	<a href="mailto:shiplakepc@hotmail.com">shiplakepc@hotmail.com</a>
Abbas and Templecombe Council			<a href="mailto:abbasandtemplecombepc@hotmail.co.uk">abbasandtemplecombepc@hotmail.co.uk</a>
<b>Business organisations</b>			
Thames Valley Chamber of Commerce			oxfordshire@thamesvalleychamber.co.uk
<b>Voluntary groups</b>			
Oxfordshire Council for Voluntary Action			info@ocva.org.uk
<b>Minority representative groups</b>			
Oxfordshire Equality and disability Council			info@oxrec.org
<b>Disabled representative groups</b>			
Oxfordshire Council of Disabled People			
<b>Religious representative groups</b>			
Oxfordshire Churches Together			bjg1@waitrose.com
<b>Suggested consultees</b>			
Chilterns Conservation Board	C	White	cwhite@chilternsaonb.org
Thames Valley Police (Design)	Ian	Carmichael	ian.carmichael@thamesvalley.pnn.police.uk

	John	Howell	howelljm@parliament.uk
Sport England	Victoria	Aston	planning.southeast@sportengland.org
Thames Valley Police	Simon	Dackombe	Simon.Dackombe@thamesvalley.pnn.police.uk
MP (Wantage Constituency)	Ed	Vaizey	vaizeye@parliament.uk
Health and Safety Executive	Gerard	Adderley	Gerry.Adderley@hse.gsi.gov.uk
	Joan	Bland	<a href="mailto:joan@asquiths.com">joan@asquiths.com</a>
	Elizabeth	Hodgkin	<a href="mailto:elizabeth.hodgkin@southoxon.gov.uk">elizabeth.hodgkin@southoxon.gov.uk</a>
	Will	Hall	<a href="mailto:wahhall@gmail.com">wahhall@gmail.com</a>
	Jennifer	Wood	<a href="mailto:jennifer.wood@southoxon.gov.uk">jennifer.wood@southoxon.gov.uk</a>
	Malcolm	Leonard	<a href="mailto:mandeleonard@waitrose.com">mandeleonard@waitrose.com</a>
	Rob	Simister	<a href="mailto:robsodc@live.co.uk">robsodc@live.co.uk</a>

## **APPENDIX B: FURTHER CONSULTEES**

### **Working Groups<sup>1</sup>**

#### **Retail**

Valerie Alasia  
Janet Reader  
Peter McConnell  
Gillian Mahum  
Shirley Lees  
Lucy Murfett  
Sally-Anne Lenton  
Jeni Wood

#### **Overview**

Catherine Rubinstein  
Kester George  
Robin Dorkings  
Tony Lawson-Smith  
Nicholas Willenbrock  
Dave McEwen  
Michael Herriot  
Ken Arlett  
Richard Garton  
Tristan Garton  
Dick Fletcher  
Graham Beswick  
Malcolm Dodds  
Barry Wood  
Will Hamilton  
Justin Bowles  
Richard Wilson  
Jim Munro

#### **Traffic and Transport**

P J Reader

---

<sup>1</sup> This initial list was recorded after the Sept 2013 Issues consultation. There were some later additions as well as cross group attendance. Not all attendees were present at each session.

KWN George  
D H H Chenery  
Tom Kane  
Mollie Jeffrey  
Malcolm Plews  
Dave McEwen  
Nicola Pitt  
Michael Herriot  
Odette Moss  
Sarah Tipple  
Catherine Rubinstein  
Bill Bowder  
Ian Reissmann  
Karen Washbourn

#### **Environment, Sustainability, Design**

KWN George  
Catherine Rubinstein  
Ruth Gibson  
Tom Kane  
Dick Fletcher  
Catherine Notaras

#### **Social Infrastructure**

Chris Baker  
Jim Munro  
Sarah Tipple  
Odette Moss  
Robin Dorkings  
Joan Clark  
Barry Wood  
Bill Bowder  
Kester George  
Tommy Bowlby  
Catharine Darnton

#### **Housing**

Michael Herriot  
Geoff Freer  
Geoffrey Brown  
Ian McGaw  
Ann Barnwell  
A & G Jones

Vivian Marnham  
Nick & Ann Jackson  
Tony & Heather Clark  
Howard & Liz Jones  
David Edwards  
John Pears  
Chris & Louise Ward  
Mike & Judith Phelan  
Liz Toms  
Susan Edwards  
Rory Carson  
Michael Herriot  
John Pragnell  
Eileen Batt  
Tom Kane  
Niki Schäfer  
Ken Arlett  
Chris Baker  
Kester George  
Pat Robinson  
Simon Mack  
Simon Parsons  
Catherin Rubinstein  
Nick Walden  
John Murdoch  
Nick Aitchison  
Alistair Washbourn  
Malcolm Dodds

## **APPENDIX C: PUBLIC OPINION DAYS FEEDBACK 2012 – 2013**

# Public Opinion Day – Saturday 9<sup>th</sup> June 2012

## Overview

There were 150 replies in total.

**Note:** This day was held with the following assumptions – that Harpsden would take part in the Neighbourhood Plan and also that Empsted Works were included. Should these assumptions change at some point in the future this will be communicated to you.

## Current allocations from SODCs 'Henley Site Capacity Assessment' (Sept 30<sup>th</sup> 2011)

The current allocation is 400 new homes within the Core Strategy period from -

- HEN1, Lucy's Farm 110-130
- HEN13, Fairmile site 60-75
- HEN14, Empstead Works 25

**Total 195 – 230**

- HEN5, Highlands Farm (brown field part ONLY) 220-245
- HEN3, Tree Tops 15-20
- HEN2, Gillotts 25-30

**Total 260 - 295**

## Housing Type

Of those that replied to the 'housing type question' -

Large Family Housing	18 (16%)
Bungalows for elderly	19 (17 %)
Flats	16 (14 %)
Starter Homes	37 (33 %)
Social Housing	23 (20 %)

## Site Comments

1. Lucy's Farm, For 0 (0%)
2. Gillotts, For 1 (4%)
3. Treetops, For 1 (11%)
4. Highlands Farm, For 16 (76%)
5. Fairmile, For 5 (55%)
6. Empstead Works, For 8 (88%)
7. Townlands, For 6 (66%)

## New Sites

The 4 acre plot at the end of Lambridge Wood Road	1
Use Reading Road allotments	4
Reading Road old plant nursery	2

Reading Road development land for sale	2
Jewsons	3
Tyre Co Reading Road	2
Stuart Turner	1
Land to the West of Fairmile & Townlands	1
Land behind Youth Centre	3
Relocate Wilkinsons Furniture Storage to an industrial out of town site	2
Old Garden centre Shiplake	3
Reading Road (east side to railway tracks) industrial land	1
Gibbs and Dandy site	2
Invesco Park	1
Move / CPO Rugby Club to Highlands Farm	3
Field by Rugby Club, green in centre of the Close	2
Empstead Works should be flats only with underground car parking -see developments by Maidenhead Station (houses look like big houses but are apartments)	1
Gillotts corner field – town green	1
Land near college playing fields	1
various sites around Nicholas Hill Farm on western edge of Henley	1
Move station	1
	<b>38</b>

## Traffic Congestion

400-450 units would create additional pressure on roads & schools	3
This quantity of housing must have easy access to major routes through Henley	1
Traffic congestion on Kings Road, Clarence Road and York Road to enlarged hospital	2
Gillotts Lane is a major obstacle to development	1
Poor infrastructure problems particularly roads	3
Lucy's Farm – Access	1
Harpsden country lanes are already heavily overcrowded at peak times	1
Make town centre traffic free	1
Bridge over river at Remenham /Aston taking more traffic to Marlow Road away from centre of Town	1
	<b>14</b>

## Parking

Insufficient On-Street Parking Places for residents	3
Provide Underground Parking	1
Need new car parking	5
2 storey car park at Waitrose or station - with flats / maisonettes built over	3
	<b>12</b>

## Site Comment

<b>Opposition / Concerns</b>	
<b>Gillotts</b> AONB , access and loss of playing field concerns	18
<b>Lucy's Farm</b> AONB , access and loss of open space concerns	22
<b>Treetops</b> Poor Access, loss of playing fields, spoilt landscape to	7
<b>Fairmile</b> Increased traffic unless direct access only onto Fairmile	4
<b>Townlands</b> Traffic and lack of parking; not part of core strategy so why is it in here?Any housing on site could not be included in 450 count?	3

<b>Empstead works</b> has deliberately been run down and not maintained. Should be developed purely for light industrial use.	3
<b>Highlands Farm</b> Would need car to get to the shops, ANOB; would be sad to see housing spread out that far	5
<b>Elizabeth Road</b> No houses in back gardens	1

### Support/ Reservations

<b>Highlands</b> best site. Far enough away from the town centre, where the traffic problem is at its worst – if needs be those living on this site can bypass Henley at busy times. Good road, someway from town and schools. Highlands in AONB, but accepted on a brown field site. Developments need to reflect their rural settings.- Would not impact on views and has good road structure.	16
<b>Townlands</b> - not large houses	6
<b>Treetops</b>	1
<b>Empsted Works</b> Support - not large houses	7
<b>Gillotts</b> - it makes sense for all concerned. Gillotts is a good school with very poor buildings. Surely it would be worth help them upgrade things. Must not be overdeveloped although there is an opportunity to incorporate flats as part of a renewal of Gillotts School buildings	4
<b>Fairmile</b> if approved should be done very carefully to preserve Fairmile, i.e. large family housing. No development within a specified distance of the road.	5
Henley needs at least 600 more homes and a Lidl and a Pound Shop	1
Would consider brown field sites only	2
opportunity to incorporate flats as part of a renewal of Gillotts School buildings	1
Need Mixed housing, emphasis on small homes	1
no road structure, drainage -	1
Development should be within walking distance of the Town and schools	2
if approved should be done very carefully to preserve Fairmile.	
No development within a specified distance of the road.	1

The only sites which can be proceeded with currently are those near enough to the town centre which are not worth using cars to visit the centre (6,7, and probably 5) because the air pollution is 60% above the EU limit. After 2015 the EU will look at towns like Henley for mandatory action. Allowing for the background contribution, probably a 50% reduction in the traffic component wil be imposed. The remaining sites should be deferred until at least the ITS studies are re-started (there is developer funding for ITS in the >£100K backlog) Then it can be seen if an intelligent solution can be found which will not destroy the economic viability of Henley, e.g. extra gating on NW side, otherwise by-pass, as Wallingford, Thame, etc..	1
Move business and the college to Highlands Farm and redevelop in the town.	1
There are not enough sites. Henley needs at least 600 more homes and a Lidl and a Pound Shop	1
Would prefer in-filling in town to spreading to countryside	1

**115**

### Neighbourhood Planning Issues

No more Houses	7
----------------	---

Careful examination of all the sites is needed	3
Harpsden should join in with Henley's NP	1
Need to work with UNITED!	1
specify the organisation of the Neighbourhood Plan	1
Town Planning is required not Town Cramming; Piecemeal (slow) development is better than large schemes	2
Protection of ANOB	3
The Neighbourhood Plan will not give sufficient flexibility for future changes in circumstances or land ownership	1
Henley TC should not be forced to take 400 homes because of Harpsden's non participation. Henley TC should ask John Howell how the government intended the Localisation Act to work in circumstances we are confronted with. The Act appears to be ill conceived or badly drafted, far from having more say in local planning we appear to have less!	1
Is it possible for Henley TC to push ahead with a Neighbourhood Plan for 400 homes in the Henley AREA and SODC to represent Harpsden & any other non participating parish councils, so the Core Strategy for Henley AREA is implemented embracing the 6 sites (et al) envisaged by the Core Strategy, i.e. Henley TC take the lead with SODC standing in for non-participating parish councils. This would be the spirit of the Localism Act and if the Act doesn't permit it, it should be amended accordingly.	2
Need to consider balance of inside town sites to periphery sites	1
Any housing development should fit in with existing structures and styles	3
Plans for referendum	1
	<b>27</b>
<b>Infrastructure</b>	
<b>Education</b> Existing schools at capacity - New secondary school/ services expanded	20
<b>Travellers</b> Needs a Travellers Site	1
<b>Highways</b> Needs a ring road	1
Needs a new bridge across the Thames	2
road improvement needed	11
Drainage/ water /Gas/Electricity	4
On-and Off Street parking	2
Pedestrianise Market Square completely	1
<b>Housing</b> Key worker housing / Affordable Housing	5
Farmland must be sacrificed so that we can build for the future	1
<b>Health</b> - Services need to be expanded - Doctors surgeries	12
<b>Business</b> - Henley needs to support small businesses in the town centre	2
new complete shopping centre required if Highlands Field developed	3
Better mix of shops	2
<b>Young People</b> YWCA needed with accommodation	1
Better facilities for young people	1
<b>Recreation</b> Play and community facilities	5
Lido	1
Improve seats along the Fairmile	1
<b>Transport</b> park and ride/ Public transport	11
better facilities for walkers	1
<b>General</b> - Highlands could take all 450 new homes plus infrastructure, e.g. New school (2-3 per home), shop, medical etc.. to reduce offsite travel or extend Valley Road School to cater for children from homes on other sites	1

**Other Issues**

ban or make Estate Agent signs more discreet	2
No mermaid Statute	2
Statute to George Harrison	2
	95
Total comments made	301

# Public Opinion Day – Saturday 1<sup>st</sup> September 2012

## Overview

There were 77 replies in total.

**Note:** This day was held with the following assumptions – that the comments gathered relate solely to Henley Parish and assume Empsted Works is available

## Current allocations from SODCs ‘Henley Site Capacity Assessment’ (Sept 30<sup>th</sup> 2011)

The current allocation is 400 new homes within the Core Strategy period from -

- |                         |                                 |
|-------------------------|---------------------------------|
| • HEN1, Lucy’s Farm     | 110-130                         |
| • HEN13, Fairmile site  | 60-75                           |
| • HEN14, Empstead Works | 25                              |
| • Townlands (added)     | 40                              |
|                         | <b>Total 235 – 270</b>          |
|                         |                                 |
| • HEN5, Highlands Farm  | 220-245 (brown field part ONLY) |
| • HEN3, Tree Tops       | 15-20                           |
| • HEN2, Gillotts        | 25-30                           |
|                         | <b>Total 260 - 295</b>          |

**Housing Type** - This was not surveyed

**Site Comments**- This was not surveyed

## Observations on the day

- Many residents weren’t aware of the Fairmile site
- Have yet to hear a positive comment regarding Drawback Hill
- Many comments about lack of parking. Residents were loath to add Post-Its for this as “ .. it’s obvious”
- Some resident’s comments regarding parking and congestion were not printable (Tesco) ...
- Lots of comments on affordable housing (40% reqt. likely to be removed?)
- Schools - are there going to be enough places at the schools and are the kids going to be able to go to the school nearest to them to minimise journeys across the town
- Protecting the look of and the entrances to the town
- Trying to persuade people that if they get involved then they can make a difference. There is a huge amount of scepticism that anything is going to change.

# Feedback

## New Sites (0)

### Traffic Congestion (24)

Henley locked in by a river – causing bottlenecks in traffic

Low Pollution buses in and through Henley

PLEASE!! Stop motorbikes racing along Fairmile. People and animals live here!

Horse and carriage on a Sunday to draw tourism and save on carbon footprint

Traffic congestion & parking need to be sorted out before we build more houses

Put a ring road around the Town

Make sure roads are wide enough (parking, etc..)

No main roads through car parks anymore

Important to consider traffic

Inadequate parking now & roads can't cope with existing traffic

Congestion

Park & Ride from outside of town would be good

Improved public transport around town

Volume of traffic

Also need to look at the network of roads

Strain on Greys Road

Concern for increased traffic burden to St Andrews – consider need for permit parking for St Andrews Road like St Marks and Hamilton Road already have in place

Traffic volume and size along Harpsden Valley & Gillotts Lane

Speeding trucks, farm vehicles, large vans down Gravel Hill into Town

Transport to permit parking spaces to be reduced in new developments

Traffic on Gillotts Lane

Vehicles already load Greys Road to the town

Further development to the South and West of the town would create so many more vehicles using Greys Road to the Town – Disaster

Have real time pollution monitoring with central display

### **Parking (13)**

Traffic congestion & parking need to be sorted out before we build more houses

Not enough parking NOW!

Make sure roads are wide enough (parking, etc..)

Two tier car park at Townlands

Traffic

Parking

Need far more parking spaces BEFORE any new homes

Parking in Town for Shopping

Parking & Congestion

More free parking in town centre like other towns. This would help at the shops

Not enough parking

Double deck Greys Road Car Park but tastefully

All parking up lower Greys Road to be removed

Residents of lower Greys Road to be given parking concession within the council owned Makins area

### **Site Comment (41)**

Oppose to Drawback Hill unless it's bigger houses to be in keeping with Rotherfield Road

Build on Drawback, near to school, develop Gillotts

Drawback Hill & Harpsden Village are outstandingly beautiful. Use Townlands, Empstead first.

Please lets stop concreting over green fields. Lets not ruin this stunning valley (Drawback & Harpsden)

Make use of empty properties (above shops) & brownfield sites FIRST

Prove the need for new housing before building any more

More affordable housing needed, not "Henley" affordable – ACTUALLY affordable

Gillotts – no sale of land

No to Drawback Hill

Yes to brownfield sites, e.g. Empstead Works, Townlands

Yes Highlands Farm

No Treetops

Green areas – keep as much as possible (Build on industrial areas first)

Drawback Hill – Access unworkable

Lane for Fairmile (site) access hardly accommodates a skip. No 2-way traffic possible

Access to Fairmile (site)

Impact on AONB

Iconic Fairmile

Luker Avenue / Crisp Road are unsuitable for access

Don't spoil the Fairmile entrance go through Luker Avenue / Crisp Road

Allotment swap

Encourage interesting pop-up shops in empty premises

No to excessive housing

Land off Fairmile – the access to the proposed site is woefully inadequate and a danger. For the proposed site it is basically a bridle path

Sites selected seem best available, but Highlands Farm should be number one chosen

Strain on Gillotts School – when will it be rebuilt

Rebuild/relocate Gillotts School

Fairmile entrance is unsuitable

Empstead Works – the only brownfield site – the obvious site

Planning applications always refused in past on Fairmile site

Move allotment out of one field at Watermans and build there

Go across the river

Many concerns as per planning website re. Townlands plan

(Townlands?) View from house. Someone was supposed to come to see us. Extra 2 floors? (resident of Hop Gardens)

Anywhere BUT Drawback Hill. This is far too beautiful to spoil

Stop building in the centre of Town

Lucy's Farm is a beauty spot which should NOT be built on

Possible site – area around Empstead works, underused

Possible site – area around station, underused

Dead against Drawback Hill

## **Neighbourhood plan (2)**

Harpsden sites should be considered within Henley Consultation – to consider Henley without the cooperation of Harpsden is ludicrous! The chair of Harpsden Parish (Kester George) needs to be held to account – the residents of Harpsden should be made aware of the consequences of his decision to opt out

Important to have opportunity to do a NHP (Neighbourhood Plan?)

## **Infrastructure (21)**

Potentially 350 families means extra school. Current sites cannot cope NOW with demand

Infrastructure

Move GP Surgery to outskirts and more GP availability

Sort out sewage and drainage in town before building more.

More employment or it just feeds Reading/Oxford

Station/shop up to extremities of town

Harpsden should join in with the Henley Neighbourhood Plan

Better facilities for safe cycling

More recreational activities for children. Everywhere is locked up.

More free to use sites needed for football etc.

10% population increase in South Ward (at least 1,600 people)

We will need shops, doctors & primary schools in this area!

Bowling centre, ice rink, better leisure centres needed

Not enough doctors

Not enough schools

Not enough public (toilets?)

Why is the Bus route to Walingford changed? It is a (?) to walk on the A4140 for Oakley Wood. Very dangerous nearly got knocked down

Sites selected seem best available, but Highlands Farm should be number one chosen

All Henley Sewage is pumped to sewage plant! How will it cope with all the extra sewage from the proposed extra new building plan!

Infrastructure at breaking point

Trial week during school holidays for all children to try sports through local clubs free

Develop/Promote Henley as Health Centre in association (with) Townlands development

### **Other (3)**

Pedestrianise centre of Henley including Bell Street

Pedestrians

The town is very pedestrian unfriendly – especially the corner of Gravel Hill and Kings Road

## Feedback Comments, from the Public Opinion Day

### Harpsden Fete, Sunday 16<sup>th</sup> June 2013

Responses have been grouped into the same categories as the previous POD sets of feedback. 'Volunteers' section at the end.

Responses roughly fall into –

- New Sites	12
- Traffic Congestion	11
- Parking	0
- Site Comments	14
- Neighbourhood Plan	14
- Infrastructure	18
- Other	0
Tot	69

### New sites (12)

Put it all up at Badegmore 40 acre field

Move golf clubhouse to top and build new clubhouse. x2

Should build between Henley and Shiplake and put in extra station on railway line to reduce traffic impact

Smaller sites in town e.g. moving and rebuilding Youth Club onto Gainsborough field, also removal firm next to Youth Club to re-site

Good idea to build on Thames Farm Building site!

The site in Reading Road would be the least worst option.

Moving Townlands Hospital to Highlands would be a good idea with a bus route from the Town Centre

Sites on the Reading Road good idea easing traffic problems in Henley and Harpsden easy access to trains, buses and shops in Shiplake

College to Highlands Farm

Build houses where college and schools are

No to Thames Farm. Building site

Use brown sites for housing development, empty houses and do not build on flood plains

### Traffic Congestion (11)

How do all these people get to Reading without causing accidents on the way to Binfield Heath

Resident of Harpsden, slightly worried regarding the amount of traffic that Gillotts Lane would take. Perhaps one way?

Traffic and pollution levels pretty high – how will this be addressed with additional housing?

There are too many cars coming into Henley on Reading Road already

Too many cars need to cross bridge already

Traffic down Grey's Road and Gillotts Lane is pretty bad already.

Any proposal to add traffic to Gillotts Lane would be mad. It is too narrow to deal with an increased traffic flow. It would be dangerous to pedestrians, drivers and cyclists – Mrs Ballsdon

What about access? Gillotts Lane/Harpsden can't cope with commuter traffic

I am very angry that the planning process doesn't include the issue of infrastructure at this stage. Gillotts Lane e.g. is a major problem, but Henley itself is such a bottleneck already that 450 dwellings would make life miserable. Its utter madness

New road for Gillotts Lane

Widen Chalkhouse Hill

## **Parking (0)**

## **Site Comments (14)**

**(Note: 1 = Lucy's Farm, 2 = Gillotts, 3 = Treetops, 4 = Highlands Farm, 5 = Fairmaile, 6 = Empsted Works, 7 = Townlands)**

No houses at Tree Tops please

No houses at Gillotts please, not enough space on the lane, danger to the Gillotts field wildlife and spils the view of the valley

Sites 1 (Lucy's Farm) and 6 (Empstead Works)

Some at Highlands Farm and some at Thames Farm. The latter because of easy access to main roads

Highlands is a brownfield site with traffic, better for housing?

Spread houses, avoid 1 Fairmile, 6 Lucy's Farm, 3 Highlands

No. 6 (Empstead works??) The East end of sites is (relatively) good as shielded by mature band of trees

Rebuild school and add more houses. Develop on 3 (Treetops)

Lucy's Farm site – no – ridiculous! AONB is threatened!

Highlands Farm huge and brown field especially if used for older people's village as put forward.

Lucy's Farm very visually intrusive on Harpsden Valley

Lucy's Farm site No! Blot on the landscape

Thames Farm best of a bad job (though Townlands, Highlands Farm first)

Gillotts School rebuilt plus all junior schools to that site

## **Neighbourhood Plan (14)**

Henley needs affordable houses

Henley does not have the infrastructure for a huge estate – the roads are too narrow, we do not have enough schools nor doctors

We need affordable housing for our young people – not large mansions as in Badgemore Lane

How about filling in the gaps along the Reading Road

Houses should be in Birmingham

Nothing is sacred consider every option

Not enough space: surrounded by hills and river

Make the houses affordable (price)

Have all the derelict sites in town been explored?

Plenty of consultation?

Not to prejudge anything

Looking forward to new neighbours

You do not need to build more houses it ends up in paying for bigger schools more food to stock. The countryside is lovely but it will soon be built on. There are loads of closed shops which makes it tacky.

We should lower the rent it would get more shops and make Henley look better. The more people the more things you have to get. Valley Road has a great number of people it will get increased if more people move here. Same with all the other schools.

## **Infrastructure (18)**

Good children's facilities

The issue will be have we dealt with school places, buses and traffic in Henley.

The Neighbourhood Plan needs significant cycling component, e.g. any development on Thames Farm needs safe cycling path into Henley and Shiplake.

Cycle paths into Henley and Harpsden

There is already enough capacity adding more without infrastructure is stupid. Neil Marxx

New skatepark and play area

Need play area for older children in Mill Meadows Park, i.e. outdoor table tennis and basketball

Cycle path Henley to Harpsden

We need more bins at school

If we build more houses how will the increased pressure on schools, doctors, road traffic/bridge crossing be accommodated?

Will the developers pay for the service provision (?)

A video games shop

A by-pass and probably another bridge. Sort traffic issues out first.

Maybe a CD, DVD shop??

More cycle routes please!

To have more bins in schools because there is a lot of rubbish

Cycle path from Henley to Shiplake

Buses/cycle paths to Town Centre – we don't need more traffic!

Add another bridge to relieve Henley Bridge or a tunnel

## Other (0)

### Volunteers

Topic Group Volunteers

Jacqui(?) Harris Harpsden, 07760 803560

Tom Kent, Sage Lodge, Rotherfield Greys, RG9 4PP, [tomkent@rendition-tech.com](mailto:tomkent@rendition-tech.com), 07766 573297

Alan Pontin(!), Resold(?), Mill Lane, Henley-on-Thames, RG9 4HB, [apontinassociatedholdings.com](http://apontinassociatedholdings.com), 01491 572042

**APPENDIX D: ISSUES CONSULTATION REPORT, SEPTEMBER 2013**

# Issues Consultation Feedback October 2013



As a part of the issues consultation for the Joint Henley and Harpsden neighbourhood Plan, questionnaires were available, along with consultation boards, at consultation events held at:

- Market Place Henley, 10AM-4PM, 7<sup>th</sup> September 2013
- Henley Show, 10AM-4PM, 14<sup>th</sup> September 2013
- Henley Town Hall, Sept 19<sup>th</sup>, 20<sup>th</sup>, 21<sup>st</sup>

These were advertised by:

- A postcard drop to all households in the last week of August promoting the events on September 7<sup>th</sup> and 14<sup>th</sup>
- A double page spread in the Henley Standard promoting the events on the 19<sup>th</sup>, 20<sup>th</sup> and 21<sup>st</sup>, including a copy of the questionnaire
- Notices around the town square
- Updates on Twitter, Facebook and website
- Issues forms were available at all events and also were available to download from the website. Responses could be sent to the Town Hall or emailed in.

By October the 4<sup>th</sup>, 82 questionnaires had been received.

This report provides a summary of the information collated for each question.

## 1. Do you broadly agree with the issues that we propose the Neighbourhood Plan considers? Do you have any comments on how the Plan should respond to these issues?

Respondents were asked if they agree with the issues that are being considered for inclusion within the Joint Henley and Harpsden Neighbourhood Plan. The areas under consideration include the Town Centre, Traffic, Community Facilities, Economy, Character, Environment and Housing. The issues of most importance to respondents are:

- Finding appropriate sites for housing development (92% consider it to be a priority).
- Protecting the local environment and landscape (88%).
- Traffic, reducing congestion and improving access for pedestrians, cyclists and public transport (82%).
- Character, maintaining distinctive character (77%).
- Community, providing appropriate community facilities (60%)
- Economy, maintaining and enhancing local employment opportunities (53%)
- The issues of least importance was improvement to the town centre (52%)

	Yes, a priority		No, not a priority		Not sure	
	No.	%	No.	%	No.	%
a. Improving the town centre	40	52	23	30	14	18
b. Traffic	64	82	3	4	11	14
c. Community Facilities	45	60	16	21	14	19
d. Economy	46	59	10	13	22	28
e. Character	60	77	5	6	13	17
f. Environment and Landscape	67	88	3	4	6	8
g. Housing Requirement	72	92	2	3	4	5

Details of each issue are noted below:

**a) Improving the town centre**

	No.	%
<b>Yes, It is a priority</b>	40	52
<b>No, It is not a priority</b>	23	30
<b>Not sure</b>	14	18

(no. of responses 77)

**Comments:**

Of comments received, 8 respondents stated that the character of the town centre must be preserved, 5 commented on the need for more or cheaper parking, whilst the encouragement of small independent shops and the need to keep the town centre clean was stated by 4 respondents each. Other points raised by more than two people included the requirement to pedestrianize the town centre, improve the public realm, reduce business rates and lessen the impact of pollution.

**b) Traffic – reducing congestion and improving access for pedestrians, cyclists and public transport**

	No.	%
<b>Yes, It is a priority</b>	64	82
<b>No, It is not a priority</b>	3	4
<b>Not sure</b>	11	14

(no. of responses 78)

**Comments:**

With regards to traffic issues within the Henley and Harpsden Joint Neighbourhood Plan area, the issue that causes most concern with respondents (7) is the amount of heavy lorries that travel through the area, 6 respondents would like more or improved cycle paths in the area. Other issues of concern are the heavy flow of traffic thorough Henley (4), the lack of parking (4) The need to adjust the current traffic lights to ease congestion (3), the worry that new development will make congestion worse (3) and the suggestion that facilities (such as Townlands) should be moved out of the town centre.

**c) Providing appropriate community facilities**

	No.	%
<b>Yes, It is a priority</b>	45	60
<b>No, It is not a priority</b>	16	21
<b>Not sure</b>	14	19

(no. of responses 75)

**Comments:**

Respondents consider Henley and Harpsden to already have a high quality and good range of community facilities available (11), of the greatest concern is the pressure on schools (7) and health facilities (5) that development may bring.

**d) Economy – maintaining and enhancing local employment opportunities**

	No.	%
<b>Yes, It is a priority</b>	46	59
<b>No, It is not a priority</b>	10	13
<b>Not sure</b>	22	28

(no. of responses 78)

**Comments:**

Points raised on the issue of maintaining the local economy include the need to reduce business rates and rents within the town centre (6) and the need to encourage small business into the area (3). Three respondents stated that the economy is not an issue that should be covered by the neighbourhood plan.

**e) Character – maintaining distinctive local character**

	No.	%
<b>Yes, It is a priority</b>	60	77
<b>No, It is not a priority</b>	5	6
<b>Not sure</b>	13	17

(no. of responses 78)

**Comments:**

The majority of respondents, over three quarters of those who answered the question agree that the character of Henley and Harpden should be preserved.

**f) Protecting the local environment and landscape – whilst meeting development needs.**

	No.	%
<b>Yes, It is a priority</b>	67	88
<b>No, It is not a priority</b>	3	4
<b>Not sure</b>	6	8

(no. of responses 76)

**Comments:**

Respondents agreed of the importance of protecting the local environment whilst meeting development needs. It was stated that development should take place on brown field sites (4).

**g) Finding appropriate sites to meet the housing requirement**

	No.	%
<b>Yes, It is a priority</b>	72	92
<b>No, It is not a priority</b>	2	3
<b>Not sure</b>	4	5

(no. of responses 78)

**Comments:**

Of comments received, 5 respondents stated that brownfield sites should be used, a further 5 agreed that appropriate development is needed. It was stated that development should be spread over several smaller sites (4) and that traffic issues need to be taken into consideration whilst planning development (3). A number of sites were also suggested including Townlands, Friar Park, Highlands Engineering, land behind the youth centre, the old garden centre on Reading Road, Highlands Farm and Lucy's Farm.

**2. Are there any other issues that you consider should be reflected in the Neighbourhood Plan?**

Respondents were given the opportunity to state which other topics should be considered in the Neighbourhood Plan. The most mentioned topics raised were **traffic** (8) and congestion that is currently an issue within Henley and the surrounding area; **Housing** (5) comments including the suggestion of sites<sup>1</sup>; **Health** (5) comments stating that additional health provision would be required as a result of new development; **Infrastructure** (4) comments stating that the current infrastructure in Henley would struggle with a vastly increased population; **Education** (4) stating the need to ensure that sufficient school / higher education places are available; and **Pollution** (4) comments suggesting that the air quality could be affected by an increase in population and car users.

**3. Identifying suitable housing sites will be a central part of the Neighbourhood Plan. In considering suitable sites what factors do you think will be the most important to consider?**

**a) Making use of 'brownfield sites' where possible**

	No.	%
<b>Yes, It is a priority</b>	68	92
<b>No, It is not a priority</b>	1	1
<b>Not sure</b>	5	7

(no. of responses 74)

**Comments:**

Respondents supported the use of brownfield sites wherever possible (92% agreed).

**b) Sites should be well served by public transport**

	No.	%
<b>Yes, It is a priority</b>	53	71
<b>No, It is not a priority</b>	12	16
<b>Not sure</b>	10	13

(no. of responses 75)

**Comments:**

Nearly three quarters of respondents felt that new sites should be well served by public transport, other comments included, that the residents of Henley tend not to be reliant on public transport (6), 3 respondents felt the public transport requirements will need to directly respond to new developments and a further 3 replies stated that they felt the provision of public transport would not be essential.

**c) Sites should be smaller and distributed across the area (these may be less able to contribute significantly to infrastructure or other improvements)**

	No.	%
<b>Yes, It is a priority</b>	42	57
<b>No, It is not a priority</b>	15	20
<b>Not sure</b>	17	23

(no. of responses 74)

**Comments:**

Just over half of respondents think that smaller sites should be a priority. Comments received include, benefits could be gained from placing development on larger sites (4), because better infrastructure possible provided and as it could protect the town if one area is built on instead of many. Other comments stated that smaller sites will have less localised impact on Henley and Harpsden (3), in general, smaller

<sup>1</sup> Suggested sites: Highlands Farm, Gillotts Lane/Greys Road

sites should be utilised where available (3) and that smaller sites would integrate better within the area than a larger development (3).

**d) Sites should be larger and concentrated in the most appropriate locations**

	No.	%
<b>Yes, It is a priority</b>	17	24
<b>No, It is not a priority</b>	26	37
<b>Not sure</b>	27	39

(no. of responses 70)

**Comments:**

Only one quarter of respondents agree that utilising larger sites is a priority. It was suggested that a larger site would create further congestion (4) within Henley and Harpsden. It was also stated that appropriate locations should be used, which isn't necessarily related to the size of the development (4).

**e) Sites should be within walking distance of the town centre and/or other key services**

	No.	%
<b>Yes, It is a priority</b>	30	43
<b>No, It is not a priority</b>	23	33
<b>Not sure</b>	16	23

(no. of responses 69)

**Comments:**

Just under half of all respondents consider having the sites within walking distance of the town centre to be a priority. Respondents consider this to be unlikely to be possible (6), the definition of walking distance was mentioned (3), stating that walking distance varies between groups of people i.e. pensioners and young children. Three respondents felt the reduction of car use would be positive.

**f) The development of sites should contribute to improved community facilities and infrastructure**

	No.	%
<b>Yes, It is a priority</b>	51	71
<b>No, It is not a priority</b>	9	13
<b>Not sure</b>	12	17

(no. of responses 72)

**Comments:**

Nearly three quarters of respondents agreed that the development of sites should contribute to community facilities and infrastructure.

**g) The development of sites should provide for affordable housing**

	No.	%
<b>Yes, It is a priority</b>	56	75
<b>No, It is not a priority</b>	10	13
<b>Not sure</b>	9	12

(no. of responses 75)

**Comments:**

Three quarters of respondents stated that affordable housing needs to be provided for by new development. It was stated that the proportion of affordable housing needed to be at an 'appropriate' level (7), I was also stated that Henley needs to retain young people and families and housing is currently too expensive (6).

**h) Sites should be identified to minimise the impacts on the surrounding countryside and landscape**

	<b>No.</b>	<b>%</b>
<b>Yes, It is a priority</b>	63	86
<b>No, It is not a priority</b>	2	3
<b>Not sure</b>	8	11

(no. of responses 73)

**Comments:**

The vast majority of respondents agreed that impacts need to be minimised on the surrounding countryside and landscape, only 3% stating that it is not a priority. Quotes from respondents include:

"This decision we make will impact on the character of Henley and Harpsden for generations to come - we can't squander the wonderful countryside we are so lucky to have"

"Some impact is inevitable and will need to be accepted if objectives are to be achieved"

"This should not be used as an excuse to prevent building on green field sites"

**4. A number of potential sites for new homes have been put forward for development. These will be considered as part of the Neighbourhood Plan process. Are you aware of any other sites that are suitable and potentially available for housing which you would wish to be considered?**

Respondents suggested a number of sites (19). The suggestions included:

- Thames Farm 10
- Wyevale Garden Centre 8
- Highlands Farm 7
- Reading Road Allotments 6
- United Sites (31) 3
- Garden Centre Engbers 2
- Stuart Turners, Greys Road 2
- Swiss Farm 2
- Jewsons, Reading Road 1
- Reading Road (no specific site given) 1
- Marlow Road 1
- Fair Mile 1
- Behind Youth Centre 1
- Lucy's Farm 1
- Playing fields near Henley College 1
- Elizabeth Road 1
- Adjacent to Village Green 1
- Empstead Works 1
- Deanfield Avenue 1
- Gillotts Corner 1

5. **What priority do you think the community infrastructure projects listed below should be given?**

Potential Community Infrastructure Priorities	Essential (Highest)	Important	Desirable (Lowest)	This is not a priority
1: Reducing congestion in and around the town centre	37	26	10	1
2: Expanding local primary school education	22	37	9	4
3: Expanding local secondary education places	17	34	13	6
4: Improved sports pitch provision	8	19	28	17
5: Improved health facilities in the town centre (perhaps an additional GP surgery)	21	20	21	9
6: A defined town centre 'zone' inc. 20mph, improved car parking, traffic calming, enhanced gateways and signage	28	15	14	16
7: Renewable energy project	6	13	19	32
8: Provision of Affordable housing	34	18	13	9
9: New units for start-up businesses	12	19	27	11
14: Town centre environmental enhancements	11	18	23	19
15: A police drop in facility	19	14	19	18

Reducing congestion in and around Henley town centre (37) is the highest priority for residents within the Neighbourhood Planning area, closely followed by the need for affordable housing to be made available.

The expansion of local primary school education (37) and secondary school education (34) was important to respondents.

Respondents thought that improved sports pitches (28) were desirable, along with new units for start-up businesses (27).

A renewable energy project (32) was found to be the lowest priority to respondents.

6. **Do you consider there to be other priorities not listed here?**

Respondents were given the opportunity to identify other priorities not listed on the questionnaire, the majority of comments remain around transport issues. The need for an improved road infrastructure was identified by respondents and the current traffic and congestion (4) with Henley was also mentioned. There were suggestions for walking (2) and cycle routes (2) to be introduced to help ease current congestion. Other comments stated that current infrastructure would need to be assessed and increased to cope (3).

7. **Do you have any other comments you wish to make at this stage?**

Of other comments received, the main issue for residents within the Neighbourhood Plan area is traffic and congestion and how this would be affected by further homes in the area and the road improvements that would be required (13). Concern for the healthcare provision is also noted (4).

**Respondent's age**

A table showing the age of respondents is shown below:

Under 20	20-35	36-45	46-65	66-75	Over 75
1	2	7	23	24	13

**APPENDIX E: VISION, OBJECTIVES AND OPTIONS CONSULTATION RESULTS, FEBRUARY 2014**



# Joint Henley and Harpsden Neighbourhood Plan

Vision, Objectives and Options  
Consultation Results Report

February 2014

# Vision, objectives and options Consultation Results

## Introduction

As a part of the Joint Henley and Harpsden Neighbourhood Plan, consultation took place between December 13th 2013 and January 13th 2014 on the following issues:

- An overall vision and thematic visions
- Thematic objectives
- Potential housing sites
- Housing site selection criteria

Views were also being sought on infrastructure priorities and retail and employment issues.

Questionnaires were available, along with consultation boards, at consultation events held at:

- Henley Town Hall, on Friday 13th December, 12pm – 8pm; and
- Saturday 14<sup>th</sup> December, 10am – 5pm.

These were advertised by:

- Advertisement in the Henley Standard promoting the events and a listing on the Henley Herald website
- Notices around the town square
- Updates on Twitter, Facebook and website [www.jhnp.co.uk](http://www.jhnp.co.uk)
- Issues forms were available at all events, available to download from the website and an online questionnaire available for completion at [www.surveymonkey.com/s/jhnp](http://www.surveymonkey.com/s/jhnp). Responses could be sent to the Town Hall or emailed in.

By 13<sup>th</sup> December 2013, 495 questionnaires had been received. 76 of these were from outside of the Plan boundary area. The results of this report include all 495 responses however appendix one identifies the difference (in site responses) when those outside of the area are excluded. An analysis of the results of outside of the area indicates that these do not have a significant impact on the overall findings.

This report provides a summary of the information collated for each question.

Appendix 2 provides a series of maps which highlight site responses by postcode origin (green as supported, red as unsupported).

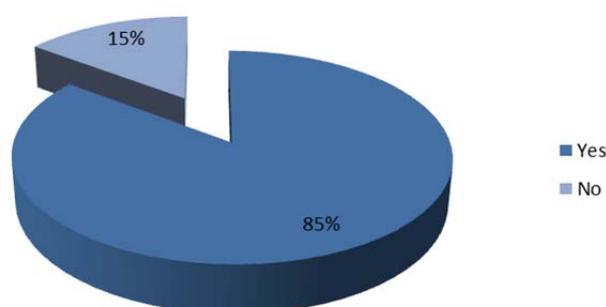
These results form part of the portfolio of information that will be used to consider policies and site allocations for the draft Neighbourhood Plan, which is anticipated for consultation in April 2014. All of the following will be considered in developing policies:

- Site assessments undertaken by the Housing Working Group
- Overall strategy for Henley and Harpsden including comments on site distribution made by the public at the September consultation
- Sustainability Appraisal
- Public consultation results
- Policies of South Oxfordshire Core Strategy and the National Planning Policy Framework

## 1. Do you broadly agree with the Overall 2027 Vision statement?

The majority of respondents (85%) stated that they broadly agreed with the vision:-

*“In 20 years’ time, Henley on Thames and the surrounding village of Harpsden will be a sophisticated, vibrant and prosperous area. 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 green and blue environment will continue to be protected and cherished”.*



No of responses 443

Comments included that there is a requirement for the infrastructure to be expanded/improved (30 respondents) if the vision was to become a reality and it was felt that is important to retain the character of Henley and Harpsden (13). Of the comments received, 22 respondents commented that although they agree with the vision, an explanation of how this is hoped to be achieved is required.

Comment	No.	Comment	No.
Expanded infrastructure required	30	Performance art centre wanted	5
How will it be implemented	22	Pollution is a problem as a result of traffic	4
Retain character of Henley	13	Brownfield used as priority	4
Greenbelt	11	Vacant Shops	3
Not enough parking	8	Henley / Harpsden merge	3
Improved cycle/pedestrian facilities	8	Affordable Homes required	3
Another Bridge required	7	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

*“The aspiration is laudable, but the town’s infrastructure is unlikely to be able to accommodate the proposed no. of additional housing.”*

*“What I think is missing from the vision is what Henley and Harpsden will NOT be. I think this is essential to ensure we know what it will be and what it will not be”.*

*"I disagree fundamentally with a policy which stops us from including infill houses in people's gardens etc in the quota of housing. Basically most building is infilling of a sort"*

*"Reassuring to see that of the top 3 priorities listed for use in consideration where development should be located, two of these are. Protecting the local environment and landscape and maintain the distinctive character of HH. For the JHHNP to leave a successful Legacy for future generations it will be essential that these priorities are given the weight that they deserve".*

## 2. Do you broadly agree with the vision and objectives established for the following themes of the Neighbourhood Plan?

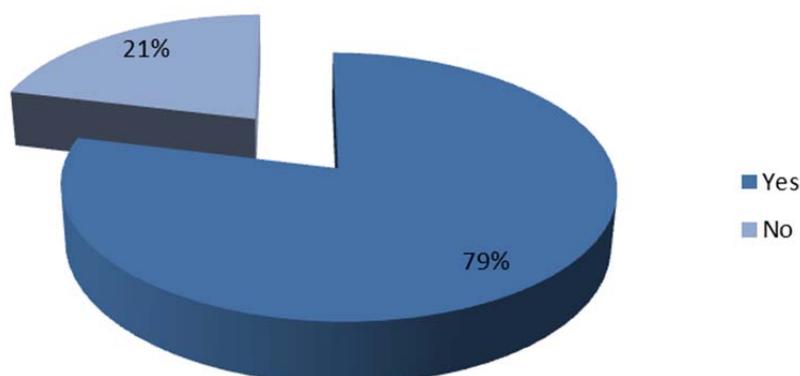
Respondents were asked if they agreed with a series of themes that have been established for the Neighbourhood Plan, a summary table of responses appears below.

	Yes		No	
	Number	Percentage	Number	Percentage
<b>Housing</b>	308	79	79	21
<b>Traffic and Transport</b>	302	80	76	20
<b>Retail, Town Centre and Economy</b>	312	84	60	16
<b>Social Infrastructure</b>	314	85	54	15
<b>Environment, Sustainability and Design Quality</b>	327	88	46	12

### Theme 1: Housing

Over three quarters of people agreed with the vision:

*“A fuller range and quantity of housing that meets the needs of both current and future residents; that is mixed in type, well located and designed; and integrated into the settlement of Henley to minimise impact on the natural environment”.*



No of responses 387

Comments received included agreement that affordable housing is required for Henley and Harpsden (20 respondents), although a further 5 respondents questioned whether there was enough demand for 40% of homes to be affordable. Other common themes that emerged included the need for brownfield sites to be used as a priority (14), the feeling that 400+ homes in Henley and Harpsden is too big a number for the area (12) and concerns over the impact development will have on traffic (11).

Comment	No.	Comment	No.
Affordable housing required	20	Sustainable homes a priority	4
Brownfield used as priority	14	Flood Risk to be taken in account	4
High density / overdevelopment	12	Conservation Area	3
Traffic issues	11	No need to remain distinct areas	3
Protect ANOB	8	Expand / improve infrastructure	3
Retain character	8	Proximity to amenities	3
Protect local landscape	6	Greenfield left alone	3
Equal Distribution of development throughout Henley	5	Negative visual impact	3
40% Affordable housing needed?	5	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

*“Use brown field sites first. Henley is surrounded by amazing countryside which is enjoyed by its residents. It would be a terrible shame to build all over the wonderful fields and woods we have around the town”.*

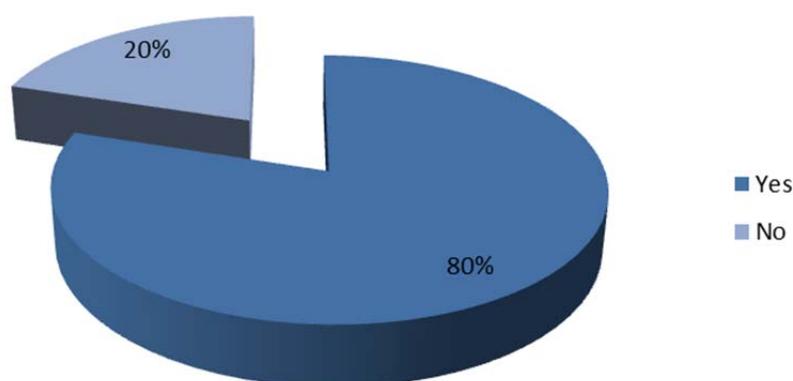
*“there is a need for low cost housing - but it must not affect AONB and there must be traffic and parking provision”*

*“All new housing built under these proposals should fall into a category of affordable housing, whether for sale or rent, and should comprise a mix of 1-3 bedroom dwellings; no larger properties should be allowed. Focus should be on first time/ younger buyers and retirees”.*

## Theme 2: Traffic and Transport

Eighty per cent of respondents agreed with the vision:

*“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”.*



No of responses 378

Comments received mentioned that Henley currently suffers from congestion and the introduction of further housing would exacerbate the matter (18 respondents). It was stated that the introduction of (further) cycle routes would be welcomed (24) and concern over the lack of parking available was raised by 16 respondents.

Comment	No.	Comment	No.
Congestion a problem	28	More frequent trains	7
Cycle routes important	24	Cycle parking required	6
Poor parking in Henley	16	Fix traffic light phasing	5
Ban / restrict HGVs through Henley	14	Cycling / cycle routes not important issue	5
Better public transport	12	Underground parking needed	5
Tunnel or bridge for Thames	9	Congestion - Fairmile	4
Cycling Dangerous in Henley	9	Introduce park and Ride scheme	4
Improvement to footpath needed	9	Unattractive signage would be introduced	3
Pollution an issue	9	Further comments received, those with less than 3 common responses have not been included in the table	
Bypass needed	7		

Comments received include:

*“Traffic and transport is a key concern as the existing town is already exceeding capabilities and is frequently grid locked. Cycle routes and pathways with safe crossings are essential”.*

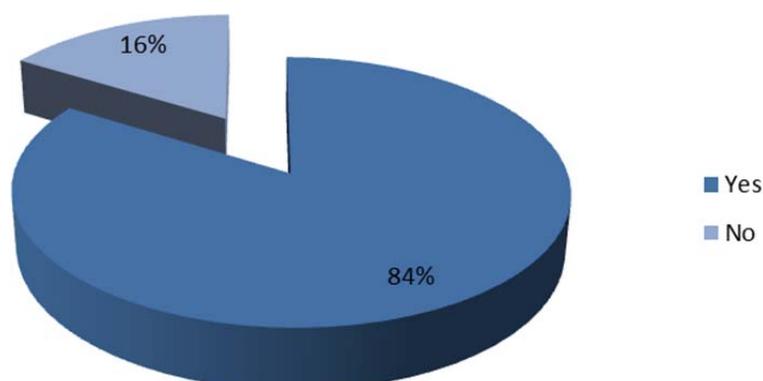
*“A park and ride would be a good addition to the town. Also another bridge over the Thames near Reading would help Henley. Cycle routes are key.”*

*“More should be done to improve travel and transport, in particular traffic in town, parking and train before we extend further”.*

### Theme 3: Retail, Town Centre and Economy

Over eighty per cent of respondents agreed with the vision:

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



No of responses 372

Comments received mentioned that rents/rates for shops are currently too high (14 respondents). It was stated that there is no requirement for a discount food store (13) and also that a lack of available parking affected the performance of the town centre (8)

Comment	No.	Comment	No.
Reduce high rents/rates	14	No small department store required	6
No discount food store required	13	Economic well-being	5
Lack of parking in the town centre	8	Too many coffee shops	4
Vacant shops	7	Retain character of market town	4
More variety of shops needed	6	Further comments received, those with less than 3 common responses have not been included in the table	
Congestion in town centre	6		

Comments received include:

*“Development / encouragement of small businesses cannot occur without a re-evaluation of business rates and services”.*

*“More retail sites are not necessary but I would say that we need more variety of shops. We have far too many coffee shops, estate agents and restaurants”.*

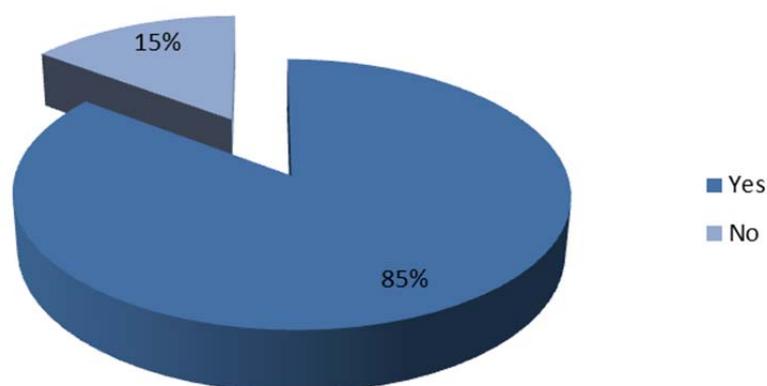
*“The parking is the main issue. People cannot just pop into town to buy anything because they cannot park”.*

*“I agree that additional income and revenue would be a good thing for the town”.*

#### Theme 4: Social Infrastructure

Eighty five per cent of respondents agreed with the vision:

*“A historic market town with a range of high quality leisure, education and social facilities for all ages, making best use of the town’s qualities and the energy of the community, ensuring that children can choose to walk safely to school”.*



No of responses 368

The most popular comment received regarding this theme stated that infrastructure in general (health, education, etc) was required to support the housing numbers, rather than social infrastructure (15 respondents). Other comments received mentioned the need to update existing sports facilities (6) and that a radio station is not a requirement (5).

