



Joint Henley and Harpsden Neighbourhood Plan

Vision, Objectives and Options Consultation Report

December 2013



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Contents

Abbreviations

Introduction

Progress to date

Issues Consultation

Working Groups

Sustainability Appraisal

Baseline Information

JHHNP Vision & Objectives 2027

1. Overall vision
2. Housing vision and objectives
3. Traffic and transport
4. Retail, Town Centre & Economy
5. Social Infrastructure
6. Environment, Sustainability & Design quality

Site selection criteria

Site options

Plan of sites

Infrastructure

Next steps

Appendices

Appendix 1 Issues Consultation Feedback

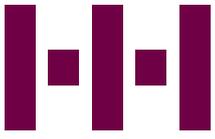
Appendix 2 Baseline Report

Appendix 3 Henley Partnership Vision

Appendix 4 Nexus Planning SHLAA

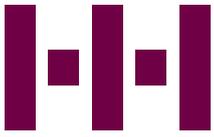
Appendix 5 OCC RAG site comments

Appendix 6 SODC SHLAA



Abbreviations

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| JHHNP | Joint Henley and Harpsden Neighbourhood Plan |
| SODC | South Oxfordshire District Council |
| CS | Core Strategy |
| AONB | Area of Outstanding Natural Beauty |
| AQMA | Air Quality Management Areas |
| SAC | Special Area of Conservation |
| EA | Environment Agency |
| SA | Sustainability Appraisal |
| SEA | Strategic Environmental Assessment |



1. Introduction

This document sets out the draft visions, objectives, sites and site selection criteria for consultation with the general public as part of the process of creating the Joint Henley and Harpsden Neighbourhood Plan (JHHNP). In its final form, the Neighbourhood Plan will set out planning policies to manage the direction of future growth and change in the Plan area.

This draft document reflects the on going work of the JHHNP Working Groups. The Working Groups are made up of volunteers who are developing the Plan. The purpose of this consultation document is to summarise the work on the Plan to date, including views of the wider community consultation so far, and to set out draft visions and objectives for the Plan, as well as to consider the development sites and site selection criteria to be used going forward to deliver on the Plan's Vision.

No decisions have been made. The content of this document is the subject of public consultation between December 13th 2013 and January 13th 2014. Further public consultation will be undertaken before the final plan is presented to SODC. If supported at referendum, anticipated in autumn 2014, the JHHNP will gain statutory status and form part of the formally adopted Local Development Plan.

As part of the December to January consultation public views are being sought on:

- Overall Vision
- Housing Vision and Objectives
- Traffic & Transport Vision and Objectives
- Retail, Town Centre & Economy Vision and Objectives
- Social Infrastructure Vision and Objectives
- Environment, Sustainability & Design Quality Vision and Objectives

- Housing site selection criteria
- Emerging site options for housing, retail, employment and recreation

Neighbourhood Plans

A Neighbourhood Plan is a new type of planning document 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. The Joint Henley and Harpsden Neighbourhood Plan will set out a vision for the future of the area to 2027, providing a strategy to manage improvements and a land use framework for development in the Neighbourhood Plan area. The Plan boundary is shown in Figure 1.

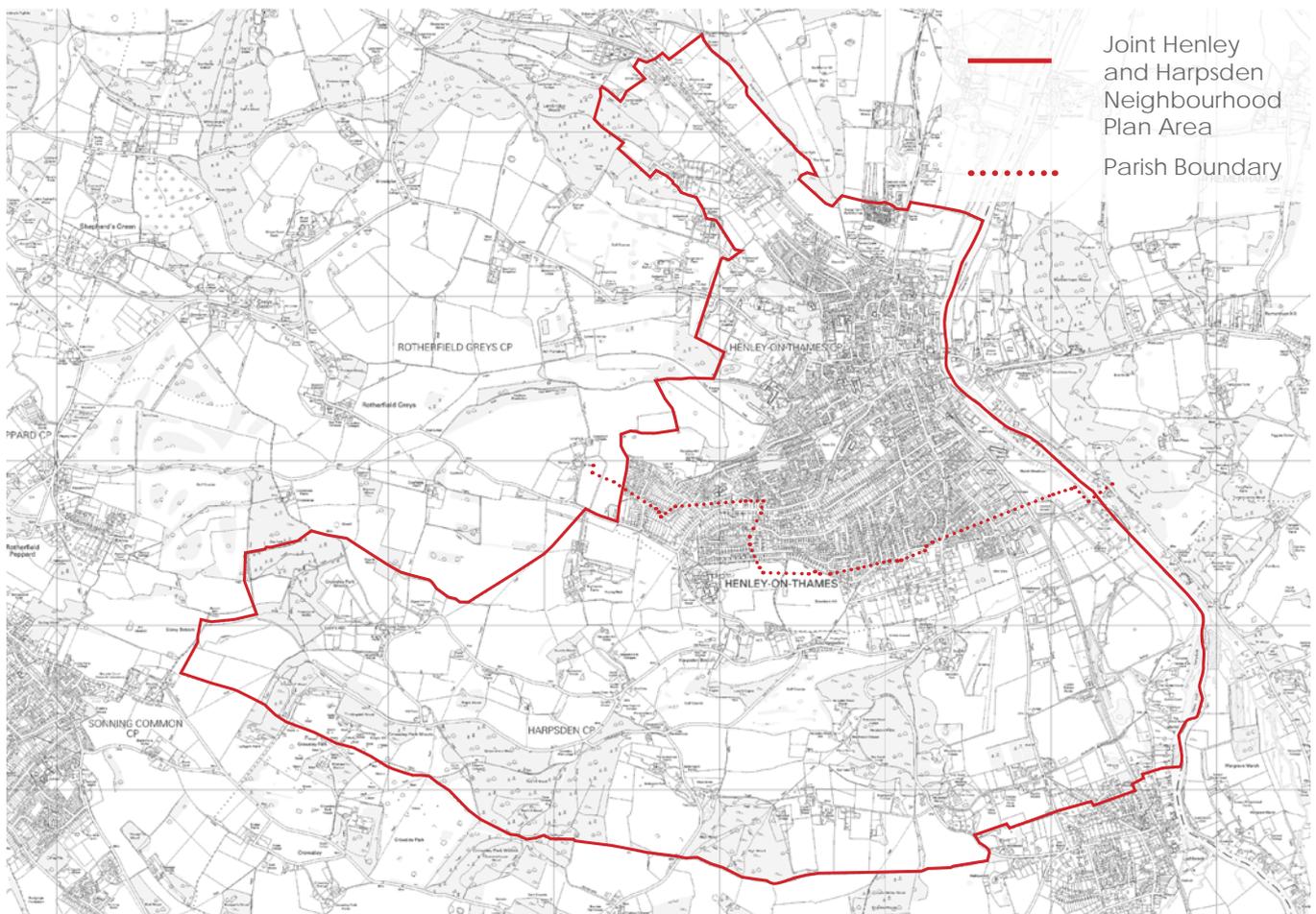
Neighbourhood Plans must conform to strategic policy, which includes the adopted South Oxfordshire Core Strategy 2012 and in particular Core Strategy Policy HEN1 as set out below.

One of the reasons for the inclusion of both Henley and Harpsden Parishes in a single Neighbourhood Plan area is due to the South Oxfordshire District Council identifying a number of key housing sites on the edge of the Henley settlement that fall within the Harpsden Parish boundary.

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

Proposals for development in Henley-on-Thames should be consistent with the strategy which is to:

- Identify land for 400 new homes;
- Allow housing on suitable infill and redevelopment sites;
- Strengthen commerce in the town centre



JHHNP Boundary Plan

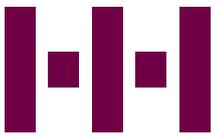
through retail-led, mixed-use development and Identify additional retail and leisure floorspace;

- Support housing and employment uses above shops;
- Enhance the town's environment;
- Improve the attraction of Henley for visitors;
- Improve accessibility, car parking, pedestrian and cycle links;
- Improve the stock of commercial buildings and the environment of the employment areas;
- Support Henley College, Gillotts School and Townlands Hospital meet their accommodation needs.

A key challenge for the JHHNP is to allocate land for at least 400 homes at Henley, as established in the Core Strategy. The Core Strategy also indicates that there is the possibility that a further 50 additional dwellings (i.e. total of 450) may need to be provided at Henley, if it proves to be possible to identify suitable land free of constraints.

Without the Neighbourhood Plan, the District Council would normally identify where the land should be allocated. The Neighbourhood Plan allows local residents to determine where this development should go.

The Core Strategy Policy HEN1 also requires that retail and leisure floorspace is allocated.



2. Progress to date



Joint Henley and Harpsden Neighbourhood Plan

Baseline Report

October 2013



Joint Henley &
Harpsden
Neighbourhood
Plan

JHHNP Baseline Report

Work on the production of a Neighbourhood Plan has been ongoing since 2011. In June 2013 South Oxfordshire District Council formally agreed the Neighbourhood Plan area boundary with Henley on Thames Town Council.

Prior to the designation of the JHHNP area, Henley on Thames Council held public opinion days (PODs) in June and September 2012 and June 2013.

In June 2013, Nexus Planning in partnership with Kevin Murray Associates was appointed by Henley on Thames Council to assist with the preparation of the JHHNP, responding to a brief prepared by the Town Council.

The overall Plan progress is monitored by a Neighbourhood Plan Governance Committee comprised of Henley and Harpsden town and parish councillors.

Nexus Planning produced a Baseline Report (available on the jhnp.co.uk website and appended to this report) to help the Working Groups and wider public understand the social, environmental and economic characteristics of Henley and Harpsden, and summarise existing information from a range of background reports and evidence base studies.

An initial Issues consultation exercise was undertaken in September 2013 with the general public, the details of which are summarised below and appended to this report.

Issues Consultation, September 2013

The Issues Consultation period ran from 7th until 21st September. The consultation sought to identify those issues that were felt important in looking to Henley's future and the direction of the Plan. At this time, the public were also invited to register their interest in becoming a member of the Working Groups, to assist more closely in the preparation of the Plan. Consultation boards containing information on the Neighbourhood Plan process and emerging sites were displayed at the following locations:

Market Place Henley, 10AM-4PM, 7th September 2013

Henley Show, 10AM-4PM, 14th September 2013

Henley Town Hall, 19th, 20th, 21st September 2013

The events were extensively advertised through a double page spread in the Henley Standard, notices around the town square, updates on social media, the jhnp.co.uk website, as well as a postcard drop to all the households in the Neighbourhood Plan area in the last week of August.

Feedback from the public was captured through a questionnaire 'Issues form' that was available at all of the events as well as on the jhnp.co.uk website and facebook site. A total of 82 questionnaires were completed.

