

WARFIELD

CENTRAL AREA MASTERPLAN
DOCUMENT

FEBRUARY 2015

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THE VISION

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”

(National Planning Policy Framework paragraph 14)

The Warfield Central Area Masterplan provides the framework to enable the delivery of a high quality design which will create a distinctive and well connected community, encapsulating the qualities and reflecting the attributes of the site and its surrounding area. New development will complement the existing communities at Whitegrove, Quelm Park and Newell Green, through high-quality new homes, supported by a neighbourhood centre, a new primary school, extensive open space, improvements to infrastructure which will provide better access, and landscaping. The proposals will support community cohesion by connecting with established adjacent communities.

01 | INTRODUCTION

1.1 THE PURPOSE OF THIS DOCUMENT

1.1.1 Land at Warfield, north of Bracknell, is allocated as a site for 2,200 new homes under Policy SA9 of the July 2013 Site Allocations Local Plan (SALP). The policy also provides for employment space, a neighbourhood centre with a 'community hub', two primary schools, on-site publically accessible open space and Suitable Alternative Natural Greenspace (SANG).

1.1.2 Prior to the submission of a planning application for any part of the site, a masterplan must be prepared and agreed with the Council as Local Planning Authority. The masterplan should accord with the following hierarchy of planning policy documents (national and local) and local planning guidance:

- 1) The National Planning Policy Framework
- 2) The Development Plan (comprising the saved Policies of the Bracknell Forest Borough Local Plan (BFBLP) (2002); the Core Strategy Development Plan Document (DPD) (2008) and the Site Allocations Local Plan (2013)
- 3) Planning Guidance: in particular the Warfield Supplementary Planning Document (SPD) (2012) and the associated Warfield Masterplan Brief.

1.1.3 The Warfield Masterplan Brief was issued by Bracknell Forest Council in September 2012. It sets out what the masterplan should comprise and concludes:

1.1.4 "It is recognised that due to the number of parties involved across the whole site, and the various timetables for proposed development, that it is not practical to expect delivery of a masterplan as part of one consolidated planning application. However, the Council does expect the relevant masterplans to be submitted and considered for each of the 3 areas prior to any planning applications being submitted.

1.1.5 It must also be recognised that, given the nature of development here and number of proponents, the masterplans will need some form of Council endorsement to help give certainty to move forward. The masterplans will not form part of the Council's Local Development Framework due to the length of time such plans would take to formally adopt."

1.1.6 The Warfield SPD sets out a comprehensive strategy for the implementation and sequence of delivery of development to the north of Bracknell (section 11 and Figure 11 within Appendix 3). It divides the whole development site into three main blocks or areas, together with a small parcel at Manor Farm (Area 4) and a strategic SANG location at Cabbage Hill (Area A), and requires a masterplan for each area to be prepared. The Warfield SPD confirms that the Central Area Masterplan will contain the neighbourhood centre and should therefore come forward as early in the development as possible providing essential facilities at the heart of the development.

1.1.7 This Central Area Masterplan fulfils the requirements of the Warfield Masterplan Brief (September 2012) and provides an interpretation of the design strategy in the Warfield SPD with its detailed development principles in respect of Area 1 of the Warfield allocation, hereafter referred to as the Central Area Masterplan.

1.1.8 Its purpose is therefore to provide a context for subsequent planning applications. The document explains the masterplan prepared for the Central Area, having regard to the planning policy and guidance outlined above, the physical features of the site and its surroundings, and the urban design approach which has informed the proposals. Once agreed, the Central Area Masterplan is an important material planning consideration in the determination of subsequent planning applications.

1.2 LOCATION AND DESCRIPTION

1.2.1 The Warfield allocation covers an area of land from Cabbage Hill in the west to the Bull Brook river in the east. It is bounded to the south by Harvest Ride and to the north by Warfield Street (B3034) and Forest Road (B3095). The Central Area stretches from Avery Lane in the west to Maize Lane in the east. The land includes a varied mix of open pasture and rough grazing land with private residences. It is bounded by the existing communities of Quelm Park and Whitegrove to the south with Warfield Street and Newell Green to the north.

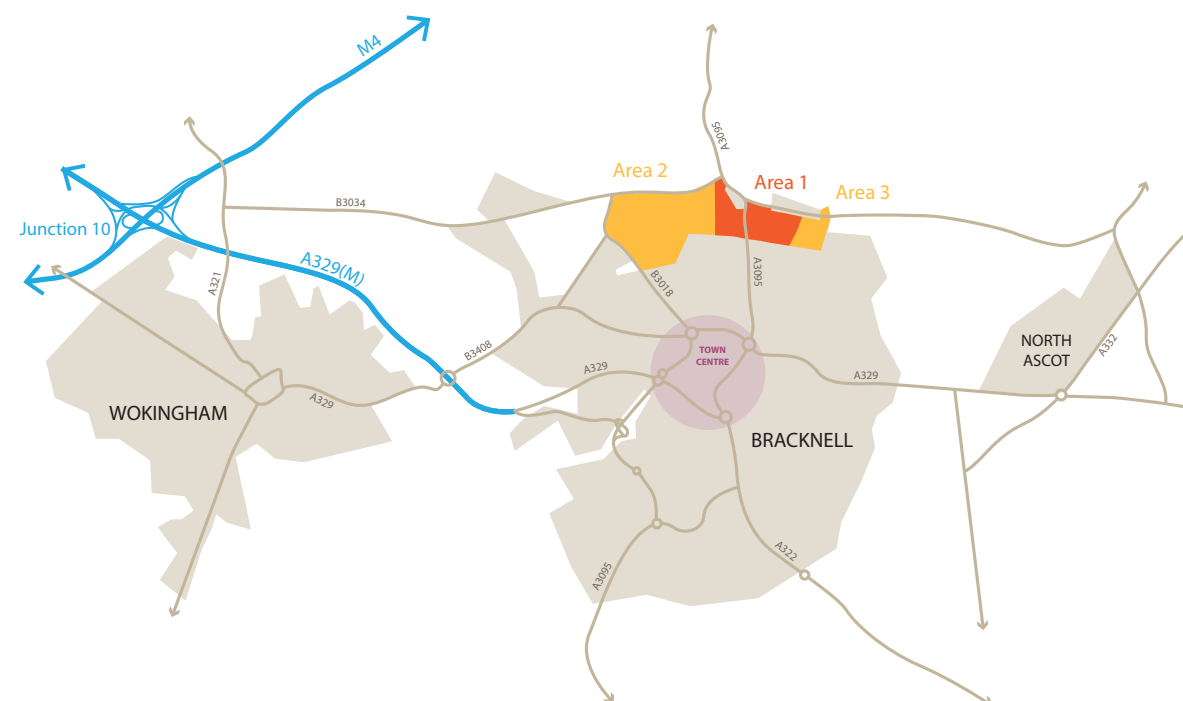


Figure 1.1 Location Plan

1.3 THE CENTRAL AREA MASTERPLAN — A CONNECTED NEIGHBOURHOOD

1.3.1 The evolution of the Central Area proposals have been considered in discussion with officers at Bracknell Forest Council and Warfield Parish Council in the period since identification of the Warfield Site as an allocation in the 2008 Core Strategy, and this dialogue has contributed to the evolution of the masterplan. In addition, during the course of preparing this masterplan there has been an extended dialogue with those landowners and developers who have interests in the Central Area and have been willing to engage with the preparation of this masterplan.

1.3.2 This masterplan provides the parameters and design principles to set the context for development proposals, but does not seek to prescribe the detailed design of individual planning applications. This is an important principle, in order to ensure individual planning applications can be prepared to meet the specific requirements of different developers, landowners and their respective sites, informed by the Central Area Masterplan design principles.

1.3.3 The role of the Masterplan is therefore 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. The Plan includes one of the primary schools and neighbourhood centre which includes a community hub as required in the wider Warfield allocation.

1.3.4 A defining objective of the Central Area Masterplan is to develop and design a connected neighbourhood. Such connections are manifested in different but equally important ways. The need to demonstrate connections is emphasised by the geographical position of the Central Area at the heart of the Warfield development area relative to other development areas to the east and west. Such connections will foster the growth of a successful community and good relationships with the established community.

1.3.5 Connections are provided to Bracknell and neighbourhoods to the south of Harvest Ride and through to and across Warfield Street linking to recreational routes to the countryside to the north. The Central Area provides a green leisure connection with Areas 2 and 3 to the west and east respectively. This is achieved in part through the implementation of an East to West Greenway which provides for an extensive green route linking greenspaces across the whole site allocation and beyond, as set out in the Warfield SPD. The East to West Greenway will link key facilities, including the neighbourhood centre, primary school, play and open space areas. Such connections are also achieved with important community and commercial facilities which adjoin the masterplan area, including the Whitegrove retail and community facilities to the south east, connected by the main street running through the new community.

1.3.6 The masterplan creates development in a form which gives priority to pedestrians, cyclists and equestrian users to move throughout the site, linking west to Area 2 and east to Area 3 of the Warfield allocation. At the heart of the masterplan are new (between Maize Lane and Old Priory Lane) and enhanced (Avery Lane) greenway links to the open countryside north of Warfield and green space to the south through as well as the East to West Greenway which will ensure safe and attractive recreational access between Cabbage Hill and the Cut River Park to the west and the Bull Brook to the east.



Figure 1.2 Area 1 Central Master Plan



dwg. no. 16950-52X

02 | UNDERSTANDING THE CONTEXT

Detailed contextual studies have informed the preparation of the masterplan. A summary of this work is set out in this chapter. While every effort has been made to provide a complete analysis of the Central Area it is provided here with the caveat that access for survey work was not available for all the land in the Central Area, however this does not affect the validity of the design principles expressed here nor the suitability of specific parts of the site for development.

2.1 PLANNING POLICY

2.1.1 New development in Warfield is guided by:

- i) saved policies in the Bracknell Forest Local Plan (2002), and
- ii) the Core Strategy adopted in 2008,
- iii) the Site Allocations Local Plan (SALP) adopted in July 2013.

2.1.2 The SALP allocates the Warfield site for a comprehensive mixed-use development including 2,200 dwellings by its Policy SA9.

2.1.3 Development in the Borough is also subject to Policy NRM6 in the South East Plan (2009) which relates to the Thames Basin Heaths Special Protection Area (SPA) and to additional guidance in the form of various Supplementary Planning Documents (SPDs) the most significant of which is the Warfield SPD, adopted by the Council in February 2012. New residential development will be expected to have regard to the following guidance:

- Character Area Assessments SPD;
- Streetscene SPD;
- Designing for Accessibility SPD;
- Limiting the Impact of Development SPD;
- Bracknell Forest Parking Standards SPD;
- Sustainable Resource Management SPD;
- The Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy SPD.

WARFIELD SPD

2.1.4 The Warfield SPD sets out 16 Principles for the development of the whole site. They are based on a review of the physical and environmental constraints that affect the site and of opportunities to provide and enhance social and community facilities. The Concept Plan at Figure 4 of the SPD demonstrates in broad terms the application of these principles for the layout of the site. Paragraph 8.5 of the SPD confirms that whilst the proposed locations for primary schools have been identified and are shown on the Concept Plan in Figure 4, there will be flexibility should acceptable alternative locations be agreed with the Council.

WARFIELD MASTERPLAN BRIEF (SEPTEMBER 2012)

2.1.5 The Warfield masterplan brief establishes a series of key issues which should be considered in the formulation of area masterplans in order to demonstrate the best principles of sustainability and to promote connectivity. These include the following:

Movement plan: this is set out in section 3.3 below and on Figures 3.3 (Access and Movement Plan) and Figure 3.4 (Sustainable Movement).

Green Infrastructure Strategy: the Central Area green infrastructure strategy is detailed in section 3.4 below and specifically expressed on Figure 3.5 (Green Infrastructure Strategy).

Character Areas: Section 3.6 below details the Central Area response to the application and interpretation of the design response to the four relevant character areas contained within the Warfield SPD. Figure 3.1 confirms the land use areas, development parcels and densities established to inform the subsequent detailed design of these parcels at the planning application stage. It is anticipated that this design rationale will be developed into a Design Code which will form part of a Design Statement at the detailed planning or reserved matters submission stage.

Design Rationales: The Warfield Masterplan Brief seeks the inclusion of the following elements within the Central Area masterplan:

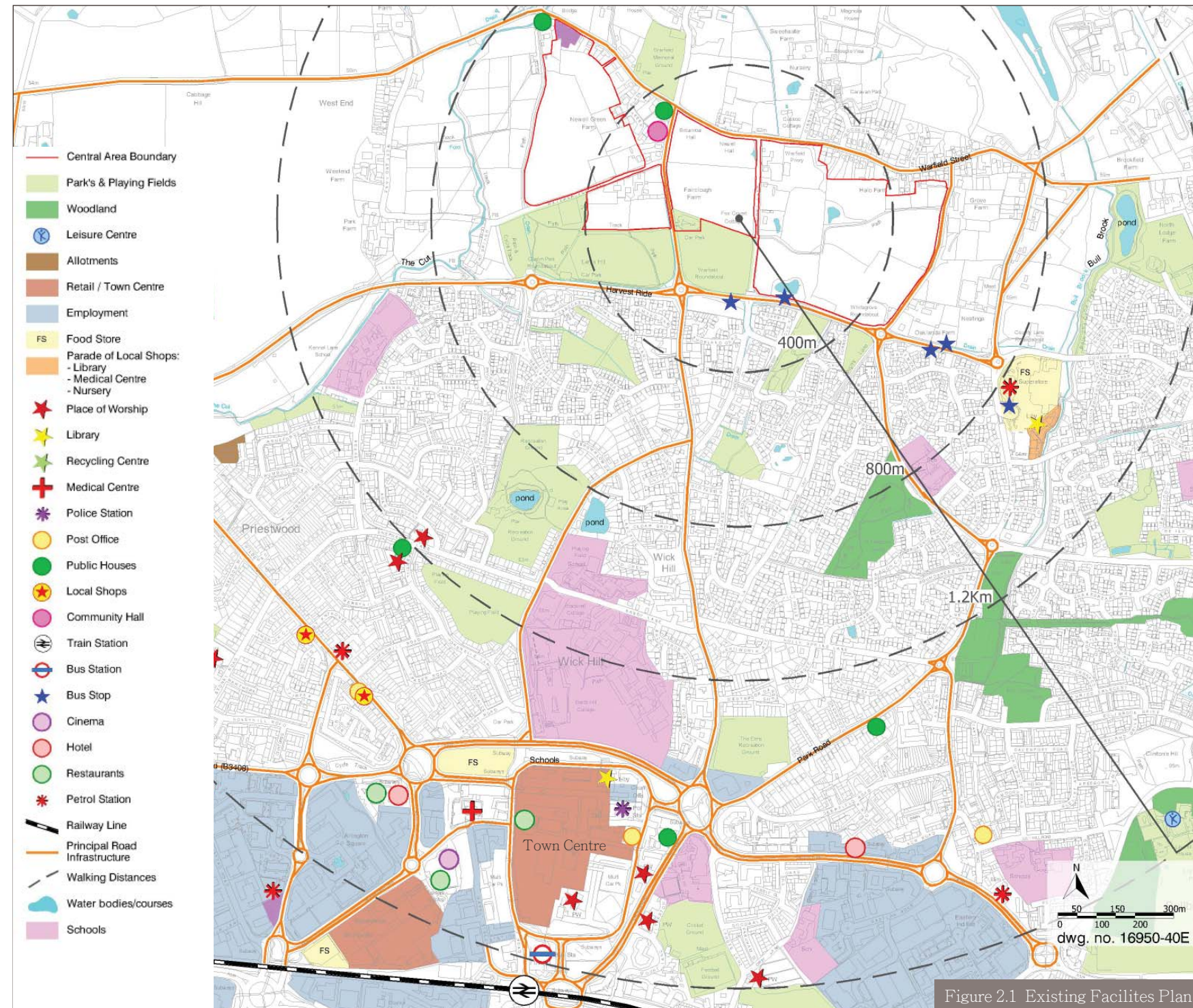
- Urban form principles — built form and massing (addressed in Section 3.2)
- Density and heights — scale and morphology (addressed in Section 3.1 and 3.2)
- Street typology and streetscene treatments (addressed in Sections 3.2 and 3.6)
- Building types (addressed in Section 3.1 and 3.2)
- Parking rationales (addressed in Character Areas section 3.3)
- Landscaping strategy and open space principles (addressed in Section 3.4)
- Outline of future architectural detailing — materials, colour palettes and boundary treatments (addressed in Character Areas section 3.6)

- Design Nodes — key areas within the layout which contribute to legibility (addressed in Section 3.2)
- Key Vistas — visual connections and visual links to the town and landscape features (addressed in Section 3.2)
- Key Frontages — landmark buildings (addressed in Section 3.2)
- Streetscenes (addressed in Character Areas section 3.6)
- Education sites — location and layout (entrance, parking and drop off and recreation facilities) (addressed in Section 3.1)
- Neighbourhood centre facilities — location of the community hub and retail units and connectivity to wider area (addressed in Section 3.1).
- Recreation and Play — location of facilities including pedestrian and cycle links (addressed in Section 3.3 and 3.4).
- Design for Climate Change and Adaptation — sustainability, carbon reduction and energy efficiency — orientation of blocks, streets and buildings and use of landscaping and use of SUDs to collect and manage surface water (addressed in Sections 3.2 and 3.4 with further detail to be addressed at the planning application stage).
- Affordable housing — (addressed in Section 3.1).
- Public Art strategy — to be addressed at the planning application stage.
- SANG strategy — mitigation and delivery strategy (addressed in Section 3.4).
- Phasing Plan and delivery trajectory (addressed Section 4).
- Plans linking neighbouring areas across area masterplan boundaries (addressed in Section 4).

