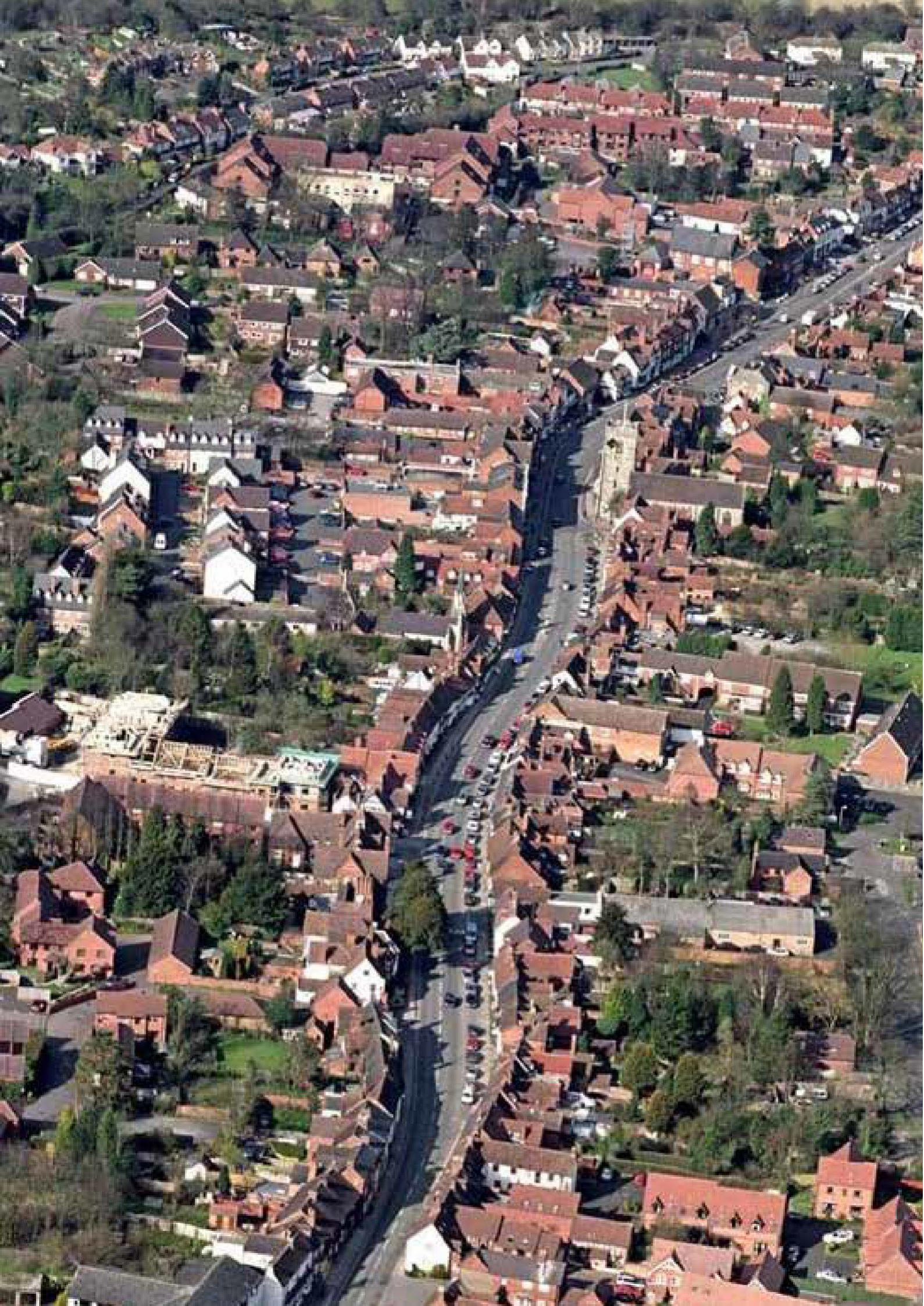




BEAUDESERT & HENLEY-IN- ARDEN

Neighbourhood Development Plan - 2011 - 2031



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Foreword

DAVID JACKSON

Steering Committee Chairman

Neighbourhood Planning is a central government initiative introduced by the Localism Act 2011 and recognised in the National Planning Policy Framework (NPPF) in March 2012. The aim of the legislation is to empower local communities, like Henley, to use the planning system to promote appropriate and sustainable development in their area.

With this in mind, the Joint Parish Council of Beaudesert & Henley-in-Arden, as the “qualifying body”, established a Steering Committee in August 2014 made up of local residents whose job was to consult with other residents and local businesses within the designated ‘neighbourhood area’ as identified in the plan on Figure 1, to establish the policies and objectives that will guide development in Henley over the plan period to 2031.

A Neighbourhood Development Plan is a community plan produced by

the community, for the community. The role of the Steering Committee, therefore, was to act as facilitators in enabling local residents, businesses and community groups to determine the focus of their Plan and devise policies to tackle local issues.

The process of producing Henley’s Neighbourhood Development Plan was a demonstration of what makes

this community such a special place to live and work. Residents and Steering Committee members worked collaboratively together, investing a significant amount of time and effort to produce a plan that will help ensure that Henley retains its unique charm and special characteristics that we hold so dearly. My sincere thanks go out to all those involved.

**A Neighbourhood
Development Plan is a
community plan produced by
the community, for the
community.**

1.1 This document is the Neighbourhood Development Plan (“NDP”) for the joint parishes of Beaudesert and Henley-in-Arden, referred to in this document as “Henley”. It sets out a vision for Henley and the policies to support that vision, as the town evolves to meet the needs and aspirations of residents between now and 2031.

1.2 The NDP was prepared by a Steering Committee set up by the Joint Parish Council of Beaudesert and Henley-in-Arden as the “qualifying body”, and is based on consultation undertaken by that Steering Committee with town residents between 2014 and 2018.

1.3 The section, following this introduction, describes Henley, which means ‘high clearing in the forest of Arden’, its history and location, the environment and the features that make Henley what it is today. This section addresses the significance of the location of Henley in a Special Landscape Area, surrounded by Green Belt.

1.4 The following section places the NDP in context with Stratford-on-Avon District Council’s Core Strategy.

1.5 The Vision Statement sets out what Henley residents feel is important about the town, how it should evolve and what should be preserved. It was produced following extensive consultation with local residents and businesses.

1.6 The fifth and final section of this NDP lists the planning policies designed to give effect to the Vision Statement. These cover the core topic areas of:

- Housing
- Economy
- Community
- Natural Environment
- Built Environment



Henley Ice Cream

2 | Status of the NDP

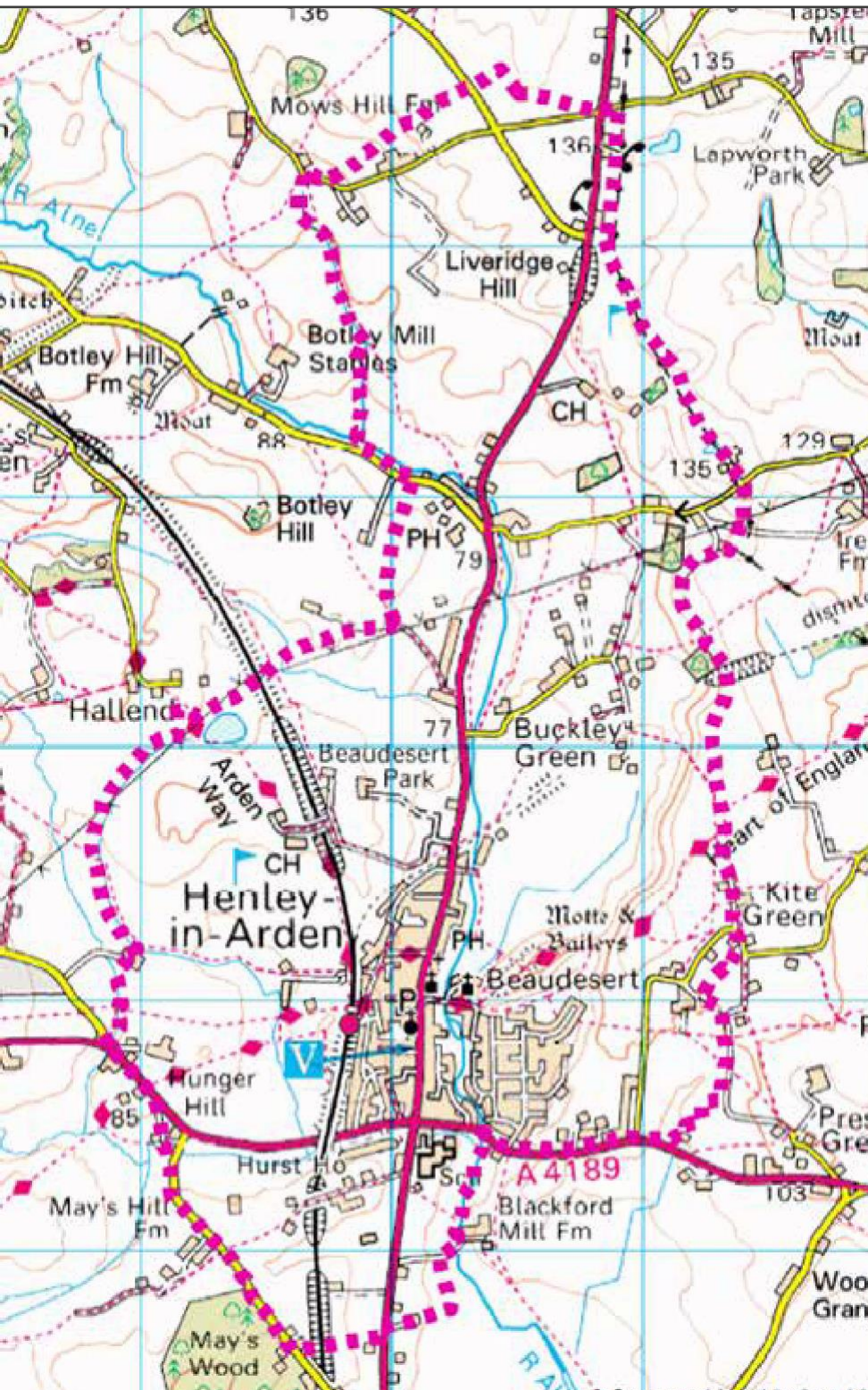


FIGURE 1 – THE NEIGHBOURHOOD AREA

2.1 This NDP has been put together to be in general conformity with existing strategic local policy and takes full account of SDC's Core Strategy, which was formally adopted on 11 July 2016.

2.2 The NDP for Henley is also consistent with national planning policy and in particular the requirements of the National Planning Policy Framework 2018 ("NPPF").

2.3 The NDP is consistent with the themes and concepts previously enshrined by the Village Design Statement of 2001 and the Parish Plan of 2004, although both of those documents are now superseded and replaced with this NDP.

2.4 The area covered by the NDP is the joint parishes of Beaudesert and Henley-in-Arden. On 6 October 2014, Stratford-on-Avon District Council approved Beaudesert and Henley-in-Arden Joint Parish Council as an appropriate "qualifying body" to prepare and submit an NDP and also approved the Neighbourhood Area to be covered by the NDP.

2.5 The NDP will be subject to public consultation by the parish council and SDC before it is independently examined and subject to referendum.

The NDP has been prepared for the community by the community.

3.1 This plan is the product of an intensive programme of consultation and community events. Each stage of the project has evolved from the needs and wants of the community, Steering Committee and Joint Parish Council (JPC).

3.2 The table below provides a brief outline of the community consultation events held:

Event/Comms	Description	Date	Venue	Attendance
Initial JPC Meeting	Initial public meeting conducted by the JPC to explain what NDPs are and the process for producing one for Beaudesert and Henley. The Steering Group and its Chairman were appointed during this meeting.	May 2014	Baptist Hall	Circa 40 attendees
Newsletter	Public information newsletter sent to every household providing details on the NDP process and inviting feedback.	Summer 2014		
Public Meeting	Public town meeting to provide further detail on the NDP and update on progress	June 2014	Baptist Hall	Circa 85 attendees
Public Meeting	Public town meeting to provide further detail on the NDP and update on progress. Meeting held in the Beaudesert parish.	July 2014	Henley Primary School	Circa 70 attendees
Business Meeting	Invites given to all businesses operating in the town to attend a meeting specifically focused at discussing local business' requirements for the NDP.	July 2014	Baptist Hall	Circa 35 attendees
Annual Town Meeting	Slot at the annual town meeting providing an update on progress of the NDP and inviting feedback.	Summer 2015	Baptist Hall	Circa 100 attendees
Town Questionnaire	Detailed questionnaire sent to every household covered by the NDP asking a range of questions following the 5 core areas covered by this NDP. The questionnaire was issued, and responses collated, by SDC on behalf of the Steering Group.	Summer 2015		
Annual Town Meeting	Slot at the annual town meeting providing an update on progress of NDP and inviting feedback.	Summer 2016	Baptist Hall	Circa 100 attendees
Special Town Meeting	A meeting called to present the draft NDP to the residents of Henley.	July 2018	Memorial Hall	Circa 120 attendees

3.3 In addition, the Steering Group met on more than 50 occasions throughout the life of this project in order to collate the responses from the community consultation, draw them together and produce the policies and

4 | Background to the joint parishes

- 4.1 The designated neighbourhood area is located in the heart of the Warwickshire countryside surrounded by the Green Belt and comprises two parishes: Henley-in-Arden (population 2,074), which is mainly to the west bank of the river Alne, and Beaudesert (population 990) on the east bank and all the land north of the old railway bridge.
- 4.2 The combined population of the joint parishes according to the 2011 census was 3,064.

5 | Socio-economic profile

- 5.1 Compared with national figures, Henley has a slightly higher than average mean age (over 41 years). Almost a third of the population is aged between 45 and 65. The ageing population will have an impact on certain services within the town.
- 5.2 Henley is characterised by a significant number of professional and self-employed people and there are relatively low levels of unemployment. Comparatively few people who live in Henley also work within the town, most instead commuting to the nearest urban centres of Warwick, Stratford-upon-Avon and Birmingham.

6 | Landscape

- 6.1 Henley's landscape is enhanced best by its surrounding Green Belt and scattered pockets of woodland and dense vegetation, a remnant of the former Forest of Arden. These are interspersed with brooks, streams, farmland and, of course, the river Alne. Consequently the area has been designated as a Special Landscape Area in the District Council's Core Strategy.
- 6.2 The main High Street is included within a Conservation Area and is subject to restricted planning considerations and includes a number of listed properties. The Beaudesert Castle Scheduled Monument is a particularly important feature within the town.





7 | Historic background

- 7.1 Henley is formed from the two separate parishes of Beaudesert & Henley-in-Arden. Neither of these places were mentioned by name in the Domesday Book of 1086. Beaudesert was the 5 hides of land held in Preston Bagot by the Count of Meulan previously held by Britnod. The title passed from the Count of Meulan to the Earl of Warwick and his great nephew Thurstan de Montfort. Beaudesert was where the De Montfort family built their castle early in the 12th Century. On 2nd March 1141 Thurstan obtained a Charter from Empress Matilda to hold a Market on a Sunday within his castle. Henley was a small part of the lands held by Robert de Toeni (de Stafford) in Wootton Wawen in 1086. By 1166 Thurstan de Montfort held $\frac{1}{4}$ knights fee from Robert de Stafford for this land. In 1220 Peter de Montfort was granted a Market Charter for Henley and a market settlement along the
- 7.2 The De Montforts were an important baronial family that rose to play a central role in national politics with Peter de Montfort (1205-65), who was one of the leaders of the Barons during the Barons' Revolt. He died at the Battle of Evesham alongside his more famous namesake Simon de Montfort the Earl of Leicester.
- 7.3 The De Montfort family died out in 1369 and the title reverted to the Earl of Warwick and then the Crown. The castle was abandoned by the end of the 15th Century and in 1535 it was described by John Leland as being in ruins.
- 7.4 The Court Leet & Court Baron are a relic of Henley's feudal past. The Court Leet had jurisdiction over petty offences; the Court Baron dealt with transfer of property and land within the manor.

**Henley is formed from
the
two separate parishes
of Beaudesert &**

Henley-in-

North-South road was created.

Arden.



7.5 The earliest mention of a manorial court in Henley is from 1240, when Brice of Henley promised to do suit at the court of Henley three times a year. The Court was recognised as an ancient court and was exempt from the 1977 Administration of Justice Act which abolished outdated courts.

7.6 During the Civil War Henley suffered as it stood on the main Birmingham to Stratford road. Several times it was pillaged by troops from both sides of the conflict. However, the main road also provided Henley with increased prosperity especially during the coaching age of the 18th Century. A Turnpike Trust was formed in 1726 to look after the road and toll gates were erected. Coaching Inns were numerous in Henley, around a dozen existed

at the start of the 19th Century but many have since closed. The railway age brought a decline in the use of coaches and despite being the birthplace of one of the great railway pioneers, William James (1771 – 1837), Henley was left somewhat isolated until a railway station was eventually built in 1894.

The Memorial Hall was opened as a Public Hall & Institute in 1909 and during the First World War it served as an Auxiliary Hospital.

7.7 Henley became a separate ecclesiastical parish to Wootton Waven in 1914, but was combined with Beaudesert in 1915 and put under the joint patronage of the Bishop of Coventry and the High Bailiff of Henley. Until 1957 Henley was part of Wootton Waven's Parish Council; Beaudesert formed its own Parish Council in 1955. In 1976 Henley & Beaudesert Parish Councils joined together to form the present Joint Parish Council.

7.8 Henley has a strong community spirit and there is a large number of thriving local organisations and societies, covering for example history, gardening, bowls, art and sport. The balance of age groups within the town, where young families, working people and the retired are all currently well represented, is an important factor in sustaining this thriving community. There is a wide range of housing size and affordability and the 2020 Housing Needs Survey identified only a small local requirement for additional housing: 7 more affordable properties to rent and 11 for local purchase.