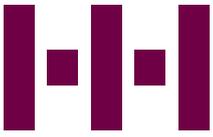
A detailed summary of the Issues Consultation and feedback received is attached at Appendix 1. In summary, the following key points emerged from the consultation:



Workshop



Consultation event



Overall priorities

- The top 3 priorities in considering where development should be located are:
 - Protecting the local environment and landscape.
 - Reducing traffic congestion and improving access for pedestrians, cyclists and public transport.
 - Maintaining the distinctive character of Henley and Harpsden.

Specific issues raised

- With regard to transport, specific issues raised include the amount of heavy lorries that travel through the town, and the desire to see more, and improved, cycle paths.
- Feedback indicated that it is considered that Henley and Harpsden has an existing high quality and good range of community facilities, however there is concern over future pressure on schools and health facilities.
- In relation to maintaining and enhancing local employment opportunities, key issues raised include a desire to see business rates and rents within the town centre reduce, and the prioritisation of encouraging small sized businesses into the area.
- Respondents indicated that the Neighbourhood Plan should protect the distinct characters of Henley and Harpsden.
- Protecting the local environment and landscape whilst meeting development needs is a key priority with support shown for the prioritising the redevelopment of existing brownfield sites.
- Air quality and pollution emerged as an area of concern.

Site selection priorities

- Over half of all respondents indicated the following factors to be important in considering the suitability of sites for development (in order of support):
 - Making use of brownfield sites where possible.
 - Minimising the impacts on the surrounding countryside and landscape.
 - The provision of affordable housing.
 - Contributions to improved community facilities and infrastructure.
 - Ensuring sites are well served by public transport.
 - Sites should be small in size and well distributed.

Working Groups

Since the Issues Consultation in September, the Neighbourhood Plan Working Groups have developed a draft visions and objectives for the Neighbourhood Plan, as well as site selection criteria. This has been undertaken through a series of workshops that will continue in 2014.

All site promoters were invited to present to the Working Groups in November, and participate in an open Q&A session. A total of 9 promoters took the opportunity to present, and information on their presentations is available online at www.jhhnp.co.uk.

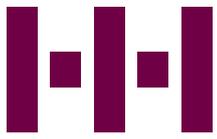
Sustainability Appraisal

Whilst not a legal requirement of Neighbourhood Plans, in the desire for thoroughness, Henley Town Council has commissioned Nexus Planning to undertake a Sustainability Appraisal

of the Neighbourhood Plan as it develops. The Sustainability Appraisal assesses the Neighbourhood Plan's policies against a number of sustainability criteria, and will be used as a checking mechanism to ensure that the Plan aligns with wider local, national and European environmental guidelines.

The Sustainability Appraisal Scoping Report has recently undergone consultation, with views sought from the Environment Agency, English Heritage, Natural England, SODC, Chilterns AONB, Henley Town Council, Harpsden Parish Council, Wokingham Borough Council, and neighbouring parishes. The content of the SA will evolve and is subject to change as the Neighbourhood Plan progresses.

The SA Scoping Report and a summary of the consultation responses received on the Scoping Report is available to view on the jhhnp.co.uk website.



3. Summary of Baseline Information

The 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).

The Baseline Report is intended to identify the key social, environmental and economic characteristics of Henley and Harpsden, and to provide a shared resource and reference point for all parties contributing to the Neighbourhood Planning process.

The full Baseline Report is attached at Appendix 2. A brief summary of the key issues considered in this report is set out below.

Population

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 and residents in the 65 to 90 year age group are over represented in the Plan area. Population projections indicate that by 2026 the Plan area population is projected to increase by 1% or 122 residents. However, the 65% and over age group is anticipated to increase by 16.1%.

The Plan area displays above average earnings, skill levels, employment in senior management positions and a lower than average level of deprivation as a whole.

Housing

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.

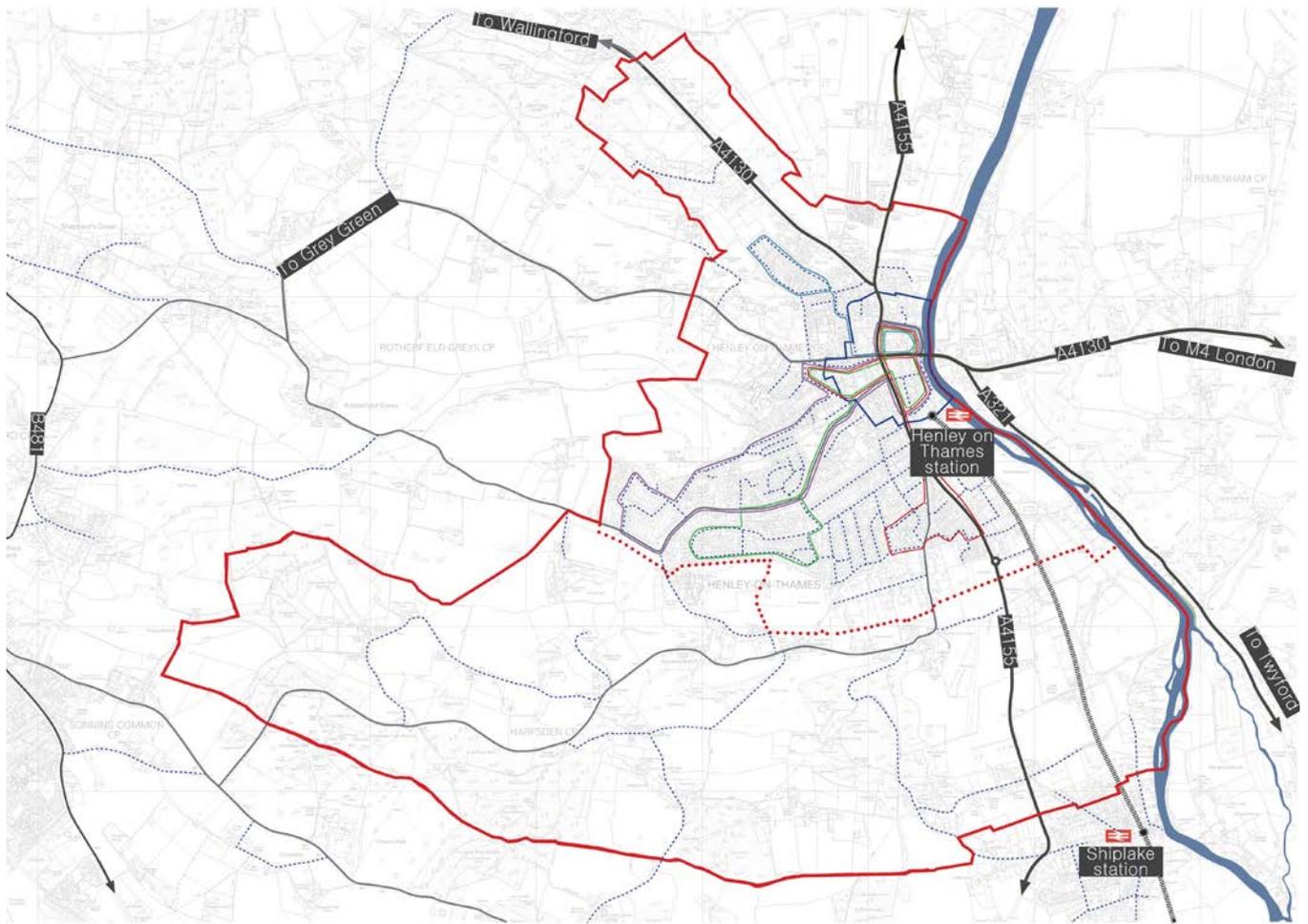
Henley is the most expensive area in the district to purchase accommodation across nearly all housing types, and is also the most expensive place to rent.

Retail and Town Centre

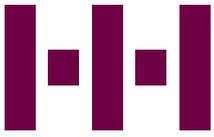
Projections undertaken in 2010 indicate that additional floorspace for town centre uses will be required in Henley from 2016 to 2027 of which 2,900sqm will be for non-food shopping and 500sqm for food retail.

Transport and Movement

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.



Transport Plan



Community and Social Facilities

Existing community facilities in the Plan area are primarily located at Henley. They include, a youth club, over 60's club, cinema, theatre, Scout Hall, museum, allotments and a number of recreational pitches.

There are five primary schools, a private preparatory school, secondary school (Gillotts School) and Henley College.

Character

Today, the centre of Henley is characterised by its medieval street plan, by the survival of its burgage plots, by the continuous terraces of listed buildings and its principal streets and attractive riverside setting.

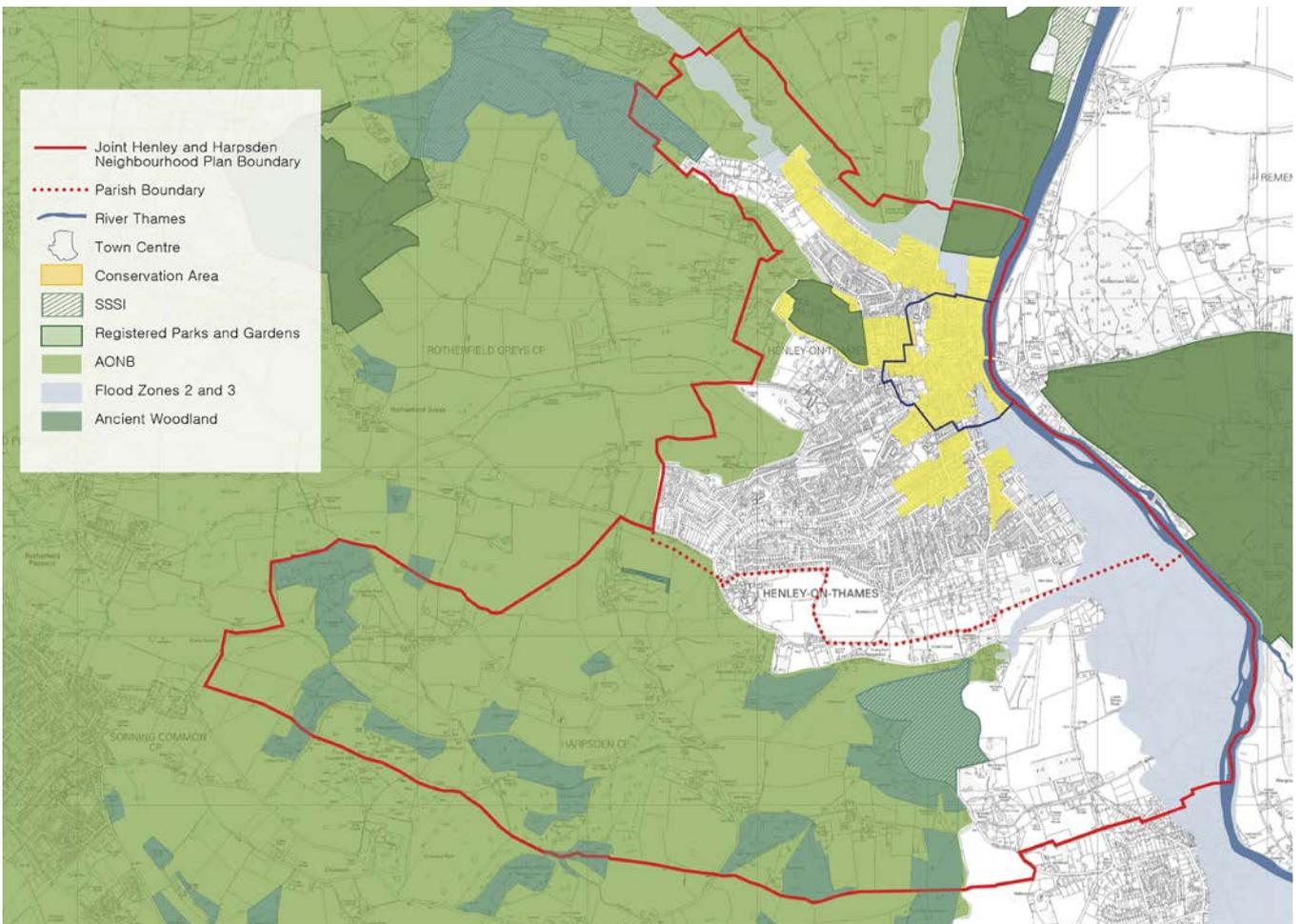
Harpsden is a predominantly rural parish lying to the south of Henley. The heart of the village is centred on the Village Hall with further residential clusters around Gillotts Lane, St. Margarets Church and Harpsden Bottom.