2.2 EXISTING FACILITIES

2.2.1 There are local facilities and amenities within the vicinity of the Central Area. They include:

- A range of schools are located within Bracknell including primary and secondary education. A Community Hall is located within Newell Green and provides for a range of local functions.
- Existing retail facilities consists of a Tesco superstore to the south east of the site, supported by a range of community uses that include a library, childrens nursery and a small parade of shops (including the Parish Council offices).
- Larks Hill, an open greenspace adjacent the south western site boundary.
- Playing fields adjacent to the site (Priory Field).



2.3 LOCAL CHARACTER APPRAISAL

2.3.1 A character appraisal has been carried out as part of the masterplanning process (see Appendix 1). The appraisal undertaken to inform the preparation of this masterplan, builds upon the information in the Bracknell Forest Borough Council Document “Character Area Assessments SPD” .

2.3.2 The Warfield SPD identifies seven character areas in order to guide the design of the development (see figure 2.2). Four of these areas are relevant for the preparation and consideration of proposals in the Central Area, these are:

- The local Neighbourhood Centre
- Newell Green South
- Warfield Street South
- Harvest Ride

2.3.3 Table 2.1 sets out the design principles for these areas as given in the SPD. They have informed the masterplan.

2.3.4 Section 3.7 within this document establishes development principles for each character area that relate to urban form and appearance. These will serve as guidance for future planning applications.

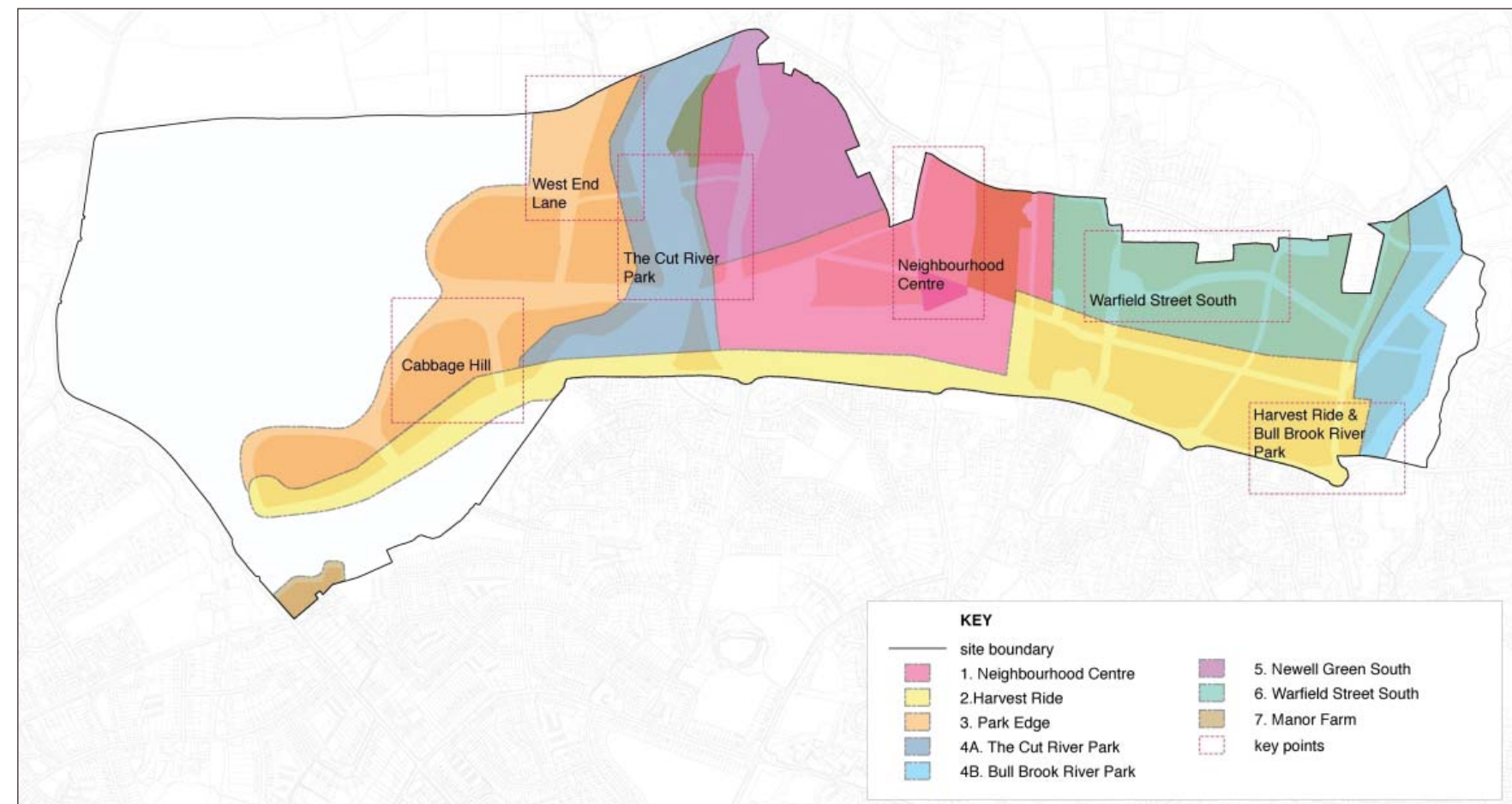


Figure 2.2 BFC Warfield SPD - Fig 3 Character Areas

NEIGHBOURHOOD CENTRE	NEWELL GREEN SOUTH	WARFIELD STREET SOUTH	HARVEST RIDE
<ul style="list-style-type: none"> The space will be defined by a mostly continuous frontage. The Neighbourhood Centre will consist of, residential buildings and small retail facilities, with the potential and flexibility to accommodate health facilities, such as a dentist, and community uses. Buildings will therefore need to be designed to have flexibility in terms of uses. The central square should provide opportunities for activities to spill out into the space from surrounding buildings. Provide active frontage onto the square with the potential to incorporate community uses from separate public access points. Visitor parking and play facilities should be accommodated within the square. Dwellings should consist of terraced town houses and flats and be more urban character in comparison to other areas in the development. As Newell Green approaches Warfield Street to the north, the frontage should become less continuous and be fragmented to reflect the existing grain, with semi-detached and detached houses. The neighbourhood centre should have sense of arrival, contain landmark buildings with a good sense of enclosure and ensure that the east to west greenway is connected to the neighbourhood centre. 	<ul style="list-style-type: none"> The east end of Watersplash Lane should be maintained as a semi-rural lane and continue to provide access for existing residents and dwellings. The west end of Watersplash Lane will provide access to new development parcels, whilst maintaining the character of the lane as far as is possible. A new access road will also be provided to the south of existing dwellings. Development should front onto Watersplash Lane whilst retaining the existing trees and hedgerows as a green buffer area. Trees and hedgerows should be retained and layouts should take into account the important trees and planting, including the trees covered by Tree Preservation Orders. The function and character of the existing semi-rural Avery Lane to the west is to be retained and will provide an important recreational and strategic pedestrian and cycle route, maintaining its status as a bridleway. The lane will be closed to vehicles other than where a vehicular access may need to cross the lane. This area should be verdant in character with significant areas provided for new trees and landscaping. The area should be informal, providing a mix of dwelling types. Within parcels, there will be opportunities to create internal mews areas and shared street courtyards. Plot sizes and set backs should vary creating an informal area and interest within the streetscene. 	<ul style="list-style-type: none"> The area should be informal and semi rural and mainly consist of detached and semi-detached houses with long gardens and generous set backs. The existing green clusters and ponds in the area should be retained where possible. The main pond in this area and should be treated as a village green, creating an open space and amenity with housing fronting onto the green area. Hedge Lane (bridleway) should be retained as a semi-rural lane with the focus being on a pedestrian and cycle use, retaining the bridleway status. Vehicular punch throughs across the lane will be needed to provide access to the northern parcels, however, primarily the lane should retain its current character. Hedge Lane should form part of The East to West Greenway; trees, hedgerows and shrub planting on both sides should be retained and added to where appropriate with detached and semi-detached houses fronting onto the lane with an appropriate set back. Within the parcels, smaller terraces and mews housing fronting onto shared surface streets and intimate courtyards in an informal arrangement are appropriate. 	<ul style="list-style-type: none"> Harvest Ride should have a suburban character reflecting that of the existing character to the south. Dwellings should be primarily semi-detached and detached dwellings to be set back from the road with a landscape buffer zone, accessed by private drives running parallel to Harvest Ride. The layout of dwellings will be formal with consistent set backs and spaces between. The junction of County Lane and Jig's Lane North should consist of 3-4 storey apartments which will integrate with Whitegrove Neighbourhood Centre. Green spaces in front of the apartment buildings will form a natural buffer from the roundabout, as well as creating a pleasant space for pedestrians.

Table 2.1 Warfield SPD Character Areas Summary

2.4 SITE EVALUATION

A number of surveys and studies have been undertaken to inform and guide the preparation of the Central Area Masterplan, including landscape analysis, topographical survey, arboricultural survey and a sustainable drainage systems (SUDS) strategy. See Appendix 1 - Constraints Plans.

LANDSCAPE AND ARBORICULTURE

2.4.1 The landscape context and character of the site has been considered and this has informed the landscaping, layout and design principles of the proposals outlined in this masterplan. The land within the Central Area is generally flat with undulating small fields enclosed by hedgerows, and used mainly for rough grazing, and associated with residential properties. Larks Hill and Priory Field, at the southern end of the masterplan area adjoining Harvest Ride provide recreational open space for the existing community.

2.4.2 A full arboricultural survey has been undertaken to inform the preparation of the Central Area Masterplan. It has identified categories of trees, groupings and hedgerows which are proposed for retention and those that must be removed to facilitate development. The presence of trees has been taken into account in the arrangement of roads, buildings within the masterplan.

DRAINAGE AND HIGHWAYS

2.4.3 The site generally drains towards the north with a number of existing sewers and drains located within or under existing highways infrastructure. There are a number of north south connections along the existing roads/lanes and routes within the site and an existing bridleway which traverses the site east to west.

2.4.4 Existing roads such as Old Priory Lane and Watersplash Lane will only be used to serve small parts of the development; ensuring traffic distribution is controlled to more appropriate routes. Public transport will be routed along the southern boundary of the site on Harvest Ride.

LISTED BUILDINGS

2.4.5 There is one listed building located within the site, Priory Cottage, which lies on the east side of Old Priory Lane. New development will need to ensure that the setting of the listed building will not be adversely affected. Newell Hall and Knibbs Nook, are listed buildings located to the north of the development adjacent to the boundary on Warfield Street and the impact of the development on their setting has been considered in formulating the master plan. Further considerations to the settings of these important buildings will be undertaken as more detail is produced at the full or reserved matters stage of the process.



Warfield Street adjacent to Maize Lane south side



Plough and Harrow Junction - Warfield Street and Newell Green



Public bridleway between Old Priory Lane & Maize Lane



Maize Lane forming the Eastern boundary



Harvest Ride adjacent to Priory Lane south side

ECOLOGY

2.4.6 The site is, at its closest point, some 4.3km from the Broadmoor to Bagshot Woods and Heaths Site of Special Scientific Interest (SSSI), a component of the Thames Basin Heaths Special Protection Area (SPA).

2.4.7 The masterplan is required to include a bespoke solution to avoid and mitigate any impacts on the SPA arising from recreational use connected with residential development at Warfield. The development will provide an element of SANG (Suitable Alternative Natural Greenspace) on site which will be complimentary to other potential SANG land such as Cabbage Hill, The Cut River Park or other identified off-site land. Avoidance and mitigation measures will be fully agreed with the Council and Natural England at the time planning applications are submitted for consideration.

2.4.8 The ecological survey concludes that there are some areas of interest within the site. Biodiversity within the site provides ecological constraints but also opportunities for enhancement and areas of interest will be incorporated or retained within the development. The key ecological considerations are set out below.

Hedgerows

2.4.9 The species rich hedgerows across the site will be retained and respected where possible. These are most notable along the current public right of way (PROW) called Hedge Lane that spans east-west across the eastern part of the site. Hedgerow retention provides foraging habitats and corridors of connectivity for a variety of faunal species, the details of which are further elaborated below.

Bats

2.4.10 Bat foraging areas and movement corridors exist within the site and where practical, retention of these features are included within the design of new development. Identified roosts and features with potential to support bats are retained where possible and appropriately mitigated where removal/loss is required.

Amphibians and Reptiles

2.4.11 Great crested newts and grass snake are present within the site and water bodies, hedgerows, woodland and grassland habitats have been identified as suitable to support these species. The habitats identified as having potential to support great crested newts and/or grass snake may require translocation as part of the implementation of development.

Breeding Birds

2.4.12 Various breeding birds have been noted within the site and measures to protect, enhance and replace breeding bird habitats are allowed for within the overall design. Habitats with potential to support breeding birds will be managed in an appropriate manner and increased nesting opportunities installed where appropriate.

Invertebrates

2.4.13 Previous surveys have identified habitats within the site that have potential to support the BAP priority invertebrate species of stag beetle, cinnabar moth and grey dagger. Habitats of interest include veteran trees, decaying timber, grasslands and wetlands. The retention/replacement of important invertebrate habitats will improve on-site biodiversity from the ground level and will promote diversity throughout the development.

03 | DESCRIPTION OF THE MASTERPLAN

3.1 THE OVERALL CONCEPT

3.1.1 The overall concept for the Central Area is consistent with both the Illustrative Concept Plan (Map 7) in the Site Allocations Local Plan (SALP) and the Concept Plan (Figure 4) of the Warfield SPD. It creates a Neighbourhood Centre to provide key amenities for the new community as well as a new primary school. The proposed development areas are structured by the existing and proposed landscape, biodiversity and movement corridors.

3.1.2 The diagrams in figures 3.1 to 3.5 set out the concept principles for movement, walkable neighbourhood, landscape and character.

