

# Warfield Supplementary Planning Document

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# 1 Background and Context

## Introduction

**1.1** The Warfield Supplementary Planning Document (SPD) will provide guidance for a large development to the north of Bracknell. This will be a large mixed use urban extension north of the neighbourhoods of Whitegrove and Quelm Park in the Parish of Warfield. It is envisaged that the new neighbourhood will start to be delivered on site, in 2014/15, providing 2,200 dwellings, with an estimated completion date of 2025/26 as detailed in Appendix 1: 'Housing Trajectory'. In identifying the site in the Core Strategy, the Council committed to ensuring any development would be sympathetic and appropriate to its semi-rural nature, whilst enhancing existing, important local open spaces. The Warfield SPD forms part of the Bracknell Forest Borough Local Development Framework (LDF) which is a suite of planning policy documents setting out policies and proposals for future development in the Borough and how they will be implemented. The Warfield SPD will be used in determining planning applications relating to the site.

**1.2** This SPD comprises:

- Background, context and information about the site.
- Development Principles and supporting text.
- A Concept Plan and an accompanying Landscape Concept Plan and a Proposed Movement Concept Plan.
- A housing trajectory.
- An Infrastructure Development Plan (IDP) schedule.
- A plan showing the proposed sequence of development.

**1.3** The Council's preferred approach is for an Outline Planning Application (OPA) to be submitted for the whole development site in advance of any individual applications coming forward for parcels of land within the site, unless an alternative approach is agreed with the Council. An OPA should be accompanied by a detailed masterplan, further information on what this masterplan should cover is referred to within this document. An alternative approach is that there should be detailed masterplans prepared for blocks of development described in Chapter 11 'Delivery' and shown in Appendix 3: 'Implementation and Sequence Plan'. These masterplans should fit together to ensure that they can deliver a comprehensive development across the site in accordance with policy and guidance. Applications should adhere to the agreed masterplans. For each parcel the developer, or consortium of developers would be required to provide:

- A detailed masterplan for the block of development that accords with the SPD Concept Plan and the SPD Development Principles.
- Planning applications.
- An Infrastructure Delivery Plan (IDP), showing how the requirements of the overall IDP will be met.

**1.4** There may be a some small sites that could come forward in isolation. Where groups of sites and single sites are acceptable, details are included in Chapter 11 'Delivery' and in the Site Accumulation Background Paper (WL26). Therefore, to achieve a phased, co-ordinated and comprehensive development, planning applications will be required to accord with the Concept Plan and Infrastructure Delivery Plan contained within this SPD.

**1.5** The production of this document has been influenced by evidence, appraisal, prospective developers, consultation responses, resident groups and Warfield Parish Council. The area covered by the Warfield SPD can be seen in Figure 1 'Extent of Warfield SPD area'

