



LAND AT HAYLEY GREEN

WARFIELD

MASTERPLAN DOCUMENT

OCTOBER 2024

CLIENT



MASTERPLANNERS & PLANNING
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TRANSPORT, DRAINAGE & UTILITIES



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THE VISION

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

- National Planning Policy Framework Section 12 paragraph 131

The Hayley Green Masterplan provides the framework to enable the delivery of high quality homes in a sustainable location and a sensitively designed neighbourhood that will respond to and integrate with the local character. The development will bring forward a significant open space (4ha/ 9.89 acres) including other amenity space and landscaping through a landscape and bio-diversity led approach. The proposal will provide public open space and an east-west green link connecting Cricketer's Public House to Hayley Green (road).

Hayley Green will grow into a place -

- Which respects and retains the site's landscape assets including trees and hedges and enhances the setting through new landscaping, biodiversity enhancements and publicly accessible open space with an orchard, new native tree planting and naturalistic play spaces;
- Where a vibrant and mixed community can enjoy their surroundings;
- That connects people and nature, seamlessly integrating new and existing natural habitats; and
- Which actively promotes a healthy lifestyle, community spirit and a strong sense of belonging.

01 | INTRODUCTION

Policy WNP2 of the Warfield Neighbourhood Plan allocates the land at Hayley Green for a comprehensive residential allocation of approximately 235 dwellings. The Policy also sets out further information as to what is required as part of any subsequent planning application for this site. Also, the adopted Local Plan confirms that Bracknell Forest Council supports the principle of the development on this site.

This Masterplan Document has been prepared by Boyer on behalf of Jordan Construction to support the landscape led proposed development on land at Hayley Green, Warfield ('the site').

The requirement for new developments to achieve a well designed and safe built environment has long been a key principle of sustainability. However the Government's commitment to the concept of beauty, has resonated through publication of the National Design Guide, National Model Design Code, along with mention of the term beauty and well designed places within the most recent National Planning Policy Framework (NPPF). This creates a change in mindset to work collaboratively towards delivering sustainable developments through commitment to quality.

Proposals for Hayley Green will embrace that message and will promote beauty through setting, buildings and place.

1.1 PURPOSE OF THE DOCUMENT

The purpose of this Masterplan Document is to provide a context for the submitted planning application for this site. The document explains the masterplan prepared for the land at Hayley Green having regard to the planning policy and guidance, the physical features of the site and its surroundings, and the urban design approach which has informed the proposals.

Once agreed, the Hayley Green Masterplan is an important material planning consideration in the determination of subsequent planning applications.

Following comments received from Council officers, the design proposals have been amended.

This document describes the design evolution and how this has evolved through careful consideration of the site's constraints and opportunities and surrounding character and illustrates the design proposals which underpin the masterplan for Hayley Green and will deliver a high quality, well integrated development that is highly sensitive in its response to its surroundings.

1.2 LOCATION

The site is bound by Bracknell Road to the north, Cricketers Lane to the east, Hayley Green (road) to the west and Forest Road to the south. It has boundaries with, but excludes, the Cricketer's Public House on Cricketers Lane. The site has an irregular shape and comprises a number of fields and paddocks mainly under grass (the north-eastern field has been used for arable purposes) which are generally separated by lines of existing trees and hedges. It is generally flat with a slight fall downwards to the east. The site area is approximately 14.62 hectares (36.12 acres).

The bulk of the site lies within 5km of the Thames Basin Heaths Special Protection Area (SPA). It is located predominantly within Flood Zone 1, with a small part of the site within/ adjacent to the north-east which falls within Flood Zone 2.

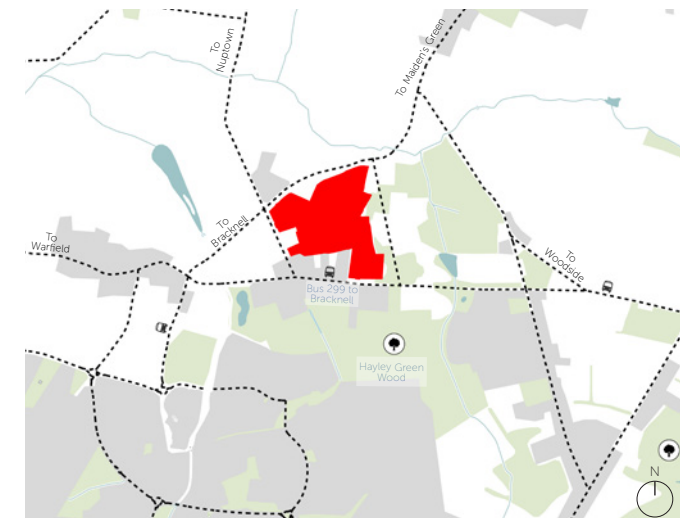


Fig 1. Site location plan

1.3 THE HAYLEY GREEN MASTERPLAN

The role of the Hayley Green Masterplan is to provide the design framework to enable the preparation and delivery of a high quality development which responds to the character of its context and surrounding area. This is shown to the right.

A defining objective of the Hayley Green Masterplan is to develop and design a connected neighbourhood.

The Hayley Green Masterplan shown overleaf sets out key design principles in relation to landscape and open space provision, access and movement and development areas and built form.

This is developed in a form which gives priority to pedestrians and cyclist users to move throughout the site, linking east-west and north-south across the site. An equipped nodal play space and a community orchard is located to the west. Each parcel is in close proximity to one Local Area of Play (LAP).

The evolution of Hayley Green has been considered in discussion with officers at Bracknell Forest Council and Warfield Parish Council since the identification of the Site as an allocation in the The Warfield Neighbourhood Plan (WNP), adopted in December 2022.

KEY

TO BE READ IN CONJUNCTION WITH PLAN OVERLEAF







	Site boundary (14.62ha / 36.12ac)		Extent of adopted east-west link
	Residential development and primary road infrastructure (6.98ha / 17.28ac)		Extent of un-adopted east-west link
	Public open space (7.64ha/18.88ac)		Extent of adopted pedestrian and cycle paths
	4 ha central open space - Policy WNP2 (4ha/ 9.88ac)		Extent of un-adopted informal pedestrian and cycle paths
	Indicative Local Area of Play (LAP) locations	Townscape considerations	
	Potential location for an equipped nodal play space including 2 LAPs and a LEAP (Local Equipped Area of Play) 600 sq.m in total including 20m buffer to residential properties		Frontage
	Walking distance to play areas		Potential locations for focal buildings designed with architectural features of interest
	Proposed indicative locations of attenuation basins		Built form limited to single storey bungalows
	Proposed ditch to collect SW runoff	Contextual considerations	
	Existing ditch to be retained with culvert for road		Tree: Category B - Moderate quality
	Existing ditch located to the east of the site to be retained		Tree: Category C - Low quality
	Existing points of 150Ø Thames Water foul sewer with required 3m offset to be retained		Tree: Category U - Low quality
	Proposed extent of realigned 150Ø Thames Water foul sewer with required 3m offset		Uncategorised tree
	Proposed indicative location of pumping station with 15m buffer to habitable buildings		Tree to be removed
	Proposed all-modes access		Hedge to be removed
	Proposed indicative locations for pedestrian/ cycle access		Onsite trees of importance
	Proposed primary street		Offsite trees of importance identified in close proximity to the site
	Proposed secondary street		RPA of trees
	Proposed tertiary street		Existing hedges with RPA
	Proposed access road to pumping station - indicative alignment		Existing woodlands with RPA
			Proposed hedgerows
			Proposed additional native tree planting



KEY FEATURES OF THE MASTERPLAN

- 1 Extent of Hayley Green to function as a pedestrian/cycle way only
- 2 East-west link connecting Hayley Green (road) to Cricketers Public House
- 3 Additional woodland planting at the northern part of the site
- 4 Northern naturalistic green space
- 5 Setback of development from Forest Road, with a linear row of single storey dwellings reflecting local character
- 6 Linear organic main street
- 7 Rural linked farmstead buildings providing animation to the street
- 8 Animation along Hayley Green (road)
- 9 Proposed pumping station

Key (Landscape)

-  Proposed indicative community orchard along east west link
-  Existing and proposed native woodland trees & planting
-  Proposed multifunctional indicative attenuation basin
-  Indicative interpretive signage boards
-  Potential locations of LAP (Local Area of Play) - One LAP of 100 sq.m in each parcel
-  Potential location for equipped nodal play space including two LAPs (Local Area of Play) and a LEAP (Local equipped area of play) 600 sq.m

02 | THE CONTEXT

Detailed contextual studies have informed the preparation of the Hayley Green Masterplan. A summary of this work is set out in this chapter.

2.1 PLANNING POLICY

At the current time, the adopted Local Plan confirms that Bracknell Forest Council supports the principle of development on this site. The development will provide 35% affordable homes.

Policy WNP2 allocates land at Hayley Green for approximately 235 residential units (including affordable homes), and including:

- On-Site Open Space of Public Value;
- On and off-site transport measures to mitigate the development's impact on roads;
- Off-site bespoke Thames Basin Heath SPA mitigation; and
- Provision of Green Infrastructure.

Key

- | | |
|------------------------------|---|
| A access off Bracknell Road | G montessori school |
| B access off Bracknell Road | H public house |
| C access off Cricketers Lane | I pedestrian/cycle link to Edmunds Lane |
| D green linkages | J proposed development |
| E SUDs and POS | possible junction improvement |
| F Public open space | |



Fig 3. Warfield neighbourhood plan - Extract of Hayley Green concept plan (August 2022)

2.2 EXISTING FACILITIES

There are local facilities and amenities in close proximity to the site, which makes it a sustainable location for the proposed development.

- Bracknell is located circa 2.5 miles away from the site, and provides direct access to the wider road network along with retail, employment and community facilities.
- Further south of the site, lies the Tesco Superstore including a Pharmacy along with the NHS Gainsborough Practice GP surgery.
- To the east of the site is The Cricketers, a country pub locally known as the 'Orchard House' due to the fruit trees that encircled it.
- A range of schools and nurseries are located in close proximity of the site, including Paws Nursery, Lambbrook School, Whitegrove Pre-school and Winkfield St Marys C of E Primary School.
- To the south of the site is Westmorland Park, which offers a variety of recreational activities.
- Hayley Green Wood is a Local Nature Reserve and Local Wildlife site, located south of the site.
- The site is surrounded by a network of public footpaths that provide access to the wider countryside.

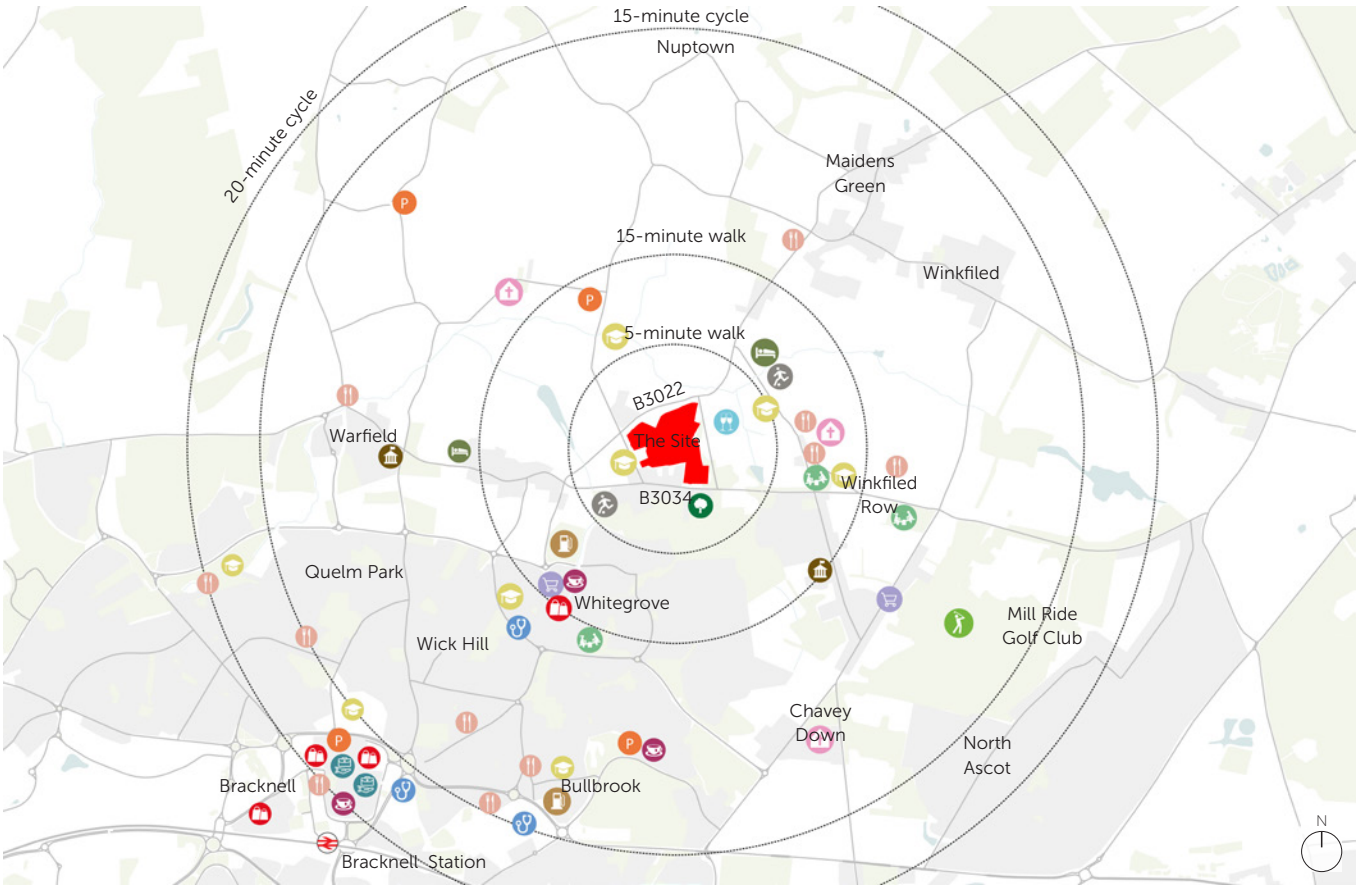


Fig 4. Facilities and connectivity

Key

Site boundary	Sports	Retail	Supermarket	Golf Course
Walking and cycling distance	Bar	Parking	Hotel	Open Space
Church	Restaurant	Petrol Station	Village Hall	Play area
Education Institute	Cafe	Doctors	Employment	Parks

2.3 CHARACTER ASSESSMENT

A study of the local character has been carried out as part of the masterplanning process in order to inform this proposal. This is set out in the page overleaf. It builds upon the information in The Bracknell Forest Character Area Assessment SPD.

