Joint Henley and Harpsden **Neighbourhood Plan**

Draft Neighbourhood Plan
(Pre-submission Consultation Version)

May 2014



Joint Henley & Harpsden Neighbourhood Plan

Glossary

SODC: South Oxfordshire District Council

OCC: Oxford County Council

PODs: Public Opinion Day

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

Green Infrastructure: A network of high quality green and blue spaces and other environmental features.

Brownfield: Land which has previously been developed on and used for industrial purposes or commercial uses.

Greenfield: Land which is undeveloped and used for agriculture, landscape design or left to naturally evolve.

Sustainability: Development that meets the needs of the present without compromising the ability of future generations.

Key Diagram: A development plan setting out the strategic planning policies.

Flood zones:

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

AONB: An Area of Outstanding Natural Beauty is an area of countryside considered to have significant landscape value in England, Wales or Northern Ireland, that has been specially designated by Natural England.

TPO: A Tree Preservation Order is made by a Local Planning Authority to protect specific trees or a particular area, group or woodland from damage and destruction.



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1. Introduction

This document is the pre-submission consultation version of the Joint Henley and Harpsden Neighbourhood Plan (JHHNP) which has been prepared by the communities of Henley and Harpsden. This important document sets out the community vision for the future of the area up to 2027, providing a land use framework for development in the area which will be achieved through the objectives and policies set out in this document. The JHHNP policies accord with higher level planning policy as is required by the Localism Act.

The draft submission JHHNP has been developed by residents of Henley and Harpsden through several rounds of public consultation and in particular by members of the Working Groups, which include volunteers from the local community. Extensive consultations have taken place, which include the consultation on this pre-submission document. Further information relating to consultations can be found on the Joint Henley and Harpsden Neighbourhood Plan website (www.jhhnp.co.uk) and in this document.

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 Henley that fall within the Harpsden Parish boundary.

The ability of communities to prepare and establish neighbourhood plans was established through the Localism Act 2011. Neighbourhood planning is part of the government's vision to provide local communities with the opportunity to engage and have a prominent say on what goes on in the local area.

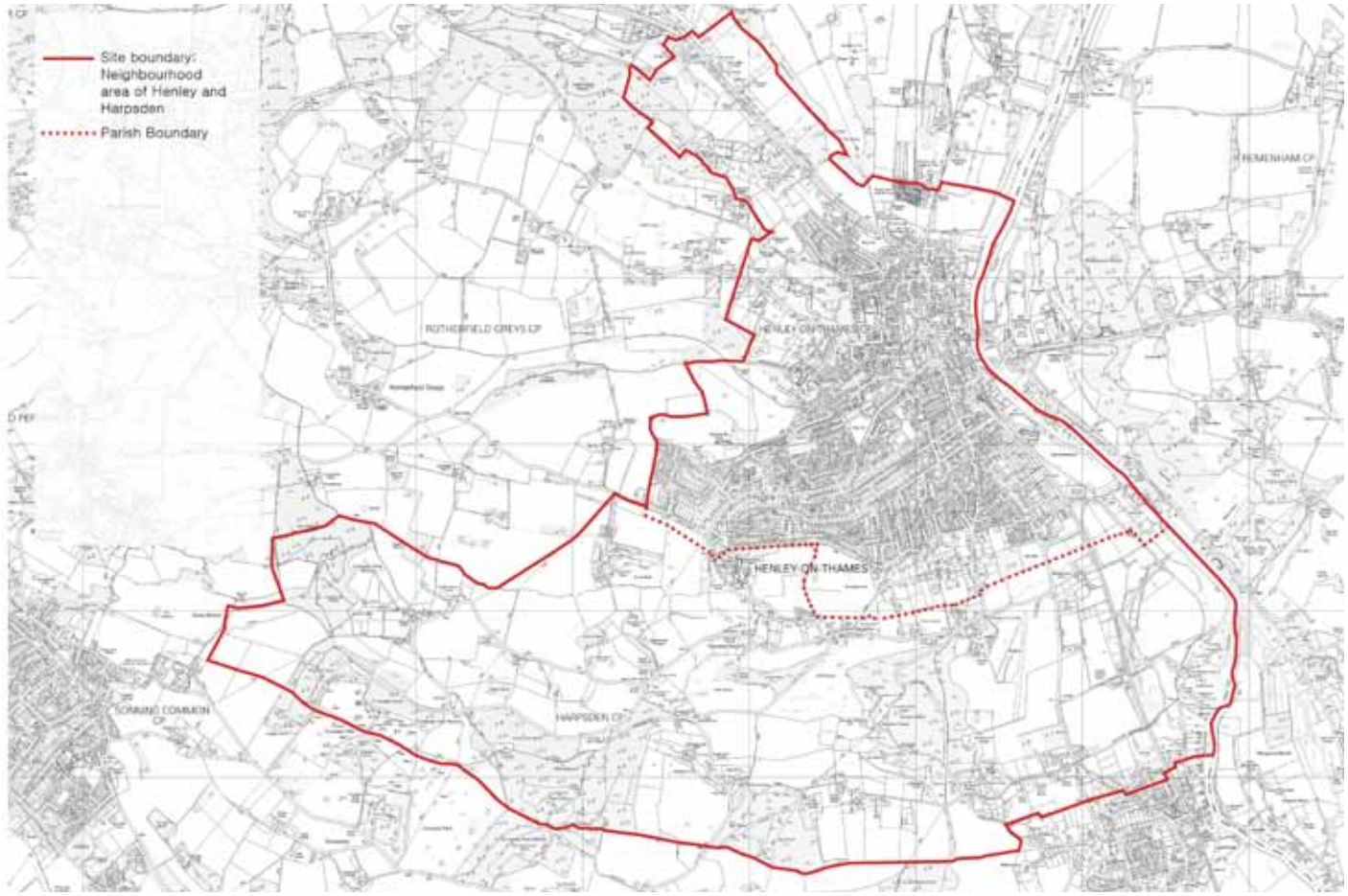
Localism

While the Localism Act (2011) enables the local community to make decisions in relation to planning there are many guidelines and laws that are in place which guide the neighbourhood plan process. One of particular importance is the need for Neighbourhood Plans to be consistent with both the National Planning Policy Framework and any relevant Development Plan policies. For this reason the following policy taken directly from the South Oxfordshire Core Strategy (2012) is of direct relevance:

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 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 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. The Neighbourhood Plan has focused on a brownfield first approach to housing allocations following feedback from the community.

Through the Localism Act any neighbourhood plan has the opportunity to provide more than the proposed number of houses and amount of retail and leisure floorspace set out in the Development Plan, but does not allow neighbourhood plans to provide for less.

This plan has provided the local community with the opportunity to decide the locations of key housing developments, which in turn has developed principles for how the town's environment can be enhanced. Without this Plan, South Oxfordshire District Council would identify where the land should be allocated on behalf of the local residents.

2. Developing the JHHNP





The JHHNP has been developed by the communities of Henley and Harpsden.

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 Town Council ran public opinion days (PODs) in June 2012, September 2012 and June 2013.

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

Nexus Planning produced a Baseline Report (available on the jhhnp.co.uk website) to help establish the social, environmental and economic characteristics of Henley and Harpsden, and summarise existing information from a range of background reports and evidence base studies.

An initial public consultation exercise was undertaken in September 2013 with the general public, the details of which are included in this report. A leaflet was sent to every household in Henley and Harpsden. At this time resident volunteers were asked to come forward to make up themed Working Groups that went on to become the body for making the main JHHNP decisions.

A further public consultation exercise was undertaken in December 2013 to January 2014 on a range of options for the JHHNP.

All site promoters were invited submit information and to present to the Working Groups in November 2013, and to participate in an open Q&A session. A total of 9 promoters took the opportunity to present at this stage. Further presentations were made by site promoters in February upon request.

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

Working Groups

The working groups have been the key decision making vehicle for the plan. Through a series of facilitated structured workshops key information has been considered to make decisions. The working groups have been organised around the following themes:

- Housing
- Retail, Town Centre, Economy
- Social Infrastructure
- Traffic and Transport
- Environment, Sustainability and Design Quality
- Overview

The first working group sessions took place at the start of October. At that stage issues and objectives were discussed. These groups have contributed continually throughout the plan process.

The working groups have been responsible for scrutinising topics specific to the JHHNP as well as the overall direction and the related issues, objectives and policies relevant to the plan. These groups have been responsible for reviewing the results and feedback of public engagement.





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.

Events in Market Place, at the Henley Show and at Henley Town Hall were extensively advertised through a double page spread in the Henley Standard, notices around the town square, updates on social media, the jhhnp.co.uk website, as well as a postcard drop to all the households in the Neighbourhood Plan area.

Feedback from the public was captured through a questionnaire 'issues form'. A total of 82 questionnaires were completed. In summary, the following key points emerged from the consultation:



Overall priorities

The top 3 priorities in considering where development should be located:

- 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.

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.

Options Consultation December 2013 / January 2014

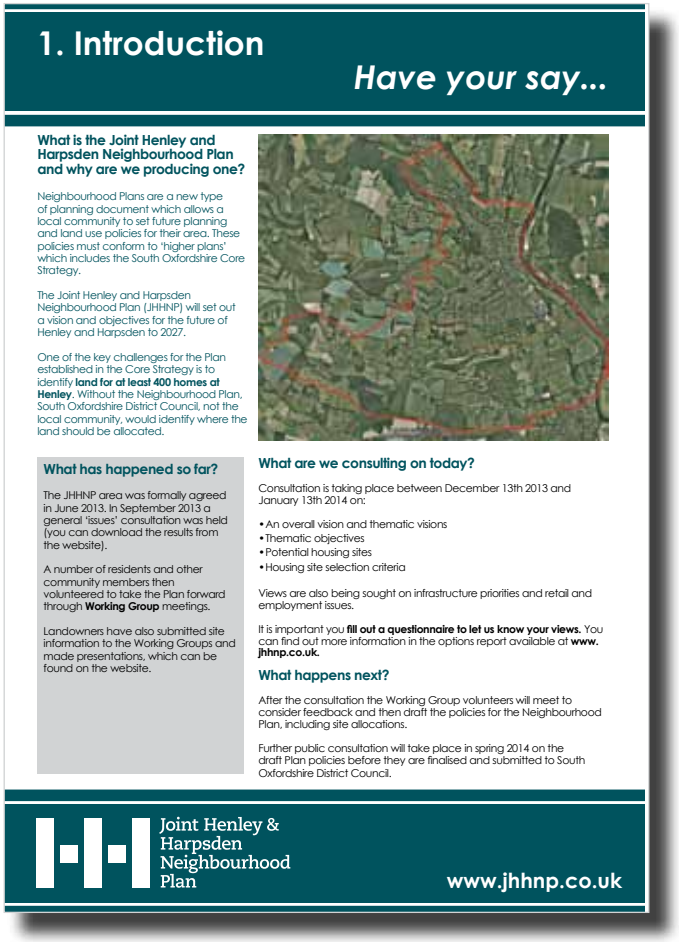
As a part of the Joint Henley and Harpsden Neighbourhood Plan, consultation took place between December 13th 2013 and January 13th 2014 on the following issues:

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

Questionnaires were available, along with consultation boards, at events held at Henley Town Hall on Friday 13th December, 12pm – 8pm; and Saturday 14th December, 10am – 5pm.

These were advertised by:

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



1. Introduction

Have your say...

What is the Joint Henley and Harpsden Neighbourhood Plan and why are we producing one?

Neighbourhood Plans are a new type of planning document which allows a local community to set future planning and land use policies for their area. These policies must conform to 'higher plans' which includes the South Oxfordshire Core Strategy.

The Joint Henley and Harpsden Neighbourhood Plan (JHHNP) will set out a vision and objectives for the future of Henley and Harpsden to 2027.

One of the key challenges for the Plan established in the Core Strategy is to identify **land for at least 400 homes at Henley**. Without the Neighbourhood Plan, South Oxfordshire District Council, not the local community, would identify where the land should be allocated.

What has happened so far?

The JHHNP area was formally agreed in June 2013. In September 2013 a general 'issues' consultation was held (you can download the results from the website).

A number of residents and other community members then volunteered to take the Plan forward through **Working Group** meetings.

Landowners have also submitted site information to the Working Groups and made presentations, which can be found on the website.

What are we consulting on today?

Consultation is taking place between December 13th 2013 and January 13th 2014 on:

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

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

It is important you **fill out a questionnaire to let us know your views.** You can find out more information in the options report available at **www.jhhnp.co.uk.**

What happens next?

After the consultation the Working Group volunteers will meet to consider feedback and then draft the policies for the Neighbourhood Plan, including site allocations.