Comment	No.	Comment	No.
Infrastructure required (health, education, etc)	15	Performing arts centre wanted	4
Upgrade existing 'Sport Facilities'	6	Better broadband connection required	3
Radio station not required	5	Multi-use community hall wanted	3
Not realistic	5	Keep school playing field	3
School places needed	5	Pensioner facilities	3
Build skate park	4	Tennis courts	3
Outdoor gym / sports equipment	4	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

*"There was no mention in the social infrastructure vision of how to accommodate the sheer volume of extra children that would come with 400 homes. I note Shiplake Primary is said to be full but why is there no mention of the others - it's as though they have limitless capacity, when they do not".*

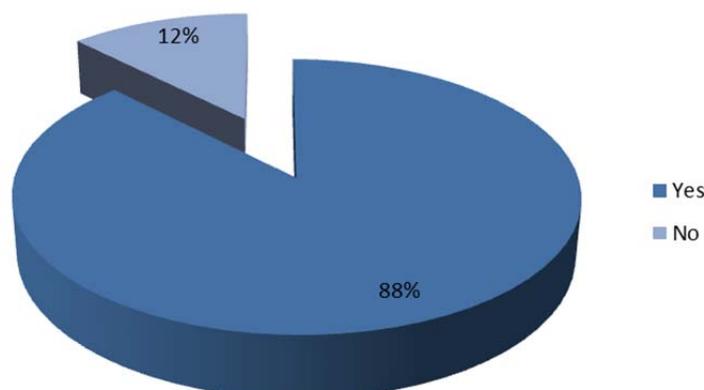
*"Strongly support the proposal to enhance the social infrastructure of the town by developing a performing art centre / multi-use community hall".*

*"'State of art' sports facilities near Gillotts so the school can use them easily. Outdoor gym is a really good idea".*

## Theme 5: Environment, Sustainability and Design Quality

Almost ninety per cent of respondents agreed with the vision:

*"A high quality environment with preserved historic town centre and outstanding natural landscape with a range of green spaces supporting people and wildlife".*



No of responses 373

Comments received included the need to protect the green spaces in Henley and Harpsden (8 Respondents). The need for high and imaginative design quality (7) and the fact that key views should be protected (7).

Comment	No.	Comment	No.
Protect green spaces	8	Wildlife	4
High design quality	7	Flood zones	3
Protect key views	7	Sustainable design	3
Conservation area	6	Sympathetic design	3
Protect trees	5	Further comments received, those with less than 3 common responses have not been included in the table	
Pollution	5		

Comments received include:

*“Essential to protect AONBs, no to building on the flood plain. Protection should be given to the beautiful trees and entrance to the town e.g. Fairmile and its surrounds”.*

*“the most important thing for me is to ensure that the green area is not affected and that new housing doesn’t affect look and character of the town”.*

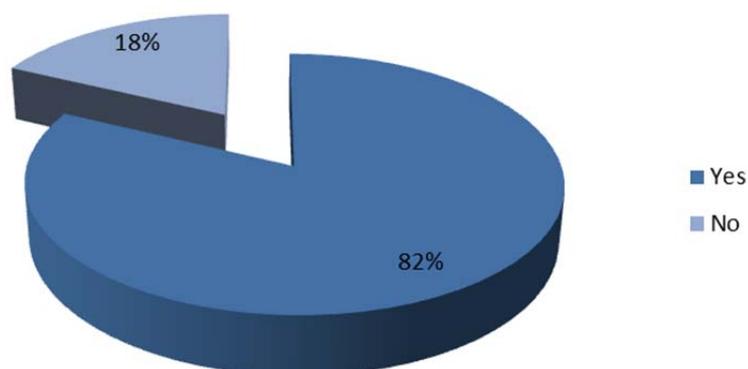
*“Done with care and imagination so that it doesn’t result in resembling the worst of a 1970s brick entrance to a massive Tesco”.*

3. Do you broadly agree with the site assessment criteria that have been establish?

	Yes		No	
	Number	Percentage	Number	Percentage
1: Proximity and accessibility to facilities and services	317	82	69	18
2: Brownfield prioritised over greenfield	367	93	29	7
3: Vehicular traffic impact and related air quality	312	81	73	19
4: Integration with the built up area of Henley	143	70	60	30
5: Potential benefit to the town	304	80	75	20
6: Impact on the landscape including views and AONB	298	78	84	22
7: Impact on archaeology and heritage	294	77	89	23
8: Impact on ecology and wildlife	315	83	64	17
9: Flood risk	331	89	42	11

**Criteria 1: Proximity and accessibility to facilities and services**

Over eighty per cent of respondents agreed with this criterion.



Comments received mentioned that there is a lack of school places available (12 respondents), that the area suffers from congestion (11) and that health facilities are already full (7).

Comment	No.	Comment	No.
Lack of school places	12	Accessibility more important	3
Congestion	11	Public transport too bad outside Henley	3
Health facilities are full	7	Large sites may mean new infrastructure	3
Criterion applies to all sites	6	Further comments received, those with less than 3 common responses have not been included in the table	
Fairmile too far from infrastructure	5		

Comments received include:

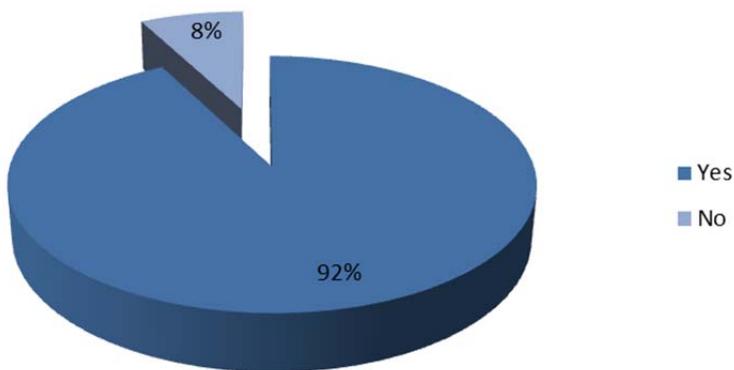
*"I agree principal, but every development cannot be close to key facilities and services. With a town the size of Henley none of the facilities and services will be out of reach".*

*"We should start from the centre and work out".*

*"Most housing should be near to existing facilities which in some cases will need to be increased e.g. more doctors".*

## Criteria 2: Brownfield prioritised over greenfield

More than ninety per cent of respondents agreed with this criterion.



Of comments received, the vast majority stated that this criterion is a priority, however, 5 respondents stated that unused green field sites could be considered for development.

Comment	No.	Comment	No.
Priority / important	42	Protect green belt	3
Not necessarily - unused green field sites possible	5	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

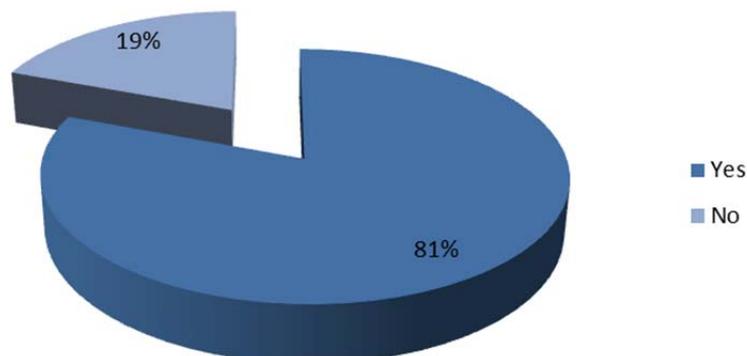
*"Prioritise brownfield and town centre development where there is possibility of more pedestrian movement".*

*"If we do have to build new houses, we are not convinced it is always right to intensify the existing built-up area instead of considering green field sites which are not used by the general public".*

*"Consideration should be given to providing incentives for more industrial businesses in the centre of Town re-locating to the business park sites, particularly along the Reading Road, so as to free up brownfield sites in the middle of Town".*

### Criteria 3: Vehicular traffic impact and related air quality

Just over eighty per cent of respondents agreed with criterion 3.



Comments made by respondents included, Henley already has a problem with congestion (13 respondents), poor air quality will result from more housing (12), it was also stated that the traffic situation would be exacerbated by 400 new homes (9).

Comment	No.	Comment	No.
Congestion already a problem	13	Priority / very important	3
Poor air quality will result from more housing	12	Out of town sites to be used	3
Congestion will be made worse	9	Ban HGV's from Henley	3
Greys Road dangerous	4	Bypass	3
Close Henley off from through traffic	4	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

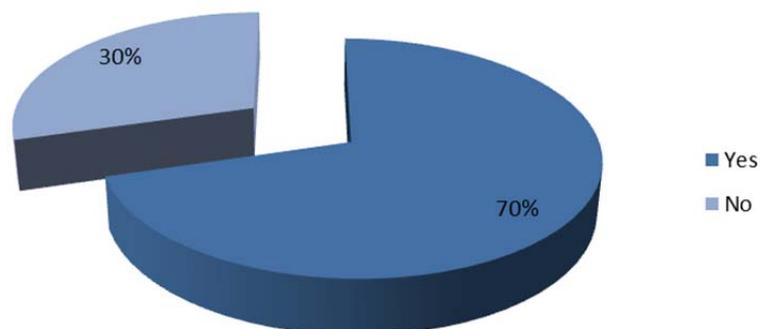
*"Traffic is a major problem for Henley and if nothing can be done to prevent through traffic, then flow must be managed to avoid air quality problems".*

*"Choice of sites should favour those on the roads into and out of Henley over those that would draw more traffic through existing residential area, in order to limit traffic impact".*

*"Not a dominant factor there will always be a lot of traffic whatever the scheme".*

## Criteria 4: Integration with the built up area of Henley

Seventy per cent of respondents agreed that new development should be integrate with the built up area of Henley.



The comments received stated that the plan should seek to avoid urban sprawl (6 respondents) and that town centre sites should be a priority for development (5). It was also mentioned that it is not necessary for development to be integrated with the built up area of Henley (4).

Comment	No.	Comment	No.
Avoid urban sprawl	6	Priority / Important	4
Town centre sites	5	Congestion	3
Not necessarily integrated	4	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received included:

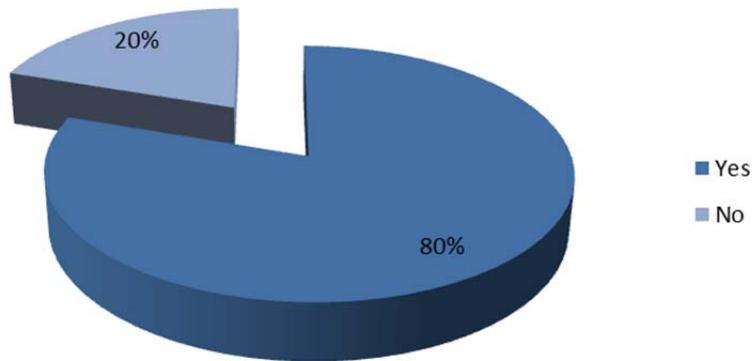
*"New housing should be spread over all areas with emphasis on brownfield being used first, followed by those proximity to road network or close to town centre".*

*"Sites do not necessarily need to integrate with existing built up areas. Some advantages such as traffic movement may be gained from separating new development such as Highlands Farm".*

*"Definitely aim to concentrate on built up areas".*

## Criteria 5: Potential benefit to the town

Eighty per cent of respondents agreed with criterion 5.



Comments made included the opinion that development would have no benefit to Henley and Harpsden (15 respondents). It was stated that school places would be needed (9) and that walking / cycling routes would be beneficial (7).

Comment	No.	Comment	No.
No benefit	15	Walking cycling not essential / important	4
School places are required	9	Congestion	3
Walking / cycling of benefit	7	Further comments received, those with less than 3 common responses have not been included in the table	
keep playing fields	4		

Comments received included:

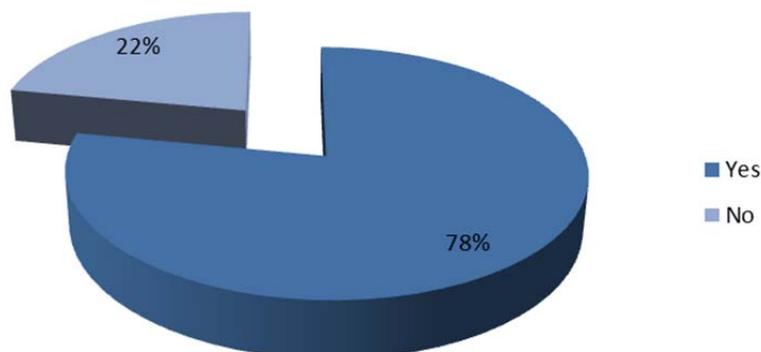
*"Note that new development could be a disadvantage to the town. i.e. schools would have to expand to accommodate new pupils or a new school built...."*

*"No benefit to town. Just take up of space, services, facilities added congestion and chaos".*

*"Cycling and walking network absolutely essential. The riverside is flat- perfect for bikes".*

## Criteria 6: Impact on the landscape including views and AONB

Nearly three quarters of respondents agreed with criterion 6



Of comments received regarding the impact on landscape, 16 respondents stated that this is a priority. It was also mentioned that AONB's need to be protected (13 respondents), while a further 9 respondents stated that all green spaces should be protected.

Comment	No.	Comment	No.
Priority / Important	16	Detrimental to Fairmile	4
AONB to be protected / left untouched	13	Town centre sites used	3
Protect green space	9	Preserve key views	3
Detrimental impact to Henley	7	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received included:

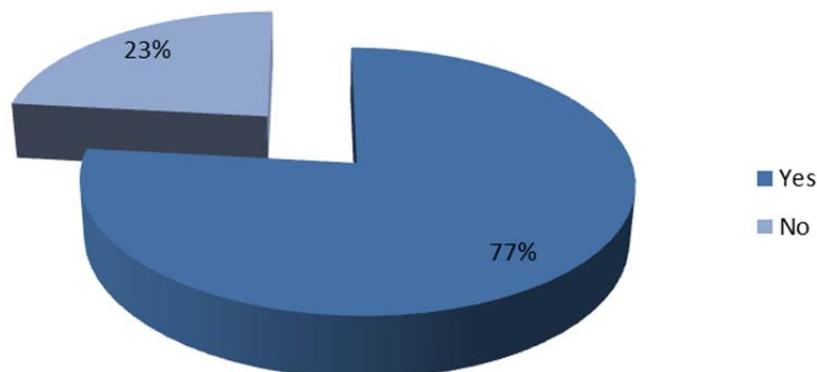
*“Critical, an opportunity to preserve the heritage my generation have enjoyed for the next and future generations”.*

*“Nice idea but not always possible, must be mitigated by planting of trees”.*

*“It is hard to understand how the impact on the landscape including views and AONB has been adequately taken into account, when 2 of the main greenfield sites are in prominent positions adjoining AONB and the views cannot avoid being adversely affected”.*

## Criteria 7: Impact on archaeology and heritage

Just over three quarters of respondents agree with the criterion 7.



Comments received stated that the criterion relating to the impact on archaeology and heritage is a priority / important (16 respondents). It was also mentioned that development should not encroach on the conservation areas of Henley (5 respondents), the Fairmile conservation was singled out by a further 5 respondents.

Comment	No.	Comment	No.
Priority / Important	16	Fairmile Conservation Area	5
Conservation Area	5	Essential for listed buildings	4
		Further comments received, those with less than 3 common responses have not been included in the table	

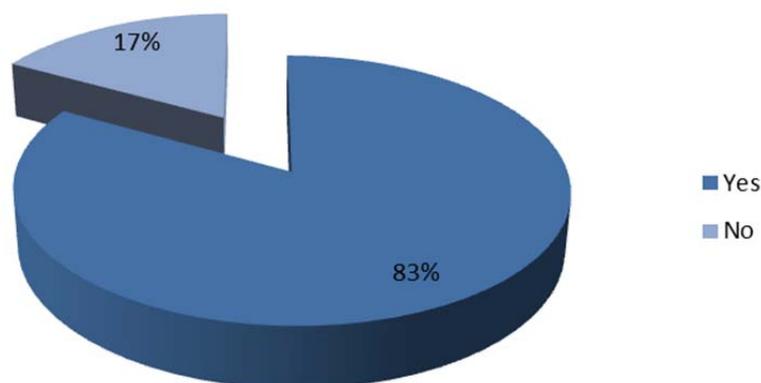
Comments received included:

*"Whenever possible with regards to archaeology. Essential for listed buildings".*

*"Although I agree with the impact of archaeology being important, I also feel that Highlands Farm is by far the best site for development. I do not think the development of Highlands Farm should be denied solely on archaeological grounds - if there are important artefacts buried, then these should be sensitively recovered and displayed locally....."*

## Criteria 8: Impact on ecology and wildlife

Over eighty per cent of respondents agreed with criterion 8.



Comments received regarding impacts on ecology and wildlife included the opinion that damage would be inevitable if houses are built (9 respondents). Seven respondents stated that this criterion was a priority / very important.

Comment	No.	Comment	No.
Damage inevitable if houses built	9	Adverse effect on wildlife	4
Priority / important	7	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

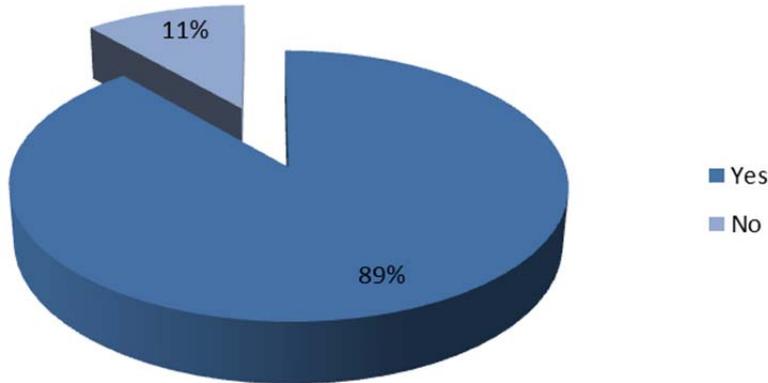
*“As long as recognised ecological status such as SSSI, nature reserve, not ‘it looks quite pretty’”.*

*“Current wildlife and ecology will be eradicated due to high density over development”.*

*“There is nothing that can be done to protect ecology and wildlife when it is being ripped up and destroyed”.*

## Criteria 9: Flood risk

Almost ninety per cent of respondents agreed with the criterion relating to flood risk.



Comments received stated that development should be avoided in flood zone areas (17 respondents), it was also noted that Henley is currently flooded due to recent adverse weather conditions (10), a further 8 respondents stated that mitigation measures would be necessary if development was to proceed.

Comment	No.	Comment	No.
Flood zone to be avoided	17	Minimal flood risk	4
Currently flooded	10	Fairmile is a flood risk site	4
Mitigation measures required	8	More houses means more flooding	3
Priority/ Important	7	Further comments received, those with less than 3 common responses have not been included in the table	
Flood Risk	7		

Comments received include:

*“With the increased flooding due to change in weather pattern it is very important that this fact is taken into consideration”.*

*“Current conditions show the problems that can occur from building in a flood plain however sites can be built to a greater height to prevent flooding”.*

*“The only flood risk appears to be the Fair Mile where the risk is relatively small and could be mitigated”.*

**4. A number of sites have been put forward for residential development – more than are needed to meet minimum 400 required. What are your initial views on the suitability of these sites?**

Respondents were asked whether or not they supported the development sites, a summary table is provided below.

Sites with 70% or more agreement include:

- Site U: Wilkins, Deanfield (87%)
- Site H: Mill Lane, Reading Road (86%)
- Site F: Chiltern's End (84%)
- Site E: Empstead Works (82%)
- Site M: Highlands Farm (81%)
- Site V: TA/RAR Centre, Friday Street (80%)
- Site J: Town Council (79%)
- Site P: Wyevale Garden Centre (78%)
- Site K: Parkside (70%)

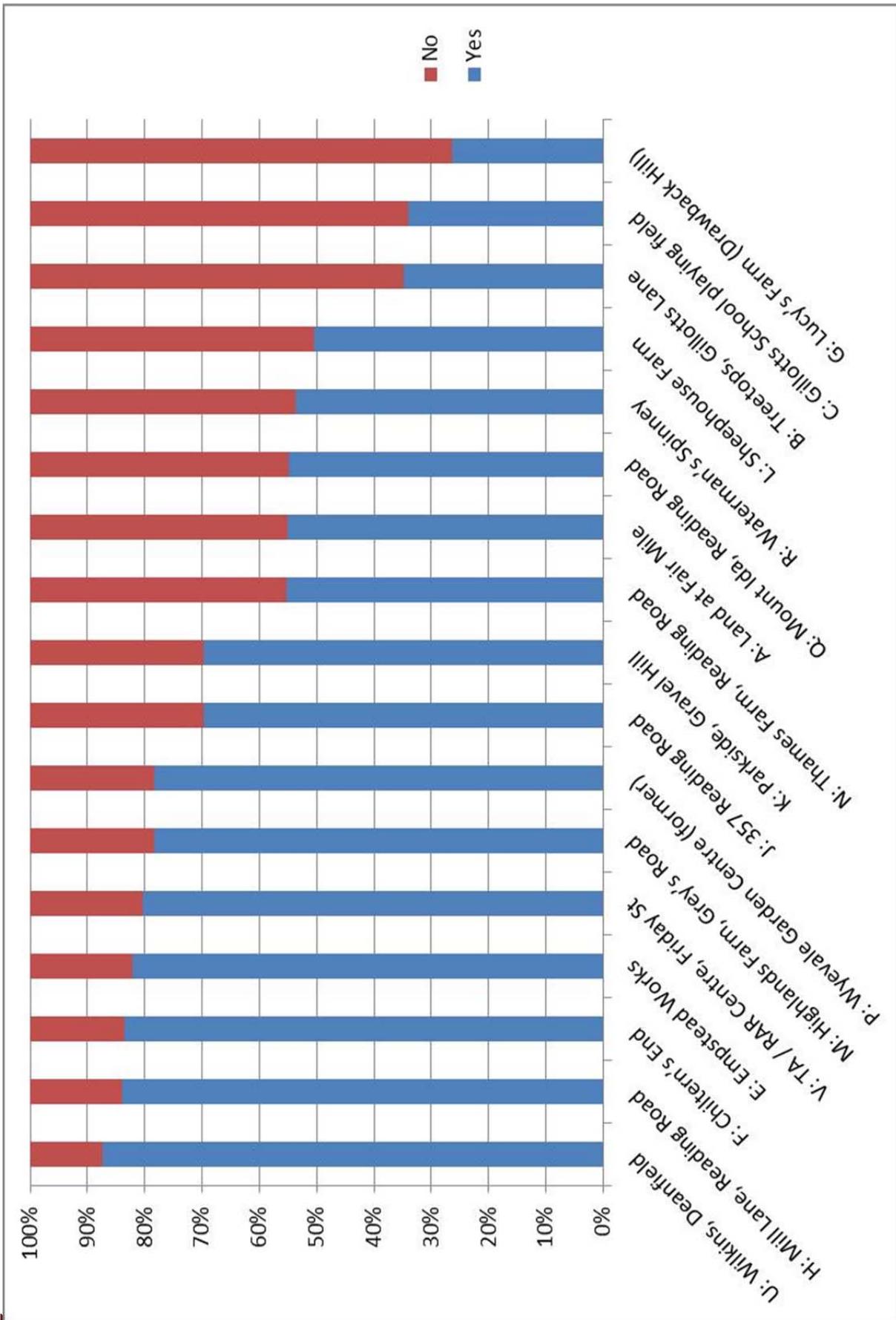
Site between 50 – 69% agreement:

- Site A: Fairmile (55%)
- Site N: Thames Farm (55%)
- Site Q: Mount Ida (55%)
- Site R: Waterman's Spinney (54%)
- Site L: Sheephouse Farm (50%)

Sites under 49% agreement:

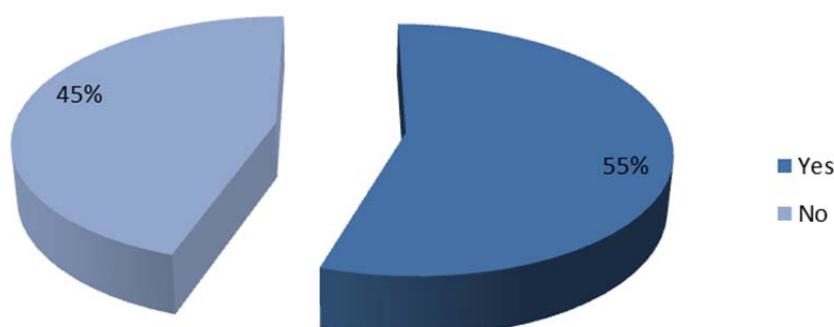
- Site B: Treetops (35%)
- Site C: Gillotts School Playing Field (34%)
- Site G: Lucy's Farm (26%)

	Yes		No	
	Number	Percentage	Number	Percentage
<b>A: Fairmile</b>	221	55	180	45
<b>B: Treetops</b>	130	35	244	65
<b>C: Gillotts School playing field</b>	130	34	253	66
<b>E: Empstead Works</b>	301	82	65	18
<b>F: Chiltern's End (care home)</b>	301	84	59	16
<b>G: Lucy's Farm (Drawback Hill)</b>	92	26	258	74
<b>H: Mill Lane, Reading Road</b>	313	86	60	14
<b>J: Town Council (changing facilities)</b>	240	79	104	21
<b>K: Parkside</b>	243	70	106	30
<b>L: Sheephouse Farm</b>	170	50	167	50
<b>M: Highlands Farm</b>	291	81	80	19
<b>N: Thames Farm</b>	199	55	161	45
<b>P: Wyevale Garden Centre (former)</b>	292	78	81	22
<b>Q: Mount Ida</b>	181	55	149	45
<b>R: Waterman's Spinney</b>	180	54	155	46
<b>U: Wilkins, Deanfield</b>	319	87	46	13
<b>V: TA / RAR Centre, Friday St</b>	289	80	71	20



## Site A: Fairmile

A little over half of all respondents felt that Fairmile would be a suitable site for development. Many concerns were raised regarding the Fairmile site, the greatest of which related to the increase in traffic that could be expected from development of the site (34 responses). Other major concerns included the site being partly within the conservation area (30), the site partly being within flood zone 3 (26) and that it is adjacent to an Area of Natural Beauty (AONB) (22)



Comment	No.	Comment	No.
Would increase traffic	34	Too far to walk	4
Conservation area	30	Reasonable access	4
Flood Risk (zone 3)	26	Design will need to be sensitive	4
Adjacent to AONB	22	Not enough parking	3
An important gateway into Henley	19	Reduced air quality	3
Proposals supported if less dense	14	Historically important area	3
Previous planning refusals	12	Site fails to meet criteria	3
Greenfield	12	Development should be spread out	3
Access would be dangerous / poor	10	Good location	3
Wildlife and ecology affected	10	Extends the town boundary	3
High density	8	Development should be in keeping	3
Tree protection orders in place	8	Providing it doesn't affect existing homes	3
Infill Development (agree)	8	No access allowed from Luker Avenue	3
Don't spoil visual impact	6	Existing residential area, development acceptable	3
Development close to town	6	Further comments received, those with less the 3 common responses not counted in the table	
Developer plans misleading (footprint)	5		

Comments received include:

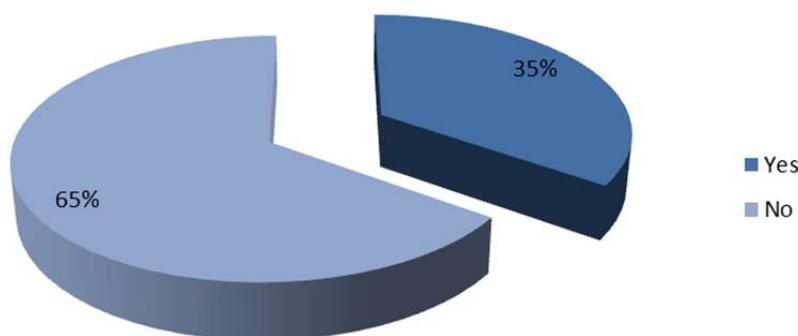
*"Fairmile is a conservation area and of historical interest, I feel this should be respected and that one should bear in mind that smaller developments around would fit in with the neighbour better".*

*"The site at the Fair Mile is particularly unsuitable considering the traffic problems at Northfield End and the long delays caused by existing traffic on the Fairmile".*

*"This site has good road access and adjoins existing housing".*

## B: Treetops

Two thirds of respondents do not wish to see development on this site. Of comments made, the increase of traffic was the main issue (33 respondents) while a further 6 specifically stated that traffic on Greys Road would be problematic. Twenty respondents cited the fact that the site is in close proximity to AONB as reason why development should not occur. Access to the site (14) and the single track lane to the site (14) were also given as reasons against this site.



Comment	No.	Comment	No.
Would increase Traffic	33	Protect views	4
Borders onto AONB	20	Tree Preservation orders / keep trees	4
Access restrictions to the site	18	Woodland Area	4
Single track lane	14	Archaeological Interest	4
Greenfield	9	Henley and Harpsden start to merge	3
Small development only	9	Traffic safety issues	3
Increased traffic on Greys Road	6	Too close to the school	3
Passing places likely to make problem worse	4	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

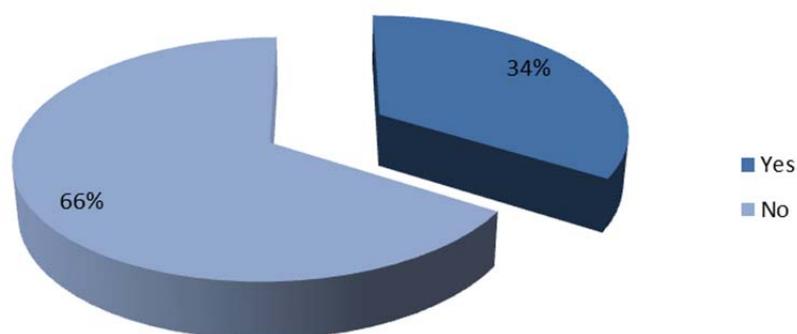
*“Suitable only for a small development because any extra housing would generate increased traffic onto Greys Road”.*

*“The sites near Gillotts lane I think are unsuitable because Gillotts Lane is too narrow and the proposed adding of passing places will not be sufficient to deal with the increased traffic”.*

*“Greenfield site, wooded beautiful site threatening to destroy an AONB. Close to site of archaeological interest and ancient monuments”.*

### C: Gillotts School playing field

Two thirds of respondents did not believe that site C is suitable to be put forward for housing. Comments stated that the playing fields should be retained for their current purpose (51 respondents). The potential negative impact that development would have on traffic was raised by 31 respondents, whilst concerns were mentioned over access to the site (17). A further 15 respondents believe that the school are in need of the funds to make improvements.



Comment	No.	Comment	No.
Retain playing fields	51	Not in conjunction with site G	4
Negative impact on traffic	31	Large site (good)	4
Access restrictions to the site	17	Negative impact on countryside	3
School needs the funds	15	Would create danger for children walking to school	3
Negative visual impact	7	Providing sports facilities remain adequate	3
Not brownfield site	6	Welcomed as extension of existing residential	3
Community could use fields out of hours	5	Proposal too dense	3
Keep trees	4	Creates urban sprawl	3
School may need to expand in future	4	Further comments received, those with less than 3 common responses have not been included in the table	
Good site / preferred	4		

Comments received include:

*“Gillotts school playing field should be retained as a playing field. What a wonderful asset for any school! To build on this land would be a disgrace...”*

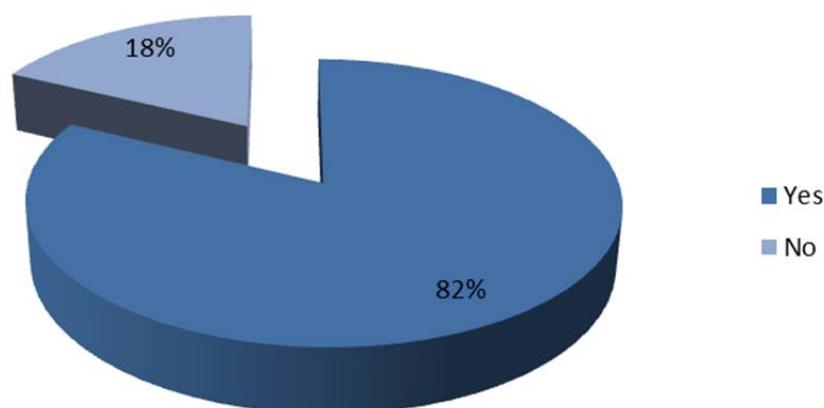
*“A shame to lose playing fields, but they are not being used, and retaining the land is not going to change the school's policy. Much better to raise money to improve facilities that the school will use”.*

*“Excellent opportunity to meet housing need & support the upgrading of the school. Site should be maximised in number of dwellings which would support the financial contribution to increase the school capacity”.*

*“DEFINITELY NOT! - Reducing space for children to play is unacceptable (especially when plans exist to extend the school too). It would increase traffic on narrow lanes and impact negatively on the countryside”.*

## E: Empstead Works

Over two thirds of respondents felt that site E would be suitable as a development site. Comments included that suitable relocation should be found for the current use (27 respondents), that it is suitable as Empstead Works is a brownfield site (26) and a further 15 respondents stated that the site is in a good location for development.



Comment	No.	Comment	No.
Suitable relocation required	27	Close to amenities	8
Brownfield site	26	Ideal infill site	5
Good location	15	Local residents employed here	3
Remain as employment site	11	Should change to residential use	3
Suitable for mixed use development	10	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

*“On proviso that alternative accommodation can be found for business on site to minimise loss of employment”.*

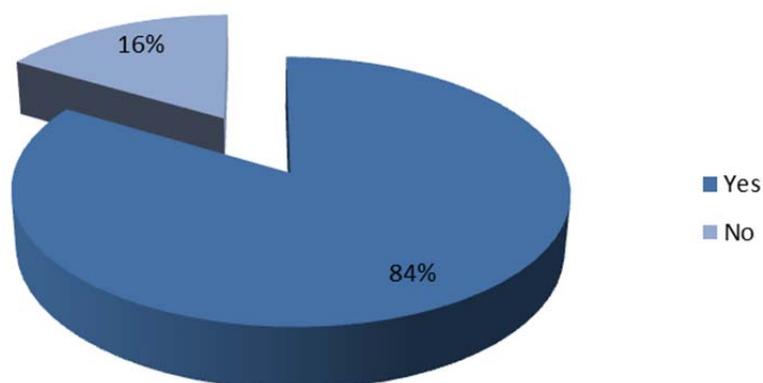
*“A suitable brownfield site. Development would improve the outlook for adjacent residents and remove an unsightly light industrial area. However, compensating measures to accommodate the affected businesses elsewhere in the town will be needed”.*

*“This site is definitely suitable and should certainly be built on, possibly mixed housing and employment, say about 25 houses”.*

*“A suitable brownfield site. Development would improve the outlook for adjacent residents and remove an unsightly light industrial area.....”*

## F: Chiltern's End (care home)

Just under 85% of respondents feel that site F would be suitable for redevelopment. The comments made include that it is a brownfield site, so therefore suitable for development (18 respondents). It was also stated that the care home must be relocated before development should occur (17).



Comment	No.	Comment	No.
Brownfield site	18	On a bus route	5
Home to be relocated	17	Suitable for 25 units	4
Infill site	9	Would put pressure on school	3
Good site	6	No change	3
Site (only) available if current use moves to Townlands	6	Traffic impact	3
Close to amenities	5	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

*“As long as the proposed relocation to a new Townlands development takes place”.*

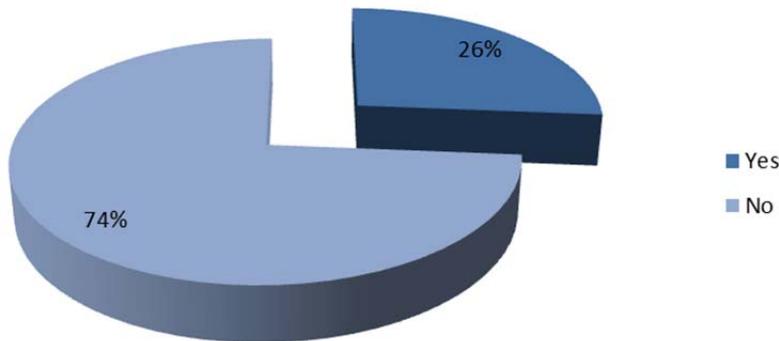
*“Seemingly highly desirable as it would integrate well with the remainder of the town”*

*“A suitable brownfield site. Proposed housing density is modest and acceptable.*

*“St Andrews road are busy enough now without hundreds more cars pouring up and down them. Perhaps a second exit from Lucy's Farm could be explored so that traffic to Reading could miss the centre of Henley”.*

**G: Lucy's Farm (Drawback Hill)**

Just under three quarters of respondents do not think that the Lucy's Farm site is suitable for development. It was stated by 42 respondents that the area is beautiful / AONB and should not be built on. Access restrictions to the site (36) and the negative impact that traffic would have on the area (30) were also cited as reasons that development would be unsuitable.



Comment	No.	Comment	No.
Beautiful area / AONB	42	Extends town boundaries	5
Access restrictions	36	Too big	5
Traffic impact	30	Henley and Harpsden would merge	4
Greenfield	29	Good site	3
Negative visual impact	26	Blandy Road access would be good	3
Smaller development (than proposed)	10	Further comments received, those with less than 3 common responses have not been included in the table	
Not both sites C and G	6		

Comments received include:

*“NO,NO,NO. It would be the destruction of a beautiful valley”.*

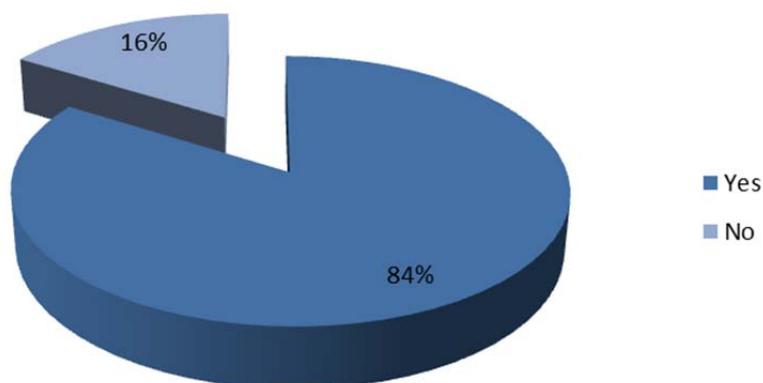
*“Very strongly object to using Drawback. This is a particularly beautiful spot and it would be criminal to see the Harpsden Valley destroyed when there are so many other viable options in and around the Henley area”.*

*“Whilst there has been much local opposition to the development of the Lucy's Farm site, I believe the detailed proposals presented by the developers demonstrate that the impact on the AONB will be minimised. In terms of access then Blandy Road appears to have sufficient capacity. Of all the major greenfield sites being promoted, I believe Lucy's Farm is the most suitable for a significant development”.*

*“large greenfield site. While it is only extending existing housing it would create large increase in traffic and is not near any existing facilities except leisure centre”.*

## H: Mill Lane, Reading Road

Just under 85% of respondents felt that site H is suitable for development. Of the comments received 20 respondents felt that it is suitable as it is a brownfield site, 19 respondents commented that it is a 'good site' for development. It was stated that the petrol station should be retained (16 respondents).



Comment	No.	Comment	No.
Brownfield site	20	Close town centre	5
Good site	19	Good access	5
Retain petrol station	16	Smaller development than planned (dev)	4
Close to amenities	10	Good location for flats	4
Close to public transport	10	Reading Road development preferable	3
Eyesore	8	Infill site	3
Enhance approach	8	Further comments received, those with less than 3 common responses have not been included in the table	
Suitable for 15 units	7		

Comments received include:

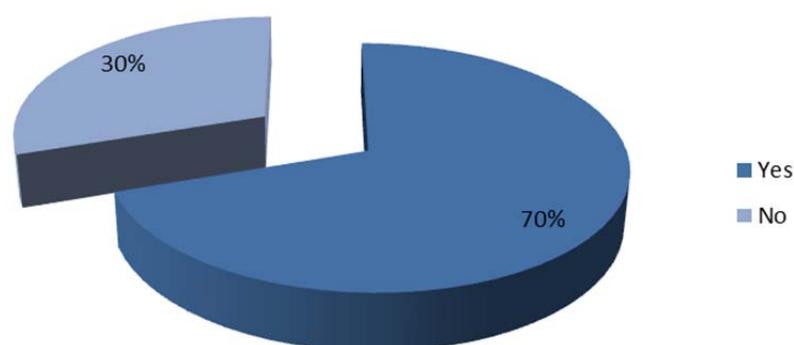
*"Sites off The Reading Road are within easy walking distance to already existing public transport, town centre, supermarket and health and training facilities and The Thames Path".*

*"A site which is ripe for redevelopment, Essential to have a good visual aspect on a key entry route to Henley".*

*"Good location for many affordable flats. Retain filling station".*

## J: Town Council (changing facilities)

Seventy per cent of respondents thought that site J would be suitable for development stating, however that the Sports facilities should be re-located (20 respondents). A further 15 respondents felt that the facilities would be a great loss / should remain where they are. Other comments included that it is a brownfield site (13) and is close to amenities (8).



Comment	No.	Comment	No.
Sports facilities to be relocated	20	Reading Road access	3
Retain sports facilities (as is)	15	Combine sites H & J	3
Brownfield site	13	New clubhouse	3
Close to amenities	8	Infill site	3
Good site	8	Encroaches onto countryside	3
Good access	6	Close to station	3
Close to town centre	5	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

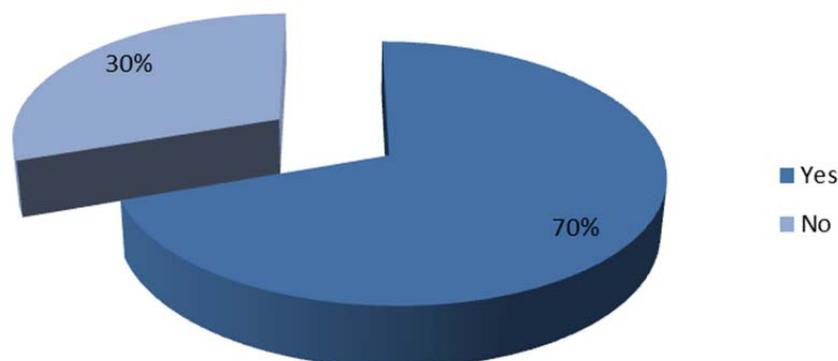
*“357 Reading Road is dependent on relocating the hockey club and others”.*

*“Could be combined with H above if existing facilities can be successfully re-located elsewhere”.*

*“Fully support. Could be partly used for retail or offices, Essential to replace football and hockey clubhouses and take the opportunity, at the same time, to build them on Jubilee Park itself, where the sports are actually played”.*

## K: Parkside

Seventy per cent of respondents state that they feel site K would be suitable. Comments made for this site include the woodland that shouldn't be disturbed (14 respondents), and the fact that it is a greenfield site (11). A further 10 respondents stated that the site is suitable due to its proximity to the town centre.



Comment	No.	Comment	No.
Woodland on site	14	Dangerous / busy road	7
Greenfield site	11	Screened / minimal visual impact	5
Close town centre	10	No public transport	5
Infill site	8	Poor access	4
Development too small	7	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

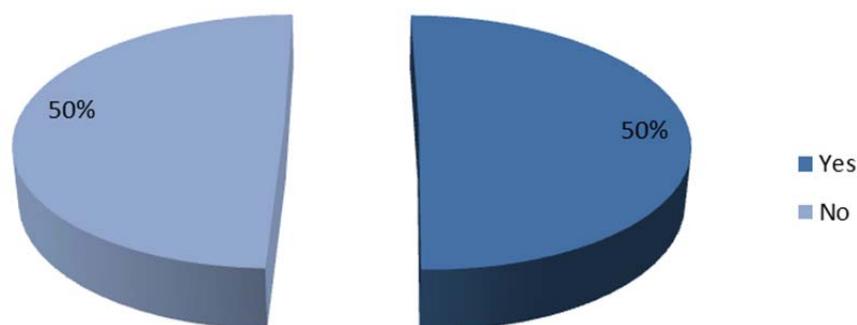
*“Although a green field site, tasteful development would not have an adverse impact on the small number of properties close by. Views from these properties must be taken into account”.*

*“Excellent site with good road access, near to Tesco and easy walking distance of the town centre”.*

*“On the very edge of town and in a rural setting. No public transport and far from amenities”.*

## L: Sheephouse Farm

Agreement with regards to this site is split precisely down the middle. Of the comments received, of most concern was the risk of the site flooding with 37 respondents expressing concern. Other comments received included that Sheephouse Farm is a greenfield site (14), that the site is too isolated (9) and that it creates the risk that Henley and Shiplake may merge into one (9).



Comment	No.	Comment	No.
At risk from flooding	37	Negative Traffic impact	4
Greenfield site	14	Dangerous access	3
Site too isolated	9	Considered for non-residential use	3
Henley and Shiplake at risk of merging	9	Good site	3
Close to public transport	5	CTA – Close to amenities	3
Too far from town centre	5	Further comments received, those with less than 3 common responses have not been included in the table	
Good access	5		

Comments received include:

*“Greenfield site liable to flooding, creates ribbon development along Reading Road merging Henley with Shiplake”.*

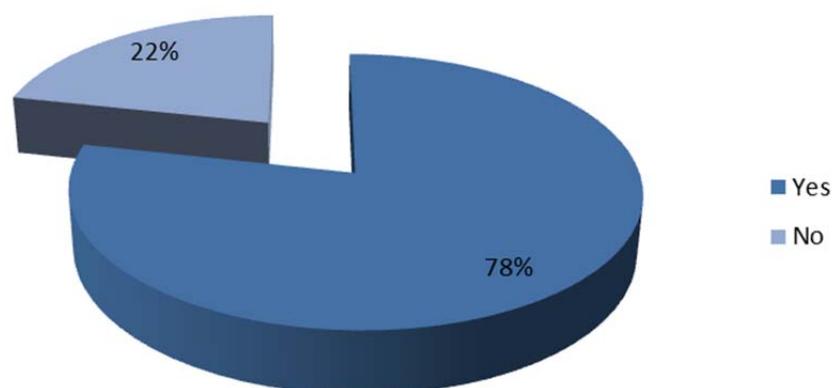
*“Extends sprawl outside suitable built up area and will encourage later/ infill”.*

*“Has the merit of good access to Reading Road and BR without adding to Henley's traffic problems”*

*“Set well back from road and possibly serious threat of flood risk”.*

## M: Highlands Farm

Just over three quarters of respondents stated that the Highlands Farm site is suitable for redevelopment. Comments received with regards to this site included that it is suitable for use as it is a brownfield site (34 respondents) although a further 14 respondents stated that the greenfield area should not be used as part of the development. Other responses mentioned that development would cause a negative impact on traffic (19) and that currently, it is 'unsightly' (16).



Comment	No.	Comment	No.
Brownfield site	34	Site could provide most of housing requirement	5
Negative traffic impact	19	Possible site for Townlands Hospital	4
Unsightly site	16	Mixed use development	4
Good site	14	Suitable for a larger development than proposed	4
Not on greenfield area	14	Lack of school places	4
New local amenities can/should be delivered	13	Small visual impact	4
AONB	11	Care village	4
Site is far from town centre	10	Maximum of 140 units	3
Should be a smaller development than proposed	8	Bus service to be provided to/from Henley	3
Good access	8	Further comments received, those with less than 3 common responses have not been included in the table	
Used for employment purposes	6		

Comments received include:

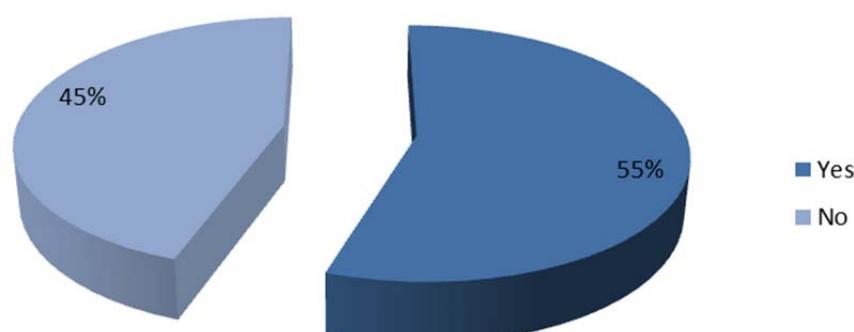
*"I would like to see the density of development at Highlands Farm increased to 250 homes plus. The site (as the only large brownfield site with immediate deliverability potential) has many advantages and a development of this scale would enable the developer to make a substantial S106 contribution for improved public transport, road improvements, cycle routes etc"*

*"Highlands farm is run down and could absorb a significant proportion of new homes. It is also set back which would minimise the impact on existing houses on Greys Road".*

*“although brownfield, too far out of town, will encroach on surrounding fields and area of AONB, It would also increase traffic on Greys Road and people would drive in to town to park or station access rather than walk or cycle”.*

## N: Thames Farm

Just over half of respondents felt that this site would be suitable for development. Comments mentioned by respondents included, Thames Farm is a greenfield site (11 respondents), a previous planning application has already been refused for this site (7). It was stated that the site is too far from the town centre (7), but that it has good public transport (7) and it was also stated that a new school could be built or the current school extended to help with the lack of places (7).



Comment	No.	Comment	No.
Greenfield site	11	Poor access	5
Previous planning application rejected	7	Risk of settlements merging	4
Too far to town centre	7	Low density development acceptable	4
Good public transport	7	Development screened	4
School could be built / extended	7	Negative traffic impact	4
Site part of Shiplake	6	Footpaths needed	4
Close to amenities	6	Site is an eyesore	4
Near to railway station	6	All schools in area full (not just Shiplake)	4
New (convenience) retail needed	6	Cycle route to Henley	3
Not if Wyevale also developed	6	Good access via Reading Road	3
Good access	5	Good location	3
Lack of school places	5	Further comments received, those with less than 3 common responses have not been included in the table	
Less traffic to town centre (out to Reading)	5		

Comments received include:

*"This is the hardest one to choose. It is greenfield but it well protected by mature trees and has easy access away from Henley. People could use the local shop, railway station and school (although this would need enlarging)"*

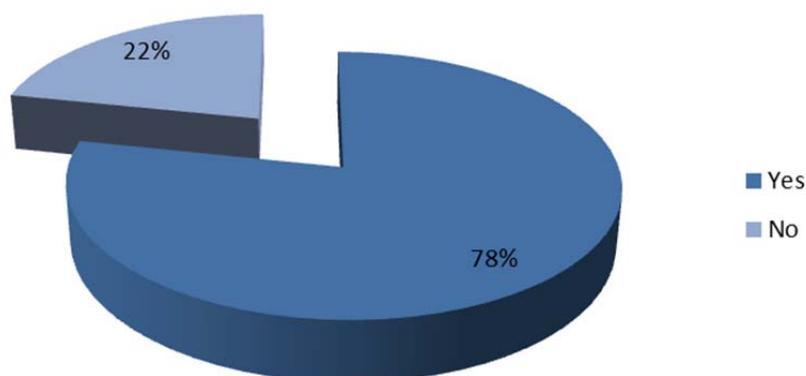
*"These sites are too far away from the centre of Henley. Thames farm has had its application for 110 houses turned down"*

*"Strongly no. Greatly increases obvious sprawl from Shiplake towards Henley along primary route".*

*"Has the merit of good access to Reading Road and BR without adding to Henley's traffic problems".*

## P: Wyevale Garden Centre (former)

Just over three quarters of respondents agreed that the former Wyevale Garden Centre would be a good site for development. Of the comments received, 26 respondents stated that the site is suitable as it is brownfield, a further 18 mentioned that it is currently an eyesore. It was agreed by 17 respondents that this is a 'good site'



Comment	No.	Comment	No.
Brownfield site	26	Loss of employment site	5
Currently an Eyesore	18	Cycle route to Henley required	5
Good site	17	Close to amenities	5
Close to rail link	11	Too far to town centre	5
Not suitable for residential	7	Low density	4
No capacity at schools	7	Henley and Shiplake would merge	4
School capacity not a problem	7	Site N or P, not both	3
Negative traffic impact	7	Improved access required	3
Needs redevelopment	6	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

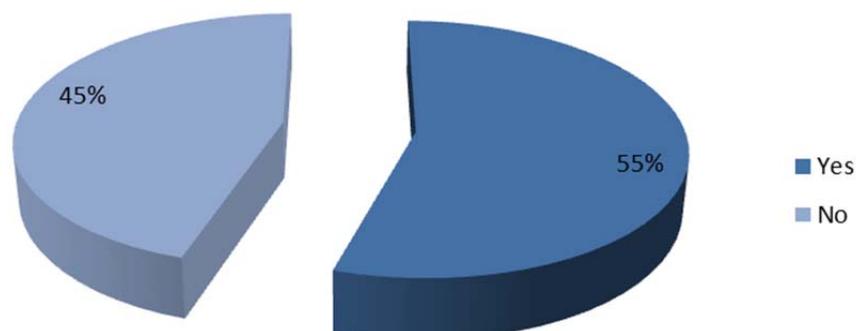
*"Wyevale should be re-developed. It is turning into an eyesore and could easily accommodate a decent proportion of the needed housing. Shiplake has existing services and infrastructure and local businesses in the village would benefit".*

*"A largely derelict site in urgent need of redevelopment. Maybe it could include provision of a new primary school."*

*"Brownfield site with uncertain future if not used for housing. However it creates ribbon development along Reading Road merging Henley with Shiplake and is too far from town for people to walk and Reading Road is too dangerous for cycling".*

## Q: Mount Ida

Just over half of respondents thought that Mount Ida would be a suitable site for development. Comments made include, capacity of the nearby schools, a number of whom stated that Henley schools have the same issue as Shiplake Primary (10 respondents) and the impact development would have on traffic (9).



