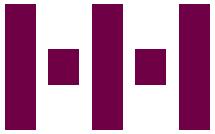




Joint Henley and Harpsden Neighbourhood Plan

Vision, Objectives and Options Consultation Report - APPENDICES

December 2013



Appendix 1

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, 7th September 2013
- Henley Show, 10AM-4PM, 14th September 2013
- Henley Town Hall, Sept 19th, 20th, 21st

These were advertised by:

- A postcard drop to all households in the last week of August promoting the events on September 7th and 14th
- 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 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 4th, 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.	%
Yes, It is a priority	40	52
No, It is not a priority	23	30
Not sure	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.	%
Yes, It is a priority	64	82
No, It is not a priority	3	4
Not sure	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.	%
Yes, It is a priority	45	60
No, It is not a priority	16	21
Not sure	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.	%
Yes, It is a priority	46	59
No, It is not a priority	10	13
Not sure	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.	%
Yes, It is a priority	60	77
No, It is not a priority	5	6
Not sure	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 Harpenden should be preserved.

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

	No.	%
Yes, It is a priority	67	88
No, It is not a priority	3	4
Not sure	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.	%
Yes, It is a priority	72	92
No, It is not a priority	2	3
Not sure	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 sites¹; **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.	%
Yes, It is a priority	68	92
No, It is not a priority	1	1
Not sure	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.	%
Yes, It is a priority	53	71
No, It is not a priority	12	16
Not sure	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.	%
Yes, It is a priority	42	57
No, It is not a priority	15	20
Not sure	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

¹ 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.	%
Yes, It is a priority	17	24
No, It is not a priority	26	37
Not sure	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.	%
Yes, It is a priority	30	43
No, It is not a priority	23	33
Not sure	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.	%
Yes, It is a priority	51	71
No, It is not a priority	9	13
Not sure	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.	%
Yes, It is a priority	56	75
No, It is not a priority	10	13
Not sure	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

	No.	%
Yes, It is a priority	63	86
No, It is not a priority	2	3
Not sure	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).

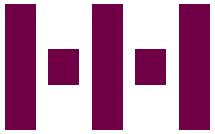
7. Do you have any other comments you wish to make at this stage?

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 2



Joint Henley and Harpsden Neighbourhood Plan

Baseline Report

October 2013



Contents

- 1: Introduction
- 2: Location
- 3: People and Population
- 4: Housing
- 5: Economy and Employment
- 6: Retail and Town Centre
- 7: Community and Social Facilities
- 8: Character and History
- 9: Transport and Movement
- 10: Environment and Landscape
- 11: Housing sites
- 12: Summary of Issues

Appendix A: References

Appendix B: SHLAA Sites Summary

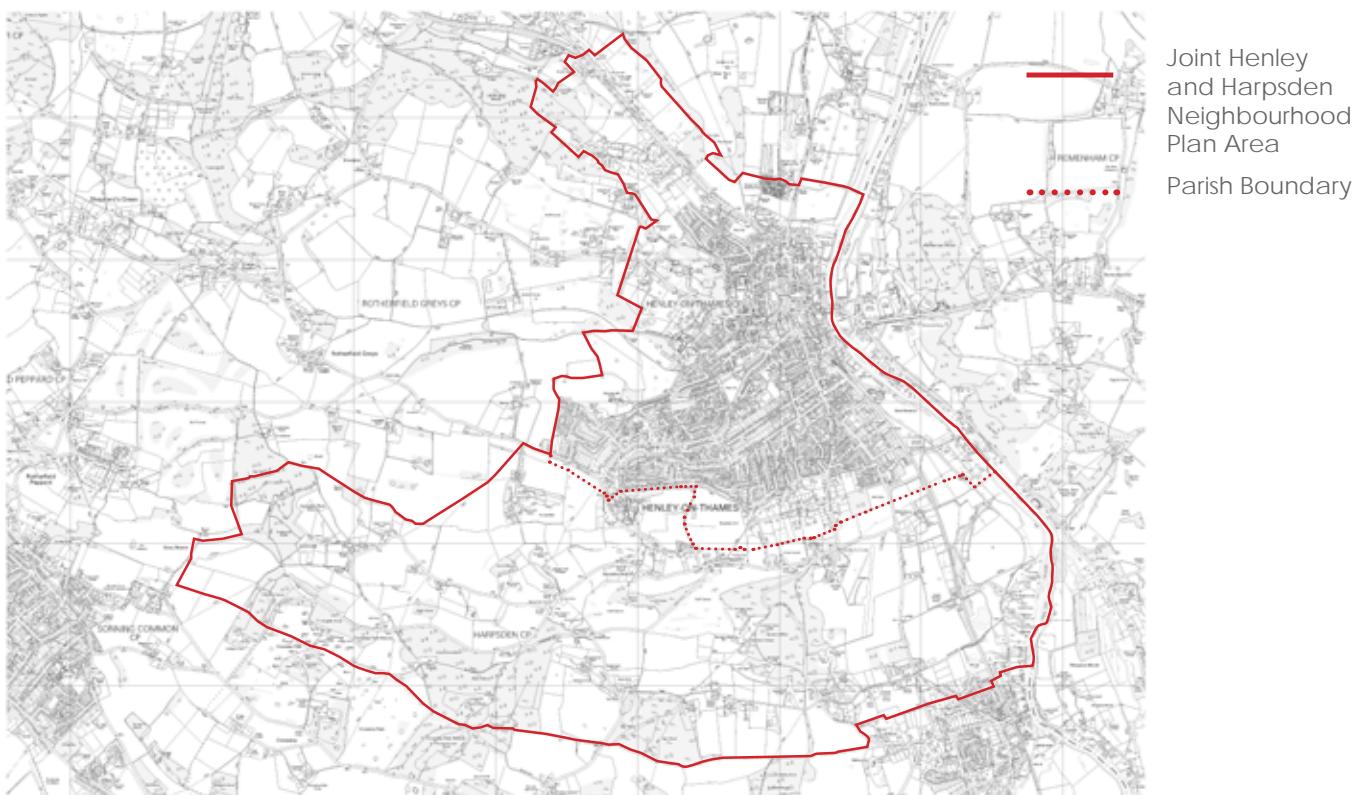


1. Introduction

- 1.1. This Baseline Report brings together and summarises information from a range of background reports and evidence base studies, (primarily those that have been produced as part of the South Oxfordshire Core Strategy 2012 planning policy evidence base). A full list of data sources is included at Appendix 1.
- 1.2. The Baseline Report is intended identify the key social, environmental and economic characteristics of Henley and Harpsden, and to provide a shared resource and reference point for all parties contributing to the Neighbourhood Planning process.
- 1.3. A Neighbourhood Plan is a new type of planning document that was introduced by the Localism Act which came into force in April 2012. Neighbourhood Plans are intended to give local people a greater say in the future of their communities. Neighbourhood Plans must conform to strategic policy, which includes the National Planning Policy Framework and the adopted South Oxfordshire Core Strategy 2012.
- 1.4. One of the key challenges for the Joint Henley and Harpsden Neighbourhood Plan (JHHNP) is to allocate land for at least 400 homes at Henley, as established in the Core Strategy. One of the reasons for the inclusion of both Henley and Harpsden Parishes in a single Neighbourhood Plan area is due to South Oxfordshire District Council (SODC) identifying a number of key housing sites on the edge of Henley that fall within the Harpsden Parish boundary. Without the JHHNP, the District Council would identify where the land should be allocated. The Neighbourhood Plan allows local residents to determine where development should go.
- 1.5. Neighbourhood planning cannot be used to block development that is required. In this way the Plan should positively consider how development needs are met, it could be used to influence the type of development that takes place in a neighbourhood, whereabouts it takes place, what it looks like and the mix of uses that are included.
- 1.6. The Plan will set out a vision for the future of the area to 2027, providing a strategy to manage improvements to the area and a land use framework for development. Henley on Thames Town Council has been designated by SODC as the lead body in the production of the JHHNP.
- 1.7. Work on the production of a Neighbourhood Plan has been ongoing since 2011. On June 7th Nexus Planning in partnership with Kevin Murray Associates was appointed by Henley on Thames Town Council to assist with the preparation of the JHHNP, responding to a brief prepared by the Town Council. On June 10th 2013 South Oxfordshire District Council wrote to Henley on Thames Town Council to formally agree the Neighbourhood Plan area boundary.
- 1.8. The process of producing the Plan is anticipated to take around 12 months, the District Council will review the Plan, it will be independently examined, and then will undergo a referendum (or public vote) anticipated for Autumn 2014.

1.9. This remainder of this Baseline Report comprises of the following sections:

- 1. Introduction
- 2. Location
- 3. People and population
- 4. Housing
- 5. Economy
- 6. Retail and town centre
- 7. Community and social facilities
- 8. Character and history
- 9. Transport
- 10. Landscape and environment
- 11. Housing sites
- 12. Summary of issues



Red Line Boundary Plan



Baseline Information

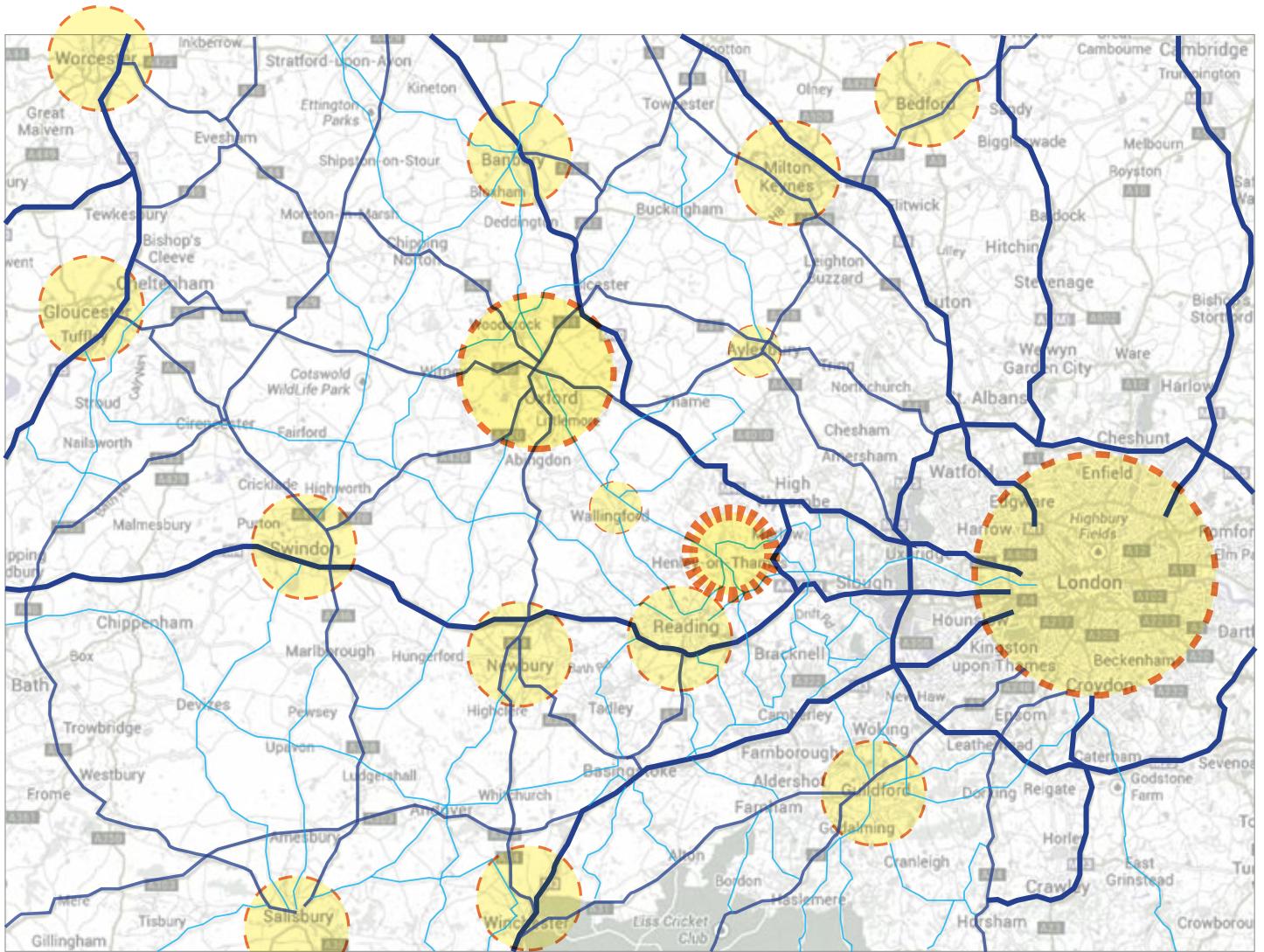
- 1.10. A useful starting point for considering the issues in the Plan area are those identified in the South Oxfordshire Core Strategy, in particular the Core Strategy policies on Henley. Whilst the Core Strategy issues are not necessarily those that need to be covered by the Neighbourhood Plan, the Plan does need to accord with the Core Strategy policies.
- 1.11 The Core Strategy 'Policy CSHEN1: The Strategy for Henley-on-Thames' sets out the following requirements for Henley:
 - identify land for 400 new homes;
 - allow housing on suitable infill and redevelopment sites;
 - strengthen commerce in the town centre through retail-led, mixed-use development and identify additional retail and leisure floorspace;
 - support housing and employment uses above shops;
 - enhance the town's environment;
 - improve the attraction of Henley for visitors;
 - improve accessibility, car parking, pedestrian and cycle links;
 - improve the stock of commercial buildings and the environment of the employment areas; and
 - support Henley College, Gillotts School and Townlands Hospital meet their accommodation needs.
- 1.12. The Core Strategy issues for Henley are identified as:
 - Henley's shopping centre is performing well but its position nationally has fallen by around 40 places since 2003/4 and some shopkeepers indicate that business is declining. How to maintain the town's attractiveness and reputation, and develop tourism opportunities are important considerations;
 - Traffic congestion causes inconvenience to road users and pedestrians, and creates an unpleasant environment in the town. We need to consider how to manage traffic, including that generated by new proposals;
 - A large proportion of the employment areas in the town are attractive and of good quality, but maintaining and enhancing the town's economic vitality is important;
 - We need to identify whether any employment sites should be used for other purposes and whether we need to find any additional employment land;
 - The town is tightly constrained by the river and the Area of Outstanding Natural Beauty (AONB), we need to allocate land for new housing and determine how to maintain a supply of affordable housing;

- The Housing Needs Assessment indicates that 150 households require affordable housing in Henley in the next three years;
- We need to identify the new services and facilities required to support development and when these should be in place. A number of the town's major facilities have inadequate accommodation, for example Gillotts School, Henley College and Townlands Hospital;
- We need to plan for improvements to recreation facilities; and
- We should try and plan for changes that are likely to happen in the town, for example an ageing population.



2. Location

- 2.1. This section sets out the strategic location of the Henley and Harpsden Neighbourhood Plan area.
- 2.2. Henley is situated by the River Thames in South Oxfordshire. It is about ten miles downstream and north-east from Reading, and ten miles upstream and west from Maidenhead. The 2011 Census records that Henley has 11,619 residents and 5,257 households.
- 2.3. The town has its own railway station which provides direct service into London during peak hours, off-peak service into London via Twyford, and express mainline rail services from nearby Reading.
- 2.4. In terms of road links, the A4155 runs north / south from the town to the west of the river, and the A4130 runs east / west, connecting eastbound across the River Thames to the A404. The M4 / M40 provides road links to London, and westbound cross-country to Oxford
- 2.5. Harpsden Parish lies directly to the south of Henley covering a large, predominately rural area. The village is concentrated along the Harpsden Valley where around 20 dwellings (of the Parish's 200) cluster around Harpsden Village Hall. The A4155 (Reading Road) runs from Henley through Harpsden Parish south via Shiplake towards Reading.



Wider Context Plan



3. People and Population

- 3.1. The section considers some key characteristics of the population of the Plan area including future population projections.
- 3.2. The 2011 Census established that there are 11,619 residents in Henley and 560 in Harpsden, totalling 12,179. This is an increase from the 2001 Census which recorded 10,646 residents in Henley and 512 in Harpsden, a collective growth of 9%.

Demographic

- 3.3. In terms of age, the proportion of 0 to 15 year olds in the Plan area is around 19%, comparable to the district and regional averages. However the 16 to 29 year old age group is under represented, accounting for 12.8% of the population compared to 14.3% across South Oxfordshire and 17.3% across the South East. Residents in the 65 to 90 year age group are over represented in the Plan area, accounting for 22.5% of residents, compared to 18.1% in the district and 17.1% in the region.

Population projections

- 3.4. Future population projections are undertaken by Oxfordshire County Council at county, district and ward level. They indicate that between 2012 and 2026 the South Oxfordshire district population will increase by 10.8% or 14,356 residents. Combining the two wards of Henley North and Henley South (that broadly

align with the Plan area), the population is projected to increase by 1% or 122 residents. However, the 65 and over age group is anticipated to increase by 16.1% or 390 residents whilst the 0 to 29 year old age group will decrease by 5.1% or 197 residents. County population projections have not yet taken into account the latest 2011 Census figures nor the 400 planned homes at Henley.

Deprivation

- 3.5. The national Index of Multiple Deprivation (IMD) 2010 records deprivation levels across the country. The district as a whole and much of the Plan area are in the least deprived 20% in the country. However the 'Lower Super Output Area' (which is the lowest area of measure for the IMD) in the northern part of Henley shows deprivation in the top 60% most deprived in the country. This area is therefore relatively deprived compared to the rest of Henley and South Oxfordshire District.

Employment

- 3.6. The 2011 Census identifies 5,864 working residents across Henley and Harpsden. Of these, 17.8% of the working age population of Henley and Harpsden are employed as managers, directors and senior officials and a further 23.6% in professional occupations – higher than found in South Oxfordshire District as a whole at 14.4% and 21.4% respectively.

Skills

- 3.7. Residents of Henley and Harpsden have substantially higher skill levels than comparative areas. Almost half, 44.6%, have level 4 qualifications (undergraduate degree) compared to 36.7% across the district and 29.9% across the region. Conversely, 14.5% have no formal academic qualifications compared to 16.5% across the district and 19.1% across the county.

Earnings

- 3.8. Ward level estimates are available up to 2008. These indicate that the average weekly household income is £1,130 in Henley South and £940 in Henley North, substantially higher than the regional average of £800.





4. Housing

- 4.1. This section considers current and future housing trends in the Plan area. Potential locations for new housing are considered separately.
- 4.2. The 2011 Census established that there are 5,457 households in the Henley and Harpsden area. A total of 200 of these lie in Harpsden Parish.

Ownership

- 4.3. Owner occupiers account for 67% of households in Henley and Harpsden, comparable with the South East average but slightly less than the South Oxfordshire District figure of 73%.
- 4.4. Social renting accounts for 13% of households in Henley and Harpsden (albeit only a single social rented house is recorded in Harpsden). This is comparable with district and regional averages.
- 4.5. Private renting accounts for 18% of households, higher than the district (13%) and region (16%).

Composition

- 4.6. Over one third (34%) of all Henley and Harpsden dwellings have only a single occupant, higher than the district average of 25% and regional average of 29%. A higher than average proportion of these are aged over 65 years (17% in Henley and Harpsden compared to 12% in South Oxfordshire and 13% across the South East.

- 4.7. Around 41% of households in Henley have 2 or more bedrooms spare, lower than the district average (44%) but higher than the regional (37%) and national average (34%). Around 34% of households have 1 bedroom spare, similar to other areas.

Affordability

- 4.8. In terms of affordability, the SODC Housing Needs Assessment 2011 indicates that Henley is the most expensive area in the district to purchase accommodation across nearly all housing types. It is also the most expensive place to rent. Furthermore, the district is 14% more expensive than the county average and 30% above the South East average, making Henley one of the country's most expensive areas to buy a house. A single income of £48,800 or joint income of £58,900 would be the minimum needed to purchase a one bed flat in Henley based on a 95% LTV mortgage, more than £10,000 higher than in Central Oxfordshire.

Future need

- 4.9. The South Oxfordshire Housing Needs Assessment identifies that 78% of the owner occupied stock in the district are 3+ bedroom houses, with almost 37% four and five bedrooms or more. Only 21% of this sector stock comprises one and two bedroom properties. The report recommends that future private market housing is broadly split between 50 : 50 for smaller (1 or 2 bed) and larger (3+ bed) units.

