



Joint Henley and
Harpsden
Neighbourhood Plan

Joint Henley and Harpsden Neighbourhood Plan

2020-2035

Basic Conditions Statement

Submission Version

December 2021



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1. Introduction

- 1.1. This Basic Conditions Statement has been prepared to accompany the new Neighbourhood Development Plan for the parish areas of Henley on Thames and Harpsden, known as the Joint Henley and Harpsden Neighbourhood Plan (JHHNP). Once adopted this Plan will replace the existing 2016 ‘made’ Joint Henley and Harpsden Neighbourhood Plan.
- 1.2. This document has been produced to explain how the:
 - JHHNP (also known as a Neighbourhood Development Plan), has been prepared in accordance with the Neighbourhood Planning (General) Regulations 2012 and subsequent updates; and
 - Basic conditions of neighbourhood planning and other considerations as prescribed by Schedule 10 paragraph 8 (2) of the Localism Act [Schedule 4B to the Town and Country Planning Act 1990 (as amended by the Localism Act 2011)] have been met.
- 1.3. Henley Town Council are identified as the qualifying body for submission of the JHHNP and that the plan period is from 2020 – 2035.
- 1.4. The JHHNP has been assessed to conform with the National Planning Policy Framework (NPPF) and the strategic policies of the Local Planning Authority (South Oxfordshire District Council).
- 1.5. The policies do not relate to “excluded development” and do not relate to more than one Neighbourhood Area.

2. Legal Requirements

- 2.1. The draft Henley and Harpsden Neighbourhood Plan (JHHNP) will be submitted by the qualifying body, being Henley Town Council.
- 2.2. The draft JHHNP (also known as a Neighbourhood Development Plan) relates to planning matters (the use and development of land). It has been prepared in accordance with the statutory requirements and processes set out in the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) and the Neighbourhood Planning Regulations 2012, and updates.
- 2.3. The draft JHHNP states that the period for which it is to have effect (from 2020 – 2035).
- 2.4. The draft JHHNP policies do not relate to excluded development.
- 2.5. The draft JHHNP does not deal with county matters (mineral extraction and waste development), nationally significant infrastructure or any other matters set out in Section 61 of the Town and Country Planning Act 1990.
- 2.6. The draft JHHNP relates to the Henley and Harpsden Neighbourhood Area and to no other area (as shown in Figure 1). The Neighbourhood Area was agreed with SODC in June 2013 and covers both Henley and Harpsden as SODC had identified housing sites in Harpsden that would help to fulfil the housing requirement for Henley. Following the amendment of the Shiplake Neighbourhood Area in May 2019, to bring it in line with the Shiplake parish boundary, the Henley and Harpsden Neighbourhood Area was modified to remove areas in Shiplake parish. There will be no other neighbourhood plans relating to Henley and Harpsden Neighbourhood Area once adopted.

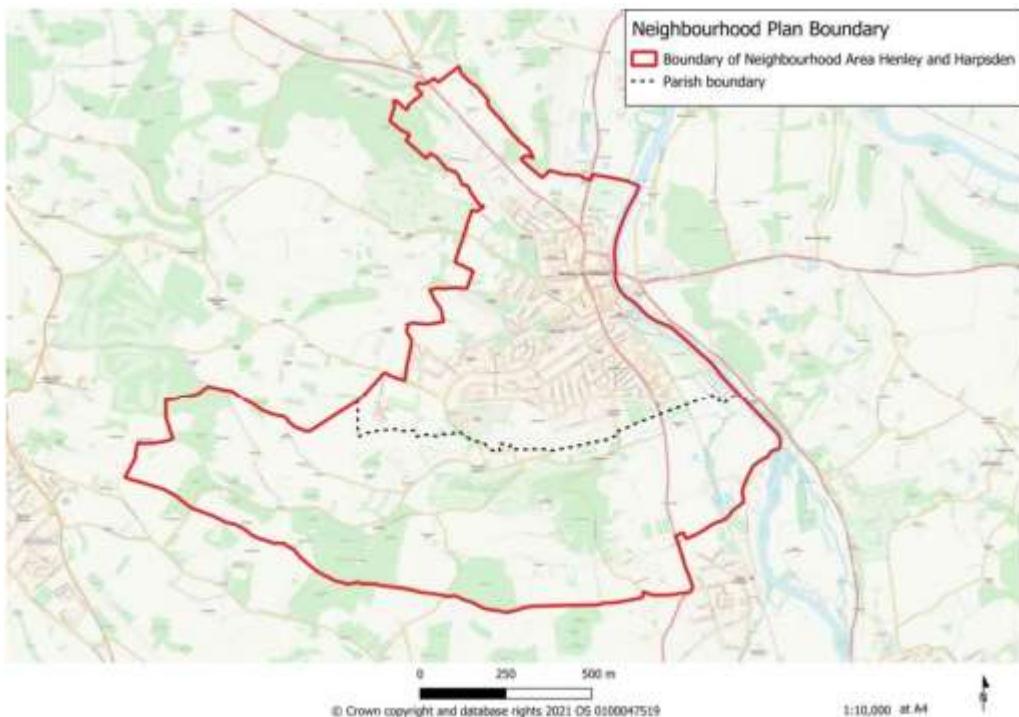


Figure 1 - Henley and Harpsden Neighbourhood Area

Basic Conditions

2.1. Only a draft neighbourhood Plan or Order that meets each of a set of basic conditions can be put to a referendum and be made. The basic conditions are set out in [paragraph 8\(2\) of Schedule 4B to the Town and Country Planning Act 1990](#) as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004.

2.2. The rest of this Statement is devoted to assessing the degree to which the submission Neighbourhood Plan meets the basic conditions set out in Schedule 4B.

2.3. For the sake of completeness, the basic conditions that are relevant to Neighbourhood Plans such as this are as follows:

- a) out in Schedule 4B.having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the order (or neighbourhood plan). [Read more details.](#)
- b) the making of the order (or neighbourhood plan) contributes to the achievement of sustainable development. [Read more details.](#)
- c) the making of the order (or neighbourhood plan) is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area). [Read more details.](#)
- d) the making of the order (or neighbourhood plan) does not breach, and is otherwise compatible with, EU obligations. [Read more details.](#)
- e) prescribed conditions are met in relation to the Order (or plan) and prescribed matters have been complied with in connection with the proposal for the order (or neighbourhood plan). [Read more details.](#)

3. Conformity with National Policy

- 3.1. The Henley and Harpsden Neighbourhood Plan has been prepared with regard to national policies as set out in the National Planning Policy Framework (NPPF) dated July 2021. The Neighbourhood Plan has also had regard to the guidance set out on the National Planning Practice Guidance (NPPG) website, published by the Government in 2014 and updated on a rolling basis.
- 3.2. The Neighbourhood Plan Committee feel that the Neighbourhood Plan plans positively for future development in the Town and that it is consistent with the provisions of the adopted South Oxfordshire Local Plan 2035.
- 3.3. The Neighbourhood Plan Group received support from consultants AECOM on the effectiveness of the draft transport and environment policies before Regulation 14 and the conformity of those policies with National Policy. The JHHNP policies were redrafted in line with the recommendations provided in that Evidence Base and Policy Development Report.
- 3.4. The following table provides a brief summary of how each policy conforms to the NPPF. The particular paragraphs referred to in the table are those considered the most relevant to each policy but are not intended to be an exhaustive list of all possible relevant paragraphs.