The site sits adjacent to Hayley Green Area B2 within the Northern Villages, and as such proposals have considered the specific recommendations relating to that area as listed below:

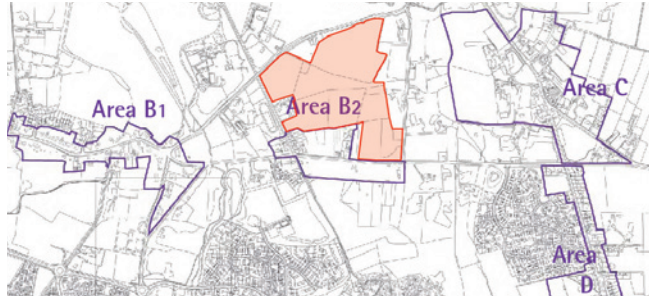


Fig 5. Northern villages study area

STRUCTURE

LANDSCAPE CHARACTER

- Linear development with modern spurs;
- Settlements framed by woodland cover;
- Mature hedgerows/tree lines mounted on banks adjacent ditches;
- Open frontages to older property;
- Often the end of the village coincides with Forest Road being crossed by long straight roads leading into north Bracknell.

TOWNSCAPE

- The townscape character is one of ribbon development with houses on both sides of the road;
- Small to medium scale plots, becoming larger in modern developments and
- Some of the villages have landmark elements, such as a school, pub or a feature tree.

BUILT FORM

- Building lines are generally fairly consistent;
- Development form varies, with predominately detached houses;
- No consistent architectural approach, with many plots having been developed at different times;
- Houses are generally set behind front gardens of varying depth and
- Densities vary within settlements, depending on location.

VEGETATION AND HARD LANDSCAPE

- Deciduous and evergreen hedgerows to roadside and
- Significant individual roadside trees.

BOUNDARY TREATMENT

- Boundary treatments are generally low walls, although quality and consistency varies and
- Boundary lines are generally fairly consistent.

SUMMARY OF KEY CHARACTERISTICS:

- Development framed by woodland cover.
- Close relationship between settlement edge and wooded setting should be considered.
- Ribbon of development along Forest Road / linear development.
- Fairly consistent building lines.
- Development form varies.
- Architectural style may vary, but building lines and boundary treatments should be retained.
- Tree and hedgerow planting in keeping with the local landscape pattern should be retained/ reinforced.

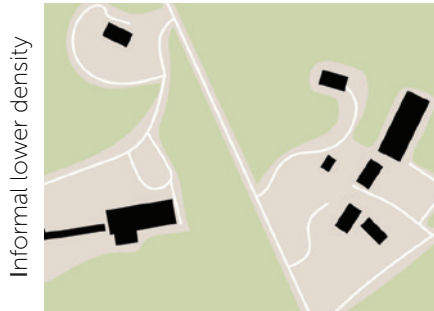
EXISTING GRAIN



Ellison Road, Warfield

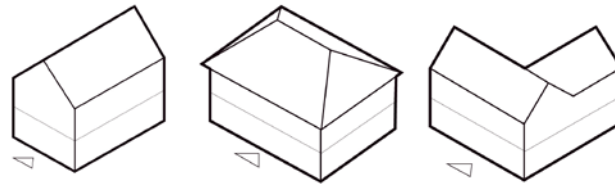


Forest Road, Warfield

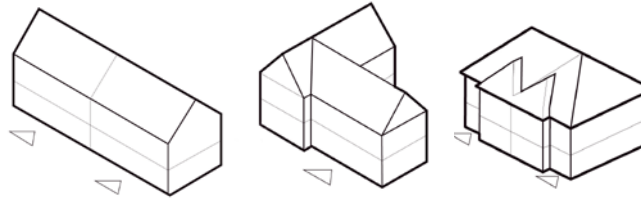


Malt Hill, Warfield

BUILDING TYPOLOGIES FOUND IN THE LOCAL CONTEXT

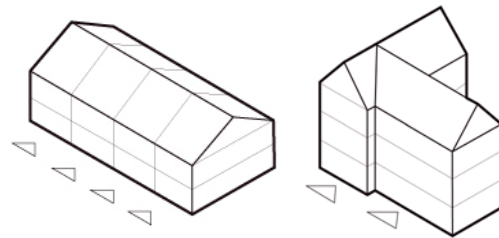


Detached houses



Barn buildings

Semi-detached houses



Occasional terraces

Occasional apartments as focal buildings

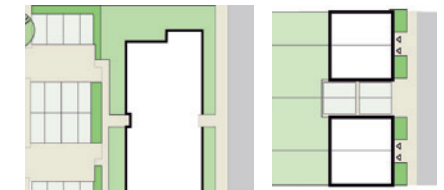


PARKING TYPOLOGIES



Integrated

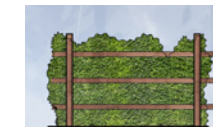
Triple tandem



Parking courtyards

Parking between dwellings

BOUNDARY TREATMENT



Fence with hedge



Hedge



Minimal verge

2.4 SITE EVALUATION

A number of surveys and studies have been undertaken to inform and guide the Hayley Green Masterplan, including landscape analysis, heritage assessment, topographical survey, arboricultural survey and drainage strategy.

LANDSCAPE AND ARBORICULTURE

The site accommodates a wide range of individual trees, groups and small wooded areas of varying age, species, form and condition. Three Tree Preservation Orders 1412, 377 and 431 cover the trees on and immediately adjacent to the site. Alone and/or collectively they are integral to the landscape character and appearance of the area. Many are landmark trees consisting predominantly of Oaks interspersed amongst other species including Ash, Field Maple, Hawthorn and other native species. The trees are complemented by a number of established native hedgerows as well as understorey trees. The proposal aims to retain and maximise as many trees as possible and integrate them within the masterplan.

ECOLOGY

The approach to assessment of ecology features on site have included survey information, avoiding impacts, reducing impacts, offsetting impacts and opportunities for enhancement which are incorporated within the proposal.

TREES

A BS5837:2012 Tree Survey was carried out for the trees on and adjacent to the site and a Tree Constraints Plan was prepared to assist in the preparation of the Masterplan. The majority of the trees on and adjacent to the site have received little or no proactive management and there are several areas where hedgerows have become overgrown. There are a few isolated trees within the site but most of the trees are located on field boundaries and many of these have developed as linear groups. Most of the mature trees have suffered some degree of damage due to the activities of livestock and both this and the proximity of other trees has impacted on their quality/condition as individuals. Whilst none of the trees are considered to be particularly good examples of their species or of particular visual importance which has resulted in most of them being classified as B Category, collectively they are generally recognized as being of greater value and the Masterplan has been developed to ensure that tree loss is

kept to a minimum.

The design has also considered the need to ensure the tree retention is sustainable and allowed sufficient clearance from existing trees and the future growth of younger trees. In addition to TPO 1318 which covers most of the on site trees there are two off site TPOs (TPO 377 & TPO 431) that affect trees immediately adjacent to the site and the Masterplan has also been designed to safeguard the off site trees that overhang the site.

ACCESS AND MOVEMENT

Bracknell Road is currently under a 40 mph speed limit with an existing footway provided on the southern side extending from the western boundary of the site and terminating at the eastern boundary. To the south, the B3034 Forest Road runs between Ascot in the east and Wokingham to the west.

The nearest bus stops to the site are the Goose Corner stop located approximately 330m from the centre of the Site which is served by the 299 Bus. The next nearest bus stop is Five Ways Corner approximately 950m to the west of the site and served by the 53 bus.

The site benefits from access to Bracknell Train Station, which is located 3.5km south of the Site, which can be reached by a 14 minute cycle journey. The nearest cycle path is 250m west along B3034 from the junction with Hayley Green. This provides access to the wider network of cycle paths in Bracknell.

One of the underpinning objectives of the masterplan is to provide integrated footpath and cycle network within the site and open up this private land for the community through an east west pedestrian/cycle link from Hayley Green (road) to the west of the site to Cricketer's Public House to the east.

HERITAGE ASSESSMENT AND LOCAL BUILDINGS

The site does not contain any designated heritage assets, although it is acknowledged to be part of a wider agricultural landscape historically and functionally associated with the Grade II listed buildings at Hayley Green Farm to the north and Listed Buildings within 1km of the site. However, the site lies beyond the immediate visual setting of these buildings, as well as Warfield House to the north-west, Brockdale to the east and the milestone on the northern Site boundary. This is

predominantly due to the presence of substantial hedgerows, trees and woodland along the intervening boundaries.

As such, whilst the site makes a slight positive contribution towards the setting of these listed buildings, it is considered that any development would cause a less than substantial harm and appropriate mitigation in the form of distance to built form, intervening vegetational screening and intervening buildings can be provided.

To the east of the site there is The Cricketers, a country pub locally known as the Orchard House due to the fruit trees that encircles it.

PUMPING STATION

A pumping station will be provided to the north eastern corner of the site close to the proposed site access. The compound will also include area for servicing. Discussions are being held with TW who has acknowledged that upgrade works will be required. These will include provision of pumping station.

FLOODING AND FOUL WATER

Most of the site is within Flood Zone 1. A small corner in the north east of the site is within Flood Zones 2 and 3. The eastern parts of the site are at high risk of surface water flooding and this will be retained as open space with a naturalistic wetland character including paths and boardwalks.

Existing surface water gradually falls towards the north east corner of the site adjacent to Bracknell Road. The surface water outfalls via a ditch to the northeast corner of the site adjacent to Bracknell Road which leads to The Cut (river), located to the north of the site. SUDS features will be located to create an integrated and multi-functional drainage strategy. Thames Water have confirmed there is not currently sufficient capacity in their surrounding foul sewer network to accept the flows from the proposed development. Thames Water will have to carry out network upgrades to create the required capacity for the new connections. No new connections will be made until these upgrade works are complete and confirmation provided by Thames Water.



Fig 6. Forest Road



Fig 7. Existing paddocks on site



Fig 8. The Cricketers (pub) to the east of the site



Fig 9. Existing trees and hedges on site



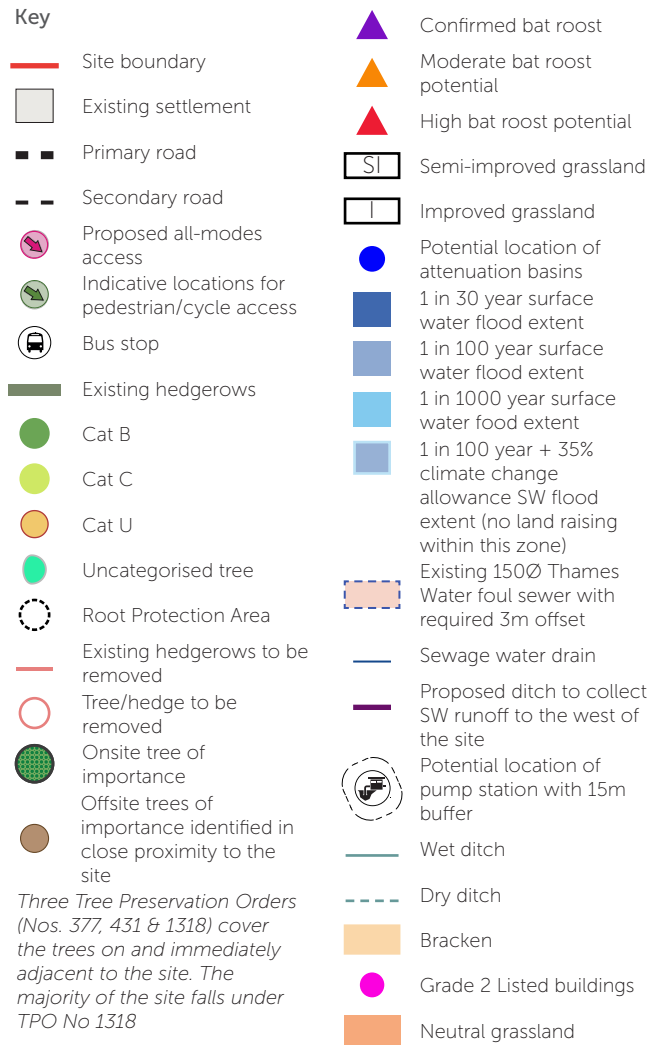
Fig 10. Bracknell Road



Fig 11. Hayley Green (road) with site to the left

2.5 CONSTRAINTS AND OPPORTUNITIES

A summary of the site constraints and opportunities are set out.