Comment	No.	Comment	No.
School capacity issues	10	Far from town centre	4
Traffic impact	9	Area of landscape value	3
Part of Shiplake, not appropriate	6	High density	3
Brownfield	5	Extends existing development	3
Public transport	5	Negative visual impact for nearby homes	3
<i>Reading Road sites preferable</i>	4	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

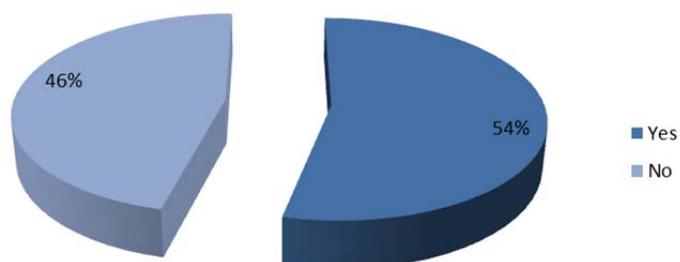
*"The Shiplake sites look promising and I think the comment about Shiplake school being full would apply to Henley schools too so I don't understand why Shiplake has been singled out for this restriction".*

*"It has a very awkward access up onto the road and houses there would impinge negatively on the houses below".*

*"Brownfield, well hidden, housing of suitable design could be added with limited impact on surrounding area".*

## R: Waterman's Spinney

Only just over half of respondents felt that Waterman's Spinney would be a good site for development, citing the reason that it is a valuable woodland area (22 Respondents) and a greenfield site (13).



Comment	No.	Comment	No.
Woodland area	22	Link the site with the allotments	5
Greenfield site	13	Allotments should not be sacrificed	4
Good site for development	8	Good road access	4
Suitable for affordable housing	6	Recreation area	3
Extends existing development	6	Extends town boundary	3
Close to amenities	6	Far from town centre	3
Impact on wildlife and ecology	5	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

*"Waterman's Spinney and presumably the adjoining allotments have been cultivated and improved for a long period of time and are the recreational and productive work of a number of Henley people. These should not be sacrificed for building plots".*

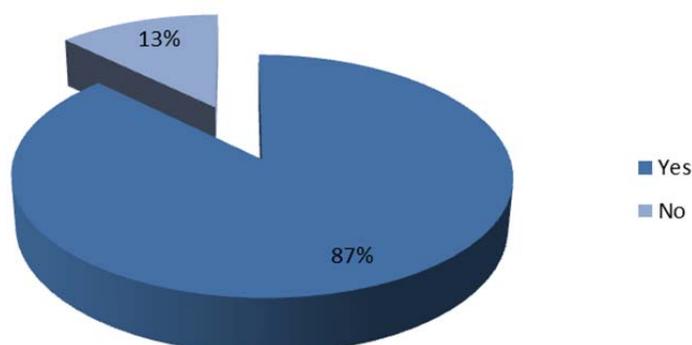
*"Although a greenfield site, tasteful development would not have an adverse impact on the small number of properties close by".*

*"Lovely area of local woodland. The trees are very important, contain bats and wildlife. It would be a sad loss if redeveloped".*

*"suitable site in existing residential area. Development could be screened by existing trees".*

## U: Wilkins, Deanfield

Almost 90% of respondents felt that the Wilkins site would be suitable for development. Respondents stated that reasons for the sites suitability include, it is a brownfield site (24 respondents), the site is a good infill development (23) while others states that it is very close to the centre of town (15).



Comment	No.	Comment	No.
Brownfield site	24	Close to amenities	4
Good (infill) site	23	Wilkins relocating	4
Close to town centre	15	Good location for flats	4
Youth centre a mess / should be moved	6	Close to Public Transport	4
Small site	5	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received include:

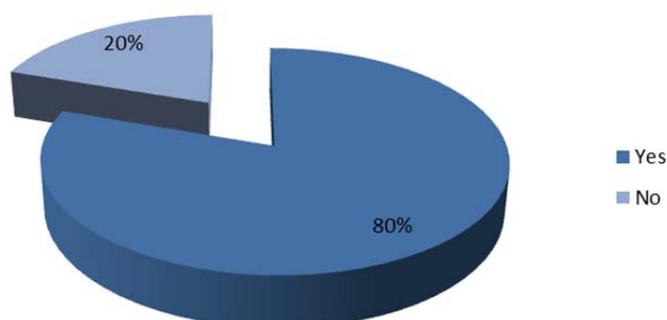
*"Ideal site. Housing would actually enhance the environment".*

*"Small, non-controversial site, current use more suited to non town centre location"*

*"Possibly acceptable for 10 houses but even more parking problems in what is already a seriously congested part of town".*

## V: TA / RAR Centre, Friday St

Over three quarters of respondents felt that development would be suitable on this site. As for the previous site, respondents stated that reasons for the sites suitability include, it is a brownfield site (18 respondents), the site is a good infill development (18) while others state that it is very close to the centre of town (17).



Comment	No.	Comment	No.
Brownfield site	18	Suitable relocation required	3
Good infill site	18	Traffic impact	3
Close to Town Centre	17	Retain character of area	3
Not enough parking	6	Proposals too dense	3
Sensitive design required	5	Considered for office use	3
Site too small to consider	4	Protect tree / hedges	3
Considered for a community use	4	Further comments received, those with less than 3 common responses have not been included in the table	
Close to amenities	3		

Comments received include:

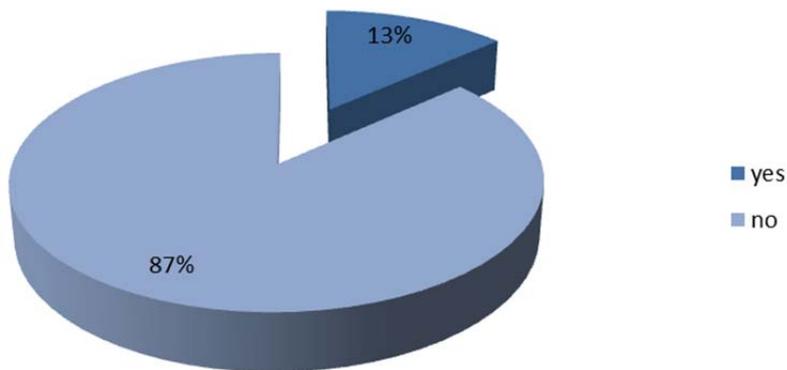
*“We are concerned as close neighbours about the proposed Friday Street TA Centre development. It is important that it is done in a manner sympathetic to the Conservation Area in which it is situated. In particular it should not change the road frontage unnecessarily and especially not damage the remaining green hedges etc....”*

*“Perhaps suitable for a small, very sensitively planned development, in order to preserve the medieval character of this area of town”.*

*“Another logical infill for residential”*

## 5. Is additional land needed for shopping in Henley?

When respondents were asked if land was required for shopping in Henley just over ten per cent of people stated that it was. Comments received included that Henley already has a large proportion of vacant shops (72 respondents), the lack of parking available in the town centre was cited as an issue (23), while the high rents/rates for traders was also mentioned (20).



	Number	Percentage
Yes	50	13
No	324	87

Number of respondents 374

Comment	No.	Comment	No.
Vacant shops	72	Better use of existing land	8
Not enough parking available	23	New development may require convenience stores	8
High rents for shops	20	Encourage independent traders	6
More choice of shops needed	14	Market Place development not happened (lack of demand)	4
Already have an out of town supermarket	10	New supermarket wouldn't be beneficial	3
Too many coffee shops	9	Further comments received, those with less than 3 common responses have not been included in the table	
Internet shopping means more shops not required	9		

Comments received included:

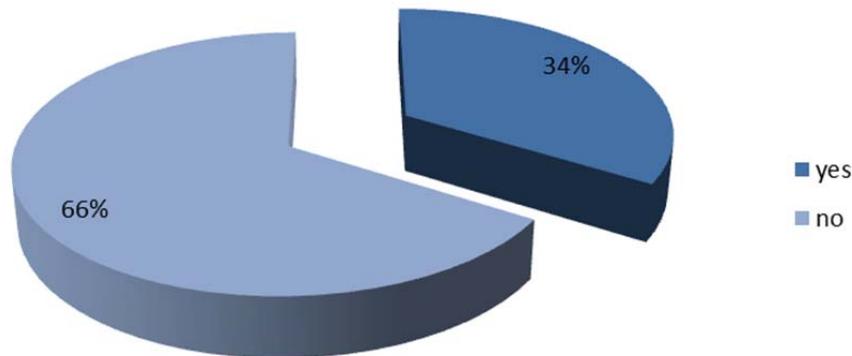
*“There is not adequate parking for the existing businesses. There are empty retail premises in the centre of town, some are long term empty”.*

*“There are several empty shops in Henley as of now. With the increase in online shopping there will be less, rather than more, requirement for retail outlets”.*

*“The number of shops closing is a concern and some close after being open a very short time. Business Rates and rents appear to be the main problem but problems with parking and easy access to the town centre cannot help”.*

## 6. Is additional land needed for employment in Henley?

When asked if additional land was required for employment in Henley, two thirds of respondents said no. Twelve respondents stated that employment units are currently available, 10 respondents wrote that employment should be located on brownfield sites (11) while 10 respondents stated that better use could be made of current employment sites. A number of the site were given as suggestions as to where employment could be based if required including Highlands Farm (9), Wyevale (8) and development at the station (7).



	Number	Percentage
<b>Yes</b>	113	34
<b>No</b>	221	66

Number of respondents 334

Comment	No.	Comment	No.
Units currently available	12	Would be supported by new homes	6
Locate on brownfield sites	11	Locate new employment out of town	5
Make better use of existing sites	10	Too much traffic already to accommodate more employment	4
Enough employment opportunities currently in Henley	9	Small office space for start ups	4
Suggested site - Highlands Farm	9	Some shops/businesses should be relocated out of town	3
Suggested site - Wyevale	8	Evidence required for the need for employment space (and type)	3
Suggested site - land at station	7	Not enough parking to accommodate this	3
Retain Empstead as employment	7	Plenty employment in nearby towns, retain Henley as is	3
Use vacant shops for offices	6	Further comments received, those with less than 3 common responses have not been included in the table	

Comments received included:

*"Not more land, but creative use of existing land and buildings..."*

*“Clearly yes as we should encourage any ways of creating more employment however, serious consideration must be given towards the lack of parking and the obvious increase”.*

## 7. What priority do you think the community infrastructure projects listed below should be given?

Respondents were asked to prioritise seven community infrastructure projects as essential, important, desired or not a priority.

The project that was considered to be the most essential was for a package of measures to reduce town centre congestion, this scored 68% of votes from respondents, with no other item receiving strong consideration for ‘essential’.

Of importance to respondents is an improved / new youth centre (43%); improved sports pitch and recreation provision (40%); strategic cycling route investment (38%); and town centre environmental enhancement (35%). The police drop in facility and performing arts centre / multi use community hall fared best in the ‘desired’ category.

A performing arts centre / multi use community hall was most likely to be considered as ‘not a priority’, scoring 28%, followed by a police drop in facility scoring 23%.

	Essential		Important		Desired		Not a priority	
	No.	%	No.	%	No.	%	No.	%
<b>1: A package of measures to reduce town centre congestion</b>	267	68	93	24	26	7	9	2
<b>2: Strategic cycling route investment</b>	80	20	149	38	105	27	58	15
<b>3: Improved sports pitch and recreation provision</b>	50	13	153	40	136	36	41	11
<b>4: Improved / new youth centre</b>	42	11	163	43	139	37	36	9
<b>5: Performing arts centre / multi use community hall</b>	37	10	87	23	143	38	106	28
<b>6: Town centre environmental enhancements</b>	47	13	133	35	137	36	59	16
<b>7: A police drop in facility</b>	46	13	97	27	138	38	83	23

## 8. Do you consider there to be other priorities not listed here?

Respondents were asked to identify any further priorities for Henley and Harpsden that were not listed in the questionnaire. Comments received stated that improved sports facilities were a priority (28 respondents) 23 of these respondents further singled out the Henley Rugby Club for improvement. The issue of a need for more car parking was mentioned by 12 respondents. The idea of a performing arts centre was welcomed by 11 respondents.

Comment	No.	Comment	No.
Sports facilities improved	28	Cycle routes	7
Improvement to Henley Rugby Club	23	Health facility	7
Car parking required	12	Youth facilities	6
Performing arts centre required	11	Ban HGVs from Henley	4
Impact on schools / school places	10	Park and ride	3
Funding for Kenton theatre	8	Further comments received, those with less than 3 common responses have not been included in the table	
Congestion	7		

Comments received include:

*“A performing arts centre would be a huge asset to Henley and is badly needed. There are no venues in the town, even churches, where large groups can perform and where an audience of 500 can sit comfortably and be able to see.....”*

*“Upgrade of facilities at Henley Rugby Club to further increase the community use of the facility for both rugby playing members and for non-members to make more use of facilities.....”*

*“Better parking facilities - the town is always choked with people trying to get in”.*

## 9. Do you have any other comments?

Respondents were asked if they had any further comments to make. The most repeated comment was regarding the levels of congestion that Henley has to cope with (32 respondents). Other issues of concern to people within the Neighbourhood Plan area include parking (14), the infrastructure that would be required to support such development (13) and the retention of character of the Henley and Harpsden area (13)

Comment	No.	Comment	No.
Congestion	32	Extend / new school	3
Parking required	14	High business rates	3
Infrastructure required	13	Invest in sports facilities	3
Retain character	11	Residents unaware of the survey	3
River crossing needed	11	Why is police drop-in needed	3
Affordable housing needed	10	Fix roads	3
Bypass required / stop through traffic	8	Flood risk	3
Against Fairmile site	7	Town centre sites should be used	3
Protect green belt	6	Wrong time for consultation (over Christmas)	3
Sympathetic design	6	More public transport	3
Use brownfield sites	5	Cycle route alongside railway	3
Avoid urban sprawl	5	Air pollution	3
Spread development throughout Henley	5	Infill numbers should count	3
Elderly people to 'downgrade' out of large family houses	4	Footpaths required	3
Is development of 400 homes needed?	4	Further comments received, those with less than 3 common responses have not been included in the table	
Don't spoil Henley	3		

Comments received include:

*"Henley built up as a small market town by over development without considering the necessary impact on traffic is very short sighted. Henley can't really cope with the number of residents it currently has to accommodate".*

*"I feel that the NP should look again at the possibilities of preventing through traffic from using Henley. These should also be consideration of the possibility of multi-storey car parking at the station, with the shuttle transport into and out of town".*

*"Extra housing =Larger population, therefore provision must be allowed for extra schools, surgeries, parking, traffic flow, sewerage, waste disposal"*

*"Just to thank all the volunteers and councillors who give up so much time to make this consultation a truly valued exercise. You are much appreciated even if it doesn't feel like it sometimes!"*

**Other:**

Items also received through the consultation period:

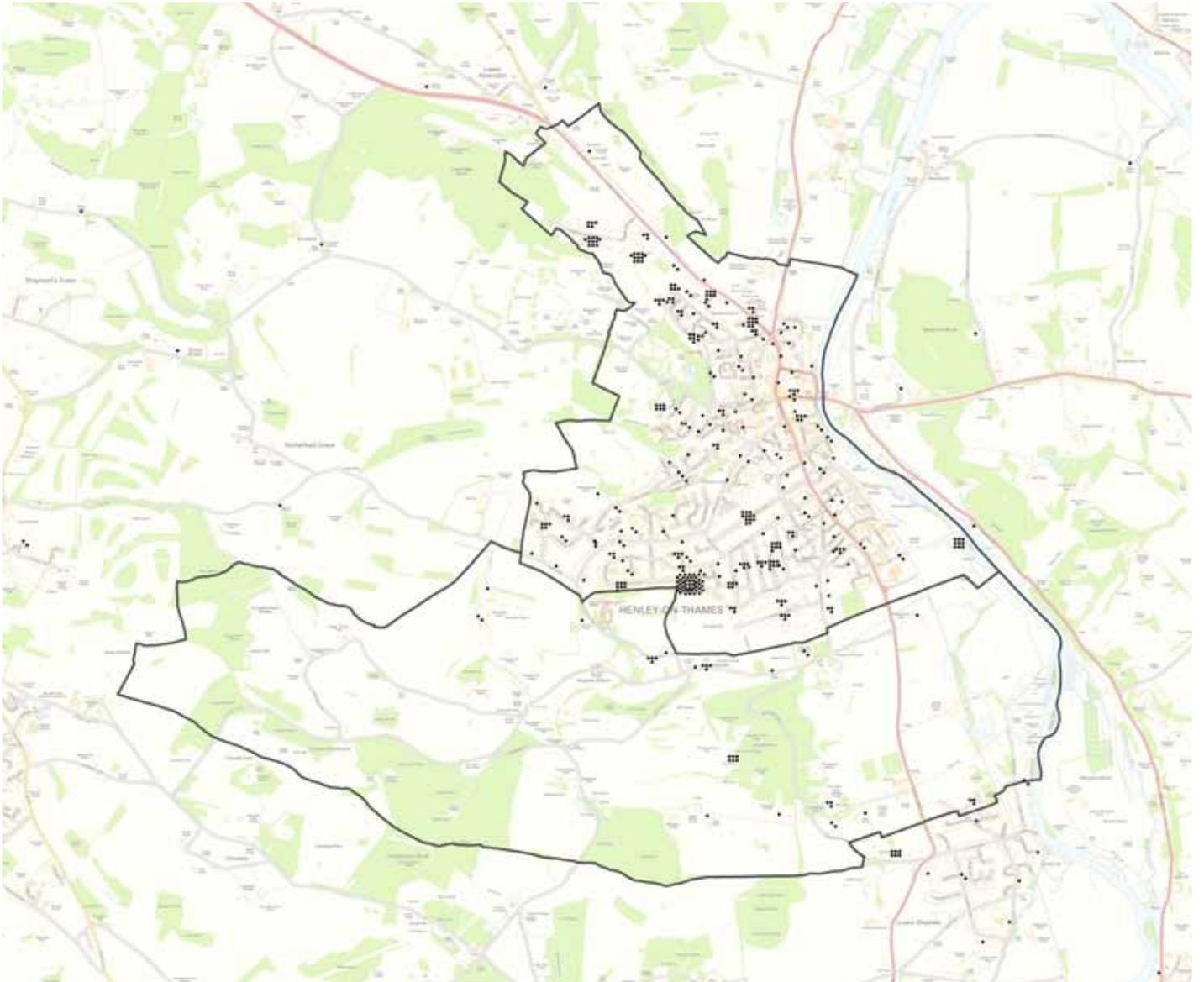
- Petition against housing development at Lucy's Farm from Henley Golf Club (118 signatures)
- Petition from Bowling Court Retirement complex against development on Land at Fairmile (20 signatures)
- Heritage Statement regarding Land at Fairmile

## Appendix one: Responses outside of JHHNP area

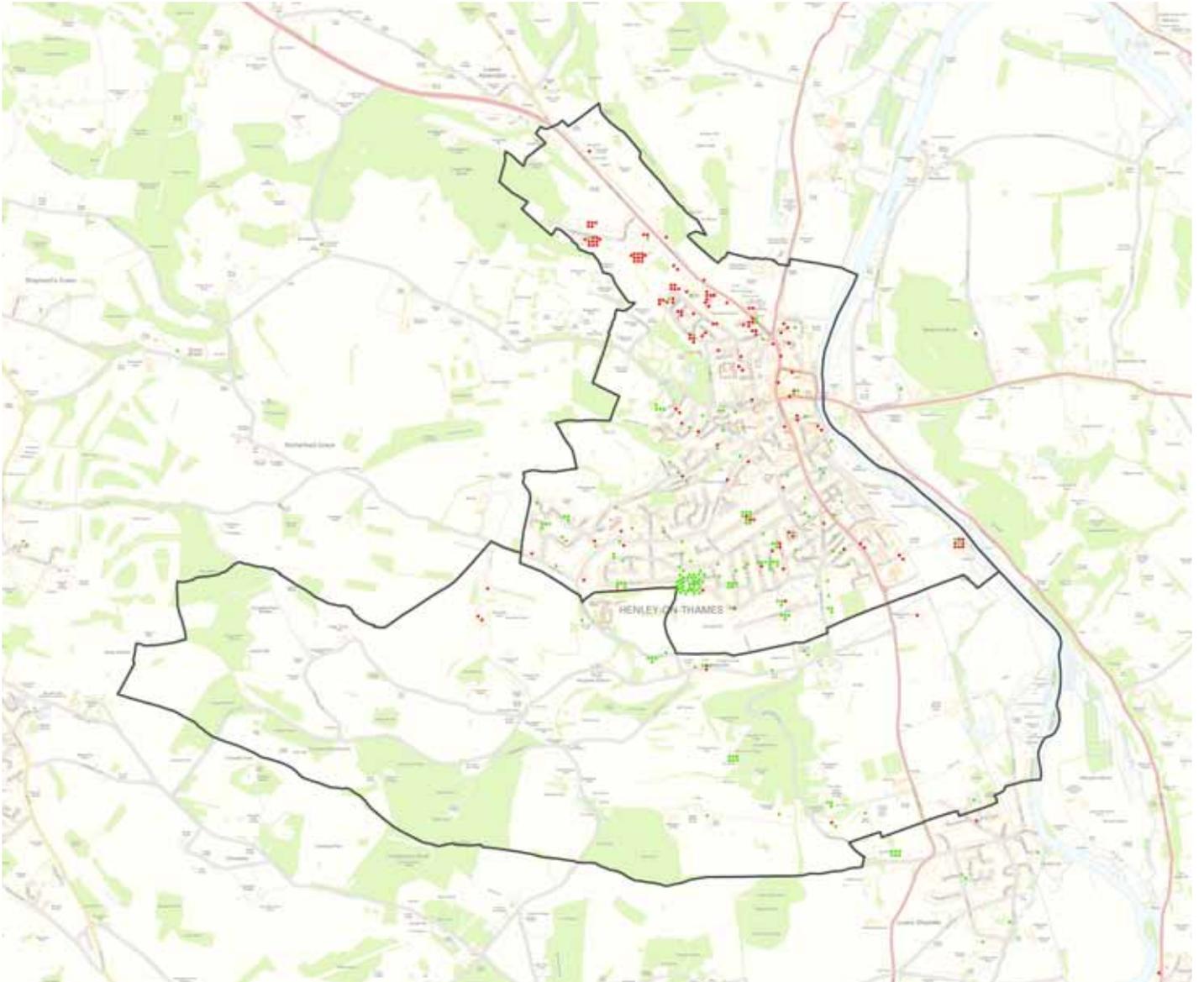
	INCLUDING ALL ADDRESSES		EXCLUDING ADDRESSES OUTSIDE JHHNP BOUNDARY		CHANGE
	Yes	No	Yes	No	
<b>A: Fairmile</b>	55	45	55	45	None
<b>B: Treetops</b>	35	65	32	68	3% no
<b>C: Gillotts School playing field</b>	34	66	34	66	None
<b>E: Empstead Works</b>	82	18	81	19	1% no
<b>F: Chiltern's End (care home)</b>	84	16	84	16	none
<b>G: Lucy's Farm (Drawback Hill)</b>	26	74	24	76	2% no
<b>H: Mill Lane, Reading Road</b>	86	14	84	16	2% no
<b>J: Town Council (changing facilities)</b>	79	21	71	29	8% no
<b>K: Parkside</b>	70	30	71	29	1% yes
<b>L: Sheephouse Farm</b>	50	50	51	49	1% yes
<b>M: Highlands Farm</b>	81	19	76	24	5% no
<b>N: Thames Farm</b>	55	45	60	40	5% yes
<b>P: Wyevale Garden Centre (former)</b>	78	22	82	18	4% yes
<b>Q: Mount Ida</b>	55	45	57	43	2% yes
<b>R: Waterman's Spinney</b>	54	46	55	45	1% yes
<b>U: Wilkins, Deanfield</b>	87	13	87	13	none
<b>V: TA / RAR Centre, Friday St</b>	80	20	81	19	1% yes

## **Appendix two: Mapped responses**

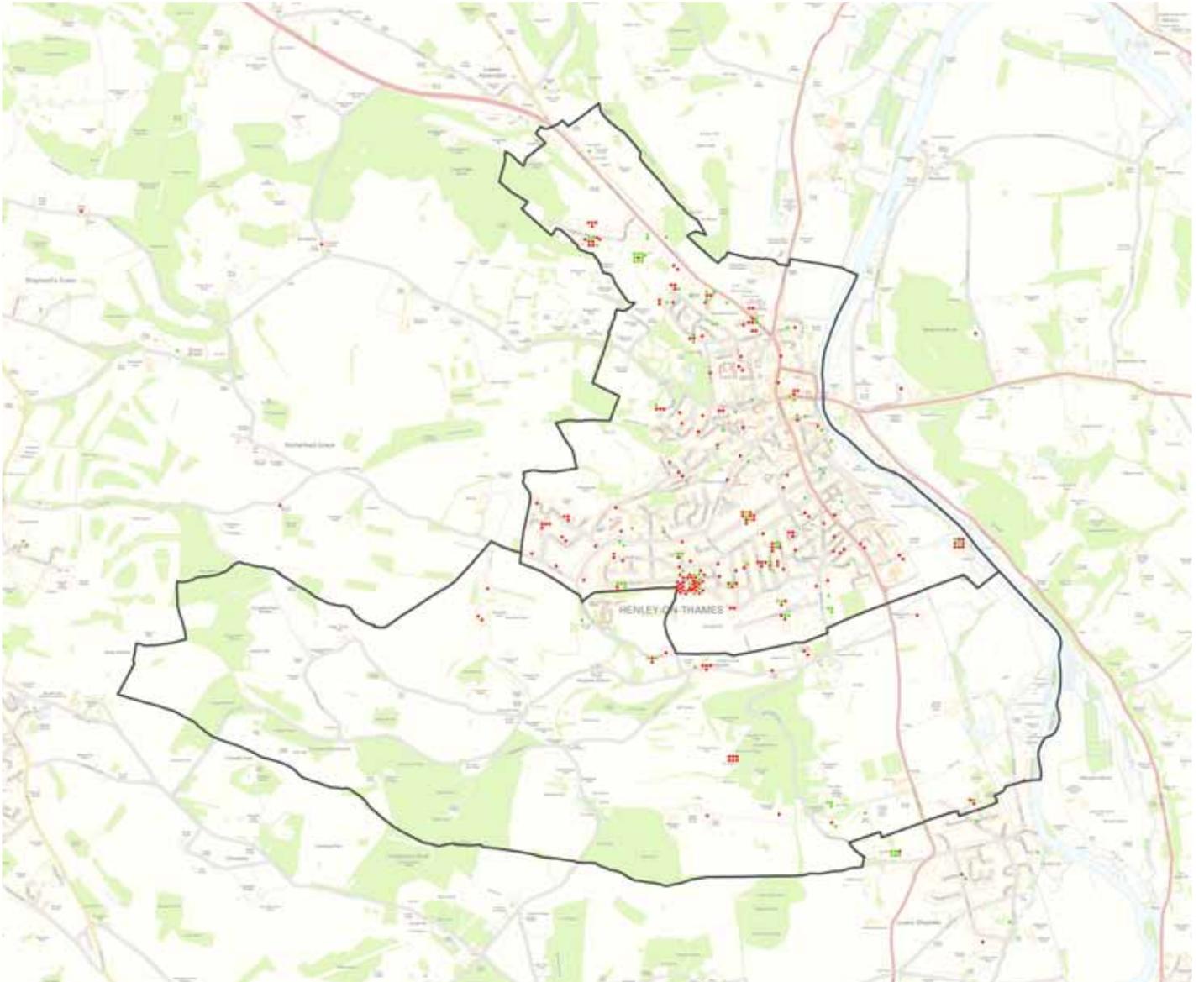
## All responses received



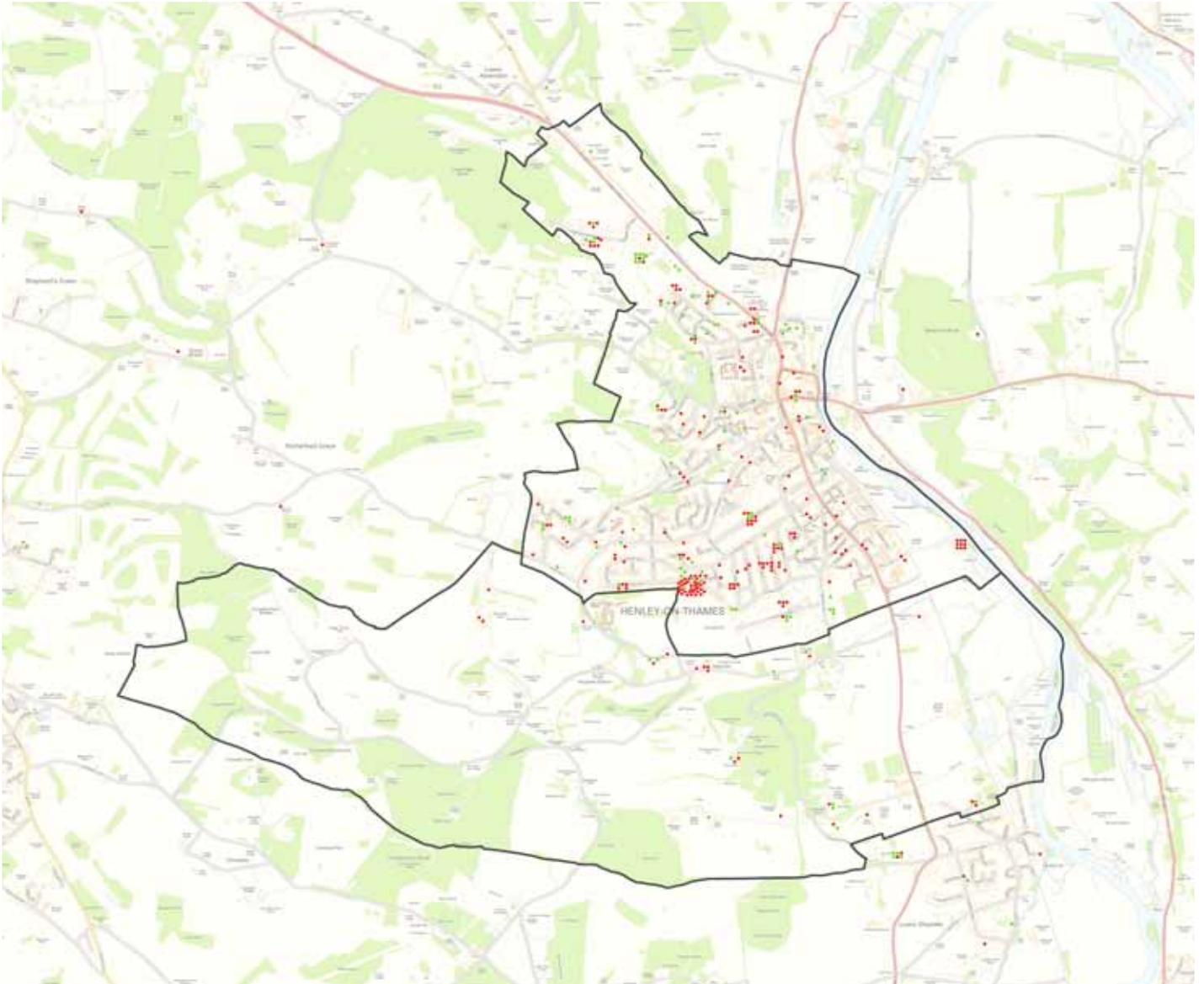
**Site A: Fairmile**



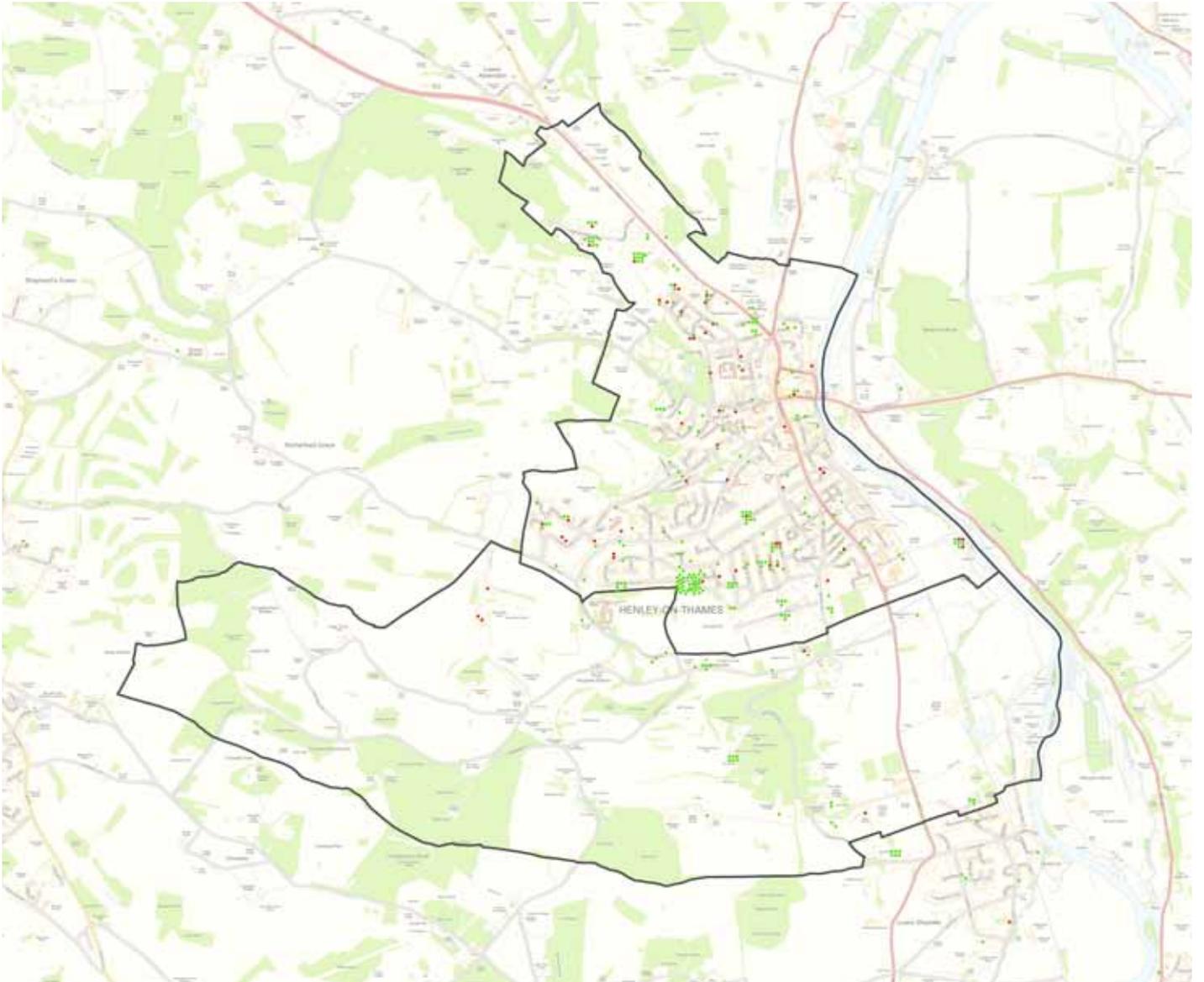
## Site B: Treetops



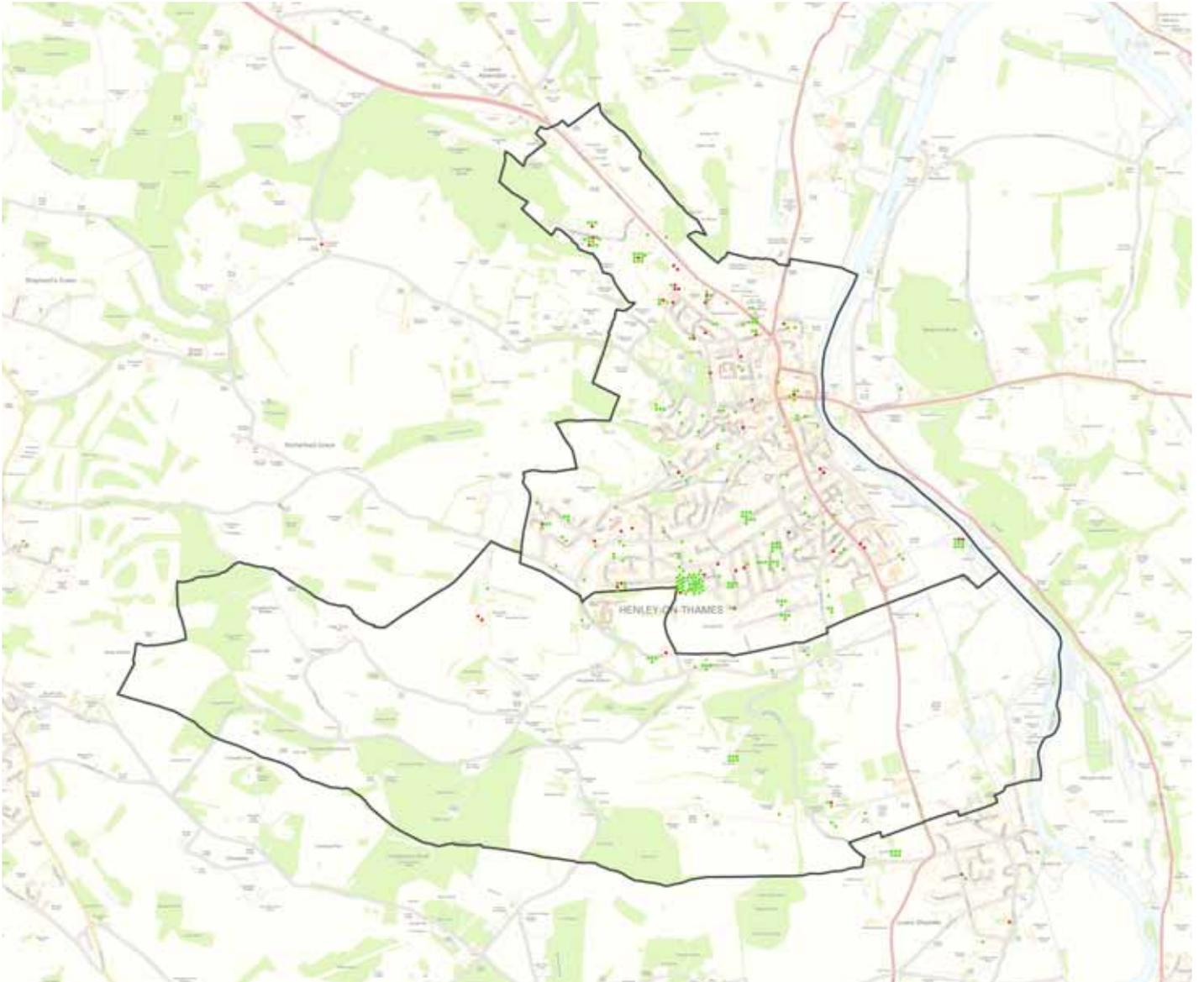
## Site C: Gillotts School Playing Field