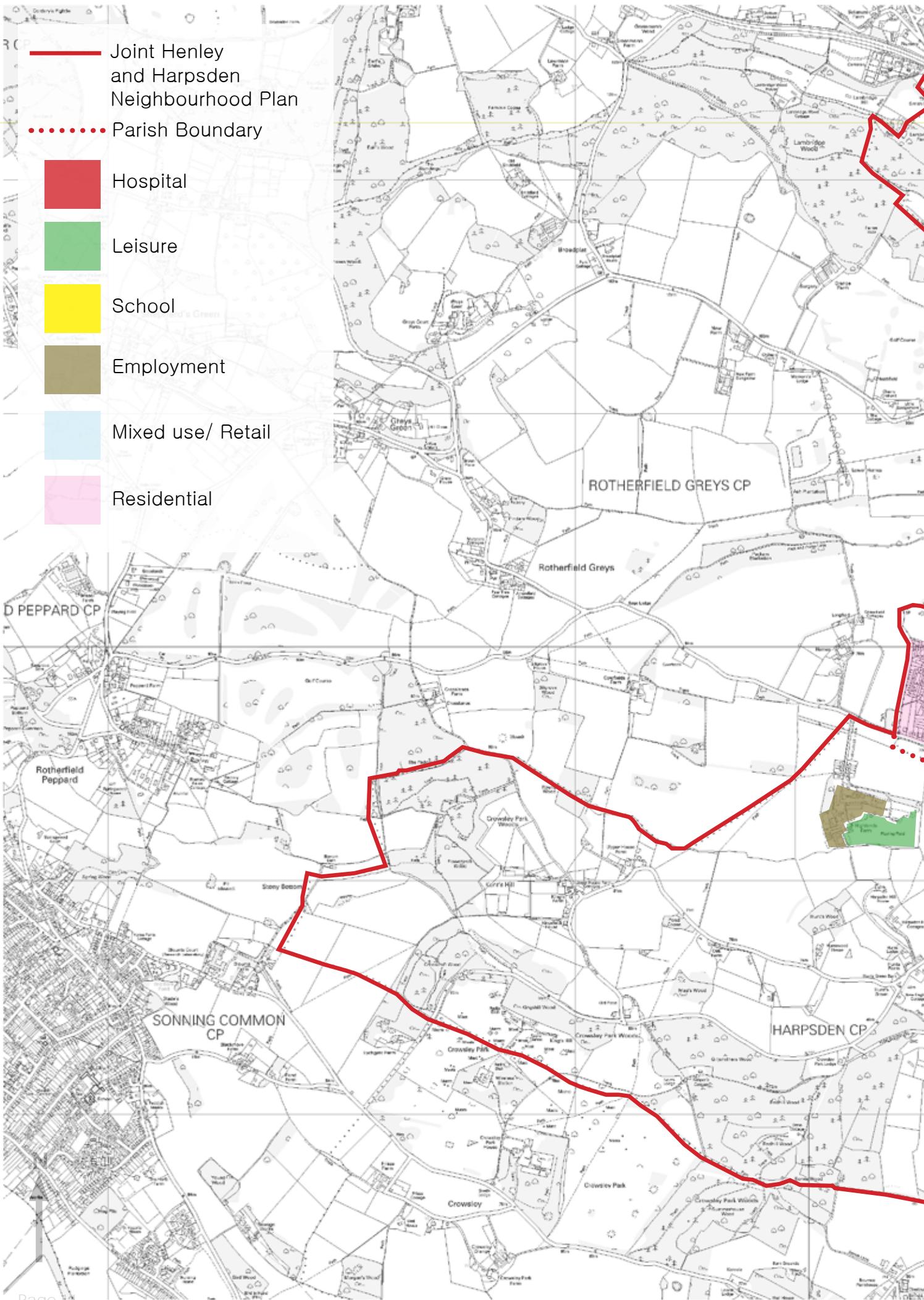
Affordable housing

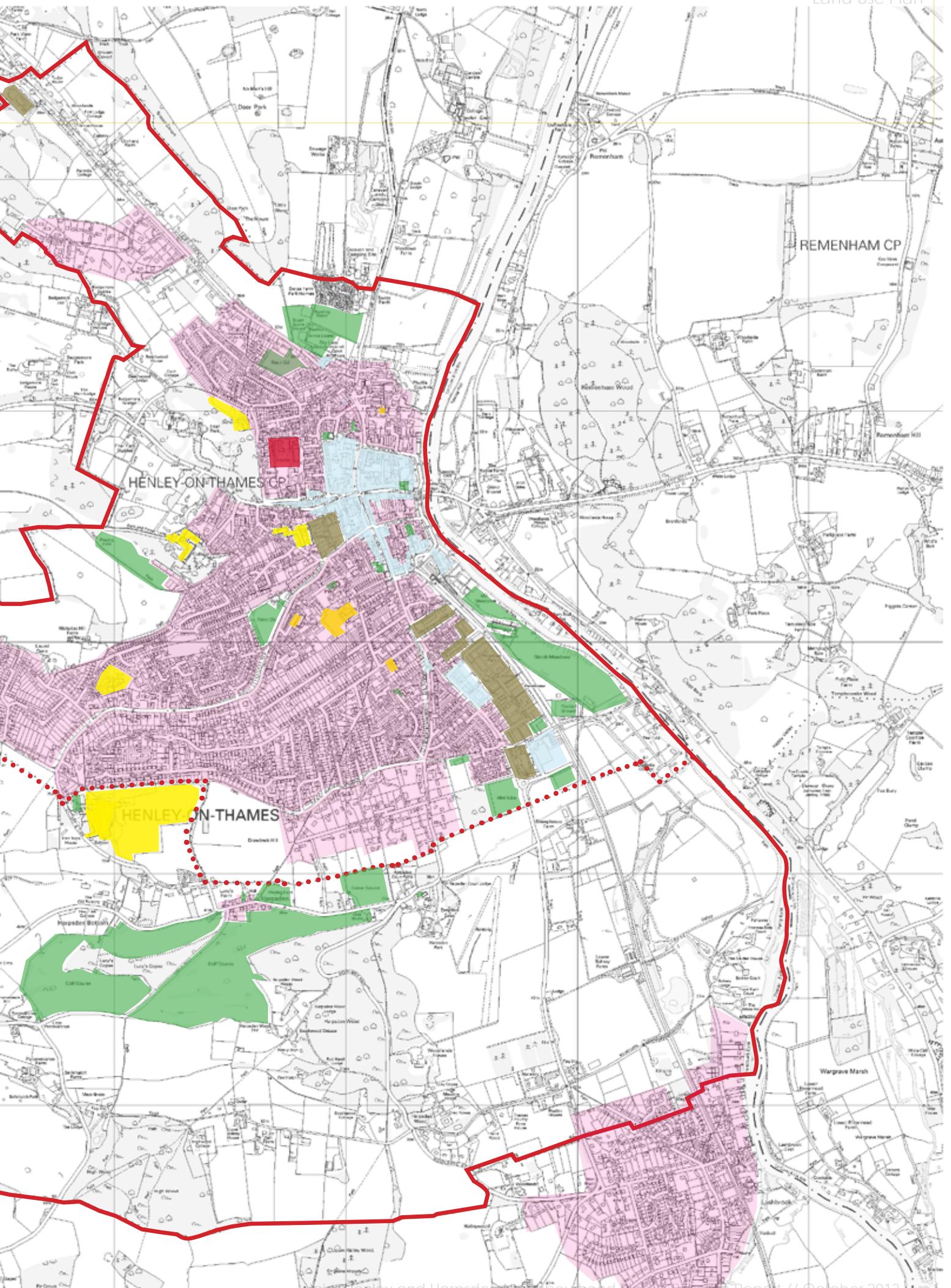
- 4.10. The Housing Needs Assessment makes specific recommendations regarding affordable housing. The report defines affordable housing as "housing is that provided, with subsidy, for people who are unable to resolve their housing requirements, in the general housing market because of the relationship between local housing costs and incomes... This definition covers housing for social rent and intermediate housing through shared ownership, shared equity and sub-market rent".
- 4.11. The Housing Needs Assessment identifies that 621 affordable units are needed per year across South Oxfordshire District to deal with the current backlog (of historically unmet need), and that around 135 units should be delivered at Henley over the next three years. A range of affordable home sizes are required but particularly 3 bed and 4 bed properties. The South Oxfordshire Core Strategy requires that 40% of housing on sites of 3 dwellings or more should be affordable.

Future housing growth

- 4.12. The South Oxfordshire Core Strategy 2012 sets out future housing growth requirements for the district and Henley area. The Core Strategy plans for the projected housing delivery of 9,832 units across the district, of which 400 housing be provided at Henley, over the plan period 2007 to 2027.









5. Economy and Employment

- 5.1. This section considers the type of employment available in the Plan area and the types of jobs residents currently do. It also reports on the employment and business parks in the area.

Resident Industry of Employment

- 5.2. The 2011 Census provides data on the type of industry residents within the Plan area work within, with a total of 5,864 working residents recorded overall. Across Henley and Harpsden, the largest industry type is retail (wholesale and retail trade) at 14.1%, followed closely by professional services (professional, scientific and technical activities) at 13.9%; followed by information and communication (11.1%); and, education 10.4%. When compared to South Oxfordshire District as a whole, the area has a notably higher proportion of people employed in the information and communication industry as well as professional activities. In contrast, the area has lower proportion of people employed in the manufacturing, public administration, and health industries.

Workplace Industry of Employment

- 5.3. The Business Register and Employment Survey provides data on the type of industries located within the Plan area. Data from 2011 (based on the Henley North and Henley South ward areas) illustrates that the businesses employ approximately 7,300 people. Retail is the

most prevalent local employment industry, accounting for 13.9% (around 1,000) of employees compared to 10.5% across South Oxfordshire. This is followed by 12.6% in professional services, significantly lower than the 19.8% South Oxfordshire average. Thereafter, education (11.0%); accommodation and food services (10.7%), financial and insurance (9.9%) and business administration (9.1%).

Travel to work

- 5.4. The 2011 Census provides the latest available information on travel to work distances. Combining the Henley North and Henley South wards, 12% work at home and 36% travel less than 5km to work. Around 24% travel between 5km and 20km and 12% between 20km and 40km.
- 5.5. Almost half of the district's working population work outside the district. Around 28% of South Oxfordshire's workforce travel outside Oxfordshire to work - compared to a countywide average of 15%.
- 5.6. Considering that Henley has 5,864 working residents of which around half work more than 5km from their home, and that there are some 7,300 people working in Henley, it is likely that there is substantial in-commuting to the town on a daily basis.

Employment land

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

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

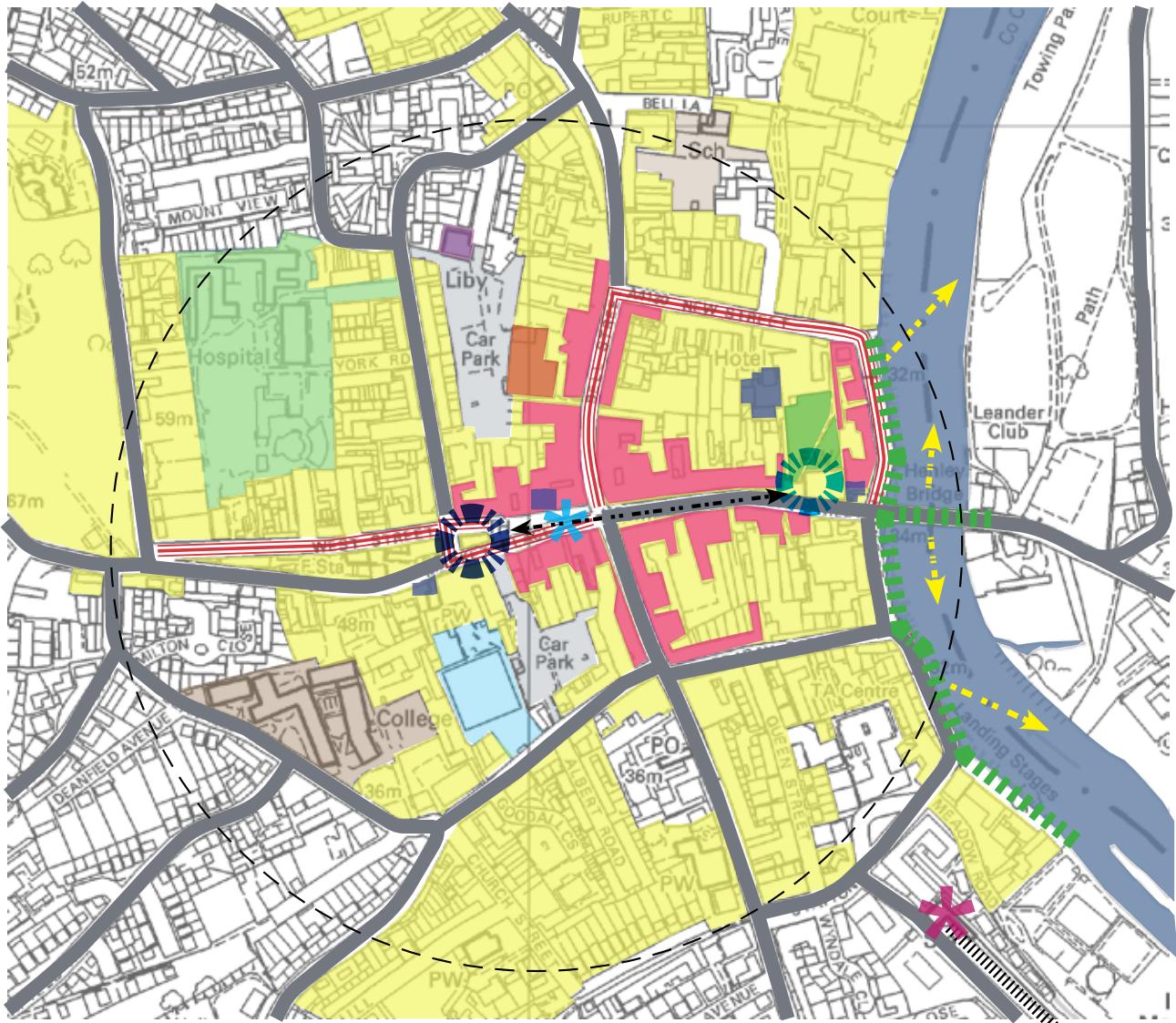
5.7. The South Oxfordshire Core Strategy indicates that there is no additional requirement for employment land in Henley, however there may be opportunities to upgrade and enhance existing premises and business areas.



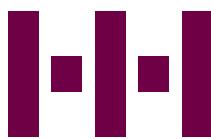
6. Retail and Town Centre

- 6.1. This section considers the retail performance of Henley town centre, including current issues and potential future requirements.
- 6.2. The South Oxfordshire Core Strategy 2012 identifies Henley as a town centre 'serving a local and wider catchment area'. Shops and services are concentrated in Henley town centre, with the primary shopping core focused around the cross formed by the semi-pedestrianised area around Market Place, Hart Street, Bell Street and Duke Street.
- 6.3. The South Oxfordshire Retail and Leisure Needs Study 2009 provides key information about Henley town centre. It reports that vacant units make up only 2% of the total floorspace in the town centre, well below the national rate of 9.3%.
- 6.4. The centre contains a good range of national multiple stores, including key attractors Boots, Carphone Warehouse, Clarks, WH Smith and Waitrose, alongside a strong representation of independent stores which add to the attractiveness of the centre.
- 6.5. The Retail and Leisure Needs Study notes that Henley town centre has a strong comparison goods offer (non-food retail) despite the absence of a major department store, with a large number of up-market clothing shops, antique shops and art dealers.
- 6.6. The convenience offer (food retail) in the centre comprises the large in-town key foodstore anchor Waitrose, centrally located behind Bell Street, as well as a number of delicatessens, newsagents, off licenses and a smaller Sainsbury's on Bell Street. Out of centre, on the southern edge of Henley, a large Tesco superstore on Reading road significantly adds to Henley's convenience provision.
- 6.7. There is a regular street market which takes place weekly on Thursdays in Market Place. There is also a farmers' market held every fourth Thursday of the month.
- 6.8. The South Oxfordshire Retail and Leisure Needs Assessment Update 2010 indicates a need for 2,100 sqm of additional floorspace in Henley town centre to 2016; of which 1,600 sqm is for shopping, financial and other services. Once implemented, the need that does exist to 2016 is likely to be met by the Market Place Mews development. Market Place Mews is a mixed-use residential and retail scheme, currently under development, which will provide 1,260 sqm of additional floorspace.
- 6.9. The Retail and Leisure Needs Assessment Update goes on to identify that an additional 6,900 sqm will be required from 2016 to 2027 of which 2,900 sqm will be for non-food shopping and 500 sqm for food retail, the remainder being restaurants and bars. New retail areas will need to be allocated in Henley to accommodate this need.

Henley on Thames Town Centre Plan



- | | | | | | |
|--|--------------------------|--|-----------------|--|---------------------------|
| | Town Hall | | Supermarket | | Key views of River Thames |
| | Town square | | Car park | | Riverfront view |
| | Parish Church | | Employment | | 10 mins walking zone |
| | Key views of Town Centre | | Education | | |
| | One way system | | Hospital | | |
| | Main retail frontages | | Library | | |
| | Conservation area | | Hotel | | |
| | Green Space | | Railway Station | | |



6. Retail and Town Centre

6.10. The Retail and Leisure Needs Assessment (2009 and Update 2010) identifies a number of issues specific to Henley:

- The increasing level of car ownership has led to the decline of the town in terms of national rankings, with increasing trade being lost to Reading.
 - There are a number of retailers seeking premises in Henley because of the town's high profile and large catchment area, and as such there is potential to improve the shopping centre.
 - Due to the historic nature of the town centre and conservation area, the majority of the units are small and there is evidence of unmet requirements for larger units in Henley.
 - Henley's leisure function is particularly prevalent, benefitting from the proximity to the River Thames and the annual Henley Regatta as well as local festivals. However, the report suggests that Henley would benefit from an improved range of bars, restaurants and cafes.
 - Henley would benefit from a greater choice of foodstores in the town centre within the forecast floorspace requirement, potentially a discount foodstore, to improve expenditure retention and provide a greater range of town centre uses to make sure that it maintains its market share.
- The environmental quality of the centre is high. Not only does Henley have an attractive riverside setting but key architectural buildings within the town centre add to its draw for visitors and tourists. The only factor detracting from the environmental quality is the congestion through the centre which at times, the report notes, can cause a detrimental effect on air quality.





7. Community and Social Facilities

7.1. There is a wide range of social facilities in Henley and Harpsden covering education, leisure, community and recreation. These are explored below, alongside further requirements associated with housing growth. The plan overleaf plots a range of facilities in the Plan area.

Community facilities

7.2. Existing community facilities include a youth club, over 60's club, cinema, theatre, Scout Hall and museum.

Healthcare

7.3. Two surgeries are available at Townlands Hospital which also has a minor injuries unit and other hospital facilities. The nearest Accident and Emergency facilities are in Reading. Pharmacy, dentist and optician services are available in the town.

7.4. Townlands Hospital in Henley was granted planning permission in November 2012 for the re-provision of the existing community hospital alongside a nursing care home and 12 key worker residential units. Construction is planned to commence in winter 2013.

Education

7.5. There are five primary schools, a private preparatory school and a secondary school in Henley (Gillotts School). According to the South Oxfordshire

Core Strategy, the existing Gillotts School buildings are in a poor condition and there is a need to replace them. Post 16 education is available at Henley College. Henley College operates from two sites and has many buildings that need improving or replacing to provide a good quality teaching environment. A large proportion of the students at the college are drawn from Wokingham district and in South Oxfordshire its catchment extends to Wallingford.

Leisure and recreation:

7.6. Henley has a range of recreational facilities including:

- Henley Leisure Centre;
- Henley-on-Thames Bowling Club;
- Henley Golf Club;
- Henley Skatepark;
- Henley RFC;
- Henley Town FC;
- AFC Henley;
- Henley Hockey Club;
- Henley Rowing Club;
- Allotments at Matson Drive and Reading Road;
- A number of recreational pitches; and
- A range of parks and gardens including Freeman's Meadow and Mill and Marsh Meadows on the bank of the Thames.

7.7. The Henley Leisure Centre is based on Gillotts Lane adjacent to Gillotts School, offering a 50 station gym, swimming pool, sports hall, squash courts and other facilities.

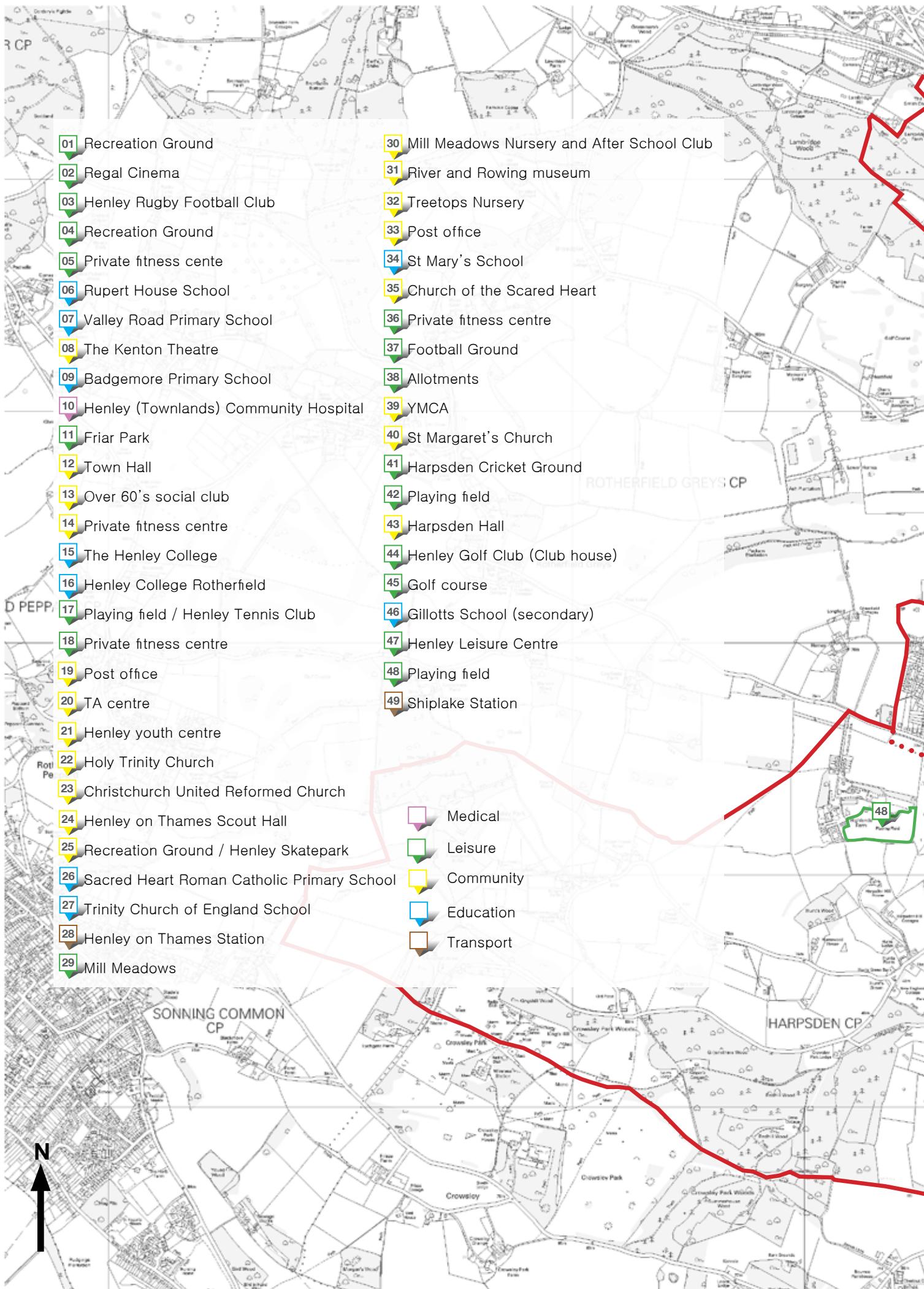
7.8. The South Oxfordshire Open Space, Sport and Recreation Facility Assessment 2008 identifies existing deficiencies in Henley as:

- 22.02 hectares of parks and gardens
- 1.3 hectares of allotments
- 2 neighbourhood play areas
- equivalent of 2 badminton courts at a sports hall
- leisure elements at the swimming pool
- multi-use games area
- 10 junior and mini football pitches
- 2 rugby pitches

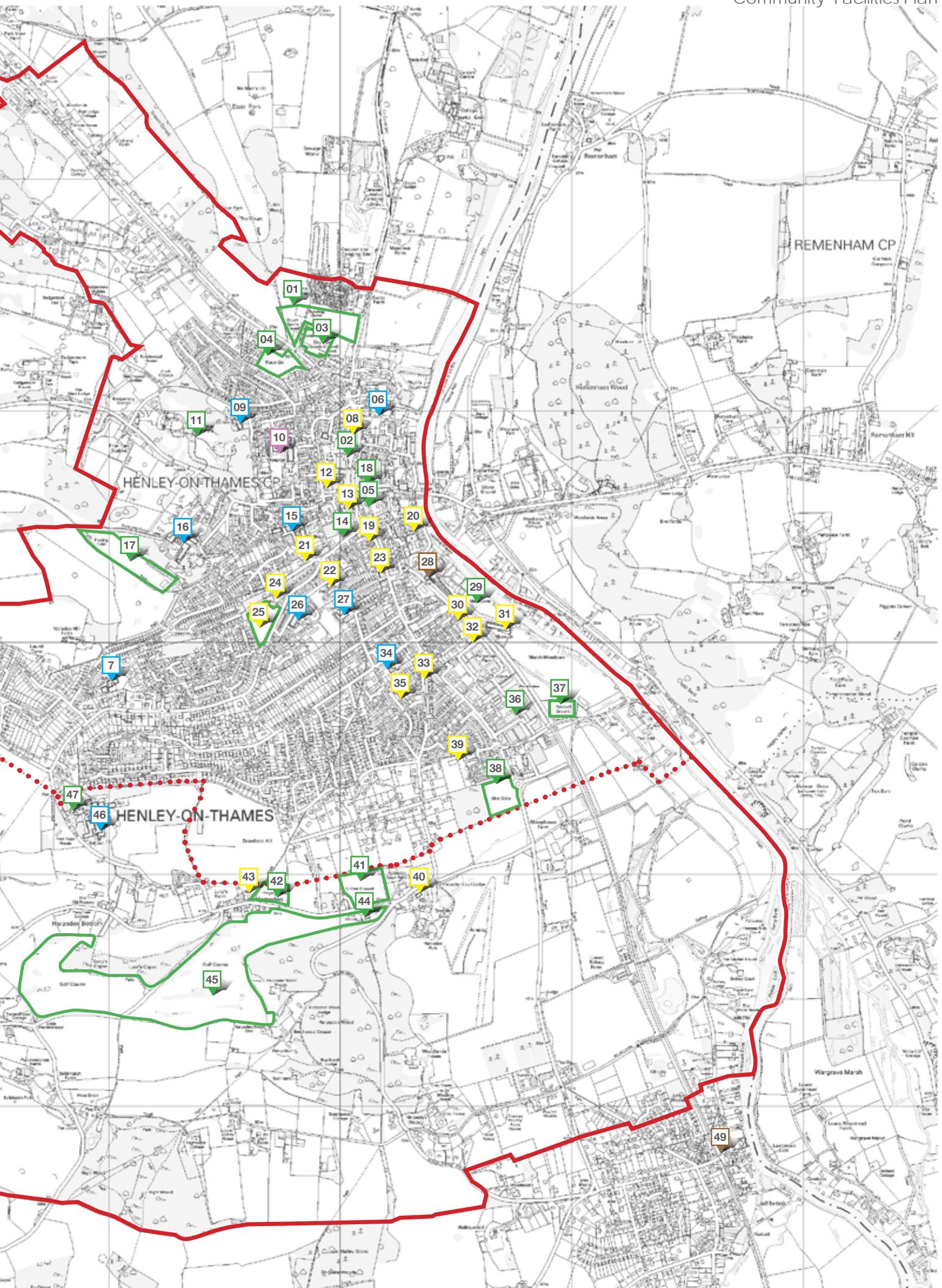
7.9. The SODC Infrastructure Delivery Plan 2012 identifies the following items as being necessary / preferred in Henley to accommodate future growth (based on 400 homes). Developer based planning obligations and standard charges (Community Infrastructure Levy) are expected to be a key funding source.