**During the Civil War, Henley
suffered as it stood on the
main Birmingham to
Stratford road.**

8 | Employment and services

- 8.1 Henley is well served by a number of small and medium sized enterprises covering business sectors as diverse as financial services, land and property development, public transport, vehicle sales, professional services, tourism and hospitality.
- 8.2 The Town enjoys a number of retail outlets including a convenience store, general groceries, a florist, clothes shops, charity shops, a furniture shop as well as many other businesses supporting the Town's tourist trade.
- 8.3 The town also has its own railway station as well as a regular bus service accessing Birmingham to the north and Stratford-upon-Avon to the south.
- 8.4 There are a number of service based companies such as a post office, pharmacy, opticians, dentists, chiropractor, solicitors and estate agents and pre-schools as well as a wide range of restaurants, public houses, cafés and coffee shops.
- 8.5 The aspiration of the NDP is to support the expansion of businesses to grow and flourish within the community in order to provide additional employment for residents and to attract people to the Town, thereby generating additional revenues for the existing businesses.



9 | Stratford District Council's Core Strategy



The NDA forms part of a framework of planning guidance and is subordinate to SDC's core strategy.

A copy of SDC's Core Strategy can be accessed from the following link:

<https://www.stratford.gov.uk/planning-regeneration/core-strategy.cfm?frmAlias=/corestrategy/>

10 | Vision Statement

10.1 Throughout the consultation process, the Steering Committee was struck by the consistency of comments and observations made by local residents and businesses about what makes Henley such a wonderful place to live and work.

10.2 It seems that we are broadly all in agreement and this led the Steering Committee to seek to articulate a common vision for the parishes over the plan period: Land aspirations, whilst not being formal policies, will provide assistance for the purposes of interpreting policies set out in this NDP.

10.3 Our town aims to be a strong, inclusive and accessible community that supports the needs of new and existing businesses and residents of all ages. It wishes to utilise its unique landscape, history, leisure and tourism assets to offer a sustainable and thriving rural lifestyle for residents and visitors alike.

10.4 That vision is going to be delivered through the application of eight key objectives set out below.

10.5 Services and Facilities

The NDP should create an attractive and useable public realm and seek to improve upon existing services (including schools, medical services, parking facilities and other public amenities) and support the establishment of new accessible local services and community enterprises, in both Beaudesert and Henley-in-Arden, which meet the needs of the whole community. Henley should be a community in which its population is in harmony with its services and facilities, where healthcare, education and leisure facilities are easily available to all. The NDP should encourage

ambitious and bold plans designed to provide first class public amenities including:

- Improvements to the infrastructure and teaching facilities of our local schools
- Improvements to the fabric, facilities and capacity of our medical centre
- Improved car parking in central locations making for easy access to local businesses
- Improved community assets that take advantage of improvements in technology including, for example, to the Memorial Hall

10.6 Cultural Landscape

The NDP should seek to preserve and enhance local landscape features including but not limited to, listed buildings, the Scheduled Monument, the Conservation Area and the Green Belt.

10.7 Biodiversity and Ecology

The NDP should seek to preserve and enhance the parishes biodiversity, through supporting the retention, creation and improvement of the green infrastructure networks, including woodland, hedgerows and streams. It should be a green, clean place which has embraced renewable energy in a way sympathetic to the nature of the town, whose population understands the need for reducing waste and increasing recycling.

10.8 Traffic and Transport

The NDP aspires to encourage sympathetically designed traffic calming measures into the town which are designed to accommodate much needed improved parking and speed reduction, whilst creating an attractive and useable public

realm for pedestrians and cyclists. It should strive to improve public transport access to allow for less dependence upon cars.

10.9 Sustainable Access

The NDP will support an increase in the number and quality of routes using sustainable modes (bus, train, foot and cycle) within the parishes, between Henley and the surrounding urban centres, as well as including safe routes to schools, shops and services generally.

10.10 Leisure and Tourism

The NDP should recognise the range of leisure, sporting and landscape assets (including the Mount and Green Belt) and seek to enhance public enjoyment of these whilst supporting proposals for new leisure and tourism developments. It should be a destination for tourists in its own right celebrated for its history, its green space and countryside access, its diverse gastronomic reputation, its diverse businesses and its attraction for families.

10.11 Sustainable Residential Development

The NDP should support, where feasible and not in contravention with other objectives, new small scale opportunities for residential development within the existing town boundary to support local and district housing needs that are well related to the villages and are of a high quality and contextually responsive design. It should also support incremental growth through redevelopment of brownfield sites and/or infill sites. Any such developments should not encroach on the Green Belt, so that future generations can also enjoy the sense of freedom living on the edge of such natural beauty offers.

10.12 Sustainable Economic

Development

The NDP should promote development proposals for increased economic activity appropriate to the rural nature of the parishes by encouraging small scale opportunities in sustainable locations, including live-work conversions and farm diversification which make the most of local tourism assets.

10.13 The NDP should support existing businesses in their growth ambitions which would result in increased employment opportunities for residents of the town.

10.14 The NDP should encourage opportunities to reduce the existing flood risks within the town through Natural Flood Risk Management interventions or other engineered options.



Community Spirit in Henley



11 | Policy

The policies set out in this NDP have been assessed to be consistent with the requirements of the 2019 NPPF.

P1. HOUSING

Strategic Objective

Paragraph 6.4.16 of SDC's Core Strategy notes that the town needs to provide about 90 new homes over the plan period, together with the potential need for Reserve Sites. All such homes and Reserve Sites should be built in compliance with the following policies:

11.1 Green Belt and Rural Setting

It is clear from the NDP survey that residents hold the rural nature of our environment around Henley as a characteristic of high importance. With 90% of respondents considering the Green Belt and surrounding countryside as one of our most important features, and 96% believing the quality of the Green Belt surrounding Henley to be important or very important.

The NPPF provides some protection in respect of greenbelt development and the policies in this NDP are intended to augment those protections.

In recent years the town has been subject to development pressures particularly on the green fields to the west of the railway line. This was met with strong objection at town meetings

and through planning applications and it is clear from NDP survey responses that the majority of residents wish to preserve the surrounding countryside.

11.2 Residents are keen to preserve the railway line as the natural boundary separating the built up area from the surrounding green belt. Consequently, new housing development to the west of the Stratford railway should be strenuously resisted.

11.3 Current Green Belt policy affords significant protection to most types of development such as large scale residential development and encourages the focus of development on in-fill sites or the redevelopment of previously developed sites. The NDP fully supports this approach.

11.4 Scale of Residential Developments

This NDP recognises the need to increase housing nationally and locally and the role that Henley will play in achieving this. However, only small scale housing developments could be considered without being detrimental to the character of the town or creating problems with the sustainability of our local services.

11.5 The NDP survey results make it clear that residents are concerned about any new housing in the town, with 76% feeling more housing would spoil the environment. They also demonstrated that, were new housing to be developed, there was a clear preference that developments should be on a small scale and infills within the town boundaries.

To ensure that as Henley grows in an organic and sustainable way, proper account must be given to existing infrastructure limitations, in particular sewerage, surface water systems and land drainage run off schemes, but also power, broadband, cellular and road traffic congestion.

11.6 Social & Affordable Housing

The NDP supports the creation of appropriate numbers of social and affordable housing within the joint parishes. Any such housing should be prioritised for local needs and for those with an existing connection to the joint parishes. Such housing should comply with the broader housing policies set out in this NDP. In particular, social and affordable housing should be located within the town boundaries as infill sites so as to ensure that they are properly integrated into the community. There is little or no desire amongst residents to see an isolated grouping of social housing on the periphery of the town, whether in the green belt or otherwise. Any such housing should instead be encouraged to be sited within the existing town boundary so that the residents of those homes are a seamless part of the Henley community.

Policy H1 - Housing Growth

1. *The built up area boundary of Henley is defined by the Town Boundary as shown in Figure 2 on Page 16. New housing development within the Town Boundary will be supported in principle.*
2. *All areas outside of the Town Boundary are classed as Green Belt and countryside. New housing in the Green Belt and countryside will be strictly controlled and resisted in favour of development within the existing Town Boundary. New housing developments in general should be restricted to no more than ten dwellings per new development site unless there are very special circumstances which are endorsed by the JPC.*
3. *New housing developments should be prioritised in infill sites within the existing town boundary and only in very special circumstances, in appropriate cases on land to the south of the A4189 Warwick Road.*

Explanation

Future housing development within the Neighbourhood Area will need to be continuous but controlled in order to achieve steady and moderate growth and fully respect Green Belt policy.

The Core Strategy identifies Henley as one of eight Main Rural Centres where up to 90 new homes will be expected to be provided between 2011 and 2031 in order to assist the dispersed approach to housing provision across the district.

11.8 A total of 162 dwellings have been granted planning permission since 2011, many of which have already been built (see table below).