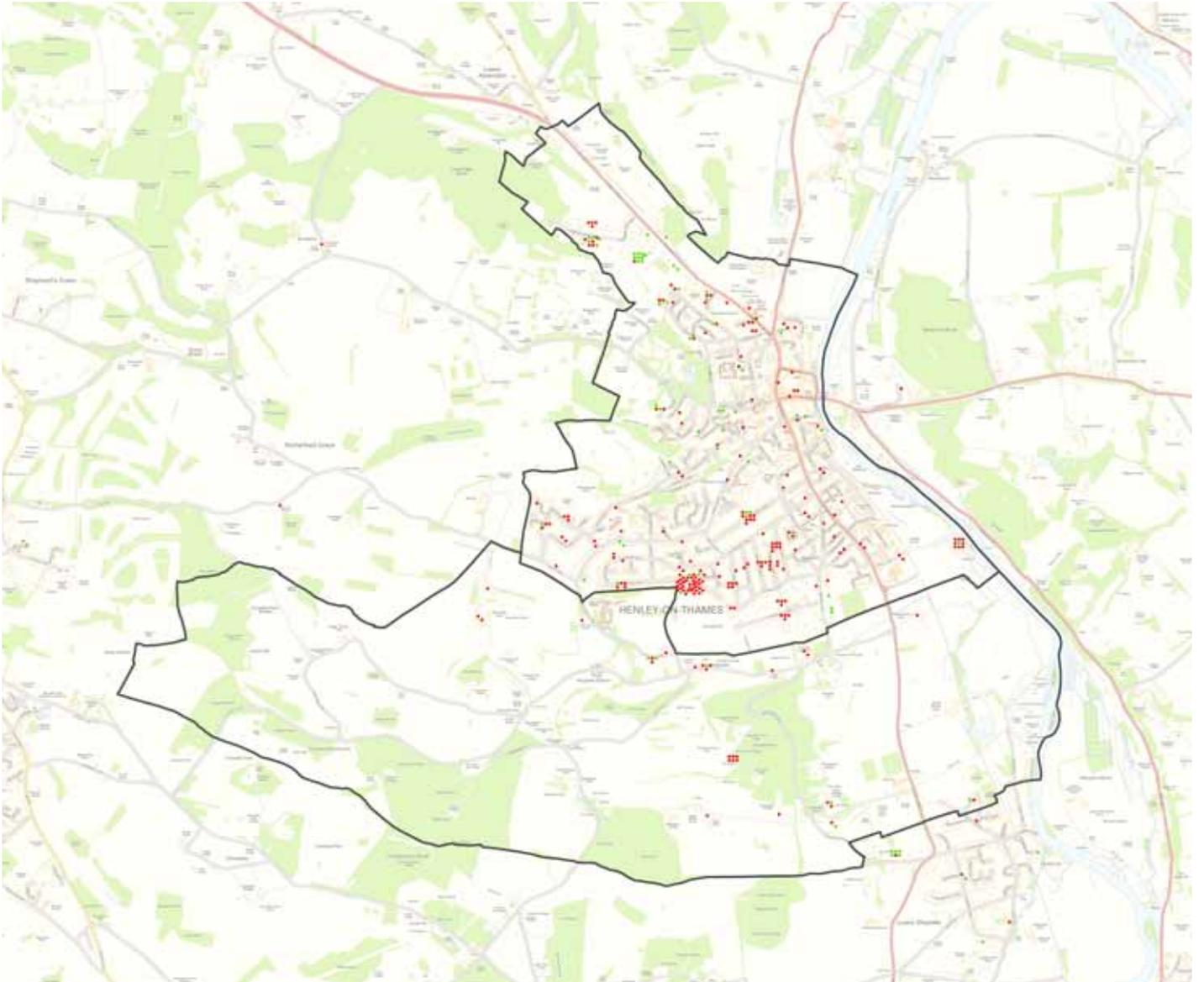
## Site E: Empstead Works



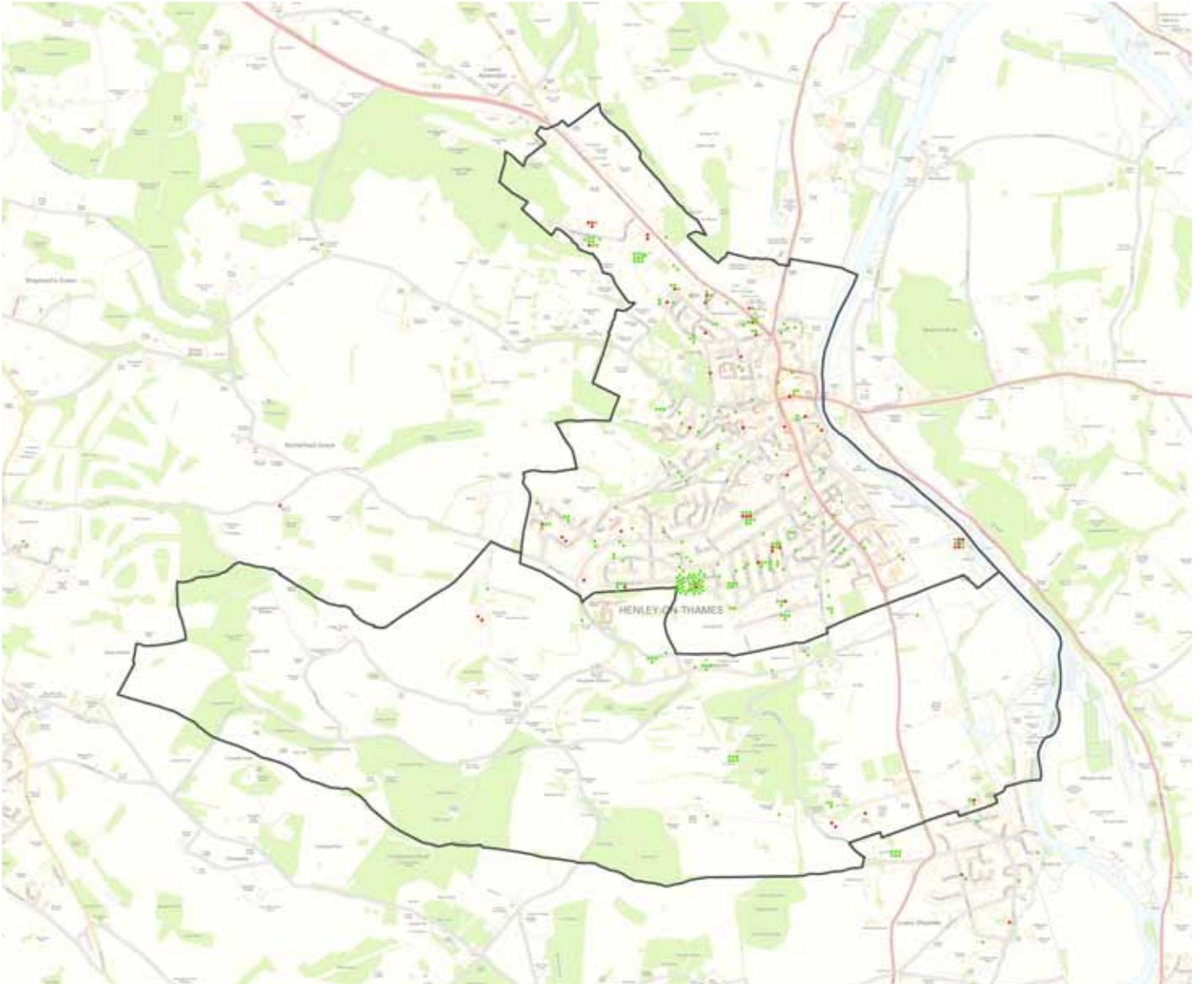
## Site F: Chiltern's End



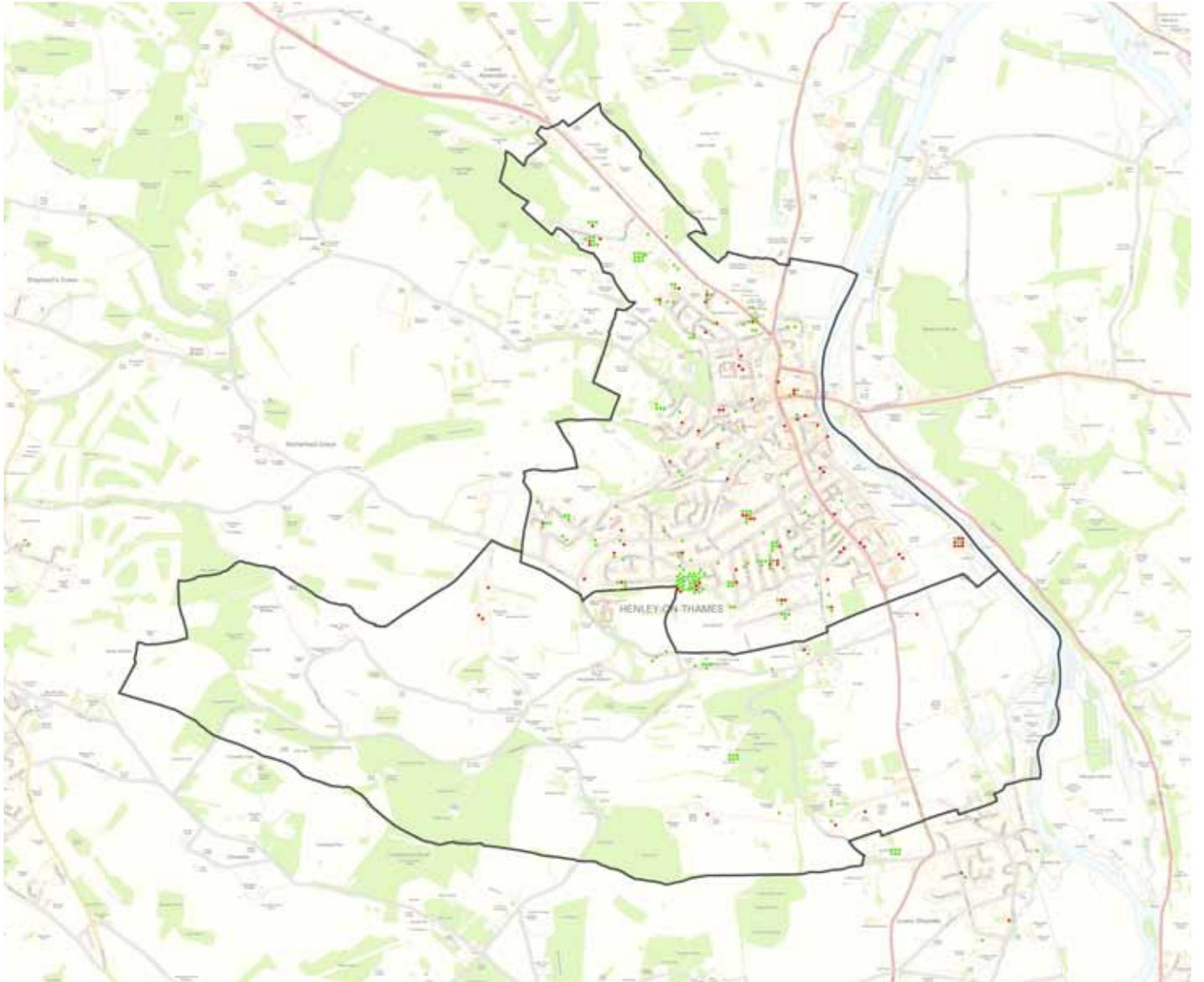
## Site G: Lucy's Farm



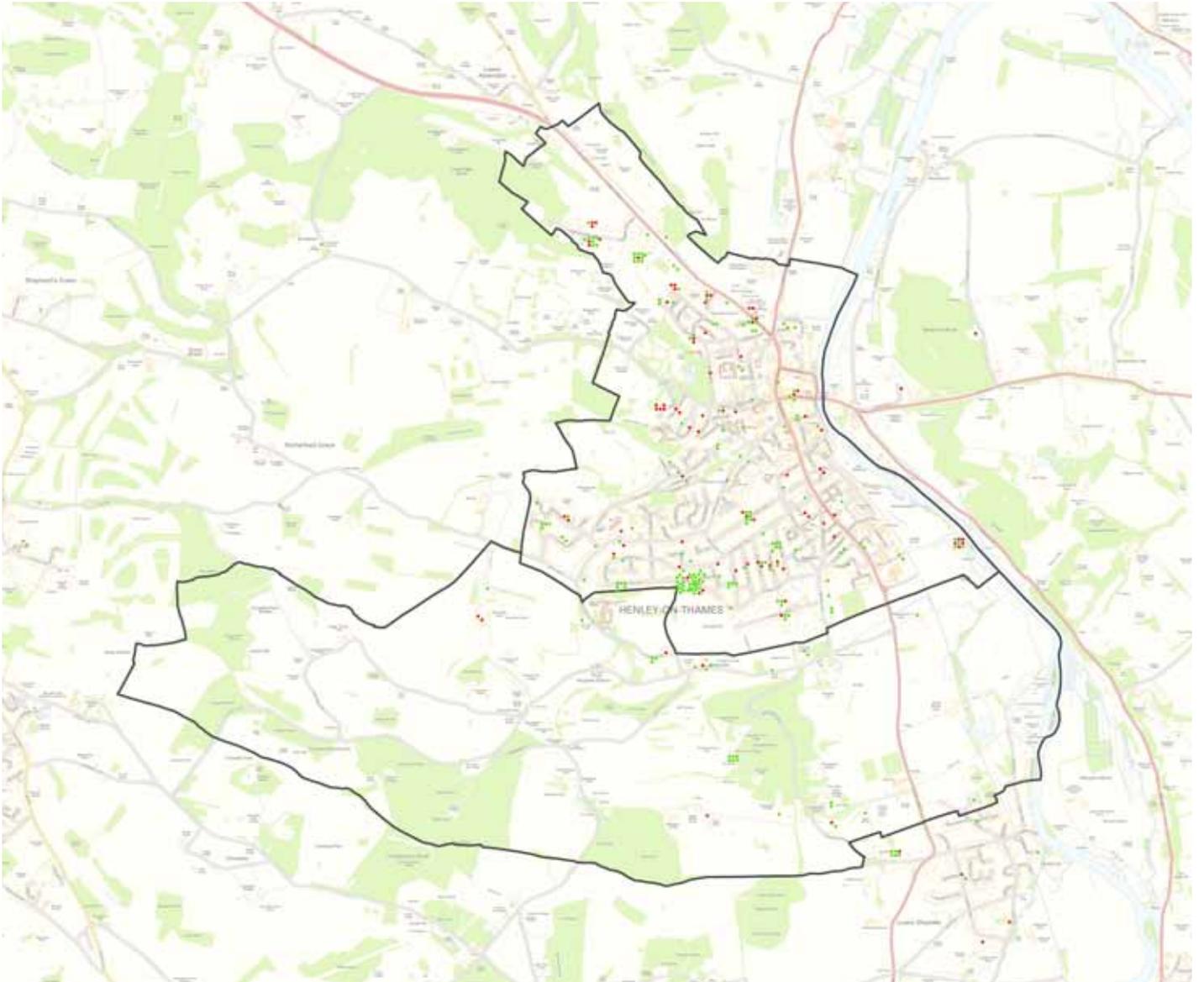
**Site H: Mill Lane, Reading Road**



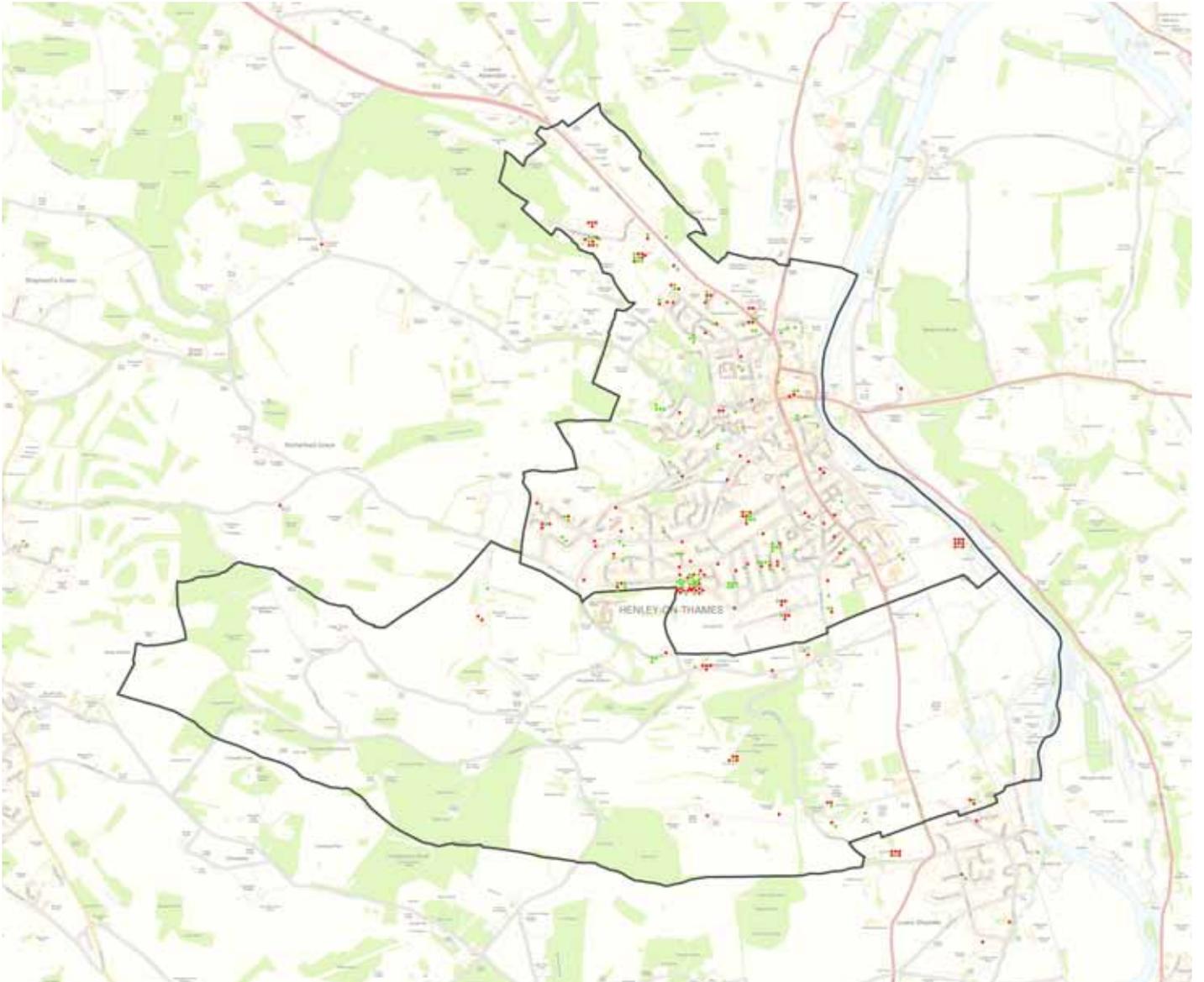
**Site J: Town Council**



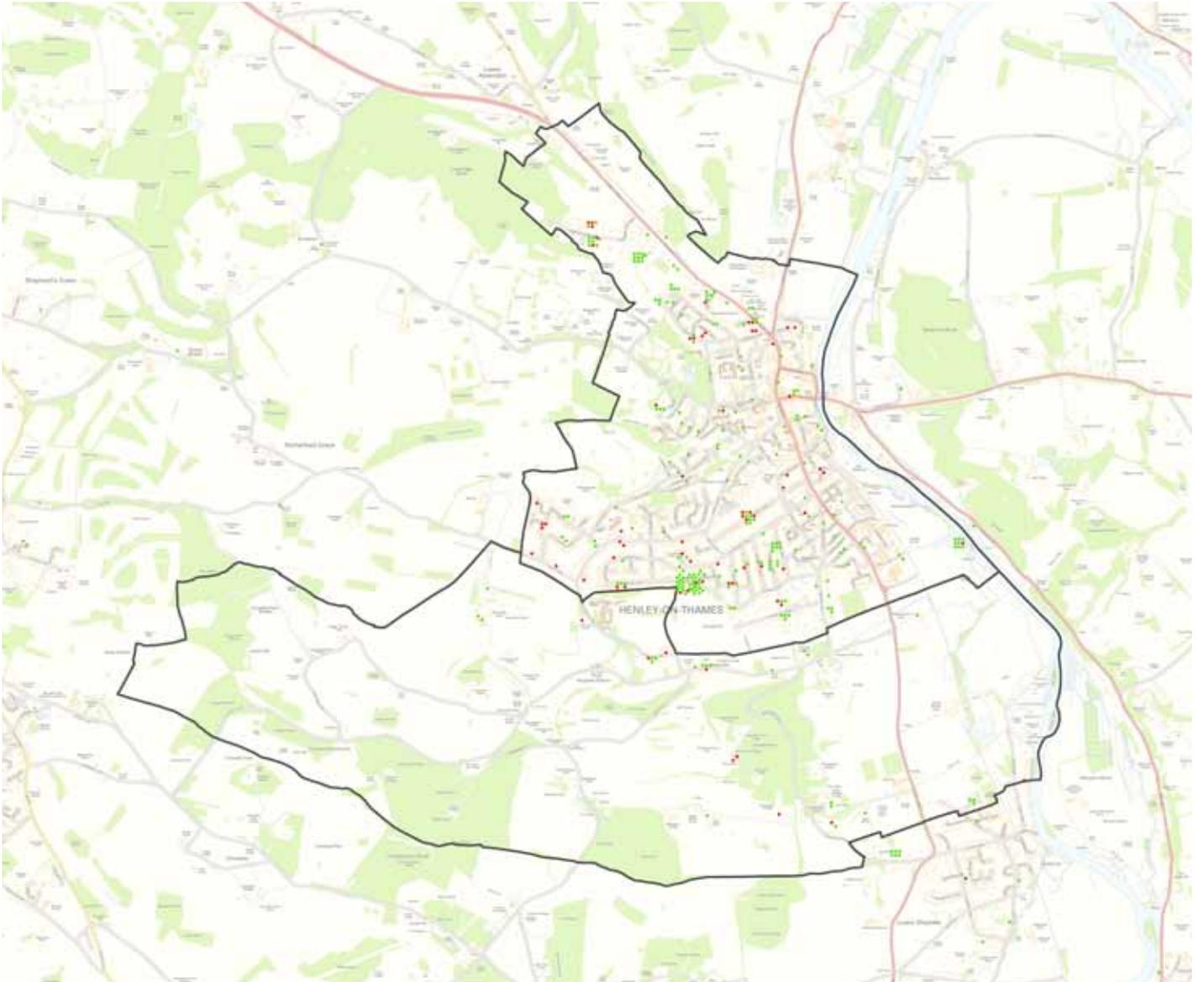
## Site K: Parkside



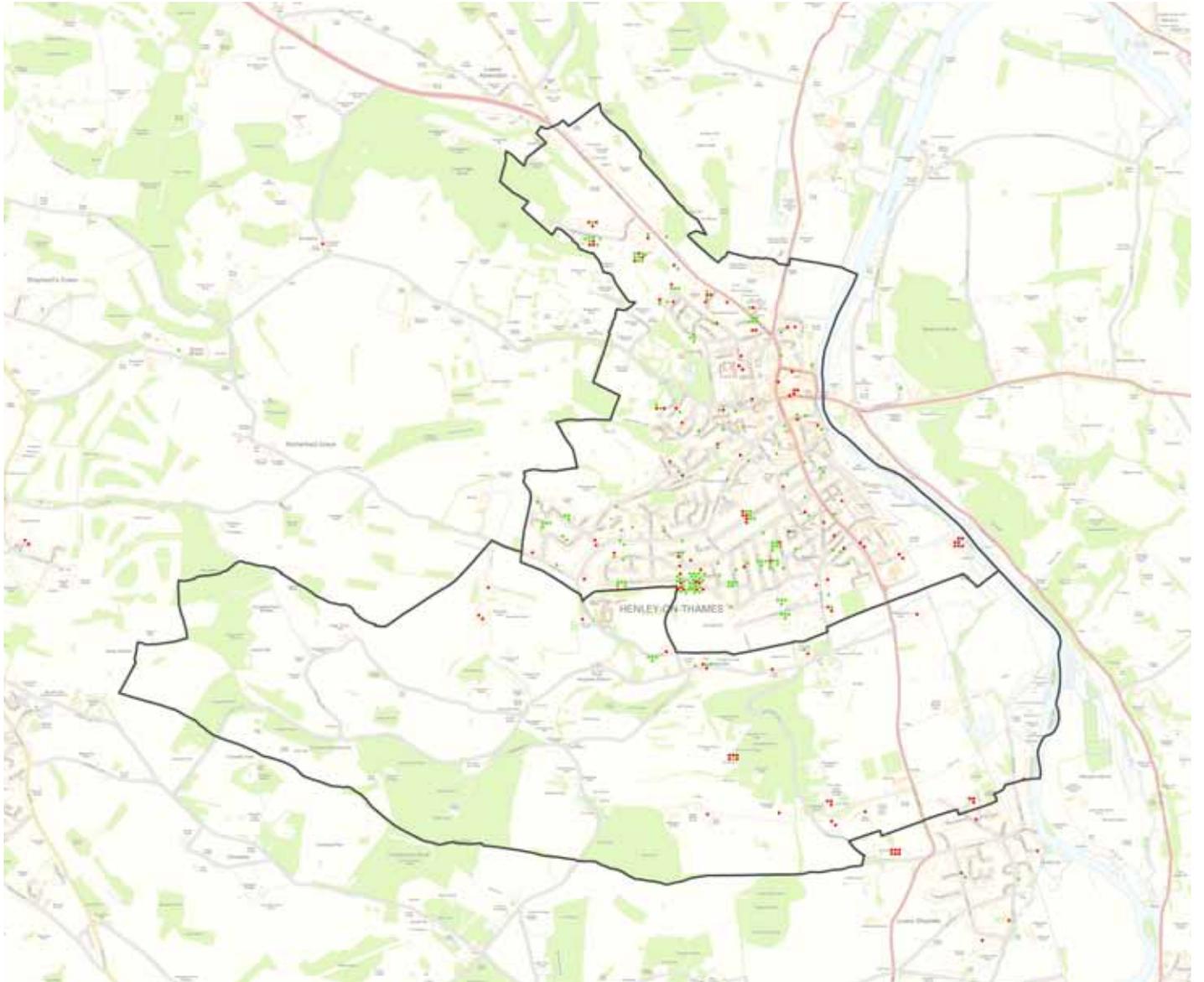
## Site L: Sheephouse Farm



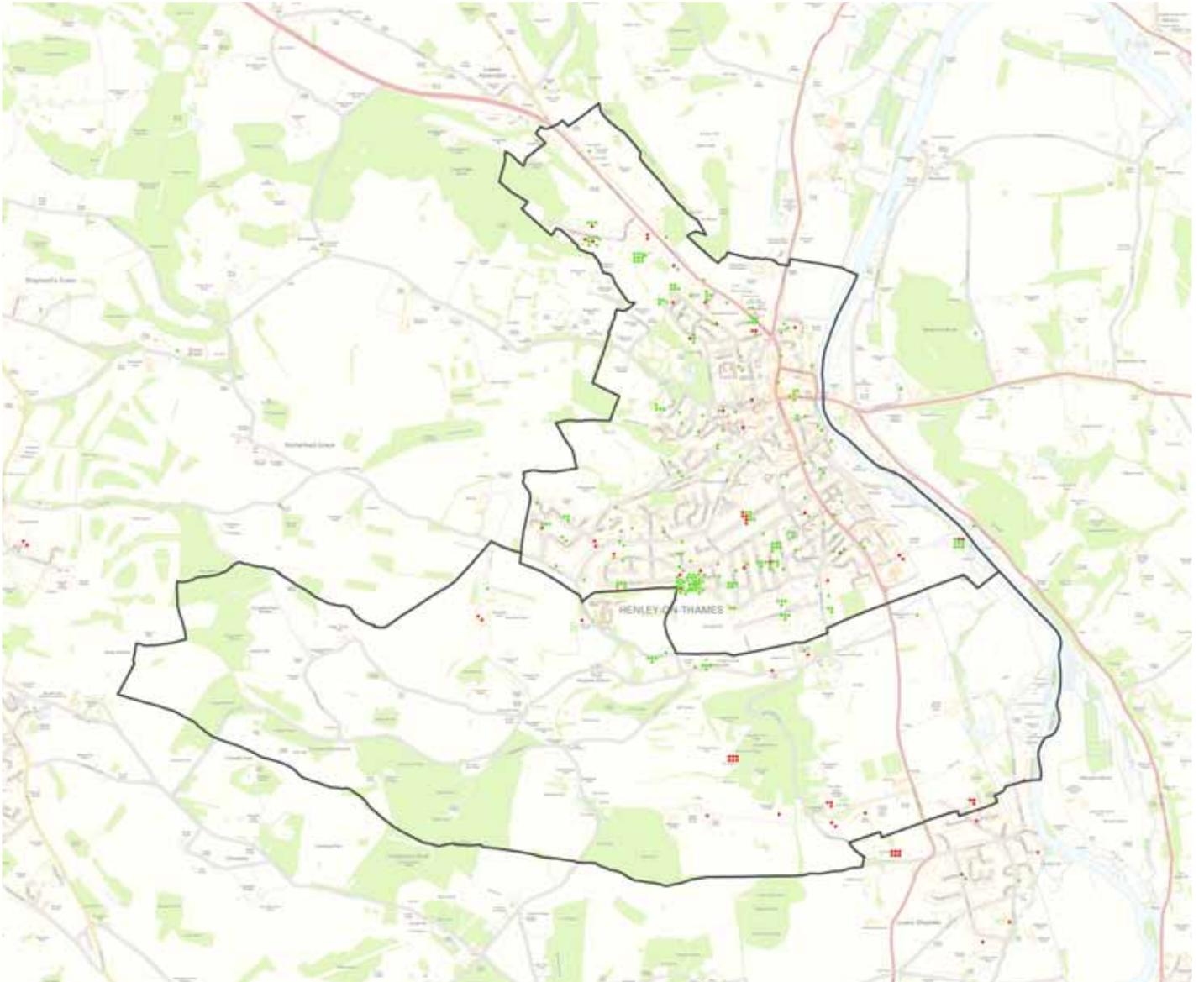
## Site M: Highlands Farm



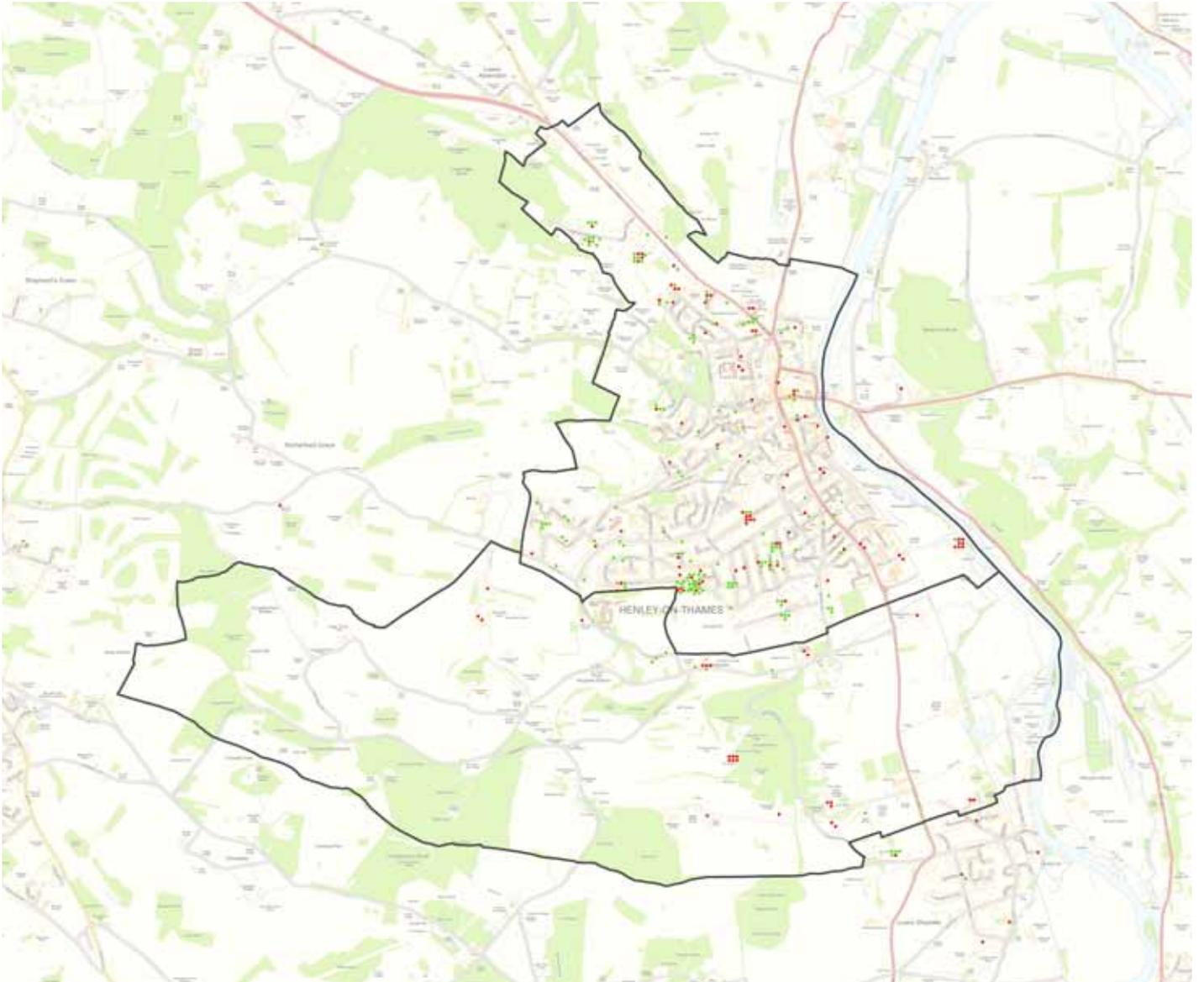
**Site N: Thames Farm**



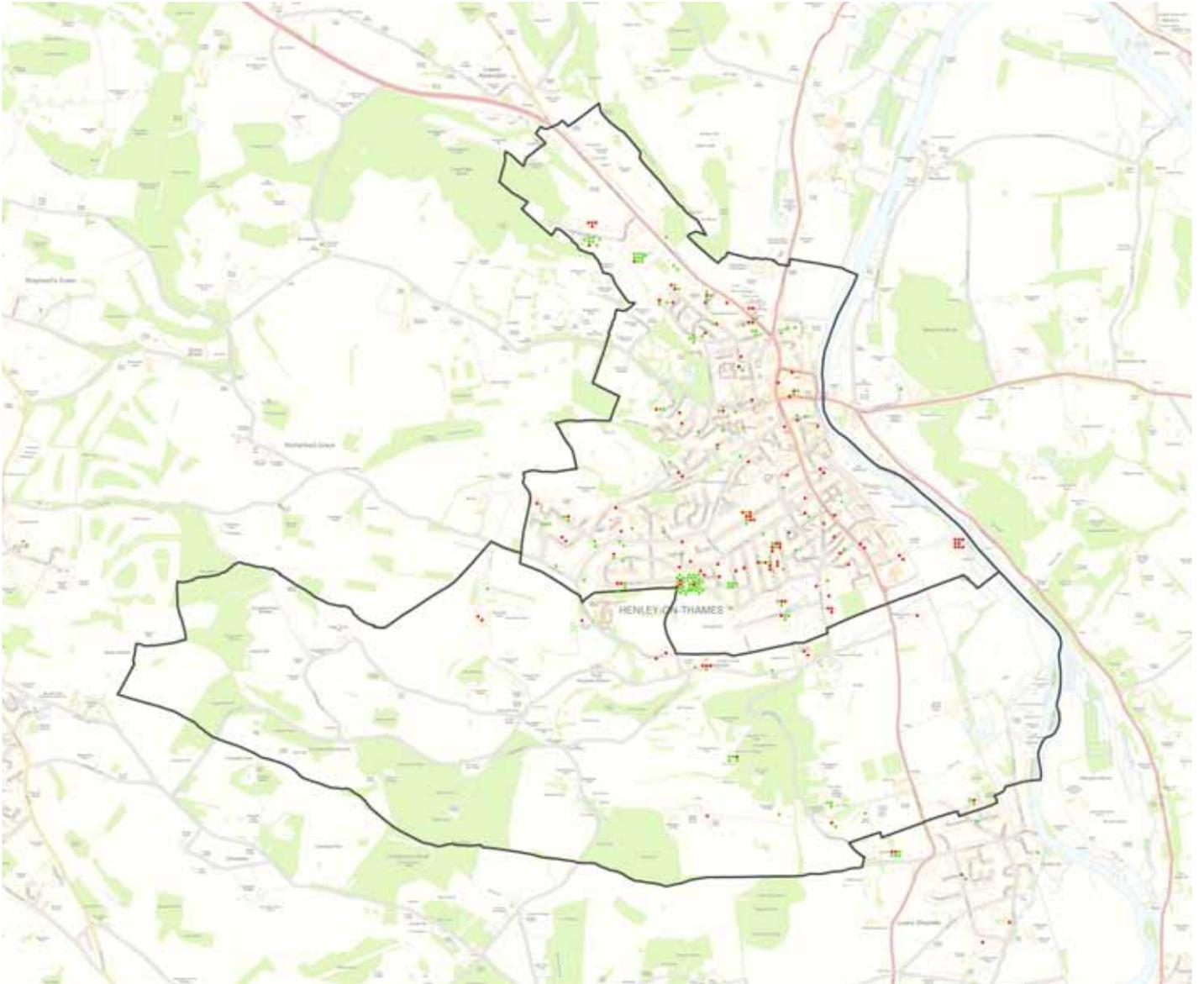
## Site P: Wyevale Garden Centre



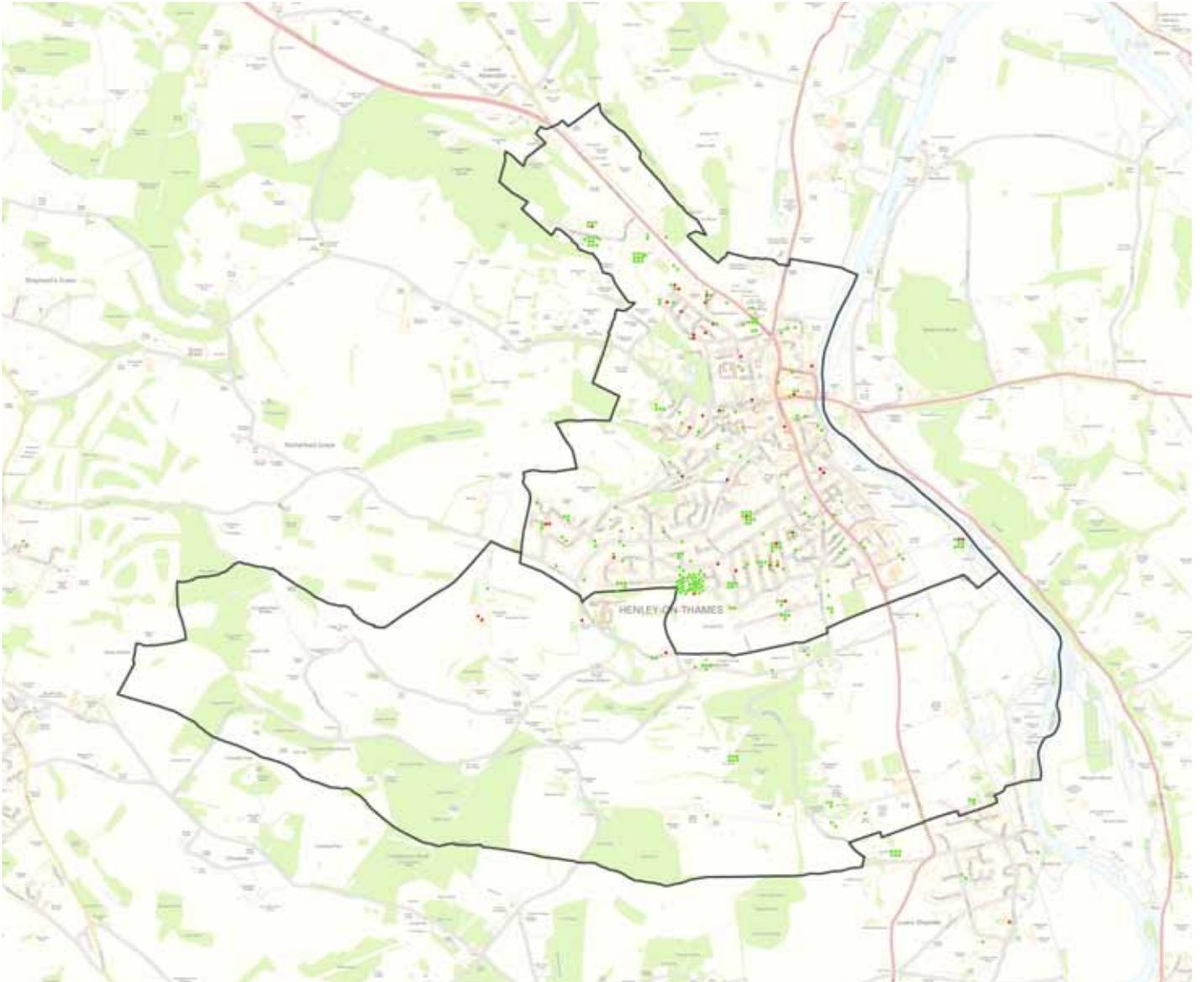
**Site Q: Mount Ida**



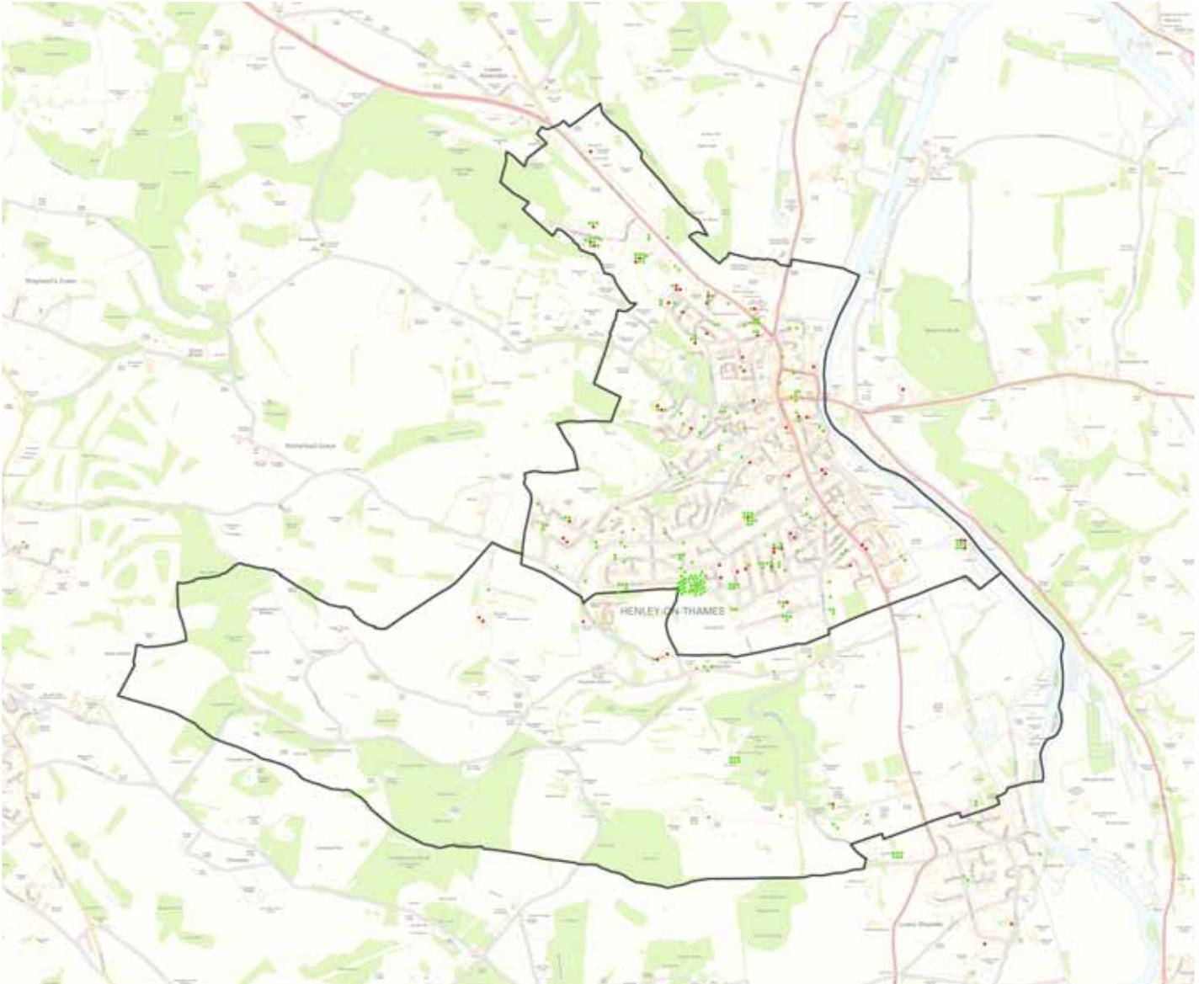
**Site R: Waterman's Spinney**



**Site U: Wilkins, Deanfield**



**Site V: TA / RAR Centre, Friday Street**

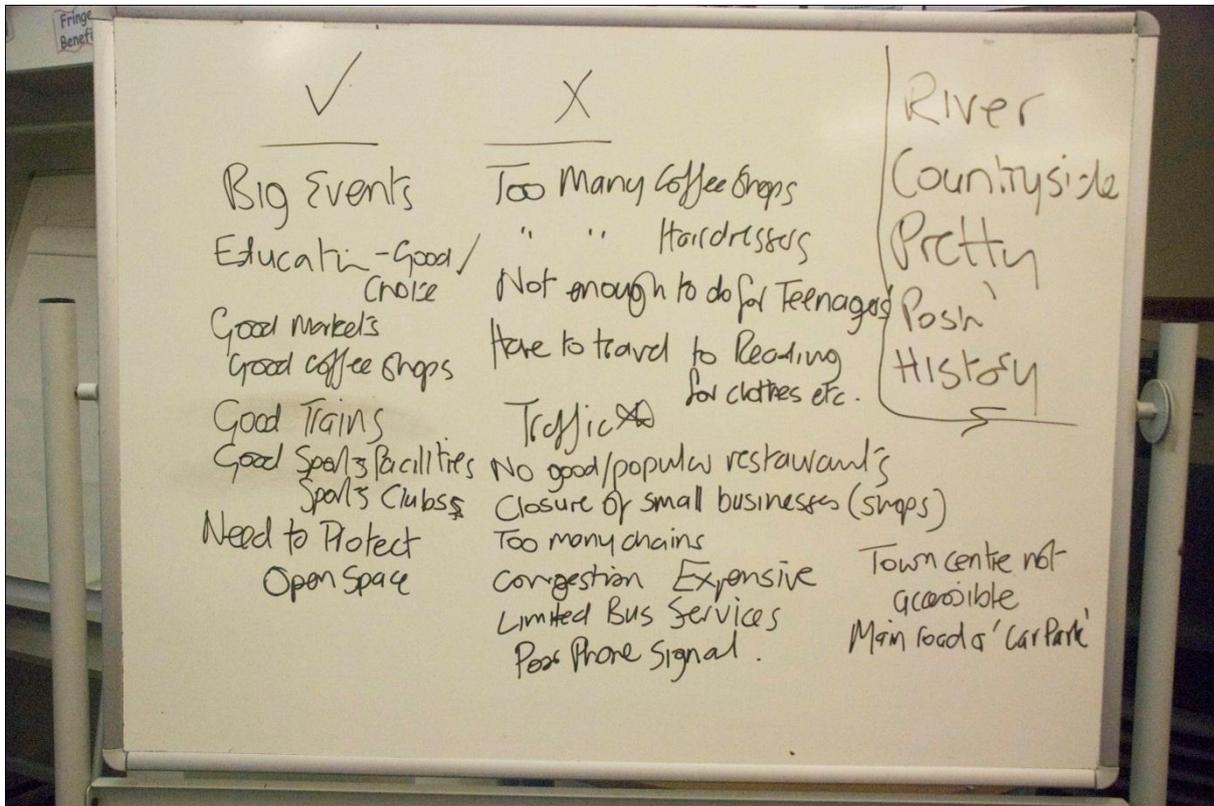


## **APPENDIX F: SCHOOL CONSULTATION**



**Task 1 - The Present: What are the issues and challenges relating to Henley now?**

- Environment, play
- Movement, transport
- Shops, leisure
- Where we live

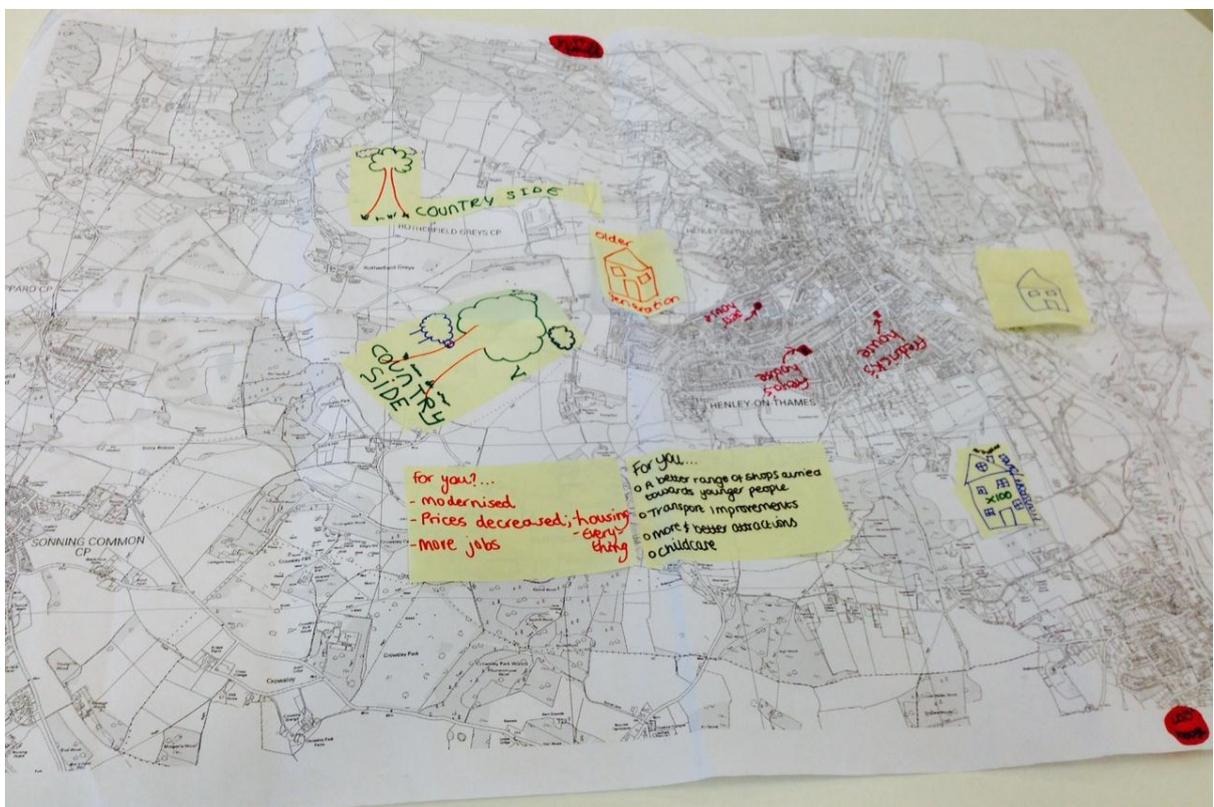
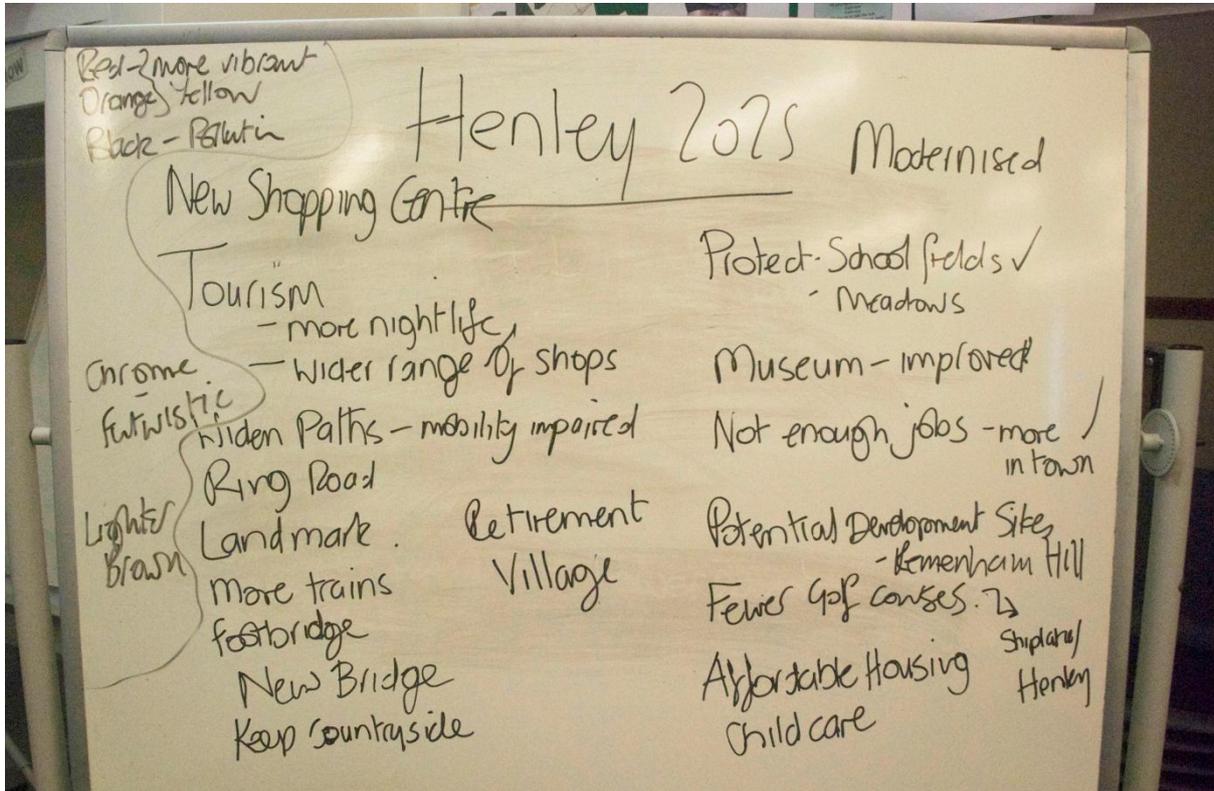


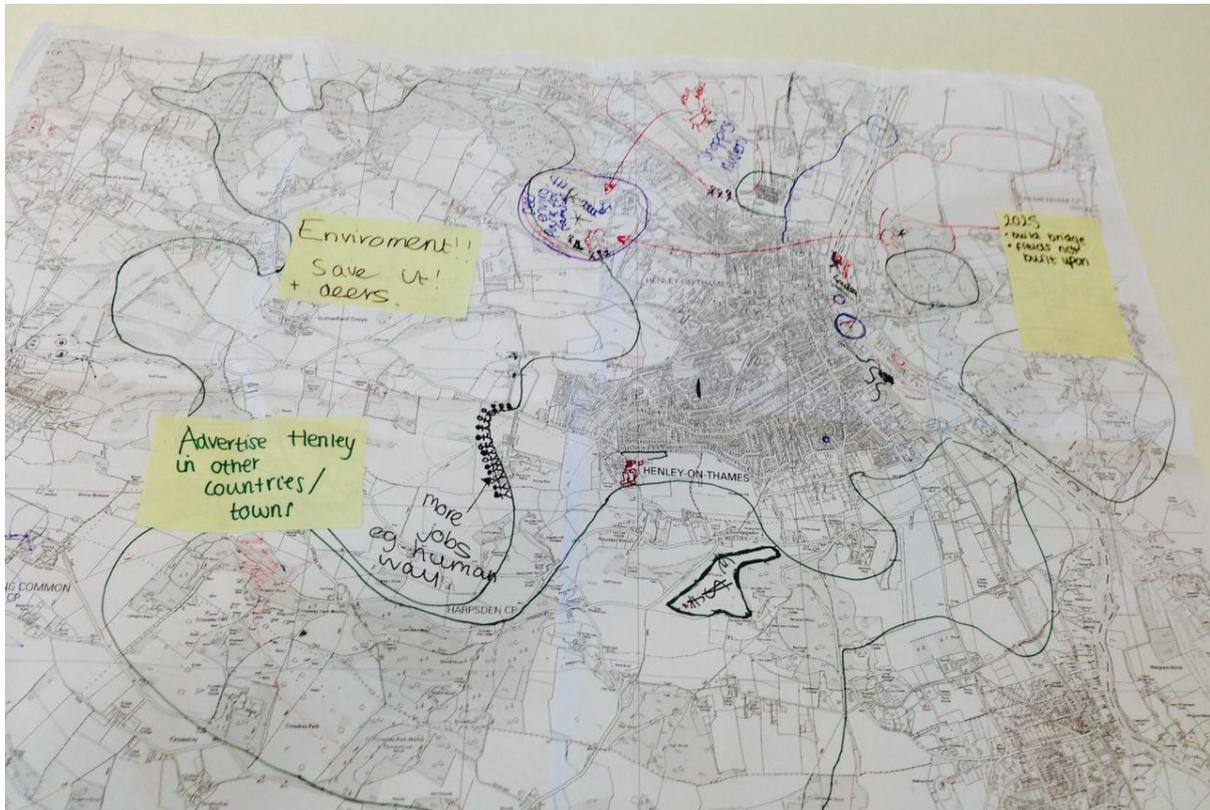
**Key points**

Positives	Negatives
<ul style="list-style-type: none"> <li>- Big events</li> <li>- Good choice of education facilities</li> <li>- Good markets</li> <li>- Good coffee shops</li> <li>- Good trains</li> <li>- Good sports facilities &amp; sports clubs</li> <li>- Need to protect open space.</li> </ul>	<ul style="list-style-type: none"> <li>- Too many coffee shops</li> <li>- Too many hairdressers</li> <li>- Not enough for teenagers to do</li> <li>- Have to travel to Reading for clothes etc.</li> <li>- Traffic, congestion</li> <li>- No good/popular restaurants</li> <li>- Closure of small businesses (shops)</li> <li>- Too many chains</li> <li>- Expensive</li> <li>- Limited bus services</li> <li>- Poor phone signal</li> <li>- Town centre not accessible</li> <li>- Main roads a car park.</li> </ul>

**Task 2 - The Future: It's 2025 - How have things been improved for Henley?**

- For you?
- For families, young people?
- For older people, for mobility impaired?
- For businesses, for visitors?





### Key points

Henley 2025
<ul style="list-style-type: none"> <li>- Modernised</li> <li>- New shopping centre</li> <li>- Tourism including more night life and a wider range of shops</li> <li>- Widen footpaths, mobility currently impaired</li> <li>- Ring road</li> <li>- Landmark</li> <li>- More trains</li> <li>- Footbridge</li> <li>- New bridge</li> <li>- Keep countryside</li> <li>- Retirement village</li> <li>- Protect school fields / meadows</li> <li>- Improve museum</li> <li>- More jobs in town</li> <li>- Potential development site – Remenham Hill</li> <li>- Fewer GoP causes – Shiplake / Henley (unreadable)</li> <li>- Affordable housing</li> <li>- Childcare</li> <li>- Increase profile of Henley in other towns / countries.</li> </ul>

### If Henley was improved by 2025, what colour would it become?

Once again, the students mapped a number of colours, and were asked what the colours represented.

The following colours were chosen: red, orange, yellow, chrome, rainbow, turquoise, and violet. The colours selected this time were more imaginative, and indicated a more modern and diverse vision of Henley.

## **APPENDIX G: COLLEGE CONSULTATION**

## The Henley College Student Questionnaire – Henley and Harpsden Neighbourhood Plan

February 2014

### Qualitative Report

<b>How could your journey be improved?</b>	
10%	Better public bus service, particularly, at the weekend
9%	Overcrowding on train to and from Twyford at peak times
20%	Congestion in Henley, especially on Reading Road and Fairmile
13%	Improved pedestrian crossings, particularly at Grey's Road, next to the College
5%	Cut traffic speed limits – too many impatient drivers
3%	Eco buses – cut pollution
20%	Cut pollution by discouraging car use/encourage car sharing
15%	Better cycle routes – awful situation
3%	Repair pot holes – very dangerous for cyclists
2%	Real time electronic bus information
<b>What are the main problems?</b>	
70%	Too much traffic – too many cars
3%	Lack of facilities for green transport, such as cycling
<b>How could this be fixed?</b>	
57%	Encourage car sharing
20%	Improve bus service, including real time information
23%	Make Henley more cycle/pedestrian friendly e.g. cycle recommended routes/more crossings
<b>What do you like about the town?</b>	
<ul style="list-style-type: none"> <li>• Very good shopping and eating facilities</li> <li>• It is safe</li> <li>• Nice town feel</li> </ul>	
<b>What do you dislike about the town centre?</b>	
<ul style="list-style-type: none"> <li>• Lack of seating/benches</li> </ul>	
<b>How do you think the town centre could be improved?</b>	
<ul style="list-style-type: none"> <li>• More seating</li> </ul>	
<b>How could Henley become a more environmentally friend place?</b>	
<ul style="list-style-type: none"> <li>• 30% Better buses</li> <li>• 35% More cycle routes/facilities</li> <li>• 30% Cut car congestion</li> </ul>	
<b>What are your favourite facilities?*</b>	
<ul style="list-style-type: none"> <li>• Cinema</li> <li>• Kenton Theatre</li> <li>• Number of food cafes</li> </ul>	
<b>What facilities would you like to see?*</b>	
<ul style="list-style-type: none"> <li>• Better skate park</li> <li>• More (and cheap/free) sports facilities</li> </ul>	
<b>What jobs would you like to see?</b>	
Very few suggestions	
*very few responses	

The Henley College Student Neighbourhood Plan Questionnaire – Jan/Feb 2014

	Category	Percentages %
<b><u>AGE:</u></b>	<u>16</u>	27
	<u>17</u>	48
	<u>18</u>	20
	<u>19</u>	4
	<u>19+</u>	1
<b><u>TRAVEL TIME:</u></b>	<u>0 - 5 mins</u>	3
	<u>5 - 10 mins</u>	5
	<u>10 - 20 mins</u>	15
	<u>20 - 30 mins</u>	18
	<u>30 - 45 mins</u>	25
	<u>45 - 60 mins</u>	22
	<u>60 - 90 mins</u>	10
	<u>90+mins</u>	3
<b><u>METHOD OF TRAVEL:</u></b>	<u>Walk</u>	10
	<u>Bicycle</u>	1
	<u>Motorbike</u>	1
	<u>Car</u>	21
	<u>College coach</u>	28
	<u>Public bus</u>	21
	<u>Train</u>	18
	<u>Other</u>	0
<b><u>EASE OF JOURNEY:</u></b>	<u>Usually no problems</u>	38
	<u>Sometimes delays</u>	43
	<u>Often Delays</u>	19
<b><u>TRAFFIC A PROBLEM:</u></b>	<u>Yes</u>	30
	<u>No</u>	18
	<u>A little</u>	44
	<u>I don't know</u>	9
<b><u>VISIT TO CENTRE:</u></b>	<u>Every day</u>	35
	<u>A few times a week</u>	50
	<u>Once a Week</u>	6
	<u>Every few weeks</u>	7
	<u>Never</u>	2
<b><u>DOING WHAT:</u></b>	<u>Buy lunch/coffee</u>	85
	<u>Relax in square/by the river</u>	8
	<u>Go shopping</u>	0

	<u>Anything else</u>	3
<u>KIND OF HOMES:</u>	<u>Small 1/2 bedroom apartments</u>	24
	<u>2/3 bedroom houses for young people</u>	51
	<u>Larger homes for families</u>	24
<u>ENOUGH OF</u>		
<u>ACTIVITIES:</u>	<u>Yes</u>	21
	<u>No</u>	35
	<u>I don't know</u>	44
<u>RIGHT KIND OF JOBS:</u>		
	<u>Yes</u>	19
	<u>No</u>	20
	<u>I don't know</u>	61

## **APPENDIX H: BUSINESS CONSULTATION**

## *Joint Henley and Harpsden Neighbourhood Plan*

### *Business Workshop Summary – 21<sup>st</sup> Jan 2014*

Below is a summary of the main issues, the vision and suggestions solutions and actions identified at the business workshop on 21<sup>st</sup> January 2014.

#### **Issues**

- View that Henley has high rental costs, which has made it difficult for micro-businesses to start up
- There are a large number of chain stores (retail and catering) and empty shops which some consider to be harming the character of Henley – particularly if the trend continues.
- Stores are more traditional in wares, with a lack of technology or creative ‘pop-up’ stores with many people ‘window shopping’.
- There were a number of transport issues raised with regard to public transport and parking. Despite the town centre having suitable parking facilities, it is not sign posted well causing it to often have free spaces whilst other car parks are full – this is a major issue at the train station.
- Congestion is an issue. The frequency of public transport is considered inadequate, particularly trains, and a limited number of buses.

#### **Vision**

- As mentioned, Henley’s town centre future is unclear, primarily due to the rise in online shopping
- The workshop revealed support in defining Henley’s market vision by targeting independent retail shops. A popular suggestion was the creation of a business centre or retail nursery to attract start up retail and creative / commercial employers to the area.
- Feedback revealed that having a vision that consists of a mixed-use town centre with high quality architecture and a reduced number of chain stores and a focus on leisure and tourism.
- There is demand for B1/B8 units via agents, this is a missed opportunity for the area and results in a loss of 5-10 business opportunities per year, Henley should provide more B1 and B8 business space.

#### **Solutions**

- With regard to the lack of micro-businesses, there needs to be a creative/arts hub/space – Reading Road is a possible location, to attract independent retailers.
- ‘share a shop’ scheme is another possibility to attract joint ventures
- Similarly, having a business hub and ensuring cooperation between businesses in the form of a statutory board or trustee board would improve business operations and maximise market potential.
- The implementation of a chamber of commerce was suggested as a possible option to further business interest and create a more stable business vision.

- Encouraging 'pop-up' shops and targeting specific events and/or festivals would provide business opportunities to locals.
- Renovation within the centre would make the area more appealing whilst ensuring that traditional buildings are maintained.
- To reduce the number of vacant shops, having the option of short-let contracts may attract increased business.
- There is a clear need for increased signage making visitors aware of the available city centre parking; however subject to demand for parking at the train station a multi-storey car park could be an option.
- The issue of congestion was raised, which could be countered by the implementation of park and ride schemes and increasing the frequency of public transport.

**APPENDIX I: REGULATION 14 CONSULTATION REPORT – AUGUST 2014**

# Joint Henley and Harpsden Neighbourhood Plan

## Pre-Submission Draft Consultation: Questionnaire Results

### Introduction

Consultation took place on the pre-submission draft of the Joint Henley and Harpsden Neighbourhood Plan between 16<sup>th</sup> May and 4<sup>th</sup> July 2014.

The consultation was promoted through:

- Letters to statutory consultees
- Promotion on the [jhhnp.co.uk](http://jhhnp.co.uk) website
- Coverage in local media
- Article in the Town Council magazine (all households)
- Drop in sessions at the Town Hall
- Road show exhibition at local supermarkets
- Hardcopy and online questionnaires

By 4<sup>th</sup> July 2014, 566 questionnaires had been received of which 415 of these were received online and 151 received by hardcopy.

A number of statutory and non-statutory consultees and organisations also provided comments (including non-questionnaire resident responses). These have been reviewed separately.

This report sets out the results of the questionnaire responses. Note that not all respondents answered each question. Appendix 2 contains a review of results including the 'no response' count and percentage.