Table 1: Conformity of Neighbourhood Plan Policies to National Policy

| Henley and Harpsden Neighbourhood Plan Policy | NPPF / NPPG paragraph | Regard to National Planning Policy Framework (NPPF) |
|--|--|---|
| Policy ENV1: Air Quality | NPPF paragraphs 152, 154 and 186 NPPG Paragraph: 003 Reference ID: 32-003-20191101 | <p>The purpose of this policy is to seek to minimise the impacts of development on air quality and build upon policies of the development plan. Air quality is a particular issue within the Neighbourhood Area, Henley has had an Air Quality Management Area since 1997. The Neighbourhood Plan Committee (NPC) recognise the importance of addressing air quality issues and the adverse impacts that air quality issues can have on the natural environment.</p> <p>This policy seeks to build upon the policies of the development plan and draws upon national Policy which support action on air quality in general, particularly paragraph 186 which states “Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the</p> |

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| | | <p>cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan”.</p> <p>Also, NPPF Paragraph 152 “The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure”.</p> <p>NPPF Paragraph 154 in turn requires that: “New development should be planned for in ways that: a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and b) can help to reduce greenhouse gas emissions”.</p> <p>National guidance is also relevant: PPG Paragraph: 003 Reference ID: 32-003-20191101 states that “Air quality concerns can be relevant to neighbourhood planning, and it is important to consider whether air quality is an issue when drawing up a neighbourhood plan or considering a neighbourhood development order. The local planning and environmental health departments will be able to advise whether air quality is an issue that may need to be addressed in a neighbourhood area, and how this might affect potential policies and proposals that are being considered”</p> |
| Policy ENV2: Biodiversity | NPPF paragraphs 174 and 179 and and 20, 92, 154, 174-182, 186 NPPG Paragraphs | The purpose of this policy is to ensure development maintains and enhances the natural environment and its intrinsic ecological value. The policy supports the NPPF objective of conserving and enhancing the natural and local environment. “Minimising impacts on and providing net gains for biodiversity”, promoting “establishing of coherent ecological networks that are resilient to current and future pressures”. “Development should, wherever possible, help to improve local environmental conditions” (paragraph 174). “Plans should “Identify, map and safeguard components of local wildlife-rich |

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| | 8-036- 20190721 to 8- 042- 20190721 and 8-004- 20190721 to 8-035- 20190721 | habitats and wider ecological networks “and promote their “conservation, restoration and enhancement” (paragraph 179). |
| Policy ENV3: Trees | NPPF Paragraphs 131 and 180 NPPG Paragraph 029 Reference ID: 8-029- 20190721 | <p>This policy supports the NPPF objective of contributing to and enhancing the natural environment by seeking to protect, manage and maintain trees in the Area, and encourages the planting of new ones. This is having regard to NPPF paragraph 180 which states: “When determining planning applications, local planning authorities should apply the following principles: ... c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons⁶³ and a suitable compensation strategy exists”.</p> <p>This policy recognises the benefits of trees and woodland as per paragraph 174(b) and the importance of the contribution of trees to the character and quality of urban environments, and they can help mitigate and adapt to climate change (Paragraph 131).</p> |
| Policy ENV4: Local Green Space | NPPF Paragraphs 101, 102 and 103 NPPG Paragraphs: 005 Reference ID: 37-005- 20140306 and 013 Reference ID: 37-013- 20140306 | <p>National policy enables local communities to identify for special protection green areas of importance to them known as Local Green Space.</p> <p>The policy proposed to designate 12 areas, identified by the local community as important, as Local Green Spaces which will be protected.</p> |
| Policy ENV5: Watercourses | NPPF paragraphs 167 and 169 | This policy has regard to Section 14 of the NPPF Meeting the challenge of climate change, flooding and coastal change paragraph 167 and 169 which have regard to drainage. |
| Policy SD1: Minimising Carbon Emissions. Policy SD1a: Fabric First Approach | NPPF paragraphs 152 154 NPPG Paragraph: 003 | <p>National policy encourages neighbourhood plans to actively support energy efficiency improvements to existing buildings and through new development. The policy does this by promoting a ‘fabric approach’ to building design to encourage the installation of energy efficiency measures into buildings to lessen their environmental footprint.</p> <p>This has regard to NPPF paragraph 152 which states that “The planning system should support the transition to a low carbon</p> |

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| | Reference ID: 5-003-20140306 and ID: 6-012-20190315 | <p>future in a changing climate" and "should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure".</p> <p>Paragraph 154 states that "New development should be planned for in ways that: a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and b) can help to reduce greenhouse gas emissions".</p> |
| Minimising Carbon Emissions. Policy SD1b: Other Methods | NPPF paragraph 152 NPPG Paragraph: 003 Reference ID: 5-003-20140306 and ID: 6-012-20190315 | NPPF paragraph 152 support the transition to a low carbon future in a changing climate, reductions in greenhouse gas emissions, reuse of existing resources, including the conversion of existing buildings, and renewable and low carbon energy. The policy does this by promoting the sensitive installation of energy efficiency measures into buildings to lessen their environmental footprint where electrical and mechanical means of meeting or exceeding the goal of carbon neutrality are required. |
| Policy SD2: Community Energy Projects | NPPF paragraph 155 and 156 NPPG Paragraph: 003 Reference ID: 5-003-20140306 and 5-004-20140306 and 6-001-20140306 | The policy supports the NPPF objective of supporting the move to a low carbon future and increasing the supply of renewable energy, Paragraph 155 supports renewable and low carbon energy and heat and 156 states that LPAs should support community-led initiatives for renewable and low carbon energy, including developments outside areas identified in Local Plans... that are taken forward through neighbourhood planning. |
| Policy SD3: Local Character | NPPF paragraphs 9, 86, 112, 130 , 187 and | The policy seeks to promote development that contributes towards local distinctiveness whilst respecting local character. Henley and Harpsden have many historic assets which are of national importance and three conservation areas. This policy draws upon policy in the NPPF (particularly section 12) as well |

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| | 190 | <p>as Neighbourhood Plan evidence in the Conservation Area Appraisal Management Plan (Consultation Draft).</p> <p>National policy encourages neighbourhood plans to develop robust and comprehensive design policies that, amongst other things, ensure that development responds to local character and history and reflect local identity. The policy contributes to this aim by ensuring that development in Henley and Harpsden is designed to respect the recognisable character of the Area including the characteristics of locally identified 'Character Areas' and 'Conservation Areas' but without stifling innovation. Having regard to the desirability of new development making a positive contribution to local character and distinctiveness, paragraph 190c and Achieving well-designed places section 12, paragraph 130c.</p> |
| Policy H1: Design Brief | <p>NPPF paragraphs 110,112,124, 126, 127, 128,129 and 132.</p> <p>NPPG Paragraph: 001 Reference ID: 26-001- 20191001 and ID: 26- 002- 20191001</p> | <p>National policy encourages neighbourhood plans to develop robust and comprehensive design policies that, amongst other things, ensure that developments add to the overall quality of the area and create attractive and comfortable places to live work and visit. The policy contributes to these objectives by requiring design briefs for all allocated sites.</p> <p>Achieving well-designed places Paragraph 126 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.</p> <p>Paragraph 127 states that Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.</p> |
| Policy H2: Affordable Housing | <p>NPPG Paragraph: 001 Reference ID: 70-001- 20210524</p> | <p>This policy seeks requirements above those set out in the Local Plan. The policy requires at least 25% of all affordable homes delivered to be First Homes. Affordable Housing Update Written Ministerial Statement published on 24 May 2021 sets out the national standards for First Homes.</p> <p>This is having regard to National Planning Policy Guidance which sets out the definition and eligibility requirements.</p> |
| Policy H3: Housing Type and Mix | NPPF paragraph 62 | This policy seeks a locally appropriate housing mix in accordance with the most up to date housing needs assessment. Paragraph 62 states that "Within this context, the |