Housing Commitments Since 2011	Reference	Additional Market Homes	Affordable Homes
62a Arden Road	06/00932/FUL	1	1
Farriers Croft, Warwick Road, Cattle Market	10/02458/FUL	40	11
223 High Street	11/01310/FUL	1	0
62A Arden Road (subdivision of property)	11/01423/FUL	1	0
123 High St, Conversion to Residential	11/02394/FUL	1	0
Harpers Hill Farm, Stratford Road	12/01642/FUL	1	0
227 High Street	12/02561/FUL	2	0
36 Whitley Road	12/02576/FUL	1	2
Henley Grange, Riverhouse School, Stratford Road	13/00384/FUL	13	0
Rear of 227 High St, erection of 4 No 1 Bed apartments off Prince Harry Rd	13/00693/FUL	4	4
227 High Street (conversion)	13/00793/FUL	2	0
13 Arden Close	13/01044/LDE	1	1
123 High Street, Conversion to Residential	13/02350/FUL	1	0
The Willows, Liveridge Hill	14/02279/LDE	1	0
13 Meadow Road	15/00630/FUL	1	0
Land at Rear of 3 Liveridge Hill	15/00769/LDE	1	0
6 Bear Close	15/00781/FUL	1	0
Riverhouse School, Stratford Road	13/02425/FUL	1	0
21 Riverside Gardens	16/00160/FUL	1	0
Botley Hill Farm, Tanworth Lane	14/03195/FUL	4	0
Shampan, Liveridge Hill	14/03077/FUL	8	0
117-121 High Street	14/02540/FUL	5	0
Sunnyside & Ferndale, New Road	16/04066/FUL	1	0
36 Whitley Road	14/00893/FUL	2	2
13 Meadow Road	15/00630/FUL	1	0
3 High Street, Demolition of workshop replace with 2 apartments	15/03637/FUL	2	0
Kyte Green Cottage	16/01319/FUL	1	0
Haven Pastures, Liveridge Hill, Phase 1	16/01505/FUL	3	0
54/56 High St, conversion to Residential	16/02120/FUL	1	0
237 High St	16/04024/FUL	1	0
Warwickshire College, Stratford Road	15/03669/OUT	45	16
Lock Up Garages, Arden Rd	18/01969/FUL	2	0
The Elms, 14 High St 6 New Apartments	18/01456/FUL	8	0
ACE Stores, 36 Whitley Rd	17/00295/FUL	2 Flats	2
Haven Pastures, Liveridge Hill, Phase 2	17/01134/FUL	3	0
Total number of dwellings		178	39

11.9 The NDP survey demonstrated that the historic character of Henley is a key feature with 79% considering it one of the most important, and 98% wishing to retain and enhance the historic character of the high street in particular. Under this aspiration the purpose of Policy H1 is to ensure that any new development is not detrimental to the character of the town, and where possible should enhance the historic nature of that character.

11.10 All new dwellings should be designed to be environmentally sustainable in construction and in use. This includes building in the ability to recycle water collection. Any features, including solar panels and ground or air source heat pumps, must be designed to avoid harm to the appearance of the building and the street scene. If a building is listed or within the conservation area then equipment specifically designed to be consistent with the visual style of the surroundings will be required.

11.11 Applicants or developers proposing new homes must show how they have responded to the guidance provided through SDC Developments requirements supplementary

11.12 Planning Documents Secured by Design and the Lifetime Homes Standards

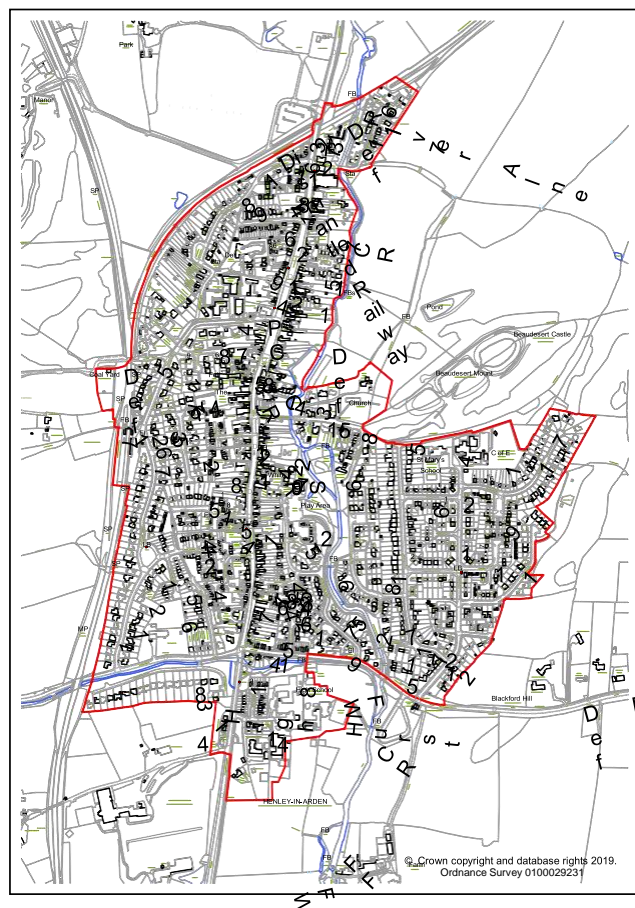


FIGURE 2 – HENLEY INSET MAP SHOWING DEVELOPMENT BOUNDARY

Policy H2 - Infrastructure Criteria

All new build housing developments must demonstrate, through the submission of appropriate evidence, that existing infrastructure would not be adversely affected.

This should be achieved in the following ways:

- All proposed paths and driveways should be constructed of a permeable material
- Provision of the necessary infrastructure to supply high speed/superfast fibre-optic broadband
- To promote a safe environment for existing and future residents by ensuring that new developments incorporate provision for emergency services infrastructure where necessary.
- Incorporation of a high standard of energy efficiency in the design and build of the proposed dwellings and where practical should be carbon neutral
- Resist the conversion of business premises in the Conservation Area into residential dwellings
- Provision is made for suitable and safe off road parking for at least 1 car per bedroom excluding garaging and/or in line with part 0 of SDCs emerging Development Requirements SPD.
- All new developments should consider flood risk and inclusion of sustainable drainage systems.

Explanation

New development must not overload the existing drainage systems in Henley. Surface water has entered houses on several occasions in recent years causing great damage and hardship.

This policy aims to ensure that development does not make this unsatisfactory situation worse by requiring that appropriate mitigation measures are in place before new houses are occupied. Consideration should be given to the retention of land which can be used to slow down the flow of surface water and the creation of containment ponds. Flood risk management is the responsibility of Warwickshire County Council as the Lead Local Flood Authority and developers will in future be required to meet relevant national and local guidelines.

P2. ECONOMY

Strategic Objective

11.11 The town is keen to see proposals for increased economic activity appropriate to the rural nature of the parishes by encouraging small scale opportunities in sustainable locations, including live-work conversions and any other activities which make the most of local tourism assets.

Policy E1 - Protecting and Supporting Existing Employment Sites

Proposals for the change of use or redevelopment of land or premises identified for, or currently in, employment use will only be supported providing one or more of the following criteria are met:

- a. There is a sufficient supply of sites for a range of employment uses to meet both immediate and longer term requirements over the Plan period;
- b. The applicant can demonstrate, through the submission of a minimum 6 month marketing exercise, that the site/premises is no longer capable of meeting employment needs;
- c. Development of the site for other appropriate uses will facilitate the relocation of an existing business to a more suitable site;
- d. Unacceptable environmental problems are associated with the current use of the site and the proposal will, where possible, alleviate them.

Extensions to existing commercial buildings in the Neighbourhood Area will be supported providing there is no conflict with other policies in this Plan.

Explanation

In the 2015 Residents' Survey, 54% of residents agreed that the Neighbourhood Plan should focus on facilitating employment opportunities for local residents and only 36% of residents felt that there is access to adequate employment opportunities in and around Henley-in-Arden.

Where local employment can be increased without adverse impact on infrastructure or landscape, this will benefit the environment by reducing car travel outside the town and assist in balancing the age structure of the community.

Policy E2 - New Employment Opportunities

Explanation

Some residents are keen to consider the possibility of promoting a modest-scale business park located outside of the central area of the town in order to provide workshop/office building opportunities for SMEs. This would be located out of the town so as to avoid undue pressure on the infrastructure whilst providing employment opportunities for residents of the town, subject to overarching planning policies.

Policy E3 - Leisure and Tourism

Proposals for new or improved leisure and tourism based services and facilities within the Neighbourhood Area will be supported providing they do not conflict with other policies in this Plan or threaten the viability of existing leisure and tourism services.

Explanation

Henley has a strong community spirit and there is a large number of thriving local organisations and societies, covering for example the Heritage Centre, churches, allotments, art, rural cinema and sport. The balance of age groups within the town where young families, working people and the retired are all currently well represented is an important factor in sustaining this thriving community.

Proposals for new leisure and tourism-based facilities must respect the Green Belt designation surrounding the Neighbourhood Area

Policy E4 - High Speed Internet Access

All new residential and commercial developments within the Neighbourhood Area will be expected to include the necessary infrastructure to facilitate fibre optic connection.