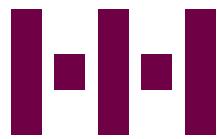
- Expand Badgemore Primary School by 0.5 entry (necessary)
- Expand secondary school capacity (necessary)
- One additional GP (necessary)
- Police drop in centre (preferred)
- 9 junior / mini football pitches and 1 rugby union pitch (preferred)





Community Facilities Plan





8. Character and History

- 8.1. Both Henley and Harpsden have distinct characters which have been shaped by their particular histories. The River Thames, the heritage of the built environment, notably Henley's three Conservation Areas, the quality of the surrounding countryside and proximity to London all play a role in formulating their unique identities.

Henley's history and role

- 8.2. The Henley Conservation Area Character Appraisal 2004 provides an important statement of the historic built environment in Henley. The Appraisal records that a settlement was first established in Henley in the late 12th century by King Henry II. During this period, the principal features of the town were laid out including St Mary's Church, Market Place, Hart Street and the long narrow gardens which stretch out from the backs of the buildings which now line these streets, referred to as "burgage plots".
- 8.3. The town experienced growth in the 18th and 19th centuries and continued to export as a brewing centre and trading in corn and wool. It was also an overnight stop on the Oxford to London coach route. During this period red brick was the primary material for new buildings and timber-framed buildings were re-fronted and modernised.
- 8.4. 'A number of archaeological excavations have taken place within the historic core

which confirmed the occupation of burgage plots including frontage buildings and typical back lands dating back to the 13th and 15th centuries.

- 8.5. Today, the centre of Henley is characterised by its medieval street plan, by the survival of its burgage plots, by the continuous terraces of listed buildings along its principal streets and by its attractive riverside setting.
- 8.6. The railway station opened in 1857 and led to further expansion as a commuter town, especially to the west and south. A new Town Hall was built at the top of the Market Place in 1900.
- 8.7. Henley is a world renowned centre for rowing, particularly famous for its Regatta which started in 1839, with many Victorian boathouses, rowing clubs and hotels being built thereafter. This period provided many prestigious buildings, such as the Imperial Hotel in Station Street and attractive Victorian terraces, such as Albert Road and Queen Street. Henley boasts a rich cultural scene, regular markets, a diverse calendar of festivals and a range of restaurants and retailers.
- 8.8. The historic interest of the town is reflected in its extensive conservation areas and parks and gardens of special historic interest contained in English Heritage registers. 'Henley's three Conservation Areas include it's longest standing and



largest CA to the north, designated in 1969, and a further two smaller CA's, surrounding St Mark's Road and Reading Road designated in 1979 and 2005 respectively. In Henley there are two Grade I and 19 Grade II* listed buildings, located predominantly in the historic core. There is a single designated Scheduled Ancient Monument in the Plan area, Highlands Farm Palaeolithic Site, located in Harpsden Parish.

- 8.9. The recently published 2013 Heritage at Risk Register indicates that there are no designated assets (Grade I or II* listed buildings, Scheduled Ancient Monuments, Conservation Areas or registered historic parks and gardens) currently at risk in either Henley or Harpsden.

Harpsden's history and role

- 8.10. Harpsden is a predominantly rural parish lying to the south of Henley with approximately 600 residents and 200 dwellings (Census 2011). The heart of the village is centered around the Harpsden Village Hall (1924) with further residential clusters along Gillotts Lane, around St Margaret's Church and at Harpsden Bottom.
- 8.11. The parish boundary extends south to Lower Shiplake and covers a fringe of residential development along Manor Wood Gate and Northfield Avenue. The northern fringe includes Gillotts School, the Henley Leisure

Centre and Highlands Farm (to the west of Henley).

- 8.12. Harpsden has a few listed buildings, however, as previously stated, these are not currently considered at risk. St Margaret's Church dates back to late Norman times whilst Harpsden Court, a red brick country house, is primarily 16th century.
- 8.13. The community identity and character of Harpsden is in part derived from its rural location largely within the ANOB (this includes Henley Golf Club). Harpsden Wood is a publicly accessible broadleaved high forest dominated by beech oak and ash, covering approximately 29ha located to the south of Harpsden. The woodland is identified as a Site of Special Scientific Interest dating back to at least 1600. Harpsden Cricket Club was founded in 1887 and celebrated its 125th anniversary in 2012.
- 8.14. Harpsden is a distinctive area which has been used for a number of TV recordings including Midsomer Murders and part of the James Bond film Quantum of Solace.



9. Transport and Movement

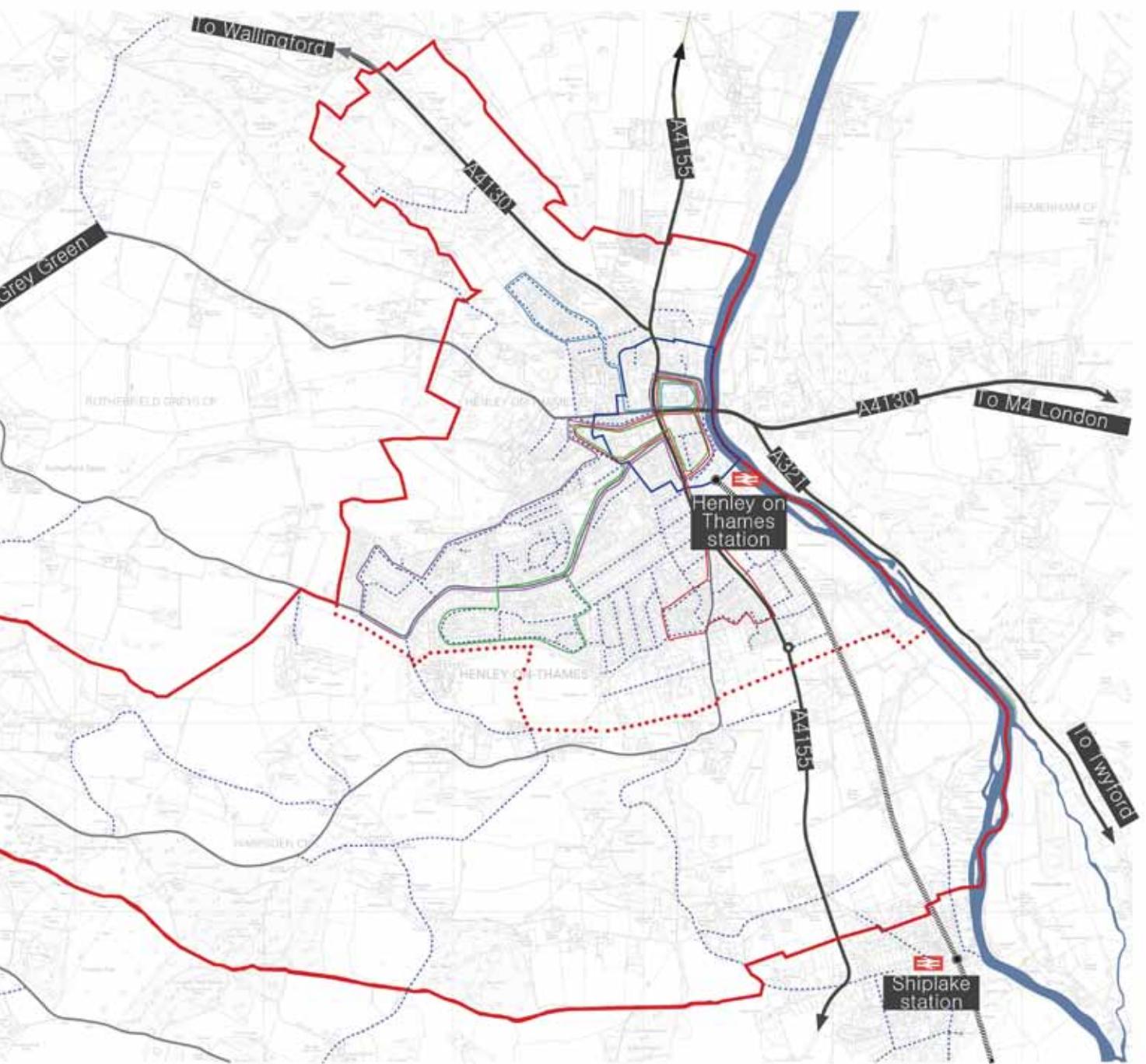
- 9.1. Comments on the SODC Core Strategy 2012 and on consultation undertaken to date on the JHHNP suggest that transport is a key area of concern in the area.

Location

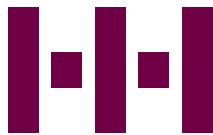
- 9.2. Henley on Thames is located on the south-eastern edge of South Oxfordshire with key cross boundary links to Reading and Maidenhead. The road network from Henley on Thames connects to London via the M4 near Maidenhead and the M40 near High Wycombe.

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





Transport Plan



9. Transport and Movement

Travel to work

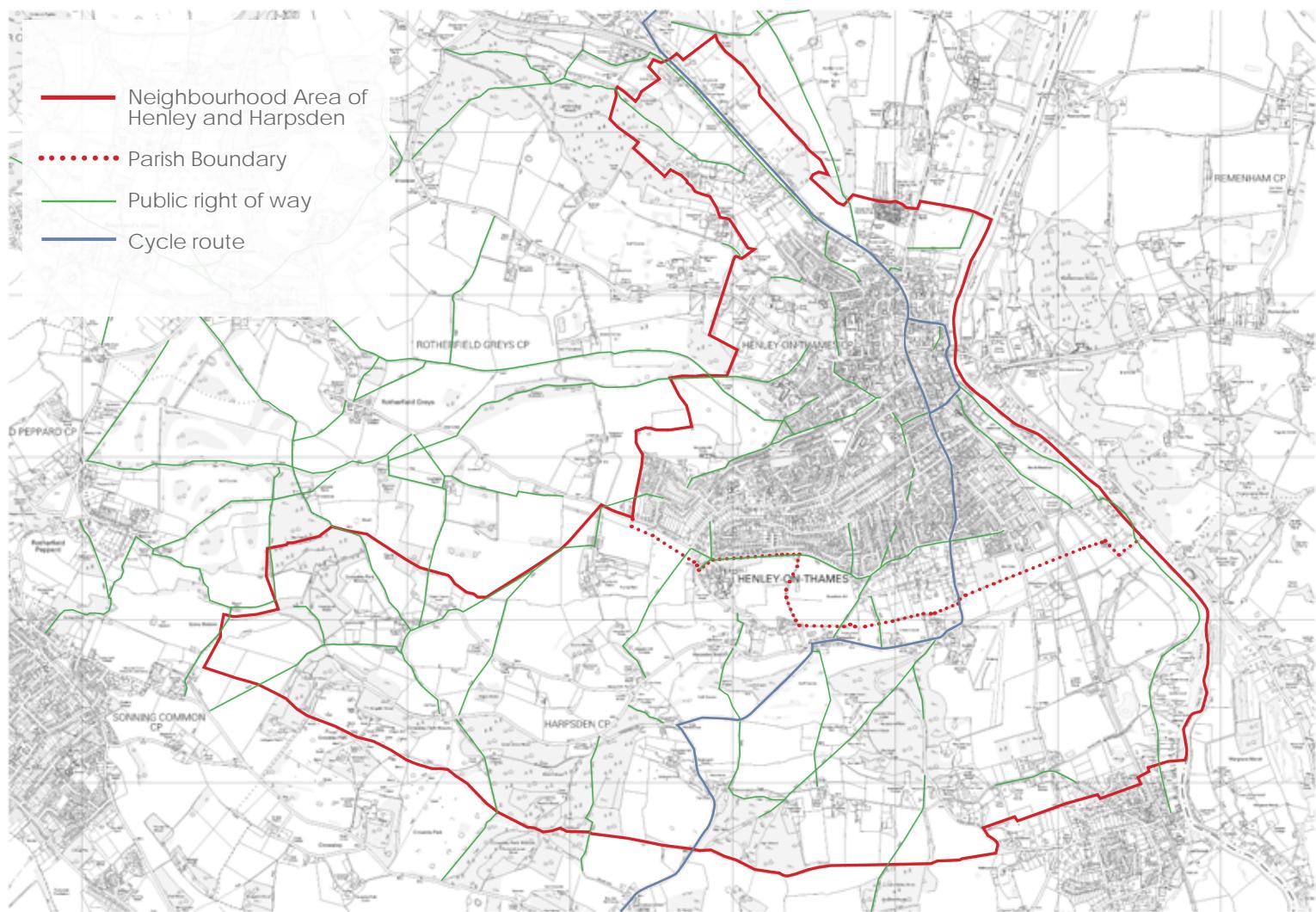
- 9.3. According to the 2011 Census, the most popular mode of travelling to work by residents in Henley and Harpsden is by car or van (38.4%). Compared to South Oxfordshire District as a whole, a significantly lower proportion of the population in Henley and Harpsden travel to work by bicycle (1.3% compared to 2.7%). A relatively high proportion of people travel to work by train (5.7% compared to 3.6% across the district).

Travel to School

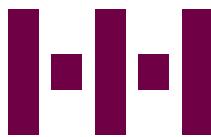
- 9.4. SODCs Evidence Base Paper on School Travel Patterns 2007 sets out information on journeys to primary and secondary schools within the district monitored between September 2006 and May 2007. Gillotts School is located on the south-west boundary of Henley. The largest proportion of pupils travel between 1 and 2km to the school. This is largely due to the location of the school on the extent of the town, with a large number of pupils who actually live in Henley travelling over 1km to school. In comparison to other secondary schools in the district, Gillotts has the greatest proportion of pupils travelling from over 10km from many of the villages including Sonning Common, Shiplake and even as far as Watlington, and outside the district from Marlow and Caversham.

Road network

- 9.5. The principal road running through Henley is the A4155 route passing from Reading through Henley to Marlow running north-south through the town. In addition to the A4155, the A4130 and A321 provide access into the centre. The A321 connects Henley to Wargrave, Twyford and Wokingham in the south-east and the A4130 links Henley with Wallingford in the north-west and the A404 towards Maidenhead in the east.
- 9.6. Henley has a large rural catchment area population which depends on the town services, including Henley College, which is serviced by a combination of public and private transport.
- 9.7. There is no by-pass or ring road around Henley and therefore, through-traffic, which is estimated in the Oxfordshire County Council Henley Area Strategy 2012 to account for about half of the overall traffic levels during peak hours, has to go through the town centre and one-way system. The A4130 provides the only access over the River Thames and into the centre from the east. During peak times, there is often heavy traffic along the A4130 White Hill Road entering the town, and delay and congestion at the cross-roads in the town centre where Hart Street leads into Market Place and is intersected by the main through route Reading Road/ Duke Street/ Bell Street, and traffic converges from different directions.



Public Rights of Way / Cycle Routes



9. Transport and Movement

9.8. There are three Council owned 'pay and display' car parks in the centre (Kings Road, Greys Road and Southfields) which together provide approximately 550 spaces. In addition there is a car park at the Waitrose store on Bell Street. Less than 10 minutes walk from the centre, a further two Council operated car parks located at Henley railway station provide another 270 car parking spaces. A survey undertaken as part of the Retail Needs Assessment Study 2009 identified car parking as a key issue, with concerns over capacity in the town.

Cycle and pedestrian movement

9.9. The County Council's Henley Area Strategy reports that there are no locally designated cycle lanes within the town centre, although there are some cycle racks located at various points, including at the entrance to the Waitrose Store.

9.10. Despite the relatively wide streets outside the town centre, there is rather limited cycling infrastructure across the town and in the northwest residential and employment areas in particular. The residential area around Henley is built-up mainly to the south and west of the town. Distances can discourage some residents from walking and cycling to their local facilities.

9.11. The National Cycle Network's 'Chilterns Cycleway' circular through the Chilterns Area of Outstanding Natural Beauty passes

through Henley. The on-road route travels from Harpsden Way to the south of Henley through the town to Fairmile.

Buses

9.12. Henley has good links with the surrounding area, with a frequent half-hourly Monday to Saturday bus service to High Wycombe, Marlow, Shiplake and Reading, with a reduced hourly service on Sundays. Further bus services to Woodcote via Sonning Common and to Wallingford run hourly. The one-way system within the town centre adds to journey times, particularly for buses from High Wycombe.

9.13. The existing Henley Town Service adequately links together all residential areas to the centre with four bus services running hourly routes around the town; however, these services are currently underused as many people travel by car. Access to employment opportunities located to the south of the town (outside the town centre) is only possible on one bus service.

9.14. Whilst there is no main bus station in Henley, there are a number of bus stops located in the town centre along Hart Street, Bell Street, Market Place and Station Road.

9.15. The SODC Core Strategy proposes transport improvements along the second tier bus route, between Reading Henley and High Wycombe, and linking Henley with Nettlebed and Wallingford. The

improvements will aim to see good quality infrastructure provided at stops along the route.

Rail

- 9.16. The railway station is located at the southern boundary of the town centre. Linkages between the town centre and the rail station are pleasant either walking via the river or Reading Road / Duke Street.
- 9.17. There is a daily shuttle service between Twyford and Henley, calling at Wargrave and Shiplake, running once an hour in both directions, north and south'. Passengers for stations to London Paddington or Reading change at Twyford, with a couple of direct trains provided to London Paddington at busy peak hours, with trains typically overcrowded.

Improvements

- 9.19. From 2006 to 2009 the town centre transport network underwent some improvements, including signalisation of the Reading Road/Station Road junction, linking the town centre signals to hold traffic on the edges of town, making Duke Street one-way northbound and footway widening on Duke Street and Bell Street to allow greater ease of movement for pedestrians. High quality materials were used to help enhance the pedestrian environment and to be in keeping with the historic environment.

Future development

- 9.20. The Core Strategy notes that South Oxfordshire is a predominantly rural district and access to services and facilities by public transport can be problematic, especially when compared to the relative ease of accessibility by car. The dispersed nature of settlements and the small size of many of them mean that the provision of a readily accessible and frequent bus service for every settlement is neither practical nor a viable solution. Consequently, the car will continue to provide an important means of transport, especially for those located in the most rural parts of the district. However, securing improvements to the accessibility of key employment and service locations by public transport is a key aim of the Local Transport Plan.
- 9.21. The SODC Infrastructure Delivery Plan 2012 sets out all the strategic transport measures that are planned or required to accommodate development in Henley. Specifically it highlights that developments will be required to address the traffic impact of new homes identified through a Transport Assessment, to be undertaken by the developer and agreed with the County Council.



10. Environment and Landscape

10.1. The quality of the landscape and environment is one of the key defining features of Henley and Harpsden. The Plan area covers designated areas including the River Thames itself, the surrounding Chilterns Area of Outstanding Natural Beauty (AONB), Sites of Significant Scientific Interest (SSSIs) 'County Wildlife Sites, Sites of Importance for Nature Conservation (SINC)s, and Ancient Woodland at Harpsden Wood. The purpose of the Chilterns AONB is to conserve and enhance the natural beauty of the area. SSSIs of which there are three within the Plan area (Lambridge Wood, Highlands Farm Pit and Harpsden Wood), are designated for their particular national wildlife and/or geological value.

Landscape quality

- 10.2. The South Oxfordshire Landscape Assessment 2003 provides an overarching assessment of landscape across the district including around Henley and Harpsden.
- 10.3. The Landscape Assessment is divided between Henley (Thames Valley and Fringes) and Harpsden (Chilterns Plateau with Valleys).
- 10.4. Floodplain pasture is the dominant landscape type within the immediate corridor of the River Thames.
- 10.5. The landscape of the Thames Valley and fringes is generally of high scenic quality, with its ribbon of tranquil floodplain

pastures, wooded hillsides and picturesque parklands. The Landscape Assessment identifies that management to conserve and enhance these characteristics and qualities is the most appropriate strategy within this area.

- 10.6. High quality floodplain and parkland landscapes on the fringes of Henley limit the potential for further expansion of the town along the river corridor.
- 10.7. The part of the Chilterns 'dipslope' encompassing Harpsden is identified in the Landscape Assessment as having a uniform character, despite its irregular pattern of plateaux and valleys and a mosaic of farmland and woodland. A strategy to conserve these resources is considered appropriate.
- 10.8. The Assessment notes that special attention should be paid to creating strong landscape 'edges' to settlements to reduce the urbanising influences of development on adjacent countryside and to prevent ribbon development along roads and the coalescence of settlements.

Soils and Geology

- 10.9. At Henley shallow lime-rich soils lie over chalk and limestone, with predominantly arable and grassland landcover. The western and northern edges of Henley are defined by the falling dipslope of the Chilterns Plateau.'