Further public consultation will take place in spring 2014 on the draft Plan policies before they are finalised and submitted to South Oxfordshire District Council.

Joint Henley & Harpsden Neighbourhood Plan

www.jhhnp.co.uk

By 13th January 2014, 495 questionnaires had been received which demonstrated:

- Support for the overall vision proposed (85%)
- Support for thematic visions (at least 79%)
- Support for site assessment criteria (at least 70%)
- Preferences for individual housing development options, with the top performing sites being brownfield.
- Generally the community did not support the need for additional employment or retail development.
- Community investment priorities focused on measures to reduce town centre congestion; an improved / new youth centre; improved sports pitch and recreation provision; strategic cycling route investment; and town centre environmental enhancement.







Housing site selection

An important part of developing the JHHNP was to identify housing allocations. This was led by the Housing Working Group who considered the following in making allocations:

- Site assessments undertaken by the Housing Working Group (see supporting evidence)
- Public consultation results on site preferences (December 2013 – January 2014)
- Public consultation views on site selection (September 2013)
- Policies of South Oxfordshire Core Strategy and the National Planning Policy Framework

School consultation

In autumn 2013, a session was held with pupils at Gillott's School to talk about Henley 'today' and 'in the future'. Main findings included:

Henley today

Positive:

Events, education, market, coffee shops, sports facilities and clubs.

Negative:

- Too many coffee shops and hairdressers
- Not enough for teenagers to do
- Have to travel to Reading for clothes and shopping. (Henley expensive)
- Traffic and congestion problems
- Potential for improved restaurants
- Limited bus services
- Poor phone signal
- Main road is a car park.

Future Henley

- Modernised and new shopping centre
- Tourism including more night life and a wider range of shops
- Widen footpaths, mobility currently impaired
- Ring road, footbridge / new bridge
- More trains
- Keep countryside, protect school fields / meadows
- Retirement village
- More jobs in town
- Affordable housing
- Childcare
- Increase profile of Henley in other towns / countries.

College Consultation

In January / February 2014, over 500 College student's completed a questionnaire. Key findings included:

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

A number of College staff also completed a questionnaire. Key findings include that 70% drive and 20% walk. Around one third live in Henley, Over 70% visit the town centre at least a few times a week with almost half of these trips including shopping.

1 students may have misinterpreted the survey question as anecdotally evidence exists that they do shop in the town centre.

3. Henley and Harpsden Today

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.

A brief summary of the key issues 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.



Employment

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

The Business Register and Employment Survey provides data on the type of industries located within the Plan area. Data from 2011 (based on the Henley North and Henley South ward areas) illustrates that the businesses employ approximately 7,300 people. Retail is the most prevalent local employment industry, compared to 10.5% across South Oxfordshire. This is followed by 12.6% in professional services, significantly lower than the 19.8% South Oxfordshire average.

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

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

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.

The South Oxfordshire Housing Needs Assessment 2011 identifies that 78% of the owner occupied stock in the district are 3+ bedroom houses, with almost 37% four and five bedrooms or more. Only 21% of this sector stock comprises one and two bedroom properties. The report recommends that future private market housing is broadly split between 50 : 50 for smaller (1 or 2 bed) and larger (3+ bed) units.

The Housing Needs Assessment identifies that 621 affordable units are needed per year across South Oxfordshire District to deal with the current backlog (of historically unmet need), and that around 135 units should be delivered at Henley over the next three years. A range of affordable home sizes are required but particularly 3 bed and 4 bed properties. The South Oxfordshire Core Strategy requires that 40% of housing on sites of 3 dwellings or more should be affordable.

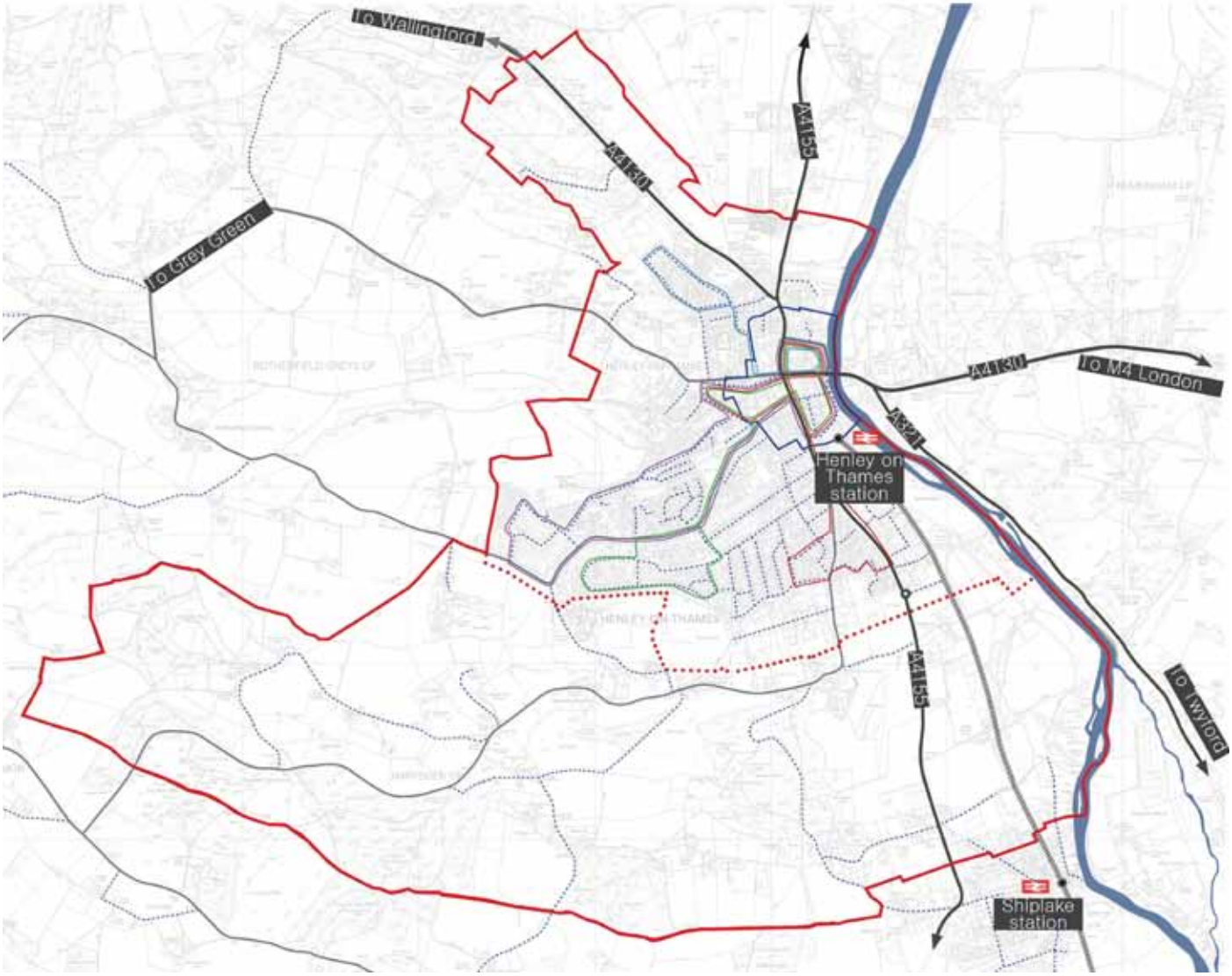


Retail and Town Centre

Projections undertaken in 2010 indicate that additional floorspace for town centre uses will be required in Henley from 2016 to 2027 of which 2,800sqm will be for non-food shopping, 500sqm for food retail and 2,000sqm for bars, restaurants and cafes.

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







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.

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

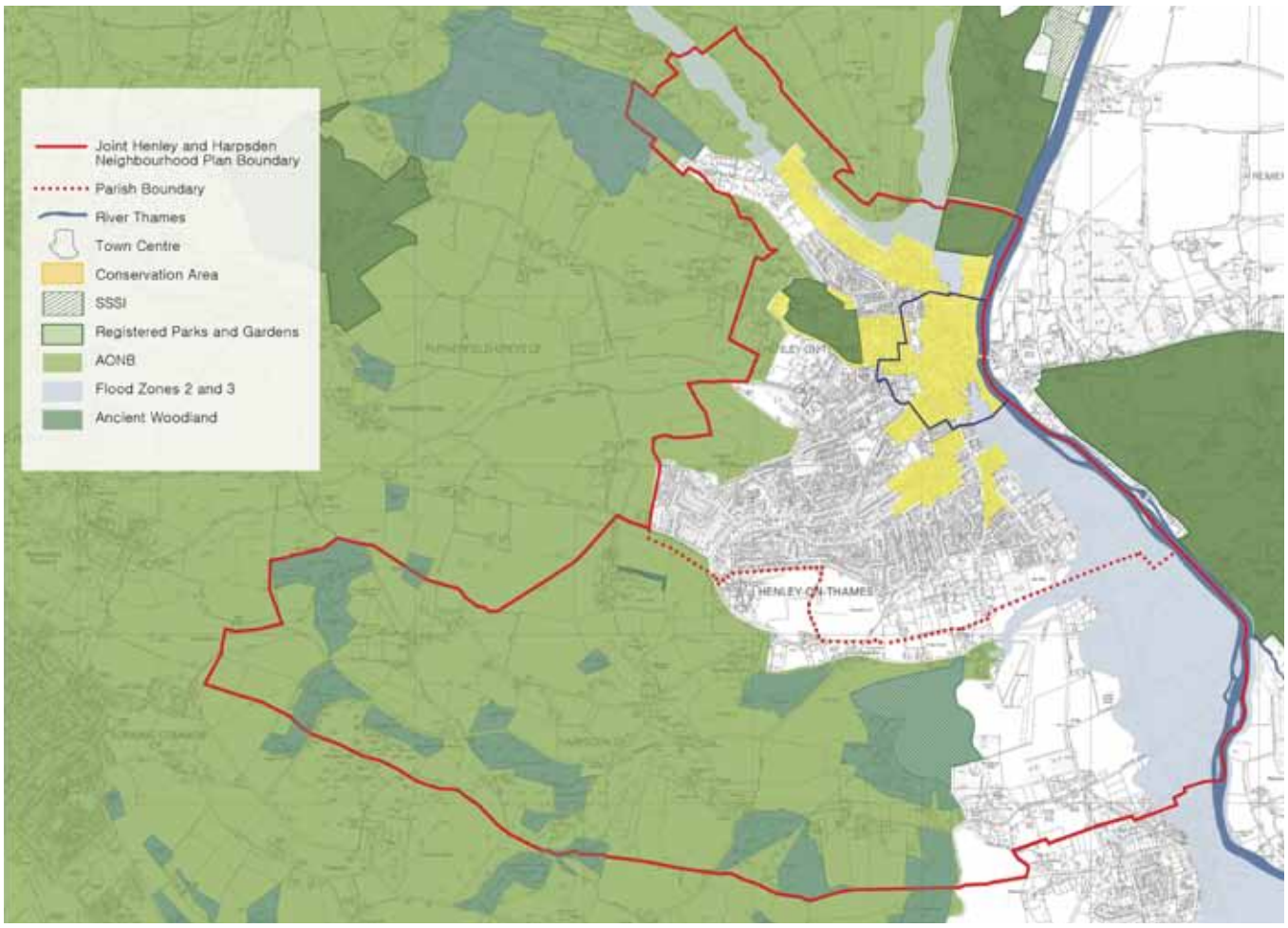
The quality of the landscape and environment is one of the key defining features of Henley and Harpsden. The Plan area covers designated areas including the River Thames itself, the surrounding Chilterns Area of Outstanding Natural Beauty (AONB), Sites of Significant Scientific Interest (SSSIs) and Ancient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

Flooding

The maps that result from the District's Strategic Flood Risk Assessment show flood zones 2 and 3. Flood zone 2 is the medium probability flood risk area that has between a I in 100 and 1 in 1000 year annual probability of flooding (1% - 0.1%) in any year. Flood zone 3 is the high probability flood risk area that has a 1 in 100 or greater annual probability of flooding (>1%) in any year.







Landscape and Environment Plan

4. Vision, Strategy and Main Objectives

This section sets out the community's vision for Henley and Harpsden, the themes and primary objectives for the neighbourhood plan and the strategy for bringing the vision and objectives forward. The planning policies that follow in chapter 5 are the delivery tools for realising the vision, objectives and strategy.

Vision for Henley and Harpsden

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



Themes and main objectives

The Neighbourhood Plan objectives and policies are organised around a set of main themes that have undergone extensive community consultation, being:

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

Each of these themes has an individual vision, with primary objectives.





Housing Vision

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

Housing Objectives

Primary objectives

HO1 Provide land for new housing as required by the South Oxfordshire Core Strategy.