The development will be required to mitigate its impact on the Thames Basin Heaths Special Protection Area in line with the Council's strategy and provide contributions towards off-site community facilities capable of serving the site.

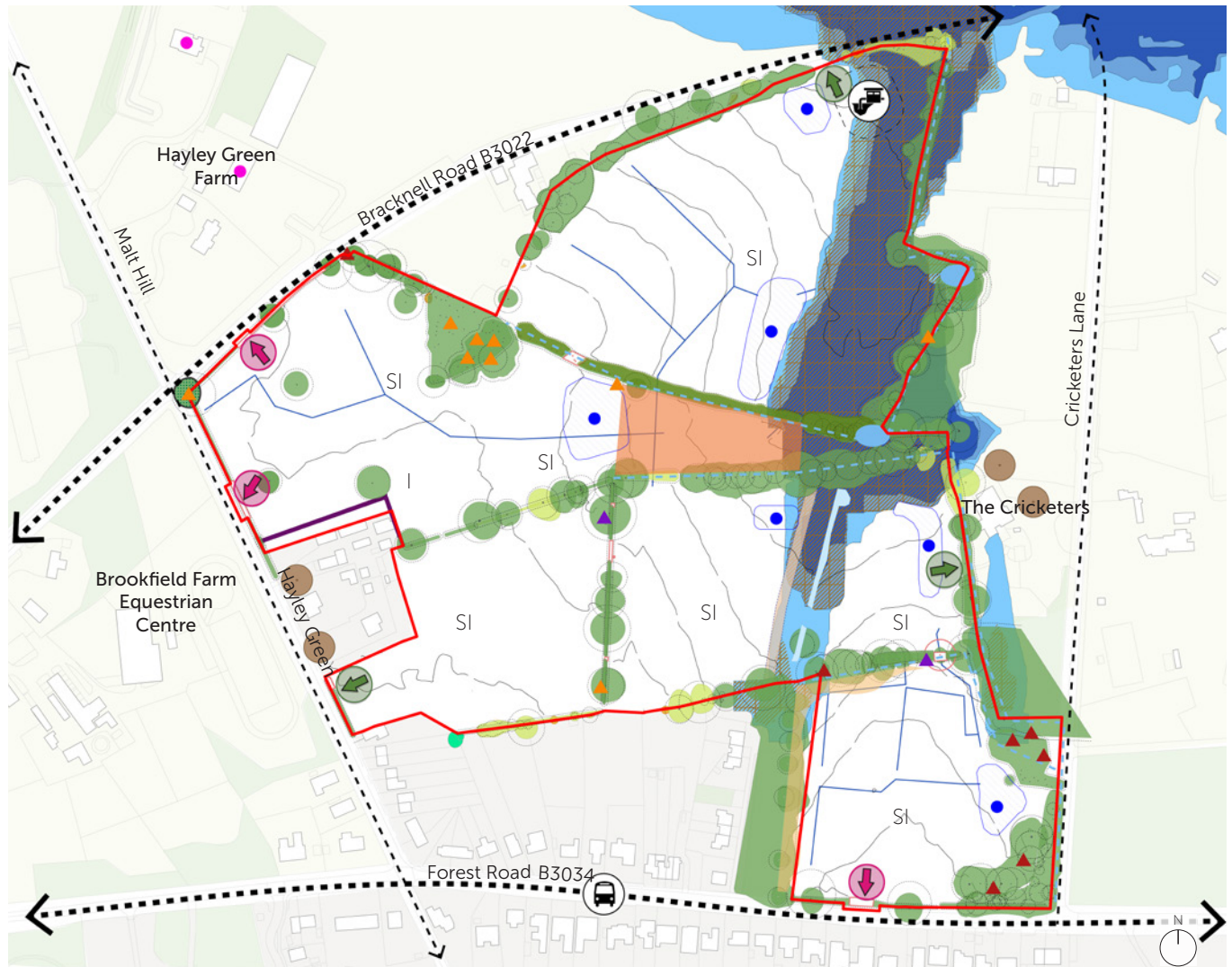


Fig 12. Constraints

The physical characteristics and opportunities of the site are summarised in the constraints plan on the previous page.

The opportunities are listed below -

- The development proposals will unlock private land for provision of public open space for the local community.
- Primary access will be provided from Forest Road, Hayley Green and Bracknell Road.
- A east west pedestrian/cycle link will pass through the site and will offer the opportunity to integrate with the wider network, designed as a safe route with access for pedestrians and cyclists.
- The site is gently undulating and includes existing woodland, trees and hedgerows which provide visual containment and create the opportunity for a multi-functional green and blue infrastructure framework.
- There are a substantial number of mature trees and hedgerows on site. These will be retained as much as possible and incorporated into the proposals.
- The existing houses to the west along Hayley Green Road and Forest Road require a green setback from the new proposed development.
- The eastern boundary forms a key landscape and ecological corridor that will be retained as open space.
- There is an opportunity to create different character areas to deliver a distinctive scheme and ensure affordable homes are designed as tenure-blind.



Fig 13. Land at Hayley Green - proposed development opportunity

03 | DESCRIPTION OF THE MASTERPLAN

3.1 A LANDSCAPE LED APPROACH

The eastern part of the site as shown in the vision is part of a wider green corridor. The development of the site will seek to retain and enhance this green corridor to address the local landscape character and the ecology of the area.

The eastern edge of the site links:

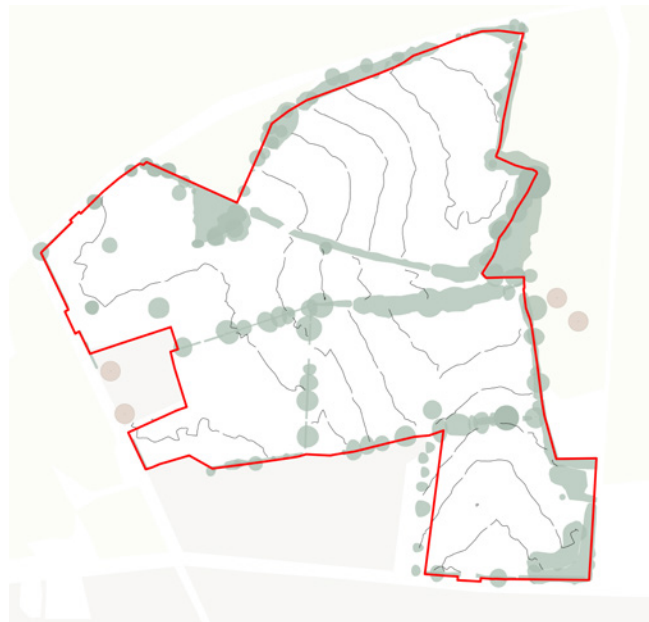
- The Green Belt which sits beyond the northern boundary to the site, and;
- Bracknell Forest Area of Local Landscape importance.

The protection and enhancement of existing green infrastructure assets on the site for biodiversity benefit, the importance of creating a contained development through retained existing woodlands along with permanent, connected and natural green space, and the creation of accessible routes for amenity and community cohesion have combined to form an integrated landscape framework approach.

The Hayley Green Masterplan is a result of the extensive site investigation, analysis and dialogue with key stakeholders to provide a comprehensive solution to the proposed development. The following pages set out the key components of the masterplan, which are:

- **Land Use**
- **Urban Form**
- **Access and Movement**
- **Green Infrastructure**
- **Drainage**
- **Character Areas**

1. Protecting existing assets



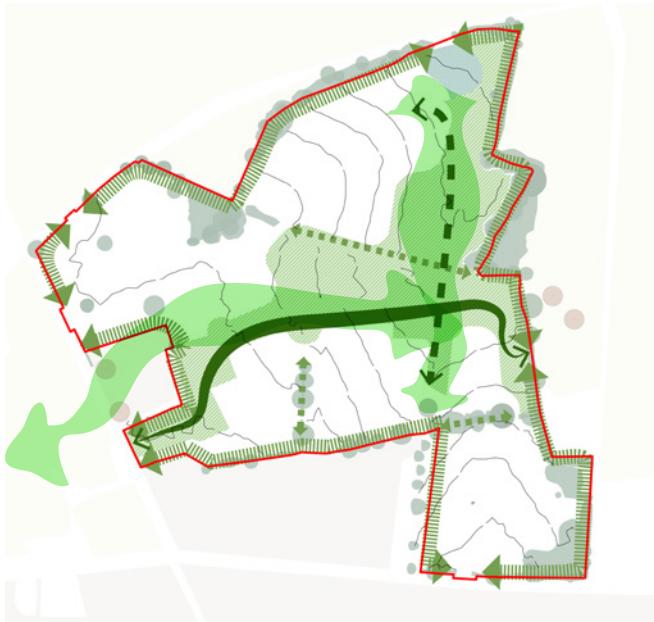
- Existing trees and hedgerows form landscape and ecology corridors.
- Respecting and protecting the natural assets and green infrastructure around and within the Site is a key masterplan driver.
- The masterplan offers the opportunity to create a landscape led structure by interlinking existing green and blue infrastructure assets and strengthen any gaps as part of the proposal to create a comprehensive network.

2. Connected landscape



- Retention of existing assets and creating new planting to enhance the existing will result in a circular mosaic of multi-functional landscape that will define the setting of the site and create a rich habitat network.
- This will also offer new and existing residents access to a circular landscape trail that promotes healthy and active living through a permeable and well connected network of routes and paths.

3. Accessible landscape through new green fingers



- Enhancing the site's green infrastructure to form accessible green fingers that will establish a mosaic of secondary landscape corridors and ensure every home has access to open space. This will allow community and nature to come together.

4. Providing access to nature



- Creating a landscaped backdrop, connected nature of woods and trees, accessible linear green corridors - all brought together at the heart - public green space that becomes a community green asset for the future and gives residents the opportunity for exercise, community building, informal play and activity and stewardship.

3.2 DESIGN EVOLUTION

The Hayley Green Masterplan has evolved through various iterations. Starting from an illustrative masterplan that reflected the Concept Plan produced as part of the Warfield Neighbourhood Plan in 2018, this has evolved and has been underpinned by a multitude of technical surveys which assess the site's constraints. This process of design evolution has involved extensive engagement with the officers at Bracknell Forest Council and key stakeholders. A short summary of the changes is provided below.



Fig 14. Illustrative Masterplan 2019

Following engagement with the Parish Council in 2019, the initial Masterplan was produced as shown above. This sought to respond to feedback from the Parish Council to date, including through the preparation of their Neighbourhood Plan, and incorporated the technical surveys undertaken at that point. This Masterplan demonstrated how the site could deliver a scheme led by the structural principles of the Warfield Neighbourhood Plan Concept Masterplan (produced in 2018). This included a designated green space of approximately 4 ha to the south of the site to provide public open space, as well as including an east west green link connecting Hayley Green (road) and the Cricketers Public house across the open space. However, the majority of the extent of this east west route was not overlooked and therefore not considered safe as per Secured by Design principles. This option resulted in a denser development to the north of the site creating a fragmented settlement pattern without any sense of place.

This echoed comments from the Parish Council who also felt that the development to the north of the site was too dense. The Councillors were supportive of the pedestrian connection east / west through the site.



Fig 15. Illustrative Masterplan amended 2019

In parallel to the discussions with the Parish Council, a Pre-Application Request was submitted to Bracknell Council. Following further ecological surveys, it was necessary to keep the northern/central part of the site clear of development as this involved semi-improved grassland. Therefore due to ecological reasons, development was removed from this location and relocated south of the east west green link which also helped in providing active frontage along this route.

This masterplan also ensured there was one break in the central tree belt instead of two to facilitate vehicular access between the development parcels. As part of the Pre-Application process, Officer's also raised comments in relation to reducing the amount of development in the north-eastern edge of the site, re-locating any displaced dwellings to the part of the site closer to Forest Road, which would relate to the existing settlement of Hayley Green. Officer's also advised that access routes would need to avoid significant tree/hedge removal, with existing trees sitting within open space/communal amenity areas; as well as be broken up to avoid potential 'rat-running'. These changes were subsequently included in the 2022 Illustrative Masterplan (Fig. 16).



Fig 16. Illustrative Masterplan 2022

Between 2019 and 2022, further technical studies were undertaken. Following a thorough Flood Risk Assessment, it was understood that development will need to be excluded from the eastern part of the site. This will be kept as open space so that the two surface water flow routes in the north-eastern edge of the site can be maintained. Detailed drainage design was also carried out and incorporated in the masterplan. An arboricultural survey was carried out which provided detailed information about trees, hedges, root protection areas and shadow zones. This information was incorporated in the revised masterplan and ensured the proposals responded accurately to existing landscape assets.

Vehicular access that previously punctuated the central east west tree belt was removed to minimise harm to this landscape asset. As such, each of the three development parcels would be served by their own access and linked through pedestrian and cycle links. This masterplan was included as part of a public exhibition event held in 2022.



Fig 17. Development Framework Plan 2023

In accordance with Paragraph C of Policy WNP2 of the Neighbourhood Plan, a Masterplan document was submitted for the site. It was agreed that the Masterplan document would include a Development Framework Plan which would clearly set out the principles and parameters which will underpin the vision for Hayley Green.

Following extensive discussion with officers, feedback received was considered and incorporated.

The list of comments received and changes made are summarised in the text box to the right.

Key masterplan related comments from officers

- Number of dwellings reduced to approximately 235 to reflect Policy WNP2 in the Neighbourhood Plan with the housing mix also amended to reflect the aspirations of Policy WNP2, and Policy LP40 of the Borough Local Plan.