Thames Valley and Fringes: Henley



Landscape Types

- Flat floodplain pasture
- Floodplain wetland
- Open escarpment
- Enclosed escarpement
- Open dipslope
- Semi-enclosed dipslope
- Parkland and estate farmland



Enhancement Strategy

- Conserve
- Repair
- Restore

Chilterns Plateau with Valleys: Harpsden



Landscape Types

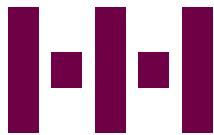
- Flat floodplain pasture
- Floodplain wetland
- Open escarpment
- Enclosed escarpement
- Open dipslope
- Semi-enclosed dipslope
- Parkland and estate farmland



Enhancement Strategy

- Conserve
- Repair
- Restore

Source: The South Oxfordshire Landscape Assessment (2003)



10. Environment and Landscape

Flooding

- 10.9. The maps that result from the District's Strategic Flood Risk Assessment show flood zones 2 and 3. Flood zone 2 is the medium probability flood risk area that has between a 1 in 100 and 1 in 1000 year annual probability of flooding (1% - 0.1%) in any year. Flood zone 3 is the high probability flood risk area that has a 1 in 100 or greater annual probability of flooding (>1%) in any year.
- 10.10 At Henley, whilst the floodplain is relatively narrow, some flooding to property was reported in 1947, 1990, 2000 and 2003.

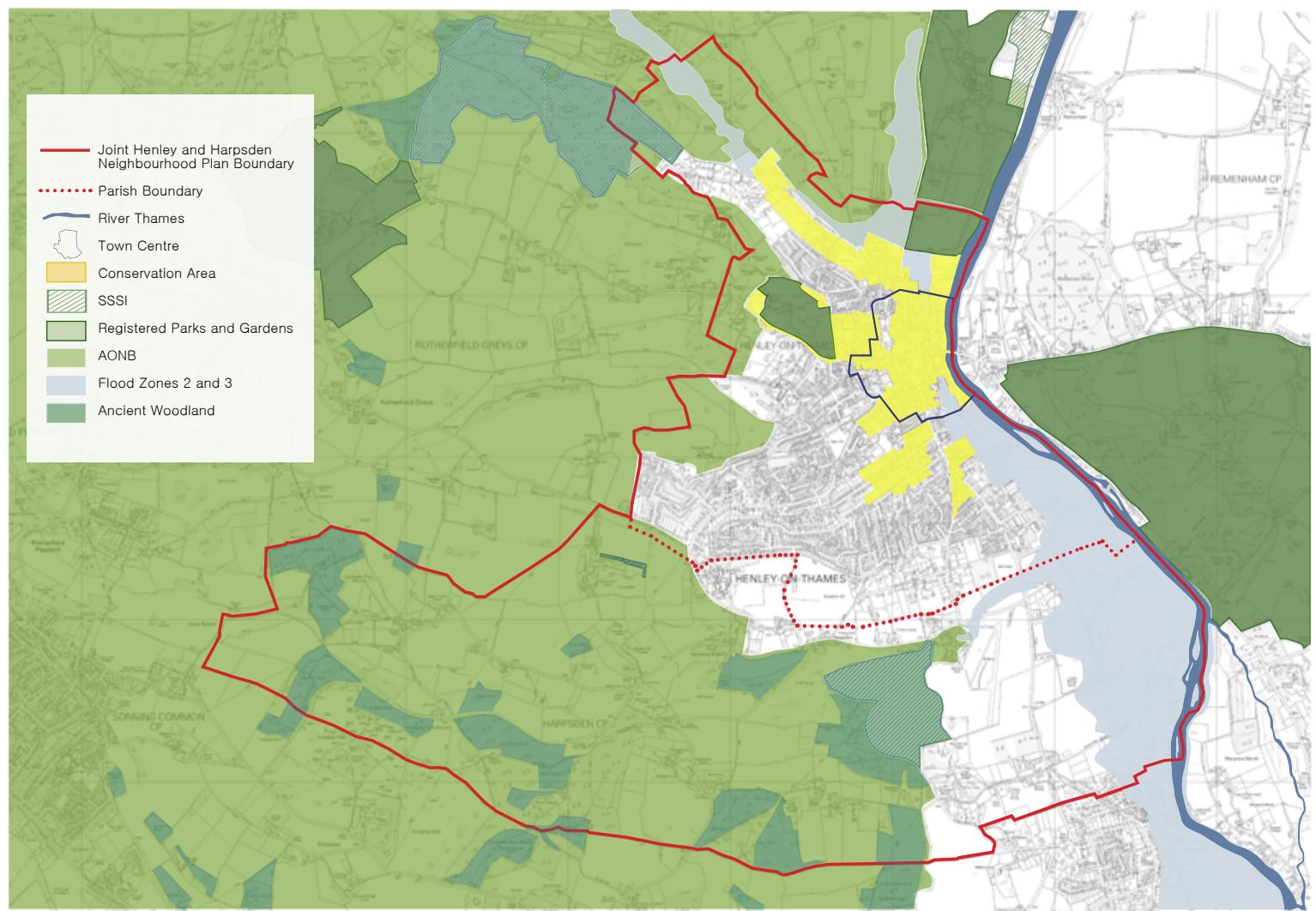
Air Quality

- 10.11.Henley on Thames has an Air Quality Management Area since 1997 and results have shown it exceeds recommended levels of nitrogen dioxide. The source of the problem is road traffic, primarily congestion building up along Duke Street, exacerbated by the canyon effect of a narrow road with tall buildings either side.
- 10.12. SODC previously designated Duke Street and the adjoining road junctions as within the Air Quality Management Area. As a result of further monitoring and detailed air quality modelling, the Air Quality Management Area has been extended. SODC has identified actions to help improve air quality:

- Integrated Transport Strategy town centre measures (largely implemented), involve reducing vehicle access to the AQMA, and managing congestion;
- sustainable travel to work / school;
- planning and cycling initiatives, improvements in public transport
- education of residents and businesses on ways to improve air quality;
- parking and idling vehicle enforcement / initiatives;
- use of alternative fuels; and
- restricting types of vehicular access, particularly Heavy Duty Vehicles.

Biodiversity

- 10.13. The SODC Proposed Core Strategy Biodiversity Assessment 2010 assessed three of the potential sites for housing development, in terms of their importance for biodiversity and in terms of the likely impact of developments upon biodiversity. SHLAA site 'Hen 2 (Gillotts School)' was classified as of local biodiversity importance, with moderate constraints. SHLAA site 'Hen 13 (Fairmile)' was identified as of ecological importance 'within the site boundaries' only, and described as a site of few biodiversity constraints.



Landscape and Environment Plan

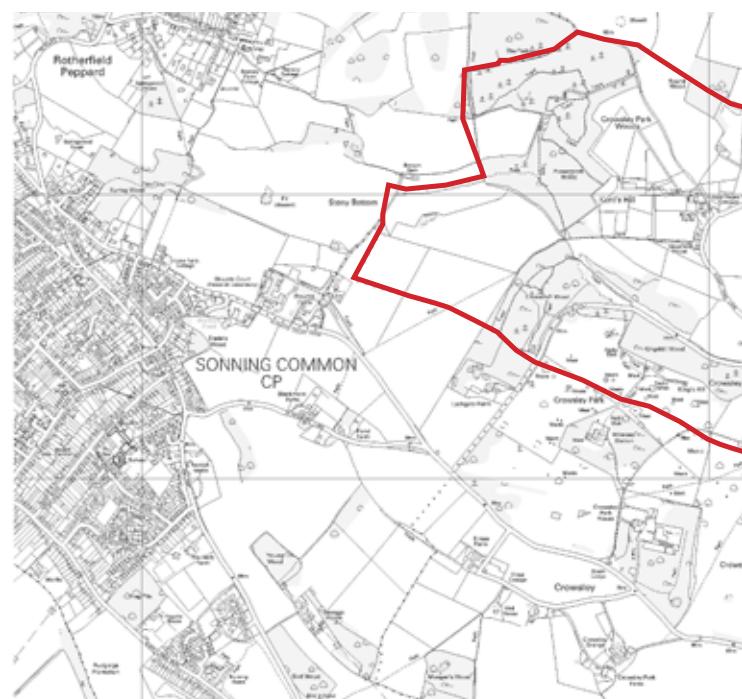


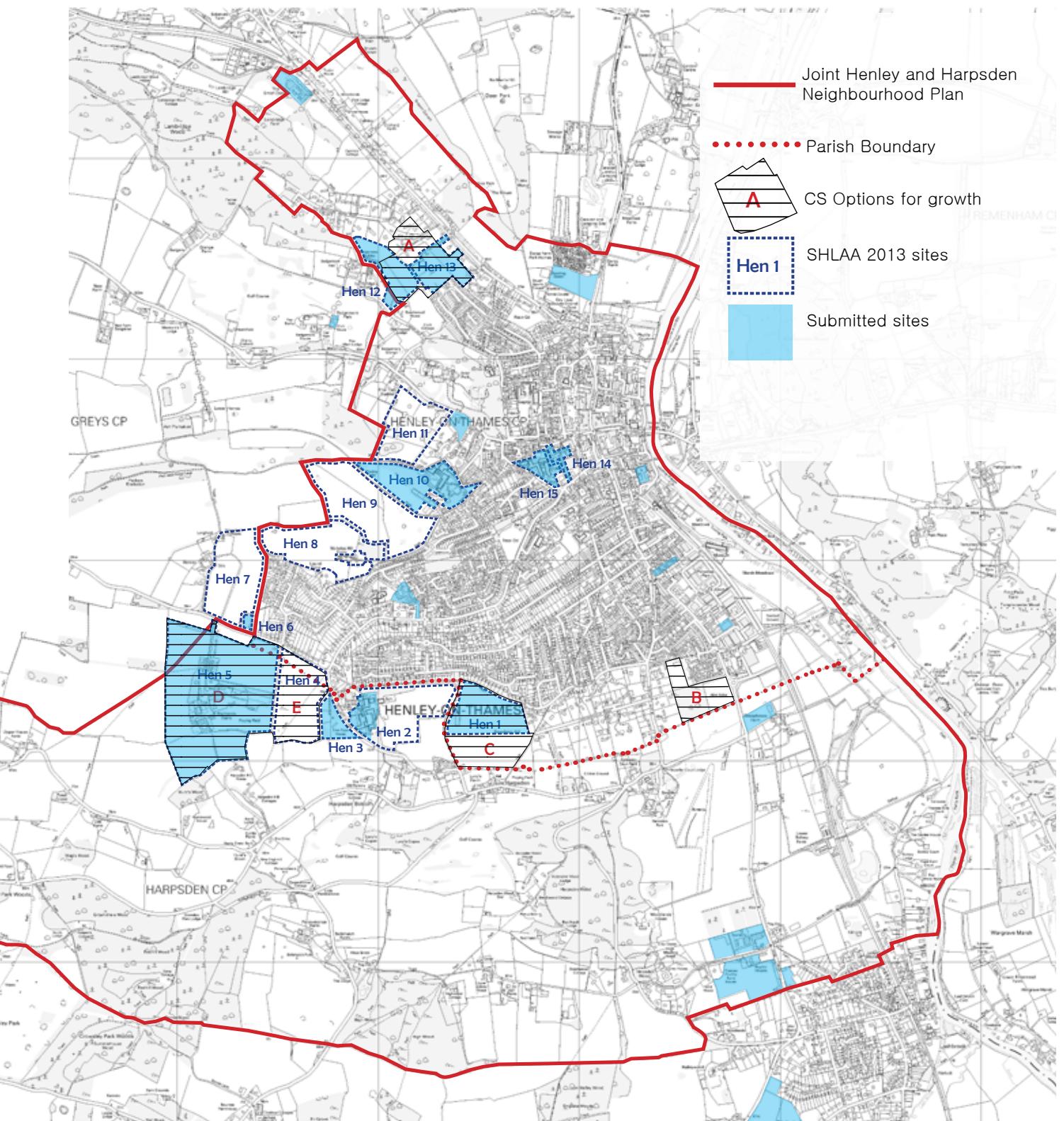
11. Housing Sites

- 11.1. The allocation of land for 400 homes at Henley is a key objective established in the South Oxfordshire Core Strategy under policy CSHEN1 'The Strategy for Henley-on-Thames'. The Joint Henley and Harpsden Neighbourhood Plan can determine which land and sites should be developed for housing – this would otherwise be completed by the District Council in the Site Allocations Document. The Core Strategy also notes that delivering up to 450 homes should be explored, if suitable land free of constraints can be identified.
- 11.2. The South Oxfordshire Strategic Land Housing Availability Assessment (SHLAA) Update July 2013 provides information on the latest known available housing sites. It also incorporates the conclusions of the Henley Site Capacity Assessment 2011, which considers landscape capacity, traffic and transport and heritage issues pertaining to the sites.
- 11.3. The SHLAA shows that there are deliverable sites in Henley that have the potential capacity of between 455 and 525 dwellings.
- 11.4. Through the formulation of the Joint Henley and Harpsden Neighbourhood Plan it may be possible to determine additional sites which increase the flexibility of where housing can be located, beyond those sites identified in the SHLAA.
- 11.5. The Housing Sites diagram sets out the sites promoted by landowners (in 2006), areas considered as growth options through the

Core Strategy process and the latest SHLAA sites, both those deemed to be suitable and unsuitable.

- 11.6. These sites and any others identified will be considered through the neighbourhood planning process. All sites need to be deliverable (available and suitable) and developable (have a reasonable prospect of coming forward in the Plan period).
- 11.7 Appendix 2 provides a table that summarises the comments on the latest SHLAA.





Housing Sites Plan

N.B. Further sites have come forward through the Neighbourhood Plan process. The 'Vision, Objectives and Options Report' December 2013 provides further information.



12. Consultation to Date

12.1. In recent years there has been extensive consultation on the future of the Henley area, in particular as part of the development of the SODC Core Strategy and by Henley on Thames Town Council as part of the preparation of the Neighbourhood Plan.

SODC Core Strategy

12.2. In the Core Strategy issues and options consultation 2008 SODC asked whether new housing should be provided only by intensification and redevelopment of existing sites within the town or whether some new greenfield sites should be used. SODC identified three possible greenfield sites (A: Fairmile, B: Reading Road Allotments, and C: Lucy's Farm) on the edge of Henley. More than two thirds of people who responded to the questionnaire would prefer new development to be provided only on existing sites in the town, although Henley Town Council, amongst others, also supported some development on greenfield sites. Opinion was almost evenly split over which of the three sites proposed should be developed if a greenfield site was required. Site options A and C were felt to be in prominent locations in the landscape and option B would result in the loss of allotments and woodland and would lead to the coalescence of Henley with Harpsden.

12.3. At the Preferred Options consultation (March – April 2009) SODC asked opinions on using Gillotts Field (Site D) for housing. There was almost universal opposition to this suggestion because of the site's location in the AONB, loss of recreation land, poor road access and public transport links, proximity to SSSI and scheduled monument.

Henley Neighbourhood Plan

12.4. Prior to the designation of the JHHNP area, Henley on Thames Town Council ran a number of public opinion days (PODs) on housing sites and other issues in Henley.

- 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 suggested.
- 16th June 2013: Comments on traffic, infrastructure and individual sites. Site preferences were not surveyed. Various additional sites suggested.

12.4. Extensive consultation will be undertaken during the production of the Neighbourhood Plan which will explore in detail issues and housing sites within the Plan area.



13. Summary of Issues

13.1. A summary of the key issues consider in this report is set out below.

Population

- 13.2. The 2011 Census established that there are 11,619 residents in Henley on Thames and 560 in Harpsden, totalling 12,179. The 16 to 29 year old age group is under represented in the Plan area. Residents in the 65 to 90 year age group are over represented in the Plan area. Population projections indicate that by 2026 the district's population will increase by 10.8% or 14,356 residents. In the Plan area the population is projected to increase by 1% or 122 residents. However, the 65 and over age group is anticipated to increase by 16.1%.
- 13.3. The Plan area displays above average earnings, skill levels, employment in senior management positions and a lower than average level of deprivation.

Housing

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

nearly all housing types and is also the most expensive place to rent.

- 13.6. The South Oxfordshire Core Strategy sets out future housing growth requirements for the district and Henley area. The district level projected housing delivery of 9,832 units is set out in the Core Strategy 2012-2027 period of which 400 should be provided at Henley.

Retail and Town Centre

- 13.7. Projections undertaken in 2010 indicated that additional floorspace for town centre uses will be required in Henley from 2016 to 2027 of which 2,900 sqm will be for non-food shopping and 500 sqm for food retail.
- 13.8. The increasing level of car ownership has led to the decline of the town, with increasing trade being lost to Reading.

Transport and movement

- 13.9. Comments on the Core Strategy and on consultation undertaken to date on the JHHNP suggests that transport is a key concern in the area.
- 13.10. There is no by-pass or ring road around Henley and therefore, through-traffic, which is estimated to account for about half of the overall traffic levels during peak hours, has to go through the town centre and one-way system.

13.11.Housing developments will be required to mitigate the impact of additional traffic, identified through a Transport Assessment, to be undertaken by the developer and agreed with the County Council.

Community and social facilities

13.12.There is a wide range of social facilities in Henley and Harpsden covering education, leisure, community and recreation.

13.13.Additional housing growth will require further investment in community infrastructure, including education and health care.

Character

13.14.Both Henley and Harpsden have distinctive characters which have been shaped by their particular histories and benefit from a high quality built environment. The historic interest of Henley is reflected in its extensive conservation area.

Environment and Landscape

13.15.The quality of the landscape and environment is one of the key defining features of Henley and Harpsden. The Plan area covers designated areas including the River Thames itself, the surrounding Chilterns Area of Outstanding Natural Beauty (AONB), Sites of Significant Scientific Interest (SSSIs) and Ancient Woodland.

Air Quality

13.16.Since 1997, Henley has had an Air Quality Management Area and results have shown it exceeds recommended levels of nitrogen dioxide. The source of the problem is road traffic, primarily congestion building up along Duke Street, exacerbated by the canyon effect of a narrow road with tall buildings either side.

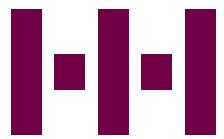
Housing development sites

13.17.Potential housing development sites have been assessed through the preparation of the Core Strategy and most recently in the 2013 Strategic Land Availability Assessment Update. This determines that the suitable sites in the Plan area have capacity for between 455 and 525 dwellings. The Core Strategy requires that land for at least 400 homes is identified at Henley on Thames.



Appendix A: References

- Census 2011 (ONS)
- South Oxfordshire Core Strategy (2012)
- National Planning Policy Framework (DCLG 2012)
- Census 2001 (ONS)
- Index of Multiple Deprivation 2010 (DCLG)
- Ward Estimates of Income (ONS)
- South Oxfordshire Housing Needs Assessment 2011
- Business Register and Employment Survey (ONS)
- South Oxfordshire Employment Land Review 2007 / Update 2008
- South Oxfordshire Retail and Leisure Needs Study 2009 / Update 2010
- South Oxfordshire Open Space, Sport and Recreation Facility Assessment 2008
- South Oxfordshire Infrastructure Delivery Plan 2012
- Henley Conservation Area Character Appraisal 2004
- Oxfordshire County Council Henley Area Strategy 2012
- South Oxfordshire Landscape Assessment 2003
- South Oxfordshire Strategic Land Housing Availability Assessment Update July 2013
- Core Strategy Henley Background Paper March 2011
- South Oxfordshire Proposed Core Strategy Biodiversity Assessment 2010
- Vale of White Horse District Council and Oxfordshire District Council Strategic Flood Risk Assessment July 2013
- South Oxfordshire Evidence Paper on School Travel Patterns 2007
- Heritage at Risk Register 2013, English Heritage



Appendix B: Summary of SHLAA Sites

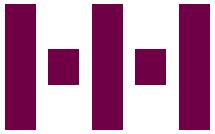
Site Ref (SHLAA)*	Other useful Ref	Size (ha)	Description / current use	Capacity	Heritage	Landscape	Flooding	Access / transport	Availability / deliverability	Suitable?
HEN1 Drawback Hill, Land north of Lucy's Farm	Option C in the issues and options of the core strategy	8.2	Grassland	110 - 130 homes	In an area of archaeological potential	TPOs on eastern border of site. Development on the whole site would have a significant adverse effect on the setting of AONB and on views out from the AONB towards Henley. However, there is scope to develop the northern most part of site provided the landscape enhancements to plateau implemented.	None.	Access via Rotherfield Ave unacceptable. Access to Blandy Road would require demolition of existing home or via the gap adjoining the north west corner of site. Alternatively, careful design could overcome barrier of Bridleway.	The land is in single ownership and there are no overriding delivery issues.	Yes.
HEN2 Playing fields at Gillott's School	-	12.9 ¹	Gillott's School and playing fields	25 - 30 (on the 1 ha now proposed)	In an area of archaeological potential	Adjoins AONB. The limited, 1 ha development proposed would not result in a significant increase in the prominence of the urban fabric nor undermine the important landscape transition between the town and the AONB, the village of Harpsden and its valley location.	None.	Access to Blandy Road would be possible via gap adjoining the north east corner of site. As with HEN1, Bridleway can be overcome with careful design.	The area of land which is likely to come forward in the plan period is around 1 ha of land preferably at the eastern end of the playing fields taking access from Blandy Road. The land is in OCC ownership and there are no overriding delivery issues.	Yes.
HEN3 Treetops, Gillotts Lane	Part site E in Henley Background Paper	2.5	One house to the south of the site. Dense trees to the north and southeast and an open field to the northwest.	15 - 20	In an area of archaeological potential	Within the AONB. Several TPOs to the south east of the site. Development of the whole site would have a significant adverse effect on the AONB and the Village Green. However, there is scope for very limited amount of development, of low density, provided landscape treatment, including preservation of tree cover, implemented to mitigate any harm to the AONB.	None.	Access to Gillotts Lane.	Assumed that only 50 % of the site will be available (1.2 ha). The site is in a single ownership. There are no overriding delivery issues.	Yes.
HEN4 Land at corner of Gillotts Lane and Greys Road	-	9.8	Site owned and managed by HTC as an area of public open space. Designated as a village green in 2009.	-	-	Within Chilterns AONB and designated as a Village Green.	-	-	Site not available due to designation.	No.
HENS Highlands Farm	Site D in Henley Background Paper	33.6	Original farm and associated fields and buildings. Currently in employment	220 - 245 specialist homes	Scheduled Ancient Monument located on site. SSSI on site at Highlands Farm Pit.	Within the AONB. Development on the whole site would have a major adverse effect on the AONB and the Village Green. A limited amount of development,	None.	There are concerns over the immediate access to and from the site as well as concerns regarding the distance of the site from amenities and public amenities.	The site is in single ownership. There are short term tenancies on some parts of the site (maximum 12 months). There are no overriding delivery issues.	Yes.