Environment and Landscape

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

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.



Landscape and Environment Plan



4. Objectives and Vision for Henley 2027



This section sets out the Neighbourhood Plan's draft visions and objectives as developed by the Working Groups. The Plan's policy guidelines will be developed in accordance with these.

Vision 1: Overall Vision

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



n.b. The Henley Partnership has also established a vision, provided at appendix 3.



Vision 2: Housing

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

Housing Objectives

Suitable location and environment

- 2.1 Provide new housing as required by the South Oxfordshire Core Strategy.
- 2.2 To ensure that Henley and Harpsden remain distinct settlements, separated physically and visually from one another.
- 2.3 To prioritise the redevelopment of brownfield sites, and intensification of existing land where appropriate.
- 2.4 To encourage the Core Strategy's aim of supporting housing use above shops.
- 2.5 To encourage proposals to not consider their developments in isolation but look to opportunities for the future and comprehensive long-term improvements in community facilities.
- 2.6 To ensure new housing development takes full account of development implications on both the local and wider transport network of Henley and Harpsden.

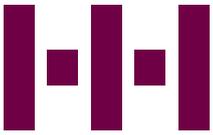
Sustainable and of high quality

- 2.7 Ensure high quality design that takes account of the unique character of the town and AONB.

- 2.8 Promote holistically sustainable development that utilises 'green' construction methods and innovative technology.
- 2.9 To create comfortable residential environments, that improve community well-being and enhance the quality of the urban and rural environment they sit within.

Appropriate quantum, type and mix

- 2.10 To deliver an appropriate range and mix of housing, with special consideration to the changing future demographic of Henley and Harpsden – in particular the needs of the young, key workers, and independent older (55+) living.
- 2.11 To provide a suitable quantum of affordable housing (40%) which is sensitively integrated as part of all new developments, promoting the amenity of all and sympathetic to existing housing.
- 2.12 To examine the phasing of development to achieve a steady build-out rate across the plan period.
- 2.13 To encourage self-build developments.



Vision 3: Traffic and Transport

"A medieval market town which is accessible and safe for walking and cycling, has good public transport and a safe and efficiently functioning road network".

Overarching Traffic and Transport Objectives

- 3A To seek to develop, with Oxfordshire County Council, an up to date Henley Transport Strategy, reflecting the Neighbourhood Plan and the emerging principles established by Henley in Transition.
- 3B To ensure the new development supports the vision by providing cycling and walking connectivity to the existing network and the town and where possible contributes to improving the existing walking and cycling network.
- 3C To promote walking, cycling and public transport as first choice modes for all residents and to ensure that the services supporting these modes are in place, from high quality safe routes to reliable and sustainable services.
- 3D To ensure that new development minimises the impact of vehicle traffic on the network.
- 3E To manage through traffic, particularly over Henley Bridge, contributing to an improved town centre traffic flow that reduces congestion and improves air quality.

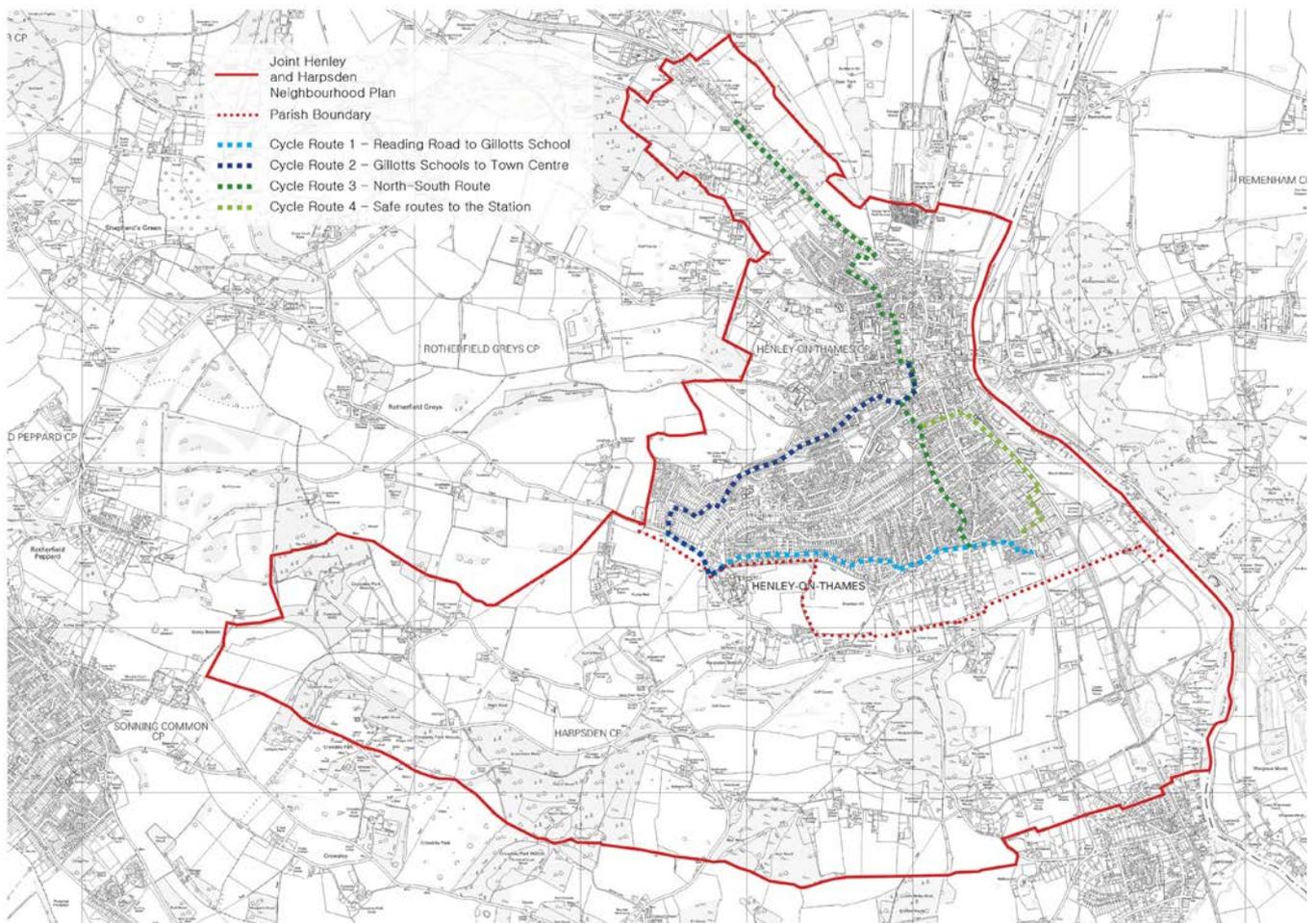
Focused Traffic and Transport Objectives

Cycling

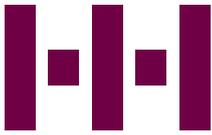
- 3.1 To promote information on existing cycle routes and facilities*.
- 3.2 To improve routes across the Plan area, in particular*
 - north-south routes,
 - cycle links from Shiplake to Henley,
 - cycle path alongside the railway, and
 - a route from Fairmile through Luker Avenue into Henley centre.
- 3.3 To explore the potential for new sustainable initiatives (such as Boris bikes, and an electric bike hire scheme).

Walking

- 3.4 To promote information on existing walking routes, including 'health walks'.
- 3.5 To improve alternative walking routes along parallel secondary routes (i.e. 'rat-walking').
- 3.6 To increase pedestrian accessibility around the town through the physical environment
 - (such as shared surfaces on Duke Street & Bell Street), and through short-term initiatives (such as temporary street closures for seasonal markets).
- 3.7 To ensure that schools, particularly primary schools, seek ways to improve the safety and well-being of their students. Possible actions include:
 - Seeking a 20 mph zone around schools / road narrowing bumps to slow traffic and increase pedestrian/ cyclist safety.
 - Introduce schemes to encourage students to walk and cycle (such as the incentive based "Beat the Street" scheme, and chaperoned 'Crocodile walking trains').



Proposed Cycle Routes Plan: from Henley Cycle Strategy



Public Transport

- 3.8 To explore possibilities for improvements in the running of buses
 - o Including bus contracts and energy efficiency of buses, the location of existing bus stops and frequency of service along routes.
- 3.9 To promote improvements in the railway including:
 - o Exploring possibilities for a rail halt at Tesco
 - o Potential for increased frequency in trains
- 3.10 To support the introduction of electric buses and low emission vehicles, for example through the provision of electric car – charging points.
- 3.11 To seek to provide provide real-time information on public transport.
- 3.12 Explore role of boats in park and ride (means of visiting the town).

Town Centre

- 3.13 To ensure that traffic lights and traffic light phasing is set so as to promote the efficient and safe flow of traffic through Henley town centre.
- 3.14 To explore the potential for controlling the passage of HGVs through the town by restricting hours of access (i.e. night time).
- 3.15 To remain open to new forms of traffic infrastructure this may aid the safe flow of traffic, such as roundabouts.