Urban Design

- Creation of character areas responding to site's unique edge conditions.
- Prevent urbanisation of the north eastern part by removing the northern access from Bracknell Road; comment seconded by Highways officer. This has been incorporated.
- Forest Road development edge to be set back further and include single storey units. This has been addressed and bungalows front onto the southern access.
- Bracknell Road western access to be diverted through the site which seeks to address the highway safety issue at the Malt Road / Bracknell Road junction. This also creates an active frontage along Hayley Green. This was a major change and has been incorporated.

Affordable Housing

5% of dwellings to be Part M4(3) compliant - Bungalows have been incorporated in the design towards the south eastern part of the site.

Access and Integration

- Malt Hill crossroads to be re-routed through the site, closing the junction with Hayley Green (road) and creating a new junction further east along Bracknell Road. The northern part of Hayley Green (road) will be converted to a pedestrian/cycle way.
- Review of pedestrian and cycle circulation and network across the proposal. This was addressed and can be seen on page 27 (Fig 25)

Green infrastructure & Biodiversity

- Review of play strategy with reduction of LAPs. This has been incorporated and one destination play space proposed along with one doorstep play.
- Review of tree retention strategy for the southern access route which was subsequently revised based on officer's comment.
- Sensitive lighting strategy to be provided which was subsequently included in the masterplan document.



Fig 18. Development Framework Plan October 2024

Following a meeting that officers held with Members of the Parish Council, the Masterplan has been further revised, as above. Two major comments that have been incorporated include - 1. Reduction of storey heights including those of focal buildings from 2.5 to 2 storeys across the site. The focal buildings are retained in their location and these will be highlighted through materials, fenestration and architectural design. 2. Providing a 20m buffer along the southern edge of the site. The above framework plan is the latest version as included in this revised version of the masterplan document. The overall quantum of development remains at approximately 235 homes, in line with Policy WNP2.

Extract showing inclusion of a constant 20m landscape buffer along the southern edge of the site.

Before | 2023

After | 2024



3.3 LAND USE

The Hayley Green Masterplan demonstrates that the site is able to deliver approximately 235 new homes. It will have an average of 34 dwellings per hectare and will create variation in character.

Housing will consist of a mix of types and tenure, two storeys height with a small number of focal buildings in key locations. A proportion of affordable housing (35%) will be provided, taking into account local policy and subject to the need for the development to remain viable.

Houses will meet the necessary space standards and Building Regulations requirements, and the housing mix will be agreed with the Council during detailed design stages.

LAND USE SCHEDULE	Ha	Ac
Total site boundary	14.62	36.12
Development area including infrastructure	6.98	17.28
Public Open Space (including 4ha open space)	7.64	18.88
Area for pumping station	0.009	0.024
Estimated no. of new homes	approx. 235	
Average site wide density	circa 34 dwellings per hectare	

OPEN SPACE SCHEDULE (Bracknell Forest Council guidance)	Standard (hectares per 1,000 pop)	Required for 235 homes	Provided
Active recreation	2 Ha	1.09 Ha	0.09 Ha
Passive recreation	2.3 Ha	1.25 Ha	7.44 ha

Based on approximately 235 new homes Bracknell Forest Council policy and guidance requires 1.09 Ha of active open space of public value (OSPV) and 1.25 Ha of passive open space of public value (OPSV). The Hayley Green Masterplan provides 0.09 Ha of active recreational open space and 7.44 Ha of passive recreational open space.

There is a shortfall in on-site active OSPV but it is accepted that a financial contribution will be provided to make up the short fall and go towards off-site active OSPV projects capable of serving the site. The reasons this is acceptable are:

1. There is a major over provision of passive OSPV provision which will reflect the nature and character the area;
2. There is major active OSPV provision within walking distance of the site at Westmorland Park which is better suited to the site.
3. The on-site provision of pitches or all weather surfaces will not reflect the character of the site and require ancillary parking and floodlighting.

However, the site will provide on-site provision for children`s play in form of a Local Equipped Area of Play (LEAP) and 4nos Local Areas of Play (LAPs).



3.4 URBAN FORM

The layout of the masterplan has been strongly informed by existing landscape features. The structure works around existing landscape assets and creates a permeable network of streets and spaces that are easy to navigate using key views and buildings for wayfinding. The network and orientation of streets encourages movement on foot and cycle.

The layout creates a series of 'perimeter' blocks (with use of some internal courtyard and mews streets). This ensures buildings front directly onto streets in a traditional way and avoids properties backing onto streets or public open spaces.

The diagrams to the right sets out the approach to setting maximum limits to the heights of buildings and density of built form.

HEIGHTS

The building heights parameters will include 2 storey built form for the overall development area with built form limited to single storey dwellings along the Forest Road frontage, responding to the existing low density and height in the Forest Road area. Focal buildings designed with architectural features may be introduced selectively at key corners along the main street to create visual interest in the southern parcel.

DENSITY

The overall gross density proposed across the whole site is 16.07 dph (dwellings per hectare) (approximately 235 dwellings/14.62 ha overall site area) whereas the net density proposed is 33.66 dph (approximately 235 dwellings (6.98 ha net developable area). The two parcels to the north of the site as well as the Forest Road frontage will be relatively lower density (32 dwellings per hectare/dph) whereas the southern parcel will be comparatively higher density (36 dwellings per hectare/dph).

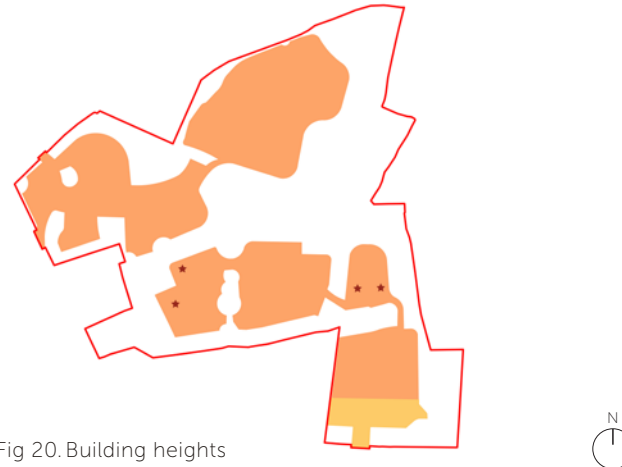





Fig 20. Building heights

Key - Building heights

-  Built form limited to single storey dwellings
-  Maximum up to 2 storey (10 m to ridge)
-  Focal buildings designed with architectural features of interest

HOUSING MIX

Proposals for the site will reflect the aspirations of Policy WNP2 in the Warfield Neighbourhood Plan and Policy LP40 of the Borough Local Plan, delivering a range of open market and affordable housing which can meet the existing and future needs of different groups in the community, including family housing for younger households and properties for older households downsizing. There will be a focus on 1, 2 and 3 bedroom homes, with the proposed housing mix informed by the most up to date evidence. The site will also deliver homes which are suitable for older people, and those with long term health issues or physical disabilities.

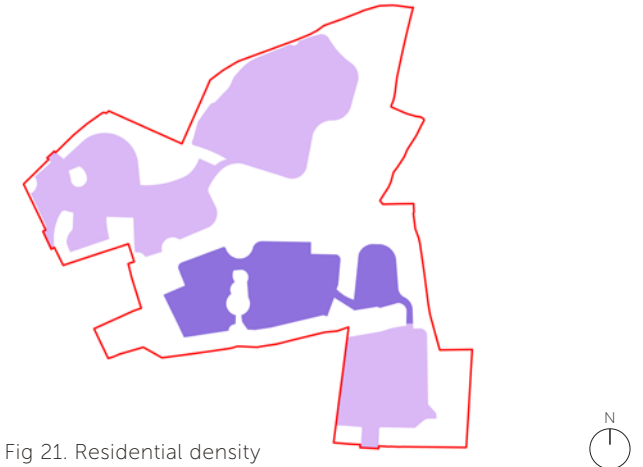




Fig 21. Residential density

Key

-  Lower density (30-34 dph; average 33 dph)
-  Medium density (35-40 dph; average 36 dph)

FRONTAGES

Built form will provide active frontages. Key frontages will help in legibility and wayfinding. Their objective is to unify landscape and built form through groupings and provide a framework to design spaces in latter stages.

Frontages where key routes intersect or edges of different character areas come together will need to be designed as a whole. Key frontages will frame street corners and act as vista stoppers. Flank walls of these units will provide animation to the street through ground or upper floor windows or balconies.

The proposals will include street furniture, appropriate and sensitively design lighting features as well as homes being set in a rich, bio-diverse and high quality landscape setting.



Fig 22. Urban Form

3.5 ACCESS AND MOVEMENT

The Hayley Green Masterplan will provide a well connected network of routes to encourage walking and cycling along with signage to assist wayfinding within the new neighbourhood.

A network and hierarchy of routes across the site to increase permeability and access to open space is proposed and set out overleaf.

- The movement network is designed with a clear hierarchy.
- Streets will include tree planting and designed as places rather than engineered highways.
- Each street typology will have its own distinctive character.
- Pedestrian and cycle use will be prioritised. These include footpaths alongside streets, direct walking and cycling green routes, informal routes including boardwalk and gravel paths.
- Two key links are proposed - The East-West pedestrian/cycle link underpins the masterplan and will link Hayley Green (road) from the west to Cricketer's Public House' to the east. A north south naturalistic route is also proposed which will be in the form of a wetland route including paths and boardwalks.
- The proposed pedestrian/cycle movement has been carefully considered to avoid dividing up patches of habitat or hedge lines where possible. It creates an infrastructure opportunity which will enhance the rural character of the site. Approximately 126m of hedgerow is proposed to be removed with approximately 461m of hedgerow to be planted as compensation for the loss. In addition to the hedgerow, areas of native tree planting has been proposed to retain the rural character.



Formal Footpaths along streets



Shared footpath and cycleways



Informal paths



Boardwalks



WALKING AND CYCLING STRATEGY

The proposed masterplan will provide an integrated network of new walking and cycling routes giving connectivity across the site and providing suitable connections through to existing pedestrian and cycle routes in the local area.

Traffic-free shared walking and cycling paths will be provided throughout the site to ensure there are appropriate connections between the parcels which respond to and reflect the site constraints and existing features. This includes an East-West link centrally across the site, with a further shared path leading north through the open space connecting with Bracknell Road to the north-eastern corner. The future links will offer benefits to both the future residents of the site and the local community. Footways will be provided adjacent to the internal road network with walkable cul-de-sacs providing low traffic connections through the wider development and linking into the proposed open spaces.

To the west of the site the proposed E-W shared foot/cycle path will connect with the existing footway on Hayley Green Lane which in turn provides a connection onto Forest Road to the south. At the north-eastern corner of the masterplan the proposed shared foot/cycle path will connect with the existing footway on the southern side of Bracknell Road.

The existing conditions on Hayley Green and Cricketers Lane (i.e. a footway on only part of Hayley Green and no footway on Cricketers Lane) mean all users including pedestrians are required to use the road space when travelling through the local area for access to/from the north of the site or from the Cricketers Pub to the east. As part of a future planning application, further investigations will be undertaken with regards to the potential for off-site highway improvements, including the potential for an additional footway along Hayley Green (road), and improvements to Forest Road, which may include lighting (subject to constraints). This will need to be in discussion and agreement with the Highway Authority and other relevant Officer's. The provision of the dedicated footpaths and shared cycles routes through the site will mean pedestrians and cyclists travelling from areas such as Edmund Lane will have a greater proportion of their journey on traffic

free links and would remove the requirement to share road space with vehicles.

The proposed site access for the southern development parcel will provide connectivity to/from Forest Road which has an existing footway on the northern side only and provides the wider connection to Winkfield Row to the east and to Edmunds Lane to the west.

The northern development parcel will provide footways on both sides of the re-aligned section of Hayley Green which will tie in with the new junction along Bracknell Road. The section of Hayley Green that will effectively be removed for vehicle access will be converted to a dedicated walking and cycling route leading to the Bracknell Road / Malt Hill junction.

To facilitate the wider connectivity of pedestrian movements two new informal crossings points are proposed on Bracknell Road along the northern boundary of the site which will provide access to the existing footways that continue along the northern side of the road. These crossings will provide dropped kerb and tactile paving.

To the south of the site, at the Hayley Green and Cricketers Lane junctions with Forest Road there are existing informal crossings across the side arms to provide the continuous route along the northern side of Forest Road. These crossings already provide dropped kerbs and tactile paving; however potential junction improvements will be investigated at both locations.

To the west of Hayley Green, the Forest Road footway continues on the northern side with an informal crossing providing access to The Limes development and to the bus stop on the southern side. The nearby King Hart View development will also be providing a new section of footway from The Limes to Edmunds Lane. As part of a future planning application, further potential enhancements to the cycle connections to Edmunds Lane will be investigated, including the feasibility for an additional formal crossing point, subject

to constraints and discussions / agreement with the Highway Authority. These proposals will offer a much-improved pedestrian route for future residents of the site to the northern areas of Bracknell and beyond.

The surrounding highway network is heavily constrained by adjacent properties and legal ownership as such there may be limited opportunities to improve footway widths in the vicinity of the site, however this will be investigated and discussed further with the Highways Authority as part of the application in order to ensure that the development can deliver appropriate improvements can be made to Hayley Green (road). There is existing 'gateway' signage on the Forest Road approaches to Hayley Green Village although no further traffic calming is currently provided. Between Cricketers Lane and Edmunds Lane cycle route potential traffic calming measures on Forest Road will be investigated in order to create a safer and more pedestrian and cycle friendly highway network.