¹ Whole site 12.9 ha (Although 2.55 ha adjoining the existing school buildings was originally submitted for consideration OCC indicate that their preference now is for 1 ha of land on the east side of the playing field.

		use.		essentially replacing the existing employment development, would be acceptable if significant landscape and visual benefits, and a better settlement pattern, can be achieved.	transport, suggesting the site is only suitable for non-specialist housing i.e. self-contained care facility.
HEN6	-	0.5	Land mostly covered by trees and hedges contains wood yard buildings.	Within Chilterns AONB.	-
HEN7	-	11.1	Agricultural land.	Very prominent position within the Chilterns AONB and DEFRA schemes.	-
HEN8	-	11.6	Agricultural land.	Very prominent position within the Chilterns AONB TPOs on the eastern edge of the site.	-
HEN9	-	15.9	Agricultural grazing.	Very prominent position within the Chilterns AONB.	-
HEN10	-	9.6	Tertiary education establishment including teaching buildings, sports fields and wooded areas.	1 TPO located towards middle of site, and a group of TPOs on adjacent land to the north east of the site.	-
HEN11	-	8.4	Agricultural grazing.	TPOs on eastern part of site. Very prominent position within the Chilterns AONB.	-
HEN12	-	5.1	Agricultural field.	Very prominent position within the Chilterns AONB.	-

HEN13 Land off Fairmile, northwest of Luker Avenue	Site A in Henley Background Paper	3.7	Overgrown scrubland in Eastern part of the site. Grassland in the western portion.	60 - 75	Archaeological field evaluation required. North-eastern part of site lies within the Henley Conservation Area. Nos. 23 and 25 Fair Mile are Grade II listed buildings.	AONB adjoins site on two sides. TPOs on south west of site. Development on this site would need to be handled with considerable care but with the right siting, design and built form it should be possible to develop the site without harm to the setting of the AONB or the Conservation Area (CA), or a visual impact on the AONB.	General access from Luker Avenue is unacceptable. However, general access onto Fair Mile Drive is achievable for the number of homes proposed, with emergency access from Luker Avenue. Further detailed analysis and mitigation required, esp. to address capacity issues at the A4130/A4155 double mini roundabout junction.	There are three landowners working through a single developer. All have confirmed their willingness to develop the land as soon as it is allocated. There are no overriding delivery issues.	Yes.
HEN14 Empstead Works and adjoining commercial buildings	-	0.5	Industrial premises – run down.	25	Archaeological investigation required. Forms part of Henley Conservation Area's setting. Close to listed buildings fronting onto Gravel Hill.	The site is located within an area of Henley with an urban character, and as such there is the potential for higher density housing in this location.	-	The site is currently in employment use but the principle of a mixed use scheme has been established in the earlier applications and appeal. The site is in a single ownership and the owner has confirmed their willingness to develop the land as soon as permission is granted. There are no overriding delivery issues.	Yes. The site is considered to have no overriding constraints.
HEN15 Henley College, Deanfield Avenue	-	1.7	Tertiary education campus; part of Henley College. Mix of buildings of various ages including some listed.	-	North of site lies within Henley Conservation Area. Some Grade II listed buildings within the site, as well as to the north of the site.	There are a group of TPOs on land adjacent to the north west of the site.	-	The council would support the college moving to this site and redevelopment of their existing sites for housing. The college informed the council in 2009 that at that time there is not the funding to support this, but it remains an option for the future.	Yes. The presence of the Conservation Area and listed buildings, is considered not to rule out the site in principle. As with HEN10, the college would need to be replaced if the site were to be developed.

*South Oxfordshire SHAA Appendix 10: Henley, July 2013



Appendix 3

NOTES FROM 'A VISION FOR HENLEY' BRAINSTORM

10/09/13

High Level Vision:

"A great place to live, work, visit and play. A town where we are all proud to engage and collaborate for the benefit of the town."

('Great ' has scope to be expanded into *innovative & creative, innovative & creative, quintessentially English and Cosmopolitan, inclusive and welcoming.* This were all words which came up)

Rationale is that the Vision then ensures we continually look to a *balance* , as well as the interconnection, of **place, live, work, visit and play**, plus highlighting the benefit of **collaboration**.

Other options, which could also be incorporated were :

The most photographed town in Oxon / South/ UK

As idyllic a place in real life as in the public imagination

Next Level Vision & Challenges

By taking each of the key words in the Vision, we could break each one down into identifiable and manageable challenges/opportunities. These can then be prioritised, monitoring... and achieved.

The list below, under each keyword, is clearly not exhaustive!

PLACE:

- Henley 'brand' – look & feel of town
- Clean town
- Recognition through Awards (eg Britain in Bloom; Towns Alive! ; Assoc of Town Centre Mgt ; FSB etc)
- Sustainability : water & general energy use
- Lively & attractive Town Centre with an evening economy & year-round events
- Ease of access : traffic, parking, cycleways etc
- High quality road surfaces
- Traffic pollution
- Public spaces architecture & planning
- Strategic investment by all levels of local Council, & application for appropriate Grants, to achieve Vision

LIVE:

- Demographics : welcome & provision for young & old
- Residential development and planning
- Lively & attractive Town Centre with an evening economy & year-round events
- Strategic investment by all levels of local Council to achieve Vision
- Promote closer links between schools and local businesses and other organisations for mutual benefits
- Promote & support close links between local and national charities, and community groups, and local community (as clients and funders)

WORK:

- Support & encouragement of ALL businesses in town, as they create employment & B2B clients for the whole town economy
- Expand town profile beyond Tourism as a Centre for Entrepreneurs & Innovation
- Reputation as 'a good place to start a business & do business'
- Culture of engagement with town by all local businesses and national chains, through productive & collaborative groups and relationships

The Henley Partnership

- Target, encourage & welcome even more appropriate brands and 'destination' stores as well as independent shops
- Fully networked re Wifi
- Strategic investment by all levels of local Council, and application for appropriate Grants, to achieve Vision
- Encouragement of safe and attractive evening economy for all ages, including teens
-

VISIT:

- Strategic investment by all levels of local Council, and application for appropriate Grants, to achieve Vision
- Fully networked re Wifi
- Support a wide variety of world class Festivals, year round. Encourage local organisers so money stays in Henley, & encourage them to connect with local businesses for mutually beneficial outcomes
- Encourage & invest in projects to raise awareness of Henley's attractions to increase footfall & spend
- Branding Henley as a year-round destination & 'most photographed town'

PLAY:

- Functional *and* attractive public areas for families and visitors (eg Mill & Marsh Meadows)
- Enticing & safe, family & pedestrian areas in & around Town Sq to combine retail with play
- Reputation for Arts & Creative Cultural life
- Reputation for high achieving Sports with great interaction with the town and among themselves
- Support for youth-led & youth-related initiatives

LATER INPUT FROM HIT:

'the greenest town in the UK'

+

'A thriving town for businesses, residents and visitors which has

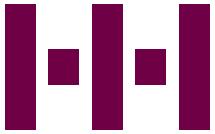
- invested in renewable energies and insulation,
- many local people growing food for themselves and the town as well as supporting community orchards

The Henley Partnership

- solved its pollution and congestion problems by using creativity and imagination in a range of traffic solutions.

LATER INPUT FROM GILLOTTS:

A town which invests in its young people : not just the brightest but all levels, including the most problematic



Appendix 4

Henley on Thames

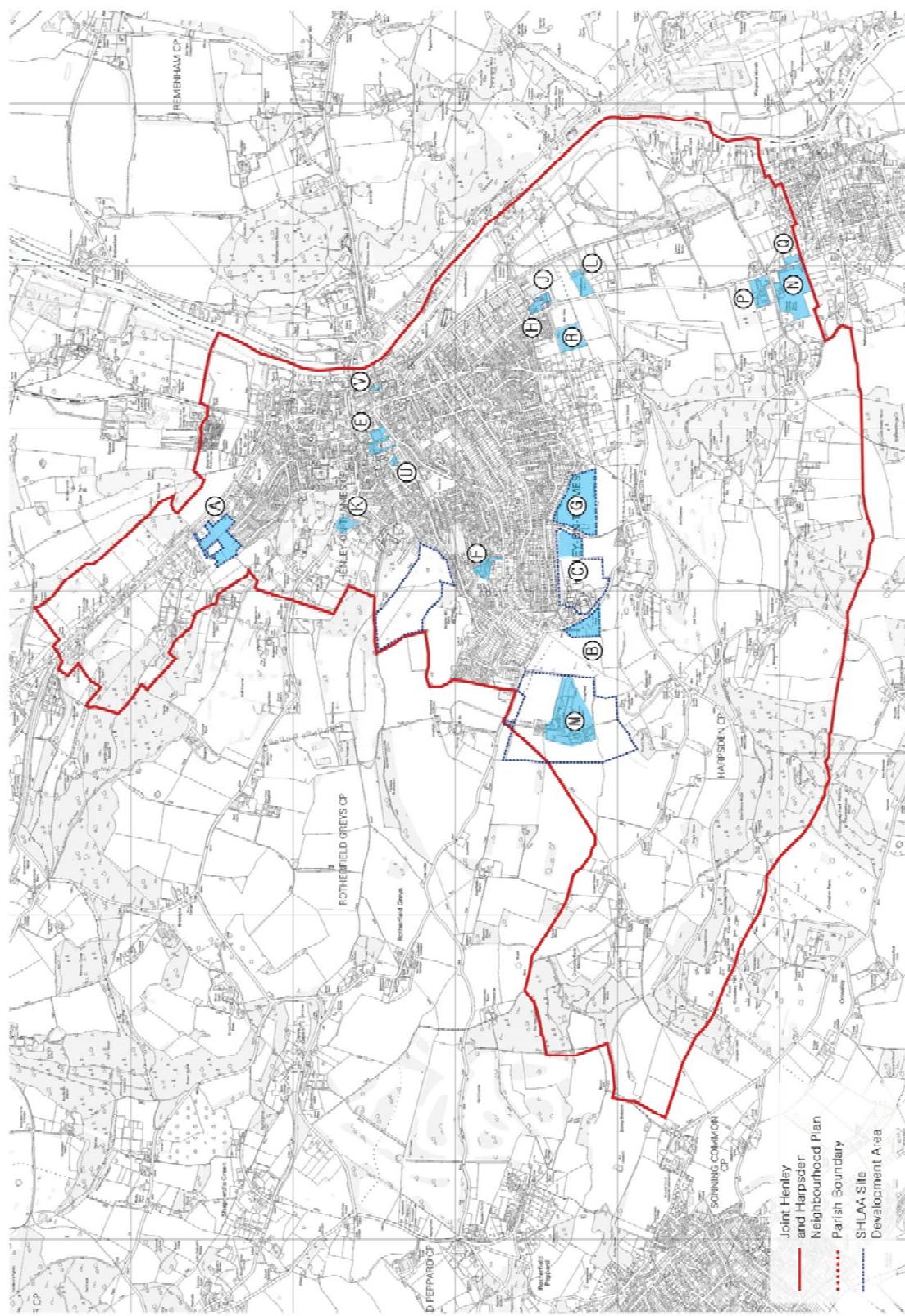
Strategic Housing Land Availability Assessment (SHLAA)

Dec 2013

Prepared by: Nexus Planning

NB:

This document should be read in conjunction with the South Oxfordshire District Council SHLAA of July 2013 which encompasses further known housing sites in Henley on Thames



Settlement	Henley		
Site Reference	JHH1		
Other Useful Ref	Site N		
Site Address	Thames Farm, East of A4155, Shiplake,		
Planning History	P13/S2184/O	Outline Application for 110 dwellings	In consultation period.
	P11/e2262/EX	Change of use from agriculture to employment B1	Granted
Site Size (hectares)	5.65		
Site description and current use	Agriculture land / grassland		
Site boundaries	Mature trees and Hedgerows		
Surrounding land uses and character of the surrounding area	To the north, beyond Upper Bolney Lane is a bungalow and a vacant garden centre that were once connected with Thames Farm. On the other side of Reading Road is the main built up area of Lower Shiplake.		
Sustainability for housing			
Policy restrictions	There is no policy designations on this site.		
Physical Problems or limitations			
Landscape Capacity Study Summary	<p>The site currently falls within the designation of parkland and estates farmland. This means the site has complex diversity and strong structure. The site is semi-enclosed. The site is suitable under this designation for individual dwellings.</p> <p>The site falls within an area of Great Landscape Value which is a national designation. Any development that takes place on this site will need to take this into account. The site falls within flat floodplain pasture.</p> <p>A detailed landscape and visual impact assessment will be required to inform the final capacity of the site.</p>		
Traffic and Transport	The site is bounded to the east by the A4155 (Reading Road) and to the north by Upper Bolney Lane. Site access could be via both Reading Road and Upper Bolney Lane		
Heritage	There is no known heritage assets on the site.		
Flooding	The site falls within Flood Zone 1.		

Suitability	Site is considered suitable as it has no overriding constraints.
Availability and Achievability	
Availability	The developer has confirmed the site is available within years 0-5. The land is in single ownership and there are no overriding delivery issues.
Achievability	See comments below.
Capacity and overall assessment of the site	The site is available and is considered to be suitable in principle for approximately 114 residential dwellings considering densities at Lower Shiplake. The development of this site will be considered through the Neighbourhood Plan process.

Settlement	HENLEY		
Site Reference	JHH2		
Other Useful Ref	Site Q		
Site Address	Mount Ida, Reading Road, Shiplake		
Planning History	P11/S0103	Demolition of existing garage and outbuildings and construction of new detached garage.	Granted
	P02/S0582/O	Erection of two houses each with a single bedoomed annex and garaging with access.	Refused
Site Size (hectares)	0.78		
Site description and current use	The site comprises a residential dwelling with a large garden.		
Site boundaries	There is no policy restrictions location on this site.		
Surrounding land uses and character of the surrounding area	<ul style="list-style-type: none"> • Agricultural land to the north • Residential dwellings to the east and south • A4155 to the west 		
Sustainability for housing			
Policy restrictions	There are no policy restrictions location on this site.		
Physical Problems or limitations			
Landscape Capacity Study Summary	<p>The site is designated as semi enclosed dip slope. The site is moderate in terms of diversity. The site has a strong structure and is semi enclosed.</p> <p>The site falls within an area of Great Landscape Value which is a national designation. Any development that takes place on this site will need to take this into account. The site falls within flat floodplain pasture.</p> <p>A detailed landscape and visual impact assessment will be required to inform the final capacity of the site.</p>		

Traffic and Transport	The site would be accessed from the A4155 (Reading Road).
Heritage	There are no heritage designations on site.
Flooding	The site is designated within the flood zone 1.
Suitability	The site is considered suitable in principle as it has no overriding constraints.
Availability and Achievability	
Availability	The developer has confirmed the site is available in years 0-5. The land is in single ownership and there are no overriding delivery issues.
Achievability	See comments below.
Capacity and overall assessment of the site	<p>This site is available and considered to be available for residential dwellings. The development site will be considered through the neighbourhood plan process, during which its acceptability will be judged with other potentially suitable sites.</p> <p>Suitable for 15-25 homes considering densities at Lower Shiplake.</p>

Settlement	Henley		
Site Reference	JHH3		
Other Useful Ref	Site P		
Site Address	Former Wyevale Garden Centre, Reading Road, Shiplake		
Planning History	P10/E1872	Redevelopment of existing centre with car parking and ancillary buildings including four units for uses associated with a garden centre	Withdrawn
	P10/E0498	Erection of a 3.048m high fence between the rear of the property known as Green Acres, and the property formerly known as Wyevale Garden Centre.	Permission Granted
	P09/E1212/RAD	Freestanding sign for the garden centre	Withdrawn
Site Size (hectares)	1.83		
Site description and current use	Former garden centre.		
Site boundaries	Mature trees and hedgerows.		
Surrounding land uses and character of the surrounding area	<ul style="list-style-type: none"> • Forest to the north • Bolney Lane to the south • A4155 to the east • Agricultural land to the west 		
Sustainability for housing			
Policy restrictions	There are no policy restrictions location on this site.		
Physical Problems or limitations			
Landscape Capacity Study Summary	The site is designated within the semi enclosed dipslope. This means the site is medium in size has a moderate diversity and a strong structure. The site is also semi-enclosed. The site is located within the management		

	<p>strategy to conserve.</p> <p>A detailed landscape and visual impact assessment will be required to inform the final capacity of the site.</p>
Traffic and Transport	<p>The site adjoins the A4155 to the east of the site. Access to the site would be available off this road. Another access is possible off Bolney Lane but up grading of this road would be needed.</p> <p>There are no pedestrian paths running through the site.</p>
Heritage	There are no heritage designations.
Flooding	The site is located within flood zone 1.
Suitability	Site is considered suitable in principle as it has no overriding constraints.
Availability and Achievability	
Availability	The landowner has confirmed their willingness to develop the land as soon as it is allocated. The land is in single ownership and there are no overriding delivery issues.
Achievability	See comments below.
Capacity and overall assessment of the site	<p>Site is available and is considered to be suitable for residential dwellings. The development site will be considered through the JHHNP process.</p> <p>Suitable for 50-75 with an appropriate development likely to be at the lower end of the scale.</p>

Settlement	HENLEY		
Site Reference	JHH4		
Other Useful Ref	Site L		
Site Address	Sheephause Farmhouse, Reading Road, Henley on Thames RG9 4HF		
Planning History	P07/E1496	Single Storey Extension	Permission Granted
	P01/S0644	Construction of a double garage and store	Permission Granted
	P97/S0841	Alterations to existing garages and domestic staff accommodation	Permission Granted
Site Size (hectares)	1.0ha		
Site description and current use	Grassland / private tennis court		
Site boundaries	Mature trees and Hedgerows		
Surrounding land uses and character of the surrounding area	<ul style="list-style-type: none"> • Fields to the north • Reading Road to the west • Tennis and fields court to the east • Agricultural facilities to the south 		
Sustainability for housing			
Policy restrictions	There are no policy restrictions on the site		
Physical Problems or limitations			
Landscape Capacity Study Summary	<p>The site falls within Flat Floodplain pastures. Areas that fall within a flat floodplain pasture are generally medium in scale and have a moderate diversity. They are normally strong in structure and semi-enclosed. Flat Floodplain pastures have a high sensitivity to change; with intrusive influences being uncommon.</p> <p>A full detailed landscape and visual impact assessment will be required to inform the final capacity of this site.</p>		
Traffic and Transport	<p>The site is located adjacent to Reading Road, however in order to access this road there would need to be demolition of trees and hedgerows. Another access point could be available by an un-adopted road to the</p>		

	<p>south of the site.</p> <p>There is no public access to the site.</p>
Heritage	There are no heritage designations on the site.
Flooding	This is in Flood Zone 3b. Flood zone 3 is the high probability flood risk area that has a 1 in 100 or greater annual probability of flooding (>1%) in any year.
Suitability	Site is considered suitable in principle as it has no overriding constraints.
Availability and Achievability	
Availability	<p>The landowner has confirmed their willingness to develop the land as soon as it is allocated. The land is in single ownership and there are no overriding delivery issues.</p> <p>Landowner has indicated the site could come forward in 10 years.</p>
Achievability	See comments below.
Capacity and overall assessment of the site	<p>The site is available and is considered suitable in principle for residential dwellings. The development of this site will be considered through the JHHNP process.</p> <p>The site is anticipated for 25-30 dwellings.</p>

Settlement	HENLEY		
Site Reference	JHH5		
Other Useful Ref	Site F		
Site Address	Chilterns End, Greys Road, Henley on Thames RG9 1QR.		
Planning History	P08/E1001	Erection of a hobby room.	Permission Granted
	P92/S0600/CC	Construction of Extension to home, additional car parking spaces and landscaping	Permission Granted
	P83/S0249	Erection of detached double garage at southern end of existing car park.	Permission Granded
Site Size (hectares)	0.9ha		
Site description and current use	The site is an elderly care home, surrounded by residential properties and a primary school. This is still in use		
Site boundaries	Mature trees and residential properties.		
Surrounding land uses and character of the surrounding area	<ul style="list-style-type: none"> • Primary school located to the west. • Residential properties to the north, east and south. 		
Sustainability for housing			
Policy restrictions	There are no policy restrictions for this site.		
Physical Problems or limitations			
Landscape Capacity Study Summary	<p>This site is located within the urban area of Henley. The site is designated as an institution area according to south Oxfordshire District Council landscape assessment.</p> <p>A full detailed landscape and visual impact assessment will be required to inform the final capacity on the site.</p>		
Traffic and Transport	Access to the site is currently from Chiltern End Close. There is no public footpath running through the path.		

Heritage	There is no heritage on this site.
Flooding	The site is not at risk from flooding.
Suitability	The site is considered suitable in principle as it has no overriding constraints.
Availability and Achievability	
Availability	<p>The landowner has confirmed their willingness to develop the land as soon as it is allocated. The land is in single ownership and there are no overriding delivery issues.</p> <p>Available subject to relocating into the proposed Townland's Hospital.</p>
Achievability	See comments below.
Capacity and overall assessment of the site	<p>The site is available and is considered to be suitable in principle for residential dwellings. The development of the site will be considered through the JHHNP process, during which its acceptability will be judged by comparison with other potentially suitable sites.</p> <p>The site is anticipated for 27 dwellings considering its location in the built up area being at a density of 30 dwellings per ha.</p>

Settlement	HENLEY		
Site Reference	JHHP6		
Other Useful Ref	Site K		
Site Address	Land North of Parkside		
Planning History	P89/S0412	Two detached houses with garage	Dismissed
Site Size (hectares)	1.0		
Site description and current use	The site comprises an area of treed land which is not publicly accessible on the western side of Henley on Thames.		
Site boundaries	Trees and Hedgerows.		
Surrounding land uses and character of the surrounding area	<ul style="list-style-type: none"> • Residential property to the south and east. • Gravel Hill road to the north • Forest and Agricultural land to the west. 		
Sustainability for housing			
Policy restrictions	There are no policy restrictions on this site.		
Physical Problems or limitations			
Landscape Capacity Study Summary	<p>A landscape and Visual Impact assessment has been produced which assesses potential landscape and visual effects of proposed development upon the local and wider landscape in accordance with best practice guidelines.</p> <p>The site comprises an area of treed land which is not publicly accessible on the western side of Henley. As existing, the site is unmanaged and contains a number of generally low quality tree species.</p> <p>This concludes that the impact on the surrounding landscape character and visual impact will be negligible and would be in keeping with the landscape.</p> <p>The Chilterns Area of Outstanding Natural Beauty (AONB) abuts the site's north-western boundary, however views into and out of the site area restricted due to a strong wooded boundary.</p> <p>A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site.</p>		

Traffic and Transport	Access to the site would be via Parkside which is currently in use as an access point. There is no public footpath running through this site.
Heritage	There are no heritage designations on this site.
Flooding	The land is situated within flood zone 1.
Suitability	The site is considered suitable in principle as it has no overriding constraints.
Availability and Achievability	
Availability	The site is available for 15 residential properties. The landowner has confirmed their willingness to develop the land as soon as it is allocated. The land is in single ownership and could be built out within the year.
Achievability	See comments below.
Capacity and overall assessment of the site	The site is available and is considered for 15 residential dwellings. The development of this site will be considered through the JHHNP process, during which its acceptability will be judged by comparison with other potentially suitable sites.