HO2 To ensure that Henley and Harpsden remain distinct settlements, separated physically and visually from one another.

HO3 To prioritise the redevelopment of brownfield sites, and intensification of existing land where appropriate.

HO4 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.

HO5 To enable the delivery of a suitable quantum of affordable housing (40%) which is sensitively integrated as part of all new developments, promoting the amenity of all and sympathetic to existing housing.

Traffic and Transport Vision

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







TO1 To promote walking, cycling and public transport as first choice modes for all residents and to ensure that the services supporting these modes are in place, from high quality safe routes to reliable and sustainable transport services.

TO2 To ensure the new development supports the Neighbourhood Plan vision by providing cycling and walking connectivity to the existing network and the town and where possible contributes to improving the existing walking and cycling network.

TO3 To ensure that new development minimises congestion and air quality impacts of vehicle traffic, particularly over Henley Bridge and through the town centre.

TO4 To develop, with Oxfordshire County Council, an up to date Henley Transport Strategy that helps to implement a range of innovative transport solutions in the JHHNP.

Social Infrastructure Vision

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







Primary objectives

SO1 To ensure that the required health, education, leisure and community infrastructure is in place to accommodate the needs of new residents.

SO2 To maximise leisure opportunities for all ages, including allocating land and identifying mechanisms for delivering new and improved facilities in appropriate locations to meet demand.

SO3 To enhance and maintain Henley as a sport centre of excellence (including rugby, rowing, pool, hockey, tennis, cricket, athletics and other sports).

SO4 To promote safe primary school walking and cycling routes, maximising the choice for these modes and delivering improvements to routes where required.

SO5 To help Gillott's School meet its accommodation needs.

SO6 To ensure that the health needs of the whole population are met, and plan for future levels of provision and service to accommodate expanding and aging population.

SO7 To support and encourage community involvement in community facilities and housing through such initiatives as the "Community Right to Build".

Retail, Town Centre and Economy Vision

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

Primary Objectives

RO1 To follow a 'town centre first' approach to delivering any additional retail floorspace which would be subject to the requirements of objectively assessed evidence of need.

RO2 To encourage mixed-use developments with employment, retail and housing uses.

RO3 To encourage a wider mix and variety of shops and services in the town centre.

R04 To build up the hotel and bed capacity in Henley[1].

R05 To enhance vehicle and car park management, exploring opportunities for additional town centre parking, encouraging use of the station car park, potentially use of a digital car park management system and support schemes which encourage electric vehicles.

RO6 To provide for the needs of start-ups and high-tech companies including encouraging the provision of shared office space 'hubs' and service centres.







1 to be further clarified through SODC evidence based studies.

Environment, Sustainability and Design Quality Vision

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







EO1 To prioritise the protection and enhancement of the following features:

- The physical townscape and the river edge
- Key views[2]
- AONB and Harpsden Valley
- Existing green spaces

EO2 To improve public access to green spaces (existing and new compensatory green space for any amenity lost to development), to the river, and to the wider countryside.

EO3 To protect and enhance urban and rural habitats of value, and seek to create new habitats to foster greater ecological diversity.

EO4 To require new development to meet the challenge of climate change and flooding.

EO5 To require new development to respond to local character, materials and colour palette.

EO6 To support community energy projects, in line with the government's Community Energy Strategy 2014.

2 See Key Views supporting evidence

Strategy

The strategy for the future of Henley and Harpsden is born from the vision and objectives for the town which have guided the development of planning policies and site allocations in chapter 5.

The central components of the strategy are:

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

Housing

In order to meet the requirements of the Core Strategy, the Neighbourhood Plan has identified land for 450 new homes. The 450 new homes can almost entirely be provided on brownfield sites in and around Henley, enabling the preservation of valued and constrained green spaces.

Site M (Highlands Farm) is to provide almost half (190 units) of the housing allocation as part of the comprehensive, sensitive and sustainable mixed use development of this brownfield site in a phased approach. A significant portion of the new homes on the site should be residential care (use class C2).

Brownfield sites E (Empstead Works and Stuart Turner), F (Chiltern's End), H (Mill Lane), J (357 Reading Road), U (Wilkins Removals) and V (TA Centre) are anticipated to deliver approximately a further 180 residential units. Site E is adjacent to Henley town centre and provides the opportunity for a mix of uses including increased density employment land in the longer term.

Enabling development to support for the refurbishment and enhancement of Gillott's School is supported for 50 residential units. These units are considered above the 400 required by the Core Strategy and their deliverability is unconfirmed at the time of the JHHNP's production.

Traffic and transport

Henley suffers from traffic congestion at peak times and has a designated Air Quality Management Area in the town centre, recognising the impact of congestion on air quality. Minimising traffic congesting and providing safe and viable alternatives is essential to the JHHNP. New developments will be required to contribute to the creation and implementation of a Henley Transport Strategy (with Oxfordshire County Council) and the strategic interventions identified in the Air Quality Management Area Action Plan, as well as providing local network mitigation.

A number of essential aspects of the Henley Transport Strategy are set out in the Neighbourhood Plan. These include delivering safe and effective cycle routes, an efficient and environmentally friendly public transport service, Travel Plans for instituitions and major employers, controlling HGV movements and promoting car clubs and electric vehicles.

Social and community infrastructure

The South Oxfordshire Infrastructure Delivery Plan (2013) highlights the requirements for increased education and health provision to meet the needs of the expanding population. This will include the expansion of Bell St Surgery and Badgemore Primary School.

The Henley Football Club and Hockey Club facilities will be reprovided with enhanced facilities at Jubilee Park playing fields.

Contributions will be sought for new recreation and community facilities, and these will be delivered on site where possible. Opportunities to renew and enhance existing community facilities will be encouraged.

Employment

Ensuring sufficient local employment is essential to the overall strategy. Site M (Highlands Farm) and E (Empstead Works and Stuart Turner) are currently utilised for low density employment activities. It is envisaged that both those sites are brought forward for residential led mixed use development, including elements of employment, with site E available post 2020.

The Reading Road industrial estate will continue to be the primary employment area within Henley and its intensification is encouraged.

Additional employment is allocated at site P (Wyevale Garden Centre) and Site W (part of Station Car Park adjacent to the industrial estate). Site P should be brought forward as a development sensitive to its local environment.

Retail

The Core Strategy identifies retail needs for Henley based on a 2010 assessment. The requirements to 2016 have now been fulfilled by the Market Place Mews development.

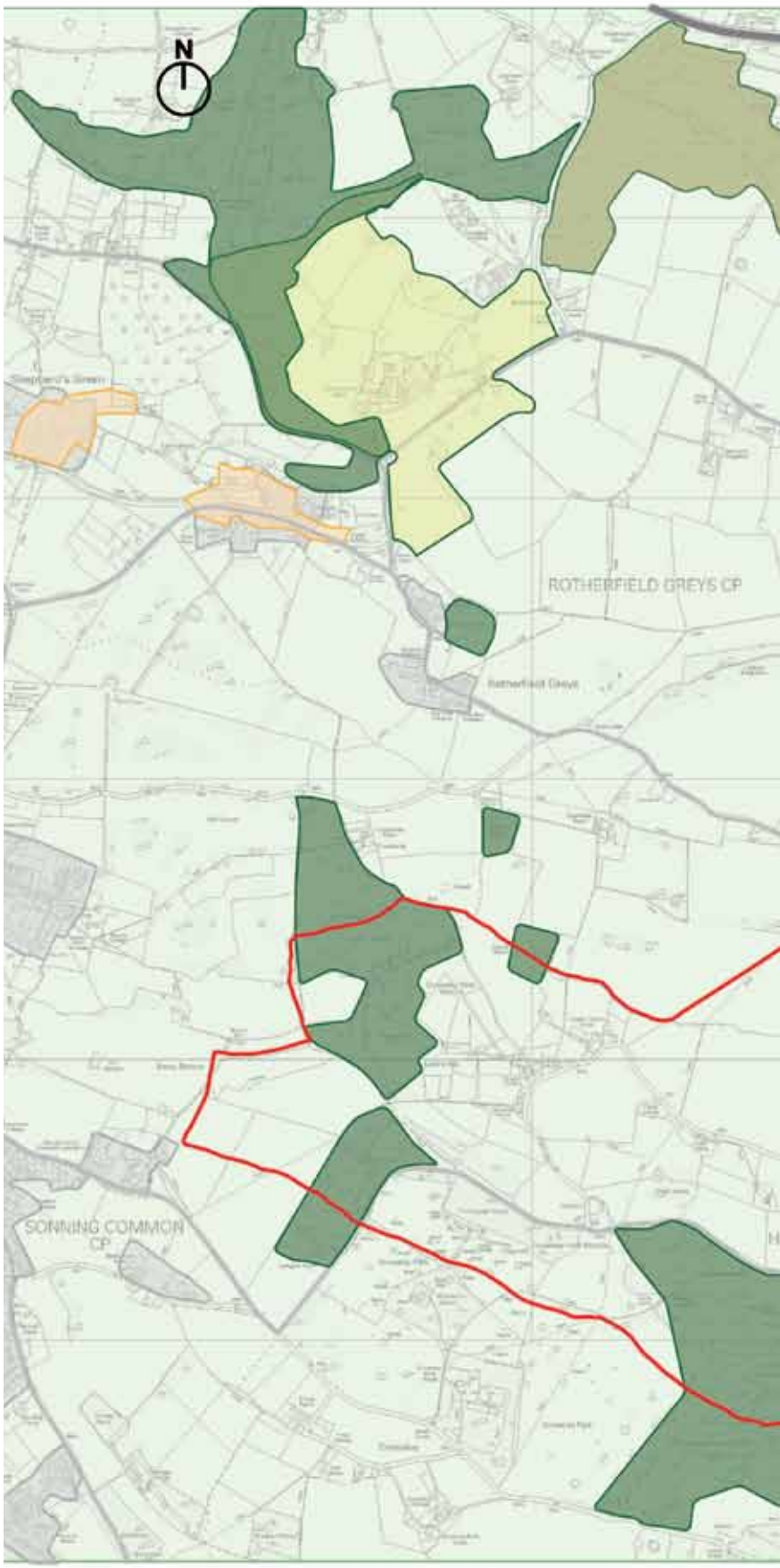
The community's view is that additional retail allocation beyond Market Place Mews and in particular new retail outside of the town centre is not necessary. Changes in shopping patterns, notably the increased use of online retailing, has reduced the need for new retail. It is essential that the existing town centre units are filled to enhance the town centre vibrancy, rather than developing new retail areas that may detract from town centre spending.