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| | | size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes)." |
| Policy H4: Infill and Self-Build Dwellings | NPPF Paragraph 120 | This policy supports the efficient use of land by allowing windfall sites through infill development and self build which constitutes sustainable development. This policy reflects the presumption in favour of sustainable development. Paragraph 120 of NPPF states that planning policies should a) encourage multiple benefits from both urban and rural land... c) give substantial weight to the value of using suitable brownfield land within settlements for home... d) promote and support the development of under-utilised land and buildings. |
| Policy E1: Supporting Henley's Economy | NPPF paragraph 81 | <p>This policy contributes to the NPPF objective of helping to achieve economic growth by supporting the role of the Neighbourhood Plan Area's main employment area. The NPPF strongly supports employment development which helps to build a strong, competitive economy (section 6).</p> <p>The policy has regard to paragraph 81 which states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.</p> |
| Policy E2: Henley Town Centre | NPPF paragraph 86 NPPG Paragraph: 001 Reference ID: 2b-001-20190722 | This policy contributes to the NPPF objective of ensuring the vitality of town centres. Henley-on-Thames is an important major town centre for surrounding villages, the Plan defines the Town Centre as set out in paragraph 86 (b). |
| Policy E3: Market Place Hub | NPPF paragraph 106 | This policy contributes to the NPPF objective of ensuring the vitality of town centres. It also helps with providing attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (Paragraph 106 (d)). |
| Policy E4: Employment and Residential above shops | NPPF paragraph 81 | This policy contributes to two of the NPPF objectives; Building a strong, competitive economy and delivering a sufficient supply of homes. |
| Policy T1: Impact of Development on the | NPPF paragraph 105 | This policy contributes to the NPPF requirement for supporting sustainable transport by requiring proposals that are likely to have significant transport impacts to be accompanied by a detailed Transport Assessment which addresses particular issues of relevance to Henley and Harpsden. It also supports the |

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| Transport Network | NPPG Paragraph: 004 Reference ID: 42-004-20140306 | social objective to support strong, vibrant and healthy communities (Para 8 (b)) and paragraph 105 which focuses on air quality and public health when considering congestion and improving emissions from significant development. |
| Policy T2: Active Travel | NPPF paragraphs 92,100,104 and 106 NPPG Paragraph: 001 Reference ID:53-001-20190722 | <p>The policy is seeking to ensure healthy lifestyle and inclusive communities with more opportunities for walking, cycling through a comprehensive network.</p> <p>The NPPF encourages neighbourhood plans to exploit opportunities for the use of sustainable transport modes by safe secure layouts which minimise conflicts between traffic and cyclists or pedestrians. The policy promotes opportunities for cycling and walking – i.e. active travel.</p> <p>The policy will help to “enable and support healthy lifestyles.. encourage walking and cycling” (Paragraph 92c); “provide for attractive and well-designed walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans) (paragraph 106 d)); and “e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places”. Opportunities to promote walking, cycling and public transport use are identified and pursued are also identified in paragraph 104c.</p> <p>The policy has regard to paragraph 100 which states that “Planning Policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails”.</p> |
| Policy T3: Easing Congestion | NPPF paragraphs 104 and 105. | <p>The policy contributes to the NPPF objective of supporting patterns of development which support reductions in greenhouse gas emissions and reduce congestion by supporting proposals that will not severely adversely impact on traffic congestion and that have considered additional opportunities to alleviate congestion.</p> <p>This supports the objective of the NPPF, Paragraph 104 states that “Transport issues should be considered from the earliest stages of plan-making and development proposals , so that a) the potential impacts of development on transport networks can be addressed;d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains”.</p> |

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| | | <p>Paragraph 105 also requires that “The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making”.</p> |
| Policy T4: EV Charging Points | NPPF paragraphs 107,112,186 | <p>The policy contributes to the NPPF objective of supporting sustainable transport - encouraging low emission vehicles by supporting the provision of electric charging facilities within new developments and by retrofit.</p> <p>The NPPF encourages the provision of electric vehicle charging points in development. Paragraph 107 clause e) states that “If setting local parking standards for residential and non-residential development, policies should: take into account the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles”.</p> <p>Paragraph 112 clause e) requires that “applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.</p> <p>NPPF paragraph 186 states that “planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. ... Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan”.</p> |
| Policy T5: Public Transport | NPPF paragraph 112 | <p>The policy contributes to the NPPF requirement for supporting sustainable transport by supporting proposals that will enhance the capacity and efficiency of public transport.</p> <p>NPPF paragraph 104 supports identifying and pursuing opportunities to promote public transport use and paragraph 112 also gives priority (after active travel) to access to high quality public transport, layouts which facilitate public transport catchment and appropriate facilities to encourage use of public transport.</p> |
| Policy T6: Parking and Standards | NPPF paragraph 107 | <p>The provision of adequate levels of parking is important in Henley and Harpsden. The policy has regard to NPPF paragraph 107 which states that in “setting local parking standards for residential and non-residential development, policies should take into account: a) the accessibility of the development; b) the type, mix and use of development; c) the availability of and opportunities for public transport; d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles”.</p> |

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| | | It further states that “In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists”. |
| Policy SCI1: Comprehensive Renewal of Gillotts School | NPPF paragraph 84 | This policy contributes to the NPPF objective of planning positively for local services by supporting the renewal of Gillotts School. |
| Policy SCI2: Renewal and Enhancement of Community Facilities | NPPF paragraphs 81 and 84. | This policy contributes to the NPPF objective of planning positively for local services to enhance the sustainability of communities and local environments by supporting the renewal and enhancement of community facilities. This is central to the Government’s theme for building a strong, competitive economy and encouraging healthy communities (sections 6 and 8 of the NPPF). |
| Policy SCI3: Community Right to Build | NPPF paragraph 150 | This policy supports the Community Right to Build which is supported through the NPPF. |
| Policy SCI4: Henley College | NPPF paragraph 84 | This policy contributes to the NPPF objective of planning positively for local services by supporting the redevelopment of Henley College. |
| Policy DS1: Proposed Allocations | NPPF Paragraphs 8, 12-14, 18, 21, 29-30, 37, 50, 63, 81, 101, 127, 140 and 156. NPPG Paragraphs 41-001- 20190509- 41- 107- 20200925 and 67-001- 20190722 and 66-001- 20190722 | Land is allocated to meet the requirements of the JHHNP for Henley and Harpsden. This policy will contribute to boosting the supply of housing in the local area, as NPPF paras 60, 66 and 67 by providing for around 145 new homes (additional to those proposed to be rolled forward from 2016 JHHNP), giving a total of completions and commitments to 2035 which exceeds the requirement in the SOLP. This will help deliver affordable housing needed in the Area, as identified through the 2020 Housing Needs Assessment in accordance with NPPF paragraph 63. Additional employment land will also be provided and will help contribute to paragraph 81 of the NPPF. It will assist in maintaining a thriving community and supporting a vibrant market town supplying services across a wide rural area. The policy seeks to ensure that the development is carried out having regard to the character and appearance of the area, the AONB, the historic environment and wider rural landscape and that essential infrastructure is provided. The proposed development sites were subject to a robust site selection process having regard to National Planning Policy and Guidance. |