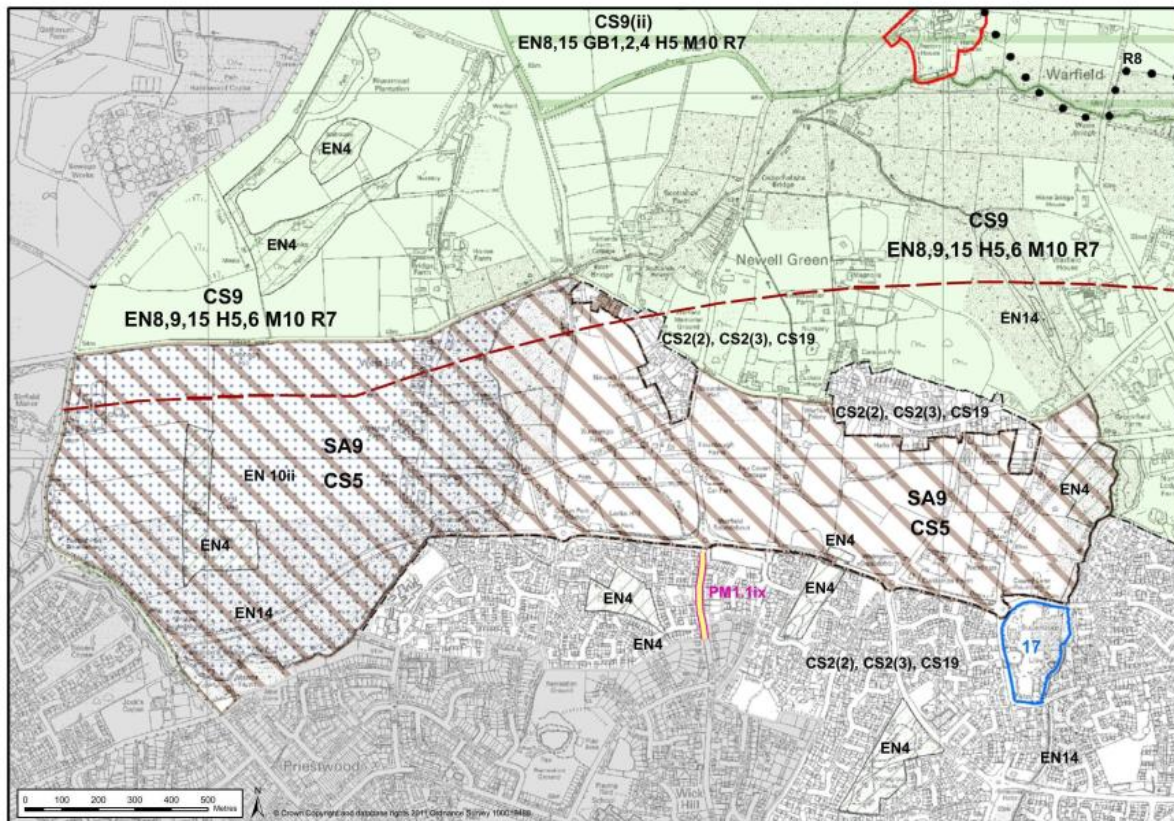


Figure 1 Extent of Warfield SPD area

## The Purpose of the Warfield SPD:

**1.6** The purpose of the Warfield SPD is to:

- Guide the implementation of Policy CS5 (Land North of Whitegrove and Quelm Park (parish of Warfield)) in the adopted Bracknell Forest Core Strategy Development Plan Document (DPD) and/or any relevant policy in the emerging Site Allocations DPD.
- Provide a starting point for preparing future detailed masterplanning/planning applications for this area.
- Help determine planning applications.

## Supporting Documentation

**1.7** All supporting documentation relating to the Warfield SPD has been published either online at [www.bracknell-forest.gov.uk/warfield](http://www.bracknell-forest.gov.uk/warfield) or made available on request. Each document is given a unique reference, for example, the Warfield SPD is referenced as WL35. These are:

Table 1 - Warfield SPD Documentation

<b>Ref</b>	<b>Document</b>	<b>Date</b>
WL36	Adoption Statement	Feb 2011
WL35	Final Warfield Supplementary Planning Document	Feb 2011
WL34	Final Warfield SPD Statement of Consultation	Feb 2011
WL33	Final Sustainability Appraisal Report	Feb2011
WL32	Final Sustainability Appraisal Report Non Technical Summary	Feb 2011
WL31	Final Warfield SPD Habitats Regulation Appropriate Assessment	Feb 2011
WL30	Junction Improvements and Measures Paper	Oct 2011
WL29	Bracknell Forest Journey Time Report	Oct 2011
WL28	Bracknell Multi Modal, Forecast Model Development and Assessment Report	Aug 2011
WL27	Bracknell Multi-Modal, Transport Model Development and Validation Report	June 2011
WL26	Landscape Analysis Paper	Feb 2012
WL25	Old Farmhouse Note	Feb 2012
WL24	Detailed Concept Plan Consultation Proforma	Feb 2012
WL23	Policy Status Statement	Oct 2010
WL22	Detailed Concept Plan - Warfield SPD	Oct 2011
WL21	Core Strategy Chronology for Warfield	Feb 2011
WL20	Summary of responses to Warfield SPD Consultation Draft	July 2011
WL19	Warfield SPD public notice	Dec2010
WL18	Bracknell Northern Fringe Flooding and Utilities Report	July 2009
WL17	Draft Great Crested Newt Survey	Aug 2009
WL16	Warfield SPD Draft Landscape Development Principles	Nov 2010

WL15	Draft Bracknell North Fringe Outline Bus Strategy	Feb 2010
WL14	Warfield Developers Workshop Report	Sept 2010
WL13	Bracknell Forest Master Planning Support	Oct 2010
WL12	Strategic Flood Risk Assessment (SFRA) and SFRA Maps	Aug 2010
WL11	Employment Land Review (ELR)	Dec 2009
WL10	Bracknell Forest Housing Market Assessment (HMA)	Oct 2011
WL9	Draft Infrastructure Delivery Plan (IDP)	Nov 2010
WL8	Warfield SPD Consultation Draft Proforma	Nov 2010
WL7	Warfield SPD Documentation Availability Statement	Nov 2010
WL6	Warfield SPD Matters	Nov 2010
WL5	Warfield SPD Statement of Consultation	Nov 2010
WL4	Draft Warfield Appropriate Assessment	Nov 2010
WL3	Draft Warfield Sustainability Appraisal Report	Nov 2010
WL2	Warfield SPD Consultation Draft	Nov 2010
WL1	Warfield Sustainability Appraisal Scoping Report	Jan 2010

## Planning Policy Context

### What is the Bracknell Forest Local Development Framework?

**1.8** The Bracknell Forest Local Development Framework (LDF) is a set of local planning documents that together will guide future development in the Borough. There are two types of document:

- Development Plan Documents (DPDs) which contain planning policies and proposals; and
- Supplementary Planning Documents (SPD's) which contain the detail needed to implement the policies.

**1.9** The two LDF documents which are most relevant to this SPD are the Core Strategy DPD and the Site Allocations DPD.

**1.10** For further information on any aspect of the LDF, including the documents referred to below please visit [www.bracknell-forest.gov.uk/ldf](http://www.bracknell-forest.gov.uk/ldf)

## Bracknell Forest Core Strategy DPD

**1.11** The Bracknell Forest Core Strategy DPD was adopted in February 2008. This sets out the wider planning framework for the Borough up to 2026. The Core Strategy DPD identifies an area in Warfield as a major location for future growth comprising residential development and associated uses as set out below:

### **CORE STRATEGY POLICY CS5: Land North of Whitegrove and Quelm Park (Parish of Warfield)**

**Note: For the purposes of this document and consultation, this area is now known as 'Warfield'.**

Land to the north of Whitegrove and Quelm Park and to the south of Forest Road and south of Harvest Ride, is identified for a comprehensive, well designed mixed use development including:

- i. Residential; and
- ii. Employment; and
- iii. Social and physical infrastructure; and
- iv. Measures to avoid and mitigate the impact of the residential development upon the Thames Basin Heaths Special Protection Area.