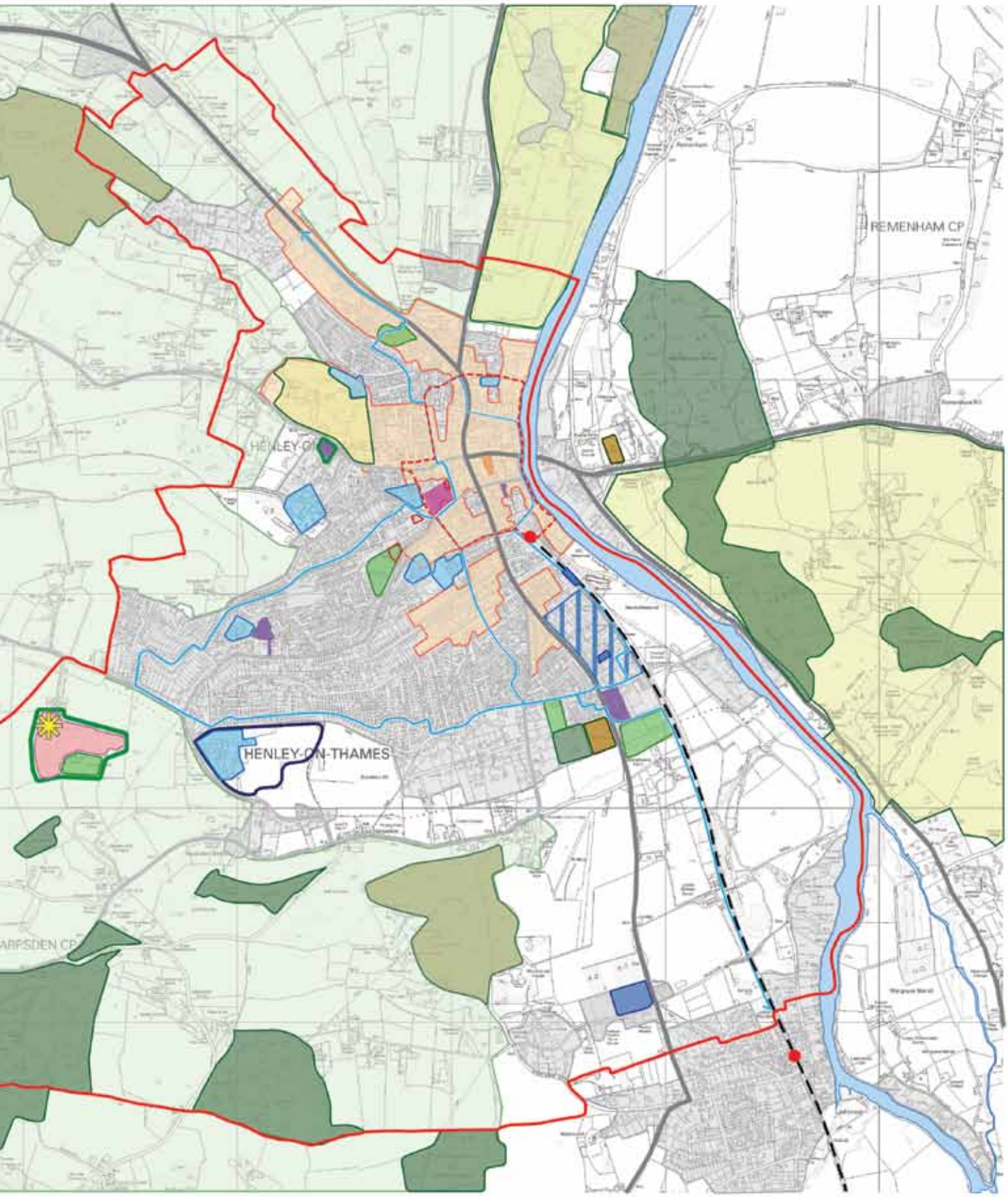
Environment

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

KEY

- JHHNP Boundary
- Town Centre Boundary
- River Thames
- Railway Line and Station
- Primary Road
- Secondary Road
- Cycle Route
- Conservation Area
- Schools and College
- Reading Road Employment Area
- Community facilities with potential for renewal and enhancement
- Green Buffer
- Allotments
- Site of Special Scientific Interest
- Area of Outstanding Natural Beauty
- Registered Parks and Gardens
- Woodland
- Recreation including playing pitches
- Community retail and employment hub
- Residential allocation
- Residential led mixed-use allocation
- Residential led mixed-use allocation with retail, employment, community, open space and leisure
- Allocation for education facility with enabling residential development
- Employment allocation
- Retail allocation





Joint Henley and Harpsden Neighbourhood Plan Key Diagram

5. Plan Policies

Introduction

This chapter of the JHHNP sets out the policies which will, along with the policies of the SODC Local Plan and the NPPF, deliver the vision, strategy and objectives.

The policies are organised by themes and relate to the primary objectives (in chapter 4) as well as further objectives set out for each theme, in the supporting text

Neighbourhood Plan objectives and policies are organised around a set of main themes that have undergone extensive community consultation, being:

- Housing
- Transport and movement
- Social and community infrastructure
- Retail and town centre
- Employment
- Environment
- Design quality and sustainability

Housing

The adopted South Oxfordshire Core Strategy Policy CSHEN1 confirms that land is to be identified for 400 new homes between 2011 and 2026 at Henley. The village of Harpsden, which is classed as 'smaller village' within the South Oxfordshire settlement hierarchy, also lies within the Neighbourhood Plan area. However, Policy CRSR1 of the Core Strategy is clear that within 'smaller villages' no new housing site allocations should be made within the period 2011 to 2027. To be in conformity with the adopted Core Strategy, any new housing within Harpsden should only be in the form of infill proposals of up to 0.2 hectares in size, or are rural exception proposals that comprise 100% affordable housing to meet identified Harpsden affordable housing needs.

To inform the housing site allocation process, Land Availability Assessments were undertaken which identified 17 potential sites suitable for development. Following a further Henley Site Assessment, and public consultation feedback on each of the 17 sites as part of the Options Consultation in December 2013 – January 2014, nine sites have been allocated for housing, or housing as part of a mixed use development, in the Neighbourhood Plan that will collectively deliver at least 400 new homes (anticipated to be 450 homes including Gillott's School) over the period up to 2027. In accordance with the Core Strategy these housing allocations collectively meet the adopted strategic housing allocation requirements for Henley.

To achieve a steady build-out rate across the Neighbourhood Plan period indicative phasing for the delivery of the eight allocated sites has been proposed.

POLICY H1: ALLOCATE LAND FOR 400 NEW HOMES

Permission will be given for new housing on the sites listed below and defined on the Key Diagram, provided the proposed development is in line with the indicative phasing and accords other policies in the Neighbourhood Plan, the adopted South Oxfordshire Core Strategy and the National Planning Policy Framework:

Site Name	Allocation	Gross Site Area	Indicative Phasing
Mill Lane former Jet Garage (Site H)	55 dwellings	0.5ha	2015
Parkside (Site K)	15 dwellings	0.7ha	Post 2015
Wilkins (Site U)	20 dwellings	0.3ha	Post 2015
Highlands Farm (Site M)	190 dwellings of which not less than 60 being Use Class C2 (mixed use)	Total of 33ha of which 7.5ha are brownfield	Phased from 2016 (see policy SP1)
357 Reading Road (Site J)	30 dwellings	0.5ha	Post 2016
Gillott's School (Site C)	50 dwellings (part of comprehensive renewal of the school)	3.4ha	Post 2016
TA Centre (Site V)	10 dwellings	0.16ha	Post 2017
Chiltern's Ends (Site F)	27 dwellings	1ha	Post 2017
Stuart Turner and Empstead Works (Site E)	53 dwellings (mixed use)	1ha	Post 2020
Total net additional dwellings	450 dwellings		

The Core Strategy requires land for 400 new homes, being 450 if land without constraints can be found. Policy H1 allocates land for 400 homes which is supplemented by a further 50 at Site C (Gillott's School). The deliverability of homes at the School is not allowed at the time of the Plan's publication, however land for 400 homes is provided with certainty

POLICY H2: DESIGN BRIEF

For all of the allocated sites listed within Policy H1 a Design Brief must be produced for the whole site setting out the principles for development prior to the submission of a planning application. The Design Brief should be proportionate to the scale of development proposed and follow the approach set out within Policy CSQ4 of the South Oxfordshire Core Strategy.

The Design Brief must be discussed and agreed with Henley Town Council within a reasonable time prior to being submitted as part of any planning application. Development must be implemented in accordance with the principles set out in the Design Brief.

In preparing the Design Brief the following three stage process should be followed:

Stage One: Early Engagement

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

Stage Two: Design Refinement

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

Stage Three: Agree the Design Brief

e) Present the final proposals and planning application submission to Henley Town Council and Harpsden Parish Council;
f) Within an agreed reasonable time prior to the submission of any planning application Henley Town Council and Harpsden Parish Council will provide a Design Brief Position Statement to the applicant confirming the satisfactory completion of the Policy H2 Design Brief process. This Position Statement would form the basis of any subsequent statutory public consultation comments made by Henley Town Council and/or Harpsden Parish Council to South Oxfordshire District Council as part of any formal planning application decision-making process.

The Design Brief will need to cover:

i. Location, type and management of open space and recreation facilities
ii. Location, type and management of landscaping
iii. Management, impact and mitigation of views, vistas and adjacencies
iv. Building use, scale, height, density and massing

v. Materials palette
vi. Statement as to how development is responsive and contributes to and enhances local character in terms of design, materials and colour palette
vii. Connecting walking and cycling routes
viii. Promotion of sustainable development and energy efficiency

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

On windfall sites of 10 or more net additional dwellings or comprising 500SQM or more of new additional new employment, retail, hotel, community service, or leisure floorspace the preparation of a Design Brief is encouraged in the spirit of good planning and positive front-loading of the decision-making process.

The use of development proposal websites and other social media to provide residents with information and an opportunity to comment on emerging proposals is encouraged.

To ensure the local community, through Henley Town Council and Harpsden parish Council maintain an active and positive role through any planning application decision-making process undertaken by South Oxfordshire District Council – the local planning authority, where appropriate, a tripartite Planning Performance Agreement between the applicant, South Oxfordshire District Council and Henley Town Council would be welcomed, particularly for the sites allocated for development within the Neighbourhood Plan.

POLICY H3: TYPE AND SIZE OF NEW HOUSING

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

a) Meets the needs of different groups in the community, such as but not limited to, young people; key workers; small families; and older residents (55+);
b) Provides an appropriate mix in the size, type and tenure of housing;
c) Complies with Policy CSH3 and Policy CSH4 of the South Oxfordshire Core Strategy and relevant policies within the NPPF; and
d) Provides a good standard of internal living space utilising the space standards of the London Housing Design Guide as a minimum and drawing on the 2014 Housing Standards Review.

There is the expectation that all sites allocated within Policy H1 should provide on-site affordable housing provision in

accordance with the affordable housing target requirements set out within Policy CSH3 of the South Oxfordshire Core Strategy.

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

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

To achieve this flexibility, where appropriate, development proposals are required to prepare a Dwelling Statement to show how the proposal meets the specific housing needs and demand of Henley and Harpsden.

Early engagement with South Oxfordshire District Council's Housing Team and Henley Town Council is encouraged as part of any pre-application process and in the preparation of Design Briefs.

POLICY H4: PROVISION OF FACILITIES

New housing proposals will contribute to the full range of facilities required for Henley and Harpsden as required by policy SCI1 and EN2, either on site or through financial contributions as appropriate.

It is essential that new residential development mitigates the impact of increasing population demand on the full range of services, facilities and amenities in Henley and Harpsden. These are identified in policies under Social Infrastructure and Environment and are supported by the South Oxfordshire Infrastructure Delivery Plan.

POLICY H5: INFILL AND SELF-BUILD DWELLINGS

Infill housing developments and proposals for the construction of self-build dwellings will be supported where it is demonstrated that the proposed development constitutes sustainable development in accordance with the site assessment criteria below; and does not conflict with other policies contained within the Neighbourhood Plan, the South Oxfordshire Core Strategy and the National Planning Policy Framework:

a) The site is located within a reasonable walking and cycling distance to key facilities and services within Henley, including but not limited to: schools, shops, healthcare and public transport;

b) The development would not result in adverse vehicular traffic and air quality impacts;
c) The development has potential benefits to the town;
d) The site is brownfield land (previously developed land), or it has been demonstrated there are no alternative or suitable brownfield sites available to accommodate the development;
e) The proposed development would not result in unacceptable landscape character or quality impacts, including the views identified on the Neighbourhood Plan Key Diagram and on the AONB;
f) The proposed development protects and where possible enhances any identified archaeology and heritage assets, including conservation area and listed buildings;
g) The proposed development maintains or has a net improvement in biodiversity;
h) The site is entirely located on Flood Risk Zone 1 land as defined by the Environment Agency; and
i) The site and proposed development appropriately integrates with the existing built area of Henley and Harpsden.

The adopted South Oxfordshire Core Strategy outlines within Policy CSHEN1 the strategic planning strategy for Henley. This strategy includes allowing housing on suitable infill and redevelopment sites. The provision of new housing through infill and redevelopment opportunities are classed as 'windfalls'. Windfalls are sites that have not been specifically allocated in the Neighbourhood Plan and have unexpectedly become available. Windfalls do not count towards meeting the 400 new homes allocated within Policy H1.

Self-build is an important element of the Government's housing strategy as they not only provide new homes but can help get empty and redundant buildings back into productive use and supports action to help new house building firms.

Points a-i in policy H5 are consistent with the site selection criteria applied to the strategic housing allocations in the JHHNP and it is appropriate that these are applied to windfall sites.

POLICY H6: CONTINGENCY

If the sites listed within Policy H1 are not delivered as anticipated within the indicative timescales, Henley Town Council and Harpsden Parish Council will pro-actively work with the land owner(s), and or developer(s), to seek to address any issues preventing the site(s) coming forward, or undertake a review of the Neighbourhood Plan to identify alternative deliverable site(s).

Henley Town Council and Harpsden Parish Council would also pro-actively update the Neighbourhood Plan in response to the adoption of any future revision of the South Oxfordshire District Core Strategy Local Plan.

Transport and movement

Traffic congestion within Henley causes major inconvenience to road users, including cyclists and pedestrians, and creates an unpleasant environment, particularly within the town centre. The negative effect of traffic congestion within the town has resulted in the designation of an Air Quality Management Area covering the following, with results showing it exceeds recommended levels of nitrogen dioxide:

- Duke Street;
- Hart Street;
- Market Place;
- Bell Street to the New Street junction;
- Greys Road to the Albert Road junction;
- Friday Street to the Queens Road junction; and
- Reading Road to the Station Road junction.