### Summary

- Over half (54% or 298) of respondents stated that overall they support the Joint Henley and Harpsden Neighbourhood Plan, the remaining 46% (252) did not agree.
- When asked if respondents support the approach to housing in the plan, 41% (231) of respondents agreed and 46% (193) did not agree.
- When asked if respondents support the approach to traffic and transport in the plan, the response was divided, 202 respondents agree, 203 disagree (50%: 50%).
- Over two thirds (70%) of respondents stated that they support the approach to social and community infrastructure in the plan (268 agreed, 115 did not agree).
- Almost three-quarters (72%) of respondents stated that they support the approach to employment and town centre in the plan (272 agreed, 106 did not agree).
- Nearly three-quarters (74%) of respondents stated that they support the approach to environment, design quality and sustainability policies in the plan (272 agreed, 96 did not agree).
- Just over half of respondents (53%) stated that they support the approach to site specific policies in the plan (186 agreed, 165 did not agree).

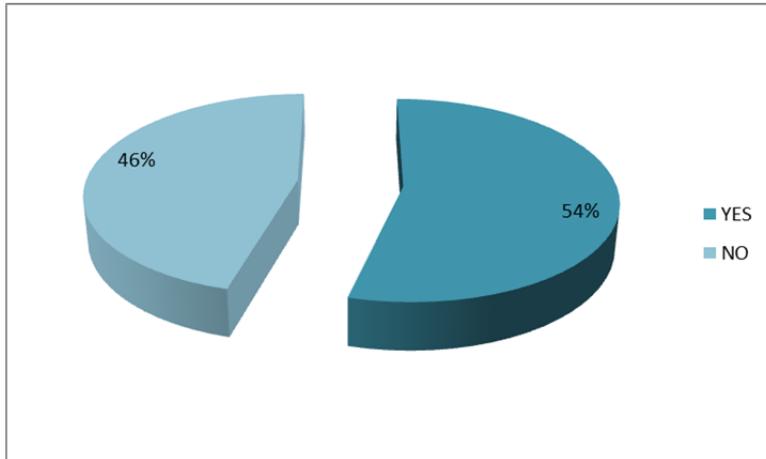
- Respondents were divided over the policy for Highlands Farm (Site M) (50%: 50%).
- Mill Lane former Jet garage (Site H) received 84% support.
- Empstead Works / Stuart Turner received 55% support.
- Chiltern's End (Site F) received 87% support.
- 357 Reading Road (Site J) received 80% support.
- Land north of 5 Parkside (Site K) received 71% support.
- Wilkins Removals (Site U) received 90% support.
- The TA centre (Site V) received 77% support.

Responses and comments on individual policies, including site specific policies, are set out in the report. The most frequent general comments include:

- Concern over the high traffic levels that currently exist in Henley.
- That the Fairmile should receive an allocation for housing.
- Both concern and support for Gillott's playing field allocation for development.
- Consideration for a wider spatial distribution of sites.

## 1. Overall, do you support the Joint Henley and Harpsden Neighbourhood Plan (JHHNP)?

When asked the question, 'Overall, do you support the Joint Henley and Harpsden Neighbourhood Plan?', 54% (298) of respondents stated that they do. The remaining 46% (252) do not agree.



No. of Responses (550)

### General comments received on support for the JHHNP (electronic version only question)

There were 252 general comments made on support of the JHHNP via the on-line survey.

- The most repeated issue was the concern over the high traffic levels that currently exist in Henley (51 respondents).
- It was stated by 35 respondents that they felt the Fairmile should have received an allocation of housing.
- 29 respondents felt that the land allocated for housing at Gillotts should remain as playing fields.
- 26 respondents would like to see a wider spatial distribution of sites.
- 26 respondents were concerned about school place requirements.
- 25 comments were made about traffic levels from a Highlands Farm development.

The comments are summarised in the table below (excluding comments repeated less than 10 times).

Comment	No.
Concern regarding the level of traffic congestion existing in Henley	51
Stated that the Fairmile should be included in the plan	35
Gillotts school playing fields should not be included	29
Chosen sites should be more widely distributed	26
Concern that the number of school places required hasn't been considered	26
Concern over traffic levels due to the size of the proposed Highlands development	25
Support for the plan, albeit with some reservations	24
Support for the use of brownfield sites	21
Concern that existing infrastructure is not sufficient (general)	20
Concern regarding traffic levels on Greys Road	19
Stated that the process has been dominated by interest groups	16
Highlands allocation should be reduced	16
Concern regarding health facilities available	15
Stated Empstead (and employment sites) should remain as employment	14
Concern regarding traffic levels on Gillotts Lane	14
Stated that housing is required but have reservations	13
Concern over available town centre parking	12
Stated that Henley cannot accommodate 400+ homes	12
Stated Highlands is too remote from the town centre	11
Support the neighbourhood plan	11

(Responses repeated less than 10 times have not been included in this table, see appendices for further detail)

#### General comments received the JHHNP (electronic version only question)

There were 151 general comments made on the JHHNP via the on-line survey.

- Of most concern was the feeling that the process had been dominated by personal interest groups (17 respondents)
- The issue that Fairmile had not received an allocation was raised by 11 respondents
- The issue of high traffic congestion already existing in Henley and concern that the sites could have been more fairly distributed throughout the JHHNP area was raised by 9 respondents each.

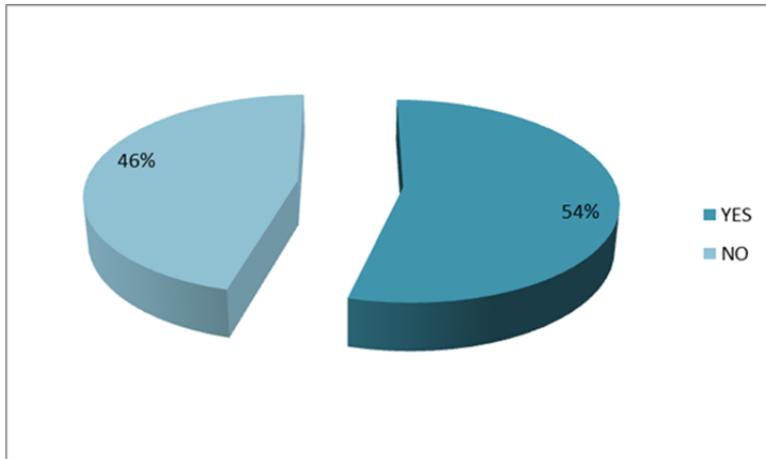
The comments are summarised in the table below.

Comment	No.
Stated that the process has been dominated by interest groups	17
Stated that the Fairmile should be included in the plan	11
The level of traffic congestion existing in Henley	9
Chosen sites should be more widely distributed	9
Considered that not enough consultation has taken place	8
Gillotts school playing fields should not be included	6
Concern that existing infrastructure is not sufficient (general)	6
Support the neighbourhood plan	6
Concern over traffic levels due to the size of the proposed Highlands development	5

(Responses repeated less than 5 times have not been included in this table, see appendices for further detail)

## 2. Overall, do you support the approach to housing in the Plan?

When asked if respondents support the approach to housing in the plan, 54% (231) of respondents agree. The remaining 46% (193) did not agree.



No. of Responses (424)

### General comments received on the housing policies

There were 265 respondents that made general comments on the housing policies via hard copy and the on-line survey.

- The most common issue was the decision to use a 'Brownfield first' approach; this was supported by 35 respondents.
- Comments that Fairmile should have received an allocation of housing were made by 27 respondents.
- A further 21 respondents stated that the housing allocation at Gillotts School should remain as playing fields.
- A further 21 respondents also commented that the distribution of sites could have been spread further throughout the JHHNP area.

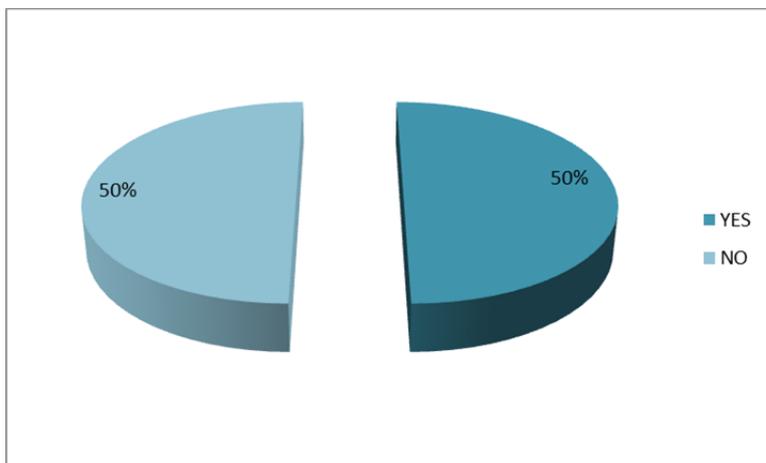
The comments are summarised in the table below.

Comment	No.
Support for the use of brownfield sites	35
Stated that the Fairmile should be included in the plan	27
Gillotts school playing fields should not be included	21
Chosen sites should be more widely distributed	21
Highlands allocation should be reduced	17
Stated that infrastructure required to support new housing	17
Stated that Lucy's Farm should be included in the plan	15
Stated that more affordable housing is required	14
Concern regarding traffic levels on Greys Road	13
Stated that Henley cannot accommodate 400+ homes	13
Concern regarding the level of traffic congestion existing in Henley	12
Stated Empstead (and employment sites) should remain as employment	12
Stated that the process has been dominated by interest groups	12
Commented that the wrong sites have been selected	11
Support the inclusion on Gillotts School in the plan	11

(Responses repeated less than 10 times have not been included in this table, see appendices for further detail)

### 3. Overall, do you support the approach to traffic and transport in the Plan?

When asked if respondents support the approach to traffic and transport in the plan, the response was divided, with 202 respondents agreeing, 203 disagreeing.



No. of Responses (405)

#### General comments received on the traffic and transport policies

There were 269 respondents that made general comments on the traffic and transport policies.

Several issues were identified in regards to traffic and transport policies in Henley:

- The largest proportion of comments noted that the Neighbourhood Plan has not addressed the main issue of traffic and congestion in Henley and has not provided enough detailed solutions to resolve this (41 respondents).

- Several comments noted that the roads in Henley are unable to cope with more traffic which was expressed by 36 respondents.
- A further 28 respondents stated that HGVs should be prevented in the town centre.
- Another key concern is the potential traffic issues resulting from the proposed developments (19 respondents) and in particular at Highlands Farm (16 respondents).
- Other comments provided to help relieve the traffic issue include, introducing a weight restriction order, provide a new bridge over the river, create a new ring road around Henley, improve public transport and walking and cycling path layouts, create one-way routes, expand pedestrianisation in the town centre and introduce a Park & Ride scheme.

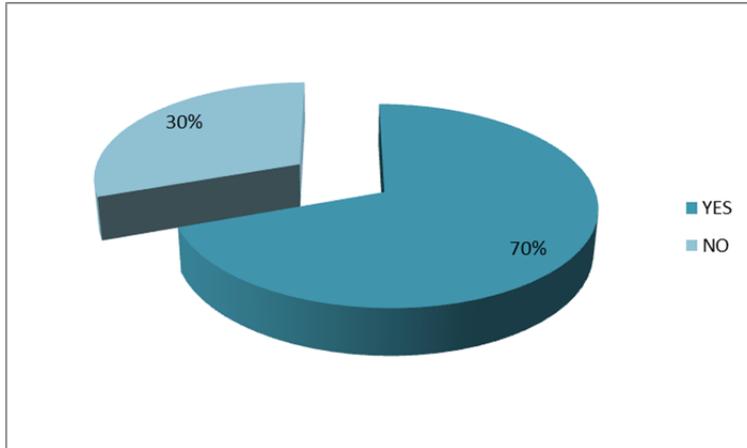
The comments are summarised in the table below.

Comment	No.
Argued that the transport policies do not go into enough detail to provide solutions to traffic and transport	41
Stated that the roads cannot handle more traffic	36
Stated that HGV policies should be included in the Plan to prevent them coming through the town	28
Stated that the proposed developments will increase transport issues in Henley	19
Concerned that Highlands Farm development will increase traffic on surrounding roads	16
Stated that a new bridge across the river is needed	15
Support the proposed cycling routes	14
Identified that a weight restriction TRO is needed	13
Support public transport	13
Argued that car use and traffic seems to be ignored in the Neighbourhood Plan	10
Stated that there is a lack of parking that needs to be addressed	10
Stated that a ring road around Henley is needed	10
Argued that OCC should have carried out traffic surveys before allocating housing	9
Support pedestrianisation expansion	8
Argued that Gillotts Lane traffic issues need more consideration	8
Stated that infrastructure must be implemented before housing is built	8
Identified that a speed reduction is needed within the town	8
Stated that Greys Road traffic issues need more consideration	7
Chosen sites should be more widely distributed	7
Stated that cycling path layouts need improving	6
Train services need to be improved	6
Support one way routes through Henley	6
Additional access routes to Highlands Farm would be needed	5

(Responses repeated less than 5 times have not been included in this table, see appendices for further detail)

**4. Overall, do you support the approach to social and community infrastructure in the Plan?**

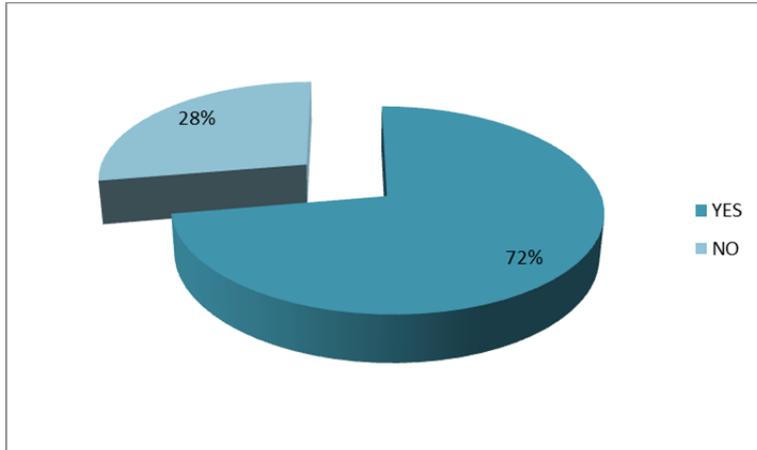
Over two thirds of respondents stated that they support the approach to social and community infrastructure in the plan (70% / 267).



No. of Responses (383)

**5. Overall, do you support the approach to employment and town centre in the Plan?**

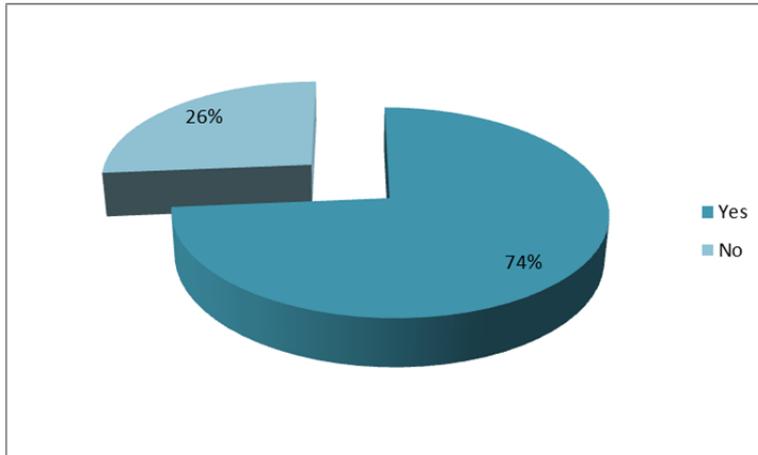
Almost three-quarters of respondents stated that they support the approach to employment and town centre in the plan (72% / 274).



No. of Responses (378)

**6. Overall, do you support the approach to environment, design quality and sustainability in the Plan?**

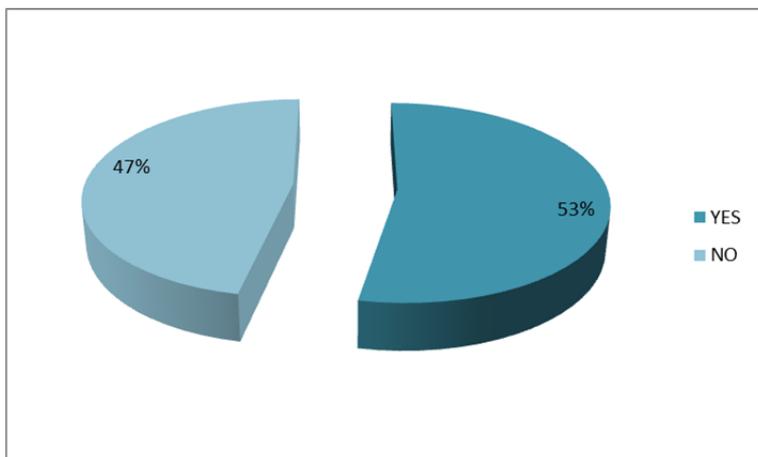
Nearly three-quarters of respondents stated that they support the approach to environment, design quality and sustainability policies in the plan (74% / 271).



No. of Responses (368)

**7. Overall, do you support the site specific policies?**

Just over half of respondents (53% / 183) stated that they support the approach to site specific policies in the plan.



No. of Responses (350)

**General comments on the site specific policies**

There were 172 respondents that made general comments on site specific policies.

The most prominent issues include:

- The development at Gillotts School playing fields and the Fairmile site.

- In regards to Gillotts School playing fields, comments against the use of the site (23 respondents) generally indicated that the school will need the sports facilities in the future, whilst comments supporting the use of the site (10 respondents) sympathised with the school's requirement for funding.
- In terms of the Fairmile site, comments stated that the site should be re-considered to help distribute the housing throughout the town (23 respondents). Respondents suggest this would help alleviate the congestion on roads surrounding Highlands Farm such as Greys Road and Gillotts Lane.
- Other issues identified are promoting a residential allocation at the Fair Mile, traffic and transport, housing sites allocations and local employment at Empstead Works.

The comments are summarised in the table below.

Comment	No.
Against development at Gillotts School playing fields	23
Stated that the Fairmile should be included in the plan	23
Stated that too many houses are proposed for Highlands Farm	10
Support the proposed development at Gillotts School playing fields	10
Chosen housing sites should be more widely distributed	8
Support the use of Brownfield sites	8
Stated that the Plan needs to address traffic issues in more detail	6
Stated that the site details are not accurate or are poorly assessed	6
The Wyevale site should be considered further for housing allocation	5
Lucy's Farm site should be included in the Plan	5
Against the use of Greenfield sites	5
The Highlands Farm development would create extensive transport issues	5

(Responses repeated less than 5 times have not been included in this table)

#### 8. Do you agree with the following Housing Policies?

HOUSING POLICIES	No.		Percentage	
	Yes	No	Yes	No
H1: Allocate land for 400 new homes	96	129	43	57
H2: Design Brief	132	47	74	26
H3: Type and size of new housing	143	41	78	22
H4: Provision of facilities	126	43	75	25
H5: Infill and self-build dwellings	136	42	76	24
H6: Contingency	135	33	80	20

#### 9. Do you agree with the following Traffic and Transport policies?

TRAFFIC & TRANSPORT POLICIES	No.		Percentage	
	Yes	No	Yes	No
T1: Impact of development on the transport network	99	54	65	35
T2: Cycling routes	125	30	81	19

10. Do you agree with the following social and community infrastructure policies?

SOCIAL & COMMUNITY POLICIES	No.		Percentage	
	Yes	No	Yes	No
SCI1: Provision of social and community infrastructure	106	32	77	23
SCI2: development of Gillott's school	90	78	54	46
SI3: Renewal and enhancements of community facilities	112	17	87	13
SCI4: Community right to build	85	34	71	29

**Comments received of the Comprehensive Renewal of Gillotts School**

There were 120 respondents that made comments on the comprehensive renewal of Gillotts School. The comments are summarised in the table below.

Comment	No.
Stated they were against this policy	28
Stated that they support this policy	25
Commented that alternative fundraising options should be used	21
Stated that renewal is needed at Gillotts	16
Expressed concern at the loss of playing fields	10
Expressed concern at the loss of green space	6
Stated that the allocation should be reduced	6
Commented that Gillotts will need to expand in future	5
Stated that once lost, the fields are gone forever	4
Commented that the community loses amenity	4
Stated that new housing will not raise enough funds	4
Stated that the fields should be retained for health of children	4
Commented that the site was not popular at previous consultation	3
Expressed concern at the new, small layout of playing space	3
Stated that the plans for renewal are over ambitious	3
Stated that Gillotts should be removed from plan and treated as a separate issue	3
Commented that the playing fields should be used as a last resort	3

(Responses repeated less than 3 times have not been included in this table)

11. Do you agree with the following Town Centre policies?

TOWN CENTRE & EMPLOYMENT POLICIES	No.		Percentage	
	Yes	No	Yes	No
TCE1: Henley town centre	102	24	81	19
TCE2: Market place hub	105	22	83	17
TCE3: Hotel and bed space	103	18	85	15
TCE4: Employment and residential above shops	121	8	94	6
TCE5: Town centre car park management	102	24	81	19
TCE6: 16-18 Hart Street (former Latino's night club)	104	20	84	16
TCE7: Town centre action plan	100	15	87	13
E1: Supporting Henley's economy	92	31	75	25
E2: Former Wyevale garden centre Site P)	65	44	60	40
E3: Henley railway station car park south (Site W)	94	38	71	29
E4: Land at Newtown Road	111	9	93	7

**12. Do you agree with the Environment and Design Quality Policies?**

ENVIRONMENT & DESIGN QUALITY POLICIES	No.		Percentage	
	Yes	No	Yes	No
EN1: Environmental protection	101	13	89	11
EN2: New and replacement green infrastructure and public open space	102	10	91	9
EN3: Improve existing green spaces	108	10	92	8
EN4: Biodiversity	106	11	91	9
DQS1: Local character	111	6	95	5
DQS2: Low carbon sustainable development	104	12	90	10
DQS3: Sustainable waste management	109	8	93	7
DQS4: Local sourcing of construction materials and labour	100	13	88	12
DQS5: Community energy projects	98	8	92	8

**13. Do you agree with the following Site policies?**

SITE POLICIES	No.		Percentage	
	Yes	No	Yes	No
SP1: Highlands Farm (Site M)?	71	72	50	50
SP2: Mill Lane former Jet garage (Site H)	98	18	84	16
SP3: Empstead Works / Stuart Turner	72	59	55	45
SP4: Chiltern's End (Site F)	95	14	87	13
SP5: 357 Reading Road (Site J)	88	22	80	20
SP6: Land north of 5 Parkside (Site K)	85	34	71	29
SP7: Wilkins Removals (Site U)	98	11	90	10
SP8: TA centre (Site V)	89	27	77	23

313 comments were received relating to individual sites.

**Comments received regarding Highlands Farm**

The key concerns for the Highlands Farm site include:

- The site's negative impact on the Area of Outstanding Natural Beauty (AONB) (19 respondents)
- The transport issues resulting from the proposed development (16 respondents)
- The large housing allocation (11 respondents).

Other issues arising included the lack of amenities and services, employment space, distance from the town and the impact on the area of archaeological importance for example.

The comments are summarised in the table below.

Comment	No.
Concerned that Highlands Farm is in the AONB	19
The Highlands Farm development would create extensive transport issues	16
Stated that too many houses are proposed for Highlands Farm	11
Concerned that Highlands Farm will put a strain on Greys Road	6
Stated that there are no amenities at Highlands Farm	5
Stated that Highlands Farm is the most distant site from the town centre	4
Employment use should be increased at Highlands Farm	4
Concerned that the site is isolated from the rest of the town	4
Expressed concern for the area of archaeological interest that needs protecting	3
Stated that Henley College could be re-located at Highlands Farm	3
Argued that the site is not appropriate for development	3
Support the idea of a care home at Highlands Farm but against further development at the site	3
Stated that bus services need improving from/to Highlands Farm	3
Support the use of Brownfield sites	3
Against the use of Greenfield sites	3

(Responses repeated less than 3 times have not been included in this table)

#### Comments received regarding Mill Lane

The key concern for the site at Mill Lane is the loss of the petrol station which leaves only one in Henley (6 respondents). The comments are summarised in the table below.

Comment	No.
Stated that more petrol stations are needed in Henley	6
Support the Mill Lane site for housing	5
Stated that too many houses are proposed for the Mill Lane site	3

(Responses repeated less than 3 times have not been included in this table)

#### Comments received regarding Empstead Works

Comments received on the Empstead Works site have expressed a significant concern over the loss of employment for housing (34 respondents). The comments are summarised in the table below.

Comment	No.
Against the loss of employment	34
Stated that car parking needs to be considered	4
Stated that the Neighbourhood Plan is unclear in respect of making adequate provision for all displaced light industrial activities locally.	3

(Responses repeated less than 3 times have not been included in this table)

### Comments received regarding Chilterns End

Key concerns for the Chilterns End site include:

- Access to the site without increasing congestion on Greys Road (4 respondents)
- There are inaccurate map details of the site boundary (4 respondents)

The comments are summarised in the table below.

Comment	No.
Comments indicated that access routes to the site need to be considered in relation to traffic volume on Greys Road	4
Stated that the boundary of the site on the map is inaccurate. It should not include the Chiltern Centre.	4
Support the development at Chilterns End	3
Stated that the housing allocation should be revised	3
Concerned that the development will create more congestion and traffic issues	3

(Responses repeated less than 3 times have not been included in this table)

### Comments received regarding 357 Reading Road

The key concerns for the Reading Road site include:

- Traffic and parking issues created by development (8 respondents)
- Opposition to the allocation of retail on the site (4 respondents)

The comments are summarised in the table below.

Comment	No.
Argued that traffic and parking needs to be considered further	8
Against the use of retail but support the use of housing	4
The site would require relocating community facilities	3
Against development at Reading Road	3
Against the loss of existing business and community uses	3

(Responses repeated less than 3 times have not been included in this table)

### Comments received regarding Land North of 5 Parkside

Comments raised on the Parkside site are concerned over:

- The loss of registered trees (16 respondents) and woodland (6 respondents)
- Access to the site would be dangerous (11 respondents)

The comments are summarised in the table below.

Comment	No.
Concerns over the TPO designation	16
Stated that the access to the development would be dangerous	11
Stated that the woodland needs to be protected	6
Concerns over the conservation area	4
Against the use of the Greenfield site	3
Stated that the Fairmile should be included in the Plan	3

(Responses repeated less than 3 times have not been included in this table)

### Comments received regarding Wilkins Removals

Comments regarding the Wilkins site are generally supportive of the development but suggest the site should be considered with the Youth Centre site that has recently been put forward for development (4 respondents each). The comments are summarised in the table below.

Comment	No.
Support the development at the Wilkins site	4
Stated that the site should be taken into account with the Youth Centre site	4

(Responses repeated less than 3 times have not been included in this table)

### Comments received regarding the TA Centre

The main concern associated with the TA Centre site is the potential loss of community uses and space. Comments received express the importance of retaining this space for community facilities (13 respondents). The comments are summarised in the table below.

Comment	No.
Stated that the site should be retained for public/community uses	13
Stated that the impact on parking and traffic needs to be managed	5
Support development at the TA Centre	4

(Responses repeated less than 3 times have not been included in this table)

## 14. Further comments received on the JHHNP (electronic and paper version)

There were 257 further comments made on the JHHNP via hard copy and on-line.

- The most repeated comments was the view that the Fairmile should have received an allocation of housing, raised by 39 respondents.
- Other issues raised include the high level of congestion that is currently experienced in Henley (34 respondents).
- Concern that the Neighbourhood Plan process has been dominated by personal interest groups was also a key issue (28 responses).
- Gillotts School playing field being developed upon was a concern for 19 respondents.
- That chosen sites should be more widely distributed was raised by 19 respondents.

- Lucy's Farm was suggested as a residential allocation by 16 respondents.

Comments are summarised in the table below.

<b>Comment</b>	<b>No.</b>
Stated that the Fair Mile should be included in the plan	39
Concerns regarding the level of traffic congestion existing in Henley	34
Stated that the process has been dominated by interest groups	28
Gillotts school playing fields should not be included	19
Chosen sites should be more widely distributed	19
Stated that Lucy's Farm should be included in the plan	16
Disagree with the plan	14
Concern regarding traffic levels on Greys Road	14
Support the neighbourhood plan	14
Concern that existing infrastructure is not sufficient (general)	13
Concern that the number of school places required hasn't been considered	12
Support the inclusion on Gillotts School in the plan	10

(Responses repeated less than 10 times have not been included in this table, see appendices for further detail)

## Appendix 1 - Full list of comment tables

### General comments received on support for the JHHNP (electronic version only question)

Comment	No.
Concern regarding the level of traffic congestion existing in Henley	51
Stated that the Fair Mile should be included in the plan	35
Gillotts school playing fields should not be included	29
Chosen sites should be more widely distributed	26
Concern that the number of school places required hasn't been considered	26
Concern over traffic levels due to the size of the proposed Highlands development	25
Support for the plan, albeit with some reservations	24
Support for the use of brownfield sites	21
Concern that existing infrastructure is not sufficient (general)	20
Concern regarding traffic levels on Greys Road	19
Stated that the process has been dominated by interest groups	16
Highlands allocation should be reduced	16
Concern regarding health facilities available	15
Stated Empstead (and employment sites) should remain as employment	14
Concern regarding traffic levels on Gillotts Lane	14
Stated that housing is required but have reservations	13
Concern over available town centre parking	12
Stated that Henley cannot accommodate 400+ homes	12
Stated Highlands is too remote from the town centre	11
Support the neighbourhood plan	11
Stated that development should not happen on green field sites	9
Concern over levels of air pollution	9
Stated that more affordable homes are required	8
Queried why some sites have been removed (Fair Mile, Lucy's Farm, Wyevale)	8
Stated that Highlands is in AONB	8
Stated that Lucy's Farm should be included in the plan	7
Support the inclusion on Gillotts School in the plan	7
Stated that Neighbourhood Planning is positive	6
Concerned over the accuracy of site assessments	6
Concerned that Gillotts School require the land for future expansion	6
Stated that development should not be on Highlands Farm	6
Raised concerns that the plan process is flawed	6
Considered that not enough consultation has taken place	5
Stated that another bridge/crossing across the river is needed	5
Stated that the plan document is well structured and well thought out	5
Disagree with Government objectives regarding housing numbers	5
Stated that the selection of sites is against the wished of the community (based on previous consultation)	5
Stated they do not support the plan	4
Stated that narrow roads cause congestion	4
Commented that the plan is the 'best compromise'	4
Agreed with some of the sites selected	4

Agreed that more housing is required in Henley	3
Concerned over the congestion in Reading Road	3
Stated that additional/alternative access is required for Highlands Farm	3
Commented that Fair Mile is not in the flood zone	3
Stated that Henley has a poor train service	3
Questioned why no development is located in Shiplake	3
A 'don't know' option should have been included	3

(Responses repeated less than 3 times have not been included in this table)

#### General comments received the JHHNP (electronic version only question)

Comment	No.
Stated that the process has been dominated by interest groups	17
Stated that the Fair Mile should be included in the plan	11
The level of traffic congestion existing in Henley	9
Chosen sites should be more widely distributed	9
Considered that not enough consultation has taken place	8
Gillotts school playing fields should not be included	6
Concern that existing infrastructure is not sufficient (general)	6
Support the neighbourhood plan	6
Concern over traffic levels due to the size of the proposed Highlands development	5
Concern that the number of school places required hasn't been considered	4
Concern regarding traffic levels on Greys Road	4
Support for the use of brownfield sites	3
Concern regarding health facilities available	3
Concern regarding traffic levels on Gillotts Lane	3
Stated that development should not happen on green field sites	3
Stated that Neighbourhood Planning is positive	3
Stated that the plan document is well structured and well thought out	3

(Responses repeated less than 3 times have not been included in this table)

#### General comments received on the housing policies

Comment	No.
Support for the use of brownfield sites	35
Stated that the Fair Mile should be included in the plan	27
Gillotts school playing fields should not be included	21
Chosen sites should be more widely distributed	21
Highlands allocation should be reduced	17
Stated that infrastructure required to support new housing	17
Stated that Lucy's Farm should be included in the plan	15
Stated that more affordable housing is required	14
Concern regarding traffic levels on Greys Road	13
Stated that Henley cannot accommodate 400+ homes	13
Concern regarding the level of traffic congestion existing in Henley	12
Stated Empstead (and employment sites) should remain as employment	12

Stated that the process has been dominated by interest groups	12
Commented that the wrong sites have been selected	11
Support the inclusion on Gillotts School in the plan	11
Support the policies	9
Stated that the Wyevale site should be included in the plan	7
Stated that Highlands is too remote	6
Sites selected against SODC/OCC recommendations	6
Concern over traffic levels due to the size of the proposed Highlands development	5
Stated that proposed development is too far from the town centre	5
Concern regarding traffic levels on Gillotts Lane	4
Agreed that more housing is required in Henley	4
Stated that a phase approach should be adopted towards development	3
Concern that the number of school places required hasn't been considered	3
Questioned why no development is located in Shiplake	3
Considered that not enough consultation has taken place	3
Housing figures are due to be increased, work on the plan should stop until final figures decided	3
Commented that sites have been selected against plan policies	3
Stated that Thames farm should be included in the plan	3
Stated they support the selection of Highlands farm	3
Commented that the sites chosen are the best compromise	3
Stated that development should be in the town centre	3

(Responses repeated less than 3 times have not been included in this table)

### General comments received on the traffic and transport policies

Comment	No.
Argued that the transport policies do not go into enough detail to provide solutions to traffic and transport	41
Stated that the roads cannot handle more traffic	36
Stated that HGV policies should be included in the Plan to prevent them coming through the town	28
Stated that the proposed developments will increase transport issues in Henley	19
Concerned that Highlands Farm development will increase traffic on surrounding roads	16
Stated that a new bridge across the river is needed	15
Support the proposed cycling routes	14
Identified that a weight restriction TRO is needed	13
Support public transport	13
Argued that car use and traffic seems to be ignored in the Neighbourhood Plan	10
Stated that there is a lack of parking that needs to be addressed	10
Stated that a ring road around Henley is needed	10
Argued that OCC should have carried out traffic surveys before allocating housing	9
Support pedestrianization expansion	8
Argued that Gillotts Lane traffic issues need more consideration	8
Stated that infrastructure must be implemented before housing is built	8
Identified that a speed reduction is needed within the town	8
Stated that Greys Road traffic issues need more consideration	7

Chosen sites should be more widely distributed	7
Stated that cycling path layouts need improving	6
Train services need to be improved	6
Support one way routes through Henley	6
Additional access routes to Highlands Farm would be needed	5
Argued that town centre parking needs to be addressed as a priority	4
Cycle paths should extend to Twyford/Maidenhead and Reading	4
Reading Road suffers from congestion	4
Against pedestrianisation	4
Argued that a Park and Ride scheme should be implemented	4
Stated that walking and cycling is unrealistic for some sites	4
A route through the car park in the town centre needs to be addressed	4
Support routes for walking	3
Concerned that major development to the south of the town will increase pressure on Greys Road, Reading Road, St Andrew's Road etc	3
Stated that there should have been a joint discussion by the working parties on transport issues	3
Stated that Deansfield Road traffic issues need more consideration	3
Concerned that the proposed cycle network does not link to Gillotts School	3
Argued that the traffic arrangements are impractical	3
Argued that the Plan needs to strongly encourage walking and cycling	3
Suggested a two tiered multi-storey car park is needed	3
Support some/all of the objectives	3
Stated that more zebra crossings are needed	3
Stated that the Fair Mile should be included in the Plan as it would not impact traffic	3
Argued that bus contracts are too short to provide environmental friendly services	3
Suggested a train halt at Tesco	3

(Responses repeated less than 3 times have not been included in this table)

### General comments on the site specific policies

Comment	No.
Against development at Gillotts School playing fields	23
Stated that the Fair Mile should be included in the plan	23
Stated that too many houses are proposed for Highlands Farm	10
Support the proposed development at Gillotts School playing fields	10
Chosen housing sites should be more widely distributed	8
Support the use of Brownfield sites	8
Stated that the Plan needs to address traffic issues in more detail	6
Stated that the site details are not accurate or are poorly assessed	6
The Wyevale site should be considered further for housing allocation	5
Lucy's Farm site should be included in the Plan	5
Against the use of Greenfield sites	5
The Highlands Farm development would create extensive transport issues	5
The wrong sites have been chosen	4
Against development at the Empstead Works site	4
Concerned that Empstead Works has been selected without regard for local employment	4

Support the site specific policies	4
Support infill sites but against sites outside of the town	3
Brownfield sites should not always be prioritised over good Greenfield sites	3
Support increasing housing allocations in the town centre	3

(Responses repeated less than 3 times have not been included in this table)

#### Further comments received on the JHHNP (electronic and paper version)

Comment	No.
Stated that the Fair Mile should be included in the plan	39
Concerns regarding the level of traffic congestion existing in Henley	34
Stated that the process has been dominated by interest groups	28
Gillotts school playing fields should not be included	19
Chosen sites should be more widely distributed	19
Stated that Lucy's Farm should be included in the plan	16
Disagree with the plan	14
Concern regarding traffic levels on Greys Road	14
Support the neighbourhood plan	14
Concern that existing infrastructure is not sufficient (general)	13
Concern that the number of school places required hasn't been considered	12
Support the inclusion on Gillotts School in the plan	10
Concern regarding health facilities available	9
Concern over available town centre parking	9
Considered that not enough consultation has taken place	8
Stated that not enough information is available	8
Stated that the plan needs to be reviewed	8
Highlands allocation should be reduced	8
Concern over traffic levels due to the size of the proposed Highlands development	8
Support for the use of brownfield sites	7
Stated that development should not happen on green field sites	7
Stated that Neighbourhood Planning is positive	7
Stated that the Wyevale / Engbers sites should be included in the plan	7
Stated that a one-way system should be implemented	6
Stated that another bridge/crossing across the river is needed	6
Stated Empstead (and employment sites) should remain as employment	6
Stated that more affordable homes are required	6
Stated that narrow roads cause congestion	6
Stated that conservation and AONB's should be protected	6
Stated that housing is required but have reservations	5
Stated Highlands is too remote from the town centre	5
Stated that a ring road / by-pass is needed	5
Concerned over the accuracy of site assessments	5
Commented that the Youth Centre site could now be considered	5
Concern over levels of air pollution	4
Stated that better cycling provision is required	4
Concern regarding congestion on Reading Road	4
Commented that Fair Mile is not in the flood zone	4
Stated that housing is needed for key workers	4

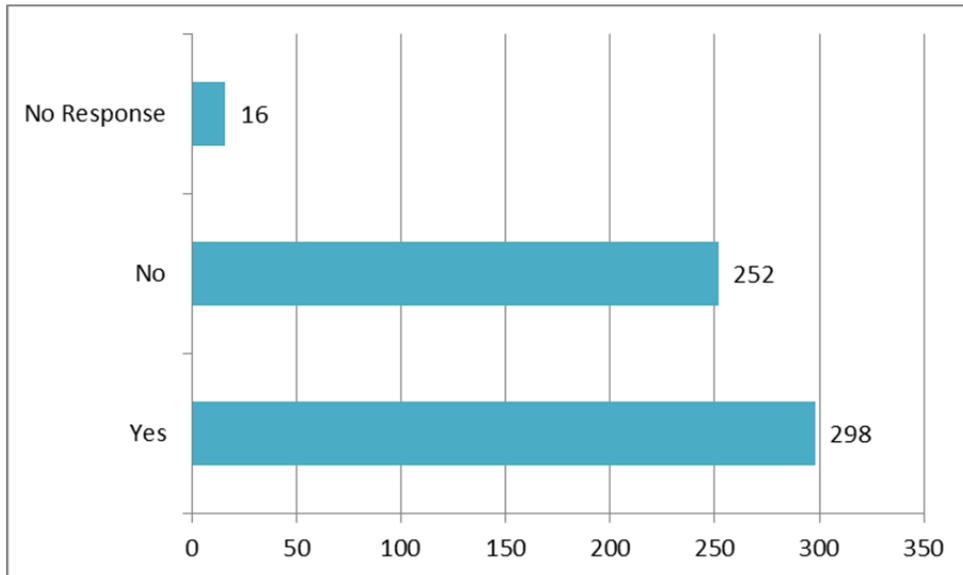
Stated that Henley does not enough room for 400+ homes	4
Stated that the Waterman Spinney site should not be considered	4
Stated that they oppose using the Fair Mile	4
Support for the plan, albeit with some reservations	4
Concerned that the wrong sites have been allocated	4
Queried why some sites have been removed (Fair Mile, Lucy's Farm, Wyevale)	4
Stated that Highlands is in AONB	3
Disagree with Government objectives regarding housing numbers	3
Raised concerns that the plan process is flawed	3
Stated that additional/alternative access is required for Highlands Farm	3
Commented that Henley now has only one petrol station	3
Commented that Henley required smaller homes	3
Stated that infill development/development at Townlands should be included in the plan figure	3
Agreed that more housing is required in Henley	3
Stated that the online survey was difficult to use	3
Expressed concern over the brownfield only policy	3
Stated they couldn't find the plan to comment	3
Concerned that playing fields at Gillotts would be needed to expand the school in future	3
Concerned regarding increased traffic in Gillotts Lane	3
Stated that figures for Henley are to be increased and the plan should be stopped until the figures are finalised	3
Stated that they found the report difficult to read	3
Stated that a reduction in speed limits is required in Henley	3
Commented that sites have been selected against the wishes of previous consultation	3
Stated that a traffic assessment is required	3
Commented that a TPO exists on the Parkside site	3

(Responses repeated less than 3 times have not been included in this table)

## APPENDIX 2: INCLUSION OF 'NO RESPONSE' IN RESULTS

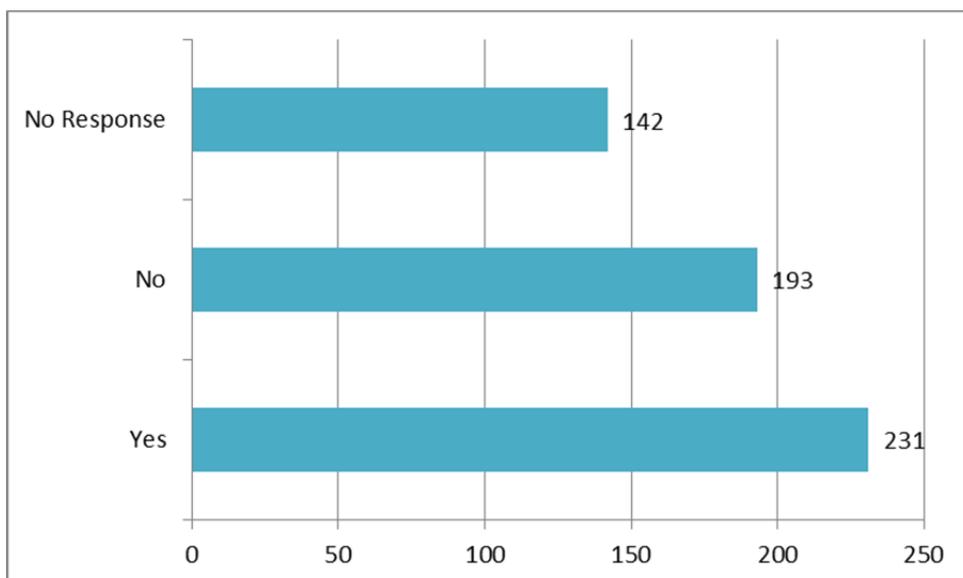
### 1. Overall, do you support the Joint Henley and Harpsden Neighbourhood Plan (JHHNP)?

When asked the question, 'Overall, do you support the Joint Henley and Harpsden Neighbourhood Plan?', 54% (298) of respondents stated that they do. The remaining 46% (252) do not agree. 16 people did not respond.



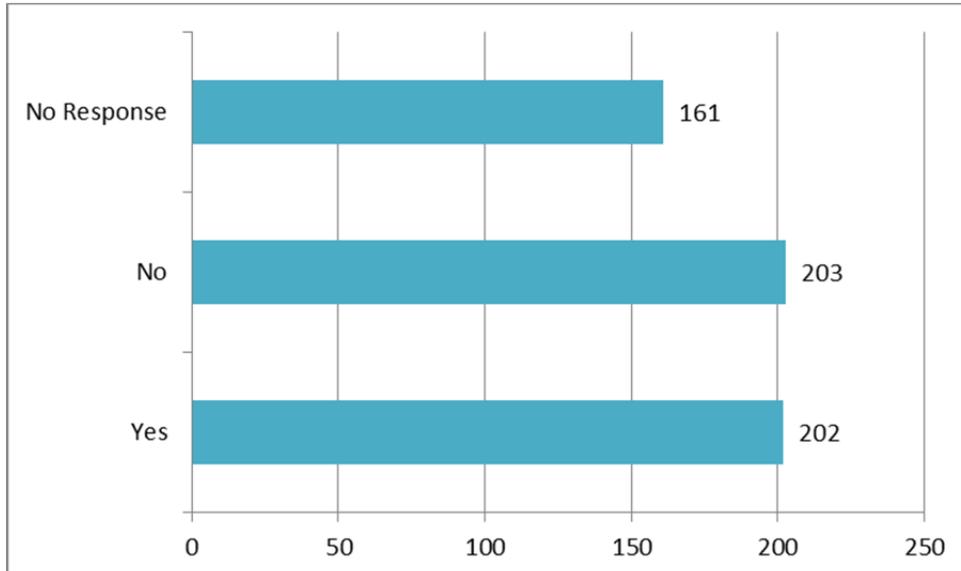
### 2. Overall, do you support the approach to housing in the Plan?

When asked if respondents support the approach to housing in the plan, 54% (231) of respondents agree. The remaining 46% (193) did not agree. 142 people did not respond.



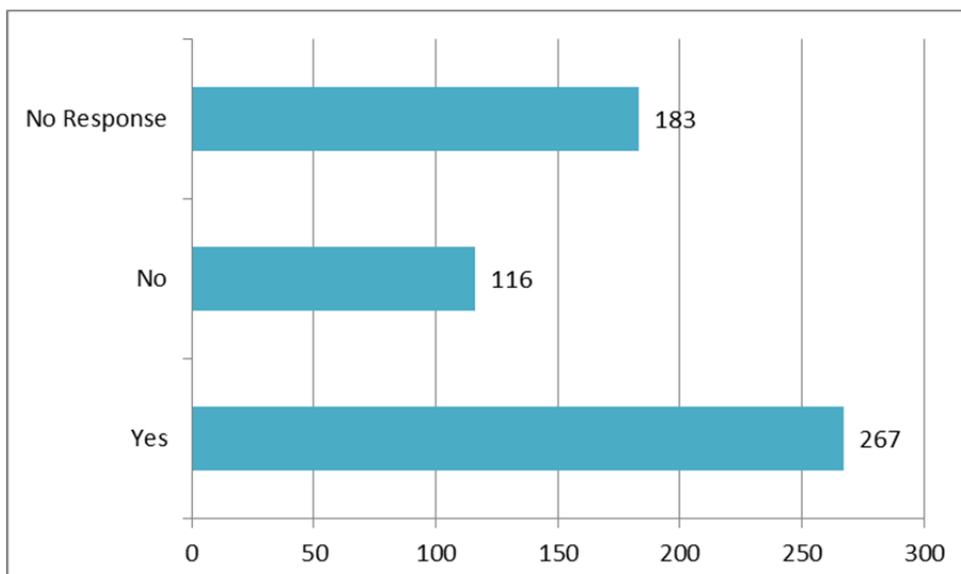
**3. Overall, do you support the approach to traffic and transport in the Plan?**

When asked if respondents support the approach to traffic and transport in the plan, the response was divided, with 202 respondents agreeing, 203 disagreeing. 161 people did not respond



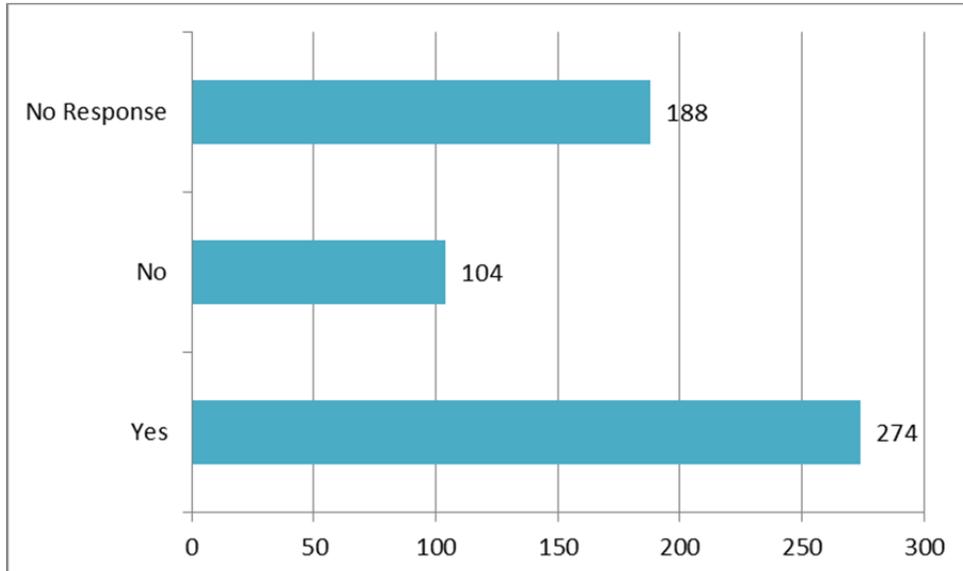
**4. Overall, do you support the approach to social and community infrastructure in the Plan?**

Over two thirds of respondents stated that they support the approach to social and community infrastructure in the plan (70% / 267). 183 people did not respond.



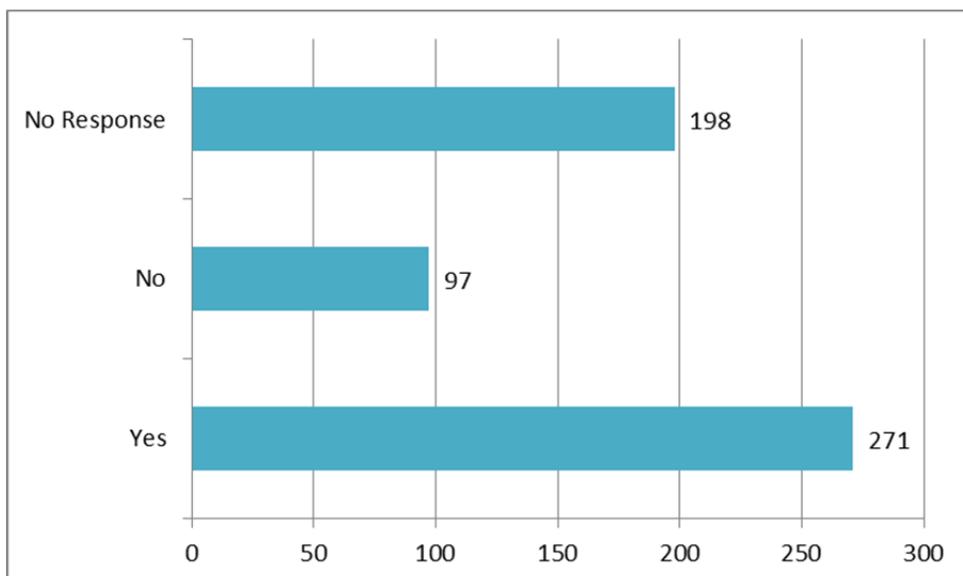
**5. Overall, do you support the approach to employment and town centre in the Plan?**

Almost three-quarters of respondents stated that they support the approach to employment and town centre in the plan (72% / 274). 188 people did not respond.



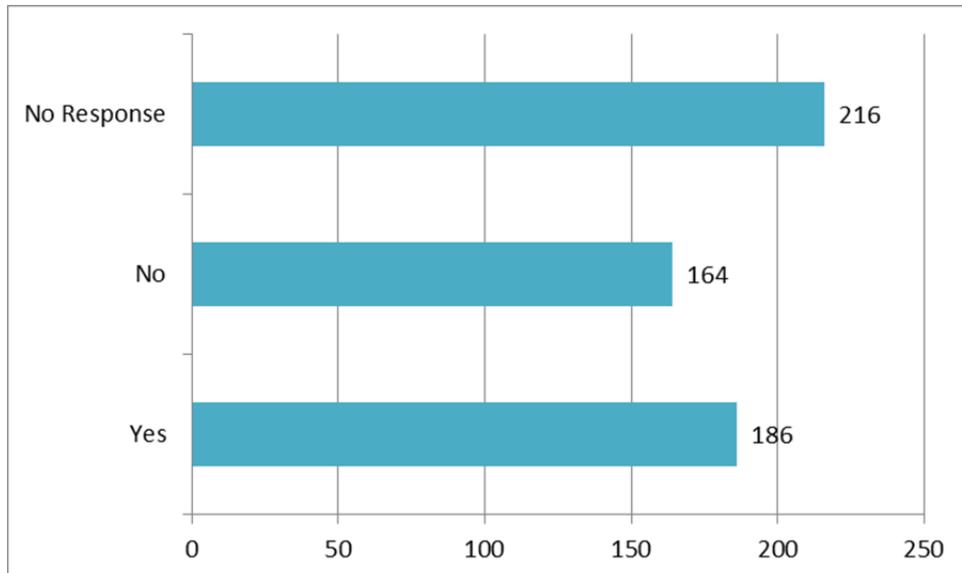
**6. Overall, do you support the approach to environment, design quality and sustainability in the Plan?**

Nearly three-quarters of respondents stated that they support the approach to environment, design quality and sustainability policies in the plan (74% / 271). 198 people did not respond.



**7. Overall, do you support the site specific policies?**

Just over half of respondents (53% / 186) stated that they support the approach to site specific policies in the plan. 216 people did not respond.