Development will be detailed through further policies and delivered during the period 2017 to 2026 unless monitoring indicates otherwise.

## Bracknell Forest Site Allocations Development Plan Document

**1.12** The Site Allocations Development Plan Document (SADPD) looks at how Bracknell Forest's development needs can be met up to 2026. Whilst the document focuses on housing, it also looks at the range of facilities and services that will be required to support development.

**1.13** A consultation on 'Issues and Options' (the Participation Document) took place between February and April 2010 and gave details of possible approaches to meeting future needs. Following the consideration of comments received, and a review of technical studies that had been undertaken, the Council published a 'Preferred Option' for a period of consultation between November 2010 and January 2011. Comments received and additional technical studies informed the preparation of the Draft Submission Document. Consultation on the Draft Submission document commenced on 16 January 2012, and will end on 27 February. Following the consultation period, all documentation will be submitted to the Secretary of State in the Summer of 2011. It will subsequently be examined by an independent Inspector (likely to be Autumn 2012) leading to adoption in 2013.

**1.14** The SADPD will be the mechanism for the formal allocation of the land at Warfield covered by this document. The Draft Submission version includes Policy SA9 Land at Warfield:

## Policy SA9 - Land at Warfield

Land at Warfield, as shown on the Proposals Map is identified for a comprehensive well designed, mixed-use development, including the following:

- 2,200 residential units (including affordable housing).
- Employment.
- Neighbourhood centre.
- Two Primary Schools.
- Multi-functional community hub.
- On-site open space and Suitable Alternative Natural Greenspace (SANG)

The infrastructure required to support this development includes:

- A comprehensive package of on and off-site transport measures to mitigate the development's impact on roads and encourage sustainable modes of transport.
- A new north-south spine road linking the QuelmPark roundabout and the Three Legged Cross junction, unless an alternative solution is agreed with the Council.
- On-site in-kind provision of waste recycling facilities.
- On-site in-kind provision of two Primary Schools.
- Financial contributions towards the provision of Secondary School and Special Educational Needs places.
- On-site in-kind provision of a multi-functional community hub, including land set aside for the delivery of a Full Daycare Nursery.
- Measures to avoid and mitigate the impact of residential development upon the ThamesBasin Heaths Special Protection Area (SPA). This will include provision in perpetuity of on-site bespoke SANG of at least 8ha per 1,000 new population. The preferred solution is for a SANG at Cabbage Hill. Part of the solution could be off-site subject to agreement with the Council, Natural England and passing an Appropriate Assessment. Further requirements include a financial contribution towards Strategic Access Management and Monitoring and any other measures that are required to satisfy Habitats Regulations, the Councils Thames Basin Heaths SPA Avoidance and Mitigation Strategy and relevant guidance.
- A comprehensive package of on-site, in-kind Open Space of Public Value, in accordance with standards.
- Protection and enhancement of Public Rights of Way.
- Integration of Sustainable Drainage Systems.
- Provision of Green Infrastructure (in addition to elements listed above).

The above is not a comprehensive list of requirements. Further details of other mitigation required can be found in the Infrastructure Delivery Plan, Warfield Supplementary Planning Document and/or any other relevant guidance.

**1.15** The precise boundaries of the land required for the development (including land required as open space) need to be defined on the Proposals Map. It was not possible to do this through the Core Strategy due to the legislation in place at the time. On adoption of the SADPD, Policy SA9 will supplement Core Strategy Policy CS5 that currently deals with Warfield.

## Saved Local Plan Policies

**1.16** Any development on this site will also be considered against relevant saved Bracknell Forest Borough Local Plan policies. These can be viewed at [www.bracknell-forest.gov.uk/savedpolicies](http://www.bracknell-forest.gov.uk/savedpolicies) or details can be made available on request. As a consequence of Core Strategy DPD Policy CS5 there will be the need to amend the current Local Plan designations relating to Policy EN10 and EN14. These will be revised on the Proposals Map when the extent of the development is fully known following the approval of relevant planning applications and construction on the ground.

## Other Bracknell Forest Local Development Framework Documents

**1.17** Applicants are also advised to have regard to the following adopted Local Development Framework Documents. These, and any subsequent documents, can be viewed at [www.bracknell-forest.gov.uk/ldf](http://www.bracknell-forest.gov.uk/ldf) or on request:

- Designing for Accessibility in Bracknell Forest SPD.
- Limiting the Impact of Development SPD.
- Bracknell Forest Parking Standards SPD.
- Sustainable Resource Management SPD.
- Character Area Assessments SPD.
- Streetscene SPD.
- Thames Basin Heaths Special Protection Area SPD - in progress.

## Wider Context

**1.18** The Government has set a mechanism to revoke Regional Spatial Strategies. Please refer to the Site Allocations DPD Draft Submission Background Paper for clarification of the Council's position on the proposed revocation of the South East Plan and with it the housing target for the Borough.