4. Contribution to sustainable development

- 4.1. There are three over-arching objectives to sustainable development: economic, social and environmental (see NPPF paragraph 8). The three objectives are mutually dependent. Planning Practice Guidance states that, in order to demonstrate that a draft neighbourhood plan contributes to sustainable development, "...sufficient and proportionate evidence should be presented on how the draft neighbourhood plan...guides development to sustainable solutions".
- 4.2. Contributing to the achievement of sustainable development is central to the review of the Henley and Harpsden Neighbourhood Plan. One of the core principles for reviewing the 2016 JHHNP was to strengthen and introduce additional policies on the environment and transport with a focus on doing more on issues around Climate Change. This was as a result of the Town Council declaring a climate emergency in 2019. It was important that the vision held a commitment to environmental sustainability (and tackling climate change) aswell as other aspirations for the Plan (both social and economic).
- 4.3. The Vision of the Neighbourhood Plan has the three strands of sustainable development at its core, the Vision is: "In 20 years' time, Henley on Thames and the adjacent small village of Harpsden will have a sustainable community, meeting the needs of current and future generations who live and work here and for visitors where possible. The community will be resilient in its capacity to address the likely impact of climate change whilst still protecting the special qualities of the area."
- 4.4. The High-level objectives then translated what was required across these different policy areas to achieve the overall vision. Focusing on issues that relate to Henley and Harpsden and looking at what was relevant for the Henley and Harpsden Neighbourhood Plan Area.
- 4.5. Table 2 has assessed the Plan's policies in terms of how it will deliver sustainable development in the economic, social and environmental aspects of sustainability. It shows that the Plan's policies address all three objectives in clear and logical ways.
- 4.6. What table 2 does is shows how each of the policies contributes to the objectives of sustainable development and how the NP contributes to these in a mutually supportive way. Sustainable development has three principal dimensions – economic, social and environmental. It is clear that the submitted Plan has set out to achieve sustainable development in the neighbourhood area. In the economic dimension the Plan includes policies for residential development (Policies DS2, DS3, DS4, DS5, DS6, DS7, DS8 and DS9) and for new employment development (Policies DS4, DS6, DS7 and DS10). In the social role, it includes policies on green spaces (Policy ENV4) and on housing mix (Policy H3). In the environmental dimension the Plan positively seeks to protect its natural, built and historic environment. It has specific policies on the design of new development (Policy CRP4) and on wildlife and biodiversity (Policy ENV2 and ENV3).

4.7. The degree to which the policies meet key sustainable development objectives is scored in the table below. The scoring is as follows:

| Score | Commentary |
|-------|--|
| ++ | The policy will result in a very positive effect on the sustainability objective in question |
| + | The policy will result in a positive effect on the sustainability objective in question |
| 0 | The policy will result in a neutral effect on the sustainability objective in question |
| - | The policy will result in a negative effect on the sustainability objective in question |
| -- | The policy will result in a very negative effect on the sustainability objective in question |

Table 2: Assessment of Sustainability of Neighbourhood Plan Policies

| NP Policy Number and Title | Achievement of Sustainable Development |
|--|--|
| Policy ENV1: Air Quality | Economic Social Environmental |
| Policy ENV2: Biodiversity | Economic Social Environmental |
| Policy ENV3: Trees | Economic Social Environmental |
| Policy ENV4: Local Green Space | Economic Social Environmental |
| Policy ENV5: Watercourses | Economic Social Environmental |
| Policy SD1: Minimising Carbon Emissions. Policy SD1a: Fabric First Approach | Economic Social Environmental |
| Policy SD1: Minimising Carbon Emissions. Policy SD1b: Other Methods | Economic Social Environmental |
| Policy SD2: Community Energy Projects | Economic Social Environmental |
| Policy SD3: Local Character | Economic Social Environmental |
| Policy H1: Design Brief | Economic |

| | | |
|--|-------------------------------------|----------------|
| | Social Environmental | ++ ++ |
| Policy H2: Affordable Housing | Economic Social Environmental | ++ ++ + |
| Policy H3: Housing Type and Mix | Economic Social Environmental | ++ ++ + |
| Policy H4: Infill and Self-Build Dwellings | Economic Social Environmental | ++ ++ ++ |
| Policy E1: Supporting Henley's Economy | Economic Social Environmental | ++ ++ + |
| Policy E2: Henley Town Centre | Economic Social Environmental | ++ ++ + |
| Policy E3: Market Place Hub | Economic Social Environmental | ++ ++ O |
| Policy E4: Employment and Residential above shops | Economic Social Environmental | ++ ++ + |
| Policy T1: Impact of Development on the Transport Network | Economic Social Environmental | ++ ++ ++ |
| Policy T2: Active Travel | Economic Social Environmental | O + ++ |
| Policy T3: Easing Congestion | Economic Social Environmental | ++ ++ ++ |
| Policy T4: EV Charging Points | Economic Social Environmental | O + ++ |
| Policy T5: Public Transport | Economic Social Environmental | ++ ++ ++ |
| Policy T6: Parking and Standards | Economic Social Environmental | O + O |
| Policy SCI1: Comprehensive Renewal of Gillotts School | Economic Social Environmental | O + + |
| Policy SCI2: Renewal and Enhancement of Community Facilities | Economic Social Environmental | O ++ + |
| Policy SCI3: Community Right to Build | Economic Social Environmental | O ++ + |

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| Policy SCI4: Henley College | Economic Social Environmental | + |
| Policy DS1: Proposed Allocations | Economic Social Environmental | + |

5. Conformity with strategic policies

- 5.1. The Development Plan in the South Oxfordshire District area is The South Oxfordshire Local Plan 2011-2035 (adopted December 2020).
- 5.2. The following table provides an appraisal of the extent to which the draft JHHNP is in general conformity with strategic local policy.
- 5.3. The Neighbourhood Plan Group received support from consultants AECOM on the effectiveness of the draft transport and environment policies before Regulation 14 and the conformity of those policies with the Local Plan. The JHHNP policies were redrafted in line with the recommendations provided in that Evidence Base and Policy Development Report

Table 3: Conformity of Neighbourhood Plan Policies to the Strategic Policies of the Development Plan

| Henley and Harpsden Neighbourhood Plan Policy | SODC Local Plan 2011- 2035 Strategic Policy | General conformity with South Oxfordshire Local Plan (SOLP) |
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| Policy ENV1: Air Quality | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames Policy EP1: Air Quality ENV12 Pollution; INF1: Infrastructure Provision; TRANS1b: Supporting Strategic Transport Investment; TRANS2: Promoting Sustainable Transport and Accessibility; TRANS4: Transport Assessments, Transport Statements and Travel Plans; TRANS5: Consideration of Development Proposals; TRANS7: Development Generating New Lorry Movements ;DES1: Delivering High Quality Development; Policy ENV12: Pollution - Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution) | The policy is seeking to go beyond what is required through the Local Plan in order to meet the requirement set out in Policy HEN1 which expects the Neighbourhood Plan to support development proposals that address air quality issues. Air Quality is an issue within the NA and there has been an Air Quality Management Area since 1997. The policy is in conformity with Policy EP1 which requires the protection of public health from the impacts of poor air quality, developers to have regard to council guidance and AQAP, air quality assessments where sensitive or significant development is proposed in areas of poor air quality, design to minimize air pollution, mitigate and/or offset negative air quality impacts, and refuses permission for development exceeding EU or UK regulation levels. The policy is also in conformity with policy ENV12 Pollution - Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution) that requires development design to ensure no significant adverse impacts on human health, environment or amenity. |