Parking

- 3.16 To encourage the development of under-croft (underground) car parks.
- 3.17 To review the pricing of car parks throughout the town so as to encourage the efficient use of all.
- 3.18 To seek the provision of 'load and go' bays in

the town centre for short term car parking.

- 3.19 To seek ways in which to re-direct traffic, where appropriate, away from Henley town centre (such as through the re-programming of Sat Navs for HGVs).

Car

- 3.20 To encourage the introduction of car sharing clubs.
- 3.21 To encourage internet food shopping.
- 3.22 To address road safety along a number of routes perceived as particularly dangerous including:
 - Greys Road
 - Gillotts Lanewith possible measures include installing 'rumble strips' along roads and 'slow down' lights to reduce speed of traffic.



Vision 4: Retail, Town Centre and Economy

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

Retail, Town Centre and Economy Objectives

Retail

- 4.1 To provide retail space for a small department store and / or discount food store.
- 4.2 To encourage a wider mix and variety of shops.
- 4.3 To encourage the use of vacant shops for ‘pop-up’ temporary uses to keep the town centre lively.
- 4.4 To identify a place for small food producers / artisans to sell goods.

Office

- 4.5 To look to provide for the needs of start-ups and high-tech companies including encouraging the provision of shared office space ‘hubs’ and service centres.
- 4.6 To explore possibilities for crowd funding, the acquisition of commercial premises and land.
- 4.7 To encourage the provision of affordable rent.
- 4.8 To help enable the set –up of businesses from home through the provision of internet infrastructure.
- 4.9 To explore options for the allocation of office space at Station Car Park.

Agriculture

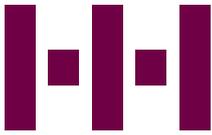
- 4.10 To explore possibilities for community orchards, local produce, co-operative market and small holdings.

Leisure and Tourism

- 4.11 To build up the hotel and bed capacity.
- 4.12 To promote a calendar of events in Henley throughout the year.
- 4.13 To promote sustainable tourism such as the use of out-of-centre car parks for day trips for tourists.
- 4.14 To encourage the introduction of new festivals including arts & crafts markets and food and drinks festivals.

Town Centre Management

- 4.15 To promote the shopping environment in Henley through the creation of a comprehensive map of shops, facilities and amenities in the town centre.
- 4.16 To promote loyalty schemes, and deals for local residents to retain spending in Henley.
- 4.17 To provide free Wifi in the town centre.
- 4.18 To encourage mixed-use developments with both employment and housing elements.
- 4.19 To promote late opening hours during the week.
- 4.20 To improve the Henley brand as a retail destination.
- 4.21 Develop role of Henley Partnership for retailers.
- 4.22 To investigate a bus service to / from Heathrow.
- 4.23 To enhance car park management, including encouraging use of the station car park and potentially use of a digital car park management system.



Vision 5: Social Infrastructure

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

Social Infrastructure Objectives

Leisure and recreation

- 5.1 To maximise leisure opportunities for all ages, including allocating land and identifying mechanisms for delivering new and improved facilities in appropriate locations to meet demand.
- 5.2 To consider the following new facilities:
 - skate park
 - tennis courts
 - youth centre(s)
 - performing arts centre / multi use community hall
 - facility for local radio station
 - outdoor gym
 - dual school / community facility use.
- 5.3 To enhance and maintain Henley as a sport centre of excellence (including rugby, pool, hockey, tennis, cricket, athletics and other sports).
- 5.4 To sensitively develop and encourage the use of the river for leisure.
- 5.5 To provide IT infrastructure for the whole community
 - o Broadband across Henley and rural Harpsden
 - o Wifi in the town centre.

Education

- 5.6 To enable the use of buildings for a range of different community uses and encourage the hiring of such buildings by the community.
- 5.7 To promote safe primary school walking and cycling routes, maximising the choice for these modes and delivering improvements to routes where required.
- 5.8 To help Gillotts School meet its accommodation needs.

Health

- 5.9 To ensure that the health needs of the whole population are met, and plan for future levels of provision and service to accommodate expanding and aging population.
- 5.10 To ensure that medical services are accessible to all.



Vision 6: Environment, Sustainability and Design Quality

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

Environment, Sustainability and Design Quality Objectives

Environment

- 6.1 To prioritise the protection and enhancement of the following features:
 - The physical townscape and the river edge
 - Key views* with consideration to visibility and tree screening
 - AONB and Harpsden Valley.
- 6.2 To improve public access to neighbourhood level green spaces* (existing and new compensatory green space for any amenity lost to development), to the river, and to the wider countryside.
- 6.3 To protect and enhance urban and rural habitats of value, and seek to create new habitats to foster greater ecological diversity.

Sustainability

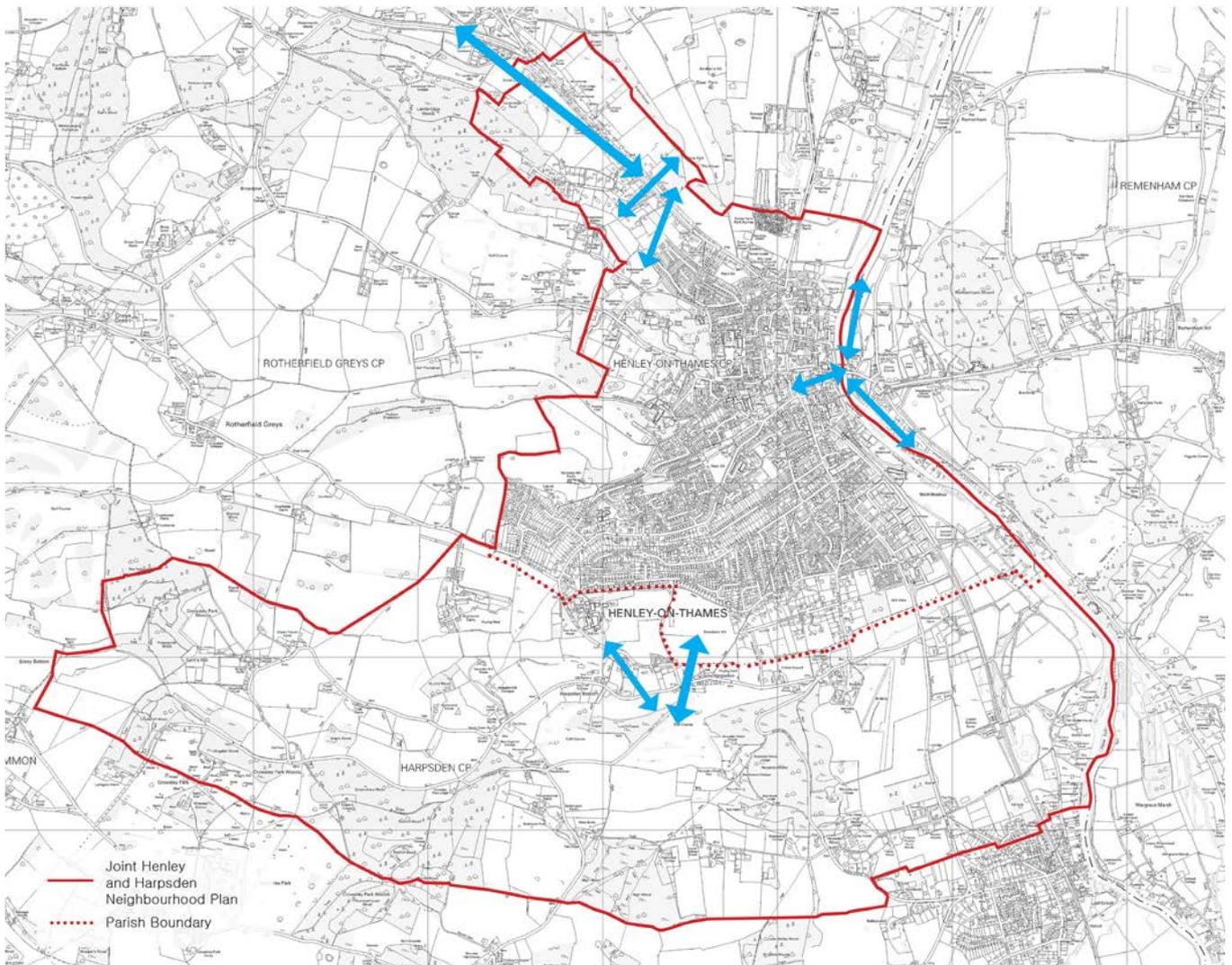
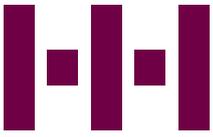
- 6.4 To promote sustainable approaches to waste management.
- 6.5 To address the impacts of new development on air quality.
- 6.6 To ensure that any new development proactively reduces energy consumption through the development of new alternative energy sources.

- 6.7 To promote public transport, walking and cycling routes across Henley and Harpsden.
- 6.8 To minimise the environmental impact of development, particularly regarding traffic and movement.