Settlement	Henley		
Site Reference	JHH7		
Other Useful Ref	Site H		
Site Address	Reading Road, Mill lane RG9 4HE		
Planning History	P00/S0734/O	Land off Mill Lane: Erection of building to provide car repair workshop.	Permission Granted
	P10/E0937/EX	MOT testing Centre. Extension of time to P07/E0585. (Erection of MOT testing station and auto centre).	Permission Granted
	P07/E1674	Steel Palisade pointed top fencing to enclose works/storage area, including 4m wide double gates.	Permission Granted
Site Size (hectares)	0.54		
Site description and current use	Partly in use as a jet petrol station and a tyre service bay. Part vacant body repair shop. Part overgrown commercial storage area.		
Site boundaries	Mill Lane to the north, Tesco's to the east, Reading Road to the west and a small road leading to Tesco's to the south.		
Surrounding land uses and character of the surrounding area	The site is located in a mixed use area comprising retail, employment, community sports and housing. The neighbouring Tesco supermarket store is to the east of the site. To the immediate south east of the site are single storey sports club houses, a large hair salon and further south Henley Town Playing Fields.		
Sustainability for housing			
Policy restrictions	There is a policy presumption against the loss of existing employment land within policies CSEM1 CSEM2, CSHEN1.		
Physical Problems or limitations			
Landscape Capacity Study Summary	The site lies alongside an arterial route into Henley from reading. Further along the Reading Road are a		

	<p>combination of open green spaces, waterside meadows, structure and amenity planting within the residential neighbourhoods and avenue tree planting. A notable gap in this mature greenery exists along the site frontage where highly unattractive and partially obsolete industrial buildings sit.</p> <p>A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site. The site can be accessed from Reading Road.</p>
Traffic and Transport	The site is accessible to public transport in the form of local buses and its proximity to Henley Railway station
Heritage	There are no heritage assets on this site.
Flooding	The site falls within flood zone 1.
Suitability	The site is considered suitable in principle as it has no overriding constraints.
Availability and Achievability	
Availability	The landowner has confirmed their willingness to develop the land as soon as it is allocated. The land is in single ownership and there are no overriding delivery issues.
Achievability	See comments below.
Capacity and overall assessment of the site	<p>The site is available and is considered to be suitable in principle for residential dwellings. The development of this site will be considered through the JHHNP process, during which its acceptability will be judged by comparison with other potentially suitable sites.</p> <p>The site is anticipated for 13-15 dwellings considering its location in the built up area being at a density of 30 dwellings per ha. Higher densities may be acceptable given the precedent to the south of the site.</p>

Settlement	HENLEY		
Site Reference	JHHP8		
Other Useful Ref	Site J		
Site Address	357 Reading Road		
Planning History	P11/E2271/DIS	Demolition of 3 existing dwellings and erection of 12 flats. Discharge of conditions 4, 13 and 12	Fully discharged.
	P11/E1047/A	Proposed non illuminated signage to Click and Collect Facility.	Consent to display
	P10/E0641	Clubhouse refurbishment including replacing a window on the northern elevation of the club house with doorway.	Permission Granted.
Site Size (hectares)	0.5 ha		
Site description and current use	Sports facility/ Hockey Club/Football Club/Hairdressers.		
Site boundaries	The site is bordered by roads on two sides and by Tesco on the northern border. There are pedestrian pavements located on two sides of the site with soft landscaping.		
Surrounding land uses and character of the surrounding area	<ul style="list-style-type: none"> • Residential dwellings to the west of the site. • Tesco is located to the north of the site. 		
Sustainability for housing			
Policy restrictions	Although no specific policy is supplied there is a presumption that the loss of a community centre would not be supported.		
Physical Problems or limitations			

Landscape Capacity Study Summary	The Landscape Capacity study suggests the site has a moderate diversity. The site has a strong structure. The site has a high sense of place. A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site.
Traffic and Transport	The site is surrounded by Reading Road and Mill Lane. The current access point for this site is off Mill Lane. There are no public footpaths running through this development.
Heritage	There is no heritage assets located on this site.
Flooding	The site falls within flood risk 1.
Suitability	The site is considered suitable in principle as it has no overriding constraints.
Availability and Achievability	
Availability	The landowner has confirmed their willingness to develop the as soon as it is allocated. The land is in single ownership and there are no overriding delivery issues.
Achievability	See comments below.
Capacity and overall assessment of the site	The site is available and is considered to be suitable in principle for residential dwellings. The development of this site will be considered through the JHHNP process. The site is anticipated for 13-15 dwellings considering its location in the built up area being at a density of 30 dwellings per ha. Higher densities may be acceptable given the precedent to the west of the site.

Settlement	Henley		
Site Reference	HEN 9		
Other Useful Ref	Town Council site		
Site Address	Watermans Spinney		
Planning History	P86/S0490	Change of use for access, car parking, provision for sports pitches and public open space.	Withdrawn
	P67/H0751	Site for 24 dwellings houses with garages and access.	Refused
Site Size (hectares)	1.66		
Site description and current use	The site is currently wooded.		
Site boundaries	Hedgerows		
Surrounding land uses and character of the surrounding area	<ul style="list-style-type: none"> • To the east are allotments • To the south are agricultural fields • To the north are playing fields • To the west area residential properties 		
Sustainability for housing			
Policy restrictions	There are no existing planning policy designations on the site.		
Physical Problems or limitations			
Landscape Capacity Study Summary	<p>The site is designated as semi enclosed dipslope. This means the site is medium in terms of scale. Moderate in terms of diversity. The site has a strong structure and is semi enclosed. The South Oxfordshire Landscape Assessment recommends conserving this landscape character.</p> <p>A full landscape and ecological study would be required to determine the impact of any potential development.</p>		
Traffic and Transport	Access to the site could be gained from Reading Road		
Heritage	There are no known heritage assets on the site.		
Flooding	The site is wholly within Flood Risk 1		
Suitability	The site is considered suitable in principle as it has no overriding constraints this is subject to the findings of ecological and landscape studies.		
Availability and Achievability			
Availability	The Town Council agreed on 5 November 2013 that the site was available for development.		
Achievability	See comments below		
Capacity and overall assessment of the site	The site is available and is considered to be suitable in principle for approximately 50 dwellings subject to the		

	<p>findings of ecological and landscape studies . The development of this site will be considered through the JHHNP process.</p> <p>Suitable for 40-55 homes subject to the results of further site assessments.</p>
--	--

Settlement	Henley		
Site Reference	HEN 10		
Other Useful Ref	Wilkins		
Site Address	9-11 Deansfield Avenue		
Planning History	P10/E1389	Change of use of building from class B1 to D1, to provide a facility for the training of learners on work-based learning programmes.	Approved
	P02/S0477	Demolition of existing warehouse and replacement with slightly larger warehouse.	Approved
	P88/S0608	New garage, drive and access for flat.	Approved
	P85/S0408	To provide new warehouse for furniture storage.	Approved
	P63/H0664	NEW STORAGE BUILDING	Approved
Site Size (hectares)	0.33		
Site description and current use	Roughly triangular in shape and currently used as for a furniture removal business		
Site boundaries	<ul style="list-style-type: none"> • Deanfield Road to the east • Deanfield Avenue to the south • Rear gardens and residential properties to the north and west 		
Surrounding land uses and character of the surrounding area	The site is located within a predominantly residential area. Henley college is in close proximity to the north east.		
Sustainability for housing			
Policy restrictions	There are no policy restrictions relating to this site.		
Physical Problems or limitations			

Landscape Capacity Study Summary	The site is within the defined urban area of Henley and is not located within a Conservation Area.
Traffic and Transport	Access to the site is via Deanfield Avenue.
Heritage	There are no known archaeological or heritage assets within the site or within the near vicinity of the site.
Flooding	The site is wholly within Flood Risk Zone 1.
Suitability	The site is considered suitable in principle as it has no overriding constraints.
Availability and Achievability	
Availability	The Landowner has confirmed within a letter dated 13 November 2013 that the site is available for development within 0-5 years.
Achievability	See comments below
Capacity and overall assessment of the site	The site is available and is considered to be suitable in principle for between 10-17 dwellings.

Settlement	Henley		
Site Reference	HEN 11		
Other Useful Ref	Wilkins (Newton Road)		
Site Address	Newton Road		
Planning History	P11/E1864/EX	Extension of time on P08/E1096/O (Outline application for construction of 8 x B1a Office units, parking and access).	Withdrawn
	P08/E1096/O	Outline application for construction of 8 x B1a Office units, parking and access.	Approved
	P07/E0805	New warehouse with support office.	Approved
Site Size (hectares)	0.25		
Site description and current use	Vacant site, currently used for car parking		
Site boundaries	<ul style="list-style-type: none"> • Commercial properties to the north, east and south • Rear gardens of residential properties to the west 		
Surrounding land uses and character of the surrounding area	The site is located within a predominantly within a commercial area. However, residential properties are located immediate to the west.		
Sustainability for housing			
Policy restrictions	<ul style="list-style-type: none"> • There is a policy presumption against the loss of existing employment land within policies CSEM1 CSEM2, CSHEN1. 		
Physical Problems or limitations			
Landscape Capacity Study Summary	The site is within the defined urban area of Henley and is not located within a Conservation Area.		
Traffic and Transport	Access to the site is via Newton Road. Secondary access could also be provided via Farm Road.		
Heritage	There are no known archaeological or heritage assets within the site or within the near vicinity of the site.		
Flooding	The site is wholly within Flood Risk Zone 1.		
Suitability	The site is considered suitable in principle for mix-used		

	development.
Availability and Achievability	
Availability	The Landowner has confirmed within a letter dated 13 November 2013 that the site is available for development within 0-5 years.
Achievability	See comments below
Capacity and overall assessment of the site	The site is available and is considered to be suitable in principle for 4 dwellings as part of a mixed-use development.

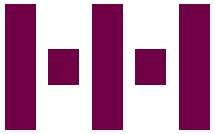
Settlement	Henley		
Site Reference	HEN 12		
Other Useful Ref	TA / RAR Centre		
Site Address	TA Centre, Friday Street		
Planning History	P93/S0180/G	Removal of lift up boom in entrance to site. Replacement with horizontally sliding gate. CIRCULAR 18/84.	No objection
	P92/S0155/G	Forming pitched roof over two storey administration block facing Friday Street.	No objection
	P91/S0441/G	Widen eastern entrance to site and close western entrance with railing on wall. Circular 18/84	No objection
	P91/S0395/G	Erection of a security fence at the edge of the flat roof to the miniature rifle range. CIRCULAR 18/84	Withdrawn
	P91/S0350/G	Erection of a security fence at the edge of the flat roof. Circular 18/84	No objection
Site Size (hectares)	0.161		
Site description and current use	Former TA Centre which continues to be used as a Cadet Unit.		
Site boundaries	<ul style="list-style-type: none"> • Residential properties to the east, south and west. • Friday Street to the north 		
Surrounding land uses and character of the surrounding area	<p>The site is located within a predominantly residential area. A number of Listed Buildings surround the site. The site lies within the Henley Conservation Area. The Core Strategy Local Plan seeks to preserve and enhance the setting and character of Conservation Areas.</p>		
Sustainability for housing			
Policy restrictions	<ul style="list-style-type: none"> • The site is located within a Conservation Area • The site is located within a Burgee Plot 		
Physical Problems or limitations			
Landscape Capacity Study Summary	The site is within the defined urban area of Henley.		

	However, the site is located within a Conservation Area.
Traffic and Transport	Access to the site is via Friday Street
Heritage	<ul style="list-style-type: none"> • The site is located within a Conservation Area • The site is located within a Burgage Plot • There are Listed Buildings abutting the site to the west and adjacent the site to the north
Flooding	The site is wholly within Flood Zone 1.
Suitability	The site is considered suitable in principle as it has no overriding constraints. However, impact on the Conservation Area will be a key consideration in the capacity on the site.
Availability and Achievability	
Availability	The DIO Acquisitions & Disposals have confirmed that the site is available for development within 5 years and subject to departmental assessment of no further military requirement.
Achievability	See below
Capacity and overall assessment of the site	The site is available and is considered to be suitable in principle for between 4-8 dwellings. The development of this site will be considered through the JHHNP process. Impact on the Conservation Area and Listed Buildings will be a key consideration on the overall capacity of the site.

Appendix 5

Annex 1: RAG Rating of Potential Sites in HENLEY - November 2013															
	RED Show stopper	AMBER More detail required	GREEN OK - no issues												
NOTE: Comments made have been based upon a desk-top study using the limited information provided (maps showing extent of proposed sites only), reference to specific elements such as points of access has															
	Transport DC	Transport Strategy	Public Transport	Primary Education	Secondary Education	SEN	Early Years	Ecology	Archaeology	PROW Minerals and Waste Drainage	Economy & Skills Waste	Fire Service	Ech		
	Capacity														
1	Site F: Chiltern End	25	Supporting documentation states that access to the site is currently taken from Chiltern End Road. Chiltern End Road does not exist but there is a Chiltern End Close. It is not clear whether the sites existing access is to be retained and/or whether any additional accesses (vehicular and pedestrian) are proposed. No details have been provided on the suitability of the existing access for example - does it need improving to accommodate the proposed development or of the existing local highway network in the immediate site vicinity. More detail is therefore required before a more detailed response can be provided.	Transport Strategy do not have any specific comments for each site. The approach to spread dwellings across the parishes of Henley and Shiplake (instead of providing one or two large developments) is likely to result in trips from new development being spread across the network. Key transport questions are: how far is the site from key facilities (including education), can trips to these facilities be made by walking or cycling? How could offsite walking and cycling routes to key facilities be improved or provided by the development? How far is the site from existing public transport (bus or rail) provision, and what level of provision is available. Will the development need to invest in public transport provision by way of direct mitigation? Will the traffic from the development impact significantly on any existing junctions or roads? Will the development need to invest in improving junction or roads by way of direct mitigation? The cumulative impact of these investments will need to be assessed by the development, in order to determine if the site is financially viable.	Site is located close to stops on local bus services 151/154. There is some uncertainty over the future shape of these services. Development would be expected to contribute to improvement of this service.	Would be expected to contribute towards the cost of expansion of primary school capacity in Henley.	Would be expected to contribute towards the cost of any expansion of Gillots School, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of any expansion of SEN facilities serving Henley, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of expanding early years facilities, should such expansion be required as a result of local housing growth.	SODC's ecologist to provide comments	No known archaeological issues.			Access for Firefighting: Oxfordshire Fire & Rescue Service (OFRS) assumes that access to the proposed sites and to the premises will be in accordance with the guidance in the current edition of Approved Document B to the Building Regulations volumes 1 & 2. Water Supplies for Fire fighting: We strongly recommend the provision of adequate and appropriate water supplies (fire hydrants) in accordance with the guidance in the current edition of Approved Document B to the Building Regulations volumes 1 & 2. We would also recommend that the development conforms to British Standards BS 9999:2006 (Code of practice for fire safety in the design, management and use of buildings – Section 23 Water supplies for fire and rescue service use – 23.2 Location and access to external water supply & BS 9990 (Code of practice for non-automatic fire-fighting systems in buildings – Section 5, Private fire hydrants - 5.2 Provision and Siting) Automatic Water Suppression Systems: Oxfordshire Fire and Rescue Service also believe that fitting of Automatic Water Suppression Systems (AWSS) will materially assist in the protection of life, property and fire fighter safety. AWSS such as sprinklers and water mist systems do save lives; therefore OFRS strongly recommend the provision of such systems particularly in new build properties for the proposed sites. Flood Management: OFRS advise that planning developments will take into account the provisions of the Flood Management Act 2010.	Cannot comment on all sites for Ech but we would need a minimum 1 acre site for 40 units. Ideal size is 60 units. Site needs to be flat with good access to public transport and ideally close to shops and other amenities. Chilterns End site has already been assessed as ideal for ECH
2	Site H: Jet Garage and surrounds	50-60	Supporting documentation makes reference to the site having a number of existing uses but does not give any indication of the proposed access point/s. For example whether existing accesses will be utilised? Further detail is therefore required before a more detailed response can be provided.		Site is located very close to the strategic Reading-Henley-High Wycombe bus route. Contributions would be sought to improving this service	Would be expected to contribute towards the cost of expansion of primary school capacity in Henley.	Would be expected to contribute towards the cost of any expansion of Gillots School, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of any expansion of SEN facilities serving Henley, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of expanding early years facilities, should such expansion be required as a result of local housing growth.	Part of this site was the subject of an archaeological evaluation which recorded a series of medieval field systems on part of the site. No archaeological constraints but further investigation may be required.					
3	Site J: Town Council Facilities	20-25	Supporting documentation indicates that access to the site is currently taken from Mill Lane. It is not clear whether this access is to be retained and/or whether it needs to be improved or whether a alternate access is to be provided. More detail is therefore required before a more detailed response can be provided.		Site is located very close to the strategic Reading-Henley-High Wycombe bus route. Contributions would be sought to improving this service	Would be expected to contribute towards the cost of expansion of primary school capacity in Henley.	Would be expected to contribute towards the cost of any expansion of Gillots School, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of any expansion of SEN facilities serving Henley, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of expanding early years facilities, should such expansion be required as a result of local housing growth.	Part of this site was the subject of an archaeological evaluation which recorded a series of medieval field systems on part of the site. No archaeological constraints but further investigation may be required.					
4	Site K: Land North of Parkside	15	Supporting documentation indicates that access to the site would be taken from Parkside which is currently used to achieve access to the site. It is not clear whether the existing access is to be retained and/or whether improvements are required or whether a further / additional access is proposed. Further information is therefore required before a more detailed response can be provided.		The site would require a good walk to the Town Centre, to bus stops on strategic routes or to the rail station. There would not be any public transport within 500 metres of this location.	Would be expected to contribute towards the cost of expansion of primary school capacity in Henley.	Would be expected to contribute towards the cost of any expansion of Gillots School, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of any expansion of SEN facilities serving Henley, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of expanding early years facilities, should such expansion be required as a result of local housing growth.	Little archaeological investigation has been undertaken in the area but Roman pottery has been recorded to the south of the site. The site may therefore require an archaeological evaluation ahead of the determination of any application.					
5	Site L: Sheephouse Farmhouse	25-30	Supporting information does not indicate whether access can be achieved from Reading Road. There is mention of a possible access point via an unadopted road to the south of the site but no further detail provided. Any access would need to meet the required standards.		The site is located adjacent to the strategic Reading-Henley-High Wycombe bus service. Informal bus stops exist at Harpsden Turn, and these should be enhanced to modern standards along with informal crossing point on the A4155. Contributions would be sought to improvements to the strategic bus route.	Would be expected to contribute towards the cost of expansion of primary school capacity in Henley.	Would be expected to contribute towards the cost of any expansion of Gillots School, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of any expansion of SEN facilities serving Henley, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of expanding early years facilities, should such expansion be required as a result of local housing growth.	The site is located to the west of two enclosures recorded from aerial photographs. Although undated they are thought to be prehistoric based on their form. A programme of archaeological investigation may be required ahead of the determination of any application.	Is within a flood plain				
6	Site N: Thames Farm	110	Access from Upper Bolney Lane unlikely to be unacceptable as this is a bridleway.		The site is located adjacent to the strategic Reading-Henley-High Wycombe bus service. A pair of bus stops exist at Bolney Lane, and these should be enhanced to modern standards along with informal crossing point on the A4155. Contributions would be sought to improvements to the strategic bus route.	Shiplake Primary School is not able to expand to accommodate additional children.	Would be expected to contribute towards the cost of any expansion of Gillots School, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of any expansion of SEN facilities serving Henley, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of expanding early years facilities, should such expansion be required as a result of local housing growth.	The site is located in an area of archaeological potential and a condition for a staged programme of archaeological investigation will need to be attached to any planning permission for the site.					
7	Site P: Former Wyvale Garden Centre	50-75	Access from Upper Bolney Lane unlikely to be unacceptable as this is a bridleway.		The site is located adjacent to the strategic Reading-Henley-High Wycombe bus service. A pair of bus stops exist at Bolney Lane, and these should be enhanced to modern standards along with informal crossing point on the A4155. Contributions would be sought to improvements to the strategic bus route.	Shiplake Primary School is not able to expand to accommodate additional children.	Would be expected to contribute towards the cost of any expansion of Gillots School, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of any expansion of SEN facilities serving Henley, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of expanding early years facilities, should such expansion be required as a result of local housing growth.	The site is located in an area of archaeological potential and a condition for a staged programme of archaeological investigation will need to be attached to any planning permission for the site.					

8	Site Q: Mount Isa	15-25	Supporting documentation suggests that the site would be accessed from the A4155 Reading Road. The applicant would need to demonstrate that the access meets the required standards.	The site is located adjacent to the strategic Reading-Henley-High Wycombe bus service. A pair of bus stops exist at Bolney Lane, and these should be enhanced to modern standards along with informal crossing point on the A4155. A safe walking route would be required to these bus stops. Contributions would be sought to improvements to the strategic bus route.	Shiplake Primary School is not able to expand to accommodate additional children. A small number of houses may not exceed the school's capacity.	Would be expected to contribute towards the cost of any expansion of Gillots School, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of any expansion of SEN facilities serving Henley, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of expanding early years facilities, should such expansion be required as a result of local housing growth.	The site is located in an area of archaeological potential and a condition for a staged programme of archaeological investigation will need to be attached to any planning permission for the site.					
9	Site R: Watermans Spinney Town Council Site	40-60	Supporting documentation suggests access to the site could be achieved via Reading Road. Any new access would need to meet the required standards.	The site is located not far from the strategic Reading-Henley-High Wycombe bus service. A pair of bus stops exist near the Tesco store, and these should be enhanced to modern standards along with informal crossing point on the A4155. A safe walking route would be required to these bus stops. Contributions would be sought to improvements to the strategic bus route.	Would be expected to contribute towards the cost of expansion of primary school capacity in Henley.	Would be expected to contribute towards the cost of any expansion of Gillots School, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of any expansion of SEN facilities serving Henley, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of expanding early years facilities, should such expansion be required as a result of local housing growth.	The site is located in an area of archaeological potential and a condition for a staged programme of archaeological investigation will need to be attached to any planning permission for the site.					
10	Site U: Wilkins	15-19	Supporting documentation suggests access to the site is currently from Deanfield Avenue. It is not clear whether the existing access is to be retained and/or whether this needs improving. Further information is therefore required.	Within easy walking distance of stops on strategic bus routes or to Henley rail station.	Would be expected to contribute towards the cost of expansion of primary school capacity in Henley. Well located with respect to the school expansion underway.	Would be expected to contribute towards the cost of any expansion of Gillots School, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of any expansion of SEN facilities serving Henley, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of expanding early years facilities, should such expansion be required as a result of local housing growth.	No known archaeological issues.					For information there is a former landfill site to the south but not adjacent to this site at Makins Recreation Ground. The Environment Agency web site states this was active until the mid 1960s and we think it is unlikely to be an issue. Contact the Environment Agency for more information.
11	Site V: TA Centre		Supporting documentation indicates that access to the site is currently from Friday Street. It is not clear whether the existing access is to be utilised and whether this needs improvements or whether a new access is to be provided. Further information is therefore required before a more detailed response can be provided.	Within easy walking distance of stops on strategic bus routes or to Henley rail station.	Would be expected to contribute towards the cost of expansion of primary school capacity in Henley. Well located with respect to the school expansion underway.	Would be expected to contribute towards the cost of any expansion of Gillots School, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of any expansion of SEN facilities serving Henley, should such expansion be required as a result of local housing growth.	Would be expected to contribute towards the cost of expanding early years facilities, should such expansion be required as a result of local housing growth.	The site is located in an area of archaeological potential and a condition for a programme of archaeological investigation will need to be attached to any planning permission for the site.					