**1.19** The Council must also have regard to national planning policy guidance set out in Planning Policy Statements (PPSs) which are available to view at [www.communities.gov.uk](http://www.communities.gov.uk). However, the Government has announced its intention to produce a consolidated National Policy Planning Framework which is likely to replace a number of PPSs. With regards to development at Warfield, the following current PPSs are particularly relevant:

**PPS1 Creating Sustainable Communities:** making suitable land available for development in line with economic, social and environmental objectives to improve the quality of life; contributing to sustainable economic growth; protecting and where possible enhancing the natural and historic environment and the quality and character of the countryside, and existing successful communities; ensuring high quality development through good design; and ensuring that development supports existing communities and contributes to the creation of safe, accessible, sustainable communities.

**PPS3 Housing:** places an emphasis on ensuring that there are housing sites that are available, suitable and achievable for at least the first 10 years of the Plan (Core Strategy or Site Allocations DPD period).

**PPS4 Planning for Sustainable Economic Growth:** supports a 'town centres first' approach and requires proposals for new development to be assessed against the impact on town centres. Plans should be positive towards sustainable economic growth through flexible and pro-active

policies aimed at supporting the start-up and growth of businesses, attracting inward investment and increasing employment. The importance of local services to local communities is recognised and should be supported by Councils.

**PPS9 Biodiversity and Geology:** states that plans and policies should: integrate biodiversity and geological diversity and other considerations; conserve, restore and enhance the diversity of wildlife and geology; and, should accommodate biodiversity within new development, recognising the links between nature conservation and a sense of wellbeing in the community. This corresponds with the role of biodiversity in supporting economic diversification.

**PPG13 Transport:** development should, promote more sustainable transport choices by shaping the pattern of development and influencing the location, scale, density, design and mix of land uses; reduce the need to travel and the length of journeys; and, make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.

## Sustainable Community Strategy

**1.20** The Bracknell Forest Sustainable Community Strategy 2008-14 sets out a long term vision for the Borough up to 2030. The Strategy is prepared by the Bracknell Forest Partnership - a collaboration of agencies that deliver public services, community and voluntary organisations and businesses in Bracknell Forest. The vision is supported by a number of priorities. Those most relevant to this document are:

- Opportunities for everyone.
- Nurturing the next generation.
- Supporting the older generation.
- Sustainable Development.
- Protecting the environment.
- Travelling around the Borough.
- Enjoying life.

**1.21** The Sustainable Community Strategy can be viewed on the Bracknell Forest Partnership website at [www.bracknellforestpartnership.org.uk/](http://www.bracknellforestpartnership.org.uk/).

## Evidence Base

**1.22** This SPD has been produced as a result of a combination of officer expertise, masterplanning, two consultations; dialogue with key interested parties; evidence; and appraisal. A range of local evidence has been used to support the preparation of this document. Key emerging evidence documents (both strategic and specific to Warfield) are available to view at [www.bracknell-forest.gov.uk/warfield](http://www.bracknell-forest.gov.uk/warfield) or on request and are listed in Table 1.

**1.23** The Council has produced a draft Infrastructure Delivery Plan which supports this SPD and is available in Appendix 2: 'Infrastructure Delivery Plan (Warfield Extract)'. This identifies the infrastructure required to mitigate the impact of the planned development and indicates when it should be provided. Where information is available it shows an indication of the cost and potential sources of funding.

## Sustainability Appraisal

**1.24** The Council has produced a Final Sustainability Appraisal Report (Ref WL33) including a Strategic Environmental Assessment. The Final Sustainability Appraisal Report has assessed the development principles contained in this SPD against economic, social and environmental criteria to ensure that they deliver a sustainable development.

## Habitat Regulation Assessment

**1.25** A Habitats Regulation Assessment Screening Opinion was conducted for the Bracknell Forest Council Core Strategy. This indicated that the Core Policies relating to housing provision and the areas for future growth (such as Policy CS5 - Land North of Whitegrove and Quelm Park (Parish of Warfield)), were likely to have a significant effect on the Thames Basin Heaths Special Protection Area (SPA), and therefore require a full Appropriate Assessment.

**1.26** An Appropriate Assessment was carried out and is available on request from the Council. It found that the SPD could result in increased recreational activity which could lead to significant adverse effects on the integrity of the SPA. It recommended that a Development Principle relating to the Thames Basin Heaths SPA be included within this SPD in order to mitigate the potential adverse effects. The Appropriate Assessment was carried out in consultation with Natural England.

## Consultation

**1.27** This SPD has been subject to the following consultation process:

- Meetings and dialogue with prospective developers throughout the production of the SPD.
- Meetings with a local residents group and Warfield Parish Council throughout the production of the SPD.
- Dialogue with key Council services and external organisations.
- A statutory consultation on the Warfield SPD Consultation Draft between 30 November 2010 and 17 January 2011. Details of how the consultations were run and who were consulted can be found in the Warfield SPD Consultation Draft Proforma (Ref WL8). A summary of all responses made to the consultation can be viewed in document WL20. The Council's consideration of the issues from the consultation; its response and subsequent action to amend the SPD or otherwise can be viewed in the Statement of Consultation (Ref WL34).
- A non-statutory additional consultation on a detailed Concept Plan was held between 31st October and 28th November 2011 which included public exhibitions. This consultation contained a revised and more detailed Concept Plan to the version in the Warfield SPD Consultation Draft and information, photos and diagrams on how the development might look in key parts of the site. Details of how the consultation was run and who were consulted can be found in the Detail Concept Plan Consultation Proforma (Ref WL24). The Statement of Consultation (ref WL34) provides: a summary of responses made to this consultation; the Council's consideration of the issues from the consultation, its response and subsequent action to amend the SPD or otherwise.