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| Policy ENV2: Biodiversity | <p>Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; ENV1: Landscape and Countryside ENV2: Biodiversity - Designated Sites, Priority Habitats and Species; ENV3: Biodiversity; ENV4: Watercourses; ENV5: Green Infrastructure in New Developments; DES1: Delivering High Quality Development; Policy ENV12: Pollution - Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution)</p> | <p>SOLP HEN1 expects the NP to enhance the town's environment and strengthen and improve the attraction of Henley. This policy recognises the importance of biodiversity in accordance with SOLP EV1.2 ("Development will only be permitted where it protects and, where possible enhances, features that contribute to the nature and quality of South Oxfordshire's landscapes") ENV2 (which provides protection to Biodiversity, Designated Sites, Priority Habitats and Species); ENV3 which states that "development should provide a net gain in biodiversity where possible." and that "planning permission will only be granted if impacts on biodiversity can be avoided, mitigated or, as a last resort, compensated fully."; The creation of new wildlife areas or corridors, nesting boxes etc in conformity with SOLP EV3. DES8 which requires that "...proposals must demonstrate that they are seeking to limit greenhouse emissions through location, building orientation, design, landscape and planting". Policy ENV5 which states that "Development will be expected to contribute towards the provision of additional Green Infrastructure and protect or enhance existing Green Infrastructure"; and ENV12 "Development proposals should be ... designed to ensure that they will not result in significant adverse impacts on... the natural environment".</p> |
| Policy ENV3: Trees | <p>Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; ENV1: Landscape and Countryside; ENV2: Biodiversity - Designated Sites, Priority Habitats and Species; ENV3: Biodiversity; ENV5: Green Infrastructure in New Developments; DES1: Delivering High Quality Development; Policy ENV8: Conservation Areas</p> | <p>This policy seeks to achieve protection, maintenance and enhancement of trees within the NPA. The policy is in conformity with SODC policies HEN1 and ENV1 clause 2, particularly requiring that development will only be permitted where it protects and, if possible, enhances natural features such as trees. ENV2 mentions more specifically protected areas and features such as ancient woodland and trees.</p> <p>ENV5 discusses green infrastructure for new developments and requires appropriate planting and arrangements are in place to ensure ongoing management and maintenance.</p> |

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| | | ENV8 mentions trees in connection with conservation areas. |
| Policy ENV4: Local Green Space | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; ENV1: Landscape and Countryside; ENV2: Biodiversity - Designated Sites, Priority Habitats and Species; ENV3: Biodiversity; ENV5: Green Infrastructure in New Developments; Policy CF4: Existing Open Space, Sport and Recreation Facilities | This policy conforms with the Local Plan policy CF4 which seeks to protect, maintain and where possible enhance existing open space, sport and recreation, play facilities and land including playing fields to ensure their continued contribution to the health and well-being of visitors and residents. |
| Policy ENV5: Watercourses | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; ENV1: Landscape and Countryside; ENV2: Biodiversity - Designated Sites, Priority Habitats and Species; ENV3: Biodiversity; ENV4: Watercourses; ENV5: Green Infrastructure in New Developments; EP4: Flood Risk ; DES1: Delivering High Quality Development | The policy seeks to raise awareness of the risks of flooding and the importance of early investigation of geology and drainage capacity of development sites. This policy conforms with policy ENV4: Watercourses Development of land that contains or is adjacent to a watercourse must protect and where possible, enhance the function and setting of the watercourse and its biodiversity. As a last resort development should provide mitigation for any unavoidable impacts. |
| Policy SD1: Minimising Carbon Emissions. Policy SD1a: Fabric First Approach | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; INF1: Infrastructure Provision; ENV6: Historic Environment; ENV7: Listed Buildings; ENV8: Conservation Areas; DES1: Delivering High Quality Development ; DES7: Efficient Use of Resources ; DES8: Promoting Sustainable Design; DES9: Renewable and Low Carbon Energy; DES10: Carbon Reduction | The purpose of this policy is to encourage new development to minimise both the embodied carbon during construction and minimise the operational carbon emissions by design using the Fabric First Approach. This policy should be applied in conjunction with policy DES10 of the Local Plan in order to help deliver those standards. This policy should be applied first and where that is not possible SD1b would apply. The approach conforms with paragraph 8.35 of Local Plan which states that "The Council encourages developers to take account of the energy hierarchy when identifying the measures taken to reduce carbon emissions and to adopt a fabric first approach by maximising the performance of the components and materials that make up the building fabric before considering the use of mechanical or electrical building services systems. Consideration should also be given to modern methods of construction." This accords with SOLP DES8 which mentions conversions and refurbs: "All new |

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| | <p>development, including building conversions, refurbishments and extensions, should seek to minimise the carbon and energy impacts of their design and construction. Proposals must demonstrate that they are seeking to limit greenhouse emissions through location, building orientation, design, landscape and planting taking into account any nationally adopted standards and in accordance with Policies DES10: Carbon Reduction and DES7: Efficient use of Resources". SOLP DES7 1. ii) and iii) states that new development is required to make provision for the effective use and protection of natural resources where applicable, including using recycled and energy efficient materials and "maximising passive solar heating, lighting, natural ventilation, energy and water efficiency and the re-use of materials". DES1iv and v requires that "All new development must be of a high quality design that ... is sustainable and resilient to climate change; ... (and) minimises energy consumption". DES9 is the key SOLP policy on renewable energy, encouraging renewable and low carbon energy generation and associated infrastructure at all scales including domestic schemes. DES10 clause 1 requires specific carbon reductions from development and STRAT4, clause 5. X). require strategic development proposals to be supported by a "statement of how it is intended to achieve low carbon emissions and facilitate renewable energy generation". STRAT4 clause 6.x.) states that "each development will be expected to provide ... low carbon development and renewable energy". The policy is in general conformity with both the strategic and non-strategic policies of the development plan.</p> |
| Minimising Carbon Emissions. Policy SD1b: Other Methods | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; INF1: Infrastructure Provision; ENV6: Historic Environment; ENV7: Listed Buildings; ENV8: Conservation Areas; DES1: |

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| | <p>Delivering High Quality Development; DES2: Enhancing Local Character; DES7: Efficient Use of Resources; DES8: Promoting Sustainable Design; DES9: Renewable and Low Carbon Energy; DES10: Carbon Reduction</p> | <p>renewable energy use” and paragraph 8.34 (supporting text to DES10) which states that: “The Council have ambitious aspirations for reducing the district’s carbon emissions and recognise that more could be done to reduce emissions with regards to construction emissions, unregulated energy and reducing, capturing and storing embodied carbon. The Council also recognise that zero carbon homes are achievable for many residential developments now. The Council would encourage the delivery of zero carbon homes as soon as possible to avoid the need for costly retrofitting and would support development permitted by this plan that exceeds the carbon reduction requirements set. The Council would also encourage similar reductions in terms of construction emissions and would implore developers to consider a development’s overall carbon footprint and opportunities to reduce carbon emissions from the construction of infrastructure through offsetting. A request for a departure from this policy is expected to be supported by robust evidence including viability assessments where required and will only be supported exceptionally. The council will monitor the effect of this policy and consider a review of the policy in the light of any future legislation and national policy in this field”. DES7, 8, 9 and 10 support the efficient use of resources, sustainable design, renewable energy, and carbon reduction. The policy is in general conformity with both the strategic and non-strategic policies of the development plan.</p> |
| Policy SD2: Community Energy Projects | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; DES9: Renewable and Low Carbon Energy | The policy is in conformity with Policy DES9: Renewable and Low Carbon Energy which encourages these schemes. The policy seeks to support community energy policies and contribute to objective 8.1 to support an increase in renewable energy use. |
| Policy SD3: Local Character | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; EMP11: Tourism; ENV6: Historic Environment; ENV7: Listed | This policy is designed to work alongside the Local Plan and South Oxfordshire Design Guide. It also links design requirements to the new Conservation Area Appraisal Management Plan |