Explanation

In an age where home based businesses and home working are encouraged in order to advance sustainable patterns of living and working, it is important that the very latest Broadband services are provided.

This Plan seeks to promote the future proofing of new residential and commercial development by requiring the infrastructure associated with the installation of high speed broadband to be provided at the build stage.



Policy E5 - Telecommunications

New or enhanced telecommunications development will be supported subject to the following factors:

- a. The operational requirements of the telecommunication networks and the technical limitations of the technology, including any technical constraints on the location of telecommunications apparatus;
 - b. The need to comply with the most up-to-date guidelines in place at the time of the application for safe emissions to be met;
 - c. The need to avoid interference with existing electrical equipment and air traffic services;
 - d. The potential for sharing existing masts, buildings and other structures, such evidence and justification for any new site should accompany any application;
 - e. The impact of the development on its surroundings with particular regard to the siting and appearance of the proposed apparatus and associated structures and the need to minimise the impact on the visual amenity, character or appearance of the surrounding area. If on a building, apparatus and associated structures should be sited and designed in order to seek to minimise impact to the external appearance of the building.
-

Policy E6 - Home Based Working

All new dwellings within the Town Boundary are encouraged to provide space to support home working, with flexible space adaptable for a home office, and incorporate cabling to support broadband in accordance with Policy E2.

Policy E7 - Live Work units

Proposals for small-scale live-work development comprising commercial space (Class B1a) and living space will be supported subject to the following criteria:

- a. have suitable independent access to both uses;
 - b. have an appropriate level of off road parking to serve both uses;
 - c. layout and design ensures that residential and work uses can operate together without conflict;
 - d. be in reasonably accessible locations to service facilities by means other than a private vehicle provided it complies with Core Strategy Policy CS.22;
 - e. in the case of conversions, the building should be of a permanent and substantial construction, structurally sound and capable of conversion without major rebuilding or extension and have an adequate residential curtilage without having a detrimental impact on the building and its rural setting.
-

Explanation

Many residents have adapted to modern working patterns and are either employed to work from home or have established their own business within part of their home. It is likely that this pattern will continue and potentially increase so new developments must be able to accommodate and or adapt to the requirements of future owners to be able to homework.

The ability to convert a room to a home office, carry out a loft conversion or utilise space for a garden office would assist in encouraging home working.

Mixed use schemes where an occupier can work and live within the same planning unit has the benefit of removing the necessity to travel to work and therefore such schemes are a relatively sustainable form of development that would otherwise not be supported in rural locations.

P3. COMMUNITY

Strategic Objective

11.12 Our town aims to be a strong, inclusive and accessible community that supports the needs of new and existing businesses and residents of all ages. It wishes to utilise its unique landscape, Green Belt, history, leisure and tourism assets to offer a sustainable and thriving rural lifestyle for residents and visitors alike.

Policy C1 - Protecting and Enhancing Existing Community Assets/Facilities

11.13 The loss of existing community facilities (of the like described in the Explanation) will be resisted unless it can be demonstrated that the facility is no longer viable or that the facility is no longer in active use and has no prospect of being brought back into use.

11.14 Proposals which enhance and improve existing community facilities will be supported. New community facilities will be encouraged providing they are compatible with existing neighbouring uses.



Explanation

Henley is fortunate that we have most major sports represented in the community except swimming. Most of the sports – football, cricket, tennis, bowls, table tennis, shooting etc – come under the auspices of the Henley War Memorial Trust (HWMT).

Discussions have begun between HWMT, JPC, the clubs and interested members of the community to find a way of retaining the playing of these sports which have a rich history of achievement in Warwickshire.

We are very lucky in Henley to have retained a number of facilities that were previously under the ownership of the Local Authority such as the Youth Club at The Hub and the local library. Both are now run as community assets. The facilities are reliant on funding by the JPC and subsequently the Town Precept. The NDP recognises the service that these provide to the community and supports initiatives that work to secure their future.

The town is also blessed with a number of halls of various sizes in which to hold leisure activities. The largest is the Henley School hall which holds 250-300 followed by the Memorial Hall (200), the Church Hall, the Baptist Hall and the Guild Hall (75). These are heavily used by the local community for clubs, parties and meetings and are a great asset.

The beautiful Guild Hall and Jubilee Gardens are also venues which are available for leisure and entertainment which need to be supported and maintained for future generations to enjoy. Currently the maintenance is funded by the Court Leet. This commitment is to be applauded and should be supported and monitored by the JPC and other town organisations.

Although all of these are fantastic resources, when questioned people raised the issue of there not being enough activities for the over 10s in Henley. Ideas suggested were a properly run clubhouse/coffee shop, craft centre and more sports clubs. One person commented “Ask the young people of Henley what they are interested in” which is a fabulous suggestion and perhaps something for the JPC to think about in the future.

Policy C2 - Designated Local Green Space

This Plan designates the following areas of Local Green Space as defined below at the following locations:

1. Beaudesert-Mount
2. Allotments gardens to west of the railway line
3. Jubilee Park
4. Riverlands
5. Littleworth
6. Memorial Sports Ground

Development that would harm the special character of a Local Green Space or its significance and value to the local community will not be supported unless there are very special circumstances which outweigh the harm to the Local Green Space.

Where appropriate, Community Infrastructure Levy funds will be used to enhance these designations to ensure a suitable quantum and quality of recreational and amenity space is available for the Neighbourhood Area.

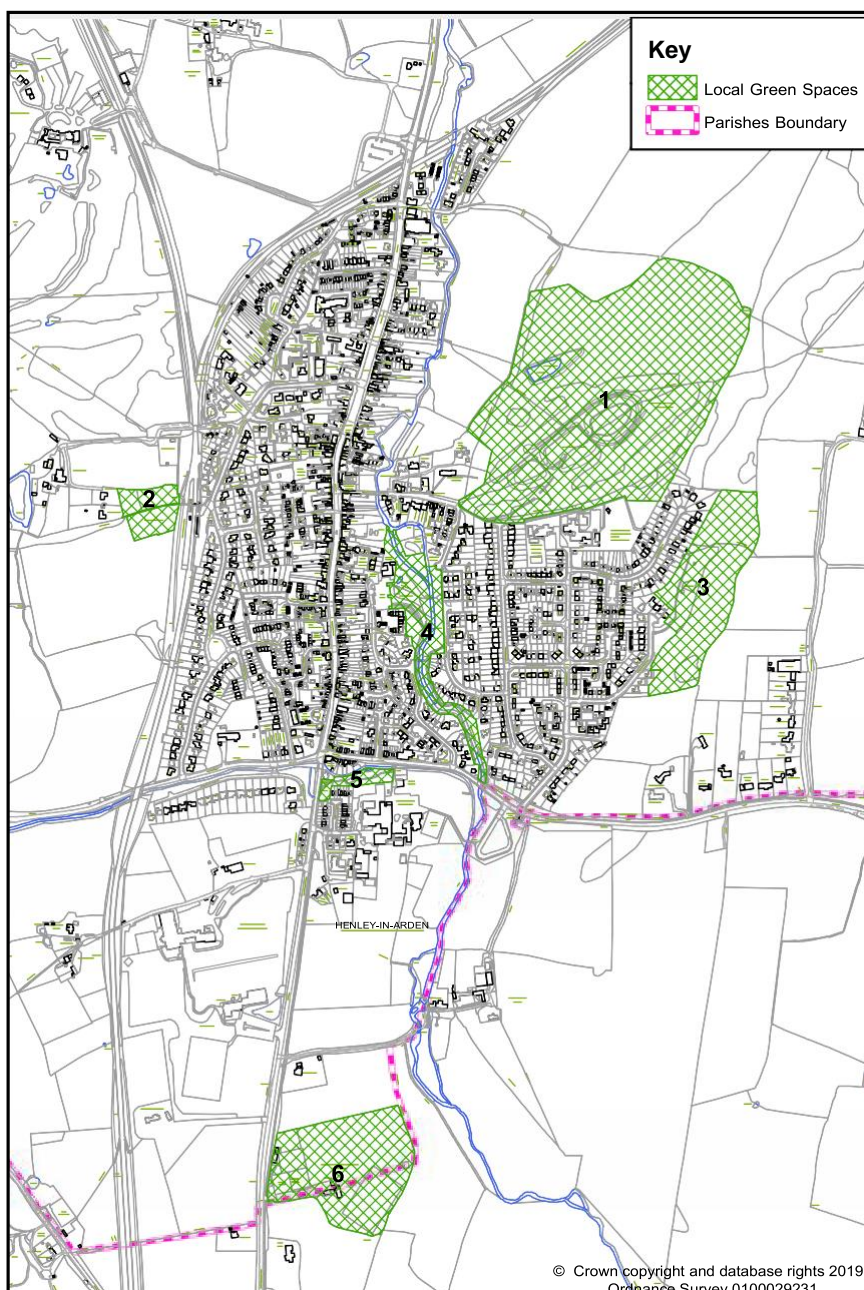


Figure 3: Beaudesert and Henley-on-Arden - Local Green Spaces

Explanation

In accordance with paragraphs 99-100 of the 2019 NPPF, local communities are encouraged to include new and robustly justified Local Green Spaces within their neighbourhood plans, where this designation does not prevent identified development needs being met.