3.1.3 The Masterplan (figure 1.2) is a result of the preceding site investigation, analysis and dialogue with key stakeholders to provide a comprehensive solution to the Central Area of the Warfield allocation. 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

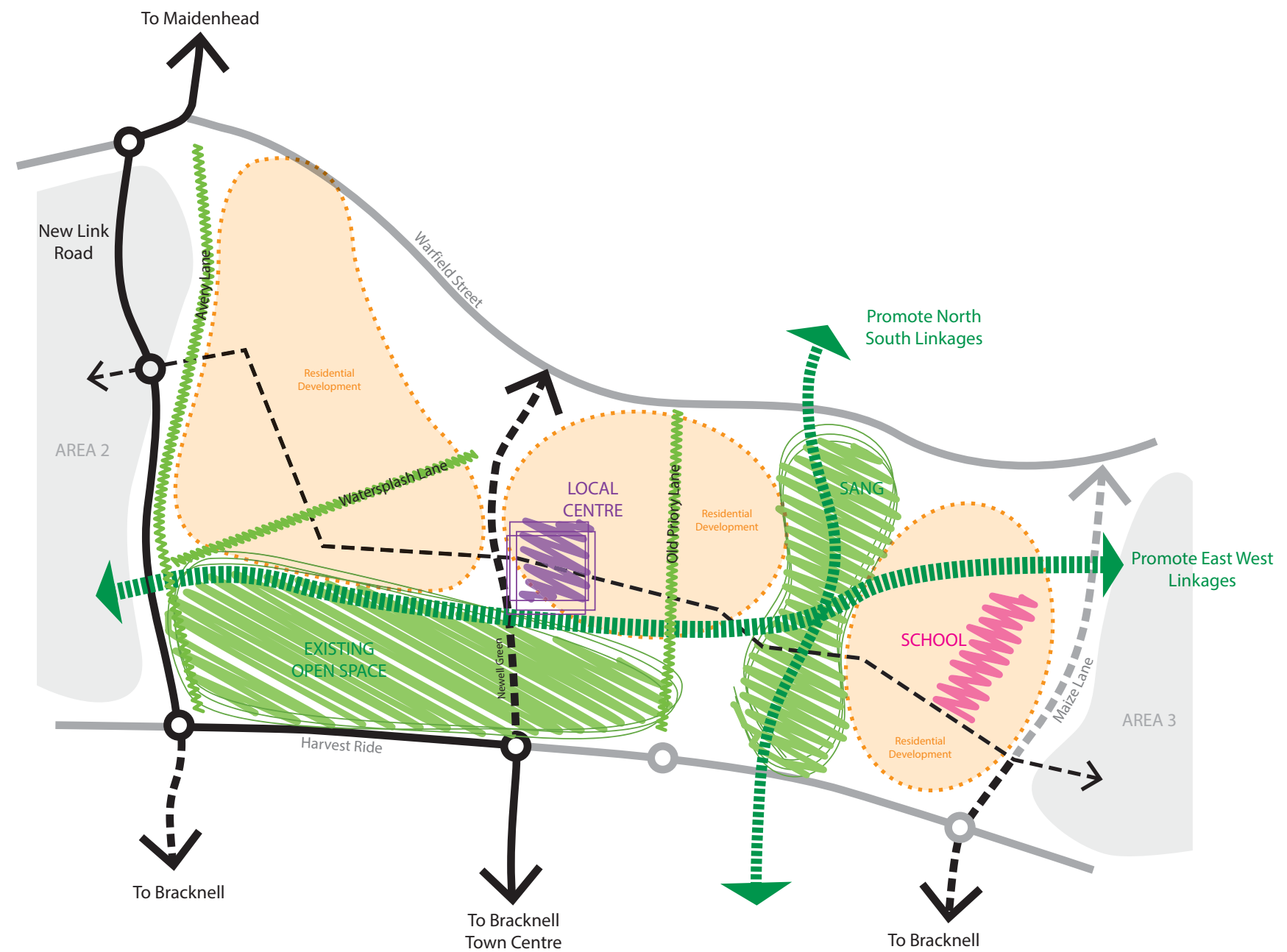


Figure 3.1 Overall Concept for Central Area

MOVEMENT

Convenient access to Bracknell Town Centre is a priority. Pedestrian and cycle routes to the east and west through the development are provided using both existing public rights of way and new routes. There are pedestrian and cycle routes to the Town Centre and to rural areas to the north of the Masterplan.

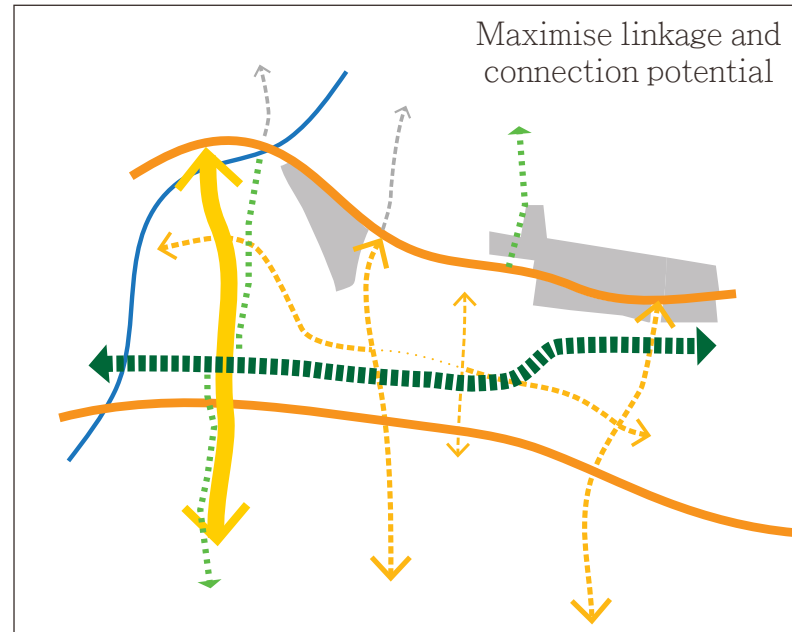


Figure 3.2 Movement Strategy

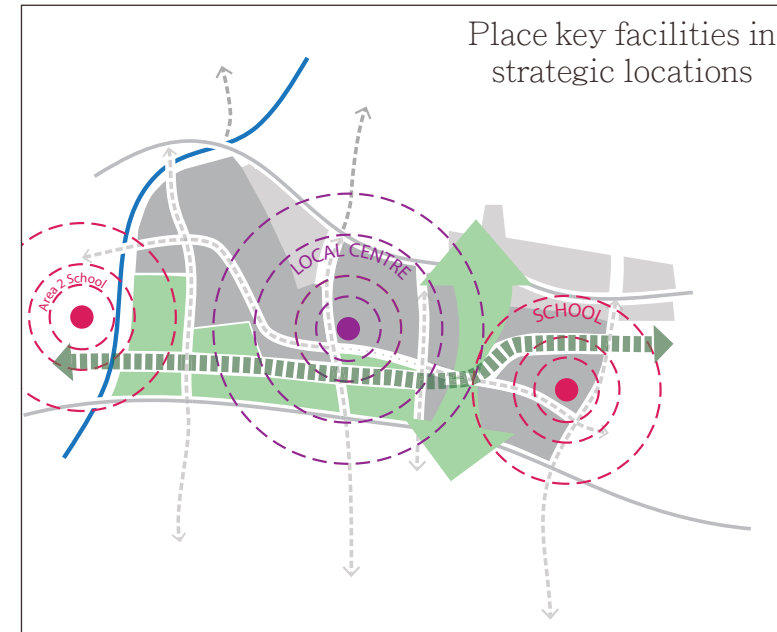


Figure 3.3 Walkable Neighbourhood

WALKABLE NEIGHBOURHOOD

The location of the Neighbourhood Centre and the primary school are situated along key pedestrian and cycle routes to ensure convenient access for walking and cycling, in order to reduce the dependence on private cars for local journeys.

LANDSCAPE STRUCTURE

Existing landscape features and desired movement patterns have informed the layout. A SANG is available within the new development as part of an integrated network of recreational routes and linked spaces that will serve both the development and the wider community.

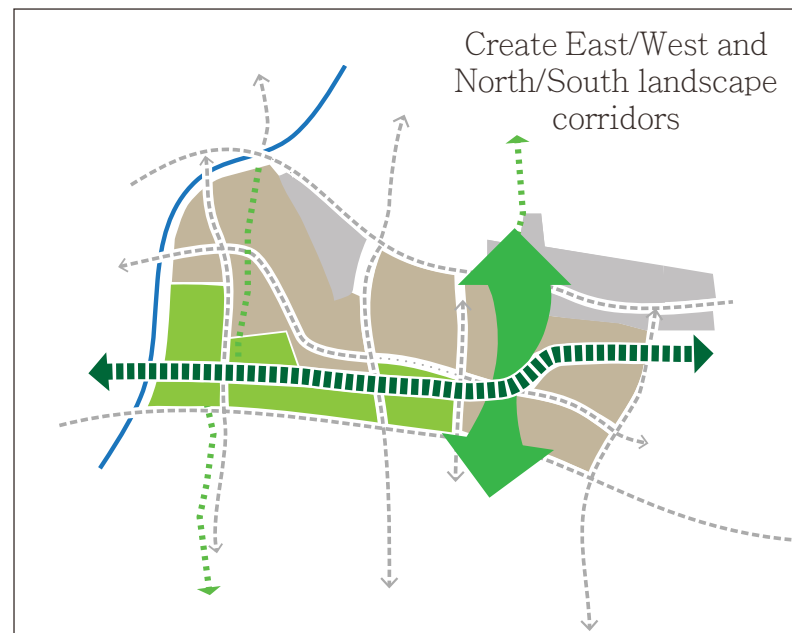


Figure 3.4 Landscape Structure

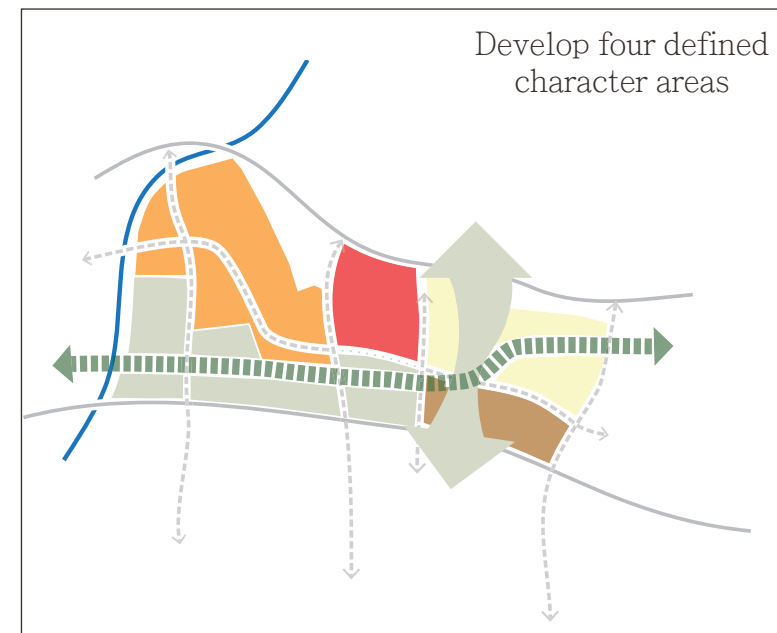


Figure 3.5 Character Areas

CHARACTER AREAS

Character areas are parts within the development that are distinct and have a sense of place and identity. The Central Area Character Areas closely follow those set out within the Warfield SPD, and are informed by existing development in the surrounding area.

3.2 LAND USE

RESIDENTIAL

3.2.1 The design of the masterplan provides for the delivery of 814 dwellings on the 35.14 ha site, at a varying density of 35 - 40 dwellings per hectare. Housing consists of a mix of types and tenure, predominantly two storeys with a small number of three storey dwellings. A proportion of affordable housing will be provided taking into account the Council's adopted policy and subject to the need for the development to remain viable. Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking in accordance with national planning policy. The precise housing mix for individual planning application proposals will take account of the Council's Housing Market Assessment at the time of making an application.

MIXED USE

3.2.2 A Neighbourhood Centre is proposed with some small scale local retail and community facilities. The location is in line with the Warfield SPD, situated along Newell Green and provides a focal point for the Central Area. The Neighbourhood Centre is to have a mix of retail and community uses. The community building is anticipated to accommodate a range of functions and activities including facilities for children's activities, an office for the Parish Council, a police point, community cafe and shared car parking. The masterplan should make adequate provision for community recycling facilities. The location of such facilities will be considered at the detailed design stage but could include the primary school and/or neighbourhood centre locations.

PRIMARY SCHOOL

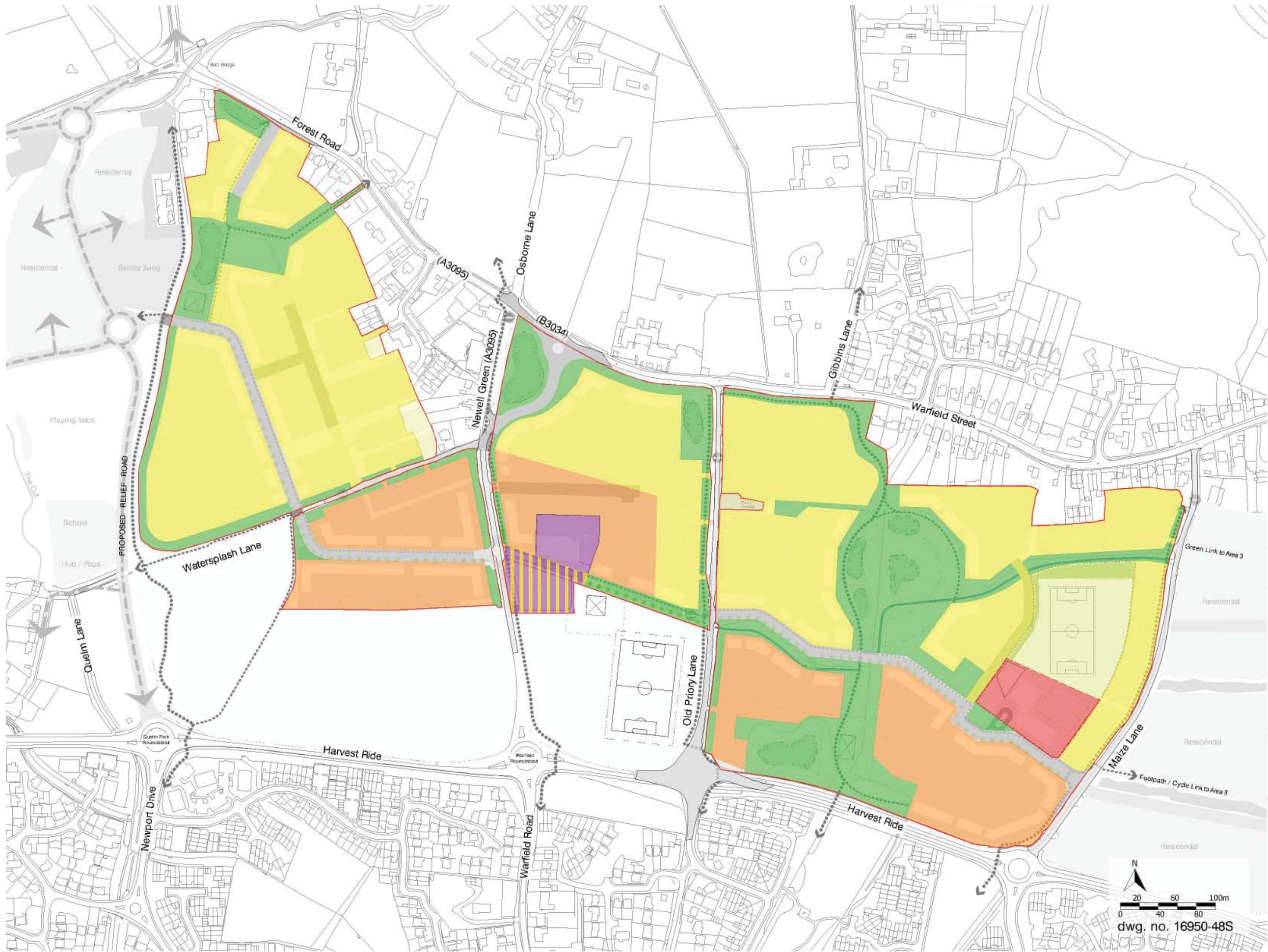
3.2.3 A new two form entry primary school is located off Maize Lane near the eastern boundary of the Central Area. It is to be delivered to meet the need arising from the development. The school is well located to cater for the needs of new residents, and has good access by public transport, on foot and by cycle, with relatively flat topography in order to provide for playing fields. The location of the school has been changed from that suggested in the SPD, in order to ensure early delivery of the facility close to the primary vehicular access from Maize Lane, and to enable the location of the school to more effectively serve the Central Area and Eastern Area (Area 3) of the Warfield allocation. The location of the school adjoins onto the existing Hedge Lane bridleway, which forms part of the East to West Greenway infrastructure link. The school is to serve a dual function, ensuring that facilities such as the playing field or hall can be used by the local community.