The Neighbourhood Plan seeks to minimise the impact of existing and additional congestion on the network, particularly the town centre. However, the Core Strategy identifies that traffic congestion is an issue for all towns and is not a reason in itself for preventing delivery of new the homes, jobs and community facilities and services that Henley needs now and in the future. In accommodating future growth, it is therefore essential to identify an approach to minimise the use and impact of motorised modes of travel, and measures to encourage new and existing residents switching to low carbon modes such as walking, cycling and public transport, particularly for localised short journeys.

A range of interventions are sought through the Neighbourhood Plan, which are identified in the supporting text to policy T1 below. These include travel plans for major employers and institutions, investment in public and private electric vehicles, managing HGVs and tackling safety on key routes including Grey's Road in Henley and Gillott's Lane in Harpsden.

In the long term, the local community continues to stress the need for a strategic solution to congestion in Henley, being a relief road or new bridge, and urges the authorities to prioritise this need.

POLICY T1: IMPACT OF DEVELOPMENT ON THE TRANSPORT NETWORK

In accordance Policy CSM2 of the South Oxfordshire Core Strategy all vehicular traffic generating development proposals comprising 10 or more net additional dwellings or 500SQM or more net additional new employment, retail, hotel, community service, or leisure floorspace, will assess and mitigate, through the preparation of a Transport Assessment, the resulting impact of the development on the immediate and wider local transport network of Henley and Harpsden, in individual and cumulative terms. As part of the wider local transport network Henley Bridge and routes through the town centre should be covered.

Air quality impacts of vehicle traffic on the immediate and wider local transport network should be assessed and mitigated as part of the Transport Assessment or within a separate Air Quality Assessment.

Through the preparation of a Travel Plan all development proposals comprising

10 or more net additional dwellings or 500SQM or more net additional new employment, retail, community service, or leisure floorspace, will set out how opportunities for encouraging, facilitating and supporting use of and improvements to sustainable transport modes have been maximised and will be delivered as part of the proposed development.

In addition to highway mitigation measures and new or improved walking, cycling and public transport opportunities, innovative transport measures, such as the incorporation of electric car charging points and the creation of car clubs, are encouraged, within all new developments.

Financial contributions from all sites allocated within Policy H1 will be sought for the preparation and implementation of a Henley Transport Strategy (and supporting actions) and Air Quality Management Area Action Plan.

To assist improving Henley's transport issues over the longer term an updated Henley Transport Strategy will be prepared. In updating the existing Strategy prepared by Oxfordshire County Council as part of its Local Transport Plan 2011-2030 it will also consider the feasibility and deliverability, using developer contributions and public funds, of the following transport supporting objectives that have been agreed throughout the preparation of the Neighbourhood Plan by local residents, businesses, community organisations and the Neighbourhood Plan working groups:

a) To improve cycling routes (access, quality and safety) across and beyond the Neighbourhood Plan area, in particular:
   - North-south routes,
   - Cycle links from Henley to Shiplake and through to Twyford,
   - Cycle path alongside the railway, and
   - A route from Fairmile through Luker Avenue into Henley centre;

b) To promote information on existing cycle routes and facilities and to explore the potential for new sustainable transport initiatives;

c) To promote information on existing walking routes, including 'health walks' and to improve alternative walking routes along parallel secondary routes (i.e. 'rat-walking');

d) To increase pedestrian accessibility around the town through the physical environment, including reviewing opportunities for shared surfaces on Duke Street & Bell Street which may be facilitated by an increased one way system, and through short-term initiatives, eg temporary street closures for seasonal markets;

e) To support the introduction of car clubs, electric cars and buses and low emission vehicles, including through the provision of electric car – charging points and reserved space for car clubs;

f) To explore the feasibility of a low emission zone in the town centre;

g) To provide public monitoring stations of air quality around the town;

h) To ensure that schools and the College work with the County Council to seek ways to improve the safety and well-being of their students in terms of walking and cycling as well as introducing 20MPH zones on adjacent roads;

i) Ensure that all major town businesses, employers and institutions, including schools and the college, complete a travel plan that identifies how they are minimising congestion on the roads;

j) To deliver public transport improvements in Henley on Thames including the running of buses focused on smaller (potentially 12-15 seater) buses, with enhanced energy efficiency and electrification, reviewed the location of existing bus stops, and to provide real-time information;

k) To review the viability of park and ride in Henley and action, specifically around a series of stops at Highlands Farm, the Station and Rugby Club, with 15 minutes loops to each, and to explore the role of boats in park and ride (means of visiting the town);

l) To promote improvements in the railway including:
   - Exploring possibilities for a rail halt at Tesco
   - Potential for increased frequency in trains
   - Electrification of the Henley to Twyford line

m) To seek ways in which to re-direct strategic traffic, where appropriate, away from Henley town centre;

n) To control and reduce the passage of HGVs through the town by restricting weight limit over the bridge, hours of access (i.e. night time) or SAT NAV / strategic route advisory and management;

o) To remain open to new forms of traffic infrastructure that may aid the safe flow of traffic, such as roundabouts;

p) To reduce the amount of vehicles on the network by encouraging the use of internet food shopping;

q) To address road safety along a number of routes perceived as particularly dangerous including Greys Road and Gillott's Lane, including through new and enhanced crossings for Grey's Road;

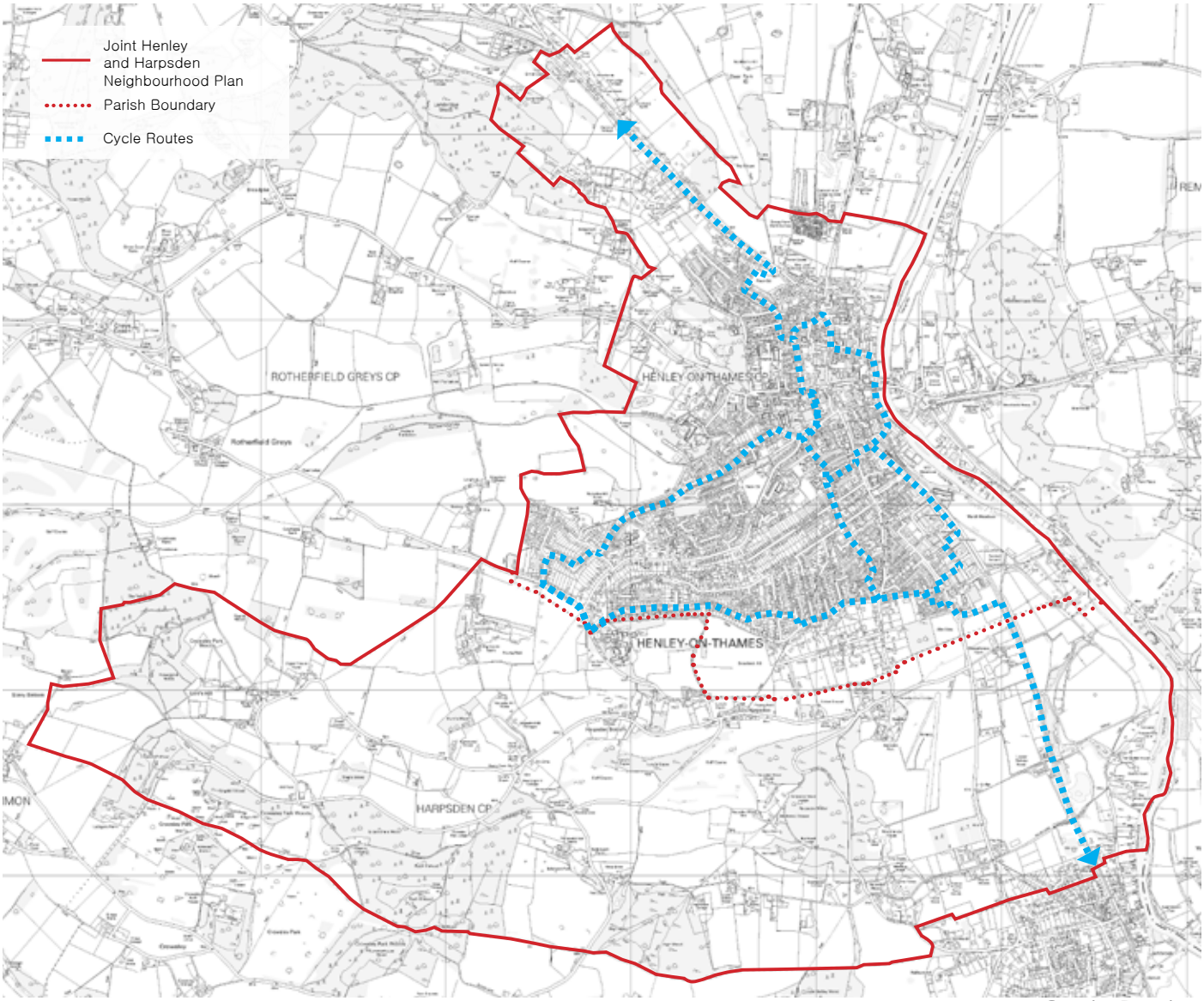
r) To encourage the development of additional car parking spaces including under-croft (underground) or decked car parks and the provision of 'load and go' bays in the town centre for short term car parking;

s) To encourage a review the pricing of car parks throughout the town so as to encourage the efficient use of all.

POLICY T2: CYCLING ROUTES

The implementation of cycling routes as identified in the Key Diagram will be supported and encouraged to ensure that Henley is well connected, safe and accessible by bicycle. Increased safe and secure cycle storage around the town will be encouraged.

An important part of the approach to reducing congestion and pollution in Henley is to encourage use of the bicycle as a means to moving around the town, including routes to school and college, commuters, leisure and shopping. There is a need to improve the safety and convenience of cycling by enhancing routes and facilities which will require investment by a number of parties including Oxfordshire County Council. Organisations should work collaboratively to overcome the challenges involved with implementing the routes identified.



Cycle Routes

Social and community infrastructure

POLICY SCI1: PROVISION OF SOCIAL AND COMMUNITY INFRASTRUCTURE

In accordance with the Joint Henley and Harpsden Neighbourhood Plan Infrastructure Delivery Strategy and Policy CSI1 of the South Oxfordshire Core Strategy all new development will contribute to the full range of facilities required for Henley and Harpsden, either on-site as preferred if feasible, or through financial contributions as appropriate. This will include:

- Primary school and secondary school contributions
- GP contributions and other health requirements
- Junior / mini playing pitches (1.6ha per 1,000 pop in line with NPFA standard)
- Children's play areas
- Indoor and outdoor sports facilities
- Community hall / multi service centres
- Youth centres (with consideration for incorporation as any new multi service centre)

It is essential that new residential development mitigates the impact of increasing population demand on the full range of services, facilities and amenities in Henley and Harpsden. At the strategic level the South Oxfordshire Core Strategy and its Infrastructure Delivery Plan set out the necessary social and community infrastructure required to support the delivery of 400 new homes between 2011 and 2026. However, to further guide infrastructure provision decisions and to include a number of additional Neighbourhood Plan specific infrastructure requirements a Joint Henley and Harpsden Neighbourhood Plan Infrastructure Delivery Strategy has been prepared. This Strategy should be read alongside the South Oxfordshire Core Strategy Delivery Plan.

Throughout the preparation of the Neighbourhood Plan the following social and community infrastructure supporting objectives were identified by local residents, businesses, community organisations and the Neighbourhood Plan Working Groups. In developing proposals developers will assist with delivery of these supporting objectives:

a) The following new facilities:
   - skate park
   - tennis courts
   - youth centre(s)
   - multi use community hall(s)
   - outdoor gym(s)
   - dual school / community facility use

b) To sensitively develop and encourage the use of the river for leisure.

c) To promote the provision of IT infrastructure for the whole community
   - Broadband across Henley and rural Harpsden
   - Wifi in the town centre.

d) To enable the use of buildings for a range of different community uses and encourage the hiring of such buildings by the community.

e) To ensure that medical services are accessible to all.

Off site financial contributions (Section 106 monies) and at the time of any future adoption of the Community Infrastructure Levy (CIL) in South Oxfordshire, the items identified in policies SCI1, SCI2, SCI3, TCE7, T1, T2, EN2 and EN3 will be deemed suitable for expenditure.

POLICY SCI2: COMPREHENSIVE RENEWAL OF GILLOTT'S SCHOOL

Within the area defined on the Neighbourhood Plan Key Diagram, development proposals for the comprehensive renewal of Gillott's School will be supported. A comprehensive Design Brief, in accordance with Policy H2, should be prepared for this site.

As part of the comprehensive renewal of the school the development of 50 residential dwellings on the site would be supported provide it is demonstrated they required as enabling development. Where it is robustly demonstrated that further enabling development is required and it is demonstrated that no other financial or enabling alternatives are available up to a further 35 residential dwellings would be supported.