Local Green Space which is of particular importance to local communities, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife will be designated for special protection. None of the designed Local Green Spaces represent large tracts of land and are all well related to the local community.

Local policy for managing development within a Local Green Space should be consistent with policy for Green Belts.

Policy C3 - Sports and Leisure Facilities

Existing sports and leisure facilities at the Memorial Sports Ground will be protected and where possible improved and enhanced for the permanent use of residents and visitors.

Proposals which reduce or remove such facilities will not be supported unless provision for equivalent or better facilities is provided (and a secure mechanism for its delivery) in an alternative suitable location.

The development of additional sports and leisure facilities elsewhere in the Neighbourhood Area will be encouraged.

Where appropriate, Community Infrastructure Levy (CIL) funds will be used to enhance sports and recreation facilities in order to ensure a suitable quantum and quality is available for the Neighbourhood Area.

Explanation

Since the closure of Warwickshire College as an educational facility the Sports facilities have been run as a self-supporting enterprise for the local Community. This facility ceased trading December 31st 2019. The Sports Hall, Exercise Gymnasium, and all weather pitch provided an excellent extra dimension for the leisure facilities of the Community and surrounding catchment area.

The strength of feeling regarding the potential long term loss of these facilities in the Town was palpable and residents were extremely keen to preserve them where at all possible. Failing alternative appropriate replacement facilities of no lesser quality than those being replaced.



Renderings of the potential re-development of the War Memorial Trust sports playing fields.

P4. NATURAL ENVIRONMENT

Strategic Objective

11.15 The town wishes to preserve and enhance local landscape features including but not limited to, the Conservation Area and the Green Belt.

Policy N1 - Tranquility

All new development should be sympathetic to the rural surroundings and preserve the tranquility of the around the Town and countryside.

Explanation

The Campaign to Protect Rural England (CPRE) charity has stated, “The tranquillity of the English countryside is one of its most important qualities”. Residents agreed with this sentiment as demonstrated by the results of the Town questionnaire.

Policy N2 - Renewable energy

Development proposals including the use of renewable energy technologies will be supported providing they can be satisfactorily integrated into the character of the neighbourhood area especially when this leads to a tangible benefit to the community.

All proposals must have regard to the Green Belt policy and in particular paragraph 147 of the National Planning Policy Framework 2019, Plans coming forward should ensure that adverse impacts are addressed, including cumulative landscape and visual impacts and are not in conflict with any other policies in this Plan.

Explanation

We are all charged by our future generations to create a sustainable future and recognise the imperative of mitigating the worst effects of climate change. National and international objectives are as follows:

- UK Climate Change Act 2008 - 80% reduction in greenhouse gas emissions by 2050
- International agreement - To hold the increase in global average temperature below 2°C above pre-industrial levels

To support these objectives this NDP will promote the use of renewable technologies within the Neighbourhood Area with a desire to become a carbon neutral parish for electricity, providing our community with environmental, economic and social resilience.

Green energy schemes will be supported providing they are in line with the National Planning Policy Framework.

Policy N3 - Trees and Hedgerows

All new development will be encouraged to protect all trees and hedges where appropriate, as per BS 5837: 2012 Trees in relation to design, demolition and construction or as subsequently revised or replaced. Where this is not appropriate new trees and hedges should be planted to replace those lost.

Explanation

New developments must not adversely affect the health of established trees or require lopping to a degree that would materially hinder the future growth of the tree. Established hedgerows should be preserved unless there are exceptional agricultural reasons justifying their removal.

Policy N4 - Valued Landscapes

In order to maintain the distinctive character of the Neighbourhood Area, all new development must have regard to the landscape character and historic landscape features and retention of important landmarks and views.

Proposals which have an adverse impact on the skylines or valued landscapes will not be supported.

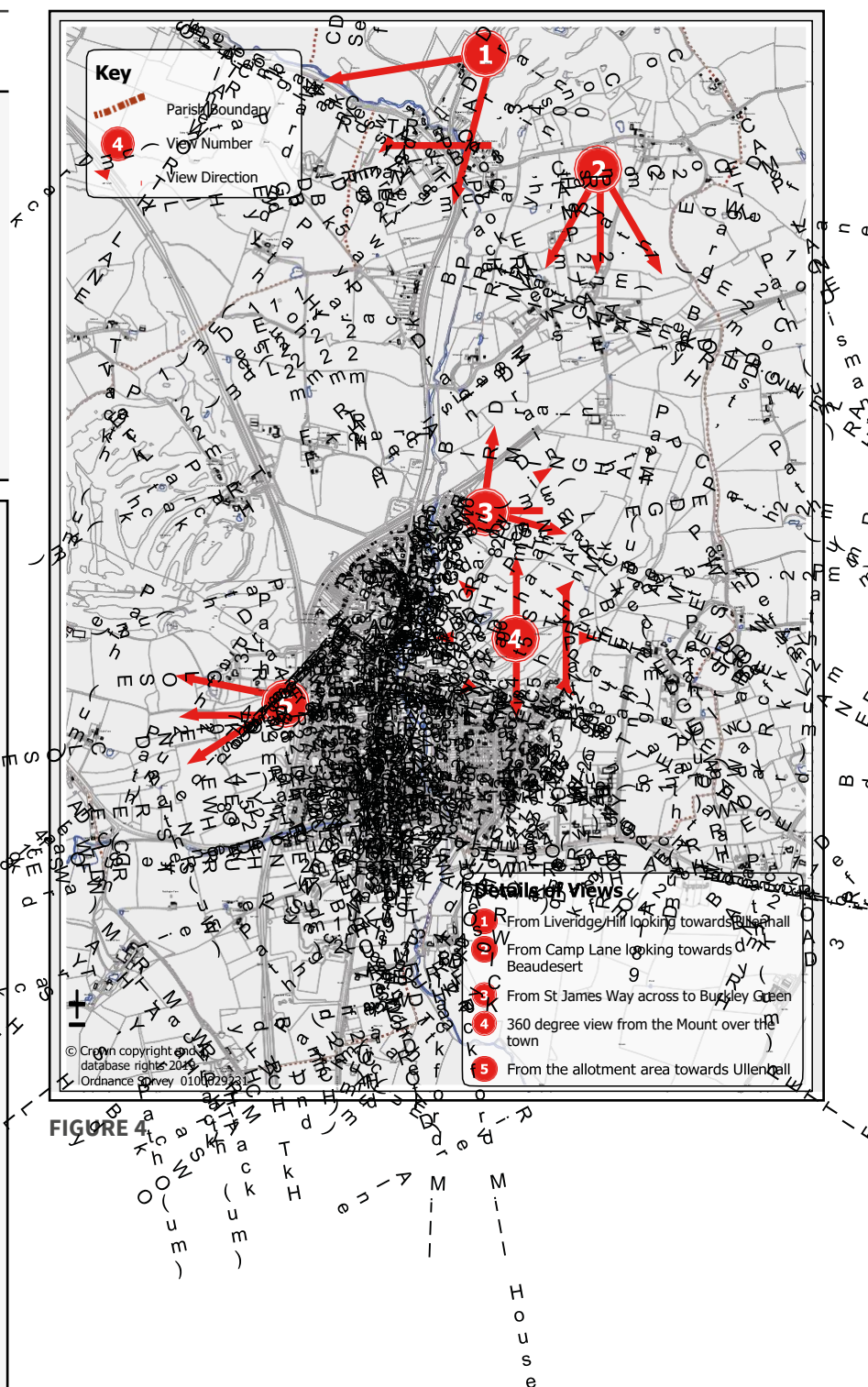
Explanation

Landscape Sensitivity Assessment was carried out in July 2011 by White Consultants. The objective was to help 'protect and enhance the more valued landscapes'. Henley lies in the Arden Special Landscape Area of rolling countryside.

It is important to protect the open and rural nature of the land surrounding built up areas of the parish to ensure the separate identities of our different settlements and retain its distinctive features and important views.

Any development proposals must ensure that valued views in and out of the village are maintained. The character of the landscape is derived from 'natural' factors, its geology, geographic location and the characteristic vegetation and habitat types it sustains.

For Henley, a number of valued landscapes and views into and out of the town have been identified in Figure 4.



P5. BUILT ENVIRONMENT

Strategic Objective

11.16 Residents would like to maintain an attractive and useable public realm and preserve existing services (eg. schools and churches) and support the establishment of new accessible local services and community enterprises in both Beaudesert and Henley-in-Arden. This should meet the needs of the whole community whilst being cognisant of the constraints in planning.