**8. Do you agree with the following Housing Policies?**

HOUSING POLICIES	No.			Percentage		
	Yes	No	No Response	Yes	No	No Response
H1: Allocate land for 400 new homes	96	129	341	17	23	60
H2: Design Brief	132	47	387	23	8	68
H3: Type and size of new housing	143	41	382	25	7	67
H4: Provision of facilities	126	43	397	22	8	70
H5: Infill and self-build dwellings	136	42	388	24	7	69
H6: Contingency	135	33	398	24	6	70

**9. Do you agree with the following Traffic and Transport policies?**

TRAFFIC & TRANSPORT POLICIES	No.			Percentage		
	Yes	No	No Response	Yes	No	No Response
T1: Impact of development on the transport network	99	54	413	17	10	73
T2: Cycling routes	125	30	411	22	5	73

10. **Do you agree with the following social and community infrastructure policies?**

SOCIAL & COMMUNITY POLICIES	No.			Percentage		
	Yes	No	No Response	Yes	No	No response
SCI1: Provision of social and community infrastructure	106	32	428	19	6	76
SCI2: development of Gillott's school	90	78	398	16	14	70
SI3: Renewal and enhancements of community facilities	112	17	437	20	3	77
SCI4: Community right to build	85	34	447	15	6	79

11. **Do you agree with the following Town Centre policies?**

TOWN CENTRE & EMPLOYMENT POLICIES	No.			Percentage		
	Yes	No	No Response	Yes	No	No Response
TCE1: Henley town centre	102	24	440	18	4	78
TCE2: Market place hub	105	22	439	19	4	78
TCE3: Hotel and bed space	103	18	445	18	3	79
TCE4: Employment and residential above shops	121	8	437	21	1	77
TCE5: Town centre car park management	102	24	440	18	4	78
TCE6: 16-18 Hart Street (former Latino's night club)	104	20	442	18	4	78
TCE7: Town centre action plan	100	15	451	18	3	80
E1: Supporting Henley's economy	92	31	443	16	5	78
E2: Former Wyevale garden centre Site P)	65	44	457	11	8	81
E3: Henley railway station car park south (Site W)	94	38	434	17	7	77
E4: Land at Newtown Road	111	9	446	20	2	79

**15. Do you agree with the Environment and Design Quality Policies?**

ENVIRONMENT & DESIGN QUALITY POLICIES	No.			Percentage		
	Yes	No	No Response	Yes	No	No Response
EN1: Environmental protection	101	13	452	18	2	80
EN2: New and replacement green infrastructure and public open space	102	10	454	18	2	80
EN3: Improve existing green spaces	108	10	448	19	2	79
EN4: Biodiversity	106	11	449	19	2	79
DQS1: Local character	111	6	449	19	1	79
DQS2: Low carbon sustainable development	104	12	450	18	2	80
DQS3: Sustainable waste management	109	8	449	19	1	79
DQS4: Local sourcing of construction materials and labour	100	13	453	18	2	80
DQS5: Community energy projects	98	8	460	17	1	81

**16. Do you agree with the following Site policies?**

SITE POLICIES	No.			Percentage		
	Yes	No	No Response	Yes	No	No Response
SP1: Highlands Farm (Site M)?	71	72	423	13	13	75
SP2: Mill Lane former Jet garage (Site H)	98	18	450	17	3	80
SP3: Empstead Works / Stuart Turner	72	59	435	13	10	77
SP4: Chiltern's End (Site F)	95	14	457	17	2	81
SP5: 357 Reading Road (Site J)	88	22	456	16	4	81
SP6: Land north of 5 Parkside (Site K)	85	34	447	15	6	80
SP7: Wilkins Removals (Site U)	98	11	457	17	2	81
SP8: TA centre (Site V)	89	27	450	16	5	80

**APPENDIX J: FOCUS GROUP REPORT, NOV 2014**

## Henley and Harpsden Neighbourhood Plan: Focus Group Responses

1. Should the Plan be 'brownfield first development' or 'spread development' to help reduce traffic pressures, even if this means some Greenfield development?

brownfield first	14
spread development	9
don't know	0

comments

Development mainly on brownfield, but greenfield considered too to ensure spread	3
Focus on brownfield sites	2
Avoid greenfield development	2
Development should be on main roads out of town (brownfield)	1
Traffic and access issues the priority	1
Sites should be reviewed on their merits	1
Development should go beyond Tesco	1
Town centre development should be prioritised	1
Should be an 'infill development' option	1

2. Is the Fair Mile an appropriate site for development? If so for how many homes?

appropriate	21
not appropriate	2
don't know	0

comments / number of homes

40-50 units	6
Site easily accessible	4
Development screened	3
Walking distance to Henley	2
Concerned about the effect on Landscape	2
30-40 units	2
Not brownfield so inappropriate	2
70 Units	2
Smaller development	1
Maximise development	1
Shouldn't build in Conservation Area	1
Sits between brownfield developments	1
50-60 units	1
Sets precedent for development	1
Essential for Henley	1
Important to spread development	1
Developers will seek permission regardless	1
60-70 units	1

3. Is Highlands Farm an appropriate site for development? If so for how many homes?

appropriate 23  
 not appropriate 0  
 don't know 0

comments / number of homes

Good bus service/ transport link needed	7
Smaller development	4
Development will need retail	4
Traffic issues to be addressed	4
Improved walking and cycling routes needed	3
Maximise development	3
190 units	3
150+ units	2
Include C2 use	2
Spread development on main sites	1
Risk of congestion	1
150 units	1
Archaeological investigation needed	1
No alternative site	1
120-140 units	1
190+ units	1

4. Is 118 Greys Road an appropriate site for development? If so for how many homes?

appropriate 22  
 not appropriate 1  
 don't know 0

comments / number of homes

Mixed use development	7
Post office	4
Sympathetic design needed	3
26 units	3
Maximise development with adequate parking	2
20 units	2
Site already on a bus route	2
Existing shops could be redeveloped	2
Site in a residential area	2
Too congested	1
Use site for employment	1
Social and key worker housing	1
10-26 units	1

5. Is Henley Youth Club an appropriate site for development? If so for how many homes?

appropriate 19  
 not appropriate 3  
 don't know 1

comments / number of homes

Combine with Wilkins site	4
Ensure enough parking available	4
20 units	3

Community centre needed	3
Use site for town centre parking	3
Good site (town centre)	2
Inappropriate development, access road too congested	1
32 units	1
30 units	1

6. What is your preferred location for new retail?

edge of town (byTesco)	7	
town centre (Stuart Turner)	15	
don't know		0

comments

No more out of town developments	4
Community centre to be included on Stuart Turner site	4
Parking to be considered if on Stuart Turner site	4
Out of town for easier parking	3
Mixed use development would be suitable at Stuart Turner site	3
Why not on both sites	2
M&S should be in town centre to encourage footfall	2
Residential development by Tesco	2
Out of town development	1
Good idea to have M&S near Tesco	1
Either option fine	1
Foodstore not needed	1
Development by Tesco not deliverable	1
Stuart Turner site used for housing for the elderly	1

7. Potential routes forward for Henley College:

Leave out of JHHNP but recognise the potential for future development, when the proposals are ready	14
Include in the JHHNP but have another site as a replacement (such as Highlands) in case the College proposals cannot be resolved	3
Delay the JHHNP until the College is ready - this may open Henley to 'speculative' development such as the Lucy's Farm application	1

comments

Access issues with the College site	4
None of the above	3
College should be supported	3
Combine the Rotherfield site with Stuart Turner and/or Empstead works	3
Henley College issues shouldn't delay the JHHNP	2
Consider the College if it's viable	2
Against developing college	1
No housing, retail or employment instead	1
Where will the college put the playing fields	1
College kept as a reserve	1
Too many uncertainties regarding the College	1
Don't know enough to have a considered view	1
Do not support existing proposal	1
Develop one college site	1
College should remain in the town centre	1

8. Bringing it together – options for the Plan:

Option 1 including Fair Mile and reduced Highlands Farm development (with remainder as Gillott's School reserve)	14
Option 2 with Fair Mile as Gillott's School reserve and a small reduction at Highlands Farm	4
Option 3 Henley College included (both Fair Mile and Highlands Farm as reserve sites)	1

comments

Highlands should be included	3
School should develop alternative funding	3
Include college when appropriate	2
More sites with smaller developments	1
Accessibility is the key issue - should be on main roads	1
Park and ride considered on a site on outskirts of town	1
Town centre parking insufficient	1
Contact regarding chances of Jewsons site becoming available	1
Option 1 and 2 preferable	1
Spread traffic	1
Community facilities for elderly and young to be considered	1
Fairmile should be included	1
Against Gillotts being included	1
College should develop one site only (Rotherfield)	1
Transport issues need to be dealt with	1
Sites used on Reading Road	1
Include Lucy's Farm in option 1	1

**APPENDIX K: REGULATION 14 CONSULTATION REPORT, APRIL 2015**

- i) Consultation Report: Regulation 14 Stage Questionnaire Analysis

# Joint Henley and Harpsden Neighbourhood Plan

## Pre-Submission Draft Consultation:

### Questionnaire Results (all responses received)

#### Introduction

Statutory consultation took place on the pre-submission draft of the Joint Henley and Harpsden Neighbourhood Plan between 6<sup>th</sup> February and 20<sup>th</sup> March 2015.

The consultation was promoted through:

- Letters to statutory consultees
- Promotion on the [jhhnp.co.uk](http://jhhnp.co.uk) website
- Coverage in local media
- Leaflet distributed with the Town Council magazine (all households)
- Drop in sessions at the Town Hall
- Road show exhibition at local supermarkets
- Hardcopy and online questionnaires

Events were held on the following dates:

- Saturday 14<sup>th</sup> February, Henley Town Hall - Exhibition/Drop-in Session, 10am till 4pm
- Saturday 21<sup>st</sup> February, Harpsden Village Hall – Exhibition/Drop-in Session, 12.30 – 2.30pm
- Saturday 28<sup>th</sup> February, Henley House & Garden Show – Roadshow, Henley Town Hall, 10am to 6pm
- Sunday 1<sup>st</sup> March, Henley House & Garden Show –Roadshow, Henley Town Hall, 11am to 4pm
- Saturday 7<sup>th</sup> March, Waitrose (Henley) – Roadshow, 10am to 2pm
- Sunday 8<sup>th</sup> March, Tesco (Henley) - Roadshow, 10am to 2pm
- Friday 13<sup>th</sup> March, Henley Town Hall - Exhibition/Drop-in Session, 12 till 8pm
- Saturday 14<sup>th</sup> March, Henley Town Hall - Exhibition/Drop-in Session, 10am till 4pm

By 20<sup>th</sup> March 2015, 696 questionnaires had been received of which 456 of these were received online and 240 received by hardcopy (a further 15 questionnaires were found to be duplicates or erroneous).

This report sets out the results of the 696 questionnaire responses. Appended is a second report (p26) which details the results only of those responses that were from those identified as living, working or studying in the Neighbourhood Plan area, as referenced in the Neighbourhood Plan Regulation 14 (Pre Submission Consultation).

At the referendum only those recorded on the electoral role within the Neighbourhood Plan area would be eligible to vote.

A number of statutory and non-statutory consultees and organisations also provided comments (including non-questionnaire resident responses). These have been reviewed separately.

## Summary

The headline results are set out here and detailed in the report:

- 73% of responses (496) endorsed the Plan, including 40% (272) who added a comment under ‘yes subject to...’
- In terms of those who supported the Plan with a ‘subject to...’ reservation, the most frequently mentioned concern related to development of Gillott’s School Playing Field (64 comments), followed by the development of the Fair Mile site (37 comments)<sup>1</sup>.
- 57% of responses (336) supported the overall housing allocation policy (H1).
- 76% of responses (379) supported the overall transport policy (T1).

In terms of comments on individual sites:

- Highlands Farm: 76% of responses (422) supported the allocation (Site M1, Policy SP1).
- Highlands Farm reserve: 72% (391) supported the allocation (Site M2, Policy SP12).
- Mill Lane: 77% of responses (427) supported the allocation (Site H, Policy SP2).
- Empstead Works / Stuart Turner: 79% of responses (432) supported the allocation (Site E, Policy SP3).
- Chiltern’s End: 83% of responses (453) supported the allocation (Site F, Policy SP4).
- 357 Reading Road: 79% of responses (433) supported the allocation (Site J, Policy SP5).
- Wilkins Removal: 86% of responses (465) supported the allocation (Site X, Policy SP6).
- TA Centre: 82% of responses (446) supported the allocation (Site V, Policy SP7).
- Fair Mile: 53% of responses (398) supported the allocation (Site A, Policy SP8).
- Fair Mile reserve: 50% of responses (280) supported the allocation (Site A1, Policy SP13).
- Youth Club: 77% of responses (416) supported the allocation (Site X, Policy SP9).
- 118 Grey’s Road 77% of responses (418) supported the allocation (Site Z, Policy SP10).
- Gillott’s School 40% of responses (225) supported the allocation (Site C, Policy SP11). 53% of responses did not support the allocation (301).

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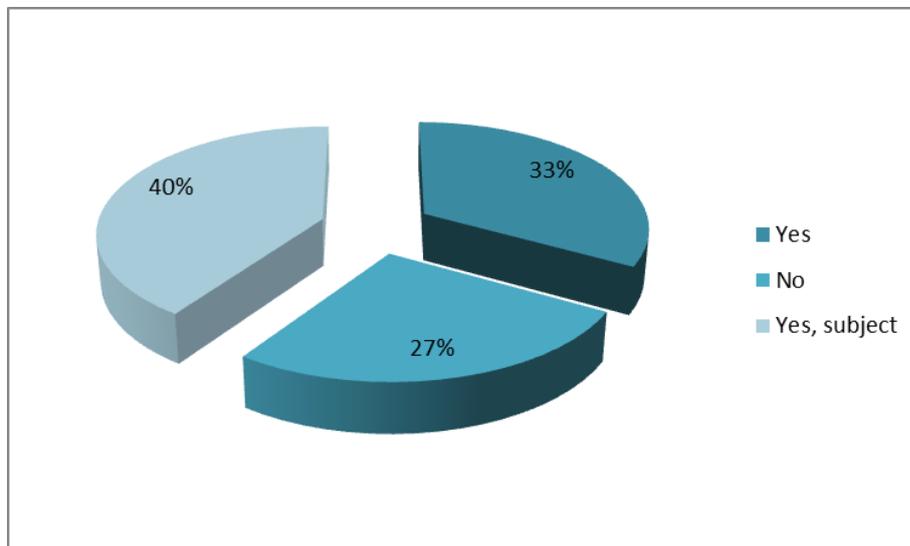
<sup>1</sup> These comments are not mutually exclusive, therefore a respondent with a reservation regarding the Fair Mile could be the same respondent as one with a reservation regarding Gillott’s School. This is applicable to all comment analysis in the report.

**Q1) Overall, do you agree that this plan, which has been developed solely by the decisions of Henley and Harpsden residents, should be finalised for endorsement by the District Council and used to decide planning applications in the area?**

When asked the question, ‘Overall, do you agree that this plan, which has been developed solely by the decisions of Henley and Harpsden residents, should be finalised for endorsement by the District Council and used to decide planning applications in the area?’ 33.2% (224) of respondents stated that they do, with a further 40.3% (272) stating they do agree, but subject to certain reservations. The remaining 26.5% (179) do not agree.

	%	No.
<b>Yes</b>	33.2	224
<b>No</b>	26.5	179
<b>Yes, subject to the following</b>	40.3	272

(No. of responses = 675. No response received = 21)



**Comments received regarding reservations in supporting the JHHNP**

265 respondents made comment on reservations regarding the JHHNP.

- The most repeated issue was regarding how they do not support the proposed development on Gillotts School Playing Fields (64).
- It was stated by 37 respondents that they are against development along the Fair Mile.
- 31 respondents stated that priority for housing should be given to YMCA residents.
- 29 respondents raised the point that the reason they are against development (as counted above) in the Fair Mile is that it's located within a Conservation Area.
- Other issues of concern mentioned were levels of traffic, the need for development to be contained to brownfield sites, parking and infrastructure.

The comments are summarised in the table below (excluding comments repeated less than 5 times).  
Comments are not mutually exclusive.

<b>Comment</b>	<b>No.</b>
Against Gillotts school development / building on playing fields	64
Against Fair Mile development	37
Priority for housing should be given to YMCA residents	31
Fair Mile is a conservation area (so against development)	29
Transport / traffic study needed	19
Supports brownfield only development	18
Concerns regarding impact on traffic	18
Greys Road traffic implications from number of developments	17
Against greenfield development/greenfield sites to be protected	13
Fair Mile is an area of natural beauty	10
Mill Lane development is too dense	10
Traffic on Fair Mile an issue	10
Will adequate parking be provided for new development	9
Concern regarding primary school catchment area	9
Increase Gillotts School allocation	8
Development would destroy the character of Fair Mile	8
Against Stuart Turner/Empstead works due to loss of employment	7
Highlands Farm development too large	7
Town centre parking needed	7
Infrastructure improvements required	7
Alternative funding should be sourced for Gillotts School	7
Development not spread adequately	6
Against urbanisation of Fair Mile	5
Green buffer needs to be retained between settlements	5
Health benefits lost / childhood obesity an issue if Gillotts built on	5

(Responses repeated less than 5 times have not been included in this table)

### Comments received from respondents who support the JHHNP

- The most repeated issue was stated by 9 respondents that they are against the proposed development on Gillotts School Playing Fields.
- 5 respondents raised concerns on how new development will impact on existing traffic issues.

Comments	No.
Against Gillotts school development / building on playing fields	9
Concerns regarding impact on traffic	5
Supports brownfield only development	4
Increase Gillotts School allocation	4
Against Fair Mile development	3
Improvement on the previous plan	3

(Responses repeated less than 3 times have not been included in this table)

### Comments received from respondents who do not support the JHHNP

- The most repeated issue was stated by 19 respondents that they are against development along the Fair Mile.
- 12 respondents raised concerns on how new development will impact on existing traffic issues.
- 11 respondents stated they do not support the proposed development on Gillotts School Playing Fields.

Comments	No.
Against Fair Mile development	19
Concerns regarding impact on traffic	12
Against Gillotts school development / building on playing fields	11
Supports brownfield only development	9
Infrastructure improvements required	9
Harmful to Henley Conservation Area	7
Fair Mile is a conservation area	7
Traffic on Fair Mile an issue	6
Fair Mile is an area of natural beauty	6
Against greenfield development/greenfield sites to be protected	6
Transport / traffic study needed	5
Development would destroy the character of Fair Mile	5
Retain Henley's character	5
Concern regarding primary school catchment area	4

(Responses repeated less than 4 times have not been included in this table)

## HOUSING POLICIES

### Q2) Do you agree with the Housing Policies?

When asked the question, 'do you agree with policy H1: allocate and for 450 homes' over half of respondents stated that they do (57.2%)

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>H1: Allocate land for 450 new homes</b>	57.2	336	36.1	212	6.6	39

(No. of responses = 587. No response received = 109)

### Comments

- The most repeated issue was to state that they disagree with development on the Fair Mile (31 respondents).
- Development on the Gillotts School was also mentioned, with 25 respondents stating that they disagree with development on this site.
- Other issues of concern mentioned were the impact on Conservation Areas, levels of traffic and the need for development to be contained to brownfield sites.

The comments are summarised in the table below (excluding comments repeated less than 4 times).

Comment	No.
Against Fair Mile development	31
Against Gillotts school development / building on playing fields	25
Fair Mile is a Conservation Area	17
Support brownfield only development	13
Concern regarding impact on traffic	11
Alternative funding should be sourced for Gillotts School	10
Against greenfield development/greenfield sites to be protected	10
Development would destroy the character of Fair Mile	10
Traffic on Fair Mile an issue	8
Greys Road traffic implications from number of developments	6
Infrastructure improvements required	6
Improvement on the previous plan	6
More than 450 required in long term, plan should consider this	6
Increase Gillotts School allocation	4
Support Gillotts School allocation	4
Only as the figure of 450 homes is non-negotiable	4
Harmful to Henley's Conservation Areas	4

(Responses repeated less than 4 times have not been included in this table)

**Q3)** When asked the question, ‘do you agree with policy H2: design brief’ almost three quarters of respondents stated that they do (72.6%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>H2: Design brief</b>	72.6	414	15.4	88	11.9	68

(No. of responses = 570. No response received = 126)

Few comments were made in regards to this policy, the only repeated comment raised concern whether Henley Town Council has the necessary skills and experience to deal with design (3 respondents).

**Q4)** When asked the question, ‘do you agree with policy H3: Type and size of new housing’ three quarters of respondents stated that they do (75.3%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>H3: Type and size of new housing</b>	75.3	430	15.6	89	9.1	52

(No. of responses = 571. No response received = 125)

Again, few comments were made in regards to this policy, the only repeated comment raised stated that respondents felt that affordable/key worker housing must be provided (7 respondents).

**Q5)** When asked the question, ‘do you agree with policy H4: Provision of facilities’ three quarters of respondents stated that they do (75.5%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>H4: Provision of facilities</b>	75.5	425	13.9	78	10.7	60

(No. of responses = 563. No response received = 133)

### Comments

- The most repeated issue related to concerns that traffic issues in Henley need to be resolved (6 respondents)
- Of equal concern was how doctor's/surgeries will cope with an increase in population (6 respondents)

The comments are summarised in the table below (excluding comments repeated less than 3 times).

Comments	No.
Resolve congestion issues	6
How are Doctors/surgeries going to cope with increased population	6
Primary school catchment area, funding needed	3
Resolve parking issues	3

(Responses repeated less than 3 times have not been included in this table)

**Q6)** When asked the question, ‘do you agree with policy H5: Infill and self-build dwellings’ three quarters of respondents stated that they do (75.4%)

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>H5: Infill and self-build dwellings</b>	75.4	427	14.1	80	10.4	59

(No. of responses = 566. No response received = 130)

The comments are summarised in the table below (excluding comments repeated less than 4 times).

Comments	No.
Infill sites should be included in the plan	7
Stricter planning controls needed for infill developments	4

(Responses repeated less than 4 times have not been included in this table)

**Q7)** When asked the question, ‘do you agree with policy H6: Contingency’, almost three quarters of respondents stated that they do (73.0%)

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>H6: Contingency</b>	72.7	408	14.1	79	13.2	74

(No. of responses = 561. No response received = 135)

No repeated comments were made with regards to this policy.

## SITE SPECIFIC POLICIES

### Do you agree with the following Site Specific Policies?

**Q8)** When asked the question, 'do you agree with policy SP1: Highlands Farm (Site M)' three quarters of respondents stated that they do (76.3%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SP1: Highlands Farm (Site M)</b>	76.3	422	16.6	92	7.1	39

(No. of responses = 553. No response received = 143)

#### Comments

- The most repeated issue was to express concern that Greys Road would not be able to cope with the increase in traffic that the development would generate (10 respondents).
- 7 respondents stated that they felt that the site is too far/isolated from the town centre.

The comments are summarised in the table below (excluding comments repeated less than 5 times).

Comments	No.
Greys Road traffic implications from size of development	10
Highlands Farm too far from the town centre	7
Concerns regarding impact on traffic (general)	6
Increase Highlands Farm allocation	6
Agree with / happy with size of allocation	6
Gillotts Lane unsuitable for increased traffic	5

(Responses repeated less than 5 times have not been included in this table)

**Q9)** When asked the question, 'do you agree with policy SP2: Mill Lane Former Jet garage (Site H)' over three quarters of respondents stated that they do (77.5%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SP2: Mill Lane Former Jet Garage (Site H)</b>	77.5	427	18.5	102	4.0	22

(No. of responses = 551. No response received = 145)

Few comments were made in regards to this policy, the only repeated comment raised concern over the size of the development, and felt that it is too large for the site (18 respondents).

**Q10)** When asked the question, 'do you agree with policy SP3: Empstead Works/Stuart Turner (Site E)' over three quarters of respondents stated that they do (78.8%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SP3: Empstead Works / Stuart Turner</b>	78.8	432	14.8	81	6.4	35

(No. of responses = 548. No response received = 148)

The comments are summarised in the table below (excluding comments repeated less than 3 times).

Comments	No.
Increase residential allocation	4
Stuart Turner site could be used for 'brand' retail	3

(Responses repeated less than 3 times have not been included in this table)

**Q11)** When asked the question, '**do you agree with policy SP4: Chilterns End (Site F)**' more than 80% of respondents agreed (83.1%)

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SP4: Chiltern's End (Site F)</b>	83.1	453	8.3	45	8.6	47

(No. of responses = 545. No response received = 151)

No repeated comments were made with regards to this policy.

**Q12)** When asked the question, '**do you agree with policy SP5: 357 Reading Road (Site J)**' over three quarters of respondents stated that they do (79.4%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SP5: 357 Reading Road (Site J)</b>	79.4	433	14.7	80	5.9	32

(No. of responses = 545. No response received = 151)

Few comments were made in regards to this policy, the only repeated comment raised stated that this site is not considered suitable to contain retail uses (4 respondents).

**Q13)** When asked the question, '**do you agree with policy SP6: Wilkins Removals (Site U)**' over three quarters of respondents stated that they do (85.8%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SP6: Wilkins Removals (Site U)</b>	85.8	465	8.1	44	6.1	33

(No. of responses = 542. No response received = 154)

Few comments were made in regards to this policy, the only repeated comment raised concern regarding the impact increased traffic would have on Deanfield Avenue (3 respondents).

**Q14)** When asked the question, '**do you agree with policy SP7: TA Centre (Site V)**' over three quarters of respondents stated that they do (81.7%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SP7: TA Centre (Site V)</b>	81.7	446	12.5	68	5.9	32

(No. of responses = 546. No response received = 150)

No repeated comments were made with regards to this policy.

**Q15)** When asked the question, ‘do you agree with policy SP8: Land West of Fair Mile (Site A)’ just over half of respondents stated that they do (53.0%), whilst 42.7 stated that they disagree.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SP8: Land west of Fair Mile (Site A)</b>	52.7	298	43.0	243	4.2	24

(No. of responses = 565. No response received = 131)

#### Comments

- The most repeated issue was to express concern that Fair Mile is within a Conservation Area and therefore should be protected (42 respondents).
- Concern was also raised that development would spoil the approach to Henley (27).
- Others issues raised included traffic concerns and that brownfield should be used ahead of greenfield sites.

The comments are summarised in the table below (excluding comments repeated less than 5 times).

Comments	No.
Fair Mile is a conservation area	42
Development would destroy the beautiful approach to Henley	27
Traffic issues would result from development	24
Brownfield development first	17
Against greenfield development/greenfield sites to be protected	11
Fair Mile is an area of natural beauty	11
Development would led to urbanisation of the Fair Mile	9
Wildlife on the Fair Mile would be displaced	8
Development here would set an (unwelcome) precedent	6

(Responses repeated less than 5 times have not been included in this table)

**Q16)** When asked the question, ‘do you agree with policy SP9: Henley Youth Club (Site X)’ over three quarters of respondents stated that they do (76.8%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SP9: Henley Youth Club (Site X)</b>	76.8	416	15.7	85	7.6	41

(No. of responses = 542. No response received = 154)

The comments are summarised in the table below (excluding comments repeated less than 3 times).

Comments	No.
Youth facilities must continue to be available	8
Loss of youth facilities	3
Traffic issues on Deanfield Avenue	3

(Responses repeated less than 3 times have not been included in this table)

**Q17)** When asked the question, ‘do you agree with policy SP10: 118 Grey’s Road (Site Z)’ over three quarters of respondents stated that they do (77.3%).

	Yes		No		Don’t know	
	%	No.	%	No.	%	No.
<b>SP10: 118 Grey’s Road (Site Z)</b>	77.3	418	13.5	73	9.2	50

(No. of responses = 541. No response received = 155)

No repeated comments were made with regards to this policy.

**Q18)** When asked the question, ‘do you agree with policy SP11: Gillotts School Fields (Site C)’ over half of all respondents stated that they disagree with this policy (52.8%).

	Yes		No		Don’t know	
	%	No.	%	No.	%	No.
<b>SP11: Gillotts Schools Field (Site C)</b>	39.5	225	52.9	301	7.6	43

(No. of responses = 569. No response received = 127)

### Comments

- The most repeated issue was to express concern over the use of playing fields for development, as once used they can’t be replaced (25 respondents).
- 21 respondents stated that sporting activities should be encouraged.
- 16 respondents stated that they felt that the allocation should be increased to allow for the funds to be raised that are required by the school.
- Others issues raised included traffic concerns and the need for alternative funding to be sourced.

The comments are summarised in the table below (excluding comments repeated less than 4 times).

Comments	No.
Fields should not be used / can’t be replaced once used for development	25
Sport needs to be encourage (health benefits)	21
Increase the allocation at Gillotts School	16
Concerned over the increase of traffic development would cause	10
Alternative funding for Gillotts School needs to be found	9
Disagree – no reason given	8
Land might be needed for future expansion of the school	8
Development would set the precedent for Lucy’s Farm to be developed	5
Agree with development as it would help to regenerate the school	4
Land should be used for educational uses only	4

(Responses repeated less than 4 times have not been included in this table)

**Q19)** When asked the question, ‘do you agree with policy SP12: Reserve site: Highlands Farm, adjacent (Site M1)’ just under three quarters of all respondents stated that they agree with this policy (71.9%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SP12: Reserve site: Highlands Farm, adjacent (Site M1)</b>	71.9	391	19.1	104	9.0	49

(No. of responses = 544. No response received = 152)

The comments are summarised in the table below (excluding comments repeated less than 3 times).

Comments	No.
Greys Road traffic implications from number of developments	6
Use reserve sites instead of Gillotts	3

(Responses repeated less than 3 times have not been included in this table)

**Q20)** When asked the question, ‘do you agree with policy SP13: Reserve Site: Land West of Fair Mile, adjacent (Site A1)’ half of respondents stated that they do (50.3%), whilst 42.5 stated that they disagree.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SP13: Reserve site: Land west of Fair Mile, adjacent (Site A1)</b>	50.3	280	42.5	237	7.2	40

(No. of responses = 557. No response received = 139)

#### Comments

- The most repeated issue was to express concern that Fair Mile is within a Conservation Area and therefore should be protected (39 respondents).
- Concern was also raised that development would spoil the approach to Henley (22).
- Others issues raised included traffic concerns and that brownfield should be used ahead of greenfield sites.

The comments are summarised in the table below (excluding comments repeated less than 5 times).

Comments	No.
Fair Mile is a conservation area	39
Development would destroy the beautiful approach to Henley	22
Traffic issues would result from development	20
Brownfield development first	15
Fair Mile is an area of natural beauty	12
The whole Fair Mile allocation should be used (SP8 and SP13)	11
Against greenfield development/greenfield sites to be protected	8
Wildlife on the Fair Mile would be displaced	7
Development would led to urbanisation of the Fair Mile	6

(Responses repeated less than 5 times have not been included in this table)

## TRANSPORT POLICIES

### Do you agree with the following Transport Policies?

**Q21)** When asked the question, 'do you agree with policy T1: Impact of development on the transport network' three quarters of respondents stated that they do (76.1%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>T1: Impact of development on the transport network</b>	76.1	379	11.8	59	12.0	60

(No. of responses = 498. No response received = 198)

#### Comments

- The most repeated issue was related to concerns over increased traffic that would be created by new development (26 respondents).
- 17 respondents raised concerns on how development would further increase air pollution in Henley.
  - Other issues raised included the need for a transport study to be undertaken, the effect on Greys Road traffic in particular and the need for further parking.

The comments are summarised in the table below (excluding comments repeated less than 4 times).

Comments	No.
Concerns regarding impact of development on traffic	26
Air pollution issues with further development/traffic	17
Transport / traffic study needed	15
Concerned with Greys Road traffic	11
Town centre parking needed	10
Stop HGVs going through Henley	9
Transport policies too vague	9
Another bridge needed	8
Out of town car parking (Park and Ride)	4
Speed restrictions / traffic calming needed	4

(Responses repeated less than 4 times have not been included in this table)

**Q22)** When asked the question, 'do you agree with policy T2: Cycling Routes' over three quarters of respondents stated that they do (85.5%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>T2: Cycling routes</b>	85.5	429	7.4	37	7.2	36

(No. of responses = 502. No response received = 194)

#### Comments

- The most repeated comments were in support of cycling routes for Henley (15 respondents).
- 11 respondents raised concerns that cycle routes in Henley would be unworkable due to current traffic conditions in Henley
- Other issues raised included the need for cycle storage to be provided, concerns over the safety routes and the requirements for a Thames Path cycle route.

The comments are summarised in the table below (excluding comments repeated less than 3 times).

<b>Comments</b>	<b>No.</b>
Support implementation of cycle routes	15
Cycle routes would be unworkable due to amount of traffic in Henley	11
Increase cycle storage	4
Cycle route safety	3
Separate cycle lanes needed	3
Thames path cycle route supported	3

(Responses repeated less than 3 times have not been included in this table)

## SOCIAL AND COMMUNITY INFRASTRUCTURE

### Do you agree with the following Social and Community Infrastructure Policies?

**Q23)** When asked the question, ‘do you agree with policy SCI1: Provision of social and community infrastructure’, over three quarters of respondents stated that they do (84.4%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SCI1: Provision of social and community infrastructure</b>	84.4	410	7.8	38	7.8	38

(No. of responses = 486. No response received = 210)

The comments are summarised in the table below (excluding comments repeated less than 4 times).

Support Henley Football/Rugby Club	13
Provision of a community facility / performance space	4
Kenton Theatre should receive funding	4

(Responses repeated less than 5 times have not been included in this table)

**Q24)** When asked the question, ‘do you agree with policy SCI2: Comprehensive renewal of Gillotts School’ half of respondents stated that they do (50.3%), whilst 39.8% stated that they disagree.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SCI2: Comprehensive renewal of Gillotts School</b>	50.3	254	39.8	201	9.9	50

(No. of responses = 505. No response received = 191)

### Comments

- The most repeated comment stated that respondents were against development occurring on school playing fields (24).
- 13 respondents stated that alternative funding sources need to be found for the school
- 12 respondents stated that they do support the renewal of the school, but not by building on school playing fields.

The comments are summarised in the table below (excluding comments repeated less than 5 times).

Comments	No.
Against Gillotts school development / building on playing fields	24
Alternative funding should be sourced for Gillotts School	13
Support renewal of Gillotts School, but not by developing the playing fields	12
Gillotts School should be improved/renewed	10
Increase Gillotts allocation	6

(Responses repeated less than 5 times have not been included in this table)

**Q25)** When asked the question, ‘do you agree with policy SCI3: Renewal and enhancement of community facilities’ almost 90% of respondents stated that they do.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SCI3: Renewal and enhancement of community facilities</b>	89.4	429	4.0	19	6.7	32

(No. of responses = 480. No response received = 223)

No repeated comments were made with regards to this policy.

**Q26)** When asked the question, '**do you agree with policy SCI4: Community right to build**', just over two thirds of respondents stated that they do (66.2%)

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SCI4: Community right to build</b>	66.2	313	10.1	48	23.7	112

(No. of responses = 473. No response received = 223)

No repeated comments were made with regards to this policy.

**Q27)** When asked the question, '**do you agree with policy SCI5: Henley College**', just over two thirds of respondents stated that they do (67.9%)

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>SCI5: Henley College</b>	67.9	332	18.8	92	13.3	65

(No. of responses = 489. No response received = 207)

#### Comments

- The most repeated comment stated that respondents were against development occurring on the college playing fields (10).
- 8 respondents stated that Henley College is an asset and should remain in the town

The comments are summarised in the table below (excluding comments repeated less than 4 times).

Comments	No.
Against residential development on playing field on Henley College	10
Henley College is a town asset and should be retained in the town	8
Henley College should be relocated outside of the town centre	5
Need plans for Henley College	4

(Responses repeated less than 4 times have not been included in this table)

## TOWN CENTRE

### Do you agree with the following Retail and Town Centre Policies?

**Q28)** When asked the question, '**do you agree with policy TCE1: Henley Town Centre**', more than three quarters of respondents stated that they do (83.1%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>TCE1: Henley town centre</b>	83.1	397	7.1	34	9.8	47

(No. of responses = 478. No response received = 218)

The comments are summarised in the table below (excluding comments repeated less than 3 times).

Comments	No.
Enough vacant units in Henley now, no need for any more	4
Opposition to out of town retail developments	3
Expansion should be within the defined town centre boundary only	3

(Responses repeated less than 3 times have not been included in this table)

**Q29)** When asked the question, '**do you agree with policy TCE2: Market place hub**', more than three quarters of respondents stated that they do (85.4%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>TCE2: Market place hub</b>	85.4	409	6.3	30	8.4	40

(No. of responses = 479. No response received = 217)

The only repeated comment was in regards to the proposed covered cycle storage, 9 respondents stated that they are against this idea.

**Q30)** When asked the question, '**do you agree with policy TCE3: Hotel and bed space**', just under three quarters of respondents stated that they do (74.4%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>TCE3: Hotel and bed space</b>	74.4	355	11.1	53	14.5	69

(No. of responses = 477. No response received = 219)

No repeated comments were made with regards to this policy.

**Q31)** When asked the question, '**do you agree with policy TCE4: Employment and residential above shops**', just over 90% of respondents stated that they do.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>TCE4: Employment and residential above shops</b>	90.2	431	2.5	12	7.3	35

(No. of responses = 478. No response received = 220)

No repeated comments were made with regards to this policy.

**Q32)** When asked the question, ‘do you agree with policy TCE5: Town centre car park management’, more than three quarters (83.4%) of respondents stated that they do.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>TCE5: Town centre car park management</b>	83.4	397	6.9	33	9.7	46

(No. of responses = 476. No response received = 220)

The comments are summarised in the table below (excluding comments repeated less than 5 times).

Comments	No.
More town centre parking needed	15
Do not agree with multi-storey or underground parking	9
Out of town car park (Park and Ride) scheme implemented	5

(Responses repeated less than 5 times have not been included in this table)

**Q33)** When asked the question, ‘do you agree with policy TCE6: 16-18 Hart Street (Former Latino’s night club), just under three quarters (71.9%) of respondents stated that they do.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>TCE6: 16-18 Hart Street (Former Latino’s night club)</b>	71.9	341	12.0	57	16.0	76

(No. of responses = 474. No response received = 222)

No repeated comments were made with regards to this policy.

**Q34)** When asked the question, ‘do you agree with policy TCE7: Town centre action plan’, more than three quarters (82.8%) of respondents stated that they do.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>TCE7: Town centre action plan</b>	82.8	390	3.2	15	14.0	66

(No. of responses = 471. No response received = 225)

No repeated comments were made with regards to this policy.

## ECONOMY

### Do you agree with the following Economy Policies?

**Q35)** When asked the question, '**do you agree with policy E1: Supporting Henley's economy**' more than three quarters of respondents stated that they do (83.7%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>E1: Supporting Henley's economy</b>	83.7	391	6.6	31	9.6	45

(No. of responses = 467. No response received = 229)

The only repeated response when commenting on this policy stated that Highlands Farm should not be used as a business hub (4 respondents).

**Q36)** When asked the question, '**do you agree with policy E2: Former Wyevale Garden Centre (Site P)**' three quarters of respondents stated that they do (75.7%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>E2: Former Wyevale garden centre (Site P)</b>	75.7	356	13.6	64	10.6	50

(No. of responses = 470. No response received = 226)

### Comments

The most common response when commenting on this policy was the suggestion that the site would be suitable for residential development (27 respondents).

The comments are summarised in the table below (excluding comments repeated less than 3 times).

Comments	No.
Wyevale site has potential for housing	27
Wyevale site should be community/performance centre	4
Wyevale site should remain for businesses	3

(Responses repeated less than 3 times have not been included in this table)

**Q37)** When asked the question, '**do you agree with policy E3: Henley railway station car park, south (Site W)**' three quarters of respondents stated that they do (75.0%).

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>E3: Henley railway station car park, south (Site W)</b>	74.9	352	14.0	66	11.1	52

(No. of responses = 470. No response received = 226)

The only repeated response when commenting on this policy was to state that the station car park should remain as car parking for Henley (13 respondents).

**Q38)** When asked the question, ‘do you agree with policy E4: Land at Newtown Road’ just under 90% of respondents stated that they did.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>E4: Land at Newtown Road</b>	87.3	407	3.9	18	8.8	41

(No. of responses = 466. No response received = 230)

No repeated comments were made with regards to this policy.

## ENVIRONMENTAL

### Do you agree with the following Environmental Policies?

**Q39)** When asked the question, '**do you agree with policy EN1: Environmental protection**', over 90.0% of respondents stated that they did.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>EN1: Environmental protection</b>	91.0	416	3.3	15	5.7	26

(No. of responses = 457. No response received = 239)

The only repeated comment received regarding this policy stated that they are against the Fair Mile development which is in conflict with this policy (6 respondents)

**Q40)** When asked the question, '**do you agree with policy EN2: New and replacement green infrastructure and public open spaces**', over 90.0% of respondents stated that they did.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>EN2: New and replacement green infrastructure and public open spaces</b>	91.3	419	3.1	14	5.7	26

(No. of responses = 459. No response received = 237)

No repeated comments were made with regards to this policy.

**Q41)** When asked the question, '**do you agree with policy EN3: Improve existing green spaces**', over 90.0% of respondents stated that they did.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>EN3: Improve existing green spaces</b>	91.9	422	3.1	14	5.0	23

(No. of responses = 459. No response received = 237)

No repeated comments were made with regards to this policy.

**Q42)** When asked the question, '**do you agree with policy EN4: Biodiversity**', just under 90.0% of respondents stated that they did.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>EN4: Biodiversity</b>	89.4	405	3.5	16	7.1	32

(No. of responses = 453. No response received = 243)

No repeated comments were made with regards to this policy.

**Q43)** When asked the question, '**do you agree with policy EN5: Historic environment**', just under 90% of respondents stated that they did.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>EN5: Historic environment</b>	89.8	413	2.6	12	7.6	35

(No. of responses = 460. No response received = 236)

The only repeated comment received regarding this policy stated that development should be avoided that harms the Conservation Areas in Henley (6 respondents)

**Q44)** When asked the question, ‘do you agree with policy EN6: Contamination’, more than 90% of respondents stated that they did.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>EN6: Contamination</b>	92.1	419	1.3	6	6.6	30

(No. of responses = 455. No response received = 241)

No repeated comments were made with regards to this policy.

**Q45)** When asked the question, ‘do you agree with policy EN7: Water Resources’, more than 90% of respondents stated that they did.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>EN7: Water resources</b>	93.1	421	0.9	4	6.0	27

(No. of responses = 452. No response received = 244)

No repeated comments were made with regards to this policy.

Other comments received regarding environmental policies stated that there should be policy in the Plan to deal with the air pollution problems in Henley (4 respondents).

## DESIGN QUALITY AND SUSTAINABILITY

### Do you agree with the following Design Quality and Sustainability Policies?

**Q46)** When asked the question, ‘do you agree with policy DQS1: Local character’, over 90.0% of respondents stated that they did.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>DQS1: Local character</b>	92.0	425	3.0	14	5.0	23

(No. of responses = 462. No response received = 234)

The only repeated comment received regarding this policy stated that design guidance could be too restrictive and not allow for innovative design that could be appropriate (4 respondents)

**Q47)** When asked the question, ‘do you agree with policy DQS2: Low carbon sustainable development’ more than three quarters (87.0%) of respondents stated that they did.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>DQS2: Low carbon sustainable development</b>	87.0	401	6.1	28	6.9	32

(No. of responses = 461. No response received = 235)

No repeated comments were made with regards to this policy.

**Q48)** When asked the question, ‘do you agree with policy DQS3: Local sourcing of construction materials and labour’ more than three quarters (88.1%) of respondents stated that they did.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>DQS3: Local sourcing of construction materials and labour</b>	88.1	407	4.3	20	7.6	35

(No. of responses = 462. No response received = 234)

No repeated comments were made with regards to this policy.

**Q49)** When asked the question, ‘do you agree with policy DQS4: Community energy projects’ more than three quarters (86.2%) of respondents stated that they did.

	Yes		No		Don't know	
	%	No.	%	No.	%	No.
<b>DQS4: Community energy projects</b>	86.2	393	4.6	21	9.2	42

(No. of responses = 456. No response received = 240)

No repeated comments were made with regards to this policy

**Q50) Do you have further final comments on the plan or any of the policies in it?**

193 respondents made final comments on the JHHNP.

- The most repeated issue was to prioritise housing for YMCA residents (32).
- Concern regarding traffic impact was raised by 21 respondents.
- It was stated by 18 respondents that they are against development along the Fair Mile.
- It was stated by 16 respondents that they are against development of Gillotts School fields.

<b>Comments</b>	<b>No.</b>
Priority for housing should be given to YMCA residents	32
Concerns regarding impact on traffic	21
Against Fair Mile development	18
Against Gillotts school development / building on playing fields	16
Supports brownfield only development	12
Infrastructure improvements required	9
Retain the character of Henley	9
Support for Plan	9
Support Henley Football/Rugby Club	9
Fair Mile is a conservation area	7
Transport / traffic study needed	7
Greys Road traffic implications from number of developments	6
Against greenfield development	5
Affordable / key worker housing must be provided	5
Town centre parking needed	5
Another bridge needed	4
Against development on Drawback Hill / Lucy's Farm	4
Alternative funding for Gillotts School	4
Green buffers should be preserved to avoid urban sprawl	4
HGVs should be restricted from entering Henley	4

(Responses repeated less than 4 times have not been included in this table)

# **APPENDIX 1:**

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

### **Pre-Submission Draft Consultation:**

### **Questionnaire Results (Plan area responses received)**

#### **Introduction**

Further to questionnaire analysis undertaken on the Joint Henley and Harpsden Neighbourhood Plan Pre-Submission Plan 2015 consultation responses, it was found that 104 respondents did not live, work or study in the Neighbourhood Plan area, as referenced in the Neighbourhood Plan Regulation 14 (Pre Submission Consultation). The results in this report are therefore based on the 592 respondents who confirmed that they live, work or study in the Neighbourhood Plan area.

At the time of the referendum, only those recorded on the electoral role for the Neighbourhood Plan area would be eligible to vote.

Also included in this analysis is the difference in percentage scoring between these results and the results including the additional 104 responses covered in the main report.

## Summary

The headline results are set out here and detailed in the report:

- 76.4% of responses (438) endorsed the Plan, including 41.9% (240) who added a comment under ‘yes subject to...’
- In terms of those who supported the Plan with a ‘subject to...’ reservation, the most frequently mentioned concern related to development of Gillott’s School Playing Field (59 comments), followed by the development of the Fair Mile site (33 comments)<sup>2</sup>.
- 58.7% of responses (294) supported the overall housing allocation policy (H1).
- 77.2% of responses (331) supported the overall transport policy (T1).

In terms of comments on individual sites:

- Highlands Farm: 77.8% of responses (374) supported the allocation (Site M1, Policy SP1).
- Highlands Farm reserve: 73.4% (347) supported the allocation (Site M2, Policy SP12).
- Mill Lane: 79.8% of responses (384) supported the allocation (Site H, Policy SP2).
- Empstead Works / Stuart Turner: 79.7% of responses (380) supported the allocation (Site E, Policy SP3).
- Chiltern’s End: 85.1% of responses (404) supported the allocation (Site F, Policy SP4).
- 357 Reading Road: 81.4% of responses (386) supported the allocation (Site J, Policy SP5).
- Wilkins Removal: 87.3% of responses (412) supported the allocation (Site X, Policy SP6).
- TA Centre: 82.6% of responses (394) supported the allocation (Site V, Policy SP7).
- Fair Mile: 57% of responses (280) supported the allocation (Site A, Policy SP8).
- Fair Mile reserve: 54.5% of responses (264) supported the allocation (Site A1, Policy SP13).
- Youth Club: 78.4% of responses (370) supported the allocation (Site X, Policy SP9).
- 118 Grey’s Road 79.2% of responses (373) supported the allocation (Site Z, Policy SP10).
- Gillott’s School 40.1% of responses (199) supported the allocation (Site C, Policy SP11). 52.4% of responses did not support the allocation (260).

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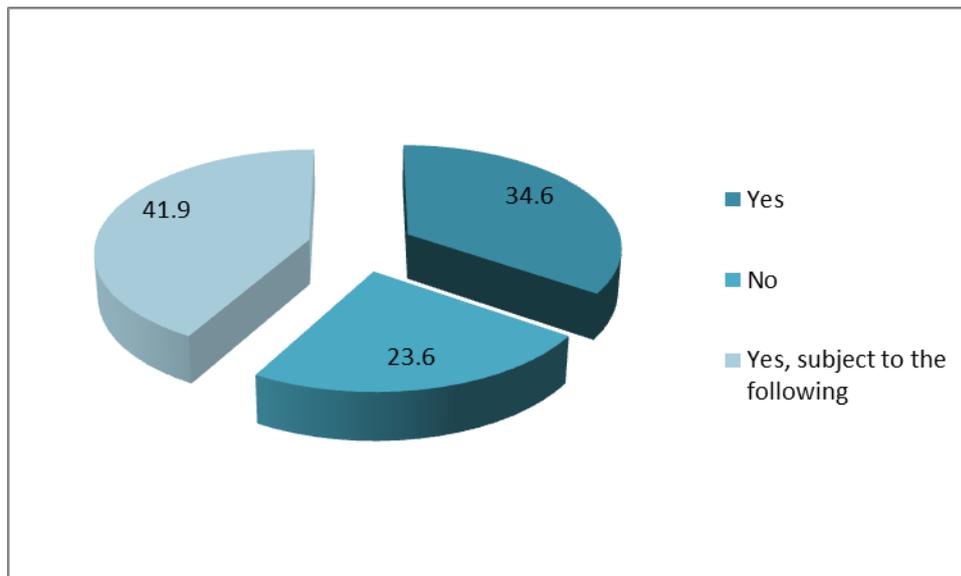
<sup>2</sup> These comments are not mutually exclusive, therefore a respondent with a reservation regarding the Fair Mile could be the same respondent as one with a reservation regarding Gillott’s School. This is applicable to all comment analysis in the report.

**Q1) Overall, do you agree that this plan, which has been developed solely by the decisions of Henley and Harpsden residents, should be finalised for endorsement by the District Council and used to decide planning applications in the area?**

When asked the question, ‘Overall, do you agree that this plan, which has been developed solely by the decisions of Henley and Harpsden residents, should be finalised for endorsement by the District Council and used to decide planning applications in the area?’ 34.6% (198) of respondents stated that they do, with a further 41.9% (240) stating they do agree, but subject to certain reservations. The remaining 23.6% (135) do not agree. When not including those outside the JHHNP area, both the ‘yes’ and ‘yes, subject to the following’ responses gained a rise in support.

	%	No.	Difference from previous results (%)
<b>Yes</b>	34.6	198	+1.4
<b>No</b>	23.6	135	-2.9
<b>Yes, subject to the following</b>	41.9	240	+1.6

(No. of responses = 573. No response received = 19)



**Comments received regarding reservations in supporting the JHHNP**

- The most repeated issue was regarding how they do not support the proposed development on Gillotts School Playing Fields (59).
- It was stated by 33 respondents that they are against development along the Fair Mile.
- 31 respondents stated that priority for housing should be given to YMCA residents.
- 25 respondents raised the point that the reason they are against development (as counted above) in the Fair Mile is that it's located within a Conservation Area.
- Other issues of concern mentioned were levels of traffic, the need for development to be contained to brownfield sites, parking and infrastructure.

The comments are summarised in the table below (excluding comments repeated less than 5 times).

<b>Comment</b>	<b>No.</b>
Against Gillotts school development / building on playing fields	59
Against Fair Mile development	33
Priority for housing should be given to YMCA residents	31
Fair Mile is a conservation area (so against development)	25
Transport / traffic study needed	17
Concerns regarding impact on traffic	17
Greys Road traffic implications from number of developments	16
Supports brownfield only development	15
Against greenfield development/greenfield sites to be protected	11
Increase Gillotts School allocation	8
Fair Mile is an area of natural beauty	7
Mill Lane development is too dense	7
Traffic on Fair Mile an issue	7
Will adequate parking be provided for new development	7
Concern regarding primary school catchment area	7
Against Stuart Turner/Empstead works due to loss of employment	7
Highlands Farm development too large	7
Town centre parking needed	7
Infrastructure improvements required	7
Alternative funding should be sourced for Gillotts School	7
Development would destroy the character of Fair Mile	6
Development not spread adequately	6
Health benefits lost / childhood obesity an issue if Gillotts built on	5

(Responses repeated less than 5 times have not been included in this table)

## HOUSING POLICIES

### Q2) Do you agree with the Housing Policies?

When asked the question, 'do you agree with policy H1: allocate land for 450 homes' over half of respondents stated that they do (58.7%)

Table: Response to policy H1: allocate land for 450 homes

	%	No.	Difference from previous results (%)
<b>Yes</b>	58.7	294	+1.5
<b>No</b>	34.9	175	-1.2
<b>Don't know</b>	6.4	32	-0.2

(No. of responses = 501. No response received = 91)

### Comments

- The most repeated issue was to state that they disagree with development on the Fair Mile (25 respondents).
- Development on the Gillotts School was also mentioned, with 24 respondents stating that they disagree with development on this site.
- Other issues of concern mentioned were the impact on Conservation Areas, levels of traffic and the need for development to be contained to brownfield sites.

The comments are summarised in the table below (excluding comments repeated less than 4 times).