LAND USE TYPE	HA	ACRES	DENSITY	UNITS
Dev Area (35dph)	15.33	37.88	35	537
Dev Area (40dph)	6.78	16.75	40	271
Local Centre	0.34	0.84		6
Local Centre Parking Square	0.44	1.09		
Existing Development	0.23	0.57		
POS, attenuation, ecology	7.16	17.69		
School Option	0.71	1.75		
School Fields	1.34	3.31		
Infrastructure	1.53	3.77		
3rd Party Infrastructure	1.28	3.16		
Total	35.14	86.82		814

Table 3.1 Land Use And Amount



Figure 3.6 Land Use



3.3 URBAN FORM

3.3.1 The layout of the Central Area masterplan creates streets and spaces that are easy to navigate using key views and buildings as landmarks. The network and orientation of streets encourages movement on foot and cycle. The layout of the masterplan has been strongly informed by existing landscape features, as well as the character of existing streets and roads. Existing residential properties within and adjoining the site and the need to create and facilitate north south and east west movement have also informed the design. 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.

3.3.2 A sequence of public spaces is provided across the site which range in form and function with a mix of hard surface materials and planted landscape features. The most prominent of open spaces is the SANG area located towards the eastern end of the Central Area. Other smaller scale spaces are included to create public spaces within the network of new streets that are supported by the use of landmark buildings using different architectural appearance and ensuring buildings which are consistent with the design character areas within the site (see section 3.6 below).

3.3.3 Key frontages are those used in prominent locations where a specific design response is required, such as where a building turns a corner or has a clear role within the street such as identifying the location of a public space. The appearance of buildings and their external form will be used to identify the function of the street,

for example whether this will be a primary access route or a local access street) and to ensure safe, easy to navigate routes through the development.

3.3.4 Building frontage form and architectural style will vary across the site. Development along the edge of the site or overlooking the proposed SANG area has an informal and irregular building line to reflect its edge of development position. In contrast, frontages within the Neighbourhood Centre are regular in terms of building line and use more continuous built frontage to reflect the higher density and intensity of use, as a key destination and public space within the development. Depending on the location and particular character area, buildings are defined by a number of variables that include scale and massing, use, colour and architectural detailing.

PUBLIC ART

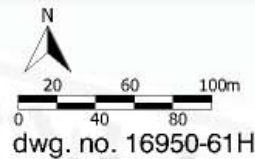
3.3.5 The masterplan identifies two locations in which a component of public art could be delivered. They relate to important public realm locations, as part of the Local Centre public realm design and as part of the School entrance/forecourt.

3.3.6 The delivery of the individual piece could take a number of different forms, and it does not have to be figurative. It may be abstract or part of a seat, sign or paving design. It may include text, lighting or sound, be humorous but always attempt to get the public to 'stop and think' about its meaning and origin.



-  Central area boundary
-  Residential development
-  Key frontage
-  Rural frontage
-  Open space frontage
-  Public Realm node/ key space
-  Primary Public open space
-  Key building
-  Strategic transport link
-  Strategic Greenway
-  Potential Location for Public Art
-  Key Vista

Figure 3.7 Urban Form



dwg. no. 16950-61H

3.4 ACCESS AND MOVEMENT

3.4.1 The overall movement strategy for the site is based upon the principles detailed in the Warfield SPD. The Masterplan creates a permeable development allowing easy access for pedestrians, equestrians and cyclists whilst channelling motor vehicles out towards the primary road network at Harvest Ride and Bracknell Town Centre.

WALKING AND CYCLING AND EQUESTRIAN MOVEMENT

3.4.2 Pedestrian and cycle movement has been carefully considered in the masterplan, with the layout creating two formalised east west routes and five north south routes. The East to West Greenway aims to contain as high a proportion of natural landscape interface as possible (and use existing paths and bridleways) whilst the proposed primary foot/cycle route aims to link together the community facilities including the Neighbourhood Centre, school and three play areas on a single dedicated route.

3.4.3 Paths across green spaces provide direct safe and attractive recreational routes and allow for natural surveillance (overlooking) from new residential properties.

3.4.4 Paths through development are direct and well lit. The detailed design of the links through green space will need to consider appropriate lighting to avoid any conflict between natural habitats and human activity.

3.4.5 Hedge Lane is an existing bridleway and an important route through the site and will be retained to ensure safe passage for equestrian movement.

3.4.6 Pedestrian connections within the site to recreational routes to the north of Warfield Street, such as Gibbins Lane, Osborne Lane as well as Warfield Street itself are incorporated within the Central Area Masterplan.

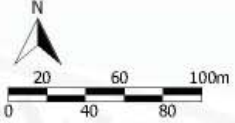
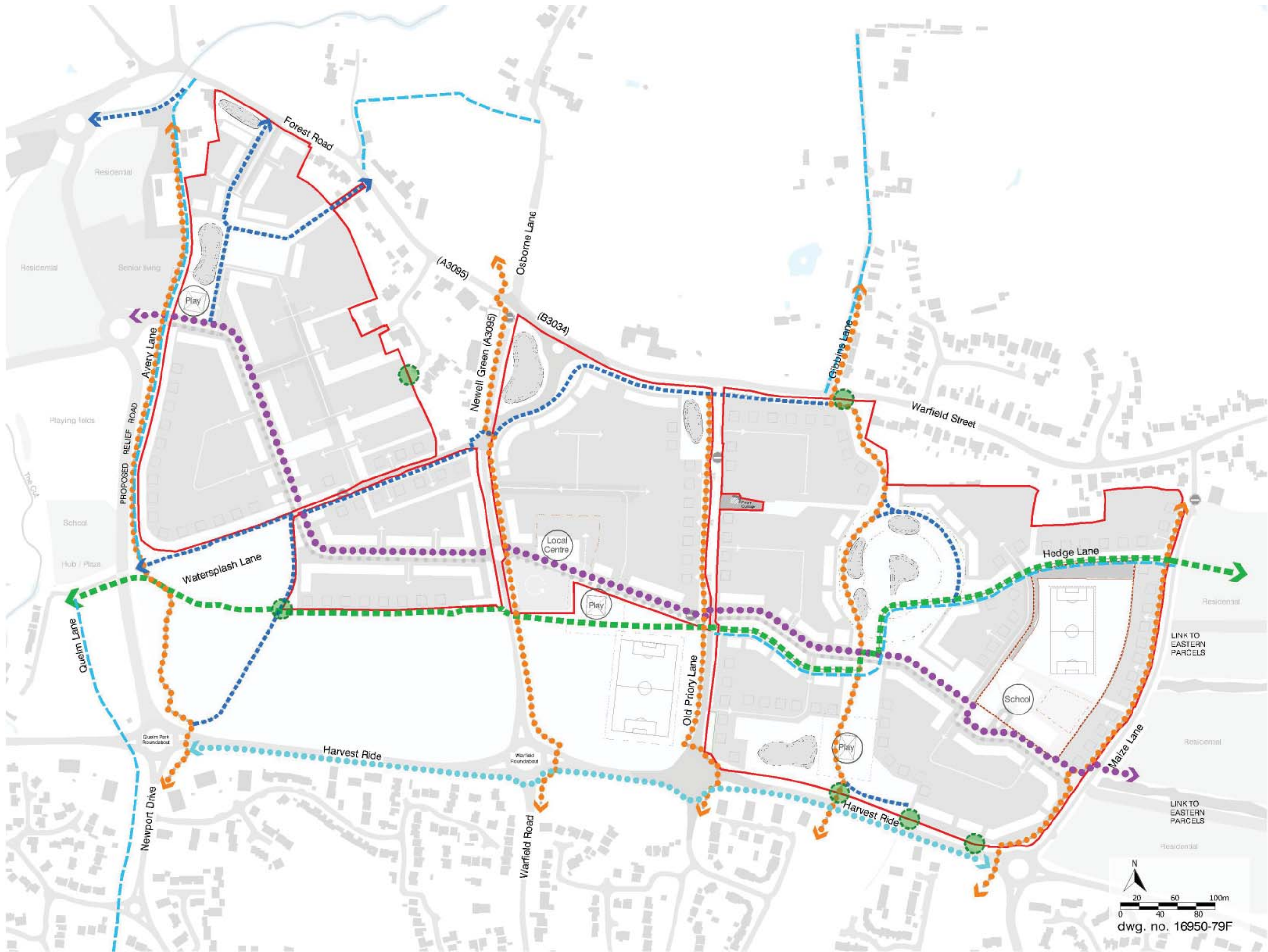
PUBLIC TRANSPORT

3.4.7 It is envisaged that a bus service will be routed along the southern boundary of the site on Harvest Ride. The bus service will provide a service between the site, local employment areas and Bracknell Town Centre. Bus stops will be located close to the southern end of all of the pedestrian routes through the development to provide easy access to bus services. In addition, bus services are presently anticipated to be routed through Newell Green between Bracknell Town Centre and Maidenhead.

3.4.8 Development proposals will be supported by Travel Plans which will be prepared in support of planning applications.



Figure 3.8 Movement Proposals



dwg. no. 16950-79F

VEHICULAR MOVEMENT

3.4.9 Planning applications will need to be supported by detailed traffic modelling and mitigation measures, including a network of internal streets and junctions and works to improve existing junctions and roundabouts serving the site. Transport planning for the Central Area Masterplan has been informed by a transport assessment undertaken by Stuart Michael Associates. The road and junction strategy contained within the Central Area Masterplan serves the proposed development taking account of future traffic growth.

3.4.10 The transport modelling has identified a small number of existing junctions where off-site highway improvements to the Warfield Roundabout and Quelm Park Roundabout are likely to be required as part of the Warfield proposals and it is anticipated that such improvement schemes will be limited in nature and achievable within existing highway boundaries.

3.4.11 Figure 3.9 shows the hierarchy of roads through the Central Area which creates a legible pattern of streets and lanes for pedestrians and cyclists as well as motorists. The hierarchy consists of:

- Principal Streets
- Streets
- Private Drives

3.4.12 Bracknell Forest Council has been explicit in their required approach to the overall movement of traffic in the area. The primary focus is to make the movement south into Bracknell as convenient as possible. Initial traffic modelling indicates that one of the consequences of this approach is that future north-south traffic flows may be equally split between the new Link Road within the adjoining Area 2 to the west of Avery Lane and Newell Green.

3.4.13 There are two principal consequences which result from the predicted traffic assignment:

1) Firstly, the junction improvements at the Newell Green/Warfield Street intersection must be of a sufficient scale and capacity, that they can accommodate the predicated traffic distribution between the new Link Road and Newell Green. Initial analysis work in conjunction with BFDC highways suggests that a three or four arm roundabout will be required. This document shows a three arm roundabout, but further work at pre-application stage will be required to assess the options and analyse their impact on urban design quality, existing vegetation and drainage solutions within the immediate vicinity.

2) Secondly, as a result of the level of traffic predicted to travel along Newell Green, direct access to properties from the street may not be appropriate and the adjoining blocks and frontages have been designed accordingly. The single crossing point enabling pedestrian, cycle and equestrian movement along the bridleway is of importance to the design of the scheme.

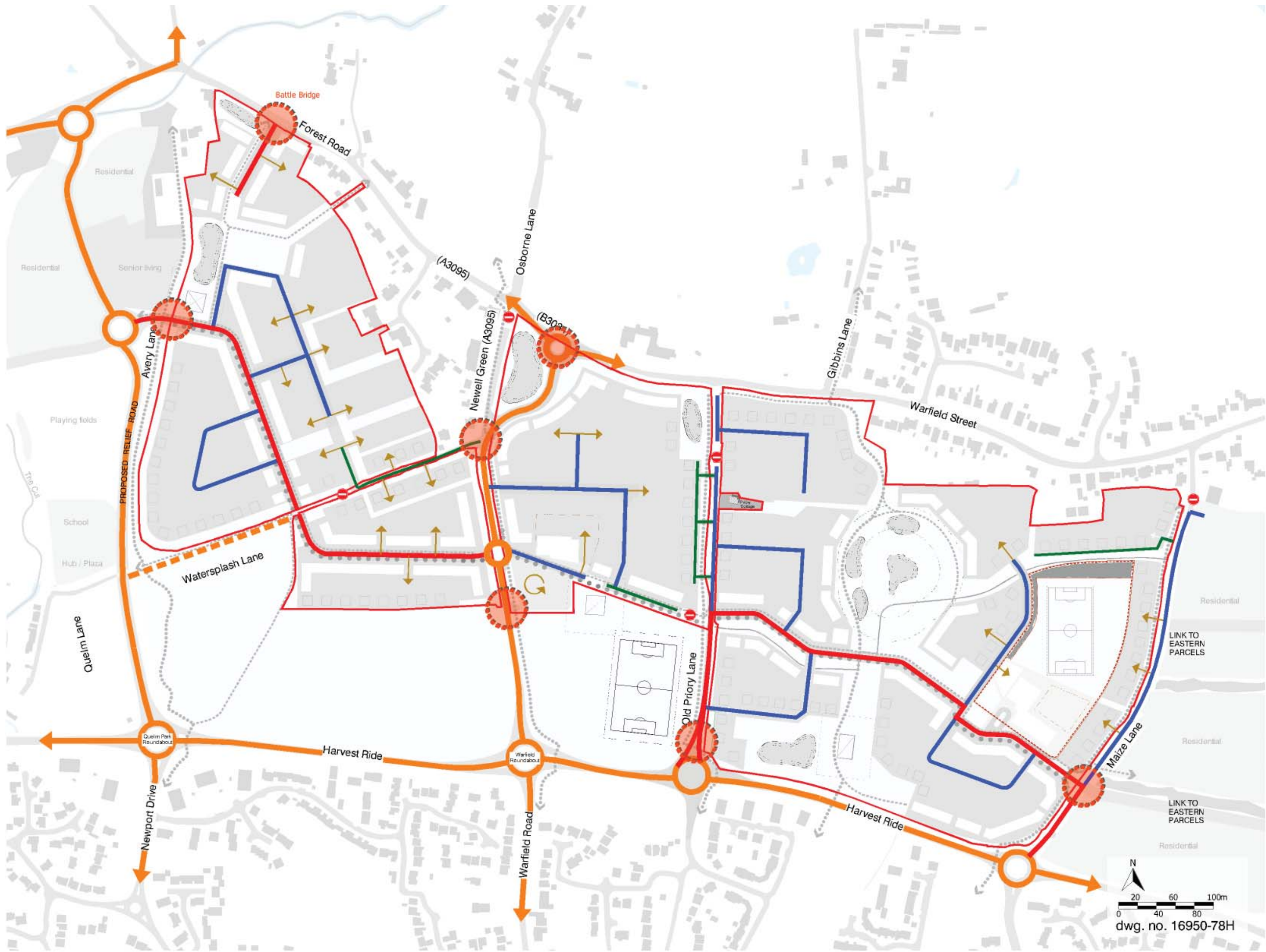
Access to and from the Surrounding Area

3.4.14 The development site is accessed from a number of points on the local highway network.

- At Battle Bridge, access is provided to serve the northern dwellings to the rear of Newell Green in the form of a new T-junction.
- Vehicular, pedestrian and cycle access into the western part of the development site is provided directly from the proposed north-south link road and this connects through to the Neighbourhood Centre.
- A new roundabout junction is formed between Harvest Ride and Old Priory Lane (South) to enable access to new dwellings set along Old Priory Lane, although vehicular access will be restricted to/from Warfield Street at the northern end.
- The existing junction between Warfield Street and Old Priory Lane (North) serves a limited number of dwellings to the north of Old Priory Lane.
- Maize Lane (South) is improved and a new spur created to enable access to the new school location and the remaining development at the eastern part of the Central Area as well as the development associated with Area 3 to the east of Maize Lane, with access from Maize Lane to Warfield Street restricted at the northern end.