Policy B1 - Development Criteria

Where applicable, all new development within the Neighbourhood Area will be expected to:

- a. be compatible with the distinctive and varied character of the area, respecting the local settlement pattern and building styles, lines and materials;
- b. conserve and enhance heritage assets and their settings including listed buildings and the designated conservation area;
- c. protect, and enhance landscape and biodiversity by incorporating native landscaping consistent with the local character of the Special Landscape Area;
- d. ensure adequate provision is made within developments so that waste and recycling bins are not in public view;
- e. where appropriate, be preceded by an archaeological survey where development is within or adjacent to the conservation area or other known areas of historical importance;
- f. not exceed the height of existing buildings in the immediate vicinity;
- g. be designed to complement or enhance the historic character and not simply replace the existing building with something as equally incongruous;
- h. consider flood risk and inclusion of sustainable drainage systems;
- i. make reference to Secured by Design and where necessary emergency services.

Explanation

The results of the NDP Questionnaire overwhelmingly support the need for policies that will preserve the historic, cultural and visual characteristics of the Town. The policy items listed are the result of extensive consultation with the residents of the Town.

Policy B2 - Reuse of Rural Buildings

The conversion of existing agricultural buildings of architectural merit to housing, business space or residential tourist accommodation will be supported provided the development:

- a. does not have an unacceptable impact on the visual and landscape amenity of the area;
- b. does not have an unacceptable impact on neighbours' amenity;
- c. does not cause adverse harm to nature conservation interests;
- d. benefits from a safe and convenient access to the site or a satisfactory access can be created.

Explanation

The residents wish for the NDP to be supportive of sympathetic conversion of existing buildings in order to breed new life into them.



Policy B3 – Water Management

Reducing Flood Risk - New developments for residential or commercial buildings will be expected to provide and incorporate sustainable drainage systems unless it is demonstrated that this would be inappropriate. Other measures such as the reuse and recycling of water, the use of permeable paving and other measures that help with water efficiency and those which enhance ecology will be encouraged in all development schemes. Proposals which do not satisfactorily address fluvial and pluvial flooding considerations will not be supported.

Drainage - All proposals for new residential dwellings or new commercial buildings must demonstrate that there are or will be adequate water supply and water treatment facilities in place to serve the whole development. Proposals that would result in an unacceptable risk to the quality and or quantity of a water body or water bodies will not be supported.

Proposals to expedite the improvement and upgrade the existing drainage network in the village will be supported. All developments will be expected to demonstrate that there are suitable and satisfactory arrangements in place to deal with foul water.

Explanation

Some areas of Henley are vulnerable to flash flooding and alleviating flooding is a high priority for residents.

New developments should be designed to prevent increased discharge of surface water to the town's inadequate drainage system through measures such as the retention of open land and the creation of containment ponds as well as the use of permeable surfaces for drives and paths.

Policy B4 - Design Quality

For development on greenfield sites, or the major redevelopment of existing sites, design should provide for a high quality public realm with both hard and soft landscaping and measures to encourage biodiversity.

Favourable consideration will be given to housing development proposals that can demonstrate evaluation against Building for Life 2012¹ (BfL 12) with all criteria achieving a 'Green' score. Developments which include a 'Red' or 'Amber' score against any criterion must be justified in the Design and Access Statement or other supporting statement.

Explanation

New buildings should contribute to the achievement of sustainable development, consequently it is important to reduce the environmental impact of new development and the energy costs to new occupiers. Works to improve the performance of traditional buildings should be compatible with their building technology. It is important that in all cases steps are taken to minimise any noise from equipment in order to protect neighbours' amenity.

Policy B5 - Designated Heritage Assets

Proposals which cause harm to the special historical or architectural fabric and interest of listed buildings, Scheduled Monuments and the Henley Conservation Area and their settings will not be supported.

All proposals must conserve the important physical fabric and settings of listed buildings, Scheduled Monuments and Conservation Areas.

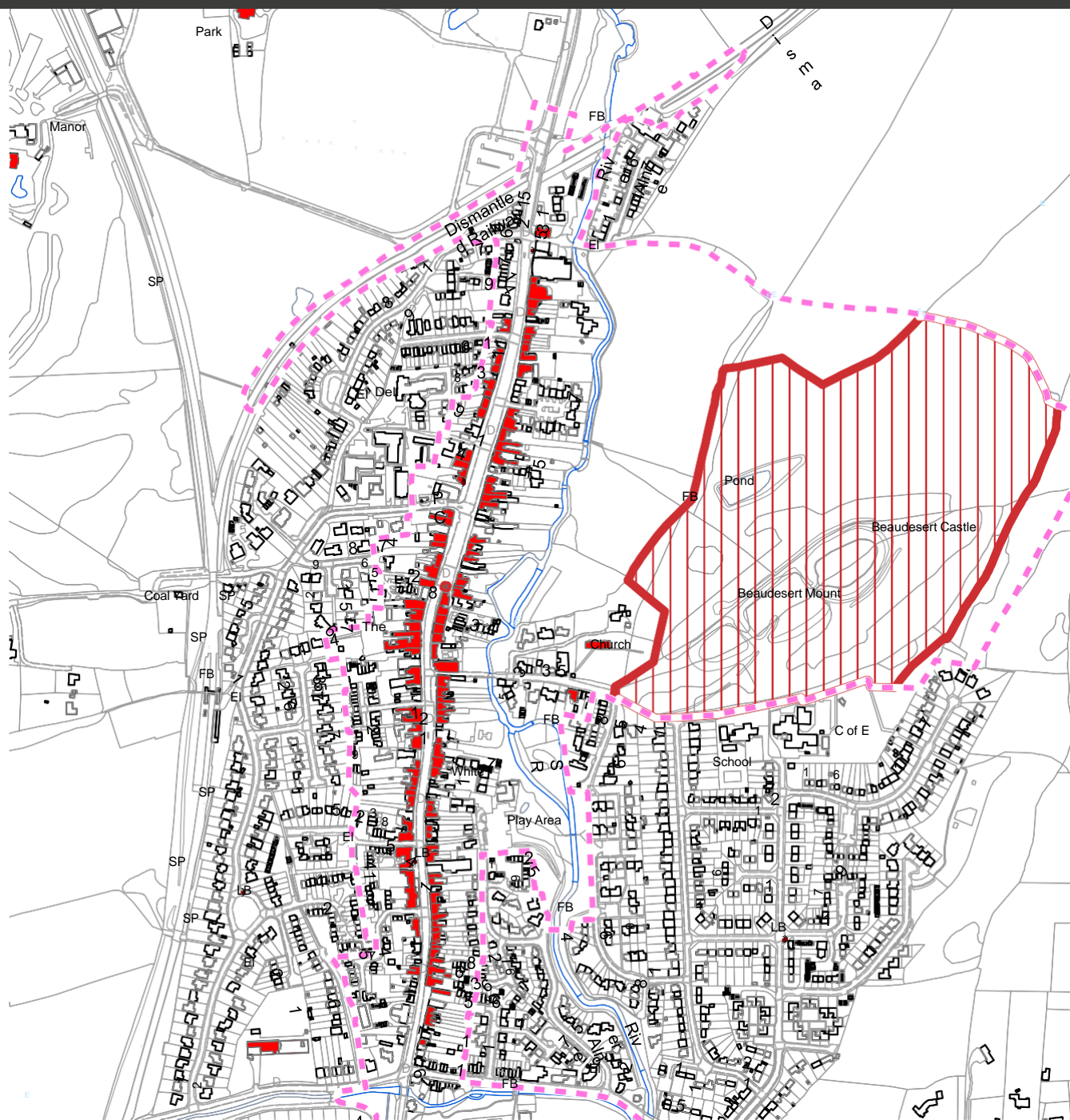
Explanation

There is a significant number of listed buildings along the High Street (A3400) which is also covered by Conservation Area status (see Figure 5 below) and a Scheduled Monument.

This Plan aims to assist in the protection and enhancement of the historic environment, including archaeological sites and historical buildings, for the benefit of residents and visitors alike.

The majority of sites containing archaeological remains are not statutorily protected or scheduled and it is known that many parts of the parish are likely to contain significant remains. Consequently, prior to any development commencing, advice should be obtained from The Planning Archaeologist at Warwickshire Museum Field Services.

FIGURE 5 – LISTED BUILDINGS AND CONSERVATION AREA





12 | Community Aspirations

Set out below are some of the community aspirations from the consultation process. They have not been examined as part of the Independent Examination of the NDP and thus will not have ‘weight’ in the decision making process in the same way as the policies in this NDP.

To ensure that there is adequate parking to meet the needs of local businesses, retail outlets and residents. The parking needs to be local to meet the requirements of those individual groups. To ensure that the traffic, both going

through and within the town, can travel with little interruption and within the speed limits.

To ensure that the people of the town can cross the roads safely; this applies especially to the entire High Street and all roads that are access points to the educational establishments.

To ensure that the existing public transport services that run north-south are fully maintained in the future. Over the life of this plan to work with

the transport companies and the local authorities to provide further services which will run to and from both Birmingham Airport and the International Railway Station. In addition work with those organisations to implement services that run east-west to both Warwick/Leamington and Redditch town centres which would also allow residents to attend both Warwick and Redditch Hospitals. If this service ran via Warwick Parkway this would also open up an alternative rail route to London and the south.

Project 1 - Car Parking

In the Croft car park allocate sufficient spaces to accommodate short stay parking to encourage shoppers and customers of other retail outlets.