Comment	No.
Against Fair Mile development	25
Against Gillotts school development / building on playing fields	24
Fair Mile is a Conservation Area	13
Support brownfield only development	11
Alternative funding should be sourced for Gillotts School	10
Concern regarding impact on traffic	9
Against greenfield development/greenfield sites to be protected	8
Development would destroy the character of Fair Mile	7
Greys Road traffic implications from number of developments	6
Infrastructure improvements required	6
Improvement on the previous plan	6
More than 450 required in long term, plan should consider this	5

(Responses repeated less than 4 times have not been included in this table)

**Q3)** When asked the question, ‘**do you agree with policy H2: design brief**’ almost three quarters of respondents stated that they do (74.3%).

Table: Response to policy H2: design brief

	%	No.	Difference from previous results (%)
<b>Yes</b>	74.3	362	+1.7
<b>No</b>	14.0	68	-1.4
<b>Don't know</b>	11.7	57	-0.2

(No. of responses = 487. No response received = 105)

**Q4)** When asked the question, ‘**do you agree with policy H3: Type and size of new housing**’ just over three quarters of respondents stated that they do (77.5%).

Table: Response to policy H3: Type and size of new housing

	%	No.	Difference from previous results (%)
<b>Yes</b>	77.5	378	+2.2
<b>No</b>	13.9	68	-1.7
<b>Don't know</b>	8.6	42	-0.5

(No. of responses = 488. No response received = 104)

**Q5)** When asked the question, ‘**do you agree with policy H4: Provision of facilities**’ three quarters of respondents stated that they do (78.3%).

Table: Response to policy H4: provision of facilities

	%	No.	Difference from previous results (%)
<b>Yes</b>	78.3	376	+2.8
<b>No</b>	11.7	56	-2.2
<b>Don't know</b>	10.0	48	-0.7

(No. of responses = 480. No response received = 112)

**Q6)** When asked the question, ‘**do you agree with policy H5: Infill and self-build dwellings**’ three quarters of respondents stated that they do (76.3%)

Table: Response to policy H5: Infill and self-build dwellings

	%	No.	Difference from previous results (%)
<b>Yes</b>	76.3	370	+0.9
<b>No</b>	13.2	64	-0.9
<b>Don't know</b>	10.5	51	+0.1

(No. of responses = 485. No response received = 107)

**Q7)** When asked the question, ‘**do you agree with policy H6: Contingency**’, almost three quarters of respondents stated that they do (74.8%)

Table: Response to policy H6: Contingency

	%	No.	Difference from previous results (%)
<b>Yes</b>	74.8	359	+2.1
<b>No</b>	12.1	58	-2.0
<b>Don't know</b>	13.1	63	-0.1

(No. of responses = 480. No response received = 112)

## SITE SPECIFIC POLICIES

### Do you agree with the following Site Specific Policies?

**Q8)** When asked the question, ‘do you agree with policy SP1: Highlands Farm (Site M)’ three quarters of respondents stated that they do (77.8%).

Table: Response to policy SP1: Highlands Farm (Site M)

	%	No.	Difference from previous results (%)
<b>Yes</b>	77.8	374	+1.5
<b>No</b>	16.4	79	-0.2
<b>Don't know</b>	5.8	28	+1.3

(No. of responses = 481. No response received = 111)

### Comments

- The most repeated issue was to express concern that Greys Road would not be able to cope with the increase in traffic that the development would generate (9 respondents).
- 7 respondents stated that they felt that the site is too far/isolated from the town centre.

The comments are summarised in the table below (excluding comments repeated less than 5 times).

Comments	No.
Greys Road traffic implications from size of development	9
Highlands Farm too far from the town centre	7
Concerns regarding impact on traffic (general)	6
Increase Highlands Farm allocation	6
Agree with / happy with size of allocation	5

(Responses repeated less than 5 times have not been included in this table)

**Q9)** When asked the question, ‘do you agree with policy SP2: Mill Lane Former Jet garage (Site H)’ over three quarters of respondents stated that they do (79.8%).

Table: Response to policy SP2: Mill Lane Former Jet garage (Site H)

	%	No.	Difference from previous results (%)
<b>Yes</b>	79.8	387	+2.3
<b>No</b>	16.6	80	-1.9
<b>Don't know</b>	3.5	17	-0.5

(No. of responses = 481. No response received = 111)

**Q10)** When asked the question, ‘do you agree with policy SP3: Empstead Works/Stuart Turner (Site E)’ over three quarters of respondents stated that they do (79.7%).

Table: Response to policy SP3: Empstead Works/Stuart Turner (Site E)

	%	No.	Difference from previous results (%)
<b>Yes</b>	79.7	380	+0.9
<b>No</b>	14.7	70	-0.1
<b>Don't know</b>	5.7	27	-0.7

(No. of responses = 477. No response received = 115)

**Q11)** When asked the question, ‘do you agree with policy SP4: Chilterns End (Site F)’ more than 80% of respondents agreed (85.1%)

Table: Response to policy SP4: Chilterns End (Site F)

	%	No.	Difference from previous results (%)
<b>Yes</b>	85.1	404	+2.0
<b>No</b>	8.0	38	-0.3
<b>Don't know</b>	6.9	33	-1.7

(No. of responses = 475. No response received = 117)

**Q12)** When asked the question, ‘do you agree with policy SP5: 357 Reading Road (Site J)’ over three quarters of respondents stated that they do (81.4%).

Table: Response to policy SP5: 357 Reading Road (Site J)

	%	No.	Difference from previous results (%)
<b>Yes</b>	81.4	386	+2.0
<b>No</b>	13.1	62	-1.6
<b>Don't know</b>	5.5	26	-0.4

(No. of responses = 474. No response received = 118)

**Q13)** When asked the question, ‘do you agree with policy SP6: Wilkins Removals (Site U)’ over three quarters of respondents stated that they do (87.3%).

Table: Response to policy SP6: Wilkins Removals (Site U)

	%	No.	Difference from previous results (%)
<b>Yes</b>	87.3	412	+1.5
<b>No</b>	7.8	37	-0.3
<b>Don't know</b>	4.9	23	-1.2

(No. of responses = 472. No response received = 120)

**Q14)** When asked the question, ‘do you agree with policy SP7: TA Centre (Site V)’ over three quarters of respondents stated that they do (82.6%).

Table: Response to policy SP7: TA Centre (Site V)

	%	No.	Difference from previous results (%)
<b>Yes</b>	82.6	394	+0.9
<b>No</b>	12.4	59	-0.1
<b>Don't know</b>	5.0	24	-0.9

(No. of responses = 477. No response received = 115)

**Q15)** When asked the question, ‘do you agree with policy SP8: Land West of Fair Mile (Site A)’ just over half of respondents stated that they do (57.0%).

Table: Response to policy SP8: Land West of Fair Mile (Site A)

	%	No.	Difference from previous results (%)
<b>Yes</b>	57.0	280	+4.3
<b>No</b>	38.7	190	-4.3
<b>Don't know</b>	4.3	21	+0.1

(No. of responses = 491. No response received = 101)

#### Comments

- The most repeated issue was to express concern that Fair Mile is within a Conservation Area and therefore should be protected (39 respondents).
- Concern was also raised that development would spoil the approach to Henley (21).
- Others issues raised included traffic concerns and that brownfield should be used ahead of greenfield sites.

The comments are summarised in the table below (excluding comments repeated less than 5 times).

Comments	No.
Fair Mile is a conservation area	39
Development would destroy the beautiful approach to Henley	21
Traffic issues would result from development	23
Brownfield development first	17
Against greenfield development/greenfield sites to be protected	11
Fair Mile is an area of natural beauty	10
Development would led to urbanisation of the Fair Mile	9
Wildlife on the Fair Mile would be displaced	7
Development here would set an (unwelcome) precedent	5

(Responses repeated less than 5 times have not been included in this table)

**Q16)** When asked the question, ‘do you agree with policy SP9: Henley Youth Club (Site X)’ over three quarters of respondents stated that they do (78.4%).

Table: Response to policy SP9: Henley Youth Club (Site X)

	%	No.	Difference from previous results (%)
<b>Yes</b>	78.4	370	+1.7
<b>No</b>	14.8	70	-0.9
<b>Don't know</b>	6.8	32	-0.6

(No. of responses = 472. No response received = 120)

**Q17)** When asked the question, ‘do you agree with policy SP10: 118 Grey's Road (Site Z)’ over three quarters of respondents stated that they do (79.2%).

Table: Response to policy SP10: 118 Grey's Road (Site Z)

	%	No.	Difference from previous results (%)
<b>Yes</b>	79.2	373	+1.9
<b>No</b>	13.0	61	-0.5
<b>Don't know</b>	7.9	37	-1.3

(No. of responses = 471. No response received = 121)

**Q18)** When asked the question, 'do you agree with policy SP11: Gillotts School Fields (Site C)' over half of all respondents stated that they disagree with this policy (52.4%).

Table: Response to policy SP11: Gillotts School Fields (Site C)

	%	No.	Difference from previous results (%)
<b>Yes</b>	40.1	199	+0.6
<b>No</b>	52.4	260	-0.5
<b>Don't know</b>	7.5	37	-0.1

(No. of responses = 496. No response received = 96)

### Comments

- The most repeated issue was to express concern over the use of playing fields for development, as once used they can't be replaced (23 respondents).
- 21 respondents stated that sporting activities should be encouraged.
- 16 respondents stated that they felt that the allocation should be increased to allow for the funds to be raised that are required by the school.
- Others issues raised included traffic concerns and the need for alternative funding to be sourced.

The comments are summarised in the table below (excluding comments repeated less than 4 times).

Comments	No.
Fields should not be used / can't be replaced once used for development	23
Sport needs to be encourage (health benefits)	21
Increase the allocation at Gillotts School	16
Concerned over the increase of traffic development would cause	10
Alternative funding for Gillotts School needs to be found	9
Disagree – no reason given	8
Land might be needed for future expansion of the school	7
Development would set the precedent for Lucy's Farm to be developed	5
Agree with development as it would help to regenerate the school	4
Land should be used for educational uses only	4

(Responses repeated less than 4 times have not been included in this table)

**Q19)** When asked the question, ‘do you agree with policy SP12: Reserve site: Highlands Farm, adjacent (Site M1)’ just under three quarters of all respondents stated that they agree with this policy (73.4%).

Table: Response to policy SP12: Reserve site: Highlands Farm, adjacent (Site M1)

	%	No.	Difference from previous results (%)
<b>Yes</b>	73.4	347	+1.5
<b>No</b>	18.4	87	-0.7
<b>Don't know</b>	8.2	39	-0.8

(No. of responses = 473. No response received = 119)

**Q20)** When asked the question, ‘do you agree with policy SP13: Reserve Site: Land West of Fair Mile, adjacent (Site A1)’ half of respondents stated that they do (54.5%).

Table: Response to policy SP13: Reserve site: Land West of Fair Mile, adjacent (Site A1)

	%	No.	Difference from previous results (%)
<b>Yes</b>	54.5	264	+4.2
<b>No</b>	38.2	185	-4.3
<b>Don't know</b>	7.2	35	0

(No. of responses = 484. No response received = 108)

## TRANSPORT POLICIES

### Do you agree with the following Transport Policies?

**Q21)** When asked the question, '**do you agree with policy T1: Impact of development on the transport network**' three quarters of respondents stated that they do (77.2%).

Table: Response to policy T1: Impact of development on the transport network

	%	No.	Difference from previous results (%)
<b>Yes</b>	77.2	331	+0.9
<b>No</b>	11.2	48	-0.6
<b>Don't know</b>	11.7	50	-0.3

(No. of responses = 429. No response received = 163)

**Q22)** When asked the question, '**do you agree with policy T2: Cycling Routes**' over three quarters of respondents stated that they do (84.2%).

Table: Response to policy T2: Cycling routes

	%	No.	Difference from previous results (%)
<b>Yes</b>	84.2	367	-1.3
<b>No</b>	7.8	34	+0.4
<b>Don't know</b>	8.0	35	+0.8

(No. of responses = 436. No response received = 156)

## SOCIAL AND COMMUNITY INFRASTRUCTURE

### Do you agree with the following Social and Community Infrastructure Policies?

**Q23)** When asked the question, ‘do you agree with policy SCI1: Provision of social and community infrastructure’, over three quarters of respondents stated that they do (86.2%).

Table: Response to policy SCI1: Provision of social and community infrastructure

	%	No.	Difference from previous results (%)
<b>Yes</b>	86.2	362	+1.8
<b>No</b>	6.7	28	-1.1
<b>Don't know</b>	7.1	30	-0.7

(No. of responses = 420. No response received = 172)

**Q24)** When asked the question, ‘do you agree with policy SCI2: Comprehensive renewal of Gillotts School’ half of respondents stated that they do (49.8%), whilst 40.8% stated that they disagree.

Table: Response to policy SCI2: Comprehensive renewal of Gillotts School

	%	No.	Difference from previous results (%)
<b>Yes</b>	49.8	217	-0.5
<b>No</b>	40.8	178	+1.0
<b>Don't know</b>	9.4	41	-0.5

(No. of responses = 436. No response received = 156)

### Comments

- The most repeated comment stated that respondents were against development occurring on school playing fields (21).
- 11 respondents stated that alternative funding sources need to be found for the school
- 10 respondents stated that they do support the renewal of the school, but not by building on school playing fields.

The comments are summarised in the table below (excluding comments repeated less than 5 times).

Comments	No.
Against Gillotts school development / building on playing fields	21
Alternative funding should be sourced for Gillotts School	11
Support renewal of Gillotts School, but not by developing the playing fields	10
Gillotts School should be improved/renewed	10
Increase Gillotts allocation	6

(Responses repeated less than 5 times have not been included in this table)

**Q25)** When asked the question, ‘do you agree with policy SCI3: Renewal and enhancement of community facilities’ over 90% of respondents stated that they do.

Table: Response to policy SCI3: Renewal and enhancement of community facilities

	%	No.	Difference from previous results (%)
<b>Yes</b>	90.6	374	+1.2
<b>No</b>	3.9	16	-0.1
<b>Don't know</b>	5.6	23	-1.1

(No. of responses = 413. No response received = 179)

**Q26)** When asked the question, '**do you agree with policy SCI4: Community right to build**', just over two thirds of respondents stated that they do (66.5%)

Table: Response to policy SCI4: Community right to build

	%	No.	Difference from previous results (%)
<b>Yes</b>	66.5	272	+0.3
<b>No</b>	10.	41	-0.1
<b>Don't know</b>	23.5	96	-0.2

(No. of responses = 409. No response received = 183)

**Q27)** When asked the question, '**do you agree with policy SCI5: Henley College**', just over two thirds of respondents stated that they do (69.3%)

Table: Response to policy SCI5: Henley College

	%	No.	Difference from previous results (%)
<b>Yes</b>	69.3	293	+1.4
<b>No</b>	17.7	75	-1.1
<b>Don't know</b>	13.0	55	-0.3

(No. of responses = 423. No response received = 169)

## TOWN CENTRE

### Do you agree with the following Retail and Town Centre Policies?

**Q28)** When asked the question, '**do you agree with policy TCE1: Henley Town Centre**', more than three quarters of respondents stated that they do (84.8%).

Table: Response to policy TCE1: Henley Town Centre

	%	No.	Difference from previous results (%)
<b>Yes</b>	84.8	358	+1.7
<b>No</b>	6.6	28	-0.5
<b>Don't know</b>	8.5	36	-1.3

(No. of responses = 422. No response received = 170)

**Q29)** When asked the question, '**do you agree with policy TCE2: Market place hub**', more than three quarters of respondents stated that they do (85.3%).

Table: Response to policy TCE2: Market place hub

	%	No.	Difference from previous results (%)
<b>Yes</b>	85.3	360	-0.1
<b>No</b>	6.4	27	-0.1
<b>Don't know</b>	8.3	35	+0.1

(No. of responses = 422. No response received = 170)

**Q30)** When asked the question, '**do you agree with policy TCE3: Hotel and bed space**', three quarters of respondents stated that they do (75.2%).

Table: Response to policy TCE3: Hotel and bed space

	%	No.	Difference from previous results (%)
<b>Yes</b>	75.2	315	+0.8
<b>No</b>	11.0	46	-0.1
<b>Don't know</b>	13.8	58	-0.8

(No. of responses = 419. No response received = 173)

**Q31)** When asked the question, '**do you agree with policy TCE4: Employment and residential above shops**', just over 90% of respondents stated that they do.

Table: Response to policy TCE4: Employment and residential above shops

	%	No.	Difference from previous results (%)
<b>Yes</b>	90.9	381	+0.7
<b>No</b>	1.9	8	-0.6
<b>Don't know</b>	7.2	30	-0.1

(No. of responses = 419. No response received = 173)

**Q32)** When asked the question, ‘do you agree with policy TCE5: Town centre car park management’, more than three quarters (84%) of respondents stated that they do.

Table: Response to policy TCE5: Town centre car park management

	%	No.	Difference from previous results (%)
<b>Yes</b>	84.0	351	+0.6
<b>No</b>	6.7	28	-0.2
<b>Don't know</b>	9.3	39	-0.4

(No. of responses = 418. No response received = 174)

The comments are summarised in the table below (excluding comments repeated less than 5 times).

Comments	No.
More town centre parking needed	15
Do not agree with multi-storey or underground parking	9
Out of town car park (Park and Ride) scheme implemented	5

(Responses repeated less than 5 times have not been included in this table)

**Q33)** When asked the question, ‘do you agree with policy TCE6: 16-18 Hart Street (Former Latino’s night club), just under three quarters (73.4%) of respondents stated that they do.

Table: Response to policy TCE6: 16-18 Hart Street (Former Latino’s night club)

	%	No.	Difference from previous results (%)
<b>Yes</b>	73.4	306	+1.5
<b>No</b>	12.2	51	+0.2
<b>Don't know</b>	14.4	60	-1.6

(No. of responses = 417. No response received = 175)

**Q34)** When asked the question, ‘do you agree with policy TCE7: Town centre action plan’, more than three quarters (83.4%) of respondents stated that they do.

Table: Response to policy TCE7: Town centre action plan

	%	No.	Difference from previous results (%)
<b>Yes</b>	83.4	346	+0.6
<b>No</b>	2.9	12	-0.3
<b>Don't know</b>	13.7	57	-0.3

(No. of responses = 417. No response received = 175)

## ECONOMY

### Do you agree with the following Economy Policies?

**Q35)** When asked the question, '**do you agree with policy E1: Supporting Henley's economy**' more than three quarters of respondents stated that they do (83.9%).

Table: Response to policy E1: Supporting Henley's economy

	%	No.	Difference from previous results (%)
<b>Yes</b>	83.9	344	+0.2
<b>No</b>	6.8	28	+0.2
<b>Don't know</b>	9.3	38	-0.3

(No. of responses = 410. No response received = 182)

**Q36)** When asked the question, '**do you agree with policy E2: Former Wyevale Garden Centre (Site P)**' three quarters of respondents stated that they do (75.9%).

Table: Response to policy E2: Former Wyevale Garden Centre (Site P)

	%	No.	Difference from previous results (%)
<b>Yes</b>	75.9	312	+0.2
<b>No</b>	13.6	56	0
<b>Don't know</b>	10.5	43	-0.1

(No. of responses = 411. No response received = 181)

### Comments

The most common response when commenting on this policy was the suggestion that the site would be suitable for residential development (26 respondents).

The comments are summarised in the table below (excluding comments repeated less than 3 times).

Comments	No.
Wyevale site has potential for housing	26
Wyevale site should be community/performance centre	4
Wyevale site should remain for businesses	3

(Responses repeated less than 3 times have not been included in this table)

**Q37)** When asked the question, '**do you agree with policy E3: Henley railway station car park, south (Site W)**' three quarters of respondents stated that they do (76.7%).

Table: Response to policy E3: Henley railway station car park, south (Site W)

	%	No.	Difference from previous results (%)
<b>Yes</b>	76.7	316	+1.8
<b>No</b>	12.9	53	-1.1
<b>Don't know</b>	10.4	43	-0.7

(No. of responses = 412. No response received = 180)

**Q38)** When asked the question, ‘do you agree with policy E4: Land at Newtown Road’ just under 90% of respondents stated that they did.

Table: Response to policy E4: Land at Newtown Road

	%	No.	Difference from previous results (%)
<b>Yes</b>	88.3	362	+1
<b>No</b>	3.2	13	-0.7
<b>Don't know</b>	8.5	35	-0.3

(No. of responses = 410. No response received = 182)

## ENVIRONMENTAL

### Do you agree with the following Environmental Policies?

**Q39)** When asked the question, '**do you agree with policy EN1: Environmental protection**', over 90.0% of respondents stated that they did.

Table: Response to policy EN1: Environmental protection

	%	No.	Difference from previous results (%)
<b>Yes</b>	92.3	370	+1.3
<b>No</b>	2.5	10	-0.8
<b>Don't know</b>	5.2	21	-0.5

(No. of responses = 401. No response received = 191)

**Q40)** When asked the question, '**do you agree with policy EN2: New and replacement green infrastructure and public open spaces**', over 90.0% of respondents stated that they did.

Table: Response to policy EN2: New and replacement green infrastructure and public open spaces

	%	No.	Difference from previous results (%)
<b>Yes</b>	92.8	374	+1.5
<b>No</b>	2.5	10	+0.6
<b>Don't know</b>	4.7	19	-1

(No. of responses = 403. No response received = 189)

**Q41)** When asked the question, '**do you agree with policy EN3: Improve existing green spaces**', over 90.0% of respondents stated that they did.

Table: Response to policy EN3: Improve existing green spaces

	%	No.	Difference from previous results (%)
<b>Yes</b>	92.6	373	+0.7
<b>No</b>	2.7	11	-0.4
<b>Don't know</b>	4.7	19	-0.3

(No. of responses = 403. No response received = 189)

**Q42)** When asked the question, '**do you agree with policy EN4: Biodiversity**', just under 90.0% of respondents stated that they did.

Table: Response to policy EN4: Biodiversity

	%	No.	Difference from previous results (%)
<b>Yes</b>	89.5	357	+0.1
<b>No</b>	3.8	15	+0.3
<b>Don't know</b>	6.8	27	-0.3

(No. of responses = 399. No response received = 193)

**Q43)** When asked the question, ‘**do you agree with policy EN5: Historic environment**, just under 90% of respondents stated that they did.

Table: Response to policy EN5: Historic environment

	%	No.	Difference from previous results (%)
<b>Yes</b>	89.8	362	0
<b>No</b>	2.5	10	-0.1
<b>Don't know</b>	7.7	31	+0.1

(No. of responses = 403. No response received = 189)

**Q44)** When asked the question, ‘**do you agree with policy EN6: Contamination**, more than 90% of respondents stated that they did.

Table: Response to policy EN6: Contamination

	%	No.	Difference from previous results (%)
<b>Yes</b>	92.8	371	+0.7
<b>No</b>	1.3	5	0
<b>Don't know</b>	6.0	24	-0.6

(No. of responses = 400. No response received = 192)

**Q45)** When asked the question, ‘**do you agree with policy EN7: Water Resources**’, more than 90% of respondents stated that they did.

Table: Response to policy EN7: Water Resources

	%	No.	Difference from previous results (%)
<b>Yes</b>	93.7	372	+0.6
<b>No</b>	0.8	3	-0.1
<b>Don't know</b>	5.5	22	-0.5

(No. of responses = 397. No response received = 195)

## DESIGN QUALITY AND SUSTAINABILITY

### Do you agree with the following Design Quality and Sustainability Policies?

**Q46)** When asked the question, '**do you agree with policy DQS1: Local character**', over 90.0% of respondents stated that they did.

Table: Response to policy DQS1: Local character

	%	No.	Difference from previous results (%)
<b>Yes</b>	93.1	377	+1.1
<b>No</b>	2.7	11	-0.3
<b>Don't know</b>	4.2	17	-0.8

(No. of responses = 405. No response received = 187)

**Q47)** When asked the question, '**do you agree with policy DQS2: Low carbon sustainable development**' more than three quarters (88.4%) of respondents stated that they did.

Table: Response to policy DQS2: Low carbon sustainable development

	%	No.	Difference from previous results (%)
<b>Yes</b>	88.4	358	+1.4
<b>No</b>	5.2	21	-0.9
<b>Don't know</b>	6.4	26	-0.5

(No. of responses = 405. No response received = 187)

**Q48)** When asked the question, '**do you agree with policy DQS3: Local sourcing of construction materials and labour**' more than three quarters (88.7%) of respondents stated that they did.

Table: Response to policy DQS3: Local sourcing of construction materials and labour

	%	No.	Difference from previous results (%)
<b>Yes</b>	88.7	360	+0.06
<b>No</b>	4.4	18	+0.1
<b>Don't know</b>	6.9	28	-0.7

(No. of responses = 406. No response received = 186)

**Q49)** When asked the question, '**do you agree with policy DQS4: Community energy projects**' more than three quarters (87.5%) of respondents stated that they did.

Table: Response to policy DQS4: Community energy projects'

	%	No.	Difference from previous results (%)
<b>Yes</b>	87.5	351	+1.3
<b>No</b>	4.2	17	-0.4
<b>Don't know</b>	8.2	33	-1

(No. of responses = 401. No response received = 191)

**Q50) Do you have further final comments on the plan or any of the policies in it?**

- The most repeated issue was to prioritise housing for YMCA residents (32).
- Concern regarding traffic impact was raised by 20 respondents.
- It was stated by 15 respondents that they are against development along the Fair Mile.
- It was stated by 15 respondents that they are against development of Gillotts School fields.

<b>Comments</b>	<b>No.</b>
Priority for housing should be given to YMCA residents	32
Concerns regarding impact on traffic	20
Against Fair Mile development	15
Against Gillotts school development / building on playing fields	15
Supports brownfield only development	11
Infrastructure improvements required	9
Retain the character of Henley	9
Support for Plan	8
Support Henley Football/Rugby Club	7
Fair Mile is a conservation area	6
Transport / traffic study needed	6
Greys Road traffic implications from number of developments	6
Affordable / key worker housing must be provided	5
Town centre parking needed	5
Against greenfield development	4
Another bridge needed	4
Against development on Drawback Hill / Lucy's Farm	4
Alternative funding for Gillotts School	4
Green buffers should be preserved to avoid urban sprawl	4
HGVs should be restricted from entering Henley	4

(Responses repeated less than 4 times have not been included in this table)

**APPENDIX K: REGULATION 14 CONSULTATION REPORT, APRIL 2015**

- ii) South Oxfordshire District Council comments and JHHNP response table

South Oxfordshire District Council Comments on the Revised Pre-Submission Consultation Draft Joint Henley and Harpsden Neighbourhood Plan

**Part 1: Matters of General Conformity**

Page	Section or Policy no.	Comment	Suggested change	Action/ Response
		None		N/A

**Part 2: Issues of concern but not matters of general conformity**

Page	Section or Policy no.	Comment	Suggested change	Action/ Response
12-19	Consultation section	All this consultation section would be better in a separate consultation document, it is distracting from the plan content and means it is a long time before the policies are reached. In the separate document, among other things, add explanation of how the very clear list of priorities for community infrastructure (youth centre, sports pitches, cycling and town centre environmental enhancement) has been informed by community engagement.	Move detail to separate consultation document. In the submission plan summarise how the plan has been based on effective, meaningful and inclusive community consultation and that views expressed have influenced the final document, as set out in the separate document.	Suggested change made.
32	Retail, town centre and economy vision	In footnote, update to reflect that SODC/VOWH Hotel Needs Assessment 2014 is now published (see <a href="http://www.southoxon.gov.uk/evidence">www.southoxon.gov.uk/evidence</a> )	Update footnote	Footnote now refers to future updates of the retail capacity assessment.
35	Vision, objectives and strategy for housing	'Smaller sites may yield a mix of houses and flats of between 40 and 70 dwellings per hectare' – do you mean smaller allocated sites, if so explain this (or could apply to future windfall sites in the outer parts of Henley or in the village of Harpsden, for which these densities would be excessive)	Amend to 'The smaller allocated sites may...'	Suggested change made.
37	Strategy	Need to link policies back to objectives – probably easiest to do this now as a table after the objectives section	Add short table setting out which policies deliver which objectives	Suggested change made.
38-39	Key diagram	The quality of this diagram remains poor. Some colours are hard to distinguish e.g. the pinks used for built up area and conservation areas. Show the Green Belt to the east of the river and label in key.	Improve to be a clear and usable key diagram (see example in Thame NDP)	Diagram improved.

SODC Response on Revised Pre-Submission Consultation Draft JHHNP, March 2015

35 and 41	Policy H1 Allocate land for 450 new homes	Densities seem low for some of these sites e.g. Gillotts School at 14 dwellings per hectare and Highlands Farm at 22 dph. Core Strategy policy CSH2 explains that densities should be 25 minimum in order to conform with the core strategy CSH2, unless this would have an adverse impact on the character of the area. If there is a strong reason to have lower than 25dph (e.g. at Fair Mile) this should be explained but it should be an exception rather than generally.	Correct reference on page 35 to Fair Mile, Highlands and Gillotts being at density levels of 20-25 (they are actually 15, 22 and 14dph). Justify low densities where these are below CSH2 levels (e.g. sensitive site or a mixed use development), or consider re-drawing the site boundaries more tightly. If there is no robust justification, consider raising the numbers allocated on certain sites.	For relevant policies, notable Site M, Site A and Site C, justification for low density development has now been provided in the policy / supporting text.
42	Policy H2 Design Brief	Design briefs need to be discussed/agreed with, but we are concerned that the policy makes no reference to SODC being involved at this pre-app stage. This could result in potential conflict between HTC/HPC and SODC at application stage if agreed details are not acceptable at the application stage.	Add reference to SODC in para 2.	Suggested change made.
44	Policy H3 Type and Size of New Housing	<p>Mix only relates to sites of more than 10 dwellings, set out which mix will apply to smaller sites (e.g. windfalls) where no dwelling statement is sought (suggest refer to SODC Core Strategy for these). Under b) specify what is an 'appropriate mix'? What proportions are you seeking and what evidence it is based on?</p> <p>For affordable housing this approach will be misleading as SODC aim to get a housing mix that addresses a district-wide need. It is only where a rural exception site is being delivered that the actual homes built will reflect the local need as identified through the rural housing needs survey for that village. The need for this type of dwelling mix statement could involve the developer in a considerable amount of work. Our SODC Health and Housing Team also do not have the capacity to get involved in having to deal with these statements. The role of the District Council is to meet the district's needs and evidence from the HNA provides guidance for achieving a certain housing mix on all sites in the district - not just a local need - as this may not</p>	Resolve mix for sites of less than 10 dwellings. For more than 10, consider explaining what the appropriate mix is.	<p>Policy text has been updated, the Core Strategy is referred to for developments of 10 or less dwellings.</p> <p>Reference is made to the district council's own policy and strategy for affordable housing elements, although the local connection component is highlighted.</p>

		address those in the highest housing need.		
45	Policy H5 Infill and Self- Build Dwellings	<p>The neighbourhood plan cannot specify that infill must be self-build, contrary to CSR1 and CSHEN1. The policy is too long. It still needs to separate out criteria applicable to self-build and those applicable to infilling. Some of these criteria are not clear or enforceable in both contexts.</p> <p>Correct 400 to 450 in para 2.</p> <p>Why is it appropriate to apply the same site selection criteria used for the strategic housing allocations to future windfalls within the built- up areas of Henley and Harpsden? They are different types of schemes and are subject to different processes (determining a single planning application rather than comparing and choosing sites through the JHHNP).</p> <p>Comments on the criteria a-h:</p> <ul style="list-style-type: none"> <li>(a) What is a reasonable distance? Would anywhere in Henley meet this criterion? Contrary to CSHEN1(ii) and CSR1 which allow infill anywhere in the town/village not just in walking and cycling distance.</li> <li>(b) The development would not result in <b>significantly</b> adverse ... (Most development will have some impact, we could only seek to prevent development where the impact is significant see NPPF para 152)</li> <li>(c) Delete – this is contrary to NPPF and Core Strategy policy CSR1. Provision of housing by itself is a benefit. Also would infill in Harpsden have to demonstrate that it has potential benefits to Henley town or should that refer to benefits to Harpsden village?</li> <li>(d) Delete - it is unreasonable for windfall site developers to have to conduct a sequential test to show that no brownfield sites are</li> </ul>	<p>Ensure policy is not creating an obstacle to infill development.</p> <p>Clarify by splitting into two shorter policies, a policy on infilling and a policy on self-build. Move much of the material to lower case text e.g. the second paragraph ‘The adopted South Oxfordshire Core Strategy ...’ and the final para ‘Points a-h are consistent...’.</p>	<p>Policy H5 has been considerably shortened and now provides clear support for infill and self build dwellings without stipulating the various criteria of previous.</p>

		<p>available first – this is creating an obstacle to development contrary to Core Strategy policy CSHEN1(ii), CSR1 and the NPPF. Overly onerous to only allow greenfield infill or self build if all brownfield sites are unavailable.</p> <p>(e) Refers to views identified on the Neighbourhood Plan Key Diagram, but these are not shown on the Key Diagram.</p> <p>(h) Delete - Proposals in flood zones should follow the procedures set out in national legislation NPPF para 100 – 104. Is the point on integration supposed to be a separate bullet point? And how do you judge 'appropriate integration'?</p>		
46	Policy H6 Contingency	We support your approach of reviewing the neighbourhood plan if sites do not come forward or the strategic policy requirement changes. Suggest add reference to the 2 reserve sites here as they form a contingency measure. Suggest re-phrase the second paragraph to make it clearer.	Add reference to the two reserve sites. Re-word to 'HTC and HPC would also pro-actively update the NP to address strategic policy changes arising from the future replacement of the South Oxfordshire Core Strategy with the South Oxfordshire Local Plan 2031.'	Suggested change made
48	Policy T1 Impact of Development on the Transport Network	Policy is long and jumbled.	Make clearer, could use numbered bullets to split into travel plans, transport assessments and air quality	Suggested change made
58	Policy TCE3 Hotel and Bed Space	Correct to reflect that there is only one town centre within the neighbourhood plan area.	Correct town centres to town centre	Suggested change made
60	Policy TCE6 16-18 Hart Street	There appears to be a typo or error between the maps and plan and the policy descriptions. Policy TCE6 16-18 Hart Street is referred to as Site AD on the Maps and Plans but Site AE within the text on page 60 with Policy E4 land at Newtown Road referred to as Site AD on page 65 – this should be rectified.	Correct map references	References updated.

62	Policy E1 Supporting Henley's Economy	Policy wording does not make these allocations – it only supports these uses. Is this what was intended?	Strengthen wording to make into positively worded plan policies, e.g. 'Planning permission will be granted for (list a-e)... provided that other plan policies are met.'	Suggested change made.
64	Policy E3 Station site	Address point raised by Environment Agency about the need to carry out a sequential test to identify and test alternative sites for this employment/ hotel proposal that are not in flood plain	Carry out a sequential test	Policy E3 identifies that the site will require a Sequential Test to be complete before it is brought forward.
66	Policy EN1 Environmental Protection	View corridors extend outside the NP area. Policies cannot cover areas outside the boundary.	Amend the map to only show areas within NP boundary, or to make clear that the plan policy only applies in the plan area.	Updated text to clarify as requested.
71	Policy EN5 Historic Environment	Conservation and Design Officer comments:  In order to better reflect the wording of the Planning (Listed Buildings and Conservation Areas) Act 1990 it might be beneficial to refer to heritage assets being 'preserved and enhanced' in the place of 'conserved and enhanced'.	Amend to 'preserved and enhanced'.	Suggested change made.
74	Policy SP1 Highlands Farm	Show more detail about how the site should be developed i.e. identify important landscape areas from landscape study, and show where should housing be, where should employment be.  We note with some concern the removal of references to this housing meeting the need of older people. Given the location further from the town centre than other housing sites this offers a good opportunity for some extra care housing or specialist accommodation that meets the needs of older people.  Require employment and other use provision before a certain number of units occupied to ensure delivery of these elements.	Add more detail to map.  Consider re-instating this as housing that meets the needs of older people.  Make provisions to require that mixed use elements are delivered.	A land use map has been produced and appended to the main document.  The preference for an element of housing for older persons has not been included due to concerns this may end up becoming a trade off with affordable housing, which is essential. Furthermore the distance from the town centre causes concern that older people in this location may be less mobile and isolated.  The retail and employment

				elements are in the first phase of the allocation. The issues associated with the site, notably raised by OCC, may marginalise viability, therefore the delivery of various mixed use elements will be dealt with at the application stage.
82	Policy SP8 Land West of Fair Mile	<p>As a greenfield site partly in the Conservation Area, this new allocation is regrettable, given the availability of brownfield land with higher capacity (e.g. Highlands Farm). This sensitive area contributes significantly to the attractive landscape setting of the town and the AONB, and could raise the pressure to infill gaps along the Fair Mile, which currently provides a very spacious and sylvan approach into the town. However we appreciate that the addition of this site has been a matter of careful consideration for the working group, and that there appears to be public support for this allocation (which will be tested through this revised pre-submission consultation) and a desire for re-distribution across the town.</p> <p>Conservation and Design Officer comments:</p> <p>Comments regarding the allocation of this site are provided following a limited desk-based assessment only. This site is new within the Neighbourhood Plan.</p> <p>There are some specific constraints to this site which have been identified within the Plan Policy (SP8). It is important to note this site also forms a valuable part of the setting of both the Conservation Area,</p>	If take forward, add caveat that achieving the allocated number (up to 40 units) is subject to the Local Authority's responsibility to have special regard for the desirability of preserving or enhancing the Conservation Area. The number of units and any specific instruction within the allocation of the site must enable the Local Authority to have this regard without prejudice to any possible schemes for development or use of the reserve site.	<p>Reference has been made to the point that achieving the allocated number (up to 40 units) is subject to the Local Authority's responsibility to have special regard for the desirability of preserving or enhancing the Conservation Area.</p> <p>The quantum for the site reflects the SODC Landscape Assessment of capacity.</p>

		<p>settlement of Henley and the AONB.</p> <p>The site is allocated for up to 40 units. It is important that the allocation of this site is made with reference to the Local Authority's responsibility to have special regard for the desirability of preserving or enhancing the Conservation Area. As such, the number of units and any specific instruction within the allocation of the site must enable the Local Authority to have this regard without prejudice to any possible schemes for development or use of the reserve site.</p> <p>The Conservation Team consider that this site is capable of some development. However, we would be interested to see on what basis the figure of 40 units has been chosen and how this responds to the neighbouring built up areas with regards to potential density of the site. It is important that an adequate assessment has been made by plan makers that this site could appropriately accommodate 40 units.</p> <p>We are pleased to see that the issue of access has been raised within the Policy text. The existing residential access roads are little more than tracks at this part of Fairmile and this established characteristic is a significant feature of the area which new development must appropriately respond to and retain. The implications of access will be crucial in the successful delivery of this and the potential reserve Site A1.</p>		
85	SP11 Gillotts School	It would be useful to explain the red line and red dotted line on the map, which area is allocated for housing and which for the re-development of the school (or is this intentionally vague to allow flexibility in layout?)	Add key to map or otherwise explain in policy text the difference between dotted red line area and solid red line area	Referenced has been added to the line type in the text.
88	SP13 Reserve Site Land West of Fair Mile	Conservation and Design Officer comments: Comments regarding the allocation of this site are	Make clear that neither site should preclude the other and development should follow the principles of good Urban Design	Suggested change made

		<p>provided following a limited desk-based assessment only. This site is new within the Neighbourhood Plan.</p> <p>This is a reserve housing site.</p> <p>Although this site is less sensitive with regard to the impact on the Conservation Area, there is perhaps greater scope for this site to impact landscape and settlement setting of Henley given the topography of the area.</p> <p>The points raised for Site A with regard to the potential density of the site and the implications of access are reiterated here. It should be made clear within policy that neither site should preclude the other and follow the principles of good Urban Design.</p>		
83	Policy SP9 Henley Youth Centre	Support this new allocation provided that alternative provision is available for the Youth Club.	Add criterion that alternative provision must be made for the Youth Club	The JHHNP policy has been updated to include the suggestion, reflecting the appropriate SODC Local Plan saved policy.
84	Policy SP10 118 Greys Road	There is evidence of the previous agricultural use of this site and some attractive (not listed) buildings. Has thought to the retention of some of these features of the built form been considered? Could be a potential conversion/new build mix.	Add criterion on scope for conversion of the existing attractive buildings	Suggested change made.

**Points made by SODC to July 2014 pre-submission draft that are still outstanding (these comments have been amended and updated where partial changes made)**

Page	Policy No	Comment	Suggested change	Action/ Response
Throughout		Paragraphs should be numbered so the document can be easily referenced in future reports and appeals.	Add paragraph numbers	
6	Glossary	Some of the definitions are a little odd. Greenfield land is not always undeveloped. Sustainability- definition tails off, 'without compromising the ability of future generations' (to what?). Suggest simplify the second part of this definition to say 'sustainable development balances social, economic and environmental needs'. The definition of the 'Key Diagram' could also be a lot clearer.	Improve definitions using NPPF	Suggested change made  Greenfield land definition is taken from Planning Portal. There is no definition in the NPPF.
23	Retail and Town Centre	The time period for retail need is not shown correctly, does not match Core Strategy Table 10.1.	Correct to 'from 2007 to 2027'	Suggested change made.
27	Landscape and Environment Plan	Shading on diagram: air quality management area colour does not match key, what is the turquoise solid colour?	Amend key or shading	Plan amended.
40	Housing	The text defines rural exceptions sites as comprising 100% affordable housing to meet identified Harpsden affordable housing needs. This could be amended to make reference to the more recent position whereby market housing may be allowable if needed to cross subsidise the 'local connection' affordable housing. Also, the neighbourhood plan area includes land adjacent to Shiplake, so reference to Harpsden could be replaced with 'of a village community'.	Amend to '...rural exception proposals that <b>normally</b> comprise 100% affordable housing to meet identified affordable housing needs <b>of a village community</b> '.	Suggested change made.
53	Policy SCI2 Gillott's School	SODC Leisure Manager advises: No objection to loss of pitches provided that suitable alternative provision is made for sports facilities. Welcome encouragement for dual community/school use e.g. of a future astrotrurf.	Add a third caveat c) made suitable alternative provision for sports facilities.	The policy has been updated to provide more detail in terms of the NPPF requirements.
53	Policy SCI2 Gillott's School	SODC Tree officer advises: Some of the trees on the site are protected by a Tree Preservation Order. The proposed access point from Blandy Rd is likely to have the most impact in terms of visible tree loss. However there are many other trees of arboricultural	Address arboricultural constraints	Reference has been made in the policy to the tree constraint which will need to be

Page	Policy No	Comment	Suggested change	Action/ Response
		<p>significance that are of sufficient quality to be considered as a constraint to development.</p> <p>The impact of the proposed access is likely to be one of the main contentious elements of using this site. The rest of the site layout could be determined through the normal application processes.</p>		<p>overcome at any application. The landowner has provided a survey indicating that the loss of high value trees will be minimal. Reserve sites are allocated in case these constraints cannot be overcome.</p>
54	Policy SC14 Community Right to Build	Could be risky to give blanket support and encouragement without knowing where proposals will emerge and what they will involve.	Amend to reflect this uncertainty, add caveat 'where appropriate and in accordance with other plan policies'	Suggested change made.
56	Retail and town centre	Whilst we agree that competition from nearby centres will grow, it is also true that the local population will expand as the new housing is developed. We would therefore expect the opportunity afforded by an expansion in local population to result in increased demand for retail, leisure and hospitality services.	Reflect this within this section.	Suggested change made.
57	Town Centre Plan	This should be defining the primary shopping area, primary and secondary frontages, with a policy approach to the different locations (see para 23 of NPPF).	Add primary shopping area and secondary frontages.	A reference to the primary and secondary shopping frontages has been added beneath the Town Centre Plan.
58	Policy TCE3 Hotel and Bedspace	SODC Economic Development Officer advises: We agree whole-heartedly with the design to support town centre retail and leisure development first. However we are aware that Henley is desperately short of bedspace. SODC Hotel Needs Assessment is forthcoming, and expected to be published in July 2014 – this study is expected to demonstrate a shortage of bedspaces across the district, and particularly in Henley. We would support new hotel development within the town, we believe there are limited opportunities within the town centre boundary for a new hotel and consider the requirement for this to be 'within the town centre' is too restrictive.	Consider making less restrictive by removing reference to within the town centre, or using a 'town centre first sequential test' approach	The town centre first Sequential Test is already established in Policy TCE1. Furthermore, support is provided to hotel development at the edge of centre station car park site (Site W) subject to flood mitigation.

Page	Policy No	Comment	Suggested change	Action/ Response
62	Policy E1 Supporting Henley's economy	<p>a) B1 use class developments will be prioritised – we would prefer greater flexibility in terms of the use classes – SME businesses and businesses in the creative industries are just as likely to require B1, B2, B8, D2 use classes. Could the use class be widened, perhaps to “suitable commercial uses”?</p> <p>b) Could read “the provision of office space within Henley?”</p> <p>c) “The provision of new employment floorspace for SMEs; particularly the creation of a new business hub at Highlands Farm (site M)” – could clarify how much floorspace is allocated for employment / business use here</p> <p>d) See previous comment – add floorspace)</p> <p>e) The provision of employment floorspace as part of the Station car park (site W) – could this be for a new hotel development? We highlight that ‘Empstead Works/ Stuart Turner’ site is missing from the employment sites listed in this policy, add as f)</p>	<p>Change/ clarify as suggested</p> <p>Add bullet point cross-referencing to ‘Empstead Works/ Stuart Turner site Policy SP3</p>	<p>a) The term ‘other suitable commercial uses’ has been inserted into E1.</p> <p>b) Has been amended as suggested.</p> <p>c) Floorspace for business space is already included for Site M.</p> <p>d) Further capacity studies would be required to determine this which are not available.</p> <p>e) Reference to hotel development is made for Site W</p> <p>f) Site E is now included.</p>

**APPENDIX K: REGULATION 14 CONSULTATION REPORT, APRIL 2015**

- iii) Statutory consultee comments and JHHNP response table

## JHHNP February/March 2015 Schedule of comments and actions

### Statutory Consultee Responses Summary (To be read in conjunction with the representations)

Comment No.	Statutory Consultee	Page	Section or Policy No.	Comment	JHHNP Action/Response
1a	English Heritage		Housing Vision	Given the high priority of sustaining the historic character of the settlement set out in the Strategy for the plan we would hope to see this as part of the housing vision, alongside minimising the impact of development on the natural environment.	Added reference to historic and natural environment in housing vision.
1b	English Heritage		Objective HO5	It would also help if <i>the need for new development to sustain the significance of heritage assets and be sensitive to their settings</i> could be included as part of Primary objective HO5.	Added new text to Objective H06: <i>"New developments need to sustain the significance of heritage assets and be sensitive to their settings"</i>
1c	English Heritage		Town's history objectives	<p>Whilst the vision for social infrastructure highlights the character of Henley as a historic market town it isn't clear how the town's history is being maintained through the objectives.</p> <p>This might include an additional objective to recognise the communal value of the town's historic institutions, including its societies, clubs, etc. and to take this value into account when considering development that could affect their distinctiveness, sense of identity and role in the community.</p> <p>This might lead to development of a register of assets of community value, as well as identification of buildings or places that are considered to be heritage assets due to their communal value.</p>	Updated Objective EO7.
1d	English Heritage		Environment, Sustainability and Design  Objective E07	<p>With regard to Objective EO7 we would recommend removing the word 'built' to recognise that many historic (or heritage) assets are not structures but may include elements of landscape such as the riverbanks, towpaths and channels or field systems and hedgerows.</p> <p>We would also point out that these objectives are relatively reactive</p>	<p>Removed 'built' reference in Objective EO7.</p> <p>Developed Objective EO7 to identify the potential for the neighbourhood's historic and</p>

				and that a more positive, proactive element might be added by including an objective that identifies the potential for the neighbourhood's historic and natural environment to make an even greater contribution to the quality of new development and the economy and social infrastructure of the town and village.	natural environment to make an even greater contribution to the quality of new development and the economy and social infrastructure of the town and village.
1e	English Heritage		Policy SP8 Fairmile	<p>A development of the scale suggested at this location will result in significant increase in traffic movements, which would not be supportable by the modest, single-carriageway and unmade access road that provides egress to properties on this side of the road at present.</p> <p>The broad roadside verge and avenue of trees are identified in the Henley Conservation Area Character Appraisal as a positive feature of the conservation area, whilst this area forms part of the key view corridor identified within the plan.</p> <p>The requirement of highway works to provide access to the site for development would result in an impact on these positive features of the area, which is likely to result in harm to the conservation area.</p> <p>Nevertheless we note that the allocation policy includes a requirement for a sensitive solution to providing access including high quality landscaping. <b>It would be helpful for the supporting text to identify the positive features of this area's character more specifically that the sensitive solution will be required to protect and enhance.</b> Identifying the elements of the green landscape (as well as the area's built heritage) as part of the conservation area's character and appearance, that should be taken into account in developing proposals for the site, would better reflect the assessment of the area's significance set out in the Conservation Area Character Appraisal.</p>	Updated Policy SP8 and supporting text.
2a	Natural England		Policy SP1: Highlands Farm	This is a large allocation completely within the Chilterns Area of Outstanding Natural Beauty (AONB) and outside of the current settlement boundary. <i>The allocation of a site in this setting would normally be accompanied by a Landscape and Visual Impact Assessment (LVIA)</i> in order to assess landscape and visual impacts of the proposed site. Natural England strongly recommended in June 2014 that the <b>AONB Board be consulted</b> regarding any proposed	<p>Chilterns Conservation Board has already been consulted on the pre-submission JHHNP.</p> <p><i>Policy SP1 Design Brief:</i> Added reference to landscape and the need to provide a LVIA</p>

				<p>allocation for this site, which we reiterate.</p> <p>We also recommend that reference to landscape be made in the design brief section of the policy, and that a LVIA be required for any future development of the site.</p>	<p>for any future development proposal.</p>
2b	Natural England		Policy SP1: Highlands Farm	<p>Natural England also note that there is a Site of Special Scientific Interest (SSSI) within the proposed site allocation (Highlands Farm Pit) which is not mentioned in the sustainability appraisal. The site is designated for its geological interest (exposure of gravel flooring of an abandoned channel of the Thames) which must be accessible and in-situ, and extends to include the Scheduled Ancient Monument (i.e. the SSSI area is larger than the Scheduled Ancient Monument (SAM)). The SSSI should be fully considered in the allocation of this site, and a detailed geological survey should inform the design of this site. Any development should be the maximum distance possible from the SSSI &amp; SAM, and we would like potential for interpretation of the SSSI and SAM to be considered.</p>	<p>Updated SP1 and referenced the need for any future development proposal to include a geological survey.</p> <p>Further text added on the SSSI.</p>
2c	Natural England		Policies: SP4 Chiltern's End; SP8 Land West of Fair Mile; and SP11 Gillotts School Field	<ul style="list-style-type: none"> <li>• Need to seek the advice of the AONB Conservation Board</li> <li>• Their knowledge of the location and wider landscape setting of the development should help to confirm whether or not it would impact significantly on the purposes of the AONB designation.</li> <li>• They can advise on the AONB management plan</li> </ul>	<p>Chilterns Conservation board have already been consulted on the pre-submission NP.</p>
2d	Natural England		Policy SP4: Chiltern's End	<p>We also recommend that a design brief section to the policy be included and that this makes reference to the landscape setting, e.g. <i>The Design Brief prepared for this site should, in addition to the principles set out within Policy H2, demonstrate how the proposed development has:</i></p> <p><i>a) Appropriately responded to the site's environmental and landscape context, including proximity to the AONB.</i></p>	<p>Included text in Policy SP4: <i>"The Design Brief prepared for this site should, in addition to the principles set out within Policy H2, demonstrate how the proposed development has:</i></p> <p><i>a) Appropriately responded to the site's environmental and landscape context, including proximity to the AONB."</i></p>
2e	Natural England		Policy SP11: Gillotts	<p>Recommend a LVIA is required for any future development of the site</p>	<p>Policy SP11: Added reference about the need to provide a</p>

			School Field		LVIA for any future development proposal.
2f	Natural England		Policy SP11: Gillotts School Field	<p>Reference to landscape should be made in the design brief section of the policy e.g.  <i>The Design Brief prepared for site C should, in addition to the principles set out within Policy H2, demonstrate how the proposed development has appropriately:</i></p> <p><i>a) Responded to the site's environmental and landscape context, including proximity to the AONB.</i></p>	<p>Included text in the design brief section:  <i>The Design Brief prepared for this Site should, in addition to the principles set out within Policy H2, demonstrate how the proposed development has appropriately:</i></p> <p><i>a) Responded to the site's environmental and landscape context, including proximity to the AONB.</i></p>
3a	Environment Agency	p.64	Policy E3: Station site	<p>We note that a Sequential Test has NOT been produced in support of this plan. Paragraph 100 of the National Planning Policy Framework (NPPF) clearly states that '<i>Local plans should apply a sequential, risk based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking into account of the impacts of climate change, by: applying the Sequential Test</i>'.</p>	<p>Policy E3 identifies that the site will require a Sequential Test to be complete before it is brought forward.</p>
3b	Environment Agency	p.26	Flood Risk	<p>We note that there is still no wording within the environmental policy section that refers to flood risk.</p>	<p>Planning policies relating to flood risk are dealt with in the SODC Core Strategy which any planning application in the JHHNP area will have to comply with.</p>
4	Health and Safety Executive		MAHP consultation zones	<p>The HSE identified that the neighbourhood plan boundary encroaches upon the inner, middle and outer consultation zone associated with a Major Accident Hazard Pipeline operated by Southern Gas Networks.</p> <p>Crockmore Farm/Bramshill P067 Pipeline was identified by HSE.</p>	<p>SODC have provided the GIS maps showing the consultation zones for 2 gas pipelines referenced as Crockmore Farm and 7 Feeder Nuffield/A4130. None of the allocated sites in</p>

					the JHHNP are within the consultation zones.
5	Peppard CofE Primary School Governing Body		<p>Policy H4: Provision of Facilities and Policy SCI1: Provision of Social and Community Infrastructure</p>	<p>Highlands Farm lies within the school catchment area . The school believes this should continue. Any proposal to reassign catchments would require extensive consultation with the stakeholders of both Peppard and the four Henley primary schools.</p> <p>This significant housing development will generate a need for additional school places at all age levels.</p> <p>the Governors at Peppard would expect an amendment to the Neighbourhood plan of Policy H4 “Provision of Facilities”, and Policy SCI1 “Provision of Social and Community Infrastructure”, which refer to new development contributing financially to primary schools. The Highlands Farm contributions (through legal agreements or via Community Infrastructure Levy (CIL)) should be ring fenced for development of the new school at Rotherfield Peppard. The Henley and Harpsden Infrastructure Delivery Plan should also clearly reflect this requirement.</p> <p>The proposed new primary school at Peppard is fully compatible with this development and could make a material contribution both in terms of pupil numbers and range of parental choice. The advanced state of the project development means that the new school could be implemented at short notice with the relatively modest addition of private (CIL) and public (OCC) funding.</p> <p>It appears that there is already pressure on the existing Henley schools, especially at foundation level. OCC is attempting to deal with this problem and to cater for future need by expanding Badgemore; other Henley schools have site constraints that prevent enlargement. However, Badgemore is located to the north of the town centre whereas most of the current and future housing lies to the south. Even if the school catchments are re-aligned, considerable cross-town traffic is likely to be generated. The nearest primary school to Highlands Farm is Valley Road, which is beyond reasonable walking distance for young children. Car transport seems inevitable and journeys are likely to be disproportionately long due to congestion, especially in the mornings. Journey times to Peppard need be no longer and are likely</p>	<p>The need for new development to contribute to education is clear in the JHHNP. However the County Council has indicated that it will revise school catchment areas in response to planning applications once permitted, and that there is continual forward planning. The JHHNP does not have jurisdiction over school catchment areas nor how SODC / OCC distribute CIL monies or other expenditure under this function.</p>

				<p>to be more congenial. Extra vehicle movements on Greys Road can be minimised by the use of the OCC transport service. Peppard already has three buses bringing children from outlying areas and the school also has its own minibus.</p> <p>Whatever the final outcome of the JHHNP and of any rearrangement of school catchment areas, it is inevitable that Peppard as a village will be affected by the growth in the Henley population.</p> <p>Increase in housing is planned for:</p> <ul style="list-style-type: none"> <li>• Sonning Common (130 units)</li> <li>• Infill developments are in the pipeline in Peppard and surrounding areas</li> <li>• Shortage of school places in Caversham cannot be disregarded</li> </ul>	
6a	Shiplake Parish Council		Housing and Transport	<p>Shiplake Parish Council supports the revised JHHNP with its rebalancing of housing development across the neighbourhood area and endorses the need for a sustainable Transport Strategy to reduce the impact of traffic congestion and emissions pollution and develop alternative modes of travel such as a practical cycle network, including a cycle path from Henley to Shiplake.</p>	Comments appreciated.
6b	Shiplake Parish Council		Wyevale Garden Centre	<p>With specific reference to the former Wyevale garden centre site we are supportive of the proposals put forward for business use and strongly endorse the conditions set out that any such development should be sensitive to the rural nature of the location, in view of which we would comment that B2 general industrial usage would in all likelihood in general be inappropriate.</p>	Comments are noted however there is a need to provide flexibility for any future development and therefore the JHHNP avoids making the policy too restrictive by reducing the permitted Use Classes available for the site.
7a	Rotherfield Peppard Parish Council		Transport	<ul style="list-style-type: none"> <li>• No understanding of the amount of traffic generated by the Rotherfield Parish or by adjacent Parishes and how it impacts the Henley Transport infrastructure. It is not clear if the proposed Transport survey will have terms of reference to identify these traffic flows or consider the effects of adjacent communities.</li> </ul>	Matters relating to transport will be dealt with separately in the emerging Transport Strategy for Henley. It is expected that a limited comment will be made on the impact on surrounding areas. A number of the points

			<ul style="list-style-type: none"> <li>• It is hoped that as a result of the proposed Traffic survey, Henley will identify ways of reducing traffic congestion (at 0700-0900hrs and 1500-1700hrs in particular) for: <ul style="list-style-type: none"> <li>- Peppard Residents passing through the Town on route for employment and personal journeys</li> <li>- Peppard Residents visiting the Town to drop off school children, to shop, to use services and restaurants, and to enjoy leisure facilities including the river.</li> </ul> </li> <li>• The Council encourages you to consult with the Parishes if there are any changes in car park management practices or fees for the future.</li> <li>• The Highlands Farm site (140houses -190 houses) could generate traffic along the B481 as a “back route” to Reading and the west. This traffic should be encouraged to use the more traditional route along the Reading Road in Henley by appropriate signage.</li> <li>• HGVs should be discouraged by the proposed Transport Survey.</li> <li>• Henley Town Council needs to engage with Oxfordshire County Council to pressurise the “Sat Nav” Companies in defining preferred routes away from Henley Bridge and Town and their consequent use of roads through the nearby villages to Nettlebed which gives rise to safety concerns and destroy our green verges.</li> <li>• The Neighbourhood Plan does not make a sufficient statement on Henley being an essential hub for bus transport out to the villages or the need for the present bus services to be maintained. The bus services for students at Henley College and Gillott’s School are fundamental to sustainability of the villages.</li> <li>• There is no identification of the importance of Henley as a rail connection for our Parish residents and the need for a line</li> </ul>	<p>raised by the consultee are covered in the suggestions under Policy T1.</p>
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				upgrade into the future through electrification.	
7b	Rotherfield Peppard Parish Council		Peppard Primary School	<ul style="list-style-type: none"> <li>• The present number on roll (NOR) is 96pupils and over the last 5 years has been in the range 76-96 pupils. It is a thriving village school for pupils from Rotherfield Peppard, Sonning Common, Highmoor, Rotherfield Greys, Caversham and Harpsden and even has the occasional pupil from Henley.</li> <li>• Dilapidated buildings in need of repair</li> <li>• OCC has granted planning permission for the School to be rebuilt within the village but it is having only limited success to date in raising the significant money for rebuild as OCC is financially constrained into the future.</li> <li>• Highlands Farm is within the catchment area</li> <li>• If the School is to be rebuilt fit for purpose and provide places for Highlands Farm pupils it will be essential that the School is funded generously by contributions from the Henley and Harpsden Neighbourhood Plan Community Investment Levy (CIL).</li> <li>• The JHHNP makes no reference to the Peppard Primary School and does not identify any consequences of the Highlands Farm houses upon the future of the School. This should be addressed along with the need for future funding.</li> </ul>	The need for new development to contribute to education is clear in the JHHNP. However the County Council has indicated that it will revise school catchment areas in response to planning applications once permitted, and that there is continual forward planning. The JHHNP does not have jurisdiction over school catchment areas nor how SODC / OCC distribute CIL monies or other expenditure under this function.
7c	Rotherfield Peppard Parish Council		Gillotts School	The Council welcomes the determination of the Neighbourhood Plan to support the refurbishment of the school's buildings for future generations including those from our own Parish. Although this means selling part of the school land for housing this is considered to be a price worth paying to sustain Gillott's as one of the best schools in England. Sufficient land is left to develop as state of the art sports fields and we note that there are adjacent increased sports facilities planned.	Comments noted.
7d	Rotherfield Peppard Parish		Retail	The Council would welcome a modest increase in retail space in Henley provided that the car parking is addressed. It is hoped that	Comments noted.