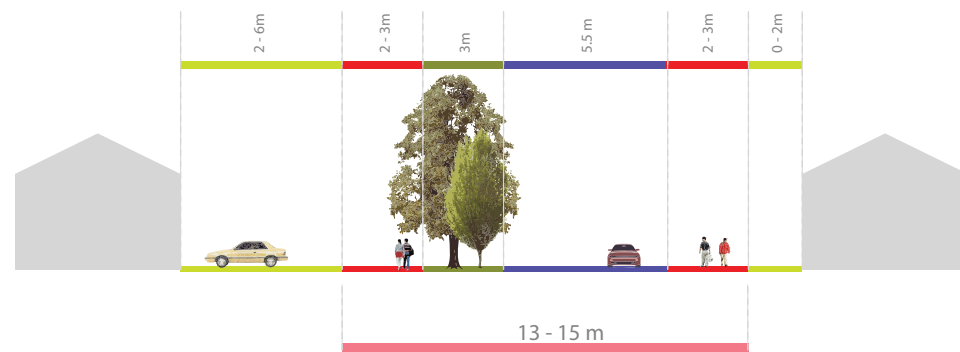


Figure 3.9 Access and Movement Plan



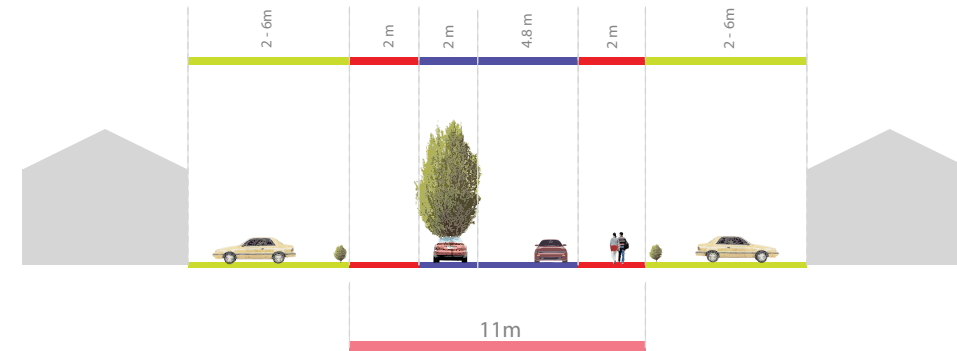
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PRINCIPAL STREETS



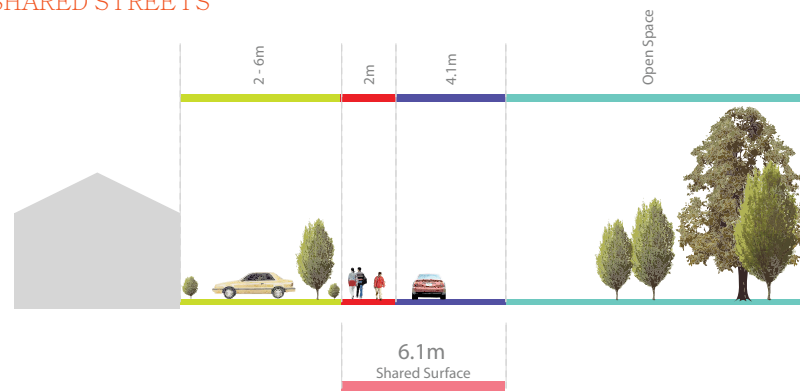
MOVEMENT FUNCTION AND CHARACTER	<ul style="list-style-type: none"> Principal access streets to the development Higher levels of vehicular movements Supported by a strong avenue landscape treatment.
TARGET SPEED	20-30mph
TYPICAL CARRIAGEWAY WIDTH (EXCLUDING ANY ON-STREET PARKING)	5.5
FOOTWAYS	2m min both sides
CYCLE ACCESS	3m wide foot/cycleway (one side)
TRAFFIC MANAGEMENT	<ul style="list-style-type: none"> Variation in corridor width and edge treatments Traffic calming — No vertical deflection On-street parking possible
FORWARD VISIBILITY	25-43m
VISIBILITY SPLAY AT JUNCTIONS X-DISTANCE 2.4M IN ALL CASES	25-43m
JUNCTION DESIGN	Roundabout / priority junctions to MfS Specification
FREQUENCY OF CALMING 'FEATURES'	70 — 120m (min)
JUNCTION RADII	6 to 10m
ON STREET PARKING	Yes, possible

STREETS



MOVEMENT FUNCTION AND CHARACTER	<ul style="list-style-type: none"> Access street to residential parcels Street function dominated by localised traffic movement Intermittant tree planting in between on street car parking
TARGET SPEED	20-30mph
TYPICAL CARRIAGEWAY WIDTH (EXCLUDING ANY ON-STREET PARKING)	4.8 m
FOOTWAYS / SERVICE MARGIN	2m min
CYCLE ACCESS	In Carriageway
TRAFFIC MANAGEMENT	<ul style="list-style-type: none"> Variation in corridor width and edge treatments Traffic calming — No vertical deflection On-street parking
FORWARD VISIBILITY	25-43m
VISIBILITY SPLAY AT JUNCTIONS X-DISTANCE 2.4M IN ALL CASES	25-43m
JUNCTION DESIGN	Roundabout / priority junctions to MfS Specification
FREQUENCY OF CALMING 'FEATURES'	70 — 120m (min)
JUNCTION RADII	6 to 10m
ON STREET PARKING	Yes

SHARED STREETS



MOVEMENT FUNCTION AND CHARACTER	<ul style="list-style-type: none"> • Low key streets along edges • Minimal vehicular movement, usually no through routes
TARGET SPEED	20 mph
TYPICAL CARRIAGEWAY WIDTH (EXCLUDING ANY ON-STREET PARKING)	4.1 m as shared surface
SERVICE MARGIN	2m
CYCLE ACCESS	Shared Surface
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
FORWARD VISIBILITY	25-43m
VISIBILITY SPLAY AT JUNCTIONS X-DISTANCE 2.4M IN ALL CASES	25-43m

3.5 GREEN INFRASTRUCTURE

3.5.1 The layout of the Masterplan takes into account overall standards for the various functional categories of open space. It has not been possible to complete a comprehensive ecological survey of the whole of the Central Area due to ownership constraints. The masterplan takes into account the results of this analysis and environmental information to avoid, mitigate or compensate any potential harmful impacts which might arise from development and provide opportunities to enhance biodiversity.

3.5.2 A range of open spaces are provided across the Central Area for active and passive recreation use. Included within the overall landscape areas are a series of dry and wet attenuation features that provide sufficient drainage capability for the development. In addition to their primary function as attenuation areas the drainage features are designed to create ecological value for native flora and fauna and to provide visual amenity.

3.5.3 A sequence of linked spaces is provided across the site that differ in form and function to reflect local character with variation between hard streetscape and planted landscape forms. The proposed open space area to the east of old Priory Lane provides the most dominant landscape feature on the site as it is recognised as being of ecological significance and will provide a green space orientated on a north/south axis to serve the wider masterplan area. In addition, the East to West greenway that consists of the existing Hedge Lane bridleway and connection across the site brings ease of east to west movement for both pedestrians and as a wildlife movement corridor. A village green is also identified at the interface of the existing Newell Green development and the proposed development.

ECOLOGY

3.5.4 The masterplan provides a diverse mosaic of habitats and ecological features which serve to retain site wide connectivity and improve habitat functionality within the development.

Wildlife Corridors

3.5.5 Connectivity for wildlife has been carefully considered and is achieved through the installation of green spaces and wildlife corridors throughout the design. Planted to maximise their benefit to wildlife, the location and orientation of the corridors ensures free movement of wildlife and affords access to key features of ecological interest.

3.5.6 Badgers are present within the Central Masterplan area and planning application proposals will need to ensure that development proposals ensure that badger setts and foraging areas are adequately considered and suitable mitigation included to ensure no adverse impact to the local population.

Terrestrial Habitats

3.5.7 Terrestrial habitats are retained and improved where practical and through the application of appropriate management strategies, a wide range of species including bats, amphibians, reptiles, birds and invertebrates, will benefit from the proposed development. The Central SANG will be an important ecological features and through appropriate planting, specific orientations and the inclusion of ecological feature such as water bodies and species rich hedgerows, their design maximises

wildlife opportunities.

Riparian/Aquatic Habitats

3.5.8 To ensure the development retains the great crested newt habitat adjacent to the known breeding pond, a development buffer of 50m is retained around the existing pond located within the Central SANG.

3.5.9 Site wide connectivity for both amphibians and reptiles is achieved through the application of wildlife corridors, suitably managed green spaces, water bodies and crossing points at road intersections.

3.5.10 The improvement of existing water bodies and the careful design of on-site attenuation ponds serve to benefit amenity value and wildlife alike. Appropriate planting provide optimal habitats for invertebrate and amphibian populations. The inclusion of wildlife ponds within the Central SANG provides ecological diversity, whilst improving the amenity value of the open spaces within and around the development.

Road Crossings

3.5.11 The movement of wildlife is respected through the inclusion of wildlife crossings at major road/paving intersections. Through the installation of dropped curb stones, wildlife tunnels and amphibian friendly gully pots, these measures ensure east — west / north — south connectivity within otherwise residential locations. Sensitive/ directional lighting at major road crossings serves to respect commuting for bats and ensure the ecological value of wildlife corridors and adjacent areas are retained for nocturnal fauna.



Figure 3.10 Green Infrastructure Strategy



Proposed attenuation ponds to be constructed with consideration for shelved edge profile and appropriate planting.

10m wildlife corridor to ensure north/south connectivity. Species rich native hedgerow retained. Scrub management to reduce encroachment. Grassland management through systematic mowing strimming required.

New attenuation pond to be designed as village pond/park as part of the informal public open space network.

Proposed attenuation pond to be constructed with consideration for shelved edge profile and appropriate planting.

50m distance radii core area to be retained within known GNC breeding pond.

Existing pond to be dredged and maintained to ensure continuing presence.

Enhancement of existing habitats through appropriate planting and management.

Existing tree/scrubland to be maintained under ongoing management plan.

Retain existing trees root protection zones to be observed.

Retention of Avery Lane hedgerow and tree corridor to both east and west sides. Additional 5m width to eastern boundary to improve north-south connectivity.

Potential for future upgrading of existing POS edge to increase the connectivity in an east-west direction. Management to follow principles of 10m wildlife corridor.

10m wildlife corridor to ensure north/south connectivity. Consideration to be given to supplementary planting in relation to ex. trees.

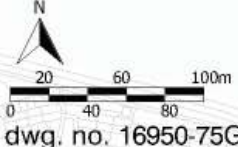
Existing hedgerow to be retained.

New ponds to replace fox covert cottage pond as part of the mitigation strategy.

Improve existing vegetation through the application of native species hedge/tree planting and diverse grassland management.

Existing tree and hedgerow to be retained where possible.

Retention of existing trees to form setting for primary school entrance.



SANG Avoidance and Mitigation Strategy

3.5.12 The Central Area Masterplan site is, at its closest point, some 4.3km from the Broadmoor to Bagshot Woods and Heaths Site of Special Scientific Interest (SSSI), a component of the Thames Basin Heaths Special Protection Area (SPA).

3.5.13 The development will provide an element of SANG on site which will be complimentary to other potential SANG land such as Cabbage Hill, The Cut River Park or other identified off-site land. A solution will be fully agreed with the Council and Natural England at the time planning applications are submitted for consideration.

3.5.14 The Masterplan for the site shows the area of proposed SANG within the Central Area. Based on a provision of SANG at 8 ha per one thousand new residents, the area of SANG required for the Central Area is anticipated to be around 15 ha.

Recreational links through the site

3.5.15 The Central Area of the Warfield site delivers a key section some 0.6km in length of the new East to West Greenway running through the site which connects Cabbage Hill in the west with Westmorland Park in the east. This is largely based on existing tracks and bridleways. This enters the Central Area from the east from Bull Brook River Park. Within the Central Area from the east it runs from Maize Lane along the existing bridleway (Hedge Lane) to Old Priory Lane where it connects with the footpath across Priory Fields to Larks Hill then runs for a short distance along Watersplash Lane to the proposed Cut River Park within Area 2 beyond the western boundary of the Central Area and then on to Cabbage Hill.

3.5.16 The existing bridleway (Avery Lane) at the west of the Central Area which runs from Watersplash Lane in the south to the Forest Road at Bott Bridge in the north is retained and provides a link northwards from the East to West Greenway to the northern end of the Cut River Park.

Links to off-site recreational routes

3.5.17 From the northern end of the open space within the eastern part of the Central Area there is a link out of the north of the site to Gibbins Lane and onwards to the footpath network to the north of the site. Osborne Lane also leads north from the Central Area and provides a route to the north. Gibbins Lane is a gravel surfaced residential access road for some 380m beyond which it continues as a footpath through a strip of woodland and thence across an open field to join Church Lane. From this point there is access beyond to countryside walks based on public rights of way and country lanes.

3.5.18 Warfield Parish Council actively promotes walking and cycling in this area to the north of the Warfield Site and has published a series of guides to a number of recreational routes including circular walks starting from the car park at Frost's Folly. These circular walks range in length from 2km to 10km and provide a good range of walking opportunities. The Parish Council also promote a cycle route.

3.5.19 As well as pedestrian access to this area via Gibbins Lane and Osborne Lane, for those who wish to drive there is parking at the car park and picnic area at Frost's Folly and also car parking at Warfield Church.

3.5.20 There are good opportunities for recreational walking in the attractive countryside north of Bracknell for the new residents of the Central Area of the Warfield Site and good access to these walks either on foot or by car.

3.5.21 In addition, once the development of the Warfield Site to the east of the Central Area comes forward, there would be the opportunity for longer walks within the Warfield Site through and beyond the Central Area based on the East to West Greenway and Cabbage Hill and Westmorland Park.

3.6 DRAINAGE

3.6.1 The surface water drainage strategy seeks to reinforce the existing pattern of ditches, ponds and runoff routes whilst increasing capacity to accommodate the proposed development. The drainage strategy is based upon a Sustainable Urban Drainage System (SUDS) which has been designed to accommodate the 1 in 100 year storm event but with capacity increased by twenty percent to allow for the impact of future climate change.

3.6.2 A range of attenuation features such as swales, detention basins, attenuation ponds, storage tanks and traditional drains are used to ensure that surface water is safely managed within the proposed development.

3.6.3 Attenuation ponds will provide a range of uses although this is influenced by location and the character of the surrounding development. For example, the pond located close to the junction of Newell Green with Forest Road provides an attractive amenity as part of a new village green with wetland areas used to enhance local ecology and provide a sense of place.

3.6.4 Elsewhere, the detention basins located close to the formal play areas are mainly dry and will only contain water following storm events. It should be noted that such facilities take the form of shallow depressions with gently sloping sides rather than formal ponds.



Example of SUDS that incorporate natural landscape and ecology as part of technical engineered drainage solutions

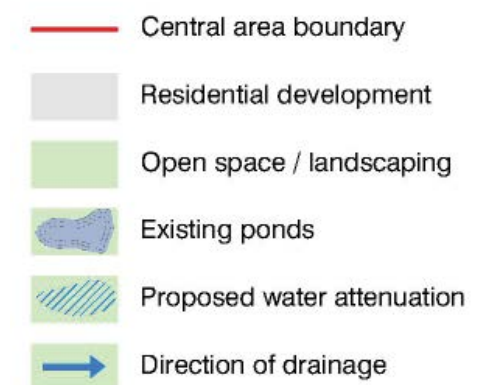


Figure 3.11 Drainage Strategy



3.7 CHARACTER AREAS

3.7.1 The following pages set out development principles for the character areas that should guide future design stages. These principles have been established through an interpretation of the design principles given in the Warfield SPD and a separate local character study (see Appendix 3).

3.7.2 The Warfield SPD sets out the key character areas of the proposed as part of the overall Warfield Masterplan. These have been retained and the relevant character areas for the Central Area are:

- Neighbourhood Centre
- Newell Green South
- Warfield Street South
- Harvest Ride

3.7.3 The character for these areas has been evolved and translated, establishing a broad description for each area:

NEWELL GREEN SOUTH = TRADITIONAL STREETS

Picks up the principles of traditional street forms and seeks to reflect the rural green informal character of Newell Green;

NEIGHBOURHOOD CENTRE = REGULAR BLOCK FORM

The Warfield SPD envisages a local hub which will be reflected in a more regular urban block form that gradually softens as it extends to the north;

WARFIELD STREET SOUTH = ORGANIC

Incorporates existing landscape features and creates a strong organic village character with an informal and semi-rural feel.

HARVEST RIDE = SUBURBAN

Residential blocks create a suburban response to North Bracknell and enhance the character of Harvest Ride.

3.7.4 The development principles that have been established from this are set out on the following pages.



Figure 3.12 Master Plan Area 1 - Character Areas

NEWELL GREEN SOUTH

Newell Green South reflects the rural character of Newell Green with an informality and greenness to its form and appearance.