Proposed off-site and on-site highway improvements will be carefully designed in order to respect the existing rural character, utilising appropriate materials and sensitive design.



Fig 24. Plan showing details of pedestrian and cycle access along Hayley Green to the north

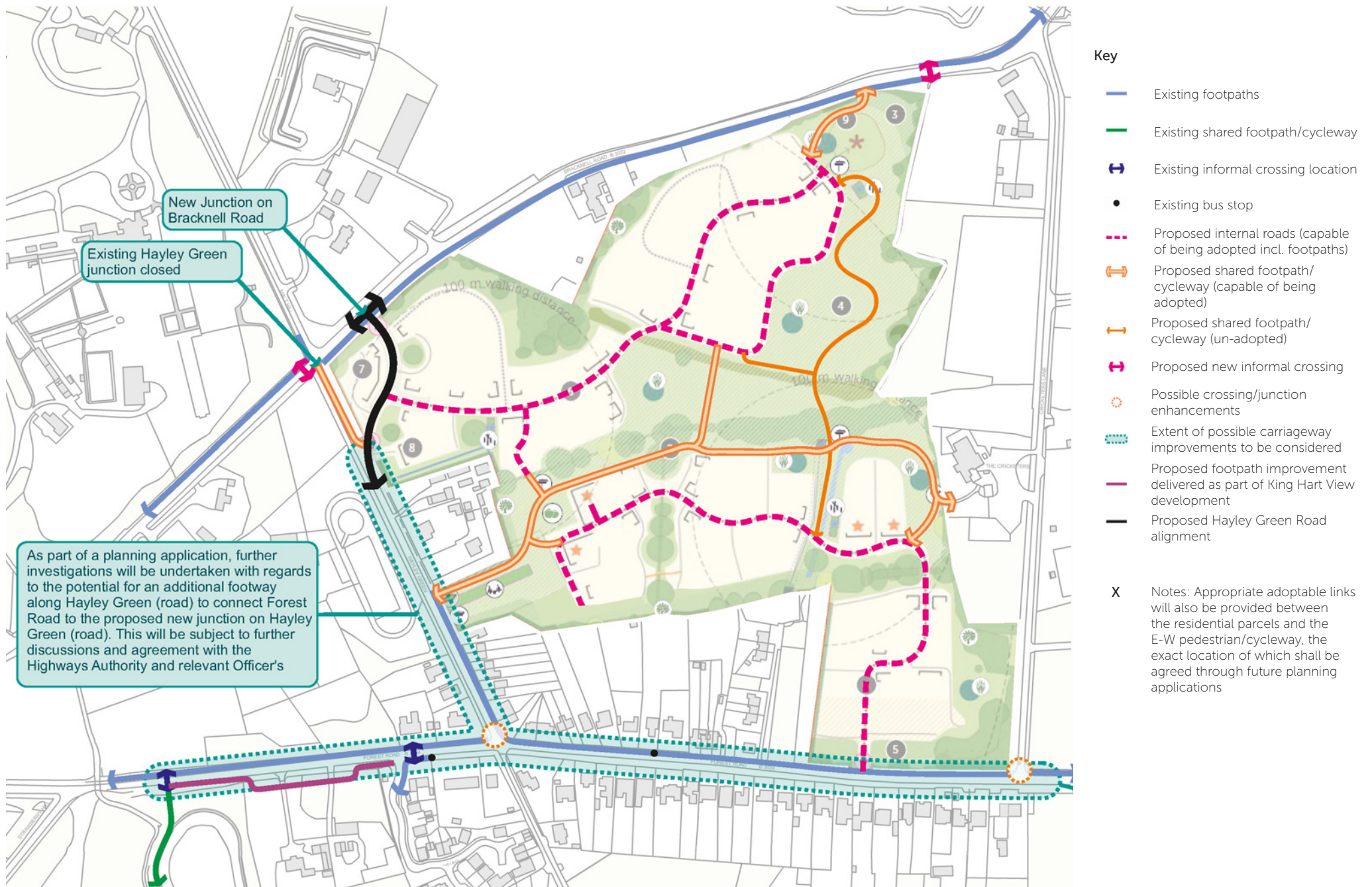


Fig 25. Movement strategy

VEHICULAR ACCESS

The access/movement network is designed with a clear hierarchy and has been informed by a transport assessment undertaken by Stantec.

Streets will include tree planting and designed as places rather than engineered highways. There are three street typologies proposed, which are Main Streets, Lanes and Private Drives. Each street typology will have its own distinctive character. The street hierarchy across the site is shown on the page overleaf. Alongside the above the route connecting Bracknell Road to Hayley Green has been designated as an arterial connection and is an exception to the proposed street hierarchy of the site.

MAIN STREETS

Each of the development parcels will be accessed and served by a Main Street. This will include a route for all modes and will be designed to include tree planting, speed reduction mechanisms and change in surface treatment for traffic calming.

The feel of this typology is to transition to the quieter secondary streets and drives and hence they act as the interface. They are designed to slow traffic down and also act as service routes. The primary loop will be 5.5m carriageway width with 3m footpath on one side and 2m on the other.

LANES

Lanes and secondary streets are designed with the carriageway and footway clearly demarcated. Secondary Streets will include 4.8m carriageway width with 2m footpath/ service margin on both sides or 6m wide shared surface parking courts with service margin. Secondary Streets will provide access through the development parcels and will increase permeability. The design of secondary streets cater to parcel siting and context and allow for variations to promote traffic calming.

All parking courts designed as part of a masterplan will at least contain one feature tree, preferably located as a vista stopper on entrance to the parking court.

PRIVATE DRIVES

Private drives will serve no more than 5 units and will be designed as informal organic, winding routes that are typically located at the interface of the development edge with open space. This typology of streets can consist of dropped kerb/shared surface.

These streets have a more private feel as they are limited in length and not through-roads. This street typology is located on edges of development.

PARKING

Parking for the proposed development has been designed in accordance with the BFC Parking Standards. Exact parking provision will be determined through future RM applications.

- All garages will be designed to 7.5m (length) by 3.5m (width) with separate access for the storage area wherever possible. This includes the dimensions of the garage element as a minimum of 6m (length) by 3.5m (width) and the storage element as 1.5m (length) by 3.5m (width). Pedestrian doors are required on all garages.
- All homes will be designed to accommodate electric car charging points in line with the Building Regulations;
- Visitor spaces will be provided as per requirements i.e. 1 space per 5 dwellings (above 5 units) and shall be well distributed across the development.
- Secure cycle storage will be provided for all dwellings with 1 cycle space per bedroom. For units where there are no garages, visitor cycle spaces will be provided on the basis of 1 space per 5 units.



Fig 26. Sketch vignette showing access along Bracknell Road to the north (building form indicative only; for further detail refer to the character areas section)



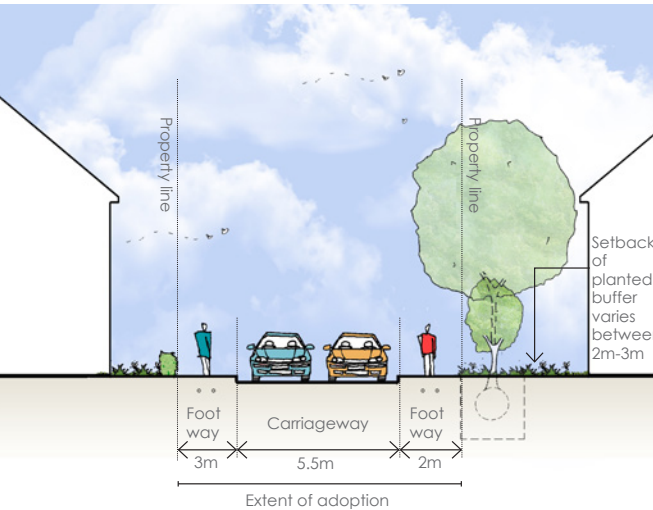
Fig 27. Sketch vignette showing pedestrian and cycle access along Hayley Green to the north (building form indicative only; for further detail refer to the character areas section)



Fig 28. Vehicular movement strategy

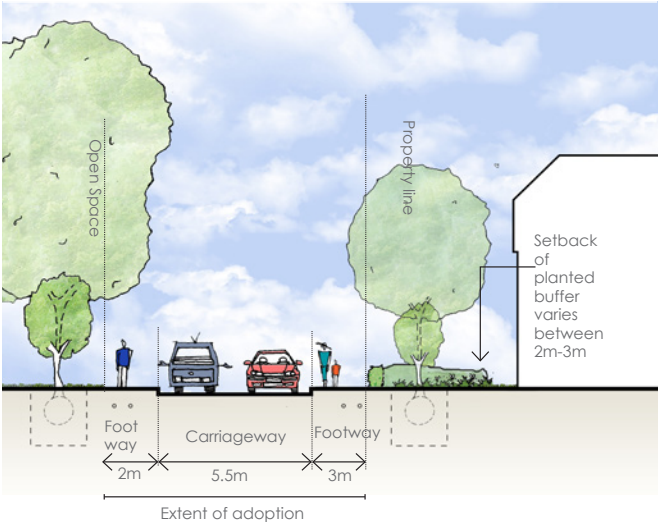
STREET DESIGN

Main Access Street variation 1 - Typical

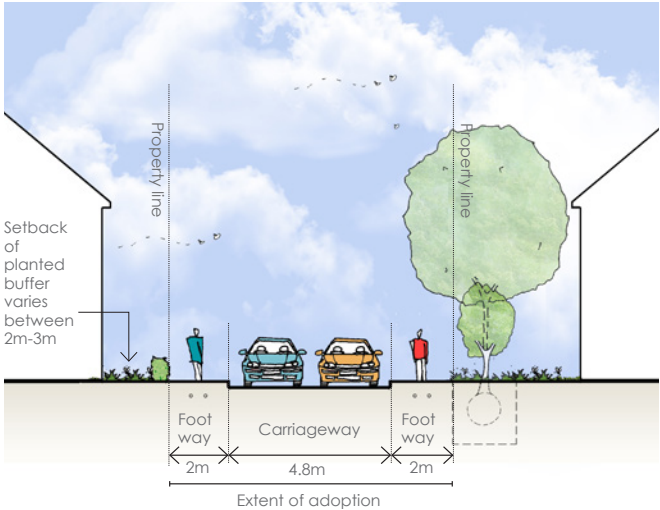


MOVEMENT FUNCTION AND CHARACTER	<ul style="list-style-type: none">Principal access streets to the developmentHigher levels of vehicular movementsSupported by a strong landscape treatmentTree planting will be provided within pocket greens; Retained trees where applicable will be incorporated within the streetscene.
TARGET SPEED	25 mph
TYPICAL CARRIAGEWAY WIDTH	5.5 m
FOOTWAYS	3 m on one side and 2m on another.
TRAFFIC MANAGEMENT	<ul style="list-style-type: none">Variation in corridor width and edge treatmentsTraffic calming - No vertical deflection
MINIMUM VISIBILITY SPLAY AT JUNCTIONS	2.4 x 33m (25 mph zone)
JUNCTION DESIGN	T/Priority junctions to MfS Specification
TRAFFIC CALMING FEATURES	Yes, controlled by design: surface treatment, junctions spacing and pedestrian crossings
JUNCTION RADII	6 m
ON STREET PARKING	Yes, possible

Main Access Street variation 2 - Single sided frontage

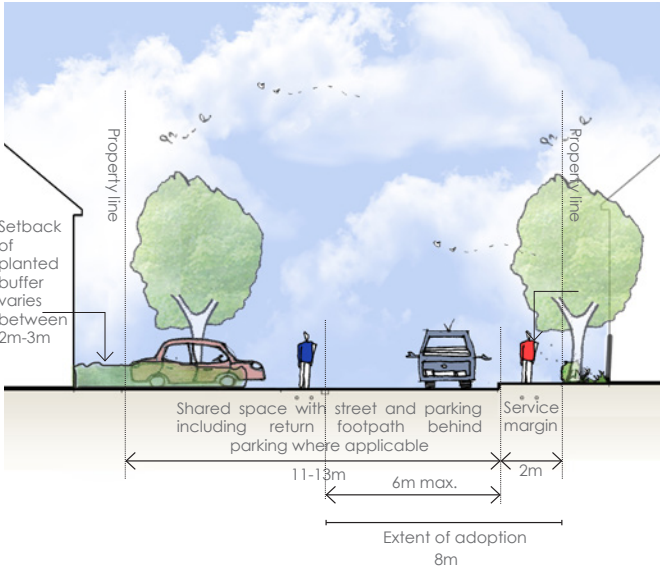


Lanes variation 1 - Typical

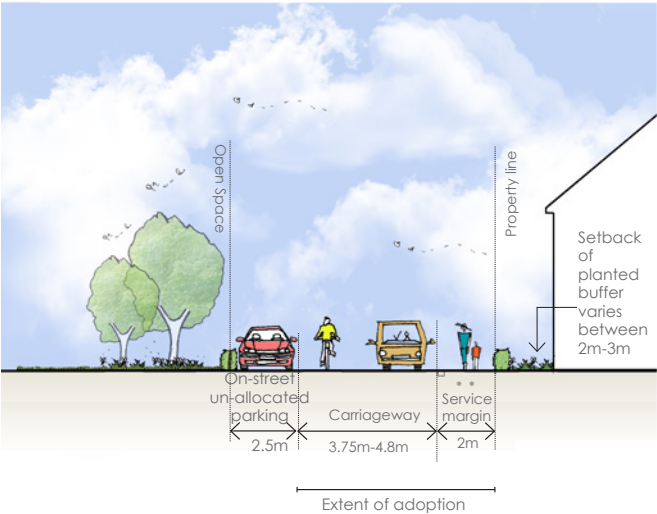


MOVEMENT FUNCTION AND CHARACTER	<ul style="list-style-type: none">Interface to plots and drivesStreet function dominated by localised traffic movementOn street parking will be un-allocated; therefore spaces would need footway to return around themSetback varies between 1.5m to 2m
TARGET SPEED	15-20 mph
TYPICAL CARRIAGEWAY WIDTH (EXCLUDING ANY ON STREET PARKING)	4.8 m
FOOTWAYS	2 m min. both sides or on one side
TRAFFIC MANAGEMENT	<ul style="list-style-type: none">Variation in corridor width and edge treatmentTraffic calming features - speed control features to support splaysOn-street parking
MINIMUM VISIBILITY SPLAY AT JUNCTIONS	2.4 x 23m - 25m
JUNCTION DESIGN	T/Priority junctions to MfS Specification
JUNCTION RADII	6 m
ON STREET PARKING	Yes, possible