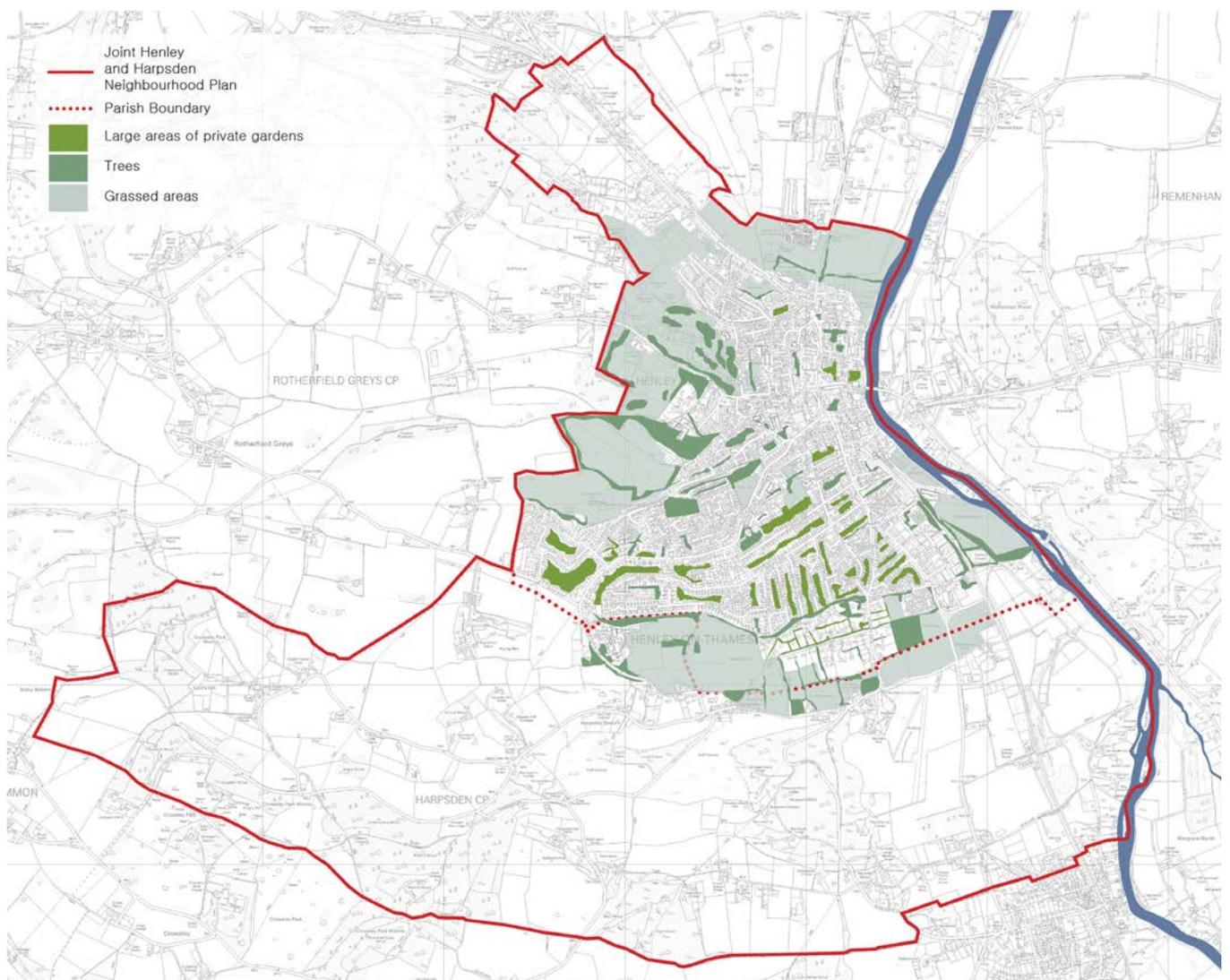
Design Quality

- 6.9 To require new development to be sensitive to local character, materials and colour palette.
- 6.10 To encourage the use of locally-sourced construction materials.
- 6.11 To ensure retail frontages are well-maintained and of suitable design, including upper floor levels.
- 6.12 To maintain and preserve the environmental conscientious character of Henley and promote as such to visitors to the town.

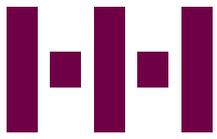
*Key views and areas of green space are mapped on accompanying plans.



Proposed key views plan



Identified Henley green network plan



5. Site Selection Criteria

A set of criteria has been developed by the Housing Working Group to assist in determining the most suitable and sustainable sites for housing development:

- Criterion 1:** Proximity and accessibility to facilities and services (including schools, shops, healthcare and public transport).
- Criterion 2:** Vehicular traffic impact and related air quality.
- Criterion 3:** Potential benefit to the town (including contribution to schools or the walking and cycling network).
- Criterion 4:** Brownfield prioritised over greenfield.
- Criterion 5:** Impact on the landscape including views and AONB.
- Criterion 6:** Impact on archaeology and heritage (including conservation area and listed buildings).
- Criterion 7:** Impact on ecology and wildlife.
- Criterion 8:** Flood risk.
- Criterion 9:** Integration with the built up area of Henley.

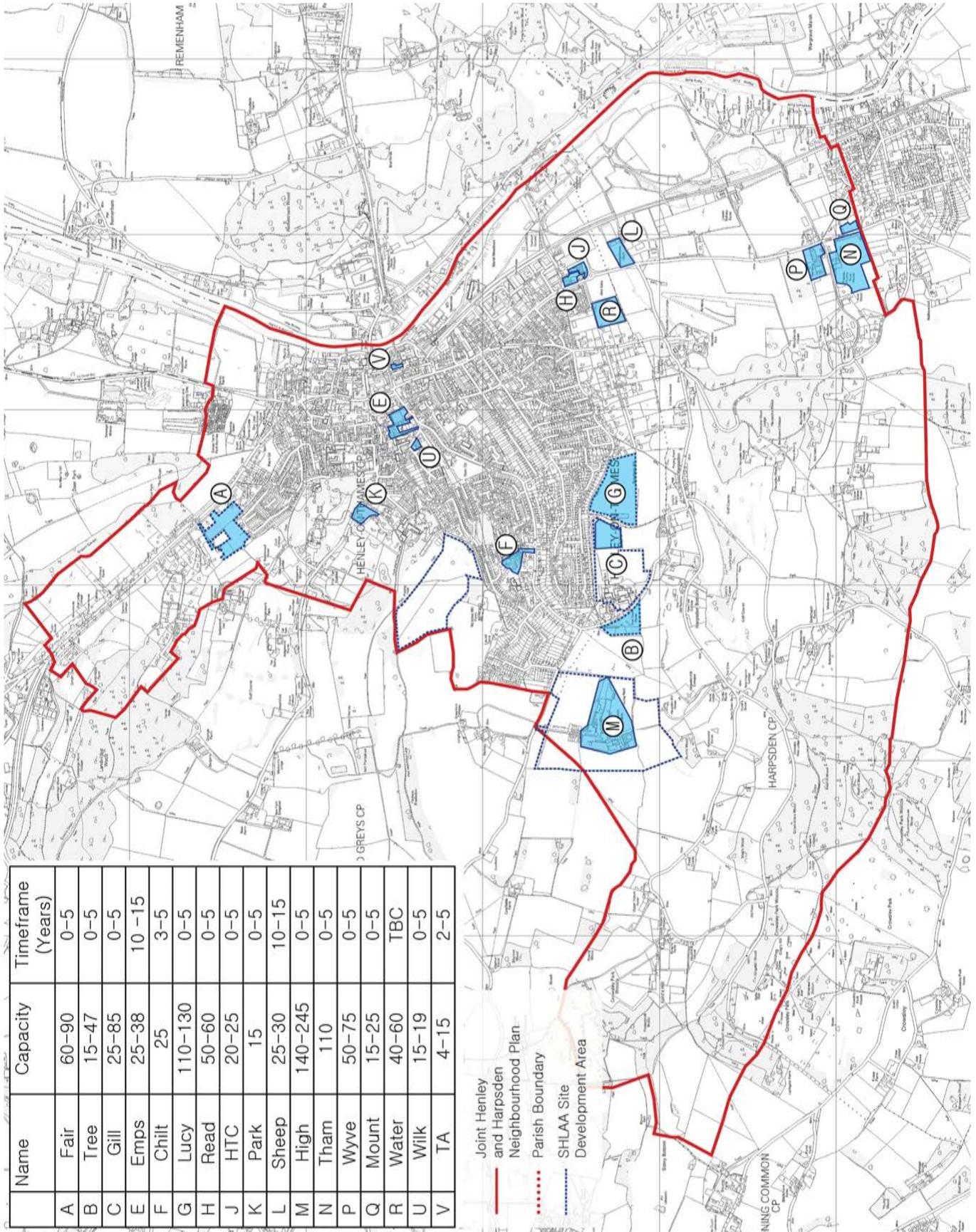
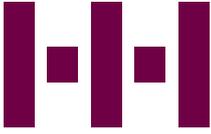
6. Site Options

SODC Core Strategy establishes that land for 400 new homes should be identified for Henley on Thames. A key challenge for the Neighbourhood Plan is to allocate this land. A number of land owners have come forward to promote their site for development of housing. This amounts to more land than would be needed for 400 homes, meaning there is an opportunity for the community to determine its preferred location for housing. A plan of the all the housing sites put forward at this time is displayed overleaf with following plans showing the sites in relation to key landscape designations and proximity to local facilities.

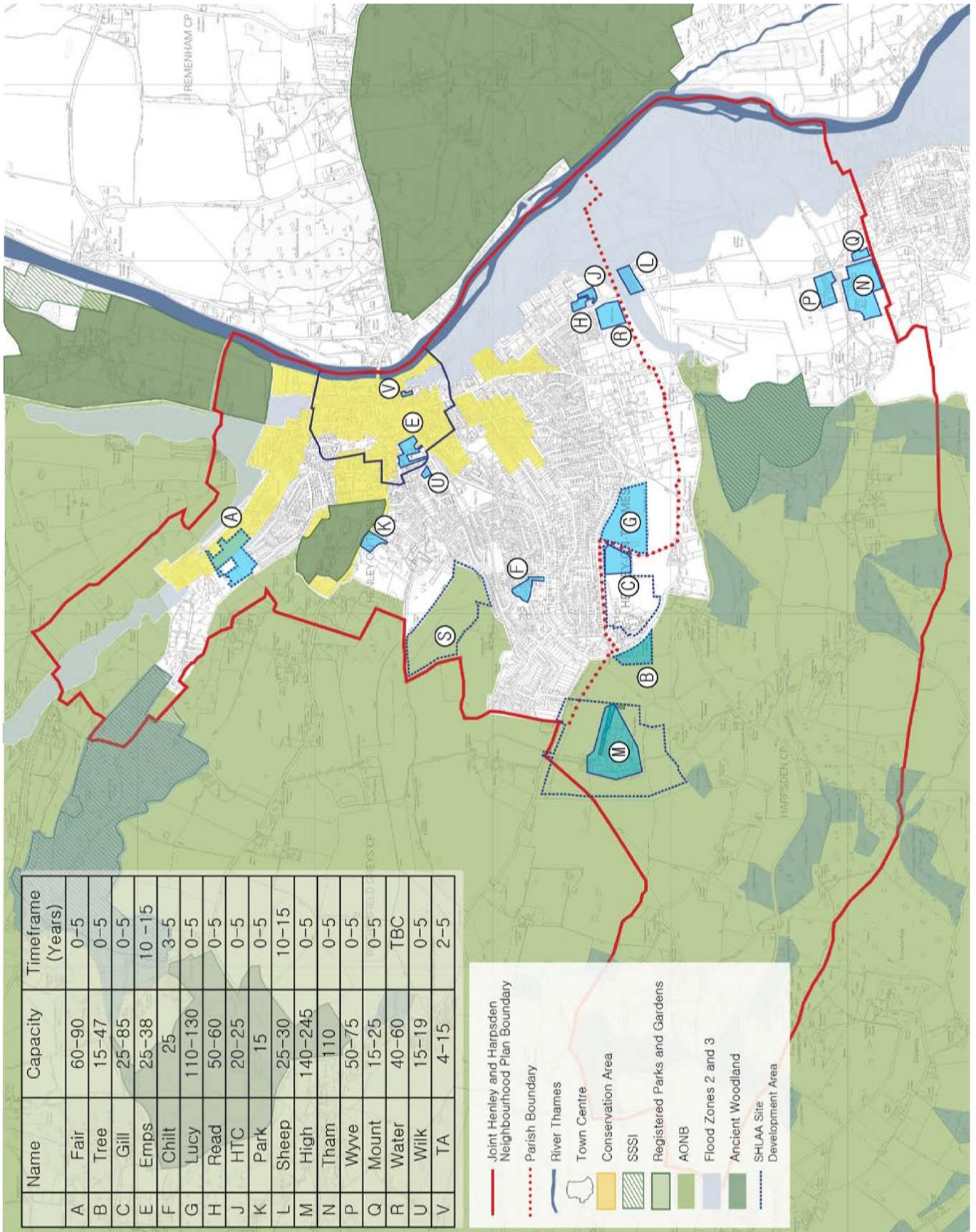
Public consultation being undertaken in December 2013 and January 2014 will assist in determining the preferred sites for housing. The results of the consultation alongside the performance of the sites against the 9 site selection criteria will be used by the Working Groups to develop a shortlist of sites which will undergo further public consultation.