Urban Form and Layout

- Traditional urban form of development with perimeter blocks and potential for mews type streets to the inside, away from main streets
- Develop a focal space within this neighbourhood
- Provide development frontages onto Watersplash Lane and Avery Lane

Density and Scale

- Provide for more dense development along main streets and to the back of the existing village
- Development on the western edge overlooking green space to be more fragmented in its form
- Building heights predominantly 2 storey, limited number of 3 storey buildings at key locations

Building Typology

- Predominantly detached and semi-detached house types and some short terraces. Limited number of apartments at key locations
- Variety of housing types and forms

Streetscene Treatments

- Overall informal street appearance
- Boundary treatments predominantly soft landscape, including hedges and a variety of informal front garden planting; occasional wooden fencing that supports a rural character

Parking Typology

- Parking predominantly be provided on plot
- Small rear car parking courts and on street parking possible for denser typologies such as terraces or apartments

Landscape and Open Space

- Retention of existing vegetation and enhancement of planting within housing layouts wherever possible
- Street trees where possible to create a greener street appearance, aim for an informal arrangement of trees
- Utilise SUDS as green areas that provide a rural character

Materials and Detailing

- Traditional architectural styles, to reflect the existing local vernacular
- Building materials to replicate the type, texture and colour of those found in Newell Green



Images are an indication of what the character area might look like



Figure 3.13 Illustrative Sample Layout

NEIGHBOURHOOD CENTRE

As the 'hub' of the development, the neighbourhood centre will comprise of a more urban character with regular urban forms and a harder built form appearance

Urban Form and Layout

- Layout with a regular block form and a more urban appearance
- Neighbourhood Centre space with a strong frontage creating a sense of enclosure and active, vibrant spaces for community uses incorporating design responses such as entrance locations and ground floor activity
- Create active frontages to all streets, new and old
- Development along the northern edge to respect the listed building and setting of Newell Hall and the setting of the Warfield Memorial Ground

Density and Scale

- Higher density forms of development within this character area, particularly close to the Neighbourhood Centre square, reducing north along Newell Green
- Building heights 2 storey; 3 storey buildings around the square

Building Typology

- Landmark buildings announcing primary area of the Neighbourhood Centre
- A range of building types are appropriate including terraces, semi-detached and detached, apartments are suitable close to the square
- Mews type streets are appropriate to achieve more density on smaller areas

Streetscene Treatments

- Create streets with regular setbacks and uniformity to the appearance
- Boundary treatments to have subtle variations, but should in principle reflect the urban nature of this area

Parking Typology

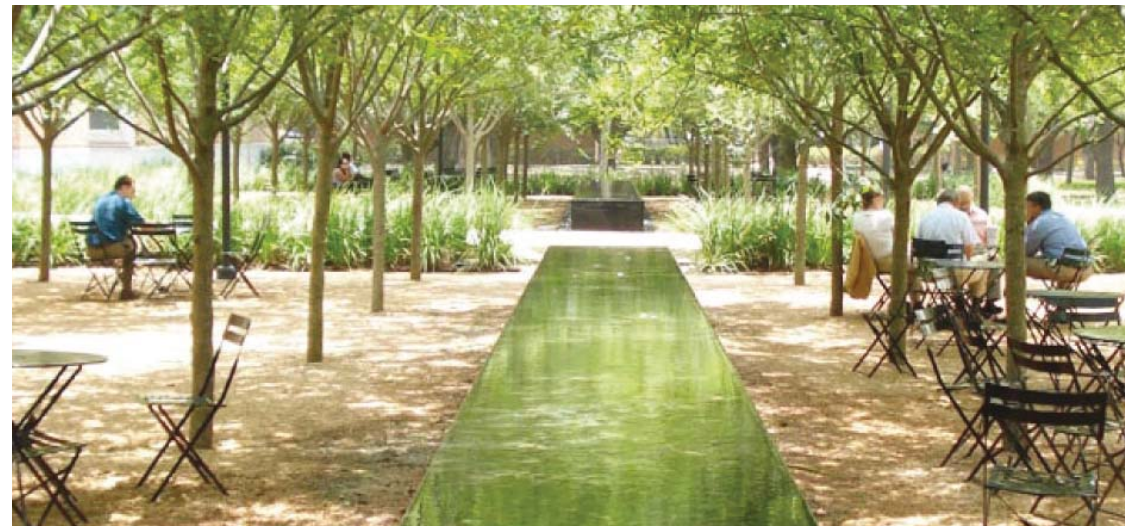
- A mix of on plot and on street parking types to the north
- Small rear car parking courts and on street parking for denser typologies such as terraces or apartments

Landscape and Open Space

- High quality public realm treatment for the Neighbourhood Centre space, consider the various uses the space will have (parking, meeting place, focal space...) and develop a well thought through design
- Retention of existing vegetation and integration within future proposals wherever possible
- Provide street trees to create a greener street appearance, aim for a regular formal arrangement of trees
- Utilise SUDS as local green areas

Materials and Detailing

- There is potential for a contemporary style within this character area, particularly around the Neighbourhood Centre, as it is located away from existing villages. More traditional towards the north of this character area
- Building materials and detailing to find their origin in the local vernacular, but can include contemporary design



Images are an indication of what the character area might look like



Figure 3.14 Illustrative Sample Layout

WARFIELD STREET SOUTH

The character is to reflect the village feel of Warfield Street with substantial green elements and an informal appearance.

Urban Form and Layout

- Traditional form of development with perimeter blocks and informal frontages to the informal open space and East to West greenway
- Mews type streets to the inside of this area, away from key greenspaces
- The area around the existing pond developed into a generous informal open space with dwellings fronting onto the space
- The bridleway at Hedge Lane retained and integrated as part of the East to West Greenway.

Density and Scale

- Building heights to be predominantly 2 storey
- Denser development to the inside of blocks, away from greenspace frontages

Building Typology

- Informal frontage towards greenspaces with variety in form and type, these frontages should have a strong village character
- Predominantly detached and semi-detached house types. Limited number of short terraces in places that do not front greenspaces and mews style buildings activating and providing surveillance within parking court areas
- Variety of housing types and forms to enhance an informal village character

Streetscene Treatments

- Overall informal street appearance with a strong village 'feel'
- Boundary treatments predominantly soft landscape, including hedges and a variety of

informal front garden planting; occasional low brick walls and wooden fencing in combination with hedges to support the informal semi-rural character

Parking Typology

- Parking predominantly to be provided on plot
- Small rear car parking courts and on street parking for denser typologies such as terraces or mews

Landscape and Open Space

- Create a generous informal open space around the existing pond, this will be a key focal space
- Develop the East to West Greenway along Hedge Lane that retains the bridleway and serves as a key pedestrian/cycle link
- Utilise SUDS as green areas that provide a rural character

Materials and Detailing

- Traditional architectural styles, to reflect the existing local vernacular and village character, mews streets can take on more contemporary styles
- Building materials and detailing to be informed by the type, texture and colour of those found along Warfield Street
- Overall the materials palette to be varied to help reinforce the informal village feel



Images are an indication of what the character area might look like



Figure 3.15 Illustrative Sample Layout

HARVEST RIDE

The development will take on a suburban character as a response to residential areas in North Bracknell.

Urban Form and Layout

- Suburban character with a degree of regularity and formality that stands in contrast to the adjoining Warfield Street South character
- Integrate a new primary school into the urban layout and wrap residential development around the school site
- Create a focal space and design along the approach to the entrance of the primary school
- Develop a positive response and relationship to Harvest Ride, especially in the vicinity of the two roundabout junctions
- Design solutions to create a strong connection to the areas in the south to link the new development with the existing urban fabric
- Development frontages to all streets and greenspaces

Density and Scale

- Slightly higher density forms of development within this character area, particularly close to main streets
- Building heights to vary between 2 – 3 storeys, higher buildings placed along main routes and in key locations

Building Typology

- House types to predominantly include semi-detached and detached dwellings to create a rhythm to the built form, and apartments at key locations

Streetscene Treatments

- Create a strong street frontage to the main street
- Buildings to follow a regular building line with consistent setbacks creating a sense of uniformity in the appearance
- Boundary treatments to support the suburban nature of this area and include low brick walls and railings in combination with soft landscape

Parking Typology

- A mix of on plot and on street parking types
- Small rear car parking courts and on street parking for denser apartment blocks

Landscape and Open Space

- Retention of existing vegetation and integration within future proposals wherever possible
- Provide street trees to create a greener street appearance, aim for a regular arrangement of trees
- Utilise SUDS as local green areas

Materials and Detailing

- The architectural style to be more contemporary
- Building materials and detailing to find their origin in the local area, but translate these into simple modern equivalents
- Overall the materials palette to be limited, variation can be sought around a recurring theme



Images are an indication of what the character area might look like



Figure 3.16 Illustrative Sample Layout

04 | DELIVERY AND PHASING

4.1 INDICATIVE DELIVERY SEQUENCE AND DEVELOPMENT TRAJECTORY

4.1.1 The timely delivery of the Central Area Masterplan is important. The Warfield SPD confirms that the Central Area, which contains the Neighbourhood Centre, should come forward as early as possible providing essential facilities in the heart of the development. This section sets out what infrastructure is required to enable the delivery of new homes and so to identify where the delivery of SANG and infrastructure constraints may occur.

4.1.2 Following an initial rate of 50 completions in the first year (25 each on west and east parts of the Central Area) a projected annual delivery rate of 150 dwellings pa (on the basis of 3 developer outlets operating at the same time on the Central Area) is set out below:

4.1.3 The Indicative Delivery Sequence Plan has been informed by, and reflects the delivery of, infrastructure (highways, school and SANG), the anticipated development construction phasing and associated access, and to reflect deliverable land parcels.

Year	Completions	Cumulative
2015-16	50	50
2016-17	150	200
2017-18	150	350
2018-19	150	500
2019-20	150	650
2020-21	164	814

PHASE 1

4.1.4 Phase 1 of the Delivery Sequence for the Central Area is in two parts, enabling early linkages to be established to the adjoining Areas 2 and 3 of the Warfield development. At the western end of the site, north of Watersplash Lane and east of Avery Lane, a development parcel of 123 units is included, with access taken from Quelm Park roundabout, via the proposed North-South link road (forming part of the Berkeley Area 2 proposal — which will be delivered early to serve a primary school west of Avery Lane).

4.1.5 In the event of delay to the delivery of the North-South link road section between Watersplash Lane and the care home roundabout (which will form the vehicular access at the western end of the Central Area) and in order to ensure the timely delivery of the western part of Phase 1 of the Central Area a short section of Watersplash Lane between the proposed southern section of the North-South link road and the proposed Principal Street (as shown on Figure 3.9), will, by agreement with the Council, be used on a temporary basis only for the dual function of construction access and to serve the early occupied dwellings north of Watersplash Lane and west of a point of closure on Watersplash Lane. As part of such works Watersplash Lane would be closed to through traffic at a point immediately east of the point where it meets the Principal Street to prevent traffic being able to utilise the whole length of Watersplash Lane from the North/South link road to Newell Green. Once the Principal Street access is delivered to the care home roundabout on the North-South Link Road, then this part of Watersplash Lane will be restricted to pedestrian and cycle access only as shown on the masterplan. This will then complete the Green Infrastructure Strategy (as shown in Figure 3.10) for this part of the site. Development at the eastern end of the

Central Area provides 202 homes, open space and a primary school. It is accessed from the northern spur of the existing roundabout at the southern end of Maize Lane. A new signalised junction off a widened Maize Lane provides the main access to the proposed primary school, which is located in this early part of the development as a response to the need for early delivery of additional capacity. The new school will serve the development of the Central Area and enable development of Area 3. It provides a walkable neighbourhood school catchment to serve both the Central Area and Area 3. Locating the primary school close to the main site access will ensure that it can be delivered when required.

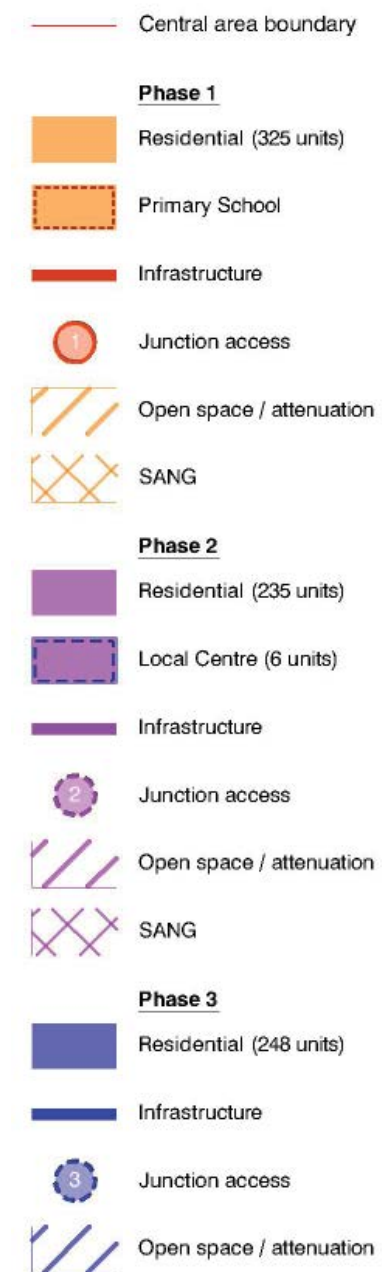
4.1.6 Within the land between Old Priory Lane and Maize Lane, a north-south corridor of green infrastructure provides SANG. It provides for surface water attenuation to serve the first phase of development and wildlife habitat for Great Crested Newts and other species.

PHASE 2

4.1.7 Phase 2 contains a number of land parcels providing 241 units. It also provides the proposed new Neighbourhood Centre. This second phase of the delivery sequence brings forward the Newell Green/Warfield Street roundabout junction and the roundabout at the southern end of Old Priory Lane with Harvest Ride to provide a secondary vehicular access to the eastern part of the Central Area.

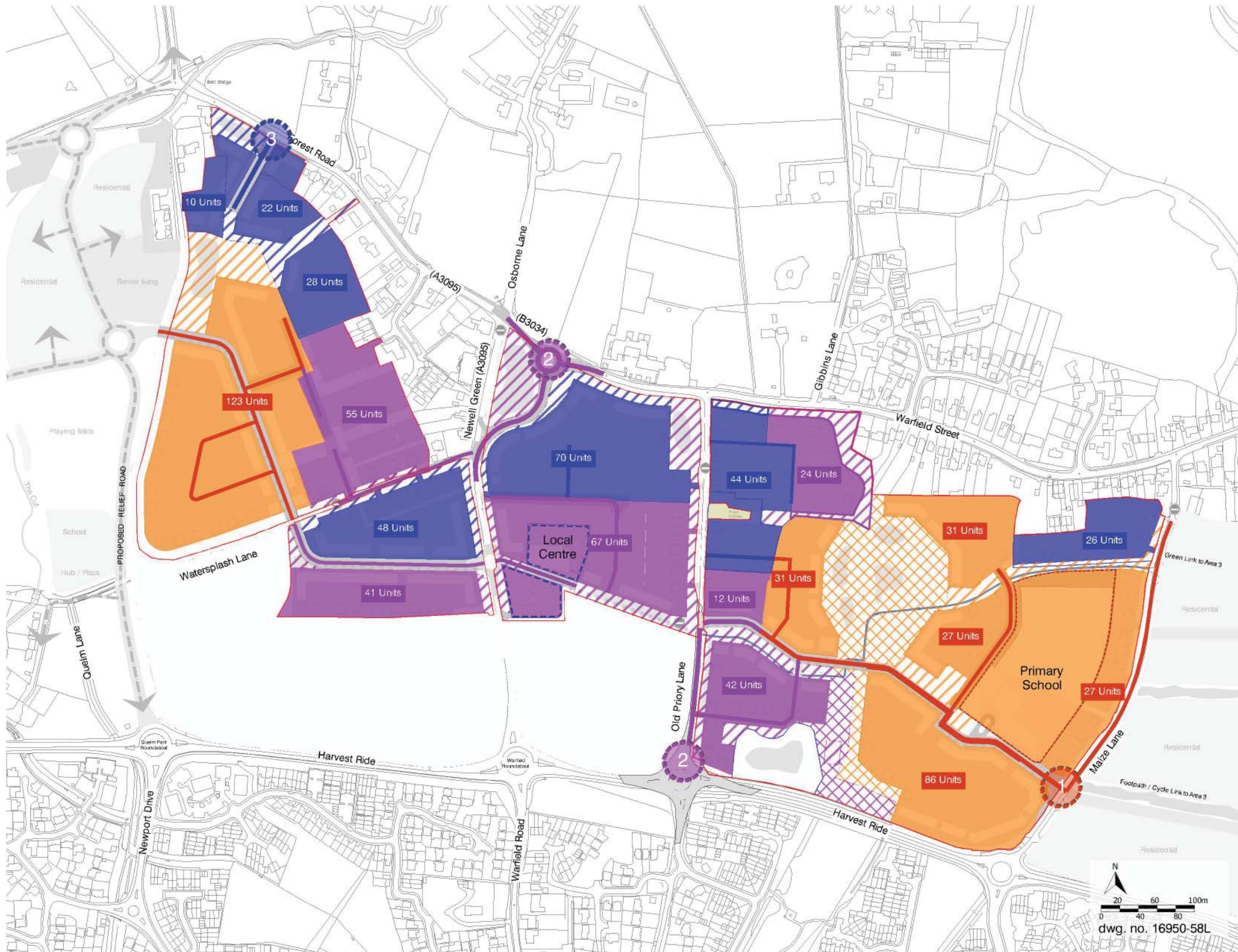
PHASE 3

4.1.8 The final 248 units are delivered in the third phase. On land at the northern end of Maize Lane, a development parcel south of Watersplash Lane, land north of the proposed neighbourhood centre and east of Old Priory Lane. The remaining dwellings south of Forest Road and east of Avery Lane are completed in this phase.