Any residential dwellings proposed should meet the housing mix and type requirements set out within Policy H3 and provide appropriate on-site affordable housing provision in accordance with Policy CSH3 of the South Oxfordshire Core Strategy.

Where any residential dwellings proposed as enabling development results in the loss of existing playing pitch space, early engagement with Sport England is encouraged and the Design Brief should demonstrate compliance with Sport England's 'A Sporting Future for the Playing Fields of England' Planning Policy Statement.

Proposals for this site should, in addition to the principles set out within Policy H2 and Core Strategy Policy CSQ4, demonstrate how the proposed development has appropriately:

a) Screened the visual impact of any enabling residential development;
b) Made provision for community use of school facilities.

The Neighbourhood Plan has explored a range of sites to provide additional housing beyond the 400 dwellings required under Policy CSHEN1 of the adopted Core Strategy, which are deliverable on almost entirely brownfield. As confirmed within the Henley Site Assessment and the Joint Henley and Harpsden Neighbourhood Plan Sustainability Appraisal, Land at Gillott's School is considered to be the only additional site where further housing would be acceptable as:

(i) It provides an extraordinary benefit to the town as a whole as part of the comprehensive renewal and refurbishment of the school - a factor supported by Policy CSHEN1 of the Core Strategy.
(ii) Development of alternative greenfield sites would adversely impact the character of the town and its environment, notably

the town's key views; Conservation Areas; and the Chiltern AONB and views from the AONB.

The establishment of a community working group to work with Gillott's School on taking the comprehensive renewal and enabling development of the land forward will be supported.

POLICY SCI3: RENEWAL AND ENHANCEMENT OF COMMUNITY FACILITIES

The renewal and enhancement of existing community facilities identified in the key diagram will be supported. This includes the redevelopment of existing community facilities to enhance their offer and expand the provision of services.

Constraints on land availability in Henley reduce opportunities to deliver new community facilities. Existing facilities, notably Henley Youth Centre (and land to rear), Henley on Thames Social Club for the over 60's, Henley on Thames Scouts and Headway Thames Valley, provide important community services in relatively outdated buildings. Opportunities to reprovide these services within larger facilities that retain the existing services and provide space for additional community functions should be explored and supported, including consideration for a 'sustainability hub' which brings together ideas and organisations related to low carbon living.

Community facilities wishing to apply for renewal utilising S106 or CIL monies should register with the Town Council who will engage with the District Council on their behalf.

POLICY SCI4: COMMUNITY RIGHT TO BUILD

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

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

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

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

Retail and town centre

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

POLICY TCE1: HENLEY TOWN CENTRE

The Henley Town Centre boundary and primary frontages are defined on the Key Diagram.

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

POLICY TCE2: MARKET PLACE HUB

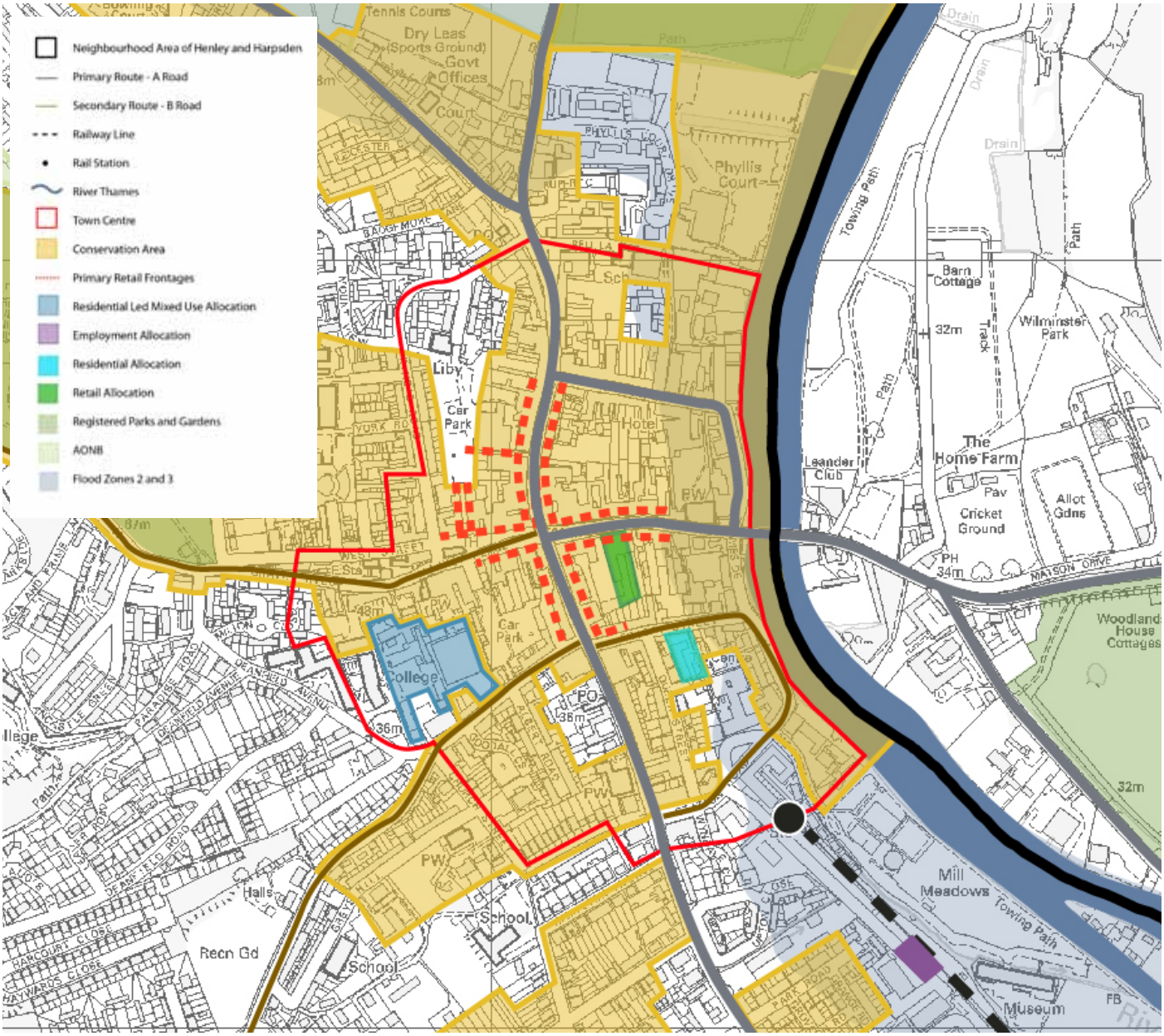
Proposals that support Market Square as a focal hub will be supported. Within the Market Place area, as indicatively illustrated on the Key Diagram, the following proposals would be supported:

a) new development and change of use applications to Use Class A3 Food and Drink within the northern part of Market Square;
b) proposals that retain and enhance the use of the market square within Market Place for market stall use;
c) provision of a secure cycle storage facility, preferably a covered facility.

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

POLICY TCE3: HOTEL AND BED SPACE

To support Henley as a tourist destination, opportunities to reinforce the hotel and bed provision within the town centres will be supported. Proposals for new hotel and bed space provision should be prepared in accordance with Policy TCE1.



Town Centre Plan

Henley has a thriving tourist economy linked to being a historic market town, proximity to the Chilterns AONB, and internationally recognised sporting events such as Henley Royal Regatta. As a popular tourist destination the pressure on hotel and visitor bed space within Henley is increasing, with details to be confirmed in evidence being prepared in 2014 by South Oxfordshire District Council.

POLICY TCE4: EMPLOYMENT AND RESIDENTIAL ABOVE SHOPS

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

POLICY TCE5: TOWN CENTRE CAR PARK MANAGEMENT

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

Free parking and other schemes which encourage electric vehicles will be supported.

POLICY TCE6: 16-18 HART STREET (FORMER LATINO's NIGHT CLUB)

Land at 16-18 Hart Street (and to the rear) as designated in the Key Diagram is allocated for:

A1 shopping or B1 office.

Proposals for this site should, in addition to the principles set out within Policy H2 and Core Strategy Policy CSQ4, demonstrate how the proposed development has appropriately:

a) Considered the potential for the site to deliver a covered market in the first instance;
b) Considered the potential to provide B1 office accommodation for small and medium sized businesses; and
c) Addressed the need for high quality design that supports the town centre and responds to the conservation area.

POLICY TCE7: TOWN CENTRE ACTION PLAN

Development proposals that are within or will have an effect on the town centre should be identify how they have considered the actions of the Henley Town Centre Action Plan.

South Oxfordshire District Council's economic development team works with Henley Town Council and the Henley Partnership to produce an annual action plan for the town centre. The following actions have been identified as being of importance to the town centre, in addition to those in the Action Plan:

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

Employment

Henley provides a significant and important employment offer which needs to be retained. In particular, the needs of small and medium sized businesses in the retail, professional, creative industries and information technology are supported, as well as more traditional industries and arts and crafts.

Pressures on land due to additional housing requirements focus the employment strategy on intensification and redistribution of employment land. Industrial activity will be concentrated at the Reading Road industrial estate.

Opportunities for office based employment and smaller businesses hubs will be distributed at a range of town centre and out of town sites.

POLICY E1: SUPPORTING HENLEY'S ECONOMY

To support Henley's economy the following proposals will be supported:

a) The intensification and physical improvements to premises and amenity within the Reading Road Industrial Estate, as the main employment area within Henley on Thames. B1 use class development will be prioritised including opportunities for small and medium sized enterprises and creative industries;

b) The provision of office space within the town centre;

c) The provision of new employment floorspace for small and medium enterprises; particularly the creation of a new business hub at Highlands Farm (site M);

d) The provision of new employment floorspace at the former Wyevale Garden Centre (site P);

e) The provision of employment floorspace as part of the Station Car Park (site W).

POLICY E2: FORMER WYEVALE GARDEN CENTRE (SITE P)

Within the area defined on the Neighbourhood Plan Key Diagram, Site P is allocated for:

a) B1 business activities;

b) Supporting A1/D2 retail and leisure.

Proposals for this site should, in addition to the principles set out Core Strategy Policy CSQ4, demonstrate how the proposed development has appropriately:

d) Made a design response that suits the sensitive rural nature of the location and adjacent village of Lower Shiplake;

e) Should be no greater than two stories in height;

f) Suitably mitigated impact on views use planting and green screening;

g) Created a viable employment centre that supports business activities including small and medium enterprise (SME) businesses, creative industries, information technology or more traditional arts and crafts.

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

POLICY E3: HENLEY RAILWAY STATION CAR PARK, SOUTH (SITE W)

Within the area defined on the Neighbourhood Plan Key Diagram, Site W is allocated for:

a) B1 or B8 business activities.

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

b) Mitigated any impact on nearby residential properties (namely Park Road);
c) Integrated with the employment area to the south, whilst allowing access to the north.

POLICY E4: LAND AT NEWTOWN ROAD

Within the area defined on the Neighbourhood Plan Key Diagram, Land at Newtown Road is allocated for:

a) B1 business activities, being light industrial workshop units ior SME office accommodation.

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

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

Environment

POLICY EN1: ENVIRONMENTAL PROTECTION

New development will protect, retain and enhance the following features of the Neighbourhood Plan area whilst seeking to improve public access:

a) The river edge
b) Key views as established in the Key Diagram
c) The AONB and Harpsden Valley
d) Existing and new open and green spaces

Key Views

Previously Key Views goes to the heart of the Neighbourhood Plan, in that it hinges on the fact that this is a Joint plan, combining two very different areas, town and country, and the differing parishes of Henley and Harpsden.