An initial 'Strategic Housing Land Availability Assessment' has been carried out on the sites. For some of the sites this was undertaken by SODC and sites coming forward later have been assessed by Nexus Planning with support from Oxfordshire County Council. A summary of the SHLAA work for each site is provided on the following pages and the full SHLAA documents are appended. The amount of information available on each site varies and further studies may be required to determine the deliverability of preferred sites coming forward.

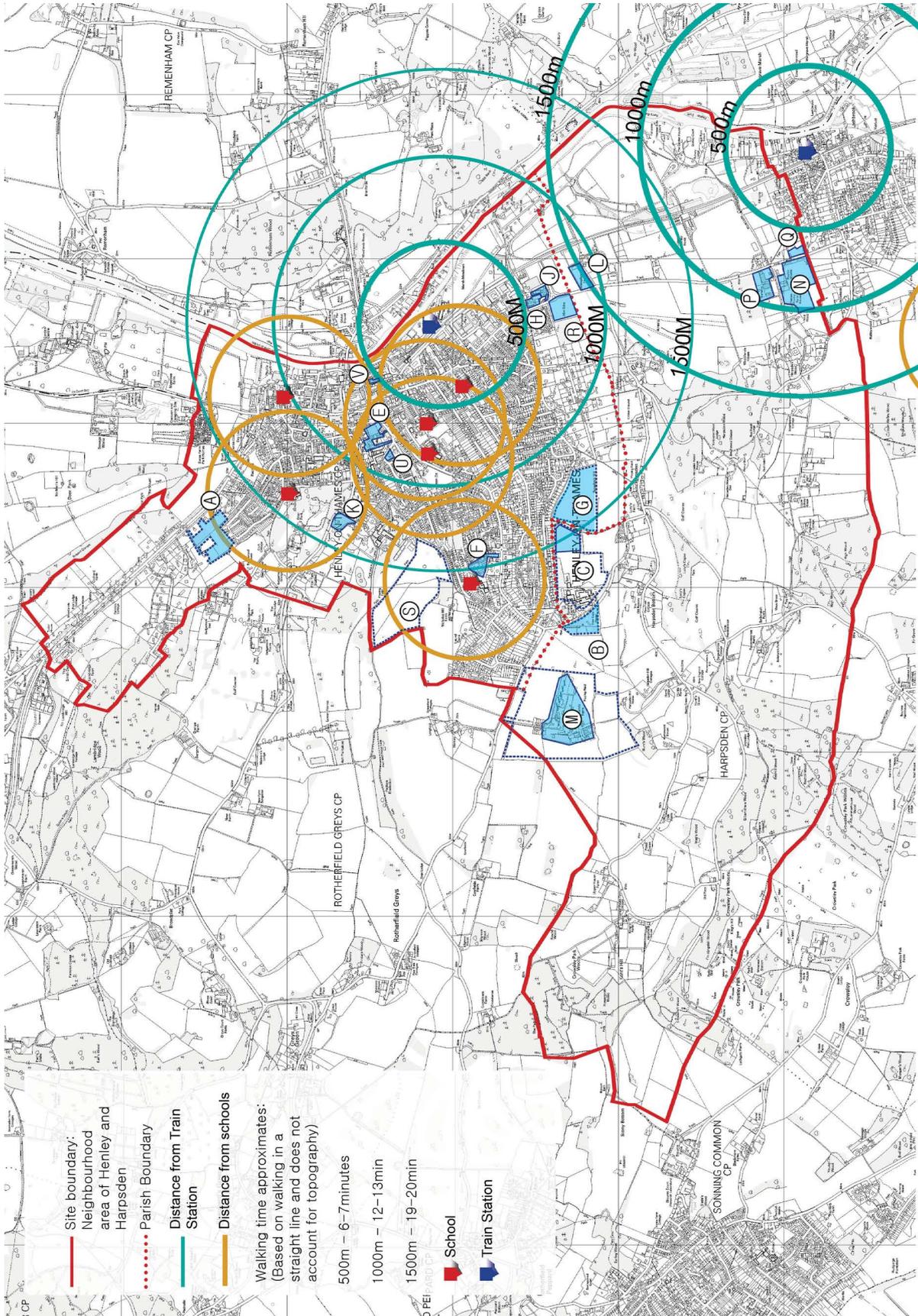
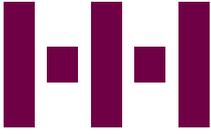
Some of the sites are 'greenfield' and others are 'brownfield' and have existing uses and businesses operating from them. All of the sites listed are currently being put forward for residential development; however there may be an opportunity for other land uses, such as employment or business space, to be provided or retained on sites.



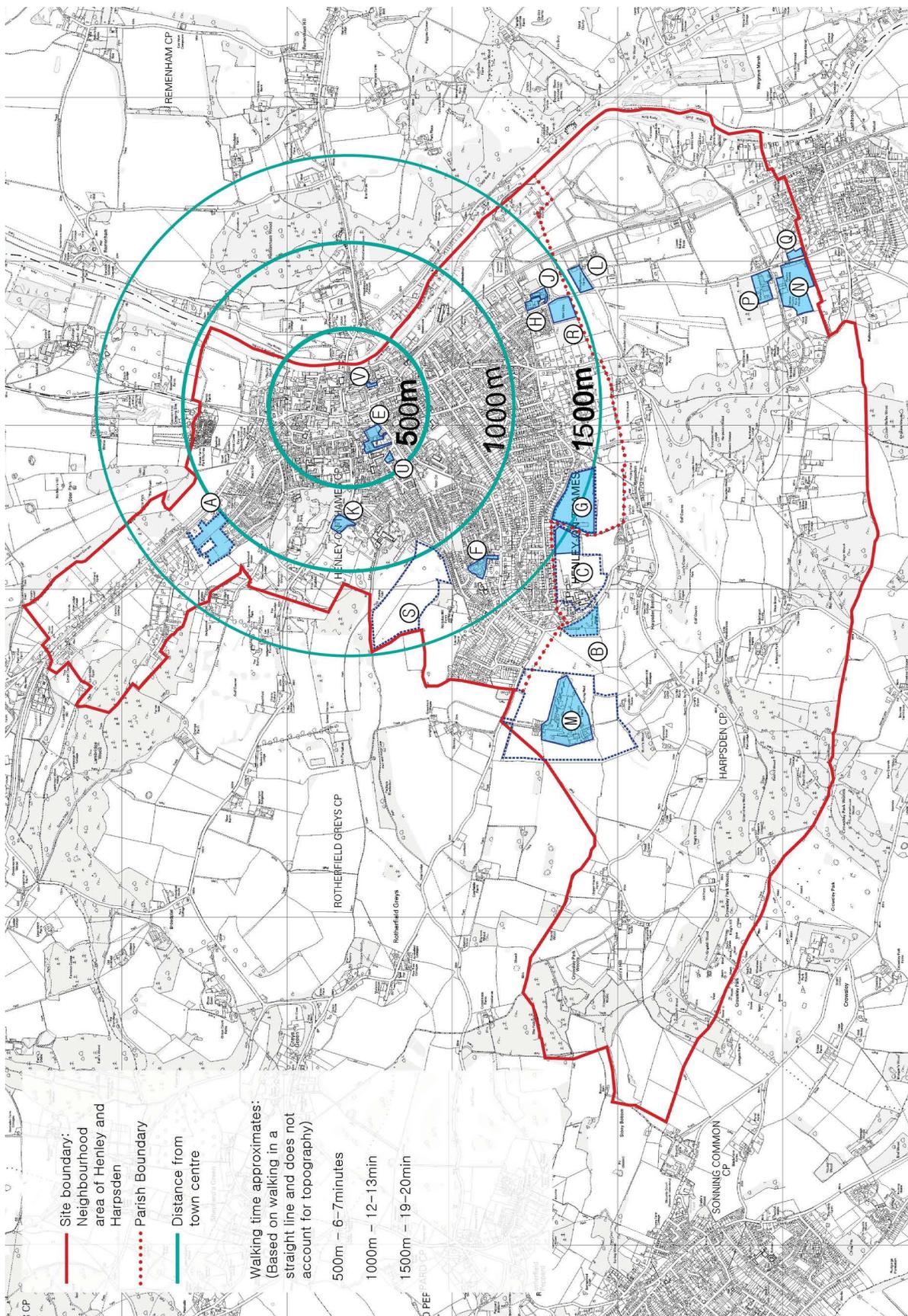
Promoted Housing Development Sites



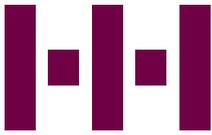
Promoted Housing Development Sites: Landscape setting