**1.28** Therefore, as demonstrated in the Statement of Consultation, the final version of the Warfield SPD has been improved and amended as a result of the extensive consultation process.

## Summary of Process

**1.29** The SPD was produced taking account of:

- Technical work by officers, including officers across the Council and consultants;
- On-going input from a consortium of prospective developers;
- Input from key organisations such as Natural England and the Environment Agency;
- Various evidence papers;
- A workshop involving local interested parties;
- A developer/landowner workshop;
- On-going discussions with Warfield Parish Council and a local residents group;
- A statutory public consultation on the Warfield SPD Consultation Draft;
- Additional non statutory consultation on a Detailed Concept Plan;
- An iterative Sustainability Appraisal;
- An Appropriate Assessment in line with the Habitats Regulations.

## 2 The Warfield SPD Site area and context

### Site Location and Description

**2.1** The area covered by this SPD is located on the northern edge of Quelm Park and Whitegrove in Warfield. Bracknell town centre lies approximately 2km to the south and has a concentration of major shops, offices and leisure activities, see Figure 2 below.

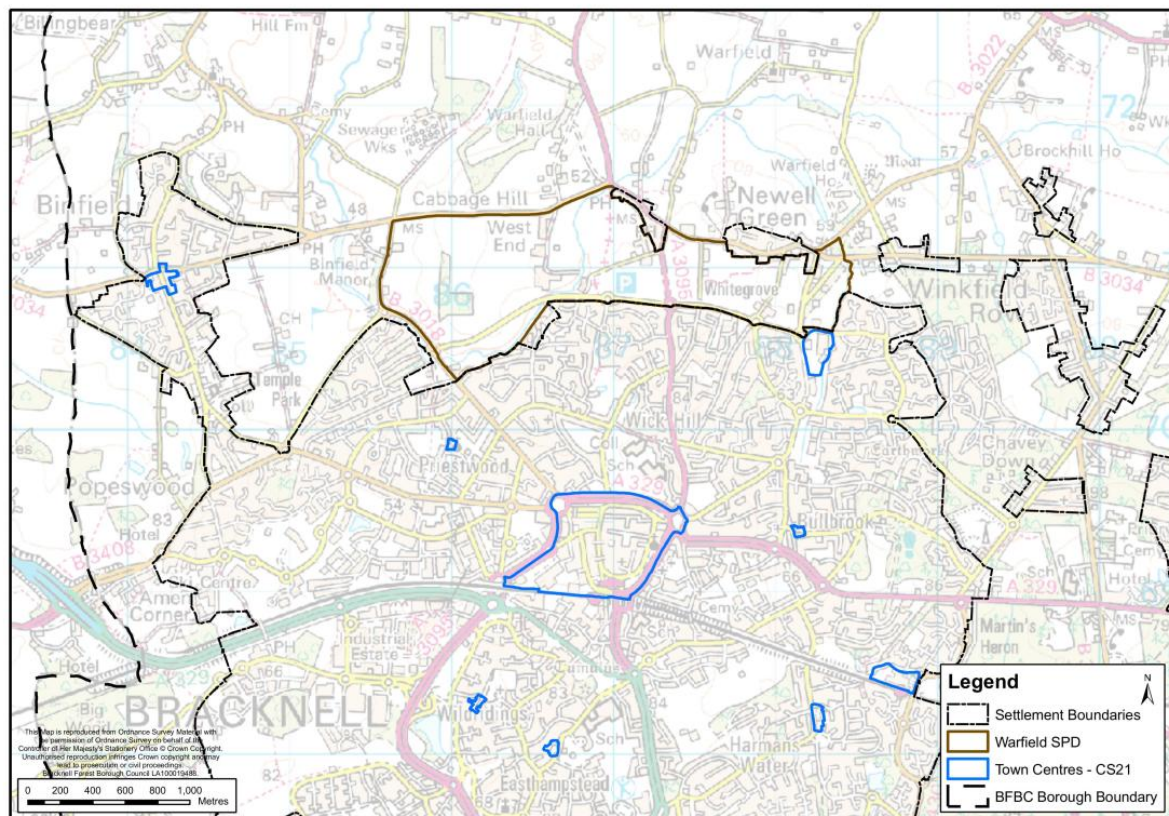


Figure 2 Site Location Map

**2.2** The site occupies approximately 170 ha and is bounded to the west by the B3018 Binfield Road; to the north by the B3034 Forest Road and Warfield Street; to the east by the Bull Brook; and to the south by The Cut river, Harvest Ride and County Lane. It lies between Temple Park in Binfield and Quelm Park and Whitegrove in Warfield.

**2.3** The most significant topographical features are The Cut and Bull Brook watercourses which flow northwards and dissect the land, together with Cabbage Hill which rises to 74m AOD and marks the western extremity of the site. With the exception of Cabbage Hill, which is under arable cultivation with woodland (Long Copse) on its southern slope, the site is characterised by a rolling landscape of generally small fields enclosed by hedgerows used mainly for pasture.

**2.4** The settlement pattern is formed by the loose knit ribbon of homes and farmsteads at West End - to the west of The Cut and the southern edge of the villages of Newell Green and Warfield Street which are strung out beyond the northern site boundary along Forest Road and Warfield Street. Elsewhere within the site settlement comprises isolated houses, farmsteads and the occasional commercial use.