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| | Buildings; ENV8: Conservation Areas; DES1: Delivering High Quality Development; DES2: Enhancing Local Character | (Consultation Version). This policy is in conformity with Policy ENV8 Conservation Areas, to respect the local character and distinctiveness of the Conservation Area in terms of the development's: siting; size; scale; height; alignment; materials and finishes (including colour and texture); proportions; design; and form and should have regard to the South Oxfordshire Design Guide and any relevant Conservation Area Character Appraisal. Policy DES2: Enhancing Local Character - All proposals for new development should be informed by a contextual analysis that demonstrates how the design reinforces place-identity by enhancing local character. |
| Policy H1: Design Brief | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; INF1: Infrastructure Provision; ENV6: Historic Environment; ENV8: Conservation Areas; DES1: Delivering High Quality Development; DES2: Enhancing Local Character; DES3: Design and Access Statements; DES4: Masterplans for Allocated Sites and Major Development; DES5: Outdoor Amenity Space | This policy is designed to work alongside the Local Plan, to seek to promote good design that achieves a number of our objectives. This policy is in conformity with policy DES1: Delivering High Quality Development which specifies that all new development must be of a high quality design that respects the local context working with and complementing the scale, height, density, grain, massing, type, and details of the surrounding area. |
| Policy H2: Affordable Housing | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; H3: Housing in the Towns of Henley-on-Thames, Thame and Wallingford ;H9: Affordable Housing; INF1: Infrastructure Provision | The affordable homes update ministerial statement made on 24 May 2021 was released following the adoption of the Local Plan. The policy is in general conformity with both the strategic and non-strategic policies of the development plan. |
| Policy H3: Housing Type and Mix | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; H11: Housing Mix | The JHHNP does not seek to change housing type and mix requirements set out in the Local Plan. This policy seeks a locally appropriate housing mix. This is in conformity with Policy H11: Housing Mix requiring a mix of dwelling types and sizes to meet the needs of current and future households will be sought on all new residential developments. |
| Policy H4: Infill and Self-Build Dwellings | Policy HEN1: The Strategy for Henley-on-Thames; H12: Self-Build and Custom-Build Housing; H16: Backland and Infill | The policy supports the efficient use of land by allowing windfall sites through infill development and self build and is in |

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| | Development and Redevelopment | conformity with policy H16: Backland and Infill Development and Redevelopment. |
| Policy E1: Supporting Henley's Economy | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; EMP1: The Amount and Distribution of New Employment Land; EMP1: The Amount and Distribution of New Employment Land; EMP3: Retention of Employment Land; EMP5: New Employment Land at Henley-on-Thames; EMP11: Tourism; INF1: Infrastructure Provision; TC1: Retail and Services Growth; TC2: Town Centre Hierarchy; TC5 – Primary Shopping Areas | Policy seeks to support the Employment Land at Reading Road in accordance with Policy EMP3: Retention of Employment Land. This is to ensure that Henley remains a sustainable community with a balance of residential and employment uses. The policy is in general conformity with both the strategic and non-strategic policies of the development plan. |
| Policy E2: Henley Town Centre | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; EMP1: The Amount and Distribution of New Employment Land ; EMP3: Retention of Employment Land; EMP11: Tourism; INF1: Infrastructure Provision; ENV6: Historic Environment; TC1: Retail and Services Growth; TC2: Town Centre Hierarchy; TC5 – Primary Shopping Areas | This policy contributes to the Local Plan ambition to build on the district's improved retail offer and achieve a good balance of mixed uses in our town centres in order to meet the needs of those who live, work, shop and spend leisure time in the District. Policy TC2 defines Henley-on-Thames as a major town centre. Policies support the Development Plan, the boundary of the town centre have been defined brought forward from the existing JHHNP. These policies are in general conformity with both the strategic and non-strategic policies of the development plan. |
| Policy E3: Market Place Hub | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; H3: Housing in the Towns of Henley-on-Thames, Thame and Wallingford; EMP1: The Amount and Distribution of New Employment Land; EMP3: Retention of Employment Land; DES5: Outdoor Amenity Space | Policy seeks to encourage employment and residential above shops in accordance with Policy EMP3: Retention of Employment Land. This is to ensure that Henley remains a sustainable community with a balance of residential and employment uses. The policy is in general conformity with both the strategic and non-strategic policies of the development plan. |
| Policy E4: Employment and Residential above shops | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; H3: Housing in the Towns of Henley-on-Thames, Thame and Wallingford; EMP1: The Amount and Distribution of New Employment Land; EMP3: Retention of Employment Land; DES5: Outdoor Amenity Space | Improving air quality is an ambition of the Local Plan and is set out in the strategy for Henley-on-Thames. The purpose of this policy is to address specific issues in Henley and Harpsden which are not |
| Policy T1: Impact of Development on the | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames EP1: Air Quality; INF1: Infrastructure Provision; TRANS2: | |

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| Transport Network | Promoting Sustainable Transport and Accessibility; TRANS4: Transport Assessments, Transport Statements and Travel Plans; TRANS5: Consideration of Development Proposals | currently addressed by the Local Plan, specifically in relation to air quality and improving health outcomes and quality of life. These issues are particular issues within the NPA. This policy seeks to build upon SOLP policy TRANS4 which requires Transport Assessments, Transport Statements and Travel Plans and is in conformity with other policies in the SOLP including Policy EP1: Air Quality and ENV12 Pollution. This is in line with Policy HEN1 which expects the NP to address air quality issues. The policy is in general conformity with both the strategic and non-strategic policies of the development plan. |
| Policy T2: Active Travel | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames ; EP1: Air Quality; INF1: Infrastructure Provision; TRANS2: Promoting Sustainable Transport and Accessibility; TRANS4: Transport Assessments, Transport Statements and Travel Plans; TRANS5: Consideration of Development Proposals; ENV5: Green Infrastructure in New Developments; DES1: Delivering High Quality Development | This policy contributes towards the South Oxfordshire ambition to exceed expectations in terms of healthy living and sustainable travel and objective 4.2 to make sustainable transport, walking and cycling an attractive and viable choice for people. The purpose of this policy is to create a comprehensive network of joined up for pedestrians and cyclists. There is support for such an approach in the policies of the development plan, Policy TRANS2 states to iii) ensure new development is designed to encourage walking and cycling, not only within the development, but also to nearby facilities, employment and public transport hubs; vi) promote and support improvements to the transport network which increase safety, improve air quality, encourage use of sustainable modes of transport and/or make our towns and villages more attractive. Other relevant policies include TRANS4 and TRANS5. It strengthens the need to maintain and enhance connectivity and ensure that public access is safe. The policy is therefore in general conformity with both the strategic and non-strategic policies of the development plan. The policy is in general conformity with both the strategic and non-strategic policies of the development plan. |
| Policy T3: Easing Congestion | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames | The purpose of this policy is to encourage appropriate measures to ease congestion, while still providing access for public |

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| | Policy EP1: Air Quality; INF1: Infrastructure Provision; TRANS1b: Supporting Strategic Transport Investment; TRANS2: Promoting Sustainable Transport and Accessibility; TRANS4: Transport Assessments, Transport Statements and Travel Plans TRANS5: Consideration of Development Proposals; TRANS7: Development Generating New Lorry Movements | transport, to enhance town centre pedestrian and cycle routes. Congestion is a particular issue within the Town and improving air quality is an ambition of the Local Plan and is set out in the strategy HEN1 for Henley-on-Thames. This policy is in conformity with TRANS 4 and 5 of the Local Plan. |
| Policy T4: EV Charging Points | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; INF1: Infrastructure Provision ; TRANS2: Promoting Sustainable Transport and Accessibility; TRANS5: Consideration of Development Proposals ; DES8: Promoting Sustainable Design;DES8 Policy EP1: Air Quality | It was considered that there was an opportunity to add to the Local Plan policies for EV Charging Points. Encouraging electric vehicles will help reduce pollution from vehicles particularly within the AQMA. This is conformity with policy TRANS2 which looks to promote sustainable transport and accessibility and policy TRANS5 clause ix) which states that proposals for all types of development will, where appropriate: be designed to enable charging of plug-in and other low emission vehicles in safe, accessible and convenient locations. This conforms with policy DES8 clause 3 which promotes sustainable design by requiring that proposals must demonstrate that they function well and are adaptable to the changing requirements of occupants and other circumstances. Finally, policy HEN1 clause vii) requires specifically for Henley, that Neighbourhood Development Plans are expected to, and the Council will support development proposals that address air quality issues. |
| Policy T5: Public Transport | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; INF1: Infrastructure Provision; TRANS2: Promoting Sustainable Transport and Accessibility; TRANS4: Transport Assessments, Transport Statements and Travel Plans; TRANS5: Consideration of Development Proposals; TRANS6: Rail; Policy EP1: Air Quality | This policy adds local detail to deliver an improved public transport in the NA this is in accordance with SODC TRANS2 Promoting Sustainable Transport and Accessibility which demonstrates the support of the District and the County Council for measures which improve public transport and access to public transport, to reduce the need for car travel and reduce transport impacts. This conforms with policy TRANS5 which supports development proposals to “be designed to facilitate access to high quality public transport routes, including safe |