Lanes variation 2 - with frontage parking



Private Drives



MOVEMENT FUNCTION AND CHARACTER	<ul style="list-style-type: none">• Private feel, limited in length and not through-roads.• Located on edges of development fronting onto open space, serves a maximum of 5 properties.• Minimal vehicular movement• Setback varies between 1.5m to 2m
TARGET SPEED	10-15 mph
TYPICAL CARRIAGEWAY WIDTH (EXCLUDING ANY ON STREET PARKING)	4.8 m maximum with narrowing to 3.75m
FOOTWAYS/SERVICE MARGIN	Service margin of 2 m on side of properties
TRAFFIC MANAGEMENT	<ul style="list-style-type: none">• Variation in corridor width and edge treatments including landscaped service margins• Traffic calming - No vertical deflection• On plot parking with visitor bays on street
MINIMUM VISIBILITY SPLAY AT JUNCTIONS	2.4 x 23-25m
JUNCTION DESIGN	T/Priority junctions to MfS Specification
JUNCTION RADII	4m - 6m
ON STREET PARKING	Yes, for visitor use only.

3.6 GREEN INFRASTRUCTURE



Through the development of the masterplan principles, six green and blue infrastructure components have been identified. These are defined by their existing character and habitat value, future purpose, and opportunity for landscape placemaking. These landscape components will be unified with underlying themes of durability, safety, accessibility and sustainability.

The landscape framework that underpins the principle of development prioritises retention of existing trees, nature recovery and habitat for wildlife; sensitively drawing on the value of existing green infrastructure on the site to provide benefits for biodiversity and create a connected and accessible multi-functional green infrastructure framework for leisure, amenity and play. Enhancement of green infrastructure will also be required in some locations, particularly around the north-western and southern edge, through additional hedgerow planting and native tree planting as proposed on the plan to the left.

Key

- Site boundary
- Wetland walk
- East west pedestrian/ cycle link
- Central space for biodiversity enhancement including neutral grassland and attenuation basin
- Existing and strengthening planting along edges

- Naturalistic pocket spaces and green corridors around existing trees
- Proposed indicative locations of attenuation basins
- Offsite trees of importance identified in close proximity to the site



Fig 30. Green infrastructure strategy

BIODIVERSITY

The proposed development will provide a mandatory 10% biodiversity net gain in accordance with legal, policy and guidance requirements including its guaranteed maintenance for a minimum 30 year period. This will be the primary driver for the landscape framework.

The strategy -

- Retains key existing green infrastructure;
- Enhances existing habitats;
- Proposes new areas of biodiversity enhancement including native buffers;
- New tree planting; and
- New species rich grassland and native scrub.

AREAS OF IMPORTANCE

The existing areas of importance to ecology are the existing woodlands within and around the site, hedgerows, existing ditches and grassland. Small areas of hedgerow that are removed as part of the proposals will be compensated through new hedge planting along site boundary with more times the linear metres lost, being planted. Existing trees will only be removed due to access, and will be compensated through new native species.

LIGHTING

The proposals will be sympathetic to the landscape and biodiversity setting, positioned sensitively through the green corridors to avoid light spill. This will be designed to enhance the naturalistic feel of the proposals whilst providing a safe route for pedestrians/cyclists to use at night. See section 3.6 in this document for further information.

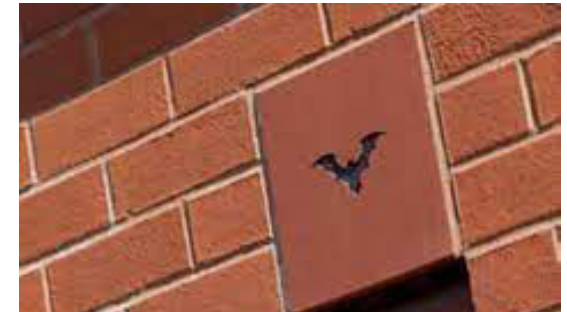


Fig 31. Precedent images

HEALTH AND PLAY



The areas of public open green space within the site will be delivered as flexible open spaces which can support community use. As part of future planning applications, the details of the public open space will be designed to support community use, ensuring that the final design will meet the requirements of the Neighbourhood Plan.

One Local Area of Play (LAP 100sq.m) will be provided in each of the three parcels, alongside an equipped nodal play space (600sq.m) providing ample recreational opportunities in close walking distance for all new residents, as well as existing residents.

Local and incidental play provision is woven into the landscape and public realm more generally, ensuring activity, health and wellbeing.

Enjoyment of outdoor space is integral to the development and available 'on the doorstep'. The play spaces will be linked through walking and cycling routes. The network of leisure walks and location of informal play areas are shown the plan to the left.



Fig 32. Play strategy plan

Fig 33. Precedent images

3.7 LIGHTING STRATEGY

The lighting strategy for the site will take into consideration -

- Specifications of lighting to adoptable highways.
- Lighting to provide personal security.
- Lighting that will minimise adverse impact to ecological areas on site minimising impact on bats and other nocturnal wildlife.

The lighting design for streets will be based around the street hierarchy. This will include lighting along the main street and internal lanes of the development, latter as seen fit being specified to an adoptable standard and agreed with the Council.

The indicative lighting strategy overleaf proposes 4 lighting zones -

Zone 1 is shown in blue and will be unlit.

Zone 2 is a limited lighting zone around the pedestrian/cycle paths and will only be lit as required for public safety with low level bollard lighting. The extent of the east-west link that will be adopted and will include lighting to adoptable standard is shown in Zone 4.

Zone 3 will include the developed areas and involves -

- Adopted Highways - Lighting along streets for adoption will include LED column lighting. The specification will be to an adoptable standard and agreed with the Council. Location of light columns within the development will be sympathetic to the site context, positioned at key junctions to avoid light spill.
- Private roads, pedestrian and cycle paths - this will be lit by medium height pedestrian column lighting as required. This will enhance the naturalistic feel of the proposals whilst providing a safe route for pedestrians/cyclists to use at night.

- The lighting specification for private drives will consist of the lowest level of lighting through bollard lights to illuminate key locations, to provide personal security and increase the feeling of safety for residents and users. These will be installed to spill light across the surfaced routes to aid usability, whilst reducing impact of light pollution.

Zone 4 will include lighting along the east-west route which is capable of being adopted, with its specification capable of being to an adoptable standard in agreement with the Council. Final design and locations of lighting will be carefully located to be sympathetic to site context and constraints, in agreement with Highways Officer and Ecologist



Fig 34. Pedestrian column lighting



Fig 35. Street column lighting



Fig 36. Bollard lighting

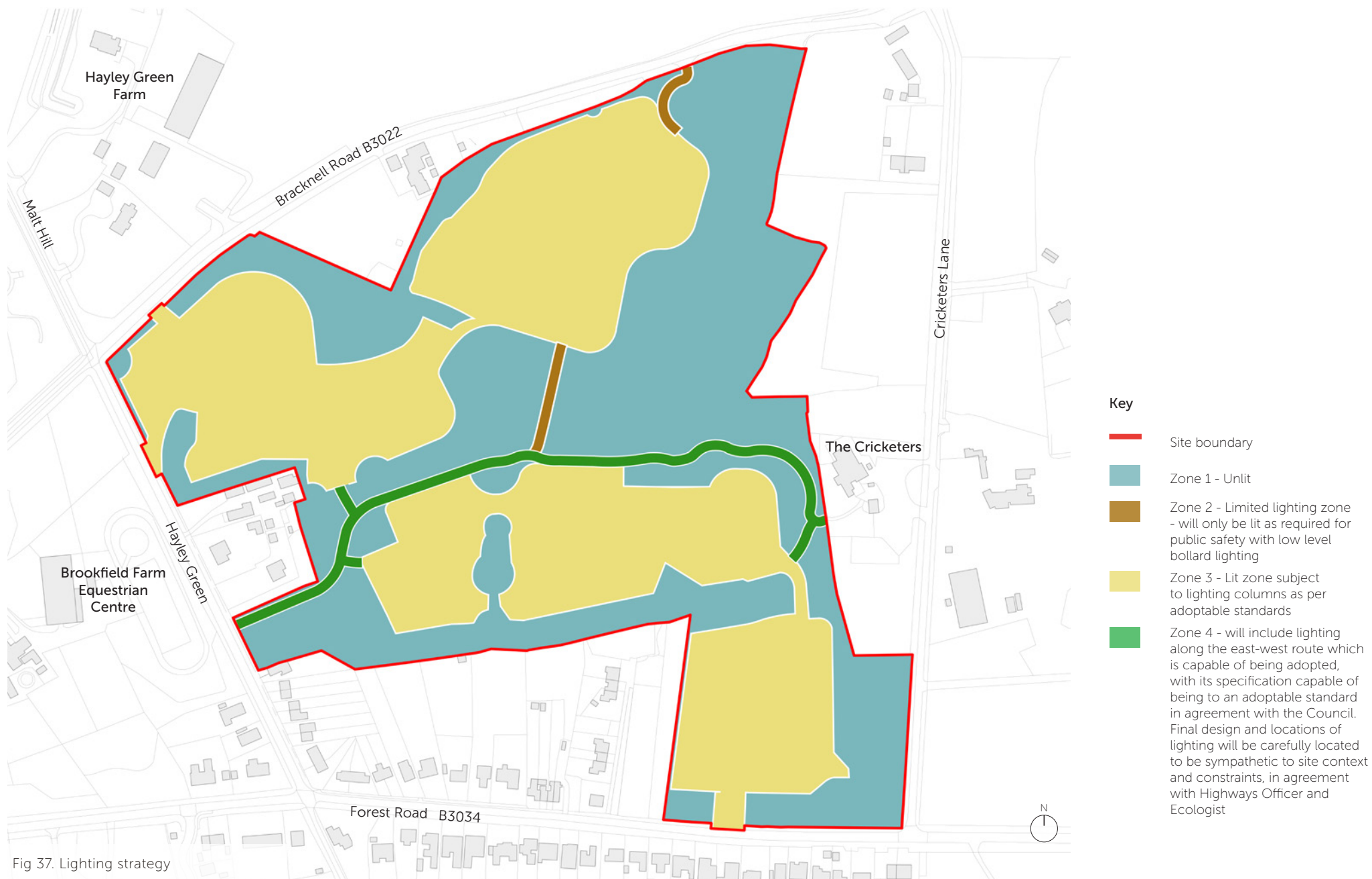


Fig 37. Lighting strategy

3.8 DRAINAGE

The drainage strategy seeks to integrate water management features. The drainage strategy is based upon multi-functional basins capturing diverted rain water. These can be partly lined to form feature ponds that benefit wildlife and incorporate landscape features which can support the climate change emergency objectives; utilising species which will retain habitats through seasonal variations in weather which will also be explored as part of planning application.

Attenuation basins will provide a range of uses although this is influenced by location and the character of the surrounding development. In some cases it will be part of the wetland areas used to enhance local ecology. Whilst in other cases the basins will be mainly located towards the east of the site and will be dry for the most part. They will only contain water following storm events.

An allowance for climate change has been incorporated into the surface water drainage strategy which has been designed not to flood during a 1 in 100 year rainfall event with a +40% allowance for climate change. To further protect users of the development, the attenuation basins have high level spillways to allow surface water to overtop into the surrounding ditch network if overwhelmed.

Where possible the attenuation basins will be unlined to allow surface water to infiltrate into ground. This will provide the additional benefits of replenishing groundwater supplies and reducing the volume of surface water runoff entering the existing ditch network.

The Flood Risk Assessment includes a maintenance strategy which sets out the required maintenance actions and frequency for the piped network and attenuation basins. At this outline stage it has not yet been confirmed whether Thames Water or a private maintenance company who will be responsible for maintaining the SuDS features.

The existing surface water flow routes will be integrated as part of the landscape structure.