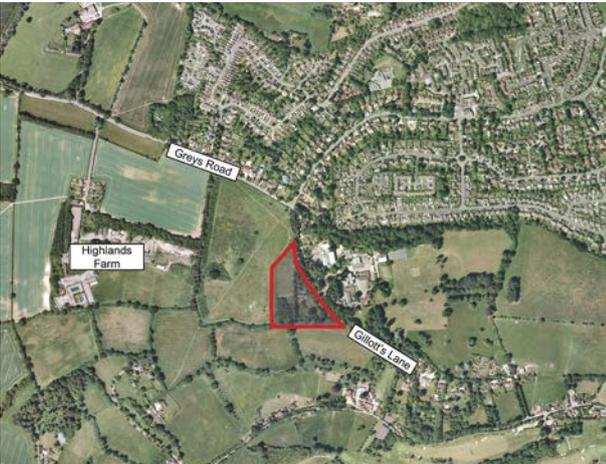


Promoted Housing Development Sites: Distances to schools

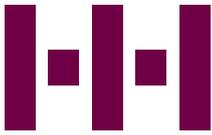


Promoted Housing Development Sites: Distances to Town Centre



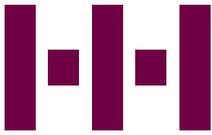
| Site | Information |
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| <p>A: Land at Fair Mile (north west of Luker Avenue) (also known as HEN13 in SODC SHLAA)</p>  | <p>Area: 3.7ha</p> <p>Description: Greenfield: Scrubland in Eastern part of the site. Grassland in the Western portion.</p> <p>Policy restrictions:</p> <ul style="list-style-type: none"> • AONB adjoins site to on two sides. • Partly falls within the Henley Conservation Area. • TPOs on South West of site. • Listed Buildings adjacent to the South East edge of site on the Fair Mile. <p>Access: Onto the Fair Mile (A4130). Need analysis and mitigation including capacity issues at the A4130/A4155 double mini roundabout junction.</p> <p>Other:</p> <ul style="list-style-type: none"> • Flood: Approximately 0.5ha of land around the access and eastern edge of the site is within flood zones 2 and 3 (highest flood probability). • Ecology: identified as being of ecological importance <p>Deliverability: There are no overriding delivery issues subject to meeting flood mitigation measures.</p> <p>Timescales: Available immediately</p> <p>Capacity: 60-75 homes (SODC SHLAA); 90 homes (landowner/developer)</p> |
| <p>B: Treetops, Gillotts Lane (also known as HEN3 in SODC SHLAA)</p>  | <p>Area: 2.5ha</p> <p>Description: Part greenfield: One house to the South of the site. Dense trees to the North and South East and an open field to the North West.</p> <p>Policy restrictions:</p> <ul style="list-style-type: none"> • In the Chilterns AONB. • Several TPOs to the South East of the site. <p>Access: Onto Gillotts Lane</p> <p>Other:</p> <p>Heritage: An area of some archaeological potential is located 500m east of the Scheduled Ancient Monument (SM 254). An archaeological field evaluation will need to be submitted along with any planning application.</p> <p>Deliverability: There are no overriding delivery issues.</p> <p>Timescales: Available immediately.</p> <p>Capacity: 15-20 homes (SODC SHLAA); 47 homes (landowner/developer)</p> |

| Site | Information |
|--|--|
| <p>C: Gillotts School playing field (also known as HEN2 in SODC SHLAA)</p>  | <p>Area: 3.4ha</p> <p>Description: Greenfield: Gillott's School playing fields.</p> <p>Policy restrictions:</p> <ul style="list-style-type: none"> • Close proximity to the Chilterns AONB. • Several TPOs to the South East of the site. <p>Access: Onto Blandy Road.</p> <p>Other:</p> <ul style="list-style-type: none"> • Core Strategy policy HEN1 makes provision for supporting Gillott's School in meeting its accommodation needs. • Landscape: Not assessed but the setting of the AONB and views out from the AONB towards Henley are likely to be important considerations. • An area of some archaeological potential located 500m east of the Scheduled Ancient Monument (SM 254). An archaeological field evaluation will need to be submitted along with any planning application. • Ecology: identified as being of ecological importance. <p>Deliverability: There are no overriding delivery issues.</p> <p>Timescales: Anticipated as being available within two years subject to the school completing due diligence.</p> <p>Capacity: 85-102 homes* (SHLAA); 85 (landowner)</p> <p>* SODC SHLAA was based on smaller site area, this figure is calculated on the same basis being 25-30 dwellings/ha</p> |
| <p>E: Empstead Works (also known as HEN14 in SODC SHLAA)</p>  | <p>Area: 1.3ha</p> <p>Description: Brownfield: Industrial premises and access.</p> <p>Policy restrictions: There is a policy presumption against loss existing employment land in the Core Strategy.</p> <p>Access: Onto Deanfield Avenue / Greys Road</p> <p>Other: Forms part of the setting for the Henley Conservation Area. 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> <p>Deliverability: The site is currently in employment use but the principle of a mixed use scheme has been established. There are no overriding delivery issues.</p> <p>Timescales: Landowner indicates a 10 year + timescale, available circa 2023.</p> <p>Capacity: 25 homes* (SODC SHLAA); 38 homes (landowner/developer)</p> <p>* this capacity assessment was based on a smaller site area</p> |



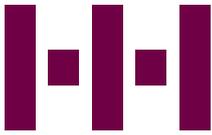
| Site | Information |
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| <p>F: Chiltern's End (care home) (also known as Site F in NP SHLAA)</p>  | <p>Area: 0.9ha</p> <p>Description: Brownfield: The site is a 46 capacity elderly care home.</p> <p>Policy restrictions: N/A</p> <p>Access: As current - via Chilterns End Close.</p> <p>Other: N/A</p> <p>Deliverability: The care home is in use but planned to relocate into the proposed Townlands Hospital which has planning permission. There are no overriding delivery issues.</p> <p>Timescales: Anticipated to be available 2-3 years (2016/2017) subject to completion of the Townland's Hospital redevelopment.</p> <p>Capacity: 27 homes (NP SHLAA)</p> |
| <p>G: Lucy's Farm (Drawback Hill) (also known as HEN1 in SODC SHLAA)</p>  | <p>Area: 8.2ha</p> <p>Description: Greenfield: Grassland (agriculture).</p> <p>Policy restrictions:</p> <ul style="list-style-type: none"> • TPOs on eastern border of site. <p>Access: Onto Blandy Road - access to Blandy Road would need to be taken via demolition of an existing home or via the gap adjoining the north west corner of the site. OCC officer comments indicate that access via Rotherfield Rd is unacceptable.</p> <p>Other:</p> <ul style="list-style-type: none"> • Landscape: 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. There is scope to development the northern part of the site provided landscape enhancements to the plateau edge are implemented. • Heritage: An area of some archaeological potential where a number of artefacts have been recovered. The site is located east of the Scheduled Ancient Monument (SM 254). An archaeological field evaluation will need to be submitted along with any planning application. <p>Deliverability: There are no overriding delivery issues.</p> <p>Timescales: Available immediately.</p> <p>Capacity: 110 - 130 homes (SODC SHLAA); 110 - 130 homes (landowner/developer)</p> |

| Site | Information |
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| <p>H: Mill Lane, Reading Road (also known as Site H in NP SHLAA)</p>  | <p>Area: 0.5ha</p> <p>Description: Brownfield: Partly in use as a petrol station and a tyre service bay. Part vacant body repair shop / overgrown commercial storage area.</p> <p>Policy restrictions: Presumption against loss of employment land in Core Strategy</p> <p>Access: Onto Mill Lane</p> <p>Other: The loss of petrol station as an amenity and local employment should be considered.</p> <p>Deliverability: Part of the site is currently in use however has been acquired and would be available for development. There are no overriding delivery issues.</p> <p>Timescales: Available immediately subject to expiration of leases of current leases.</p> <p>Capacity: 13 – 15 homes* (NP SHLAA); 50-60 homes (landowner/developer)</p> <p>* Higher densities may be acceptable given the precedent to the south of the site.</p> |
| <p>J: 357 Reading Road (also known as Site J in NP SHLAA)</p>  | <p>Area: 0.5ha</p> <p>Description: Brownfield: Sports facility/ Hockey Club/ Football Club/Hairdressers.</p> <p>Policy restrictions: Presumption that community facility would need to be replaced.</p> <p>Access: To south onto access road.</p> <p>Other: The loss of the sports facilities as an amenity should be considered and an alternative location be identified.</p> <p>Deliverability: An alternative site for the sports facilities would be required. There are no overriding delivery issues.</p> <p>Timescales: Available subject to provision of alternative sports facility premises, estimated to be 1-2 years (2015-2016).</p> <p>Capacity: 13 – 15 homes* (NP SHLAA)</p> <p>* Higher densities may be acceptable given the precedent to the west of the site.</p> |



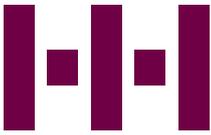
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| <p>K: Parkside, Gravel Hill (also known as Site K in NP SHLAA)</p>  | <p>Area: 1.0ha</p> <p>Description: Greenfield: The site comprises an area of treed land (woodland) which not publicly accessible.</p> <p>Policy restrictions:</p> <ul style="list-style-type: none"> • AONB adjoins site to west. <p>Access: Onto Parkside then Gravel Hill.</p> <p>Other:</p> <ul style="list-style-type: none"> • Landscape: A landscape and Visual Impact assessment has been produced by the developer. As existing, the site is unmanaged and contains a number of generally low quality tree species. 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. • Heritage: Roman pottery has been found to the south therefore an archaeological evaluation may be required. <p>Deliverability: No overriding delivery issues.</p> <p>Timescales: Available immediately.</p> <p>Capacity: 15 homes given (NP SHLAA); 15 dwellings (landowner/developer)</p> |
| <p>L: Sheephouse Farm (also known as Site L in NP SHLAA)</p>  | <p>Area: 1.0ha</p> <p>Description: Part greenfield: Grassland (agriculture) / private tennis court.</p> <p>Policy restrictions: N/A</p> <p>Access: Onto Reading Road.</p> <p>Other:</p> <ul style="list-style-type: none"> • Flood: Lies within flood zone 3 (highest flood probability). • Heritage: The site is located to the west of two enclosures thought to be prehistoric based on their form archaeological evaluation may be required.. <p>Deliverability: No overriding delivery issues.</p> <p>Timescales: Landowner has indicated the site could come forward in 10 years circa 2023.</p> <p>Capacity: 25-30 homes (NP SHLAA)</p> |