To increase the overall capacity for parking within the town to meet the demands of both the business and residential communities including encouraging businesses to share their parking facilities with other potential users.

To place the car parking spaces themselves as near as possible to the business community as is practical. This could include the extension of existing car parks.

Ensure the full utilisation of ‘Permit-Holders’ spaces located on the High Street and other adjacent roads to ensure that those residences without off-road parking can park in close proximity to their homes.

With the development of The Mount as a nature and leisure amenity as well as a gateway to the walkways of South Warwickshire an additional car park will be needed in close proximity to The Mount. There are suggestions that this could be an environmentally friendly construction (not a threat to Green Belt) as near as possible to the Mount.

To review the needs of the town on a regular basis to ensure that the on-going requirements of the town are met.

Justification

The Traffic and Transport Working Party of the Council undertook a review of the car park capacity during the last quarter of 2016 and this determined that additional car parking is required to meet the needs of both the commercial and retail sectors of our community.

In The NDP Questionnaire, of those residents who answered the question 'Where do you park your vehicle?' 21% either park them on the road or in public/private car parks.

Due to the current usage of The Croft car park it is extremely difficult for shoppers to find a place to park. A review of the number of parking spaces is required to meet the requirements of the shoppers and then those spaces allocated for short term parking. This approach will be implemented in parallel with restricting parking on the High Street in front of the shops.

The public portion of the 'Northern' car park is largely underutilised: primarily this is due to the charging regime when other car parks and on-street parking is free. Bringing all car parks under the control of the JPC will ensure that there is a standard charging regime throughout the town thereby encouraging people to use that and other car parks.

Network Rail is looking to increase the capacity of its car park to attract new customers. The JPC will need to work with Network Rail to ensure that the existing station facilities are fully utilised.

To meet the shortfall highlighted in the Working Party's report will require additional parking spaces.
The options available are:

- a. Build new car parks on unused land – this would probably have to be on Green Belt land, which is seen as extremely undesirable to 90% of the community as highlighted in the NDP Questionnaire and contrary to the NPPF 2019.
- b. Increase the size of existing car parks where this is possible
- c. Look for small parcels of land within the town where small car parks can be located
- d. Continue to allow on-street parking
- e. Combination of the above
- f. Object to the loss or existing off-road parking in new planning applications

'Permit Holder' spaces are predominately located on the High Street although there are other spaces on some of the adjacent roads. A review is required of

- a. Residents requiring on-street parking spaces
- b. Residents actually using them. This would result in establishing whether there is shortfall in the requirement or spare capacity
- c. Establishing whether there are any other locations for off street parking for residents.

If the review establishes that there is spare capacity in the system, then this capacity would be released for long term parking.

Make sure all new or refurbished properties incorporate their own car parking spaces within their footprint, as determined in the Housing Development Section of this Neighbourhood Development Plan.

To work with business owners on the High Street to keep the parking spaces in front of their premises for customer parking

Project 2 - Road Safety

Ensure that disruption to traffic flow is minimised by limiting the amount of traffic that parks on the High Street, especially outside the main retail shops.

Reduce the speed of traffic travelling down Blackford Hill by moving the 30mph speed limit back to Edge Lane.

Introduce further speed reduction measures outside the schools at the start and end of the school day.

Place double yellow lines at critical points throughout the town to ensure the safe movement of traffic.

With 65% of those answering the questionnaire specifically asking for traffic calming, especially along the High Street, Brook End Drive and Arden Road, it seems essential this will have to be implemented within the lifetime of this NDP.

Justification

Regarding the option of a by-pass, as has happened in similar small towns, the Steering Committee considered it not to be feasible because of its effect on our Green Belt which the questionnaire found to be sacrosanct. 90% of the population of Henley that answered the NDP Questionnaire felt that the most important consideration of any plans for the town should be the protection of historical character of the town. There is, therefore, a need for some really innovative ideas to deal with our traffic and parking problems within our existing resources to cover for any future growth of our town.

The A3400 is still a key traffic route that includes large lorries. The High Street is also very busy with people regularly crossing the road. The speed of traffic needs to be reduced to ensure people's safety. The key to speed control is ensuring that motorists drive within the defined limits. RoSPA stated in a paper on Speed Cameras 'For car occupants, the risk of being killed in collisions with another vehicle increases with speed. For pedestrians struck by cars, the risk of fatality increases slowly until impact speeds of around 30mph. Above that limit, risk increases rapidly (between 3.5 and 5.5 times from 30mph to 40mph).

There are two potential options:

1. Reduce the overall speed down from 30mph to 20mph by changing the speed limit signs at either end of the High Street (the clear preference of the town based on the results of the extensive questionnaire), or
2. Introduce speed control along the whole High Street by the use of:
 - a. Flashing signs indicating the vehicle's speed and telling them to slow down.
 - b. Fixed Speed cameras.
 - c. Average Speed Cameras.

The method to be adopted for controlling speed in the town will be subject to further consultation with both the community and the planning authorities together with the Highways Agency.

The 30mph limit at the lower end of Blackford Hill means that traffic is arriving at the edge of the High School travelling at least 40mph – moving the limit to Edge Lane will cause traffic to slow down before dropping down the hill.

Further speed controls should be introduced at the start and end of the school day to limit the speed to 20mph

Prevent cars parking outside the shops on the High Street. Any enforcement measures that would be introduced would be in conjunction with providing short stay parking in the Croft Car Park.

Restrict the number of delivery lorries parking outside the shops on the High Street during the rush hour periods – e.g. Between the hours of 07.30-9.30 and 1600-1800. As an alternative for vans and small lorries, space could be reserved in the roadway to the Croft car park to further reduce the need to park outside the front of the shops.

Introduce traffic calming measures along other key roads such as Arden Road and Brook End Drive/Station Road. The Former is due to the number of vehicles that park in the road together with the two Junior Schools at the end of that road. The latter because it is used by a number of motorists as a 'short cut' from the A4189 to the High Street, thereby avoiding the traffic lights at the junction of those two roads.



Project 3 - Public Transport

To ensure that the existing public transport services that run north-south are fully maintained in the future.

Over the life of this plan to work with the transport companies and the local authorities to provide further services which will run to and from both Birmingham Airport and the International Railway Station.

In addition work with those organisations to implement services that run east-west to both Warwick/Leamington and Redditch. If this service ran via Warwick Parkway Railway Station this would also open up an alternative rail route to London and the south. This service would ensure that residents, in addition to Stratford Hospital, could also gain access to our main two hospitals, Warwick Hospital and The Alexandra Hospital in Redditch.

Justification

The public transport to the town from North to South appears to be fit for purpose by both road and rail with regular bus services running from both Birmingham and Solihull to Stratford which pass through the town. There is also a regular train service between Birmingham and Stratford passing through the town.

Although the NDP Questionnaire demonstrated that people would regularly use an east-west service, the current economics are not conducive to starting up such a service.

Equally a regular service operating between Birmingham Airport and Birmingham International Railway Station through to Stratford does not provide for a level of profitability for the bus companies.

Despite this current economic position, a regular review of the situation should be undertaken so that such services can be implemented when conditions change.

Project 4 - The Mount

Up until the 1970s the Henley Mount was a well kept and much used amenity for leisure and exercise for the community. After that point successive owners of the land have allowed it to become neglected with pathways and pasture land turning into an inaccessible wilderness for everyone but the fittest of us.

In late 2014 new owners have put together a plan to return the Mount to its former glories. It is hoped that with endorsement from the NDP and the support from across the community, the substantial area of parkland will become an area that provides leisure, educational, fitness and nature-based opportunities to the town's residents.

Justification

The Mount refurbishment will create a gateway to the bridleways and pathways of South Warwickshire attracting visitors as well as a new dimension to the quality of life for our own community. The perimeter pathway will be a safe way for all members of the family to discover an amazing array of flora and fauna that has been identified. There will be play areas and picnic areas on the way round. Information boards will explain to visitors what lies before their eyes

90% of respondents to the questionnaire identified that the Green Belt and surrounding countryside was one of the most important features of Henley, whilst 94% agreed that open spaces should be preserved for public use. The work being done by the Mount Steering Committee and inclusion of this within the NDP, should help conserve this feature for future generations.

Project 5 - Community Events

Promoting and supporting community events that enhance the lives of residents and encourage visitors to Henley will be encouraged.

Community events and festivals are a way of bringing the community together and encouraging trade for our local businesses. To this end the NDP and the Joint Parish Council firmly support current events, as well as encouraging possible future plans.

We are lucky to have a very successful annual Music Festival which is loved by residents and visitors alike. It brings the town to life whilst it is on and really gets the community together, as well as creating extra business for local pubs and restaurants.

Some potential future ideas include:

A Heritage Festival; a weekend which showcases and links the Guild Hall and gardens, the Heritage Centre, our churches and the Mount (including a town picnic) perhaps linked by horse drawn vehicles and street entertainment.

An Arts Festival.

Food Festival and Vintage Fairs.

Justification

The Community Events support the vision statements set out in this NDP by enhancing the character and sense of community within the town, as well as creating employment and business opportunities for local residents and businesses.