Note: All dwelling capacity numbers and phasing is indicative

Figure 4.1 Indicative Development Phasing



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APPENDIX 1: CONSTRAINTS PLANS

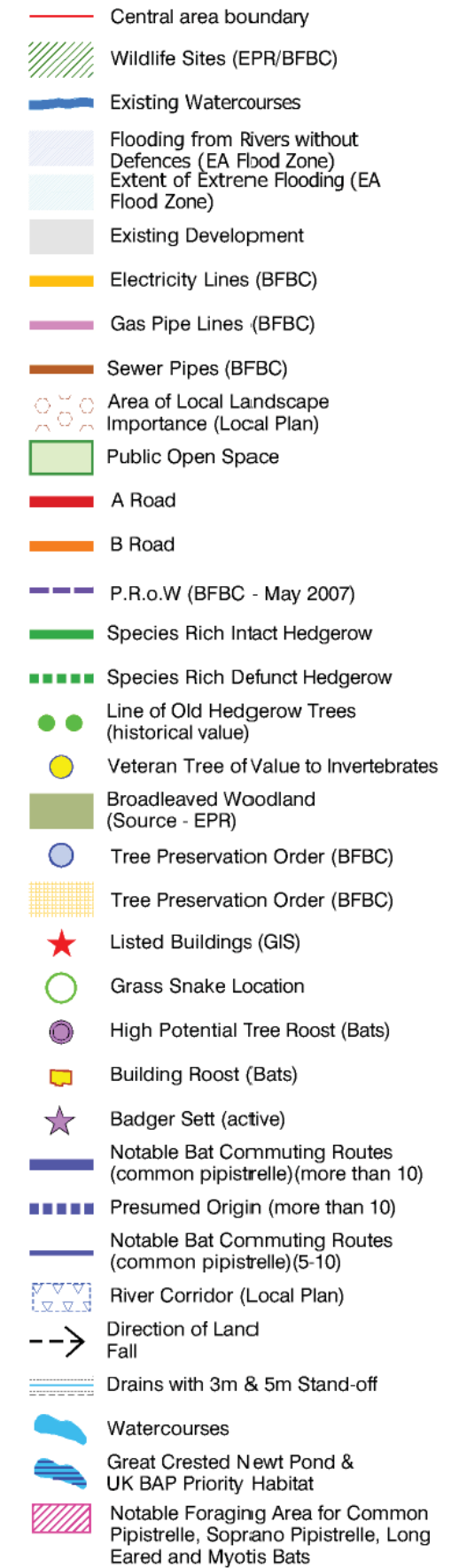
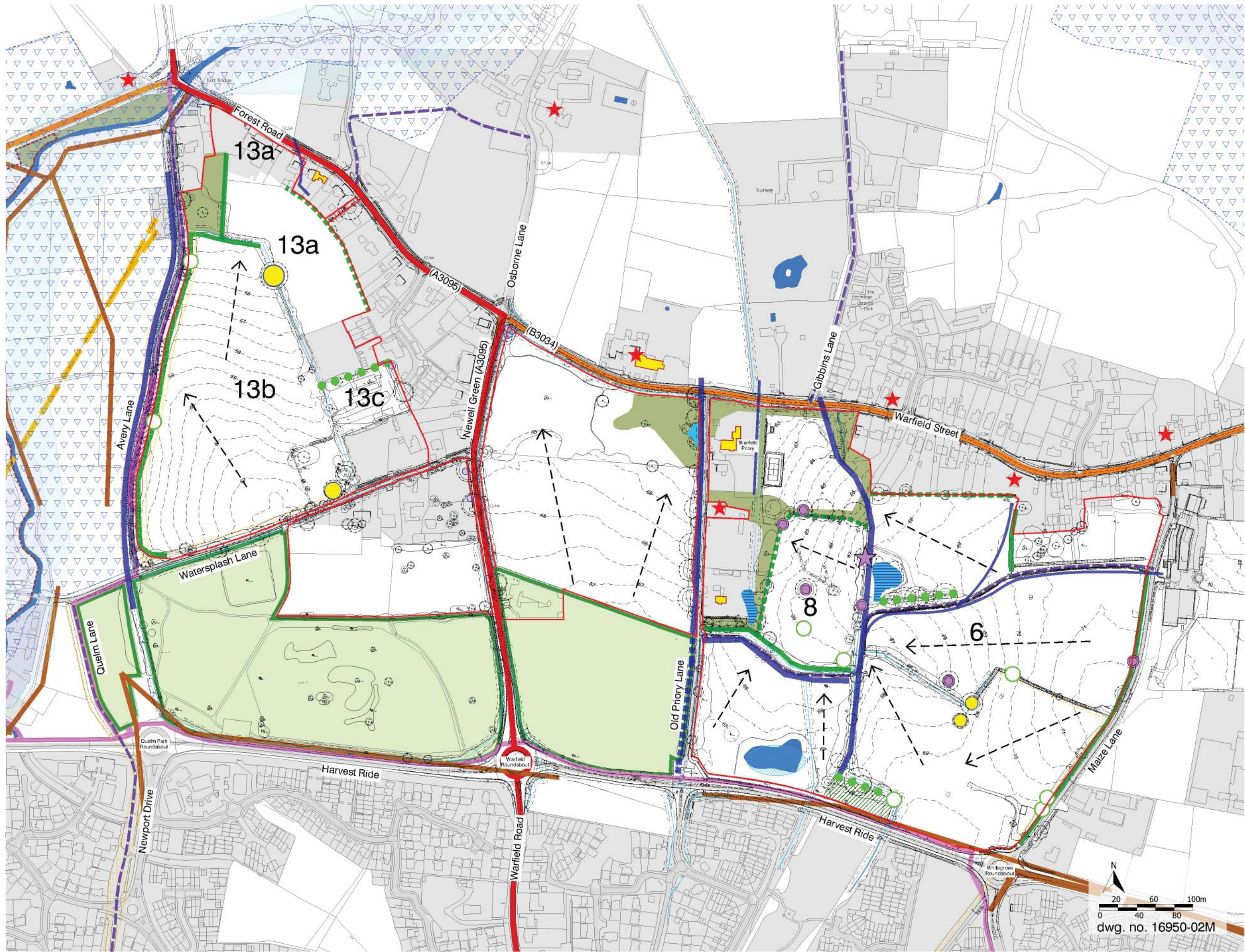





Figure 5.1 Site Constraints Plan



KEY

-  Badger sett (active)
-  Grass snake
-  High potential tree roost (Bats)
-  Building roost (Bats)
-  Tree roost (Bats)
-  Notable dusk commuting routes (Common pipistrelle) (5-10)
-  Notable dusk commuting routes (Common pipistrelle) (>10)
-  Presumed origin (5-10)
-  Presumed origin (>10)
-  Notable foraging area for Common pipistrelle, Soprano pipistrelle, long-eared and Myotis bats
-  Species-rich intact hedgerow
-  Species-rich defunct hedge
-  Line of old Hedgerow Trees (Historical Value)
-  Veteran tree of value to invertebrates
-  Hedges with greatest potential invertebrate value
-  Water features
-  Hedgerows of value to Great Crested Newts
-  Great Crested Newt pond & UK BAP Priority Habitat
-  Bracken (terrestrial GCN habitat)
-  Broad-leaved semi-natural woodland (terrestrial GCN habitat)
-  Marsh/marshy grassland (terrestrial GCN habitat)
-  Scrub (terrestrial GCN habitat)
-  Semi-improved neutral grassland (Parish Value and terrestrial GCN habitat)
-  Tall ruderal (terrestrial GCN habitat)
-  Areas not surveyed 2011-2012

SCALE: 1:4,500 at A3

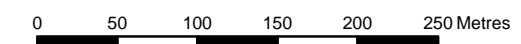


Figure 5.2 Summary of Ecological Features

APPENDIX 2: CONSULTATION AND DESIGN EVOLUTION

The masterplan has been produced in response to BFC's Masterplan Brief - September 2012 (dated 12 October 2012). It has been subject to lengthy consultation with officers of the council and other interested parties during its preparation.

There have been presentations:

- to Warfield Parish Council, and
- to a member-led steering group of the council including the executive member for planning and transport to which members of the public and other interested parties were invited by BFC.

Alterations have been made to the Masterplan as a result of comments and suggestions received. The Masterplan is a responsive, not a 'prescriptive' document.

Future planning applications relating to land within the Central Area will involve focussed and relevant consultation and continuing engagement with members of the public in accordance with local and national policy frameworks. The nature and scope of each consultation will depend on the scale of the application.

A public consultation exhibition was held at the Whitegrove Community Centre (3 County Lane, Warfield, Bracknell RG42 3JP) from 4-8pm on Friday 21st November and 10am to 1pm on Saturday 22nd November 2014.

A series of exhibition boards were presented to provide details of the Masterplan proposal. A letter inviting residents was issued to 862 addresses within the Central Area or those within 200m of the boundary of the site on 14th November 2015, with additional invitations sent to the owners and developers promoting development within the Warfield strategic allocation area as well as to local Ward Members of the Borough Council and Warfield Parish Council. An advertisement was placed in the Bracknell News edition published on Wednesday 19th November 2015. A poster was provided to the Parish Council for them to

advertise the exhibition on their notice boards.

A feedback form was prepared and made available to those attending the exhibition to either complete the form at the exhibition or to respond in writing by the 8th December 2014. A total of 122 people attended the exhibition over the two days, with 41 written responses received.

The feedback form set out four questions. Each of these questions is outlined below (including the explanatory text which preceded each question) with an analysis of the response to each question. Questions 1 to 3 invited respondents to select a response which reflected their response to the question presented in a range from "strongly agree", "agree", "neither agree or disagree", "disagree" or "strongly disagree". In addition, respondents were invited to provide any additional written comments for each question. The fourth question was an open question inviting respondents to provide any further comments that they may have regarding the Masterplan.

QUESTION 1:

"The Central Area Masterplan has been designed to develop a connected and quality new neighbourhood. Connections to the highway network have been specifically designed to operate with existing roads and the already approved North South link road between Quelm Park Roundabout and Forest Road.

Connections are provided to Bracknell and neighbourhoods to the south of Harvest Ride and across Warfield Street to recreational opportunities in the countryside to the north. An important part of the Masterplan is an East West Greenway link which will connect recreational access between Cabbage Hill to the west and the Bull Brook to the east and to ensure good access between the proposed primary school and neighbourhood centre.

Do you consider that the Masterplan will create a connected and accessible community?"

A total of 57% of those who responded to Question 1 stated that they either strongly agreed or agreed with Question 1. In contrast 11.5% of those who responded confirmed that they either disagreed or strongly disagreed with the question. A further 31.5% neither agreed or disagreed with the question. Six respondents did not select a response.

In terms of additional comments respondents raised the following points:

1. Existing roads will not be able to cope with additional traffic and the development will lead to traffic congestion;
2. The housing mix does not reflect the existing mostly detached properties;
3. The development will not create a connected community and building houses will mean Warfield becomes part of Bracknell;
4. The community of Warfield will be destroyed due to the number of homes proposed;
5. The masterplan provides greater significance to provide a much more detailed plan to the local area and provides a good balance of old and new;
6. The neighbourhood centre should include shops;
7. Mature hedges and trees should be retained and street lights sympathetic to the area;
8. That is it important to get the masterplan in place then the overall development can progress including early delivery of the school;
9. That the masterplan endeavours to address and satisfy the requirements of the Warfield SPD.

In response to Question 1, the majority of respondents accepted that the Masterplan will create a connected and accessible community, with only a small proportion disagreeing with this proposition. Comments made with regard to retention of landscape features, the application of a suitable housing mix and inclusion of shops in the neighbourhood centre are matters to be addressed at the planning application stage. Whilst the development will lead to the coalescence of Warfield to Bracknell, this has been accepted in the identification of the Warfield strategic allocation in the Local Plan.

With regard to concerns expressed in terms of traffic impact, planning applications will need to be supported by a transport assessment. Transport planning for the Masterplan has been informed by transport modelling undertaken by Stuart Michael Associates. The road and junction strategy contained within the Masterplan serves the proposed development taking account of future traffic growth; including the need for off-site highway improvements are likely to be required. It is also evident that it is important to get the Masterplan in place to enable development to progress.

QUESTION 2:

"The layout of the Masterplan creates streets and spaces that are easy to navigate using key views and buildings as landmarks. The network and orientation of streets encourages movement on foot and cycle. The layout of the Masterplan has been informed by existing landscape features, as well as by the character of adjacent streets and roads.

Do you consider that the Masterplan layout and design proposed will support the consideration of future planning applications?"

A total of 50% of those who responded to Question 2 stated that they either strongly agreed or agreed with Question 2. In contrast 16% of those who responded confirmed that they either disagreed or strongly disagreed with the question. A further 34% neither agreed or disagreed with the question. Nine respondents did not select a response.

In terms of additional comments respondents raised the following points:

1. The Masterplan will enable future applications to be considered;
2. The style and scale of the dwellings proposed that adjoin existing houses will be and important consideration;
3. Concern that too many houses are proposed to maximise profit;
4. Concern that the illustrative houses do not reflect the character of adjacent streets as they are too modern and often three stories in height and hence too dominant;
5. Need to ensure not just key buildings reflect local character;
6. Welcome the removal of the current traffic signal junction at the Plough and Harrow with a new roundabout.

There was a general consensus that the Masterplan will support the consideration of future planning applications but there will still need to be consideration of the detail of individual proposals, particularly with regard to the character, style and scale of new homes to ensure that they do reflect and respect the character of the surrounding area and do not result in overdevelopment or ‘town cramming’.

QUESTION 3:

“The layout of the Masterplan includes provision of new open spaces for recreation. A range of open spaces including a new SANG (Suitable Alternative Natural Greenspace) are provided within the Masterplan for active and passive recreation. A number of these spaces will also be

used for management of surface water drainage and to create wildlife corridors as well as improving visual amenity for new and existing residents.

Do you consider that the open space and recreation proposals are a positive aspect of the Masterplan?”

A total of 62% of those who responded to Question 2 stated that they either strongly agreed or agreed with Question 2. In contrast 12% of those who responded confirmed that they either disagreed or strongly disagreed with the question. A further 26% neither agreed or disagreed with the question. Seven respondents did not select a response.

In terms of additional comments respondents raised the following points:

1. The removal of existing open spaces will cause additional drainage problems;
2. More parking is needed especially at Priory Field close to the proposed Neighbourhood Centre;
3. The Masterplan will create a positive environment for future residents who wish to live in a more environmentally friendly with a ‘greener’ identity;
4. Open space and recreation is positive to both existing and future residents and vital to the whole area;
5. All existing trees, hedgerows, ditches and streams must be kept, protected and enhanced;
6. Allotments should be provided;
7. Proposals count drainage ponds as rural open spaces and will destroy Green Belt;
8. Important to support the rural area to the north of Warfield Street;
9. Support for open space but concern that existing wildlife and natural greenspace is being located into corridors.

A drainage strategy has been devised to reinforce the existing pattern of ditches, ponds and run-off areas whilst increasing capacity to serve the development, and is based on a sustainable urban Drainage System (SUDs).

A range of linked open spaces and wildlife corridors are proposed in the Masterplan, designed to provide a diverse mosaic of habitats and ecological features which serve to retain site wide connectivity and improve habitat functionality within the development. A sequence of open spaces are provided including dry and wet attenuation areas to provide drainage capacity for surface water and to create areas of visual amenity and ecological value. The Masterplan includes significant new greenspace and links, including a central SANG which will connect Warfield Street to Harvest Ride and an East to West Greenway connecting Hedge Lane to Priory Field and Larks Hill.