	Council			Henley will not try to offer shops competing with Reading or High Wycombe but will seek to position the Town as offering high quality and interest, niche retail activity in a non-congested environment . We are sure that such future development will attract our Residents.	
7e	Rotherfield Peppard Parish Council		Economy	The Council endorses the Neighbourhood Plan in growing employment activities. Well thought through low cost transport strategies will be vital in attracting employers and sustaining jobs for young people in the high cost environment of the Thames Valley.	Comments noted.  Matters relating to transport will be dealt with separately in the emerging Transport Strategy for Henley and Harpsden.
8a	OCC		Chiltern's End	Support Chiltern's End site for residential development in the Plan as it is no longer needed for a public use and OCC own the site.	Comment noted.
8b	OCC		Henley Transport Strategy	OCC seek further clarification of how financial contributions from all allocated sites will help to prepare and implement the Henley Transport Strategy as OCC understand that the component of CIL that would be forwarded to the Parishes should be used on infrastructure capital projects not studies or strategies. As previously advised, the amount of input that can be given to the delivery of a Transport Strategy for Henley by the County Council will be limited.	It is envisaged that the capital projects identified in the Transport Strategy will benefit from CIL monies. The Strategy will be prepared in partnership with OCC, funded by Henley Town Council.
8c	OCC		Policy SP1: Highlands Farm	<p>OCC have concerns about the potential for development on this site in particular given its archaeological importance and lack of potential for public transport connections.</p> <p>The scheduled monument itself consists of a section of the former quarry where a considerable number of Palaeolithic artefacts were recovered. The full extent of these deposits is unknown and it is very likely that they survive outside the area of the scheduled monument.</p> <p>This full archaeological assessment will therefore need to include an archaeological field evaluation to identify the full extent of these Palaeolithic deposits within the proposed site prior to the determination of any planning application for the site. Should Palaeolithic deposits of '<i>demonstrable equivalent significance</i>' to the scheduled monument be found to be present within the proposed site then these areas will need to be subject to the same policies as the designated sites as set out in the NPPF (para 139).</p>	<p>The reference to an archaeological field evaluation was already added to the text in the NP from the previous consultation in May 2014.</p> <p>The constraints presented by this site are understood but are not considered insurmountable. A low density allocation provides some scope to dealing with any constraints arising.</p> <p>The housing requirements for the whole JHHNP area and lack of low sensitivity greenfield or brownfield sites mean that a</p>

				<p>This could therefore cause a significant constraint to development within the site and, if this site is to be included in the plan, this potential constraint and the need for invasive archaeological evaluation should be clearly highlighted within this policy itself (Policy SP1).</p>	<p>number of sites with constraints are allocated. The area as a whole faces a number of infrastructure constraints, notably traffic.</p>
8d	OCC		<p>Policy SP1: Highlands Farm Bus service</p>	<p>It will be extremely difficult to provide a meaningful bus service to site M Highlands Farm. The Henley Town bus services are currently supported from a Council budget which is being markedly reduced. Section 106 developer funding from this site would be likely to only sustain a bus service for a very limited period (perhaps 2 years).</p>	<p>Matters relating to transport will be dealt with separately in the emerging Transport Strategy for Henley and Harpsden and through individual planning applications.</p>
8e	OCC		<p>Public Transport</p>	<p>There remains the very serious issue of on-going revenue funding of the supported public transport network in Henley. The County Council's revenue support funding for this purpose is being steadily reduced.</p> <p>The only fully commercial bus routes in Henley are those operating north-south on the 800/850 routes between Reading, Henley, Marlow and High Wycombe. Any residential development within a reasonable walking distance of these services will benefit from continued operation of these services and their possible improvement. Developer contributions from these sites should be directed towards enhancing the frequency and hours of operation of this bus service (i.e. a bus service to operate along Reading Road twice per hour, also later into the evening).</p> <p>The Henley Town services require almost £100,000 per annum in revenue support from the County Council. The Neighbourhood Plan should consider how this ongoing revenue requirement can be sourced in the future. This level of subsidy suggests that fare revenue on these routes is very low. A single bus is used to serve each route, in turn, on an hourly cycle. If additional buses are required to serve Highlands Farm for example, or to increase frequency on parts of the Town network, then an additional bus would be required, which would increase the requirement for financial support to £200,000 per annum. Unless this issue is addressed, then there should be no mention or 'promise' of public transport provision to sites C, M and M1 in particular.</p>	<p>Matters relating to transport will be dealt with separately in the emerging Transport Strategy for Henley and Harpsden and through individual planning applications.</p> <p>The majority of CIL monies will be spent at the discretion of SODC and other public bodies. The JHHNP has made it clear that the capital recommendations of the Transport Strategy, prepared with OCC and funded by Henley Town Council, will be a priority for the neighbourhood plan CIL element.</p>

8f	OCC		Objective EO7	<p>We would recommend that this section should contain an objective for protecting and enhancing all of the town's historic environment assets and not just the historic built environment.</p> <p>The historic environment, as defined in the NPPF, contains more than just the historic built environment and includes below ground archaeological features and their setting.</p>	Please see response to comment 1d of the schedule.
8g	OCC		Policy SP8: Land West of Fairmile	<p>This site is located in an area of archaeological interest along the line of a Roman Road and it is possible that the results of a predetermination archaeological evaluation will need to be submitted along with any application for the site before the potential impact on below ground heritage assets can be assessed.</p> <p>This potential constraint should be highlighted within the text section of this policy.</p>	Included reference to the potential constraints and the need to include an archaeological field evaluation as part of an archaeological assessment prior to the determination of any planning application for the site. This is subject to further discussions with OCC at the pre-application stage.
8h	OCC		Policy SP11: Gillotts School	<p>This site is located on the same gravel deposits as Highlands Farm and therefore has the potential to contain further significant Palaeolithic deposits. Palaeolithic tools have been recorded from within Gillotts School itself and an archaeological assessment including archaeological evaluation of the site will need to be undertaken ahead of the determination of any planning application for the site.</p> <p>This could therefore cause a significant constraint to development within the site and, if this site is to be included in the plan, this potential constraint and the need for invasive archaeological evaluation should be clearly highlighted within this policy itself (Policy SP11).</p>	Referenced the potential constraints and the need to include an archaeological field evaluation as part of an archaeological assessment prior to the determination of any planning application for the site.
8i	OCC		Ecology	<p>Biodiversity advice from Oxfordshire County Council on Neighbourhood Plans can be found in the Neighbourhood Planning Toolkit (the section on biodiversity starts on page 35). Some other useful advice can be found other publications as listed below.</p>	Comments on Ecology from SODC have been received for the previous consultation in May 2014.

				<p>Neighbourhood Planning Toolkit  <a href="https://www.oxfordshire.gov.uk/cms/content/neighbourhood-planning-toolkit">https://www.oxfordshire.gov.uk/cms/content/neighbourhood-planning-toolkit</a></p> <p>Communities &amp; Parish Guide to Biodiversity  <a href="https://www.oxfordshire.gov.uk/cms/content/my-community">https://www.oxfordshire.gov.uk/cms/content/my-community</a></p> <p>Biodiversity &amp; Planning Guide:  <a href="https://www.oxfordshire.gov.uk/cms/content/planning-and-biodiversity">https://www.oxfordshire.gov.uk/cms/content/planning-and-biodiversity</a></p> <p>All sites should be further checked with the District Council's ecologist before a final decision is made on which sites to allocate having regard to impacts on biodiversity.</p>	
9	Sport England		Gillotts School playing pitches	<p>Local Plans should be based on an adequate, up-to-date and relevant evidence base as stated under paragraph 73 of the NPPF.</p> <p>It is important that the Neighbourhood Plan reflects national policy for sport as set out in the NPPF (particularly paragraphs 73 &amp; 74).</p> <p>Sport England are concerned with Policies H1, SC12 and SP11. Policies H1 and SP11 allocate 3.4 hectares of playing field land at Gillotts School for the development of up to 50 dwellings. The strategy for the 2015 Neighbourhood Plan explains that these dwellings are above the 400 that are required in order to meet the Core Strategy. It is stated that "Enabling development to support the refurbishment and enhancement of Gillotts School is supported for 50 residential units". Enabling development is only mentioned in the NPPF where it is necessary to secure the conservation of heritage assets. Sport England is unaware of any heritage assets at Gillotts School in need of conservation. The principle of enabling development at Gillotts School is therefore not supported by the NPPF.</p> <p>Paragraph 74 of the NPPF states:  "Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:</p> <ul style="list-style-type: none"> <li>• an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to</li> </ul>	<p>The JHHNP fully recognises the need to meet the NPPF requirements for the release of playing field land for development. Policies SC12 and SP11 have been updated to make it clear that these requirements will have to be met for the site to be brought forward, and identifies alternatives in the event that this cannot be achieved.</p>

				<p>requirements; or</p> <ul style="list-style-type: none"> <li>the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</li> <li>the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.”</li> </ul> <p>Sport England’s planning policy statement is clear that “Sport England’s policy is to protect all parts of a playing field, not just those which happen, for the time being, to be laid out as pitches. This is because those other parts of a playing field are a resource which may be needed, now or in the future, and it is important that they be afforded the same protection.”</p> <p>Sport England’s policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all or part of a playing field, unless one or more of five exceptions stated in its policy apply.</p> <p>Unless and until the playing pitch strategy for South Oxfordshire has been completed and clearly identifies playing field land at Gillotts School as being surplus to requirements or a suitable replacement can be identified, the land should not be allocated for housing development in the Neighbourhood Plan.</p>	
10a	Wokingham Borough Council		Objective TO4	To develop, with <b>the highway authorities (Oxfordshire County Council and Wokingham Borough Council)</b> , an up to date Henley Transport Strategy that helps to implement a range of innovative transport solutions in the JHHNP <b>and surrounding area</b> .	Text updated.
10b	Wokingham Borough Council	p.36	Traffic and Transport	<p><u>Para 24 – last paragraph</u></p> <p>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 congesting and providing safe and viable alternatives is essential to the JHHNP. New developments will be required to contribute to the creation and implementation of a Henley Transport Strategy (with <b>the highway authorities Oxfordshire County Council</b>) and the strategic</p>	Updated 2 <sup>nd</sup> paragraph to the following: “A Transport Strategy is to be developed for the town <b>with the highway authorities.</b> ”

				interventions identified in the Air Quality Management Area Action Plan, as well as providing local network mitigation.	
10c	Wokingham Borough Council	p.47	Transport and movement	<u>Page 34, last para before policy:</u> In the long term, the local community continues to stress the need for a strategic solution to congestion in Henley, being a relief road or new bridge, and urges the <b>highway and planning</b> authorities to prioritise this need.	This paragraph has been deleted as a result of the previous consultation in May 2014.
10d	Wokingham Borough Council		Policy T1	In accordance Policy CSM2 of the South Oxfordshire Core Strategy all vehicular traffic generating development proposals comprising 10 or more net additional dwellings or 500SQM or more net additional new employment, retail, hotel, community service, or leisure floorspace, will assess and mitigate, through the preparation of a Transport Assessment, the resulting impact of the development on the immediate and wider local transport network of Henley and Harpsden <b>and surrounding areas</b> , in individual and cumulative terms. As part of the wider local transport network Henley Bridge and routes through the town centre should be covered.	This amendment was completed following the previous consultation in May 2014.
10e	Wokingham Borough Council	p.48		<u>Page 35, first para on page (after policy T1)</u> To assist improving Henley's transport issues over the longer term an updated Henley Transport Strategy will be prepared <b>by the highway authorities</b> .	Update the text under Policy T1 to the following:  "To assist improving Henley's transport issues over the longer term a Henley Transport Strategy will be prepared <b>with the highway authorities</b> as a key item of the Henley Infrastructure Delivery Plan."
10f	Wokingham Borough Council	p.49		<u>Page 36 - Criterion m associated with the paragraph commencing on page 35</u> To seek ways <b>through engagement with the highway authorities</b> in which to redirect strategic traffic, where appropriate, away from Henley town centre;	This amendment was completed following the previous consultation in May 2014.
10g	Wokingham Borough Council	p.50		<u>Page 36 – paragraph after policy T2:</u> 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	This amendment was completed following the previous consultation in May 2014.

				<p>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 <b>the highway authorities</b> Oxfordshire <del>County Council</del>. Organisations should work collaboratively to overcome the challenges involved with implementing the routes identified.</p>	
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**APPENDIX K: REGULATION 14 CONSULTATION REPORT, APRIL 2015**

- iv) Non-statutory consultee comments and JHHNP response table

## JHHNP February/March 2015 Schedule of comments and actions

### Non-Statutory Consultee Responses Summary (To be read in conjunction with the representations)

Comment No.	Non-Statutory Consultee	Page	Section or Policy No.	Comment	JHHNP response
1a	Jeffrey Charles Emmett Planning Consultancy			We support the Neighbourhood Planning Process in Henley and Harpsden.	Noted.
1b	Jeffrey Charles Emmett Planning Consultancy		Site P: Wyevale	We support the allocation of Site P within the JHHNP, but are of the opinion that the proposed uses for the site are not appropriate given the highly sustainable location that the site offers for residential (C3) and care home (C2) uses.	C3 and C2 uses are considered to be in conflict with Core Strategy Policy CSR1.
1c	Jeffrey Charles Emmett Planning Consultancy		Basic conditions	Given the suitability of Site P for the above uses, and the framework set out in the South Oxfordshire District Council (SODC) Core Strategy as well as the National Planning Policy Framework, it is our opinion that the draft Plan does not accord with all of the "basic conditions" as set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 (as amended). As such the plan in its current form cannot be recommended to proceed to referendum.	C3 and C2 uses are considered to be in conflict with Core Strategy Policy CSR1.
1d	Jeffrey Charles Emmett Planning Consultancy		Proposed modifications	<p><u>Summary of Proposed Modifications</u></p> <p>The proposed modifications are:</p> <ul style="list-style-type: none"> <li>To make more efficient use of Site P by allocating for more flexible uses including C3 residential and C2 residential institutions.</li> <li>To remove the allocation for employment uses on Site P.</li> <li>To remove the restrictive clauses regarding landscaping included in part e) which will be dealt with by SODC if and when a proposal came forward for their determination.</li> <li>Associated updates in other policies to reflect these changes (as detailed in later sections of this letter).</li> </ul>	<p>C3 and C2 uses are considered to be in conflict with Core Strategy Policy CSR1.</p> <p>The employment allocation seeks to provide certainty to the market for future development uses.</p>
1e	Jeffrey Charles Emmett Planning Consultancy		SHMA	The adoption of the Core Strategy was predicated on the assumed imminent preparation of an updated Strategic Housing Market Assessment (SHMA). This SHMA was not published until 2014, and it found that the housing requirement of the district was significantly higher than initially supposed, and therefore the demand for housing	The JHHNP is in accordance with the adopted SODC Core Strategy and

				<p>will mean that a further 100,000 homes must be built across Oxfordshire, a significant increase on the originally intended figures.</p> <p>Whilst the JHHNP is justifiably based on the 2012 Core Strategy allocation of 450 homes (without constraint) for the Henley area, it is clear that all areas of the district will be required to find space for more housing in the future to include designated “smaller villages” which SODC acknowledge in their draft new Local Plan.</p>	<p>makes allowances for future revisions of the SODC Local Plan.</p>
1f	Jeffrey Charles Emmett Planning Consultancy		Housing Site Assessment	<p>The process of assessment used by the JHHNP to determine “suitable” sites was flawed – the criteria were poorly defined.</p> <p>Site P was partly ruled out because it was not close enough to Henley, which meant that despite it being a highly suitable, sustainable brownfield development site close to Shiplake and its services, it is no longer being considered for housing.</p> <p>It is our opinion that the criteria above are unsound, because they do not take into account the potential a site has <i>except</i> in relation to the town of Henley itself. This is therefore not assessed formally in terms of ‘<i>sustainable development</i>’.</p>	<p>Housing Site Assessment criteria were consulted upon with the community. Site Assessments were undertaken in the spirit of Localism and in line with the NPPF. These were not the only factors in site allocations.</p> <p>C3 and C2 uses are considered to be in conflict with Core Strategy Policy CSR1.</p>
1g	Jeffrey Charles Emmett Planning Consultancy		Policy CSH4-Specialist accommodation for older people	<p>The JHHNP does not allocate any sites for C2 care home uses, and it is our opinion that the JHHNP is not taking seriously the potential requirements within the district for care homes – a more responsible response would be to recognise, in line with SODC’s core strategy that specialist accommodation for older people is necessary and should be planned for. Site P would be an ideal location for a care home to help meet the needs of Henley and Harpsden’s ageing community, and therefore we ask that the JHHNP also allocate Site P for a flexible use including C2.</p>	<p>C3 and C2 uses are considered to be in conflict with Core Strategy Policy CSR1.</p>
1h	Jeffrey Charles		Policy	Policy CSEM2, entitled The Amount and Distribution of Employment, the Core Strategy	The employment

	Emmett Planning Consultancy		CSEM2	<p>states at paragraph 6.20, “we do not propose to provide any additional employment land in Henley as there is scope to intensify uses on existing sites”.</p> <p>The allocation of additional land at Site P for employment uses is not in keeping with these policies which recognise that there is not a distinct need for more employment space in the area. Furthermore there is no evidence base to support this allocation for B1 and B2 uses.</p>	allocation seeks to provide certainty to the market for future development uses. The site is currently Sui Generis.
1i	Jeffrey Charles Emmett Planning Consultancy		Policy CSH3	Policy CSH3 states that on site affordable housing provision should be sought on sites of 3 units or more, where viable. Draft Policy H3 does not reflect this adopted guideline and it is therefore recommended that draft H3 is amended	Both the JHHNP and Core Strategy Policies are material considerations.
1j	Jeffrey Charles Emmett Planning Consultancy		Site A: Fairmile	The sites which have been newly allocated at Site A and reserve site A1 are located within the Henley Conservation Area and have Greenfield status. It is our opinion that the JHHNP has not considered the impact of development at this location. Further, there is no assessment of the potential harm on the conservation area.	The allocations are embedded within the overall strategy. The policy for Site A responds to the sensitivity of the site.
1k	Jeffrey Charles Emmett Planning Consultancy		Basic Conditions	<p>The JHHNP also fails to have regard to the following aspects of the NPPF and as such does not meet the basic conditions as set out below:</p> <ul style="list-style-type: none"> <li>• Allocating deliverable sites</li> <li>• Long term protection of employment sites</li> <li>• Market signals</li> </ul> <p><b>Please see representation for further explanation and suggested modifications</b></p>	The JHHNP is considered to be in conformity with the NPPF.
2a	Oakley Planning and Conservation (Treetops)			That the Highlands Farm Site is unsuitable to take the housing numbers proposed to be allocated, is not backed by widespread local support, and that, at the very least, the Treetops Site ranks favourably as an alternative to the Gillotts School contingency site at Highlands Farm.	Consultation and other assessment has not considered the Treetops site suitable for residential allocation. The JHHNP allocations fulfil the Core Strategy requirements.
2ai	Oakley Planning		Housing Site		Housing Site

	and Conservation (Treetops)		Assessment	The site owner's previous representations by AKA Planning set out a detailed account of the rather simplistic methodology employed to some of the assessment criteria, which were utilised by the Housing Working Group in their considerations of site suitability.	Assessment criteria were consulted upon with the community. Site Assessments were undertaken in the spirit of Localism and in line with the NPPF. These were not the only factors in site allocations.
2b	Oakley Planning and Conservation (Treetops)		SHMA	That the latest Strategic Housing Market Assessment and continuing work on the SODC Local Plan 2031 reveals a significant shortfall in planned housing numbers to meet the Objectively Assessed Housing Need (At least an additional 3600 homes will be needed over the Plan period to 2031 according to the recently published Refined Options Paper). The housing capacity of the Treetops site could make a meaningful contribution to meeting the OAHN. Moreover, it could quickly contribute to the 5 year Housing Land Supply pipeline and thus aid proper planning as opposed to planning by appeal, providing a good defence to speculative applications as a result of a shortfall in the HLS position at Didcot.	The JHHNP is in accordance with the adopted SODC Core Strategy and makes allowances for future revisions of the SODC Local Plan. The Treetops site is not considered suitable for residential allocation.
2c	Oakley Planning and Conservation (Treetops)		Site benefits	This site is very well contained, already includes a substantial house together with other garden development, is on the edge of the existing built form of the town and as such reads as a natural extension of Henley. It affords easy access to the town and its facilities, including bus stop, leisure centre and school directly opposite the site and furthermore, both Highway Officers and the Transport Statement demonstrate that previously expressed highway concerns about the allocation of this site are ill-founded. There are no known heritage assets which would likely be affected by the development at this site and neither is it subject to flooding. The site lies just within the AONB and hence scores poorly against the assessment criteria in this regard, yet the degree of tree cover and suitable landscape mitigation would render an appropriate development inconspicuous, such that it would not impinge on the AONB.	Consultation and other assessment has not considered the Treetops site suitable for residential allocation.
2d	Oakley Planning and Conservation		Highlands Farm	Conversely, the Highlands Farm Site ranks favourably within the JHHNP, yet this is an isolated site, distant from the town and without access to public transport and has	The JHHNP process has identified Highlands

	(Treetops)			<p>received objections from Highway Officers on sustainability and transport grounds. As set out above, sustainability is the golden thread of the NPPF and should be given far greater weight than appears to have been the case here, so as to result in an allocation of this large number of dwellings on so remotely located a piece of land.</p> <p>It is also important to note that Highlands Farm is an existing employment site, and thus its allocation would affect a substantial number of local businesses and employers.</p>	Farm as a suitable and sustainable brownfield development site.
2e	Oakley Planning and Conservation (Treetops)		Deliverability	There is a heavy reliance upon sites which will only likely deliver housing in the latter part of the plan period, due to their size (Fair Mile and Highlands Farm site), existing tenants (Wilkins and Highlands Farm), potential for contamination (Wilkins, Highlands Farm, Stuart Turner and Empstead Works, TA Centre) or site specific constraints (Gillotts School, loss of sports fields and Highlands Farm – heritage/ archaeological assessments).	The sites allocated are deliverable within the plan period.
2f	Oakley Planning and Conservation (Treetops)		Brownfield sites	The weighting given to brownfield status versus overall sustainability considerations in deciding site allocations for the JHHNP has been too great and this has resulted in an unduly large and illogical housing allocation at the Highlands Farm site. This cannot be considered to comply with the NPPF and accordingly, it is submitted that the Highlands Farm allocation should at least be reduced in favour of the Treetops site, which has far fewer constraints (which are all demonstrably capable of being appropriately mitigated).	The JHHNP process has identified Highlands Farm as a suitable and sustainable brownfield development site.
3a	Bloor Homes (Lucy's Farm)		Housing Need	The draft NP does not attempt to meet objectively assessed needs – indeed it is based upon a housing requirement that predates the NPPF, was not calculated on a basis that was consistent with the NPPF, is based upon an evidence base that is wholly out of date and has been superseded by the Councils work to inform the Issues and Scope document.	The JHHNP is in accordance with the adopted SODC Core Strategy and makes allowances for future revisions of the SODC Local Plan.
3b	Bloor Homes (Lucy's Farm)		Housing Need	The draft NP can only be lawfully adopted if it can be demonstrated that the housing it seeks to provide equates with full objectively assessed needs. That cannot be demonstrated.	The JHHNP is in accordance with the adopted SODC Core Strategy and makes allowances for future revisions of the SODC Local Plan.

3c	Bloor Homes (Lucy's Farm)		Housing Site Assessment	<p>In respect of site suitability the Housing Site Assessment methodology adopted does not comply with the NPPG.</p> <p><b>Please see representation for further explanation and suggested modifications</b></p>	Housing Site Assessment criteria were consulted upon with the community. Site Assessments were undertaken in the spirit of Localism and in line with the NPPF. These were not the only factors in site allocations.
3d	Bloor Homes (Lucy's Farm)		Land Availability Assessment	<p>The JHHNP Land Availability Assessment has also been updated and is dated February 2015. Additionally, and to re-iterate previous concerns, our client is concerned that the evidence base relating to the appraisal of availability is not robust and that many of the sites identified for housing in the draft NP will not be available when required.</p> <p><b>Please see representation for further explanation and suggested modifications</b></p>	The sites allocated are deliverable within the plan period.
3e	Bloor Homes (Lucy's Farm)		Viewing corridors	<p>It is believed that the viewing corridor is over exaggerated and does not take account of large woodland areas which limit the extent of these views.</p> <p>It is also evident that other areas of Henley on Thames have not been considered, in particular to the west of Henley on Thames.</p> <p>It is also noted that in the Key Views (May 2014) document, an additional third view identified from 'Town Green viewing point' is absent from the Viewing Corridors (Jan 2015) document which replaces it, there is no explanation as to why this viewing corridor was removed.</p>	The working groups producing the plan established and revised the viewing corridors as appropriate.
4	Henley in Transition			<b>Please see p.21-29 of representation for page by page comments</b>	
5a	Inland Homes PLC (Reading Road, Site H)			Inland Homes is in support of the NP as a whole. In particular, Inland Homes support Housing Objective HO3.	Noted.
5b	Inland Homes PLC (Reading Road, Site H)		Objective HO5	This objective still refers to a suitable quantum of affordable housing being 40% with no reference to viability.	Both the JHHNP and Core Strategy Policies (Policy CSH3) are material

					considerations.
5c	Inland Homes PLC (Reading Road, Site H)		Policy H1: Allocate Land for 450 New Homes	Regardless of removal of indicative phasing within this policy Inland Homes confirm they are committed to providing much needed homes within Henley as soon as possible.	Noted.
5d	Inland Homes PLC (Reading Road, Site H)		Policy H2: Design Brief	<p>The policy is onerous, unenforceable and goes beyond national planning policy and guidance. This onerous policy could significantly delay all future planning applications.</p> <p>No clarification as to what is a 'reasonable time' for agreement, and what should happen if it is not reached. It is also not clear what would constitute agreement having been "sought".</p> <p>Inland Homes request this policy is deleted for this relatively small site that proposes only 55 units within a small number of buildings.</p> <p>Suggested change to policy on p.3 of representation</p>	The JHHNP seeks community involvement in the design process to achieve the highest quality development, through the Design Brief process.
5e	Inland Homes PLC (Reading Road, Site H)		Policy H3: Type and Size of New Housing	<p>Policy H3 needs to be more flexible. The policy should be amended to state that flexibility will be applied over the lifetime of the Plan and should refer to an 'appropriate' rather than a 'wide' choice of homes.</p> <p>Any reference to the London Housing Design Guide should be deleted since this document has no planning status in South Oxfordshire.</p> <p>Objection regarding the requirement in Policy H3 to 'pepper-pot' tenures. This is neither acceptable nor appropriate on certain schemes. It is often not possible to agree this approach with Housing Associations etc.</p>	Some policy amendments have been made. Pepper-potting remains in the policy, seeking to avoid tenure separation.
5f	Inland Homes PLC (Reading Road, Site H)		Policy H4: Provision of Facilities	This policy is unnecessary since it simply confirms that policies SC11 and EN2 will be applied to new housing proposals.	Policy H4 is considered clear and relevant.
5g	Inland Homes PLC (Reading Road, Site H)		Policy T1: Impact of Development on the Transport Network	<p>Inland Homes agrees with the overall traffic and transport vision</p> <p>In order to ensure that planning obligations and CIL can operate in a complementary way, the levy Regulations 122 and 123 place limits on the use of planning obligations in three respects:</p> <ul style="list-style-type: none"> <li>• They put the Government's policy tests on the use of planning obligations (also found in paragraph 204 of the NPPF) on a statutory basis, for developments that are capable of being charged the levy</li> <li>• They ensure the local use of the levy and planning obligations does not</li> </ul>	The Town Council will develop a Transport Strategy. JHHNP CIL monies will be used to implement its recommendations. CIL monies are collected by SODC.

				<p>overlap; and</p> <ul style="list-style-type: none"> <li>They impose a limit on pooled contributions from planning obligations towards infrastructure that may be funded by the levy.</li> </ul> <p>The SODC CIL Draft Regulation 123 List (consultation ended on 26 March 2015) excludes site specific transport infrastructure (including public rights of way).</p> <p>Inland Homes therefore require further information about the contributions sought within the NP to ensure compliance with CIL regulations.</p>	
5h	Inland Homes PLC (Reading Road, Site H)		Policy DQS3: Local Sourcing of Construction Materials and Labour	<p>Inland Homes requests the policy text is deleted and re-drafted as follows:</p> <p><i>“Proposals that source local construction materials, local labour in the construction materials, local labour in the construction process and local labour for employment opportunities generated by commercial development will be supported and encouraged.”</i></p>	The existing policy is not considered onerous and embodies the communities preference for the process.
5i	Inland Homes PLC (Reading Road, Site H)		Policy SP2: Mill Lane Former Jet Garage	<p>Inland Homes wishes to intensify the use of existing brownfield land where appropriate in line with objective H03. Site H is an appropriate site to fulfil the Neighbourhood Plan's aim and is capable of delivering 55 dwellings and to make the best use of a brownfield site in a sustainable location. They welcome the site allocation for up to 55 dwellings.</p> <p>They believe a Design Brief should not be required for the site.</p>	Noted.
6a	Thames Properties (Fair Mile, Site A)	p.37-38	Key Diagram	The Key Diagram includes a light pink colour which we assume defines the existing built up area. This is not clear on the key and should be clarified.	The key diagram has been updated.
6b	Thames Properties (Fair Mile, Site A)		Policy H1: Allocate Land for 450 New Homes	We are supportive of the allocation at Fair Mile (Site A) and Fair Mile Reserve Site (Site A1) and have set out below comments on the site specific policies relating to these allocations.	Noted.
6c	Thames Properties (Fair Mile, Site A)		Policy H2: Design Brief	We fully acknowledge the requirements to produce a Design Brief in consultation with the community prior to the submission of an application and are supportive of this on-going engagement process.	Noted.
6d	Thames Properties (Fair Mile, Site A)		Policy H3: Type and Size of New Housing	We acknowledge the future requirement to prepare a 'Dwelling Statement' as part of a planning application and the need to provide a choice of residential units.	Noted.
6e	Thames		Policy T1:	We note that a 'Henley Transport Strategy' will now be prepared to assess the	Noted.

	Properties (Fair Mile, Site A)		Impact of Development on the Transport Network	cumulative transport effect of development proposals and identify any necessary transport mitigation measures. We are very supportive of this initiative and believe it will provide important baseline information against which future development proposals can be considered.	
6f	Thames Properties (Fair Mile, Site A)		Policy EN1: Environmental Protection	The need to provide a LVIA and comply with the Viewing Corridors supporting document is acknowledged and has formed a key component of the masterplan presented to the NP team.	Noted.
6g	Thames Properties (Fair Mile, Site A)		Policy SP8 and Policy SP13	<p>Overall, Thames Properties are very supportive of the residential allocation at fair Mile.</p> <p>Although we acknowledge that overall the draft Plan is required to allocate suitable sites for 450 units, we do consider the low density proposed at both Site A and Site A1 to be a missed opportunity to deliver houses in a sustainable location close to transport links and town centre amenities.</p> <p>SODC's own Strategic Housing Land Availability Assessment concluded that Fair Mile (Site A and A1) is an appropriate site for 60-75 new homes.</p> <p>The masterplan proposal prepared to date for Fair Mile demonstrates how an increased density and provision of units would still address the necessary environmental, landscape and heritage considerations.</p> <p>We would therefore welcome a review of the proposed number of units at both Site A and A1.</p>	Policy text relating to Site A/A1 has been updated to clarify the reasons for a low density development.
6h	Thames Properties (Fair Mile, Site A)	p.35		<p>Page 35 of the draft Plan notes that <i>"larger edge of town sites such as Fair Mile ... are expected to deliver primarily low density housing at around 20 – 25 dwellings per hectare."</i></p> <p>In the above context:</p> <ul style="list-style-type: none"> <li>Based on the provision of 40 dwellings on Site A across 2.5 ha, the density is 16 dwellings per ha.</li> <li>Based on the provision of 20 dwellings on Site A across 1.3 ha, the density is 15 dwellings per ha.</li> </ul>	Policy text relating to Site A/A1 has been updated to clarify the reasons for a low density development.
6i	Thames Properties (Fair Mile, Site A)		Policy SP8 (Part d)	Part d) of Policy SP8 notes that it should be demonstrated how the proposed development had provided <i>"... a high quality green link and biodiversity environment, including the existing on site biodiversity feature."</i>	Policy text has been amended "including any

				We would welcome clarification on the 'existing on site biodiversity feature' and what this relates to.	existing on site biodiversity features"
6j	Thames Properties (Fair Mile, Site A)		Policy SP8 (Part b)	Policy SP8 point b) notes that "... <i>approximately one third of the site ...</i> " includes the Henley Conservation Area. This is not correct and we suggest that this statement should be amended so that it accurately relates to Site A only and states that "... <i>approximately three quarters of the site ...</i> " includes the Henley Conservation Area.	Policy text relating to Site A has been updated.
6k	Thames Properties (Fair Mile, Site A)		Policy SP8 and Policy SP13	We fully acknowledge the requirement to not bring forward Site A1 until after January 2020, should Gillotts School (Site C) not be delivered by this date.	Noted.
6l	Thames Properties (Fair Mile, Site A)		Policy SP8 and Policy SP13	The red line boundaries for both Site A and Site A1 are not wholly accurate (Please see Appendix 1 of the representation for the correct site boundaries for both Site A (outlined in red) and Site A1 (outlined in blue). As a consequence, the site areas contained within Policy H1 are slightly inaccurate and should be as follows: Site A 2.5ha and Site A1 1.3ha.	The site areas referred to have been updated.
6m	Thames Properties (Fair Mile, Site A)		Housing Site Assessment	With respect to the Housing Site Assessment document which accompanies the draft Plan, we note that a number of the assessment scores have been amended for Fair Mile (Site A) and indeed some other sites. It would be useful to have further clarification as to why these scores have altered and a fuller explanation of the amended criteria against which the sites have been scored.	The Site Assessment document explains the process. The working group assessments remain unchanged, whereas the consultant team as updated the comparative assessment upon review.
7a	Db symmetry and Marks and Spencer plc			They consider the JHHNP in its current format is not consistent with the NPPF, the development plan or the evidence base.  It also fails to reflect the clear public support for further food retail development both generally and on Site J in particular.  The Planning Policy Guidance emphasises the importance of Neighbourhood Plans	Community consultation undertaken by the neighbourhood plan team has not supported allocation of

				enabling local residents “to choose where they want new homes, shops and offices to be built.”	additional food retail.
7b	Db symmetry and Marks and Spencer plc		Retail Need	<p>The JHHNP does not meet the retail floorspace need identified in the Development Plan over the period to 2027.</p> <p>Whilst the JHHNP states that the requirements to 2016 have been fulfilled by the Market Place Mews development, the JHHNP plans for a further 11 years beyond this. Table 8.1 of the Core Strategy identifies a need for a further 9,200sqm of A1 and A5 floorspace in the period to 2027. Even with the subsequent identification of the Stuart Turner Site for up to 3,000sqm of town centre mixed uses including employment and retail, the JHHNP does not seek to meet that need in full, conflicting with the Development Plan.</p> <p>The retail assessment that is being reviewed by SODC may not be completed in time to be referenced in the NP and therefore the existing evidence base and Development Plan as well as the Retail Assessment prepared by NLP (for M&amp;S) should be used in the NP.</p> <p>They also consider that no weight should be given to the November 2014 Focus group as this statement only reflects the views of 22 people and does not reflect the views of the whole community.</p> <p>The NEMS household survey commissioned by M&amp;S had a total of 400 responses, of which over 80% of residents supported the retail and residential development next to the Tesco store.</p>	Through community consultation and the working groups, strong views have been put forward that, due to the changes in retailing trends and the need to protect the town centre, further edge of town retail allocations are not supported.
7c	Db symmetry and Marks and Spencer plc		Meeting Retail Need	The June 2014 NLP Retail Assessment provides a full assessment of alternative sites for retail development and concludes that there are no sequentially preferable locations for the type of food store proposed at 357 Reading Road.	Community consultation has indicated support for the allocation of this site for residential not retail.
7d	Db symmetry and Marks and Spencer plc		Primary Retail Objective RO1	This objective conflicts with the NPPF and the Development Plan. Paragraph 23 of the NPPF states that the ‘town centre first’ approach should include reference to the scope for locations within edge or out of centre locations where appropriate town centre locations cannot be identified.	Through community consultation and the working groups, strong views have been put forward

				The retail needs test referenced in the same objective is not a requirement of either the NPPF or the Core Strategy. It has no policy basis and should be removed.	that, due to the changes in retailing trends and the need to protect the town centre, further edge of town retail allocations are not supported.
7e	Db symmetry and Marks and Spencer plc		Draft Policy TCE1	Three concerns with this policy: <ol style="list-style-type: none"> <li>1. Reference to proposals outside the 'defined town centre boundary' should be clarified to be consistent with NPPF</li> <li>2. The 'impact threshold' of 500sqm is far lower than the default level of 2,500sqm within the NPPF but no justification is given for the lower amount.</li> <li>3. Reference to 'demonstrable impact' on a centre should be replaced with 'significant adverse impact' consistent with the NPPF.</li> </ol>	The Policy is considered to be in conformity with the NPPF whilst emphasising the importance of protecting Henley town centre. Policy wording has been adjusted in line with point 3.
7f	Db symmetry and Marks and Spencer plc		Policy SP5: 357 Reading Road Allocation (Site J)	Support the principle of the allocation however the following requirements are needed to the policy: <ul style="list-style-type: none"> <li>• Greater flexibility should be introduced recognising that any replacement car parking could be facilitated on or off site</li> <li>• The reference of up to 200sqm of retail floorspace is arbitrary. The site is capable of accommodating 1,440 sqm of retail floor space.</li> <li>• <i>"Development should not commence prior to the provision of replacement..."</i> The current wording suggests that permission should not be granted prior to the opening of replacement facilities. A more flexible approach is needed.</li> <li>• <i>"Appropriately integrated with site H and surrounding area including..."</i> so that the scheme integrates with the surrounding area.</li> </ul>	Minor amendments have been made in relation to the final point. Otherwise the policy is considered sound, notably the principle of 1,440SQM retail floorspace is not supported.
7g	Db symmetry and Marks and Spencer plc		Policy H2 Design Briefs	Concerned it remains onerous and risks delaying development	The JHHNP seeks community involvement in the design process to achieve the highest

					quality development, through the Design Brief process.
8	Andrew Davies (Fairmile residents)		Site A, Fairmile	<p>Opposes the proposal to allocate the site at Fairmile for 40 houses due to it being located at the most important historic approach to Henley in terms of character. It would be a disaster to allow a fully engineered access road to connect into it.</p> <p>Development behind the individual houses on the hillside above the valley would also be an extremely incongruous feature in the semi-rural environment.</p>	Allocation of the site is necessary to deliver the wider strategy of housing, including to allow for some distribution of development.
9	M.Makower Limited (118 Greys Road)		118 Greys Road	<p>Support the allocation of the site for residential development but strongly object to the proposal to accommodate only up to 13 new homes.</p> <p>Earlier submissions have already shown the site can accommodate some 26 new homes without any danger of over-development.</p> <p>The LPA has stated that it needs to find at least 3,600 extra dwellings on top of its current quota of 11,487 which includes 450 units to be delivered through the NP process. On the above basis it is likely Henley and Harpsden area would have to accommodate a further 135 dwellings (30% increase) on top of the 450 units being allocated.</p> <p>Site X has also been given an inefficient allocation. Therefore it is recommended that Policy SP10 changes to allocate land for up to 35 new homes.</p> <p>The site has a significant commercial existing use value and therefore it needs to be allocated for sufficient dwelling numbers to create a viable development (i.e for some 26 dwellings not 13).</p>	<p>The site allocations have been made considering the local densities, site characteristics and the desired mix, which is likely to be numerous smaller flats if greater allocations are made.</p> <p>The JHHNP is in accordance with the adopted SODC Core Strategy housing requirement and makes allowances for future revisions of the SODC Local Plan.</p>
10	Henley Youth Centre Trustees		Site X Henley Youth Centre Policy SP9	<p>Support the allocation of the site for residential development but strongly object to the proposal for only up to 23 new homes in the NP.</p> <p>Earlier submissions have already shown the site can accommodate some 31 new homes without any danger of over-development.</p>	The JHHNP is in accordance with the adopted SODC Core Strategy housing

				<p>The LPA has stated that it needs to find at least 3,600 extra dwellings on top of its current quota of 11,487 which includes 450 units to be delivered through the NP process.</p> <p>On the above basis it is likely Henley and Harpsden area would have to accommodate a further 135 dwellings (30% increase) on top of the 450 units being allocated.</p> <p>Whilst Site X could be developed without prejudicing the adjacent site that has also been allocated for development in the NP (Site U-Wilkins Removals) we have already made it clear that the site is not deliverable as the owners of the site do not wish to release the land for development or sale. This suggests that the site should be utilised to deliver more than 23 dwellings to cover that shortfall. The Plan is not future proofed.</p> <p>Maximising the land's development will also assist in maximising its value to the benefit of the local community as two of the land owners are charities and local community organisations.</p>	<p>requirement and makes allowances for future revisions of the SODC Local Plan.</p>
11a	Millgate Homes (Parkside)		Site K Parkside	<p>Object to the JHHNP. Believe Site K Parkside should be re-allocated for 15 residential units.</p> <p>SODC's consultation response to the JHHNP June 2014 consultation stated that Site K Parkside should, 'Remove this allocation or provide evidence demonstrating what the impacts would be and providing proposals for how they could be mitigated'.</p> <p>It confirms that SODC did not consider a straight removal of the Parkside site was necessary. This is confirmed by the use of the word 'OR'.</p> <p>It is believed following discussions with Neighbourhood Plan Group that the site had to be de-allocated in order to avoid a non-conformity issue. That, I believe, is an incorrect interpretation of the SODC response as highlighted above.</p>	<p>Ongoing discussion with SODC has indicated that the planning authority will continue to object to the inclusion of this site, given the TPO and other ecological matters.</p>
11b	Millgate Homes (Parkside)		SODC consultation response	<p>The following matters were highlighted by SODC in their response to the Parkside allocation which Millgate Homes explain their justification for each matter:</p> <ul style="list-style-type: none"> <li>• Edge of town location</li> <li>• Immediately adjacent to the AONB</li> <li>• High proportion of flats</li> <li>• Site's woodland TPO status</li> </ul>	<p>Ongoing discussion with SODC has indicated that the planning authority will continue to object to the inclusion of this site, given the TPO</p>

				<ul style="list-style-type: none"> <li>• Copse directly abuts the Gravel Hill street scene adjacent to the Henley Main Conservation Area</li> <li>• Woodland Copse showing all the tree characteristics you would expect to find in a woodland copse setting</li> <li>• Reference to Previous Appeal Decision</li> <li>• Reference to Development Plan Policies</li> <li>• Reference to British Standard Guidance</li> <li>• Ecological Impact</li> </ul> <p>The above analysis provides a detailed response to SODC's representations relating to the Parkside site. This has referred to the previous appeal decision where no significant adverse effects on the qualities of the neighbouring Conservation Area or AONB designations were identified. As requested by SODC, a Phase 1 ecology survey has been completed which confirms that the existing site is of low value with low opportunities for protected species. The previous Inspector's principle concern with the previous scheme was the loss of trees and the sub-division of the woodland. The proposed scheme is materially different and utilises the existing access road such that there is no longer a need to sub-divide the woodland or introduce a 2 metre high wall. The concerns highlighted by the last inspector that SODC have relied upon in their previous responses do not arise with the current scheme. The arboricultural report confirms that the significant majority of trees to be removed are C category listed and that critically strong, mature tree frontages to Gravel Hill and Park and Prime Lane are retained. The development of a site on the edge of a town but outside protected land (such as AONB or Conservation Areas) does not conflict with the SODC Core Strategy and Local plan policies. However even if it did, other site allocations are proposed in isolated locations well away from the existing urban edge. Finally the type of accommodation provided on the site can comprise a mix of housing sizes and this does not form a general conformity issue in any event. For these reasons, the proposals comply with the policies referred to by the District Council and where necessary additional information has been provided to confirm this.</p>	and other ecological matters.
11c	Millgate Homes (Parkside)		Benefits of Site K Parkside	<p>The proposal has been informed by a recent Tree Survey and would retain the majority of the trees located on the edges of the site that are important for visual amenities.</p> <p>In terms of its siting, the proposed apartment building would occupy the central area of the site allowing for a strong buffer of existing trees to be retained within the site providing amenity value and maintaining the self-contained nature of the site.</p>	Ongoing discussion with SODC has indicated that the planning authority will continue to object to the inclusion of this site, given the TPO

				<p>Consequently no adverse impacts on the qualities of the adjoining AONB or Conservation Area will occur and the semi-rural appearance of Gravel Hill is maintained.</p> <p>No residential amenity issues will arise either.</p> <p>A Phase 1 ecology report has confirmed the site has low opportunities for protected species.</p> <p>A Sustainability Location Plan is provided as part of the representation confirming the site's easy walking and cycling access to the town centre.</p>	and other ecological matters.
11d	Millgate Homes (Parkside)		Housing Site Assessment	<p>The Housing Site Assessment that the site has a negligible or positive score in all respects, except its status as non-brownfield land. The development of non-brownfield land is inevitable and is confirmed by a number of other sites that are proposed for allocation (Sites A and C).</p> <p>Millgate Homes have corrected the Parkside site above having regard to submitted information. The below table provides a comparison between a number of sites proposed for allocation and the Parkside site. For comparative purposes they have scored each assessment criteria as follows:</p> <ul style="list-style-type: none"> <li>• G = +2 points</li> <li>• A/G = +1 points</li> <li>• A = 0 points</li> <li>• R/A = -1 points</li> <li>• R = -2 points</li> </ul>	Ongoing discussion with SODC has indicated that the planning authority will continue to object to the inclusion of this site, given the TPO and other ecological matters.