**2.5** Larks Hill Country Park and Priory Field north of Harvest Ride provide recreational open space for the existing community at Quelm Park and Whitegrove. These will remain and will link to the development of the Warfield SPD site. Westmorland Park contains sports pitches, a pavilion and woodland and abuts the east of the site. An opportunity exists to provide pedestrian and cycle links across the Bull Brook from the development to this park.

**2.6** The road pattern within the site is characterised by a series of roads leading north from Harvest Ride/County Lane to connect with Forest Road and Warfield Street. The principal vehicular routes are Newell Green, Jigs Lane North and Strawberry Hill. A bridleway links Old Priory Lane to Maize Lane and a byway runs north from the existing urban area via Watersplash Lane to the Three Legged Cross at Newell Green.

**2.7** The site lies adjacent to Whitegrove Neighbourhood Centre which adjoins its south east corner. This includes a supermarket, a library, community centre, a doctors surgery, Warfield Parish Council office and three other small retail units.

## **Constraints**

**2.8** Within the site are a number of physical and environmental constraints which have an influence on the future development of the site. These include:

- The designation of the west of the site as an Area of Local Landscape Importance which will be revised on the Bracknell Forest Borough Proposals Map once the actual extent of Cabbage Hill is established.
- The prominence of the upper parts of Cabbage Hill within the wider landscape.
- The presence of minerals within the locality.
- The presence of listed buildings within and adjacent to the site.
- The proximity of Local Wildlife Sites and nature conservation.
- The presence of important individual trees and groups of trees.
- The presence of two waterways, their associated river corridors (including areas at risk from flooding) and several water bodies within the site.
- Existing Public Rights of Way.
- Existing road patterns and use.
- The presence of flood zones around the Bull Brook and The Cut waterways.

## **Opportunities**

**2.9** The presence of the two waterways provides an opportunity to open up access to the water. It is envisaged that new dwellings will overlook the water and water park areas can be created providing a key visual and public amenity area for communities in the area. The higher slopes of Cabbage Hill will be open green space area where communities will be able enjoy views of Bracknell town centre and the surrounding areas. The new development will also provide an opportunity to increase and enhance accessibility to existing Public Rights of Way, bridleways and the local wildlife sites.

**2.10** There is also an opportunity to enhance the existing community at Whitegrove by providing services, facilities and open space. Furthermore there is a great opportunity to make the new neighbourhood look towards Bracknell Town Centre and its services especially as a result of the town centre regeneration.

**2.11** Additional facilities will be built to serve the new community, including a new neighbourhood centre, two new primary schools, provision for youth, and other facilities which could include an office area for Warfield Parish Council with additional rooms to be used for events for older people, children and young adults and cultural events. A new link road, from Harvest Ride up to the Three Legged Cross, will also be built to serve the new community and ease traffic issues in the area.

# 3 Development Principles

## Objectives

**3.1** It is important to understand what the Council is trying to achieve through the development of land at Warfield. The Core Strategy DPD vision identifies that:

*"New communities will be planned to provide the necessary physical infrastructure (e.g. roads, water) as well as the social infrastructure (e.g. schools, libraries, leisure facilities, health facilities) to support the community"*

**3.2** The following objectives for this SPD are proposed:

- To create a new sustainable neighbourhood including 2,200 new dwellings which is integrated socially and physically with the existing urban area.
- To provide a high quality living environment.
- To deliver development which uses best practice in sustainable construction and provides a development which is energy and water efficient.
- To promote sustainable access to and within the development, through high quality public transport services, and well designed and convenient walking and cycling routes.
- To ensure appropriate infrastructure is provided alongside the new development.
- To provide an enhanced natural and recreational environment which minimises flood risk.
- To avoid and mitigate the impact of the development on the Thames Basin Heaths Special Protection Area.

## Core Development

**3.3** The following sections set out the Council's Development Principles in relation to the layout, design and delivery of development in this area.

**3.4** The Concept Plan (Figure 3) provides an indication of the location of the main land uses, key access routes and areas of Green Infrastructure.

## Comprehensive Development

**3.5** The Concept Plan and the Development Principles are based on the delivery of the site in a comprehensive manner in order that appropriate and timely delivery of infrastructure can take place and that the objectives set out above can be achieved. The parcels of housing can contain appropriate additional uses provided this does not detract from the objective of delivering comprehensive development including the overriding need to deliver 2,200 new dwellings on the site. All planning applications will be required to demonstrate that they are consistent with the principles of comprehensive development by demonstrating how applications would deliver and not compromise the comprehensive development of Warfield. Developers will be expected to have regard to Chapter 11 'Delivery' and Appendix 3: 'Implementation and Sequence Plan' in preparing applications.

**3.6** This SPD is primarily concerned with facilitating the timely delivery of a well planned, sustainable neighbourhood at Warfield. It is anticipated that the development within this area will be delivered between 2014/15 and 2025/26 in line with Appendix 1: 'Housing Trajectory'.

**3.7** The Council has developed a sequence (Appendix 3: 'Implementation and Sequence Plan') to inform more detailed phasing of the site. This sequence indicates the approximate areas for individual detailed masterplans to be submitted with relevant planning applications.