Fig 38. Precedent images

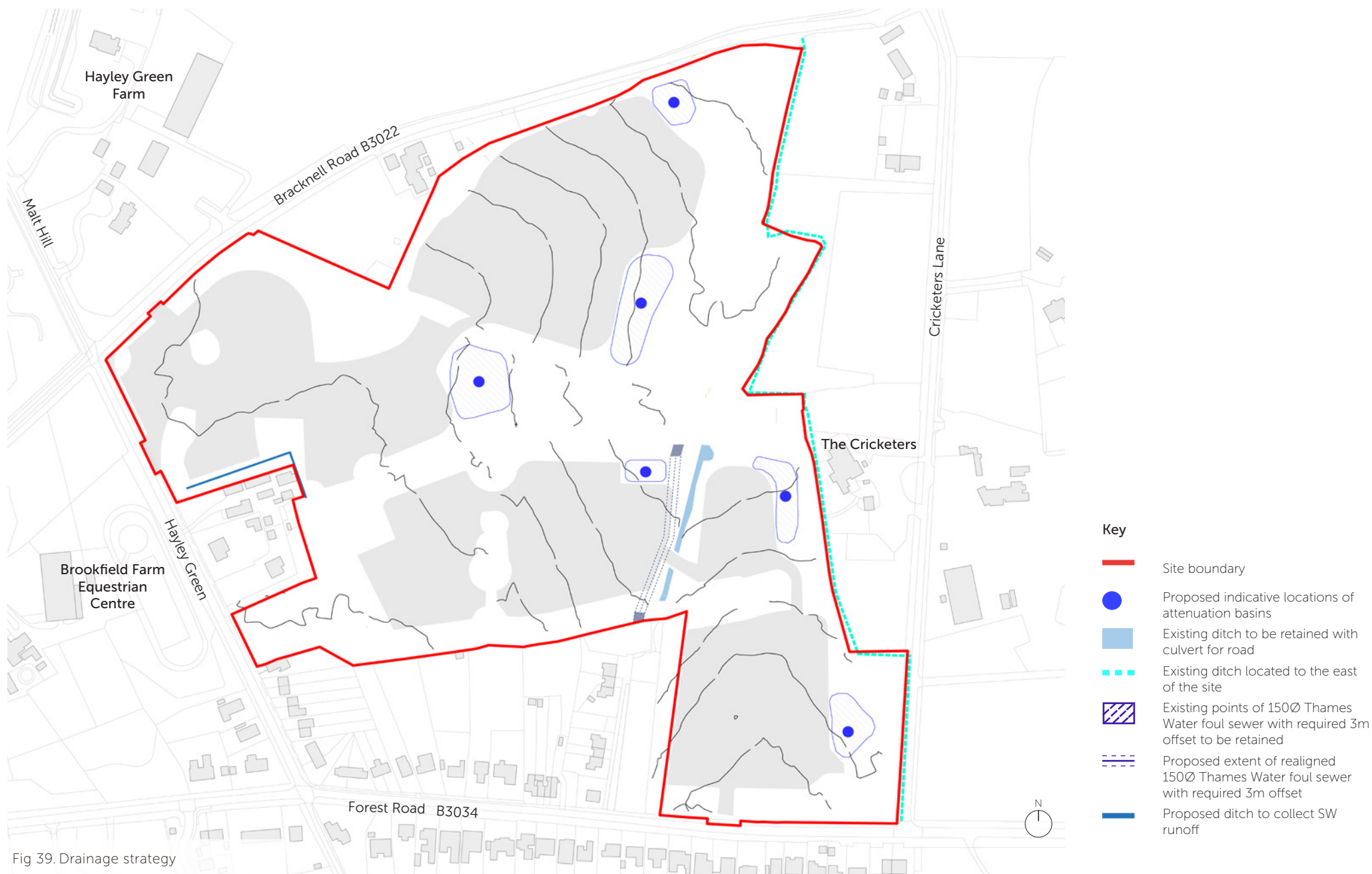


Fig 39. Drainage strategy

3.9 CHARACTER AREAS

The following pages in this section set out development principles for the four character areas that will guide future design stages of this proposed development.

The four character areas are:

- Parkland
- Picturesque Green
- Farmstead
- Forest Road Edge






The character areas have evolved as a result of the assessment of edge conditions of the site complemented with the proposed landscape setting.

The character areas will respond to the local vernacular, settlement grain and the immediate local context of the site. They will create variety and beauty across the development yet be part of an overall vision that is designed and planned as a whole.

The character areas will use appropriate scale, density, materials and fenestration and the guidance provided in this section of the document will create a framework for the detailed design stages, such that a beautiful development is created in a high quality natural landscape setting.

Further work will be done at the detailed design stage.

Key

-  Site boundary
-  Parkland Character Area
-  Picturesque Green Character Area
-  Farmstead Character Area
-  Forest Road Edge

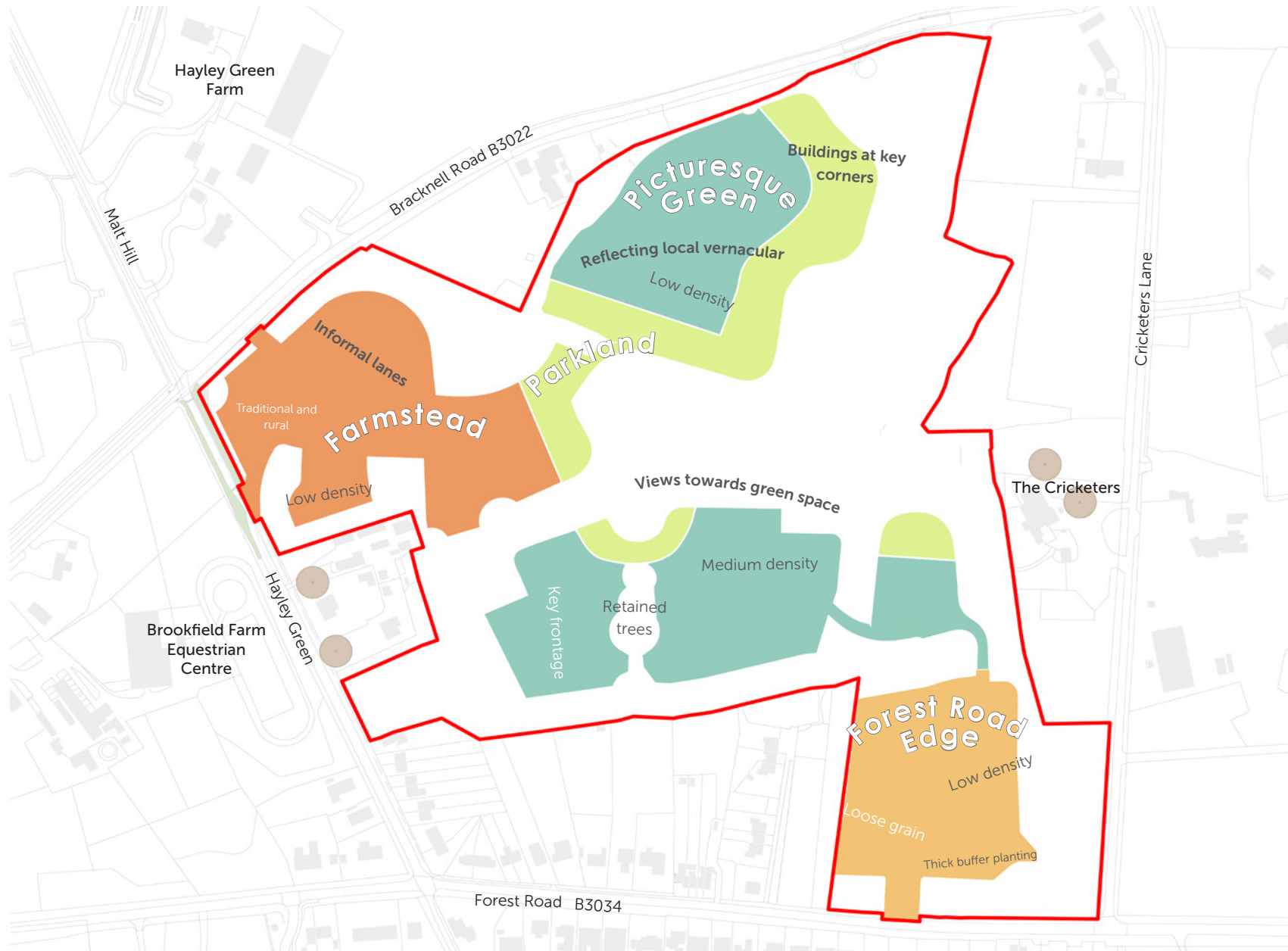


Fig 40.Character areas plan

PARKLAND

- This is typically a low density character area along the open space to the north east and around existing trees and pocket greens in the middle of the site. The treatment of these edges may be formal through a rhythm of dwellings (e.g. a crescent of dwellings overlooking EW cycle link) or informal (frontage facing naturalistic green space in middle of site) with irregular set-backs, organic building line, variation of house types and roof forms along with materials and intricate detailing. This character area is outward looking and creates an interface with open space and trees. Street character is low key, designed with traffic calming to create a pedestrian/cycle priority zone.
- The proposed architectural appearance will blend with the landscape shades through an earthy materials palette completed with architectural detailing and articulation such as dormers, chimneys, brick detailing and porches. Informal frontages will include soft landscaping as boundary treatments such as hedges and occasional cleft fencing.



Fig 41. Precedent images

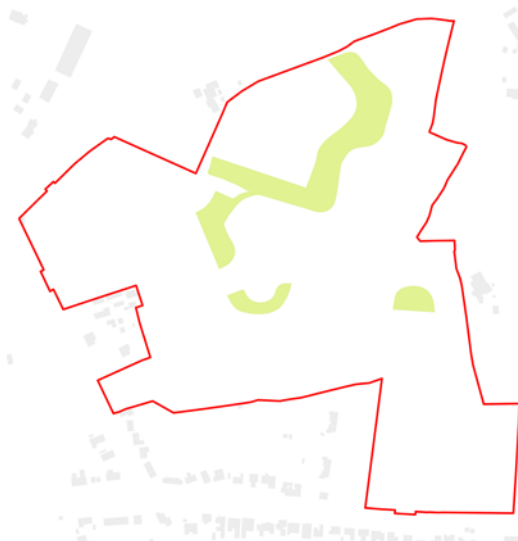
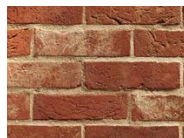


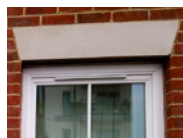
Fig 42. Key plan

INDICATIVE MATERIAL PALETTE

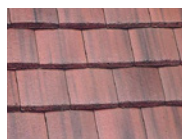
PRIMARY WALL



SECONDARY



ROOF



Houses framing existing retained trees

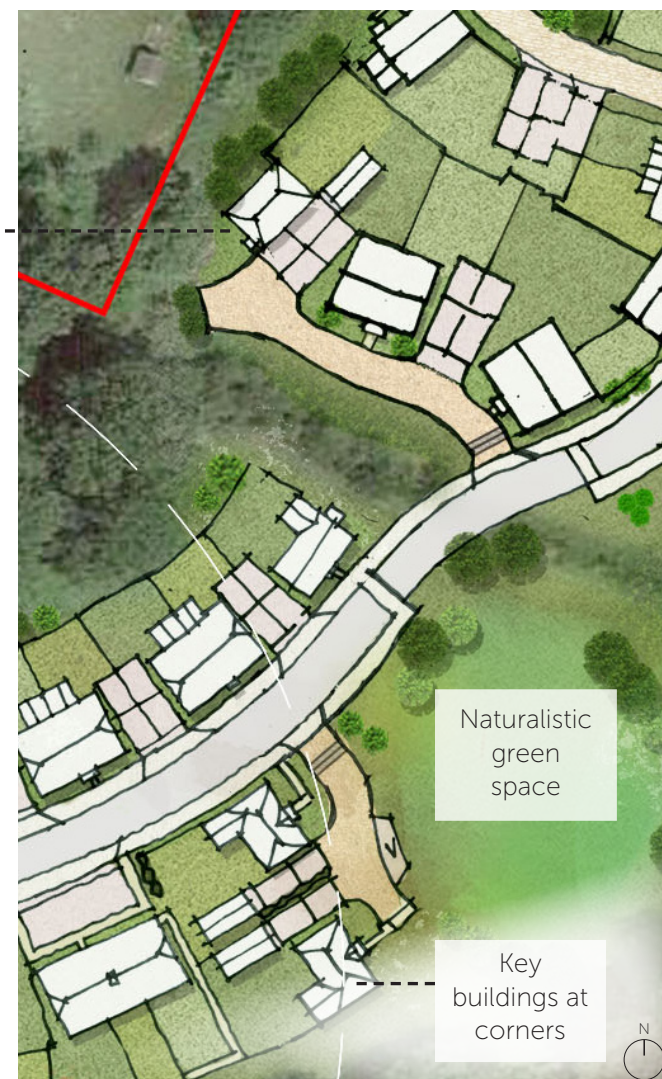


Fig 43. Indicative layout showing potential design of character area

PICTURESQUE GREEN

- The proposed architectural appearance will create a suburban picturesque feel and also reflect the wider landscape setting.
- This character area is of medium density and creates a linear ribbon of development along the main street in the northern and southern part of the site. A tree lined backdrop defines the area, with buildings well set in the established landscaped frame.
- Built form will be designed sensitively around retained existing trees where applicable. Focal buildings at key corners will add visual interest and aid in wayfinding.
- Gables will play a key role in the streetscene and can be articulated further through introduction of secondary materials such as tile hanging, cladding or detailing.