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| | | <p>walking routes to nearby bus stops or new bus stops” and to “provide for appropriate public transport infrastructure”.</p> <p>Policy TRANS6 clauses ii and iii also support proposals which improve access to rail services including for disabled people and to improve facilities at railway stations such cycle parking, upgrades to interchanges etc., which could be a subject of the policy if expanded / if evidence supports.</p> |
| Policy T6: Parking and Standards | <p>Policies STRAT1 The Overall Strategy; TRANS5 Policy HEN1: The Strategy for Henley-on-Thames</p> <p>Policy EP1: Air Quality; H16: Backland and Infill Development and Redevelopment; H17: Sub-division and Conversion to Multiple Occupation; H18: Replacement Dwellings; H20: Extensions to Dwelling; EMP11: Tourism ; INF1: Infrastructure Provision; TRANS2: Promoting Sustainable Transport and Accessibility; TRANS4: Transport Assessments, Transport Statements and Travel Plans;</p> <p>TRANS5: Consideration of Development Proposals</p> | <p>This policy is seeking to ensure that new development comes forward with adequate vehicle and cycle parking. This is in conformity with OCC parking standards which are referred to by SOLP policy TRANS5 clause xiii) and TRANS5 clause xii). SOLP policy HEN1 clause v:</p> <p>“Neighbourhood Development Plans are expected to, and the Council will support development proposals that ... improve accessibility, car and cycle parking in the Town Centre...”. This accords with policies H17, H18 and H21.</p> <p>TRANS2 vii stating that the Council will work with Oxfordshire County Council and others to adopt an approach to the provision and management of car parking aimed at improving the attraction of town and village centres.</p> <p>Car parking at railway stations is covered by policy TRANS6, supporting proposals which “improve facilities at railway stations such as car and cycle parking”. The policy is in general conformity with both the strategic and non-strategic policies of the development plan.</p> |
| Policy SCI1: Comprehensive Renewal of Gillotts School | <p>Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; INF1: Infrastructure Provision; CF1: Safeguarding Community Facilities; CF2: Provision of Community Facilities and Services</p> | <p>This policy contributes towards the South Oxfordshire objective 10.6 to support communities in protecting, enhancing and delivering community and recreation facilities in their towns and villages.</p> <p>These policies seek the renewal and enhancement of important community facilities. This is conformity with policies INF1 Infrastructure, CF1 Safeguarding Community Facilities and CF2 Provision of Community Facilities and Services.</p> |
| Policy SCI2: Renewal and Enhancement of Community Facilities | | |

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| Policy SCI3: Community Right to Build | Policies STRAT1 The Overall Strategy ; HEN1: The Strategy for Henley-on-Thames; CF1: Safeguarding Community Facilities | This policy contributes towards the Local Plan objective 10.6 that Town and Parish Councils can seek to do this through the preparation of Neighbourhood Development Plans, Neighbourhood Development Orders or they may construct or rebuild community buildings under a Community Right to Build Order. The policy is in general conformity with both the strategic and non-strategic policies of the development plan. |
| Policy SCI4: Henley College | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; INF1: Infrastructure Provision; CF1: Safeguarding Community Facilities; CF2: Provision of Community Facilities and Services | This policy supports the redevelopment of Henley College. This is conformity with policies INF1 Infrastructure, CF1 Safeguarding Community Facilities and CF2 Provision of Community Facilities and Services. |
| Policy DS1: Proposed Allocations | Policies STRAT1 The Overall Strategy; HEN1: The Strategy for Henley-on-Thames; H3: Housing in the Towns of Henley-on-Thames, Thame and Wallingford EP1: Air Quality, STRAT5: Residential Densities; H9: Affordable Housing; H11: Housing Mix; H13: Specialist Housing for Older People; EMP1: The Amount and Distribution of New Employment Land; EMP5: New Employment Land at Henley-on-Thames; INF1: Infrastructure Provision; TRANS2: Promoting Sustainable Transport and Accessibility; TRANS4: Transport Assessments, Transport Statements and Travel Plans; TRANS5: Consideration of Development Proposals; ENV1: Landscape and Countryside; ENV2: Biodiversity - Designated Sites, Priority Habitats and Species; ENV3: Biodiversity; ENV5: Green Infrastructure in New Developments; ENV6: Historic Environment; ENV7: Listed Buildings; ENV8: Conservation Areas; ENV9: Archaeology and Scheduled | <p>Land is allocated to meet the requirements of the JHHNP for Henley and Harpsden as set out in policy H3 Housing in the Towns of Henley-on-Thames.</p> <p>This JHHNP policy will support the overall district spatial strategy set out in the Local Plan by supporting Henley as a market town and by ensuring that outside the towns and villages any change will relate to the specific needs set out. The amount of housing built and that required has changed since the core strategy was adopted, the outstanding core strategy requirements are incorporated in the local plan requirements, the JHHNP would exceed the target need of 1,285 homes set out in policy H3.</p> <p>The Housing Needs Assessment 2020 demonstrates that there is a need for affordable housing within Henley and Harpsden.</p> <p>The policy is in conformity with Policy H3: clause 2. Neighbourhood Development Plans for the market towns should seek to meet demonstrable local needs, for example for specialist or affordable housing, even where this would result in housing provision in excess of the outstanding requirement shown in Table 4d.</p> |

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| | <p>Monuments; ENV10: Historic Battlefields, Registered Parks and Gardens and Historic Landscapes; EP4: Flood Risk; DES1: Delivering High Quality Development; DES7: Efficient Use of Resources; TC4: Convenience Floorspace Provision in the Market Towns; CF2: Provision of Community Facilities and Services; CF3: New Open Space, Sport and Recreation Facilities; CF5: Open Space, Sport and Recreation in New Residential Development</p> | <p>The proposed development sites were subject to a robust site selection process in accordance with policies in the development plan.</p> <p>The JHHNP as a whole accords with the presumption in favour of sustainable development. It will assist in maintaining a thriving community in Henley. Brownfield sites and redundant employment land have already been developed in Henley and therefore it is necessary to allocate greenfield land to meet the requirements set out in Policy H3. The allocations have regard to the importance of heritage assets, important landscapes, AONB, encouraging walking, cycling and use of public transport and improving community wellbeing. The site selected for new housing avoids areas at risk of flooding.</p> <p>The proposed allocations are in general conformity with both the strategic and non-strategic policies of the development plan.</p> |
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6. Compatibility with EU Obligations / prescribed conditions

6.1. In order to meet the basic conditions, the Neighbourhood Plan must not breach, and be otherwise compatible with, EU obligations.

6.2. There are four directives that are of the most relevance to the Henley and Harpsden Neighbourhood Plan as follows:

- Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (often referred to as the Strategic Environmental Assessment (SEA) Directive). This seeks to provide a high level of protection of the environment by integrating environmental considerations into the process of preparing plans and programmes.
- Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora and Directive 2009/147/EC on the conservation of wild birds (often referred to as the Habitats and Wild Birds Directives respectively). These aim to protect and improve Europe's most important habitats and species.
- Air Quality Directive (2008/50/EC) defines objectives for ambient air quality designed to avoid, prevent or reduce harmful effects on human health and the environment.