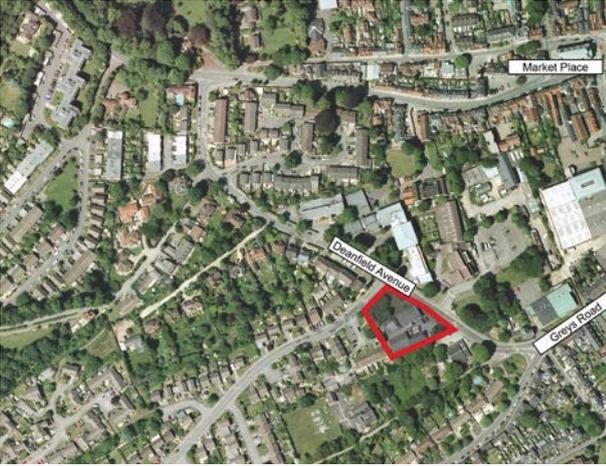
| Site | Information |
|--|---|
| <p data-bbox="129 504 614 566">M: Highlands Farm, Grey's Road (also known as HEN5 in SODC SHLAA)</p>  | <p data-bbox="777 504 1197 533">Area: 33.6ha (9.75ha brownfield)</p> <p data-bbox="777 542 1465 604">Description: Brownfield: Original farm and associated fields and buildings. Currently an employment use.</p> <p data-bbox="777 613 1005 642">Policy restrictions:</p> <ul data-bbox="777 651 1436 869" style="list-style-type: none"> • In the Chilterns AONB. • Site of Significant Scientific Interest (SSSI) on site at Highlands Farm Pit (approx 0.6ha) • Ancient Monument • There is a policy presumption against loss existing employment land in the Core Strategy. <p data-bbox="777 878 1380 907">Access: Onto Greys Road via Highland's Lane.</p> <p data-bbox="777 916 853 945">Other:</p> <ul data-bbox="777 954 1460 1406" style="list-style-type: none"> • Landscape: development on the whole site would have a major adverse effect on the AONB and the Village Green. A limited amount of development, essentially replacing the existing employment development, would be acceptable if significant landscape and visual benefits can be achieved. • Heritage: This site contains a Scheduled Ancient Monument of a Palaeolithic site (SM 254). 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. The results of an archaeological field evaluation would need to be submitted along with any planning application. <p data-bbox="777 1415 1417 1509">Deliverability: Currently in employment use but operating below capacity. No overriding delivery issues</p> <p data-bbox="777 1518 1452 1581">Timescales: Available subject to completion of short term tenancies on site (12 months).</p> <p data-bbox="777 1590 1444 1653">Capacity: 220-245 specialist homes* (SODC SHLAA); 140 – 190** homes on brownfield area (developer).</p> <p data-bbox="777 1662 1420 1724">* Site previously promoted for specialist care village, no longer being considered by the landowner</p> <p data-bbox="777 1733 1428 1823">** Developer has indicated that subject to transport capacity the site could accommodate 330 units if greenfield areas were included.</p> |



| Site | Information |
|--|---|
| <p>N: Thames Farm, Reading Road (also known as Site N in NP SHLAA)</p>  | <p>Area: 5.65ha Description: Greenfield: Grassland (agriculture). Policy restrictions: N/A Access: Onto Reading Road. Other:</p> <ul style="list-style-type: none"> • Landscape: falls within an area of Great Landscape Value which is a national designation. • Schools: OCC has indicated that Shiplake Primary is full and that only small scale housing development should be permitted. <p>Deliverability: No overriding delivery issues. Timescales: Available immediately. Capacity: Suitable for 100-110 homes considering densities at Lower Shiplake (NP SHLAA); 100 dwellings (landowner/developer)</p> |
| <p>P: Wyevale Garden Centre (former) (also known as Site P in NP SHLAA)</p>  | <p>Area: 1.83ha Description: Brownfield: Former garden centre. Policy restrictions: N/A Access: Onto Reading Road. Other:</p> <p>Schools: OCC has indicated that Shiplake Primary is full and that only small scale housing development should be permitted.</p> <p>Deliverability: No overriding delivery issues. Timescales: Available immediately. Capacity: Suitable for 50-75 (NP SHLAA) with an appropriate development likely to be at the lower end of the scale; 50-75 dwellings (landowner/developer)</p> |

| Site | Information |
|--|---|
| <p>Q: Mount Ida, Reading Road (also known as Site Q in NP SHLAA)</p>  | <p>Area: 0.8ha</p> <p>Description: Part greenfield: Single residential dwelling with large garden.</p> <p>Policy restrictions: N/A</p> <p>Access: Onto Reading Road.</p> <p>Other:</p> <ul style="list-style-type: none"> • Landscape: falls within an area of Great Landscape Value which is a national designation. • Schools: OCC has indicated that Shiplake Primary is full and that only small scale housing development should be permitted. <p>Deliverability: No overriding delivery issues.</p> <p>Timescales: Available immediately.</p> <p>Capacity: Suitable for 15-25 homes considering densities at Lower Shiplake (NP SHLAA).</p> |
| <p>R: Waterman's Spinney (also known as Site R in NP SHLAA)</p>  | <p>Area: 1.66ha</p> <p>Description: Greenfield: Woodland.</p> <p>Policy restrictions: N/A</p> <p>Access: Onto Lawson Road or alternative (TBC).</p> <p>Other:</p> <ul style="list-style-type: none"> • Landscape: no assessment has been undertaken however a landscape and ecological assessment is recommended to determine the potential impact of any development. <p>Deliverability: No overriding delivery issues subject to the findings of further studies.</p> <p>Timescales: Available immediately.</p> <p>Capacity: Suitable for 40-55 homes subject to the results of further site assessments (NP SHLAA).</p> |



| Site | Information |
|--|---|
| <p>U: Wilkins, Deanfield (also known as Site U in NP SHLAA)</p>  | <p>Area: 0.33ha</p> <p>Description: Brownfield: Currently employment site used as furniture removals.</p> <p>Policy restrictions: There is a policy presumption against loss existing employment land in the Core Strategy.</p> <p>Access: Onto Deanfield Avenue Road.</p> <p>Other:</p> <ul style="list-style-type: none"> • Landowner has indicated that they would be relocating to an alternate site within Henley, thus freeing up the Deanfield Avenue site. • Waste: Former landfill site to the south but not adjacent to this site at Makins Recreation Ground – contamination unlikely. <p>Deliverability: No overriding delivery issues.</p> <p>Timescales: Available within 5 years.</p> <p>Capacity: Suitable for 10-17 homes (NP SHLAA); 15-19 dwellings (landowner/developer).</p> |
| <p>V: TA / RAR Centre, Friday Street (also known as Site V in NP SHLAA)</p>  | <p>Area: 0.16ha</p> <p>Description: Brownfield: Former TA Centre now Cadet Unit.</p> <p>Policy restrictions:</p> <ul style="list-style-type: none"> • The site is located within a Conservation Area • The site is located within a Burgage Plot <p>Access: Onto Friday Street.</p> <p>Other:</p> <ul style="list-style-type: none"> • MOD has indicated as surplus, currently awaiting full disposal assessment <p>Deliverability: No overriding delivery issues.</p> <p>Timescales: Available within 5 years subject to MOD disposal procedure and Cadet Unit relocation.</p> <p>Capacity: Suitable for 4-8 homes Shiplake (NP SHLAA); 15 homes (landowner/developer)</p> |

Retail and Leisure

The Core Strategy identifies that the strategy for Henley should “strengthen commerce in the town centre through retail-led, mixed use development and identify additional retail and leisure floorspace”. Over the 2007-2027 period the Core Strategy sets out the floorspace requirement for retail as 500 SQM for food retail and 3,800 SQM for non food retail shopping.

The Working Groups have been considering potential options to respond to the Core Strategy requirement, being:

1. Allocate land at south end of Henley on Thames Rail Station Car Park.
 - The car park is considered to be under utilised and there is potential for a variety of uses such as: a small supermarket with limited residential; discount store; capacity for community use / hotel; small business space. The potential to link south into the Reading Road employment area could be investigated. Discussions are ongoing with First Great Western regarding the deliverability of this option.
2. Dispute need for additional retail. As retail trends are changing there may not be a need to provide more retail space at Henley.
3. Provide additional retailing near to Tesco's along the Reading Road (no 357 Reading Road might be suitable if not allocated for housing). Given the distance from the town centre this would be seen as an edge of centre location which should only be explored if town centre options are exhausted.
4. In the long term, seek for a mixed use redevelopment of Empstead Works including residential, retail and office.
5. Seek to reinforce the retail frontage on Station Road (existing).

The Working Groups also sought to identify potential sites for new hotels although none are currently forthcoming. Re-use of opportunity sites, particularly pubs, is encouraged.

Employment

There is no specific requirement for additional employment land at Henley in the Core Strategy however there is a need to “improve the stock of commercial buildings and the environment of the employment areas”.

However the Working Groups have established an objective “to look to provide for the needs of start-ups and high-tech companies including encouraging the provision of shared office space ‘hubs’ and service centres”. No land has been put forward for additional employment by land owners however a number of housing sites being put forward have current or previous employment uses, including:

- Mill Lane, Reading Road.
- Highlands Farm.
- Former Wyevale Garden Centre.
- Empstead Works.

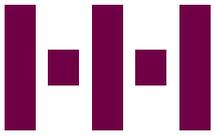
Opportunities will be explored by the Working Groups for mixed use development on these sites, subject to the views of the public at consultation.

Recreation

A variety of leisure and recreation deficiencies were established in the background studies to the Core Strategy, including for parks and gardens and football and rugby pitches (particularly junior and mini football pitches).

Opportunities for additional recreational areas have been considered:

- As part of new housing development coming forward.
- On the Taillefer Field to the north of the Rugby Club, along the A4155 Marlow Road, where the landowner has indicated that recreational or social facilities would be considered.



7. Infrastructure

Core Strategy

Core Strategy Policy CSI1 Infrastructure Provision states that

“New development must be served and supported by appropriate on- and off-site infrastructure and services. Planning permission will only be granted when infrastructure and services to meet the needs of the new development, including that set out in the Infrastructure Delivery Plan, and/or mitigate the impact of the new development is already in place or will be provided to an agreed timescale.

Infrastructure and services required as a consequence of development, and provision for their maintenance, will be sought from developers and secured by the negotiation of planning obligations, by conditions attached to a planning permission, and/or other agreement, levy or undertaking, all to be agreed before planning permission is granted.”

The South Oxfordshire Infrastructure Delivery Plan sets out a range of requirements for Henley, including ‘necessary’ status for investment in health services and schools and ‘critical’ for sewage network upgrades and mitigation of traffic from the development at junctions and road links identified in a Transport Assessment by the developer.

The Neighbourhood Plan provides an opportunity for the community to prioritise and add to the Infrastructure Delivery Plan and establish local community priorities. At this time, the following are being considered, in addition to investment in schools and health services, with community views being sought on further priorities and the order of prioritisation:

- A package of measures to reduce town centre congestion
- Strategic cycling route investment
- Improved / new sports pitch and recreation provision
- Improved / new youth centre
- Performing arts centre / multi use community hall
- Town centre environmental enhancements
- A police drop in facility

8. Next Steps

Preferred Option Consultation

This document along with a set of summary consultation boards will be available for public comment between December 13th 2013 and January 13th 2014. A specific questionnaire is being provided to capture public comments (available at www.jhhnp.co.uk) although general comments will be accepted via the Neighbourhood Plan email address info@jhhnp.co.uk.

The comments will assist the Working Groups in moving forward to develop draft policies and allocations for the Neighbourhood Plan, including determining the preferred sites for housing.

Six week public consultation on the draft policies is planned for spring 2014.