### **Development Principle W 1**

#### **Comprehensive Development**

**The Council will expect planning applications to support the comprehensive development of Warfield including accessibility and the delivery of infrastructure having regard to Appendix 3: 'Implementation and Sequence Plan' and Chapter 11 'Delivery'.**

**The Council will expect partnership working between relevant interested parties including landowners, developers and infrastructure providers.**

**Development proposals will be expected to reflect the Development Principles set out in this SPD.**

**3.8** The following sections provide a range of additional Development Principles relating to design, housing, infrastructure, site investigation and delivery.

# 4 Design Strategy and Urban Design Principles

## Urban Design Principles

**4.1** Successful new neighbourhoods generally follow sound urban design principles. Therefore, the urban design principles detailed in this section should be used to inform the design and layout of the Warfield SPD development site.

### *Place making*

**4.2** All development on the site should define and create a distinctive sense of place and character. High quality designs that promote and reinforce local distinctiveness and relate to their specific individual locations within the site will be required. Pastiche designs will not be acceptable. Sensitive treatment will be required at the edges of the site where new development abuts existing areas of character, or where development affects the setting of a listed building.

**4.3** A detailed contextual analysis exercise must be undertaken to inform all proposals for the site. The site has a number of natural assets such as The Cut, Bull Brook, and Cabbage Hill. Defined character areas should be developed as detailed in paragraphs 4.25 to 4.47. This will ensure areas within the development are distinct and have a sense of place and identity.

**4.4** It is important that any new development responds to the topography and landscape structure and respects the character and context of the site.

### *Getting around*

**4.5** Existing development lies to the north and south of the site. New development must connect with, and enhance, the existing footpaths, cycleways, bridleways and road network as well as creating logical routes within the site. This should be developed into a network of connected routes and spaces.

**4.6** New development should be easy to understand and navigate through. Perimeter block development should create a block, street and space hierarchy. The masterplan layout should develop vistas and include gateways, design nodes, focal points and landmark buildings which will create new development areas that are easy to find your way around. The masterplan should include hierarchies and typologies of streets and spaces related to their function. The existing landscape and ecology of the site will inform the layout.

### *Robust and Secure Design*

**4.7** Development should front onto streets providing natural surveillance within the streetscene. Active streets should encourage pedestrian movement and usage leading to a sense of security for street users. Streets should not be visually dominated by the car. Public and private spaces should be clearly defined and defensible spaces provided to property frontages.

**4.8** Mixed use areas within the site should be designed to incorporate an element of flexibility so that buildings can respond to changes and movement in the markets.

## ***Vitality***

**4.9** The development shall be integrated into the existing urban form and the natural and built environments. New development should create active streetscenes, including main routes such as Harvest Ride. In some locations there is a specific need to identify the direction in which the built form should face; this is detailed on the Concept Plan as "frontage". The Concept Plan also makes reference to "key frontage". This is considered a prominent location where a specific design response is required, such as a building that turns a corner or has a clear role within the streetscene. Within the site the layout should look to create a built form, or in some circumstances structural landscaping, that creates an appropriate sense of enclosure to the public realm. Opportunities should be sought to create attractive, visual and physical links from key points in the development to the areas of open space within and beyond the site.

## ***Quality***

**4.10** All new buildings should be of a high standard and quality of design, both internally and externally, and respond to the location and building function within the streetscene. High quality building materials should be used throughout the development. The Concept Plan highlights a number of locations where there are "landmark opportunities". These are sites within the development where it is considered the buildings should be of a greater scale or be visually prominent, acting as a marker at a junction or corner, helping people to find their way around the site and creating distinctive and memorable places and streets. The locations identified will need careful design and should continue to relate to the surrounding area and context of the site.

**4.11** Buildings should be designed to meet with current best practice in reducing Carbon Dioxide emissions having regard to the need to respond to site conditions and providing a percentage of on-site renewable energy generation. Guidance on current best practice can be found in the Sustainable Resource Management Supplementary Planning Document (October 2008), which is available online at [www.bracknell-forest.gov.uk/srm](http://www.bracknell-forest.gov.uk/srm).

## ***Street Design***

**4.12** Movement around and within the development should be designed to follow the principles within the national guidance documents "Manual for Streets" and "Manual for Streets 2"; a wider application of the principles". Key to this is placing the needs of pedestrians and cyclists above those of the private vehicle; making streets places that communities can use for purposes other than driving, and keeping speeds within the residential development areas to a maximum of 20 mph.

## ***Accessibility***

**4.13** The development should be fully accessible to all members of the community. Parts of the site have significant changes in levels. The challenge will be to create a layout that works with the contours of the land to ensure steep gradients on footways and stepped entrances to dwellings are avoided. The Council has a Supplementary Planning Document on inclusive design principles, "Designing for Accessibility in Bracknell Forest" which is available online at [www.bracknell-forest.gov.uk/access](http://www.bracknell-forest.gov.uk/access).

## **Design Strategy**

**4.14** A detailed masterplan(s) should be produced to accompany applications for the site. Seven character areas are identified within this SPD. The first application to be made within a character area should include a Design and Access Statement for the whole character area it covers. This statement should detail how the application meets the Design Principles set out in this section and a comprehensive assessment of the character area.

**4.15** Development proposals will need to show, a robust approach to energy and water efficiency and other mechanisms towards mitigating and adapting to climate change.