6.3. Furthermore, in relation to Neighbourhood Plans, Regulations 32 of the Neighbourhood Planning (General) Regulations 2012 (as amended) sets out a further basic condition in addition to those set out in the primary legislation:

- the making of the neighbourhood plan is not likely to have a significant effect on a European site (as defined in the Conservation of Habitats and Species Regulations 2012) or a European offshore marine site (as defined in the Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007) (either alone or in combination with other plans or projects).

6.4. Other Directives that are not directly relevant to the Neighbourhood Plan are as follows:

- The Environmental Impact Assessment (EIA) Directive 2011/92/EU
- The Waste Framework Directive (2008/98/EC)
- The Water Framework Directive (2000/60/EC)

Human Rights

6.5. It is necessary to consider whether the Neighbourhood Plan is compatible with European Convention on Human Rights (ECHR) obligations which are the same as those set out in the Human Rights Act 1998.

6.6. The Neighbourhood Plan has regard to and is compatible with the fundamental rights and freedoms guaranteed under the European Convention on Human Rights and complies with the Human Rights Act.

6.7. These rights can be summarised as follows:

- Right to life
- Prohibition of torture and inhuman treatment
- Protection against slavery and forced labour
- Right to liberty and freedom
- Right to a fair trial and no punishment without law
- Respect for privacy and family life and the right to marry

- Freedom of thought, religion and belief
- Free speech and peaceful protest
- No discrimination
- Protection of property
- The right to an education
- The right to free elections

6.8. The Neighbourhood Plan has been prepared with extensive input from the community and stakeholders as set out in the accompanying Consultation Statement. There was significant amount of public consultation throughout the process and in the early stages of plan making when identifying site options and considering draft policies. The draft Neighbourhood Plan has been consulted on as required by Regulation 14 of the Neighbourhood Planning (General) Regulations 2012, responses have been recorded and changes made as per of the schedule set out in the appendices to the Statement of Consultation. The consultations have been inclusive, using different methods to publicise to engage a range of residents, businesses, landowners and community organisations. This has meant that respondents have been able to ensure that the rights listed in the Human Rights 1998 have been protected through the process.

6.9. Furthermore, the provision of housing allocations and motivation to deliver affordable housing makes a positive contribution to these rights. The overall purpose of the JHHNP is to improve the quality of life for all people living, working and visiting the Area from an environmental, social and economic point of view.

Strategic Environmental Assessment

6.10. The Plan and process under which it was made conforms to the SEA Directive (EU 2001/42/EC) and the Environmental Assessment of Plan and Programmes Regulations 2004 (the Regulations). On 17 June 2019, SODC provided a screening opinion for the Joint Henley and Harpsden Neighbourhood Development Plan (Henley and Harpsden NDP).

6.11. As a result of the screening undertaken by SODC, the determination that was reached was that a Strategic Environmental Assessment (SEA) would be required given the potential for effects in relation to species and habitats, air quality, flood risk, landscape and the historic environment.

6.12. AECOM were commissioned to undertake an independent Strategic Environmental Assessment (SEA) in support of the Revised Joint Henley and Harpsden Neighbourhood Plan. They produced two key procedural requirements of the SEA Regulations which are that:

- When deciding on ‘the scope and level of detail of the information’ which must be included in the Environmental Report there is a consultation with nationally designated authorities concerned with environmental issues; and
- A report (the ‘Environmental Report’) is published for consultation alongside the Draft Plan (i.e. the draft Revised JHHNP) that presents outcomes from the environmental assessment (i.e. discusses ‘likely significantly effects’ that would result from plan implementation) and reasonable alternatives.

6.13. A consultation for the ‘Scoping Report’ was undertaken for the statutory five-week period between 8 April 2020 and 15 May 2020 the Environment Agency, Natural England, Historic England and SODC were consulted.

6.14. A Environment Report was produced and was available as part of the Pre-Submission (Regulation 14) Consultation, the report concludes:

Overall, the Plan appraisal has served to highlight the potential for both positive and negative effects of significance.

Significant positive effects are anticipated in relation to the population and communities SEA theme as a result of the growth strategy which includes an element of employment and retail development alongside housing growth and provides a buffer to better secure housing delivery.

The potential for significant negative effects is also highlighted in relation to both landscape and the historic environment. This relates to the spatial strategy which proposes an element of development within the AONB, and development within the vicinity of a Scheduled Monument. Whilst policy mitigation is provided to a certain extent, further consultation with both Natural England and Historic England is recommended as the Plan progresses.

The growth strategy is also considered likely to increase traffic and congestion within the Plan area to some degree and this has minor negative implications for transportation, air quality and the designated conservation area. Despite this, major development is expected to seek the ‘air quality neutral’ benchmark which should avoid significant effects arising, particularly within the designated AQMA.

Minor negative effects are also anticipated in relation to land and soil resources, given an element of greenfield (and potential high-quality agricultural land) development. However, it is recognised that this is largely reflective of a lack of suitable alternative and available brownfield sites.

Minor positive effects are concluded in relation to both climate change and health and wellbeing, predominantly reflecting the potential for connected and resilient development. Broadly neutral effects are concluded in relation to biodiversity and water resources, with no significant deviation from the baseline anticipated.

Habitat Regulation Assessment

6.15. A neighbourhood plan must also comply with the Conservation of Habitats and Species Regulations 2017 which looks at the potential for significant impacts on nature conservation sites that are of European importance.

6.16. South Oxfordshire District Council consulted with Natural England, and in November 2019 gave notice in a Screening Opinion that a Habitat Regulations Assessment is not required for the Neighbourhood Plan as Natural England were of the opinion that there would be no likely significant effects on Natura 2000 sites.

6.17. It is considered that the JHHNP does not breach, the SEA, Habitats and Wild Birds Directives, and that the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, and Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017 (as amended), are met.

Other EU Obligations as Transposed into UK Legislation

6.18. The Plan is not proposing development specifically related to waste management or water management, and policies are compatible with the EU Directives dealing with those matters, as transposed into UK legislation

6.19. The Plan does not propose individual projects or projects of a scale which would trigger the need for an Environmental Impact Assessment (EIA) and therefore the Plan is also compatible with the EIA Directive as transposed into UK legislation under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).

6.20. The Plan has had regards to the Air Quality Directive (2008/50/EC). The Environmental Reports concludes the following: *The growth strategy is considered likely to increase traffic and congestion within the Plan area to some degree and this has minor negative implications for transportation, air quality and the designated conservation area. Despite this, major development is expected to seek the 'air quality neutral' benchmark which should avoid significant effects arising, particularly within the designated AQMA.*

Equality

6.21. The preparation of the neighbourhood plan has had due regard to the Section 149(1) of the Equalities Act 2010 and the Town Council is not aware of any discrimination, harassment, victimisation or any other conduct that is prohibited by or under this Act. Care has been taken at all stages of community engagement to observe personal privacy and data protection. Consultation with residents of Henley and Harpsden has been fundamental to the process of preparing the Plan. The views of the community have been taken into account in finalising the Plan. The steps taken in preparing the Plan, and the consultations are detailed in the Consultation Statement. The policies of the Plan are considered not to discriminate against any of the characteristics protected by law (such as gender, ethnicity and disability).

Conclusion

Having undertaken an analysis of the Neighbourhood Plan in the preceding sections of this Statement, it is concluded that the Plan meets the basic conditions set out in Schedule 4B of the Town and Country Planning Act 1990 (as amended) and Regulation 32 of the Neighbourhood Planning (General) Regulations 2012 (as amended).



Joint Henley and
Harpsden
Neighbourhood Plan

For further information, see www.jhhnp.org.uk