Appendix 6



Listening Learning Leading

South Oxfordshire Strategic Housing Land Availability Assessment

Appendix 10: Henley

July 2013

HENLEY

Settlement	Henley			
Site Reference	HEN1			
Other useful refs	Option C in the issues and options of the core strategy			
Site address	Drawback Hill, North of Lucy's Farm, to the East of Gillott's School.			
Planning history	P01/S0277/LD	General purpose agricultural building.	Withdrawn	
	P89/S0765	Twin unit mobile home	Refused (appeal dismissed)	
Site size (hectares)	8.2			
Site description and current uses	Grassland			
Site boundaries	Mature trees and hedgerows			
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> • Field and playing field to West • Residential to North East and South. 			
Suitability for housing				
Policy restrictions	<ul style="list-style-type: none"> • TPOs on Eastern border of site • The proposed site would be on the edge of Henley. The policies in the South Oxfordshire Local Plan do not allow development which would extend the built-up area of settlements. 			
Physical problems or limitations				
Landscape Capacity Study Summary	<p>Potential effects of development on the AONB and its setting</p> <p>Development on the whole site would have a significant adverse effect on the setting of AONB and on views out from the AONB towards Henley. It would result in a significant increase in the prominence of the urban fabric and have the effect of undermining the important landscape transition between the town and the village of Harpsden and its valley location. However there is scope to develop the northern most part of the site (illustrated in Figure 2 in the report) provided the landscape enhancements to the plateau edge are implemented.</p> <p>Opportunity for landscape enhancement</p> <p>Development on the northern most part of the site (the reduced site) can be mitigated through setting back the built form away from the plateau edge and substantial woodland planting along the southern boundary. This would achieve a more robust landscape edge to the town to the rear of Blandy's Road which would link well into existing woodland and tree cover. In a short to medium time views of the new urban edge from the AONB would be screened, without introducing inappropriate elements into the landscape. This belt of</p>			

HENLEY

	<p>Green Infrastructure should also be able to provide additional ecological and recreational benefits.</p> <p>Potential capacity of the site</p> <p>As for all of these sensitive sites, the capacity of the reduced site will also be determined by the character of the area and that of the adjacent urban fabric. At HEN 1 the density should take account of the low density of the housing to the east, but could approach the density on Blandy's Road along its northern edge, provided the character of a well treed urban edge to Henley is conserved. The density of this reduced site is likely to therefore be no higher than 30 dwellings per ha. A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site. On this basis some 110 to 130 dwellings might be accommodated.</p>
Traffic and Transport	<p>The site adjoins Rotherfield Road, access to Blanndy Road would need to be taken via demolition of an existing home or via the gap adjoining the north west corner of the site.</p> <p>OCC officer comments indicate that access via Rotherfield Rd is unacceptable. There is a Bridleway which runs along the back of houses on Blandy Rd to the northern edge of this site, with careful design this barrier could be overcome. In principle OCC Highways & Transport officers would accept development of the number suggestedat this location providing access is taken from Blandy Rd via either option referred to above. This in principle agreement is subject to further detailed analysis and mitigation of all the relevant transport issues, such as bottle necks and safety issues.</p>
Heritage (OCC archaeological officer comments)	<p>HEN 1, 2 and 3 – These sites are in an area of some archaeological potential. A number of artefacts have been recovered from the immediate area including Roman Pottery 300m SW of HEN1 (PRN 2192) and a Palaeolithic hand axe found immediately west of HEN 2 (PRN 8096). A Roman Villa was recorded 600m South of these sites in 1909 (PRN 2190). The site is also located 500m east of the Scheduled Ancient Monument (SM 254) on HEN 5. It is possible that further aspects of these archaeological sites may survive. The results of an archaeological field evaluation will need to be submitted along with any planning application for the site.</p>
Flooding	None
Suitability	Site is considered suitable in principle as it has no overriding constraints.
Availability and Achievability	
Availability	Intention through site submission 236. The landowner has confirmed their willingness to develop the land as soon as it is allocated. The land is in single ownership

HENLEY

	and there are no overriding delivery issues.
Achievability	See comments below
Capacity and overall assessment of the site	Site is available and is considered to be suitable in principle for between 110 and 130 homes. The development of this site will be considered through the LDF process, during which its acceptability will be judged by comparison with other potentially suitable sites.

HENLEY

Site Reference	HEN2		
Other useful refs	Site submission 049		
Site address	Playing fields at Gillott's School, off Gillott's lane.		
Planning history	P07/E0248	Erection of four temporary, single storey, prefabricated units to the rear of the leisure centre with adjoining covered link and tarmac walkway to existing gymnasium building.	Permitted
	P02/S0745	Nursery building for pre-school.	Permitted
	P94/S0312/CC	Alterations and improvements to existing access for use by school buses. Re-opening of former school access to Gillotts Lane and construction of new internal roads, footpaths, traffic management measures and extension to sports hall car park.	Permitted
	P76/S0418	Erection of single-storey teaching accommodation for handicapped pupils.	Permitted
Site size (hectares)	Whole School site is 12.9ha (Although 2.55ha adjoining the existing school buildings was originally submitted for consideration OCC indicate that their preference now is for 1 ha of land on the east side of the playing field.)		
Site description and current uses	Gillott's School and playing fields		
Site boundaries	Mature trees and hedges		
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> • Agricultural fields to South and East • Residential to North • Informal recreation to West. 		
Suitability for housing			
Policy restrictions	<ul style="list-style-type: none"> • Adjoins AONB • The proposed site would be on the edge of Henley. The policies in the South Oxfordshire Local Plan do not allow development which would extend the built-up area of settlements. 		
Physical problems or limitations	<ul style="list-style-type: none"> • School and a certain amount of space for playing fields will need to be retained on the site. • Legally protected Common Pipistrelle (39795) present on the part of the site close to the school buildings. 		
Landscape Capacity Study Summary	<p>These landscape comments relate to the original submission scheme. An addendum will be prepared in relation to the alternative 1ha now proposed.</p> <p>Potential effects of development on the AONB and its setting</p> <p>Development on the whole site would have a significant adverse effect on the setting of AONB. However a limited development as proposed would not result in a significant increase in the prominence of the urban fabric nor would it undermine the important landscape transition between the town and the AONB, the village of Harpsden and its valley location. There is scope to develop the western most part of the site (illustrated in Figure 3 in the report) provided the landscape features of this site are conserved and enhanced in order to protect the setting of the AONB and the landscape character of this site.</p> <p>Opportunity for landscape enhancement</p>		

HENLEY

	<p>Development on the western most part of the site (the reduced site) should enable the landscape enhancement of the tree cover areas and the parkland both of which contribute to the setting of the AONB. This belt of Green Infrastructure should also be able to provide additional ecological as well as recreational benefits.</p> <p>Potential capacity of the site</p> <p>As for all of these sensitive sites, the capacity of the reduced site will also be determined by the character of the area and that of the adjacent urban fabric. At HEN 2 the density should take account of both the low density of the housing to the north, and should not seek to replicate the form of housing on Blandy's Road, to ensure that the character of a well treed urban edge to Henley is provided. However, the existing school has already established a greater mass of built form on part of the site and therefore a higher density could be considered. The density of this reduced site is recommended to be the maximum of 35 dwellings per ha. A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site. On this basis some 75 - 85 dwellings might be accommodated provided the tree covered setting to the AONB and views from the AONB are not compromised.</p>
Traffic and Transport	<p>The 1ha site on the east side of the playing field has no existing access to an adopted highway, access would need to be taken onto Blandy Road via the gap adjoining the north east corner of the site.</p> <p>OCC officer comments are as for HEN1 and indicate there is a Bridleway which runs along the back of houses on Blandy Rd to the northern edge of this site, with careful design this barrier could be overcome. In principle OCC Highways & Transport officers would accept development at this location for the number of homes proposed providing access is taken from Blandy Rd via either option referred to above. This in principle agreement is subject to further detailed analysis and mitigation of all the relevant transport issues, such as bottle necks and safety issues.</p>
Heritage (OCC archaeological officer comments)	<p>HEN 1, 2 and 3 – These sites are in an area of some archaeological potential. A number of artefacts have been recovered from the immediate area including Roman Pottery 300m SW of HEN1 (PRN 2192) and a Palaeolithic hand axe found immediately west of HEN 2 (PRN 8096). A Roman Villa was recorded 600m South of these sites in 1909 (PRN 2190). The site is also located 500m east of the Scheduled Ancient Monument (SM 254) on HEN 5. It is possible that further aspects of these archaeological sites may survive. The results of an archaeological field evaluation will need to be submitted along with any planning application for the site.</p>
Flooding	None
Suitability	Site is considered suitable in principle.
Availability and Achievability	
Availability	Intention known through site submission 049 and SHLAA response. OCC have indicated that the area of land which is likely to come forward in the plan period is around 1 ha of land preferably at the eastern end of the playing fields taking access from Blandy Road. The land is in OCC ownership and there are no overriding delivery issues.
Achievability	See comments below
Capacity and overall assessment of the site	Site is available and is considered to be suitable in principle for between 25 and 30 homes on the 1ha of land now proposed (subject to Landscape Capacity Study reassessment). The development of this site will be considered through the LDF process, during which its acceptability will be judged by comparison with other potentially suitable sites.

HENLEY

Site Reference	HEN 3		
Other useful refs	Site submission 231 Part site E in Henley Background Paper		
Site address	Treetops, Gillots Lane		
Planning history	P06/E0241/O	Outline application for the erection of a detached house.	Refused
	P88/S0639	One detached house and garage.	Refused
	P88/S0296	One detached house and double garage.	Refused
	P80/S0502/O	Erection of two detached houses with double garages.	Refused
	P48/H0036	Dwelling House	Permitted
Site size (hectares)	2.5		
Site description and current uses	One house to the South of the site. Dense trees to the North and South East and an open field to the North West.		
Site boundaries	Trees on the East and South boundaries and fencing to the West.		
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> • Agricultural fields to South and West • Residential to North • School to West. 		
Suitability for housing			
Policy restrictions	<ul style="list-style-type: none"> • AONB • Several TPOs to the South East of the site • The proposed site would be on the edge of Henley. The policies in the South Oxfordshire Local Plan do not allow development which would extend the built-up area of settlements. 		
Physical problems or limitations			
Landscape Capacity Study Summary	<p>Potential effects of development on the AONB and its setting Development on the whole site would have a significant adverse effect on the AONB and the Village Green. However a very limited amount of development would not result in a significant increase in the prominence of the urban fabric nor would it undermine the important landscape transition between the town and the AONB, the village of Harpsden and its valley location. There is scope for a low density development provided the tree cover on this site is conserved and enhanced, and the landscape buffers are provided, in order to protect the setting of the AONB and the landscape character of this site.</p> <p>Opportunity for landscape enhancement The proposed landscape treatment is needed to mitigate any harm to the AONB. The site does not require further enhancement, other than an opportunity for phased removal of the inappropriate conifer planting.</p> <p>Potential capacity of the site As for all of these sensitive sites, the capacity of the reduced site is determined by the character of the AONB and that of the adjacent urban fabric. At HEN 3 the density should take account of both the low density of the housing on the edge of the town and ensure that the character of the well treed edge of the AONB is conserved and enhanced. The density of this reduced site is recommended to be below the minimum set out in the SHLAA. A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site but for the purposes of this study it has been assumed that only 50% of the site will be available ie 1.2ha. On this basis 15 to 20 dwellings might be accommodated provided the tree covered</p>		

HENLEY

	setting to the AONB is not compromised.
Traffic and Transport	OCC officer comments are that access to Gillotts Lane for a development of up to 25 units would be acceptable in principle. A transport assessment would be required with any application.
Heritage (OCC archaeological officer comments)	HEN 1, 2 and 3 – These sites are in an area of some archaeological potential. A number of artefacts have been recovered from the immediate area including Roman Pottery 300m SW of HEN1 (PRN 2192) and a Palaeolithic hand axe found immediately west of HEN 2 (PRN 8096). A Roman Villa was recorded 600m South of these sites in 1909 (PRN 2190). The site is also located 500m east of the Scheduled Ancient Monument (SM 254) on HEN 5. It is possible that further aspects of these archaeological sites may survive. The results of an archaeological field evaluation will need to be submitted along with any planning application for the site.
Flooding	none
Suitability	This site is considered to be suitable in principle.
Availability and Achievability	
Availability	Intention known through site submission 231. The site is in a single ownership, the owner has confirmed their willingness to develop the site as soon as it is allocated. There are no overriding delivery issues.
Achievability	See comments below
Capacity and overall assessment of the site	Site is available and is considered to be suitable in principle for between 15 and 20 homes. The development of this site will be considered through the LDF process, during which its acceptability will be judged by comparison with other potentially suitable sites.

HENLEY

Settlement	Henley		
Site Reference	HEN4		
Other useful refs	None		
Site address	Land at the corner of Gillotts Lane and Greys Road,		
Planning history	P97/S0187	Open recreational use	Refused (appeal dismissed)
	P97/S0186	Open recreational use, including tennis courts; car parking and access	Refused
	P88/S0904	Erection of 170 dwellings including construction of traffic control system at junction of Greys Road/ Gillotts Lane, new access roads and a new primary school with recreational facilities.	Refused
	P88/S0766/O	Erection of 12 dwellings with associated garages.	Refused
	P88/S0639:	One detached house and garage.	Refused (appeal dismissed)
	P88/S0296	One detached house and double garage.	Refused (appeal dismissed)
	P87/S0798/O	Construction of a Hypermarket.	Withdrawn
	P87/S0707/O	Erection of dwellings with associated garages and access	Refused
	P85/S0165/O	Erection of 200 dwellings	Refused (appeal dismissed)
Site size (hectares)	9.8		
Site description and current uses	Site owned and managed by Henley Town Council as an area of public open space. It has a well worn circular path, benches and a notice board. Designated as a village green in 2009.		
Site boundaries	Hedging		
Surrounding land uses and character of	<ul style="list-style-type: none"> • Residential to the North 		

HENLEY

surrounding area	<ul style="list-style-type: none"> • Residential, sports centre and school to the East, Highlands farm to the West • Open to the South
Suitability for housing	
Policy restrictions	<ul style="list-style-type: none"> • Chilterns AONB • Designated as a Village Green • The proposed site would be on the edge of Henley The policies in the South Oxfordshire Local Plan do not allow development which would extend the built-up area of settlements.
Physical problems or limitations	<ul style="list-style-type: none"> • Transport assessment to the completed, if appropriate, through the plan making process • Well used area of public open space
Suitability	This site is unsuitable in principle due to its designation as a town green.
Availability and Achievability	
Availability	Not available designated as a Town Green after the publication of the Preferred Options document
Achievability	Not an achievable site
Overall assessment of the site	<p>The site is not suitable, available or achievable in principle.</p> <p>This site was put forward as a preferred option in the Preferred Options Consultation but has since gained Town green status.</p> <p>The development of this site will be considered through the plan making process, during which its acceptability will be judged by comparison with other potential sites.</p>

HENLEY

Site Reference	HEN 5		
Other useful refs	Site Submission 100 Site D in Henley Background Paper		
Site address	Highlands Farm, Henley		
Planning history	P72/H0438	Erection of residential development (outline)	Withdrawn
	P62/H0709	Two pairs of semi-detached houses with four accesses	Permitted
	P61/H0122	Erection of one pair of semi-detached houses.	Permitted
	P61/H0121	Erection of one pair of semi-detached houses.	Permitted
	P61/H0020	Erection of one detached house.	Permitted
	P60/H0558	Site for pair of dwelling houses and one detached dwelling house.	Permitted
	P60/H0557	Site for pair of dwelling houses.	Permitted
	P59/H0386	Site for residential dwelling houses with accesses	Refused
	P58/H0345	Site for 53 dwellings and new service road.	Refused
	P56/H0519	Gravel workings 29.8 acres.	Permitted
	P55/H0361	Site for detached dwelling house and access	Refused
Site size (hectares)	33.6		
Site description and current uses	Original farm and associated fields and buildings. Currently an employment use.		
Site boundaries	Mixture of hedging and fencing		
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> Residential to the North East Agriculture to the East, West and North and South 		
Suitability for housing			
Policy restrictions	<ul style="list-style-type: none"> AONB SSSI on site at Highlands Farm Pit (approx 0.6ha) Ancient Monument The proposed site would be on the edge of Henley. The policies in the South Oxfordshire Local Plan do not allow development which would extend the built-up area of settlements. 		
Physical problems or limitations			
Landscape Capacity Study Summary	<p>Potential effects of development on the AONB and its setting</p> <p>Development on the whole site would have a major adverse effect on the AONB and the Village Green. The promoter's development area of 14.9 ha would have a significant adverse impact by almost doubling the existing built footprint. A limited amount of development, essentially replacing the existing employment development, would be acceptable if significant landscape and visual benefits, and a better settlement pattern, can be achieved. It is essential that the development does not result in a significant increase in the prominence of the urban fabric nor should it undermine the important landscape transition between the town and the open countryside of the AONB around it. The developed area and housing density selected should ensure that the tree cover on this site is conserved and enhanced, and the landscape buffers are provided, in order to protect the setting of the AONB and the landscape character of this site.</p>		

HENLEY

	<p>Opportunity for landscape enhancement</p> <p>Care needs to be taken in the siting and nature of any landscape enhancement to the site. It is important that the over-riding rural character of nearly 50% of the site is maintained and therefore the retention of open fields and a natural woodland and tree structure is essential. The scope to include playing fields and significant landscape enhancement of the boundaries could make a positive contribution to the AONB. Native screen planting must prevent any residual visual intrusion along the more open boundaries.</p> <p>Potential capacity of the site</p> <p>HEN5 is the most sensitive of the sites and as for all of these sensitive sites, the capacity of the reduced site is determined by the character of the AONB and in this case the poor relationship of the brownfield land with the adjacent urban fabric. At HEN 5 the density should take account of both the low density of the housing on the edge of the town and ensure that the character of the AONB is conserved and enhanced. The lower density of 25 dwellings per ha. is therefore more appropriate. Careful design of the built form so as to avoid any greater impact from the mass and scale of the development may allow a density of up to 28/ha. A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site but for the purposes of this study, on the basis of a maximum of around 8.8ha of developable area, 220 (25/ha) - 245 (28/ha) dwellings might be accommodated.</p>
Traffic and Transport	<p>Of all of the sites put forward, OCC Highways & Transport officers feel this is in the least acceptable location for general housing. The main concerns are:</p> <ul style="list-style-type: none"> • The distance to the town centre and its facilities and services • The distance to the train station and main bus route on the A4130 • That traffic generated from the site will either route through an already congested town centre or through unsuitable rural roads and villages • That there are concerns over the immediate access to and from the site <p>Officers believe that it would not be possible to overcome many of these concerns and that there would be many more issues as details of the site were developed, some of which may result in a transport objection. For that reason transport officers strongly suggest this is not developed for non-specialist housing. A more suitable use would be something like a self-contained care facility or Care Village.</p>
Heritage (OCC archaeological officer comments)	<p>This site contains a Scheduled Ancient Monument of a Palaeolithic site (SM 254). This is considered one of the 3 or 4 most prolific Palaeolithic sites in Britain, yielding some 60 artefacts per cubic yard of the Clactonian period. The scheduled site measures 150m by 24m was first discovered in 1895 and is located on the edge of a disused gravel pit. The Palaeolithic artefacts are located in a palaeo-channel and were recorded at the quarry face. The course of the channel, which is likely to contain further artefacts, is unknown and it is therefore likely that further aspects of this site will survive within the area, outside of the currently scheduled area. Where further artefacts are present these should be considered to be of national importance and any development would need to ensure that they remain undisturbed and protected. In order to assess this, the results of an archaeological field evaluation would therefore need to be submitted along with any planning application for the site.</p>
Flooding	None
Employment use	The site is currently in employment use and no evidence has been submitted to demonstrate that this is no longer economically viable. The site has been identified as being of poor quality and the existing use is relatively low intensity. A

HENLEY

	mixed use scheme could continue to provide employment on the site and a Care Village type use could also provide a significant amount of employment.
Suitability	This site is considered to be suitable in principle.
Availability and Achievability	
Availability	Intention known through site submission 100. The site is in a single ownership, the owner has confirmed their willingness to develop the site as soon as it is allocated. There are short term tenancies on some parts of the site (maximum 12 months). There are no overriding delivery issues.
Achievability	See comments below
Capacity and overall assessment of the site	The site is available and is considered to be suitable in principle for between 220 and 245 specialist homes. The assessment identifies that this site is the least preferred of the available sites in Henley because of its more isolated location, making it more difficult to integrate new residents with the community and services and facilities using public transport. The Care Village proposal could overcome many of these issues and enable specific provision for older people. The development of this site will be considered through the LDF process, during which its acceptability will be judged by comparison with other potentially suitable sites.

HENLEY

Settlement	Henley
Site Reference	HEN6
Other useful refs	Site Submission 191
Site address	Land on the western edge of Henley, next to Greys Road
Planning history	None
Site size (hectares)	0.5
Site description and current uses	Land mostly covered by trees and hedges contains wood yard buildings
Site boundaries	Mature trees and hedges
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> • Residential to East • Agriculture to North, West and South.
Suitability for housing	
Policy restrictions	<ul style="list-style-type: none"> • Chilterns AONB • The proposed site would be on the edge of Henley. The policies in the South Oxfordshire Local Plan do not allow development which would extend the built-up area of settlements.
Physical problems or limitations	<ul style="list-style-type: none"> • Transport assessment to be completed, if appropriate, through the plan making process
Suitability	<ul style="list-style-type: none"> • This site is considered to be suitable in principle. Henley is tightly constrained and therefore the presence of the AONB, having surveyed the site, is considered not to rule it out in principle due to its small size.
Availability and Achievability	
Availability	<ul style="list-style-type: none"> • Intention known for South Eastern corner of site through site submission 191.
Achievability	Unknown
Overall assessment of the site	Site is available and is considered to be suitable in principle. The development of this site however will also be considered through the plan making process, during which its acceptability will be judged by comparison with other potentially suitable sites.

HENLEY

Settlement	Henley
Site Reference	HEN7
Other useful refs	None
Site address	Land on the western edge of Henley, adjacent to Grey's road opposite Highlands farm
Planning history	None
Site size (hectares)	11.1
Site description and current uses	Agricultural land
Site boundaries	Mature trees and hedges
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> • Residential to East • Agriculture to North, West and South.
Suitability for housing	
Policy restrictions	<ul style="list-style-type: none"> • Prominent in the Chilterns AONB • The proposed site would be on the edge of Henley. The policies in the South Oxfordshire Local Plan do not allow development which would extend the built-up area of settlements.
Physical problems or limitations	<ul style="list-style-type: none"> • Transport assessment to be completed, if appropriate, through the plan making process
Suitability	<ul style="list-style-type: none"> • This site is considered to be unsuitable in principle, having surveyed the site due to its very prominent position within the AONB and DEFRA schemes.
Availability and Achievability	
Availability	<ul style="list-style-type: none"> • Site is not currently available as it is part of DEFRA schemes
Achievability	Unknown
Overall assessment of the site	Site is not available and is not considered to be suitable in principle. The development of this site however will also be considered through the plan making process, during which its acceptability will be judged by comparison with other potentially suitable sites.

HENLEY

Settlement	Henley		
Site Reference	HEN8		
Other useful refs	None		
Site address	Nicholas Hill Farm, on the western edge of Henley on Thames.		
Planning history	P67/H0839	Site for dwelling houses and accesses	Refused
	P60/H0635	Site and layout for 83 dwelling houses with access road.	Refused
	P54/H0384	Farm house and outbuildings and new access drive	Permitted
	P54/H0302	New Farmhouse	Permitted
Site size (hectares)	11.6		
Site description and current uses	Agricultural land.		
Site boundaries	Various, hedges and fences		
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> Residential to the South and South West Agricultural on remaining boundaries 		
Suitability for housing			
Policy restrictions	<ul style="list-style-type: none"> Prominent in the Chilterns AONB TPOs on the eastern edge of the site. The proposed site would be on the edge of Henley. The policies in the South Oxfordshire Local Plan do not allow development which would extend the built-up area of settlements. 		
Physical problems or limitations	Transport assessment to be completed, if appropriate, through the plan making process		
Suitability	<ul style="list-style-type: none"> This site is considered to be unsuitable in principle, having surveyed the site due to its very prominent position within the AONB. 		
Availability and Achievability			
Availability	Site has not been submitted for development through the plan making process and therefore deliverability is unknown		
Achievability	Unknown		
Overall assessment of the site	Site is not available and is not considered to be suitable in principle. The development of this site however will also be considered through the plan making process, during which its acceptability will be judged by comparison with other potentially suitable sites.		