The Masterplan is designed to enable connections to the footpath network to the north of Warfield Street, including via Gibbins Lane and Osborne Lane. The Central Area contains a number of open spaces which could accommodate allotments should that be required at the planning application stage.

The extent of parking to serve the Neighbourhood centre is a matter for consideration at the planning application stage in response to the scale and quantum of development proposed in the neighbourhood centre. The car park area has capacity for increased parking provision. The Masterplan has been devised to ensure that mature landscape features of higher quality can be retained where possible.

QUESTION 4:

Please provide any further comments you may have regarding the Masterplan:

A number of comments were made in response to this question and the issues raised as summarised as follows (*response to the comment in italics*):

1. Preservation of natural features and trees — *existing landscape features are shown for retention*

on the Masterplan;

2. Need for adequate parking; concern that parking at Priory Field next to Neighbourhood Centre may not be sufficient — *a matter for consideration at the planning application stage;*

3. Concern with volume of traffic particularly along Warfield Street: traffic calming should be considered — particularly in light of the number of horses on local roads; pedestrian crossing needed at Warfield Memorial Ground; avoid further road connections to Warfield Street; traffic along north south link road will create bottleneck at Three Legged Cross; object to new access to the rear of Warfield Garage, concern with regard to highway safety — *as stated above, planning applications will need to be supported by a transport assessment. Transport planning for the Masterplan has been informed by transport modelling undertaken by Stuart Michael Associates. The road and junction strategy contained within the Masterplan serves the proposed development taking account of future traffic growth; including the need for off-site highway improvements are likely to be required;*

4. Dwellings backing onto Warfield Street should be low density: too many houses close to the new pond/SANG area; too much development proposed to rear of Old Bakery Mews; development adjoining Newell Green should be low density with a green buffer and a condition to restrict development in that location to 2 storeys; development adjoining Whitegrove roundabout should not exceed 3 storeys and be set back from the road with good screening. Flats should be of traditional design sympathetic to the rural area — *the specific design and configuration of development in each land parcel will be considered at the planning application stage having regard to the constraints of each parcel, the character area and design principles in the Masterplan and the relationship to surrounding land use and character of development;*

5. Concern with regard to footpath connection onto Forest Road as this may cause disturbance to existing residents — *the proximity of footpaths to existing dwellings will be considered at the planning application stage;*

6. Will parents use Maize Lane as a drop off for the proposed school — *the access to the proposed school will be considered at the planning application stage and it is expected that the new school will be required to implement a travel plan;*

7. Important that Masterplan is now accepted and approved to enable the community to plan for the future, generate new homes and support local businesses including supporting town centre regeneration;

8. New hedge and daffodil planting on northern edge of Priory Field may need to be lost: consideration to its retention — *to be considered at the detailed design stage;*

9. Increased housing will put strain on existing services — *development will be expected to contribute to the provision of improvements to local services and facilities made necessary by development;*

10. Concern expressed with regard to later phasing of certain parcels of development and why these are necessary, particularly with regard to land parcels adjoining existing public highways which can be delivered early — *the phasing plan is indicative and not prescriptive — the Masterplan document will be amended to confirm this;*

11. Street lighting needs to be considered: no detail provided — *to be considered at the detailed design stage;*

12. Sense of organic and informal village character is supported but development will erode an extensive area of countryside which is part of Warfield village;

13. More natural green areas should be planned into the Masterplan; country lanes and adjoining vegetation should be kept as they are to retain sense of a rural village and countryside and provide screening to hid the houses, preserve wildlife and improve air quality — *the Green Infrastructure Strategy (Figure 3.10) demonstrates that the principle of retaining (as far as it is possible to do so given the change to the area) the character of existing streets and lanes, including retention*

of existing vegetation (accepting the need to lose some vegetation to accommodate links and connections) is part of the Masterplan proposal;

14. Need further clarity about the type of new homes to be built — *housing mix to be considered at the detailed design stage;*

15. What provision is being made for secondary school children — *development will be expected to make financial contributions to the new secondary school proposed at Blue Mountain;*

16. Consideration needs to be given to health care provision — *the BFC IDP confirms that good public transport access should be provided from development in the north of the Borough to the Healthspace facility in Bracknell Town Centre;*

17. Access to development must be shown from Old Priory Lane in addition to the proposed east-west spine road; the Masterplan does not allow for access to Abbey Place and should advise that up to 25 dwellings can be accessed from Watersplash Lane — *these are matters to be considered at the planning application stage addressed in a transport assessment;*

18. Development capacities should be shown as illustrative only as detailed design has not been undertaken - *the phasing plan which details land parcel capacities is indicative and not prescriptive — the Masterplan document will be amended to confirm this;*

19. Proposed restriction to through traffic on Maize Lane should be moved southwards to enable access to northern parcel to Newell Green — *this is a matter for the planning application stage.*

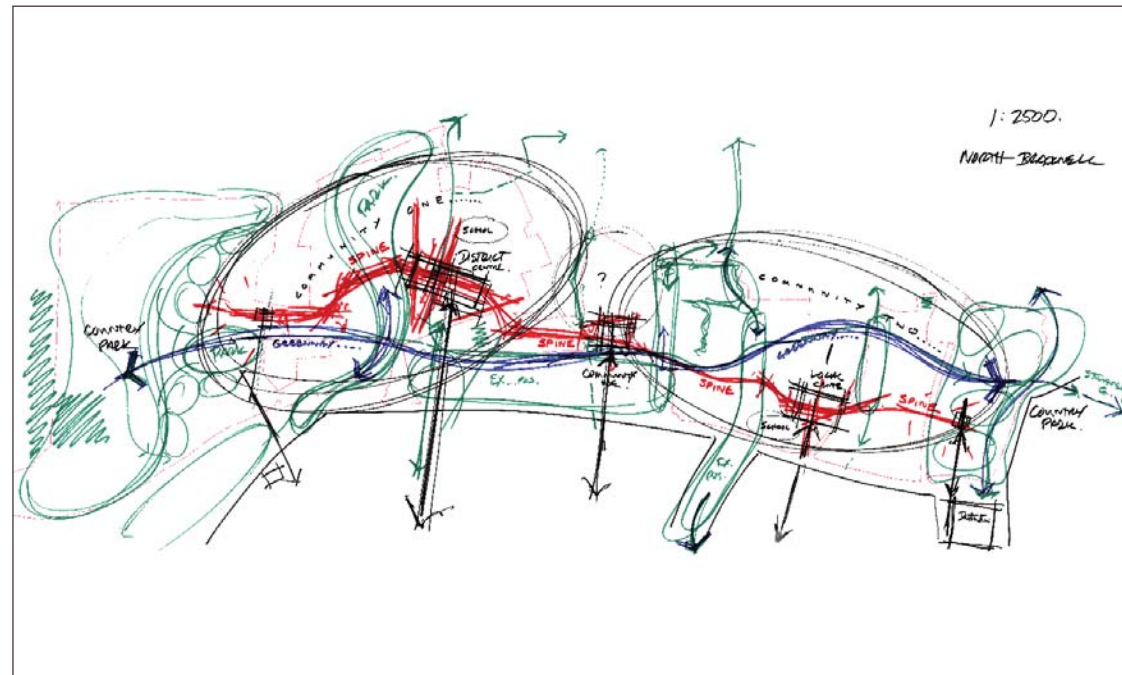


Figure 5.3 Initial Site Wide 2011 Concept



Figure 5.4 Initial sketch Plan Early 2012

1. SITE WIDE CONCEPT - 2011

An early concept sketch (covering the entire SPD area) was shared with Bracknell Forest Council to inform the SPD process. This identified the importance of the east-west connections in linking the proposed development parcels together, and emphasised the value of a series of north-south environmental and movement corridors as well as the potential disposition of the key community facilities within the site itself.

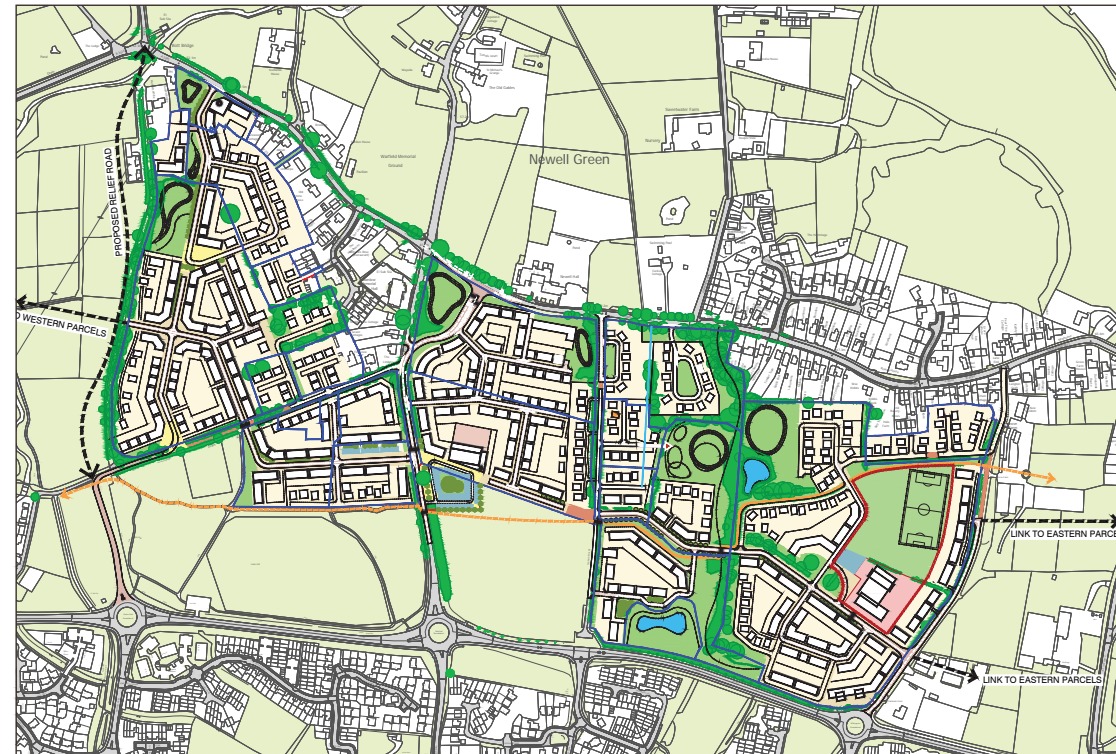


Figure 5.5 Draft Masterplan Late 2012

2. INITIAL SKETCH PLAN - EARLY 2012

The sketch plan demonstrated and articulated the emerging proposed block structure and a hierarchy of roads and streets. It considered the linkages and land uses on the boundaries to the adjoining Areas 2 and 3 to the west and east respectively of the Central Area. The Primary School location shown within the SPD between Old Priory Lane and Newell Green was moved eastwards to a position immediately west of Maize Lane on the basis that it was important to enable early delivery of the school on land. The new school will serve the development of the Central Area and enable development of Area 3 to the east of Maize Lane. It provides a walkable neighbourhood school catchment to serve both the Central Area and Area 3. Locating the primary school close to the main site access will ensure that it can be delivered when required. The Neighbourhood Centre is shown at the junction of Newell Green and Warfield Street, opposite the Memorial Ground and the Primary School is shown immediately adjacent to the Whitegrove roundabout.

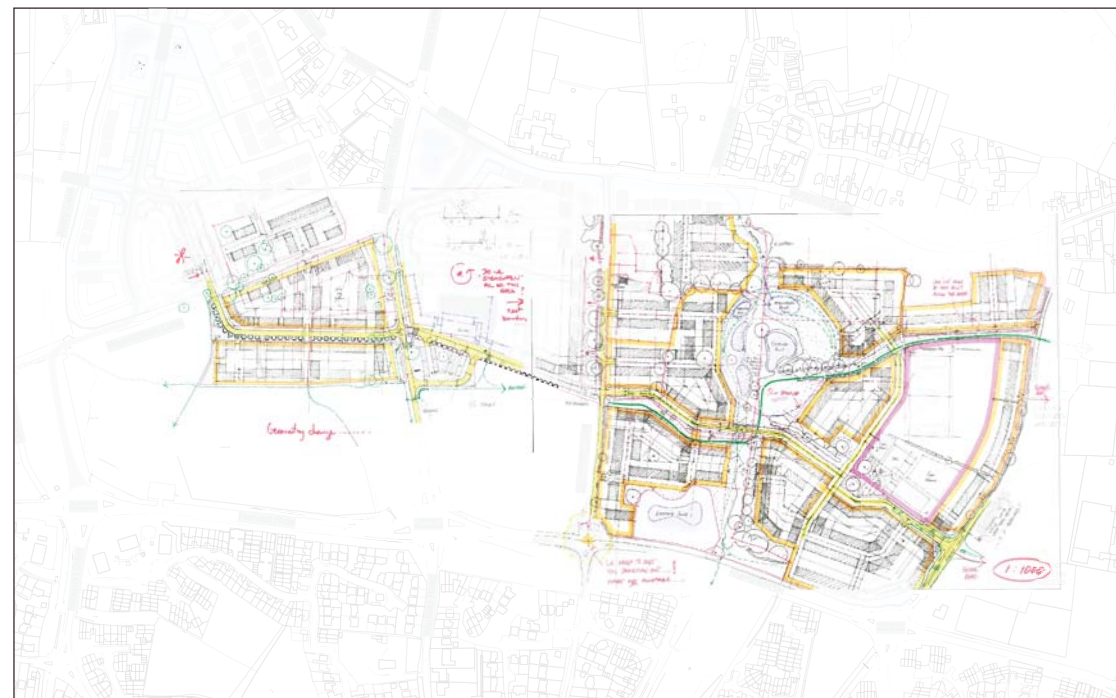


Figure 5.6 Sketch Revisions Mid 2013

3. DRAFT MASTERPLAN - LATE 2012

The first formal version of the Central Area masterplan encapsulated the evolution of the block structure, density and character area design in response to discussions with Bracknell Forest Council. It incorporated within the layout a sustainable drainage strategy utilising Sustainable Drainage Strategy (SUDs) (including attenuation calculations to ensure appropriately sized surface drainage swales and ponds), access junction designs and the agreed (in consultation with Bracknell Forest Council) locations of both the local Neighbourhood Centre and the Primary School. The Neighbourhood Centre was relocated south along Newell Green to a location on the primary east-west movement spine and also to allow space for Bracknell Forest Council's requirement to improve the junction between Newell Green (A3095) and Warfield Street (B3034). The Primary School was moved north along Maize Lane to allow a higher quality environment to be created for its entrance/arrival point. It placed it more centrally within the development zone and enabled a stronger built form to occupy the Harvest Ride/Whitegrove roundabout frontage, a key requirement of the SPD document.

4. SKETCH REVISIONS - MID 2013

By the early part of 2013, detailed discussions on highways matters and modelling had progressed to a settled form. However the results of ecological survey and analysis work primarily in relation to Great Crested Newts necessitated a significant re-design in the area between Old Priory Lane and Maize Lane. The evolving Green Infrastructure Strategy plan (see figure 5.6) and the quantum of land required for mitigation and protection measures required a reconfiguration of the layout, whilst retaining the key principles of green connectivity, character areas and the location of the primary school. A series of further refinements, mainly arising from consultations with other landowners, were also introduced at this stage.



Figure 5.7 Master Plan - late 2013

5. MASTER PLAN - LATE 2013

The masterplan 'formalizes' all the design development work carried out through the sketch revisions described in No. 4 above. Definitive infrastructure calculations, importantly including areas suitable for SANG designation were then available and informed the Delivery and Phasing proposals described in section 4 of this document. At this stage masterplan information was available from the adjoining draft Area 2 masterplan prepared by Berkeley Homes, and that information has been taken into account in the layout.



Figure 5.8 Final Master Plan - spring 2014

6. FINAL MASTERPLAN - SPRING 2014

After further discussions with Bracknell Forest Council a number of final amendments have been made to the masterplan. These include:

- Layout adjustments of the western residential area and moving the access street/crossing point at Avery Lane further north to match the proposals of the Area 2 masterplan (Berkeley Homes)
- Limiting the number of units accessed off Watersplash Lane
- Simplification of the overall masterplan graphic
- Greater emphasis on the north south pedestrian movements
- Replacing the signalised junction at Warfield Street/Newell Green with a roundabout junction