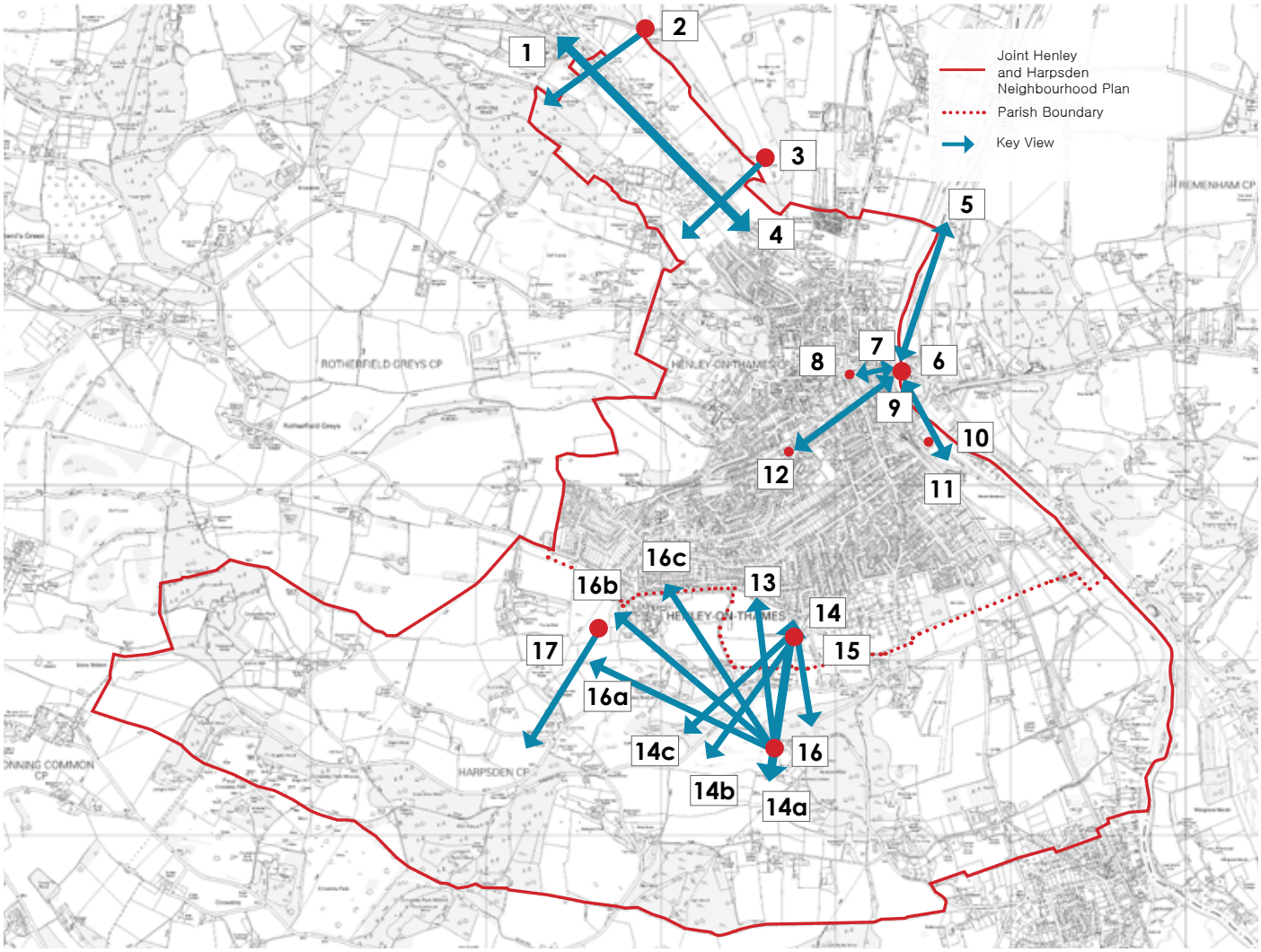
This is not the first time Key Views have been selected for Henley. The SODC Henley Conservation Area Character Appraisal of 2004 listed ten key views, albeit focused on the Henley area. The views in the JHHNP are intended to work alongside those of the Character Appraisal, with a certain amount of overlap but primarily to supplement each other by fulfilling their different briefs.

Key Views must:

- Be visible from a public place or right of way. If they can only be seen from a private garden or are obscured by trees and hedges, they do not qualify.
- The main part of a view must be within the Neighbourhood Plan area. If the core of the view is within the Plan but a small part of the background lies outside it, that is acceptable.
- There should be Key Views that represent each of the main elements of the Plan area: medieval town/Conservation Area, rural landscape/AONB, and River Thames.
- When it comes to development, it is vital that any sites bordering the AONB, and indeed on any rural areas, must be well screened and appropriately integrated, with styles of housing carefully chosen to feel rural in tone and soften the impact on surroundings.

The key views are fully described and set out in the supporting evidence base. The diagram summarises the key view areas, being:

- Along the river
- Town Centre
- Fair Mile
- Harpsden Valley/Drawback Hill
- From the Town Green


Joint Henley and Harpsden Neighbourhood Plan
Parish Boundary
Key View
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
16a
16b
16c
17
14a
14b
14c
ROTHERFIELD GREYS CP
HENLEY-ON-THAMES
HARPSDEN CP
REMENHAM CP

Key Views

Extract of key views from evidence base



Fairmile looking south east



Harpsden and golf course from Drawback



From west of Highlands looking south



From the bridge to the north



From Marsh Lock to the south



Hart Street/Market Place to the west

POLICY EN2: NEW AND REPLACEMENT GREEN INFRASTRUCTURE AND PUBLIC OPEN SPACES

Residential developments over 10 dwellings should contribute to green infrastructure and public open space. This should be provided on site in the first instance where feasible, and off site contributions made elsewhere. The following provision is sought in accordance with the South Oxfordshire District Council 2011 Green Infrastructure Strategy and Infrastructure Delivery Plan:

- Parks and gardens / public open space (3.5ha per 1,000 pop)
- Accessible natural and semi-natural greenspace
- Allotments (0.3ha per 1,000)
- Amenity green space (at least 10% of total site area)

Where off site contributions are made, these will be used to improve existing facilities (see policy EN3) or cumulatively used by South Oxfordshire District Council to acquire new land to be delivered as green infrastructure and public open space at the fringe of the town.

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

POLICY EN3: IMPROVE EXISTING GREEN SPACES

Where it has been demonstrated that green infrastructure and public open space unequivocally cannot be delivered on site to a development, off site contributions towards new OR existing green spaces will be accepted. Green spaces identified for improvement include:

- Makins Recreation Ground
- Jubilee Park
- Freeman's Meadow
- Mill Meadows

Improvements to be considered include the provision of outdoor gym facilities and enhancement of existing facilities (such as children's play areas). Developer's will be required to consult with local residents (through the Town Council) to agree these improvements as part of the Design brief (under Policy H2).

POLICY EN4: BIODIVERSITY

Development will protect and enhance existing urban and rural biodiversity and seek gains in biodiversity through creating new habitats to foster greater ecological diversity.

Design Quality and Sustainability

POLICY DQS1: LOCAL CHARACTER

All new development should be sensitive and make a positive contribution to the local character of the area. Within the Design Brief required under Policy H2, and Core Strategy Policy CSQ3, a statement will be required demonstrating how the development is responsive and sensitive to local character in terms of design, materials and colour.

Attention should be paid to good quality existing design guidance which includes the South Oxfordshire Design Guide and the Chiltern's Building Design Guide.

POLICY DQS2: LOW CARBON SUSTAINABLE DEVELOPMENT

In line with Core Strategy Policy CSQ2, all new residential development should meet Code for Sustainable Homes Level 4 as a minimum. Developments that achieve a higher Code Level will be encouraged, in particular Code Level 6 zero carbon homes, or those of Passivhaus standard.

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

POLICY DQS3: SUSTAINABLE WASTE MANAGEMENT

New residential developments of 10 dwellings or more will be required to submit a sustainable waste management plan.

POLICY DQS4: LOCAL SOURCING OF CONSTRUCTION MATERIALS AND LABOUR

Developments of 10 dwellings or more, or of premises greater than 500SQM, will be required to submit a statement establishing:

- How opportunities for sourcing local construction materials will be maximised.
- How opportunities for sourcing local labour for the construction process will be maximised.
- How opportunities for sourcing local labour for the employment opportunities generated by any commercial development will be maximised.

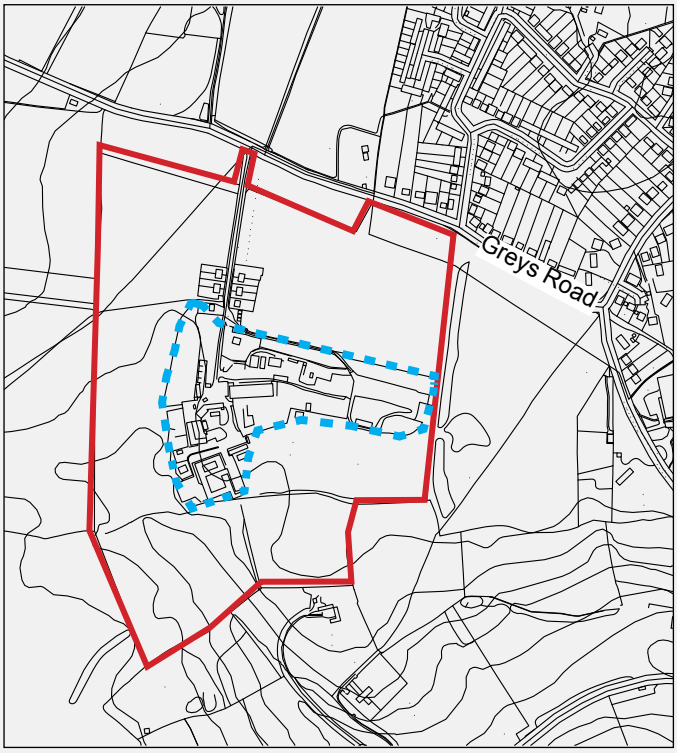
POLICY DQS5: COMMUNITY ENERGY PROJECTS

Proposals that deliver community energy projects will be supported and encouraged, in line with the government's Community Energy Strategy 2014.

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

6. Site Policies

M - Highlands Farm, Grey's Road





POLICY SP1: HIGHLANDS FARM (SITE M)

Within the area defined on the Neighbourhood Plan Key Diagram the Highlands Farm site is allocated for:

a) 190 new homes, comprising 130 Use Class C3 and no less than a 60 unit Use Class C2 Extra Care facility for older people within the extent of the 7.5 hectare area defined as previously developed land;

b) Retention of 0.5 ha of land for B1 Use Class activities to provide a SME business hub;

c) Publicly accessible open space conforming with policy EN2;

d) Playing pitches and indoor changing facilities conforming with policy SCI1;

e) A community hub of up to 500SQM comprising local retailing and community space

The Design Brief prepared for this site should, in addition to the principles set out within Policy H2 and Core Strategy Policy CSQ4, demonstrate how the proposed development has appropriately:

f) Incorporated and reinforced the existing landscaping; pitches; Green Infrastructure; and biodiversity features, particularly along the sites southern and western boundary edges, to ensure the development has, as a

minimum, no greater impact of the AONB than the existing development on the site;

g) Delivered new and improved cycle and pedestrian links and public transport accessibility to Henley Town Centre and Henley Railway Station, including improved pedestrian crossings on Grey's Road;

h) Incorporated a package of highway and junction improvements to ensure that the development:

- As a minimum, has no greater impact on traffic congestion than the existing permitted development on the site, particularly on Grey's Road and Gillott's Lane
- Provides improved vehicle management of Gillott's Lane

i) Agreed a phasing strategy which is anticipated to release no more than 60 dwellings per annum to the market.

j) Protect and enhance the Scheduled Ancient Monument and its setting within the site.

k) Protect and enhance the SSSI within the site.

The Highlands Farm site is brownfield industrial site within the Chiltern's AONB. Given the established industrial uses on this site have largely proven to be unviable the site has been allocated for residential-led mixed use development. The mixed-use element, comprising in part a new small and medium enterprise business hub, alongside the residential care and retail / community hub, will maintain an element of employment on the site and also help support the local Henley and Harpsden economy.

Henley has a larger proportion of older residents (over 55's) than the average for South Oxfordshire. To ensure the housing needs for the town's ageing population are appropriately met no less than 60 dwellings allocated to this site should be built as part of a Use Class C2 Extra Care facility for older people. The National Planning Policy Guidance is clear that Use Class C2 elderly care residential institutions should count towards meeting the strategic housing requirement. These 60 Extra Care units therefore contribute towards meeting Henley's strategic Core Strategy housing requirement of delivering land for 400 new homes.

Given the size of this allocation and the location of site within the AONB the Neighbourhood Plan has set out a number of design principles that should be followed when redeveloping the site.

The site is known to be an area of Palaeolithic archaeology. A full archaeological assessment of the brownfield area of the site will be required with any planning application.

Highland's Farm falls within the Harpsden Parish boundary, but is considered to be primarily related to Henley given its proximity to the town, as with other intuitions such as Gillott's School. Harpsden Parish has conjoined with Henley for the purposes of developing the Neighbourhood Plan and has made such sites available. Mitigation of potential impacts on Harpsden from Highland's Farm, and in particular on Gillott's Lane, must be provided as part of the development of the site.