HENLEY

Settlement	Henley		
Site Reference	HEN9		
Other useful refs	None		
Site address	Land north of Nicholas Hill Farm		
Planning history	P74/S0472/O	Erection of 85 detached dwellings	Refused
	P72/H1101	Erection of residential development.	No decision
	P71/H0299	The filling of an existing valley with chalk excavated from roadwork's on land also forming part of Wootton Manor Farm.	Withdrawn
Site size (hectares)	15.9		
Site description and current uses	Agricultural grazing		
Site boundaries	Various hedges and fences		
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> Residential to East and South Agricultural land to the North and West 		
Suitability for housing			
Policy restrictions	<ul style="list-style-type: none"> Prominent in the Chilterns AONB The proposed site would be on the edge of Henley. The policies in the South Oxfordshire Local Plan do not allow development which would extend the built-up area of settlements. 		
Physical problems or limitations	<ul style="list-style-type: none"> Group of TPOs on southern boundary of site. Transport assessment to be completed, if appropriate, through the plan making process 		
Suitability	<ul style="list-style-type: none"> This site is considered to be unsuitable in principle, having surveyed the site due to its very prominent position within the AONB. 		
Availability and Achievability			
Availability	Site has not been submitted for development through the plan making process and therefore deliverability is unknown		
Achievability	Unknown		
Overall assessment of the site	Site is not available and is not considered to be suitable in principle. The development of this site however will also be considered through the plan making process, during which its acceptability will be judged by comparison with other potentially suitable sites.		

HENLEY

Settlement	Henley
Site Reference	HEN10
Other useful refs	Site Submission 230
Site address	Henley College, (Rotherfield Site), Paradise Road
Planning history	No relevant planning history
Site size (hectares)	9.6
Site description and current uses	Tertiary education establishment including teaching buildings and sports fields and wooded areas
Site boundaries	Trees and hedges
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> Residential to the South, East and North East. Agricultural land to the West and North West.
Suitability for housing	
Policy restrictions	<ul style="list-style-type: none"> The loss of the college would not be supported under the Adopted South Oxfordshire Local Plan 2011 unless provision was made for alternative facilities elsewhere. One TPO to middle of site and a group TPOs on adjacent land to the North East of the site.
Physical problems or limitations	Transport assessment to be completed, if appropriate, through the plan making process
Suitability	<ul style="list-style-type: none"> This site is considered to be suitable in principle, having surveyed the site as it has no overriding constraints and the college has shown an intention to move sites so the current policy constraint could be overcome as long as the use is replaced.
Availability and Achievability	
Availability	<ul style="list-style-type: none"> Intention known through site submission 230 Henley College currently operates from 2 sites and has many buildings that need improving or replacing to provide a good quality teaching environment. The college is keen to find a new single site that will allow it to operate more efficiently. The college has identified that the brownfield land at Highlands Farm would be suitable. The council would support the College moving to this site and redevelopment of their existing sites for housing. The college would need to be replaced if the site were to be developed but this is clearly defined in their intention.
Achievability	The college informed the council in 2009 that at the present time there is not the funding to support this, but it remains an option for the future.
Overall assessment of the site	Site is available and suitable in principle. The

HENLEY

	development of this site will be considered through the plan making process, during which its acceptability will be judged by comparison with other potential sites.
--	--

HENLEY

Settlement	Henley		
Site Reference	HEN11		
Other useful refs	None		
Site address	South West of Friar Park, North West of Henley College		
Planning history	P81/S0238	Erect replacement dwelling for occupation by owners of Friar Park Stables and one member of their staff. Change of use of existing dwelling to a hay store and a tack room and stables office.	Refused (appeal dismissed)
	P80/S0547	Erection of chalet bungalow and double garage for occupation by the owners of Friar Park Stables and one member of their staff.	Withdrawn
Site size (hectares)	8.4		
Site description and current uses	Agricultural grazing		
Site boundaries	Trees and hedges		
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> Residential to East and North Agricultural to West and South 		
Suitability for housing			
Policy restrictions	<ul style="list-style-type: none"> TPOs on Eastern part of site Prominent in the Chilterns AONB The proposed site would be on the edge of Henley. The policies in the South Oxfordshire Local Plan do not allow development which would extend the built-up area of settlements. 		
Physical problems or limitations	Transport assessment to be completed, if appropriate, through the plan making process		
Suitability	<ul style="list-style-type: none"> This site is considered to be unsuitable in principle, having surveyed the site due to its very prominent position within the AONB. 		
Availability and Achievability			
Availability	Site has not been submitted for development through the plan making process and therefore deliverability unknown		
Achievability	Unknown		
Overall assessment of the site	Site is not available and is considered unsuitable in principle. The development of this site will be considered through the plan making process, during which its acceptability will be judged by comparison with other potential sites.		

HENLEY

Settlement	Henley		
Site Reference	HEN12		
Other useful refs	Site Submission 220		
Site address	Land to the West of Fairmile to the East of Badgemore Stables		
Planning history	P00/S0060/DA	Change of use of the land to use for the stationing of caravans for storage	Deemed Application (appeal dismissed)
Site size (hectares)	5.1		
Site description and current uses	Agricultural field		
Site boundaries	Trees and hedges		
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> Residential to South West and North West Agriculture to the South, East and West 		
Suitability for housing			
Policy restrictions	<ul style="list-style-type: none"> Prominent in the Chilterns AONB The proposed site would be on the edge of Henley. The policies in the South Oxfordshire Local Plan do not allow development which would extend the built-up area of settlements. 		
Physical problems or limitations	Transport assessment to be completed, if appropriate, through the plan making process		
Suitability	<ul style="list-style-type: none"> This site is considered to be unsuitable in principle, having surveyed the site due to its very prominent position within the AONB. 		
Availability and Achievability			
Availability	Intention known through site submission 220		
Achievability	Unknown		
Overall assessment of the site	Site is available but is considered unsuitable in principle. The development of this site will be considered through the plan making process, during which its acceptability will be judged by comparison with other potential sites.		

HENLEY

Site Reference	HEN13		
Other useful refs	Site submission number 066 Site A in Henley Background Paper		
Site address	Land off Fairmile North West of Luker Avenue		
Planning history	P02/S0825	Erection of 36 terraced houses and 13 flats.	Withdrawn
	P01/S0655	Erection of 31 terraced houses and 12 flats.	Withdrawn
	P95/S0623	Erection of seven detached houses	Refused (appeal withdrawn)
	P86/S0167	Erection of 7 6 bed detached houses	Refused (appeal dismissed)
	P81/S0262	Erection of 32 houses	Refused
	P81/S0261	Erection of 32 houses	Refused (appeal withdrawn)
	P80/S0553/O	Erection of one dwelling house	Refused
	P80/S0500	Single-storey dwelling	Refused (appeal dismissed)
	P75/S0132/O	Erection of one dwelling	Refused
	P73/H0309	Erection of 12 two-storey dwellings	Refused
	P72/H0974	Erection of residential layout for 66 dwellings	Refused
	P71/H0751	Residential development	Refused
	P70/H0108	Residential development	Withdrawn
	P66/H0607	Erection of one dwelling	Refused
	P63/H0537	Residential development	Refused
	P63/H0259	Site for residential development at a density of 8 houses per acre	Refused
Site size (hectares)	3.7		
Site description and current uses	<ul style="list-style-type: none"> Overgrown scrubland in Eastern part of the site. Grassland in the Western portion. 		
Site boundaries	<ul style="list-style-type: none"> Established hedges surrounding the Eastern portion of the site and running through the middle of the search area. Mix of hedges and fences around the Western portion of the site. 		
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> Residential to South East and to the North. One residential property interjects into the site from the North West. Fair Mile (A4130) road to the East Agricultural fields to the South West 		
Suitability for housing			
Policy restrictions	<ul style="list-style-type: none"> AONB adjoins site to on two sides. Falls within the Henley Conservation Area 		

HENLEY

	<ul style="list-style-type: none"> • TPOs on South West of site • Listed Buildings adjacent to the South East edge of site on the Fairmile. • The proposed site would be on the edge of Henley. The policies in the South Oxfordshire Local Plan 2011 do not allow development which would extend the built-up area of settlements.
Physical problems or limitations	
General	<ul style="list-style-type: none"> • Site slopes from North East to South West. • Protected slow worms may be present on the southern edge of the site.
Landscape Capacity Study Summary	<p>Potential effects of development on the AONB and its setting Development on this site would need to be handled with considerable care but with the right siting, design and built form it should be possible to develop the site without harm to the setting of the AONB or the Conservation Area (CA), or a visual impact on the AONB.</p> <p>Opportunity for landscape enhancement At present the site makes a positive contribution to the setting of the AONB and to the CA. However there is an opportunity to improve the landscape edge to the existing estate south east of the site. Appropriate landscape mitigation and densities should enhance any development, including the road access, on the site.</p> <p>Potential capacity of the site HEN13 is a sensitive site due to its location and as for all of these sensitive sites, the capacity of the reduced site is determined by the character of the AONB, the CA and better quality housing adjacent to the site. At HEN 13 the density should take account of the low density of the housing on the edge of the town, with some flexibility allowing for some higher density close to Crisp Road/Luker Avenue, and should ensure that the character of the AONB/CA is conserved and enhanced. A lower density than 25 dwellings per ha. is therefore more appropriate. A full detailed landscape and visual impact assessment will be required to inform the final capacity of the site but for the purposes of this study 60 to 75 dwellings might be accommodated.</p>
Traffic and Transport	<p>Initial transport information has been submitted for this site. OCC officer comments indicate that general access from Luker Avenue is unacceptable. However, it would appear that access onto Fair Mile Drive, as shown in the plan submitted, is achievable for the number of homes proposed. The access would need to be delivered to a suitable standard with mitigation measures undertaken. This in principle agreement is subject to further detailed analysis and mitigation being undertaken of all the relevant transport issues, such as bottle necks and safety issues, and especially capacity issues at the A4130/A4155 double mini roundabout junction. Emergency access from Luker Avenue is likely to be acceptable.</p>
Heritage	<p>SODC Conservation Officer comments indicate that the north-eastern part of the site lies within the Henley Conservation Area(CA). Nos. 23 and 25 Fair Mile are Grade II listed buildings dating from the 18th century. No. 27 Fair Mile is recorded as a Building of Local Note. The CA appraisal states that an important aspect of the character of Fair Mile is that '<i>the building plots are particularly spacious and the setting, amongst fields and areas of woodland, is attractive.</i>' The appraisal goes on to state that '<i>the wide grass verges, large gardens, neat hedges and mainly paired or detached houses, set back along a common building line, create a unique townscape.</i>' The elm avenue was an improvement carried out in the early 1840s. Many of the trees within and adjacent to the proposed development site contribute to the special character of this part of Henley and are protected by TPO's.</p>

HENLEY

	<p>The open, semi-rural character of the existing site contributes to the setting of the listed buildings and reflects the established suburban character of this part of the CA. This site is therefore sensitive to more intensive development. The historic plots immediately adjacent to the proposed development area, which include Field Cottage, Mile Edge and 25 Fair Mile, as well as the detached properties to the north-west are all spacious in character. In order to preserve or enhance the character and appearance of the CA and the setting of the listed buildings the density of development in this location should take account of the scale and form of these larger properties. I have looked through the various options put forward which are based on 90 units. A reduction to between 60 and 75 would provide scope for reducing the density within the CA. Removal of units that would be visible along the access road from Fair Mile and a general reduction of units within the CA would improve the illustrative schemes. The area immediately adjacent to the CA could take a higher density of units and would thereby reduce impacts on the setting of the listed buildings and character of the CA. The retention of trees and the potential for creating additional planting would help to preserve the semi-rural character. I feel comfortable with a 60 to 75 unit density.</p> <p>OCC archaeological officer comments indicate that this site is located within an area where little archaeological investigation has been undertaken. The site is located along the route of the Roman Road from Dorchester, crossing the River Thames at Henley. The site is relatively undeveloped both on modern maps and on the early edition OS maps and so any archaeological deposits that do survive on site can be expected to be fairly well preserved. The results of an archaeological field evaluation will therefore need to be submitted along with any planning application for the site.</p>
Flooding	Approximately 0.5ha of land around the access and eastern edge of the site is within flood zones 2 and 3. The EA have indicated that provided a dry pedestrian and emergency access is available development of the site would be acceptable. A dry pedestrian and emergency access is available from Luker Avenue over land in SODC ownership.
Suitability	This site is considered to be suitable in principle.
Availability and Achievability	
Availability	Intention known through site submission 066 and SHLAA response. There are three landowners working through a single developer. All have confirmed their willingness to develop the land as soon as it is allocated. There are no overriding delivery issues.
Achievability	See comments below
Capacity and overall assessment of the site	Site is available and is considered suitable in principle for between 60 and 75 homes. The development of this site will be considered through the LDF process, during which its acceptability will be judged by comparison with other potential sites.

HENLEY

Site Reference	HEN14		
Other useful refs	Site submission 138		
Site address	Empstead works and adjoining commercial buildings		
Planning history	P07/E1555	Mixed use redevelopment consisting of 23 open market residential, 14 affordable dwellings, and B1 (light industry) building.	Refused (appeal dismissed)
	P05/E0515/O	Retention of main works building as B1 (Offices). Erection of 15 no. one bed flats and 6 no. live/work units.	Withdrawn
Site size (hectares)	0.5		
Site description and current uses	Industrial premises – run down		
Site boundaries	Trees and fencing		
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> • Henley College to the West, • Commercial premises and residential to the North and South. • Industrial premises to the East. 		
Suitability for housing			
Policy restrictions	Principal of some housing has been agreed on this site		
Physical problems or limitations			
Traffic and Transport	OCC officer comments indicate that in principle this site would be acceptable. This in principle agreement is subject to further detailed analysis and mitigation being undertaken and all of the relevant transport issues, such as bottle necks and safety issues, and suitable access.		
Heritage	<p>The site is located outside the Henley Conservation Area (CA) but forms part of its setting. Listed buildings fronting onto Gravel Hill that lie within the medieval historic core (as represented by the survival of burgage plots) of Henley are located to the north. It seems apparent that the development of the Emstead Works truncated the former burgage plots and these features do not visibly extend into the development site.</p> <p>The two proposed options for access to the site are located along Deanfield Avenue and Greys Road. The Deanfield Avenue option is close to rows of terraced buildings the most prominent of these on a corner site at the junction between Greys Road and Church Street. The Henley Conservation Area Appraisal Townscape Maps shows the terraced buildings on the southern side of Greys Road (49 - 51, 61 - 65, 69 - 73) as well as 1, 2 and 3 Church Road and 29 - 33 Goodall Close are recorded as Buildings of Local Note. These buildings relate to the 18th and 19th century expansion of Henley and are noted for their eclectic details which make a positive contribution to the street scene.</p> <p>The overall pattern of residential development is fine grained with intense development within the historic core. There is potential for higher density housing in this location reflecting the urban character of this part of Henley.</p> <p>The setting of the listed buildings along Gravel Hill should be considered in development proposals and particularly the established grain and pattern of</p>		

HENLEY

	<p>historic development. The layout of the site to some extent replicates the north-south orientation of former burgage plots and reference to this in any proposed plans would contribute towards reinforcing the established urban form. Any alteration to the access on the south side should reference the established pattern of local boundaries and accesses to preserve or enhance the street scene.</p> <p>OCC archaeological officer indicates that this site is located immediately south of the planned medieval town. This site is located in an area which would have once been the burgage plots of the Market Place and although now removed this area could contain surviving evidence of their use and change of use through time which is of considerable importance. Archaeological investigation will need to be carried out either before or during any development on this site depending on the nature of the proposal.</p>
Employment use	The site is currently in employment use but the principle of a mixed use scheme has been established in the earlier applications and appeal.
Suitability	The site is considered suitable and has no overriding constraints.
Availability and Achievability	
Availability	Intention known through site submission 138. The site is in a single ownership and the owner has confirmed their willingness to develop the land as soon as permission is granted. There are no overriding delivery issues.
Achievability	See comments below
Capacity and overall assessment of the site	The site is available and suitable in principle for 25 homes.

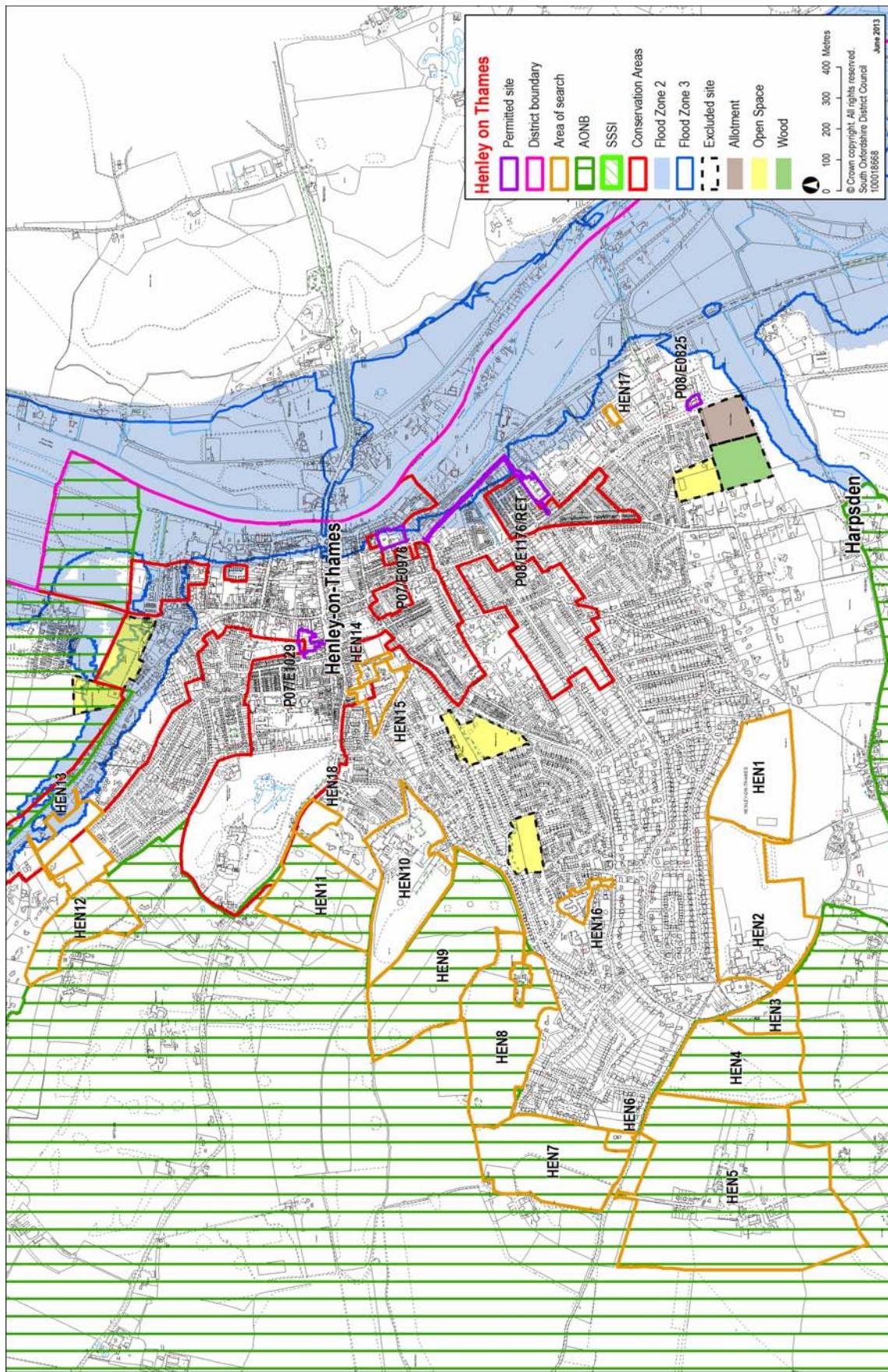
HENLEY

Settlement	Henley
Site Reference	HEN15
Other useful refs	Site submission number 230
Site address	Henley College, Deanfield Avenue
Planning history	No relevant planning history
Site size	1.7
Site description and current uses	Tertiary education campus; part of Henley College. Mix of buildings of various ages including some listed.
Site boundaries	Mix of trees, hedges and fences around the site.
Surrounding land uses and character of surrounding area	<ul style="list-style-type: none"> • Residential to the North, South and West. • Light industrial activities to the East and some South of the southern point of the site.
Suitability for housing	
Policy restrictions	<ul style="list-style-type: none"> • The loss of the college would not be supported under the Adopted South Oxfordshire Local Plan unless provision was made for alternative facilities elsewhere. • North of the site lies within the Henley Conservation Area with much of the site adjoining. • Group TPOs on land adjacent to the North West of the site.
Physical problems or limitations	<ul style="list-style-type: none"> • Transport assessment to be completed, if appropriate, through the plan making process • Some Grade II listed buildings within the site • A number of listed buildings also lie to the North of the site.
Suitability	This site is considered to be suitable in principle. Henley is tightly constrained and therefore the presence of the Conservation Area and listed buildings, having surveyed the site, is considered not to rule it out in principle. As with HEN10, the college would need to be replaced if the site were to be developed but this is clearly defined in their intention.
Availability and Achievability	
Availability	<ul style="list-style-type: none"> • Intention known through site submission 230. • Henley College currently operates from 2 sites and has many buildings that need improving or replacing to provide a good quality teaching environment. • The college is keen to find a new single site that will allow it to operate more efficiently. The college has identified that the brownfield land at Highlands Farm would be suitable. • The council would support the College moving to this site and redevelopment of their existing sites

HENLEY

	for housing.
Achievability	The college informed the council in 2009 that at the present time there is not the funding to support this, but it remains an option for the future.
Overall assessment of the site	Site is available and is considered suitable in principle. The development of this site will be considered through the plan making process, during which its acceptability will be judged by comparison with other potential sites.

HENLEY



هذه الوثيقة متوفرة باللغة العربية عند الطلب

Arabic

এই ডকুমেন্ট অনুরোধে বাংলায় পাওয়া যায়।

Bengali

ਇਹ ਦਸਤਾਵੇਜ਼ ਮੰਗ ਕੇ ਪੰਜਾਬੀ ਵਿਚ ਵੀ ਲਿਆ ਜਾ ਸਕਦਾ ਹੈ।

Punjabi

درخواست پر یہ دستاویز اردو میں بھی مل سکتی ہے۔

Urdu

本文件可以應要求，製作成中文(繁體字)版本。

Chinese

Other language versions
and alternative formats
of this publication are
available on request.

These include large print,
Braille, audio cassette,
computer disk and email.

Please contact the
Policy Team
01491 823725 or email
planning.policy@southoxon.gov.uk



Listening Learning Leading

Planning Policy Team
Benson Lane, Crowmarsh Gifford
Wallingford OX10 8NJ

Tel: 01491 823725 Fax: 01491 823727
Email: planning.policy@southoxon.gov.uk