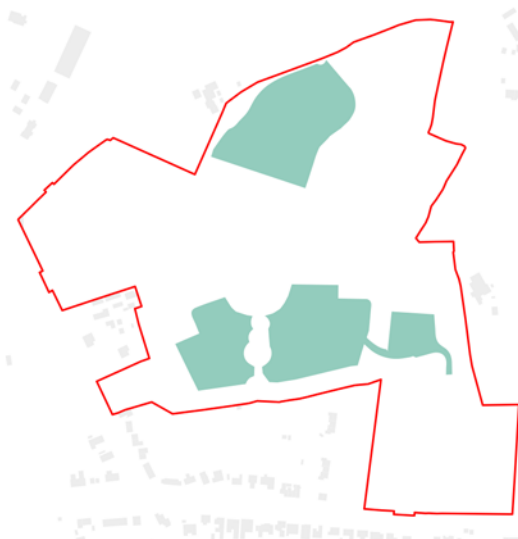


Fig 45. Key plan

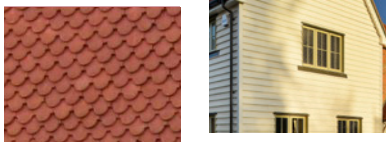
Fig 44. Precedent images

INDICATIVE MATERIAL PALETTE

PRIMARY WALL



SECONDARY



ROOF



Fig 46. Indicative layout showing potential design of character area

FARMSTEAD

- This character area is of low density and creates a farmstead vernacular with the built form which is set in a beautifully landscaped environment with more intimate, small scale pocket greens created to safeguard the existing retained trees.
- Existing Oak trees are the focus of each of the courtyard spaces, simply detailed to create a homestead character.
- The built form along the Hayley Green frontage will provide natural surveillance over the proposed access and links in this part of the site.
- Materials will consist of a mixture of tile hanging and cladding to create a farmstead vernacular.

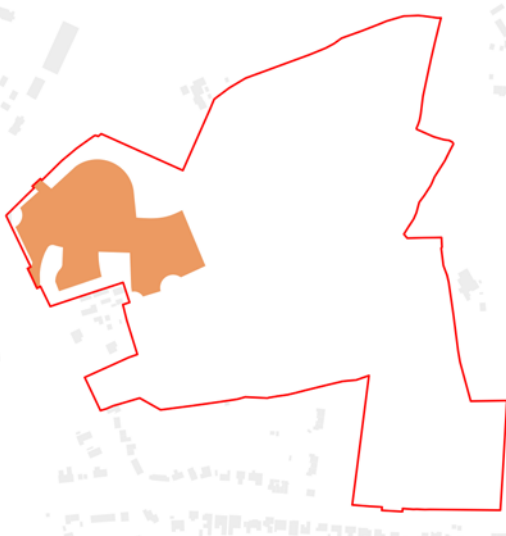


Fig 48. Key plan

Fig 47. Precedent images

INDICATIVE MATERIAL PALETTE

PRIMARY WALL



SECONDARY



ROOF



Large scale glazed opening for Farm House and Long Barn building at the intersection of Hayley Green and Bracknell Road



Fig 49. Indicative layout showing potential design of character area

FOREST ROAD EDGE

- Bungalows set back with front gardens in a linear formation framed by woodland cover are proposed along the southern boundary and access onto Forest Road, responding to the existing low density and height in the area.
- Thick native buffer planting is proposed further to the east of this area to slowly reveal views into the development keeping with the existing built form in the immediate vicinity.
- This character area will be of low key up to 2 storeys, designed to be appropriate for a village edge consisting of units with front gardens, informal parking areas and hedged boundary treatments in keeping with the existing built forms in the immediate vicinity.

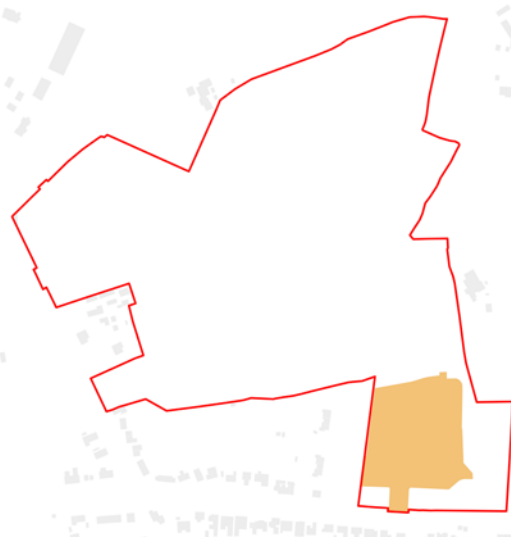


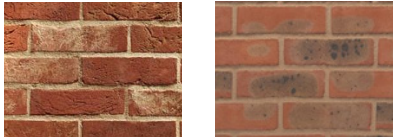
Fig 50. Key plan



Fig 51. Precedent images

INDICATIVE MATERIAL PALETTE

PRIMARY WALL



SECONDARY



ROOF



Fig 52. Indicative layout showing potential design of character area

3.10 DELIVERY

This section sets out the overall delivery strategy and infrastructure required to enable the delivery of new homes on lane at Hayley Green.

PARCEL 1

Parcels starting south of the site includes the delivery of approximately 110 units. The access will be located off Forest Road through a proposed T-junction. It is proposed to bring forward one LAP, as well as a community orchard and an equipped nodal play space of 600 sq.m (including a LEAP and two LAPs) located to the west. This parcel will be a mix of low and medium density with enclosed green corridors, retained trees and hedges and enhance buffer planting towards Forest Road. The main street will wind through the development area with a stepped or staggered frontage alignment and create a series of interlinked spaces with views towards the open spaces.

The elements of medium density areas will be well integrated and with defined perimeter blocks arranged in a linear ribbon form of development to reflect local grain and vernacular. Focal buildings will be placed at key corners to add visual interest, act as markers and aid in way-finding. Building frontage will be set back along Forest Road. East-west views along green fingers will open up to the eastern woodland edge.

PARCEL 2

The north west parcel will deliver approximately 60 units, with access from Bracknell Road. As stated in the Character Area section, this area will predominantly be of low density, made of informal farmstead clusters framing existing retained trees. The main street is an informal/ winding lane that leads to farmstead groupings. The built form will be characterised by pairs of 2 storey dwellings in a picturesque setting framed by trees and interconnected pocket greens with one informal play area located to the centre-south of the parcel. The

arrangement along the Hayley Green (road) frontage will provide natural surveillance over the proposed access and movements in this part of the site and the north west edge will have enhanced buffer planting.

PARCEL 3

The north east parcel will deliver around 65 units. It is similar to Parcel 2 in terms of character, predominantly of low density, with 2 storey dwellings at key corners and enhanced buffer planting around the edges.

OPEN SPACE

The delivery of the open space will focus on the retention of existing trees, nature recovery and habitat for wildlife; sensitively drawing on the value of existing green infrastructure on the site to provide benefits for biodiversity and create a connected and accessible multi-functional green and blue infrastructure framework for leisure, amenity and play, as well as multifunctional attenuation basins to retain surface water flooding. There will be an east west pedestrian/cycle link running across the open space connecting Hayley Green (road) to Cricketer’s Public House.

The table below summarises the open space provision across the site.

OPEN SPACE SCHEDULE	Ha	Ac
Total public open space	7.64	18.88
Passive recreation	7.55	18.66
Active recreation (play areas*)	0.09	0.22

**Deficit of active OSPV will be addressed through off-site contributions*

Key

Site boundary

Parcel 1

Residential development (ca. 110units)

Main access street - access from Forest Road (capable of being adopted)

Vehicular junction | New junction proposed

Parcel 2

Residential development (ca. 60 units)

Arterial connection street - access from Bracknell Road (capable of being adopted)

Parcel 3

Residential development (ca. 65 units)

x 1 Proposed indicative locations for informal play area (LAP)

Open space to be agreed as part of a phased provision

4 ha open space - policy WNP2 (4ha/ 9.88ac)

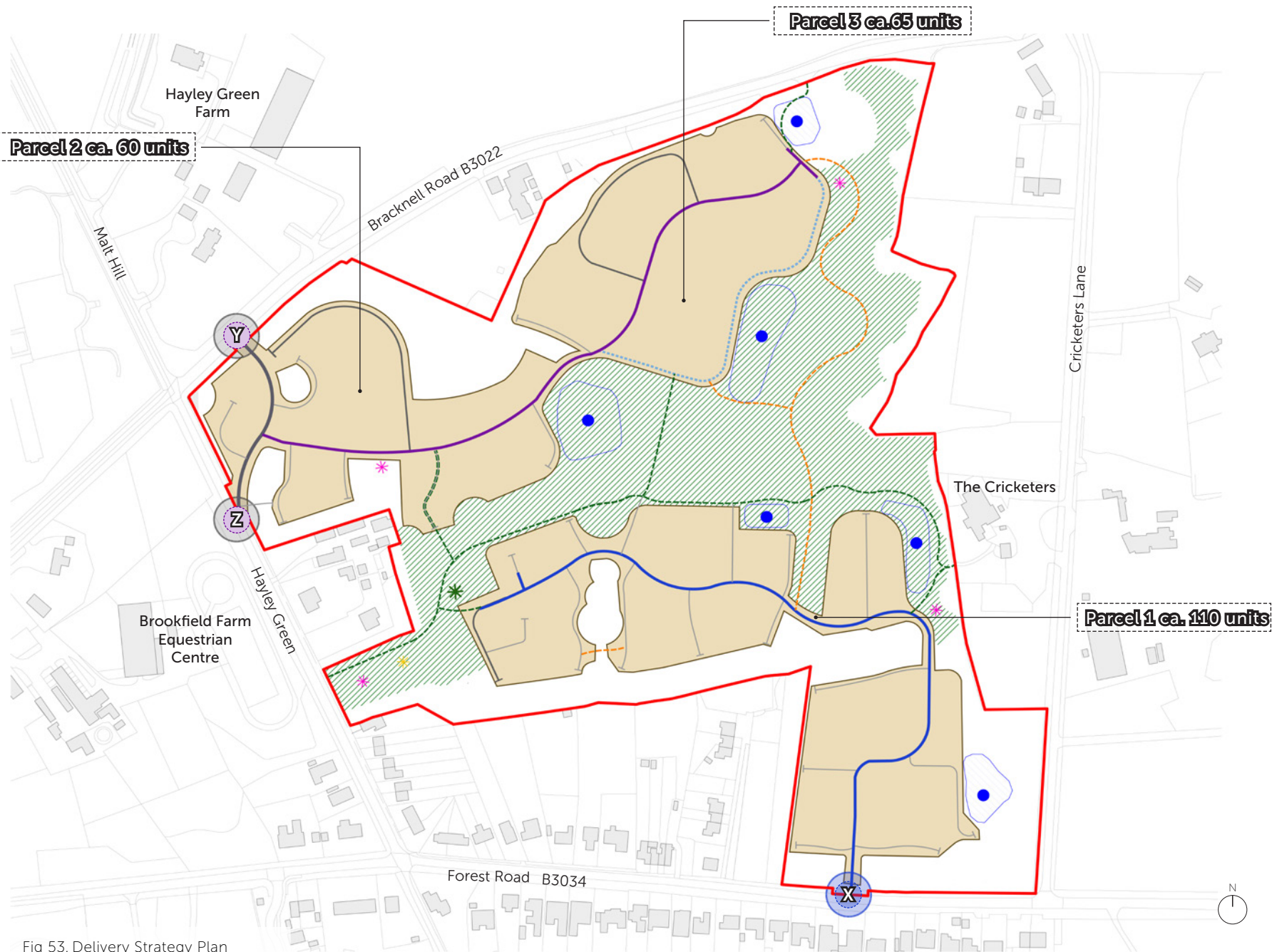


Fig 53. Delivery Strategy Plan

04| CONCLUSION

The proposals at Hayley Green will cater for the local housing need and will deliver approximately 235 new beautiful homes of varying mix and tenure designed as a context responsive new neighbourhood.

The masterplan has evolved placing particular regard to opening up private land and providing a significant green space that will be publicly accessible and connected to a network of green and blue infrastructure corridors and spaces, such that new homes are set in a beautiful landscape setting.

This will be complemented with a sustainable travel plan and a range of on-site and off site highways improvements.

Hayley Green will -

- Have its own identity in a well enclosed landscape setting;
- Respect and integrate landscape features and wildlife habitats as part of a comprehensive landscape led masterplan;
- Be lively and fun, complemented with a robust inter-connected network of amenity open space, natural green space and informal and/or natural play areas;
- Open space provision including significant bio-diverse landscaping;
- Works for people of all ages;

- Offers improved and new pedestrian and cycle routes not just within the site but linked to a comprehensively considered wider highways;
- Sustainable travel infrastructure improvements which will form part of a comprehensive sustainable travel plan; and
- Most importantly will foster local pride and a strong sense of community ownership through creating and promoting beauty.

The document demonstrates that the site is free from major constraints and is in a sustainable location. The proposal will enhance the biodiversity value of the site and will be led by a robust deliverable and landscape led masterplan framework that will gradually shape into a beautiful and timeless new neighbourhood integrated as part of Warfield.

This document shows a strong placemaking commitment and a landscape and design led vision from Jordan Construction. The Hayley Green Masterplan creates a robust framework that will guide future delivery and give identity to this new neighbourhood.

Jordan Construction is committed to working closely with stakeholders and the local community to make Hayley Green a low carbon, resilient, joyful, green and beautiful place to live, enjoy and visit. This section demonstrates the range of benefits this proposal will bring to the local community.

Our Placemaking Commitment



MULTI-
FUNCTIONAL
& BIO DIVERSE
LANDSCAPE



MOBILITY &
SUSTAINABLE
TRANSPORT



COMMUNITY
GREEN SPACE,
ORCHARD
AND PLAY



BUILDING
BEAUTIFUL

Existing hedge may need to be trimmed back and/or removed in places to allow for visibility splays and safe access. Where this occurs new native hedgerow will be planted and set back further behind the existing hedgerow line as shown in dashed green



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