H - Mill Lane, Reading Road





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

Within the area defined on the Neighbourhood Plan Key Diagram the Mill Lane former Jet Garage site is allocated for:

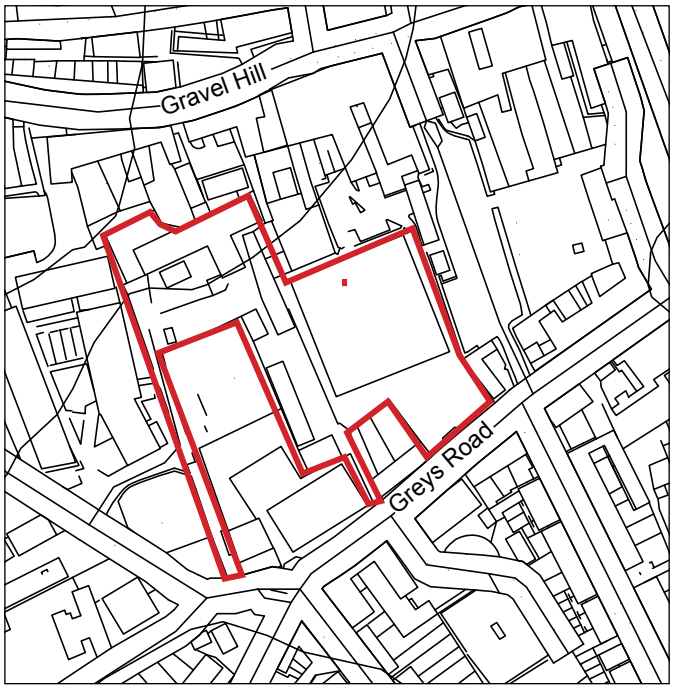
a) 55 dwellings.

The Design Brief prepared for this site should, in addition to the principles set out within Policy H2, demonstrate how the proposed development has appropriately:

b) Maximised the opportunity presented by the change in levels across the site.

c) Delivered a high quality design both in terms of the built form and public realm, delivering an exceptional gateway development to the town.

E - Empstead Works / Stuart Turner





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

Within the area defined on the Neighbourhood Plan Key Diagram the Empstead Works/ Stuart Turner site is allocated for:

a) 53 dwellings;

b) At least 1,000 SQM of B1 employment use class floorspace.

The Design Brief prepared for this site should, in addition to the principles set out within Policy H2 and Core Strategy Policy CSQ4, demonstrate how the proposed development has appropriately:

a) Responded to the surrounding Conservation Area.

b) Contributed to the town centre vitality.

c) Contributed to town centre car parking requirements.

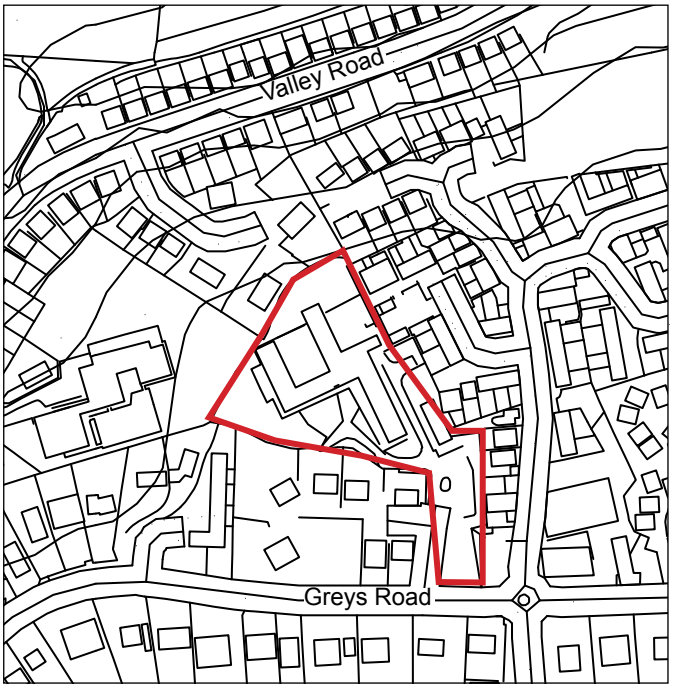


Empstead Works: Concept Plan: Option 1



Empstead Works: Concept Plan: Option 2

F - Chiltern's End (care home)

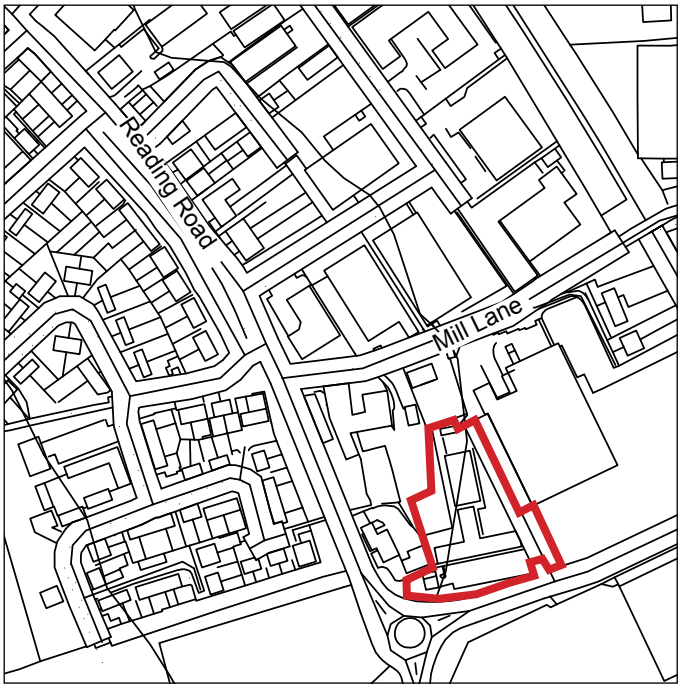


POLICY SP4: CHILTERN'S END (SITE F)

Within the area defined on the Neighbourhood Plan Key Diagram the Chiltern's End site is allocated for 27 residential units.

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

J - 357 Reading Road



POLICY SP5: 357 READING ROAD (SITE J)

Within the area defined on the Neighbourhood Plan Key Diagram the 357 Reading Road site is allocated for:

a) 30 residential units

b) Replacement car parking for Henley Hockey and Football Club facilities, if required.

c) Up to 200SQM retail

d) Permission should not be granted prior to the opening of replacement community sports facilities currently located on the site

The Design Brief prepared for this site should, in addition to the principles set out within Policy H2, demonstrate how the proposed development has appropriately:

e) Mitigated the impact of any delivery vehicles using access adjacent to the site on future residents

f) Appropriately integrated with site H (Mill Lane former Jet Garage) including providing walking and cycling connections

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

K - Parkside, Gravel Hill





POLICY SP6: LAND NORTH OF 5 PARKSIDE (SITE K)

Within the area defined on the Neighbourhood Plan Key Diagram the Land north of Parkside site is allocated for:

a) 15 residential units

The Design Brief prepared for this site should, in addition to the principles set out within Policy H2, demonstrate how the proposed development has appropriately:

b) Mitigate impact on views from adjacent properties and from beyond the Henley urban area

c) Minimise impact on the woodland environment and provide an offset alternative natural space

d) Provide safe walking and cycling links to the town centre

An alternative woodland environment should be provided to offset the loss caused by development, including land and a management plan.

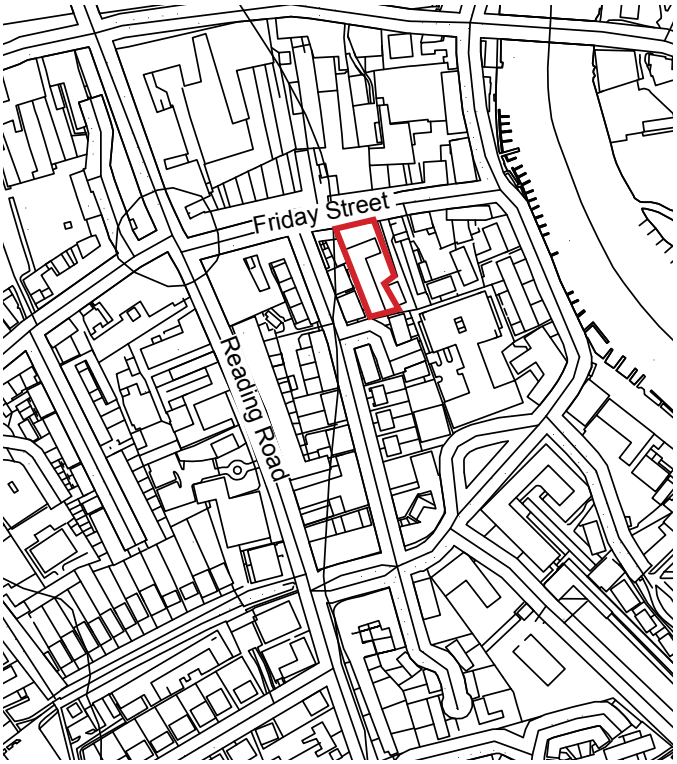
U - Wilkins, Deanfield



POLICY SP7: WILKINS REMOVALS (SITE U)

Within the area defined on the Neighbourhood Plan Key Diagram the Wilkins Removals site is allocated for: 20 residential units

V - TA/RAR Centre, Friday Street



POLICY SP8: TA CENTRE (SITE V)

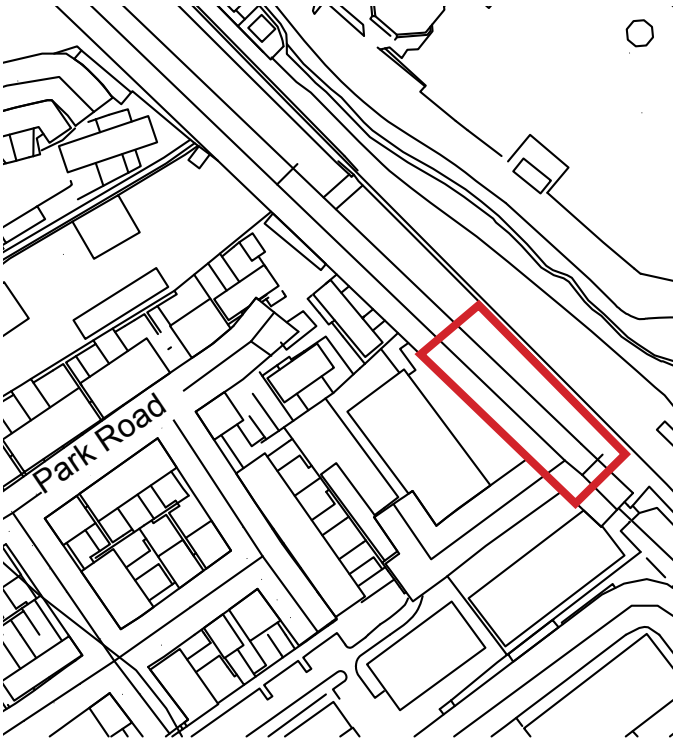
Within the area defined on the Neighbourhood Plan Key Diagram the TA Centre site is allocated for 10 residential units.

The Design Brief prepared for this site should, in addition to the principles set out within Policy H2, demonstrate how the proposed development has appropriately:

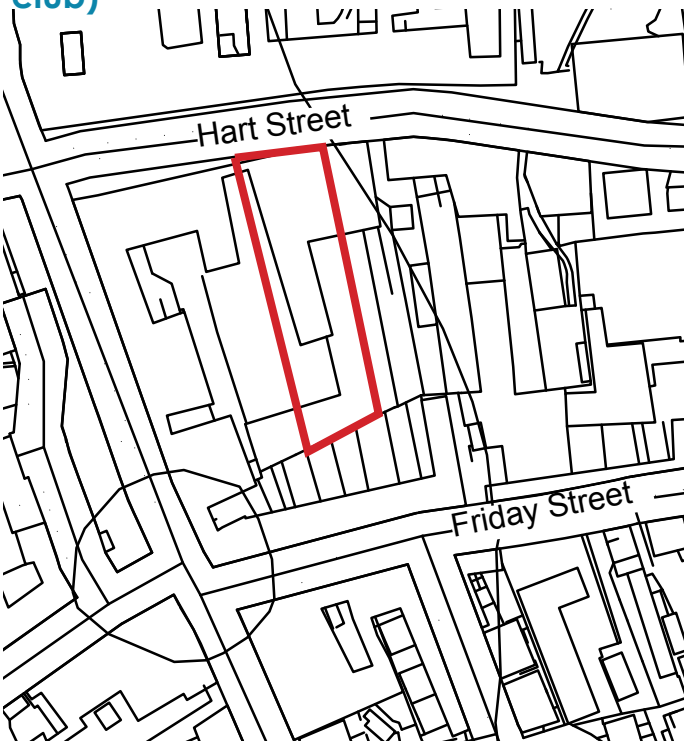
a) Responded to the Henley conservation area in terms of density, design and materials.

Further site allocation locations

W - Station Site



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



Land at Newtown Road