### ***Neighbourhood Centre***

**4.16** In order to minimise the need to travel, and to provide one of the local focal points of activity within the development, a new 'neighbourhood centre' should be established. This should provide local services for residents and businesses and be of a scale and nature that complements, rather than competes with, the shopping and other facilities in the vicinity. Typical uses might include small scale retail, services and food and drink space, within Use Classes A1, A2, A3, A4 and A5 such as as shops, a pharmacy, café and a Dental Surgery. Provision should also be made for a multi-purpose centre for local community activities, such as Parish related administration, meetings, police, youth and children's provision. Whilst a Doctor's Surgery has not been identified following consultation with the relevant health authority at the time of the SPD, a surgery may be provided in the neighbourhood centre should the need for one be subsequently identified.

**4.17** The neighbourhood centre will act as the focal point for services, facilities and community activity. It should be accessible by all modes of transport, with clear pedestrian and cycle linkages throughout the site providing ease of movement and informal surveillance.

### ***Slowing Harvest Ride***

**4.18** Harvest Ride currently performs a dual role as a strategic route and an access road for many homes in the area. In an attempt to change the current dominance of vehicles along Harvest Ride, new development should front onto Harvest Ride wherever possible, encouraging increased pedestrian and cycle activity along the route. Additional visual cues should be used to give the impression of a residential road. The current speed limit along Harvest Ride is 40 mph, however, some traffic at times is considered to be travelling faster along this route. The intent of design will be to slow traffic, giving a sense of a more user friendly environment for all the community, rather than a main vehicular distribution road. Harvest Ride has the potential to be a physical barrier between old and new development. Design solutions should be sought to enable an increase in north/south pedestrian and cycle movement. The reconfiguration of junctions may be required to facilitate this in appropriate locations. Detailed design issues should be discussed with the Local Highway Authority.

### ***New Local and Strategic Link Road (A3095)***

**4.19** There is a need to balance the flow of traffic on the A3095 which currently runs along Newell Green. This will be achieved by sharing traffic along a new A3095 link road which is proposed to run from Harvest Ride north to the Three Legged Cross junction. Where development is proposed along this route, development should front onto the road, giving a

sense of place and street. This new road should include pedestrian routes, crossing points and junctions providing vehicular access points into the development parcels. Wildlife tunnels under the road should be provided at agreed locations.

**4.20** Placing development along this route will inform the design of the road, speeds and driver behaviour. However, this will all need sensitive treatment and a balance between keeping traffic moving through the site and creating a residential feel to the area will be important.

### ***Local and Strategic Roads***

**4.21** Medium density housing (around 40 dwellings per hectare) should be provided along the local strategic vehicular routes, with housing fronting onto the roads, creating pedestrian activity, movement and surveillance. Where existing roads are tree lined, they should be kept as far as possible to maintain the character of the area.

**4.22** The new A3095 link road could provide an opportunity for a tree lined boulevard space as there are some trees with Tree Preservation Orders in the vicinity of the proposed route. Character along the A3095 link should change as densities and treatments vary along the route. The north end of this route should be a transitional area, providing a looser, less formal built form, using boundary treatments such as low, red brick walling, as seen within Newell Green. The proposed character principles in this chapter will shape development to the east and west of the route and will influence the design and treatment of the road further south.

### ***Abutting existing development/Character Area Assessments SPD/Listed buildings and settings***

**4.23** Housing parcels backing onto Newell Green, Warfield Street, Strawberry Hill, West End Lane etc. will need to respect the grain and character of development of the existing area and ensure that existing houses are not unacceptably overlooked by new development. Recommendations are included within the Character Area Assessments SPD (which is available online at [www.bracknell-forest.gov.uk/characterareas](http://www.bracknell-forest.gov.uk/characterareas)) on issues such as context, character, boundary treatments and landscape settings which will inform development abutting, and in the near vicinity of, existing housing. Additionally, there are 4 listed buildings which are within or alongside the development area and will need sensitive treatment in terms of development that affects their setting or important views of them.

### ***Open Spaces/Green Assets***

**4.24** The development will provide significant amounts of open space (as described in 7 'Green Infrastructure') including a new country park at Cabbage Hill and two river parks. The aim is to create a semi-natural feel to the development using a green corridor providing a pedestrian and cycle friendly spine route through the development from east to west, referred to within this document as The East to West Greenway, see Development Principle W5. Development should be designed sensitively to respect the landscape character of Cabbage Hill and front onto areas of open space and SANG where appropriate. The layout of parcels through the development will need to be informed by the existing landscape. Hedgerows, footpaths and bridleways within the site should be maintained and used to develop routes through the site, both north/south and east/west.

## Character Areas

**4.25** Initial contextual analysis has identified seven character areas. Namely:

- The Neighbourhood Centre
- Harvest Ride
- Park Edge
- The River Parks - The Cut River Park and Bull Brook River Park
- Newell Green South
- Warfield Street South
- Manor Farm

**4.26** A Character and Key Points Plan (Fig. 3) clearly shows the extent of the seven identified character areas as well as selected 'key points' within each character area. Design principles for each character area have been developed highlighting treatments specific to that particular character area. In addition, 'key point' areas have been drawn up in more detail to demonstrate how an area may come forward in the future. The following section describes how each of the character areas should be developed and provides selected photos and illustrations related to the key points and design principles and are intended as examples of how an area may appear and to guide future development proposals.

**4.27** Development on this site should follow the design principles for each character area and a Design and Access Statement for each area should be submitted to the Council, for approval, prior to any planning applications being made.

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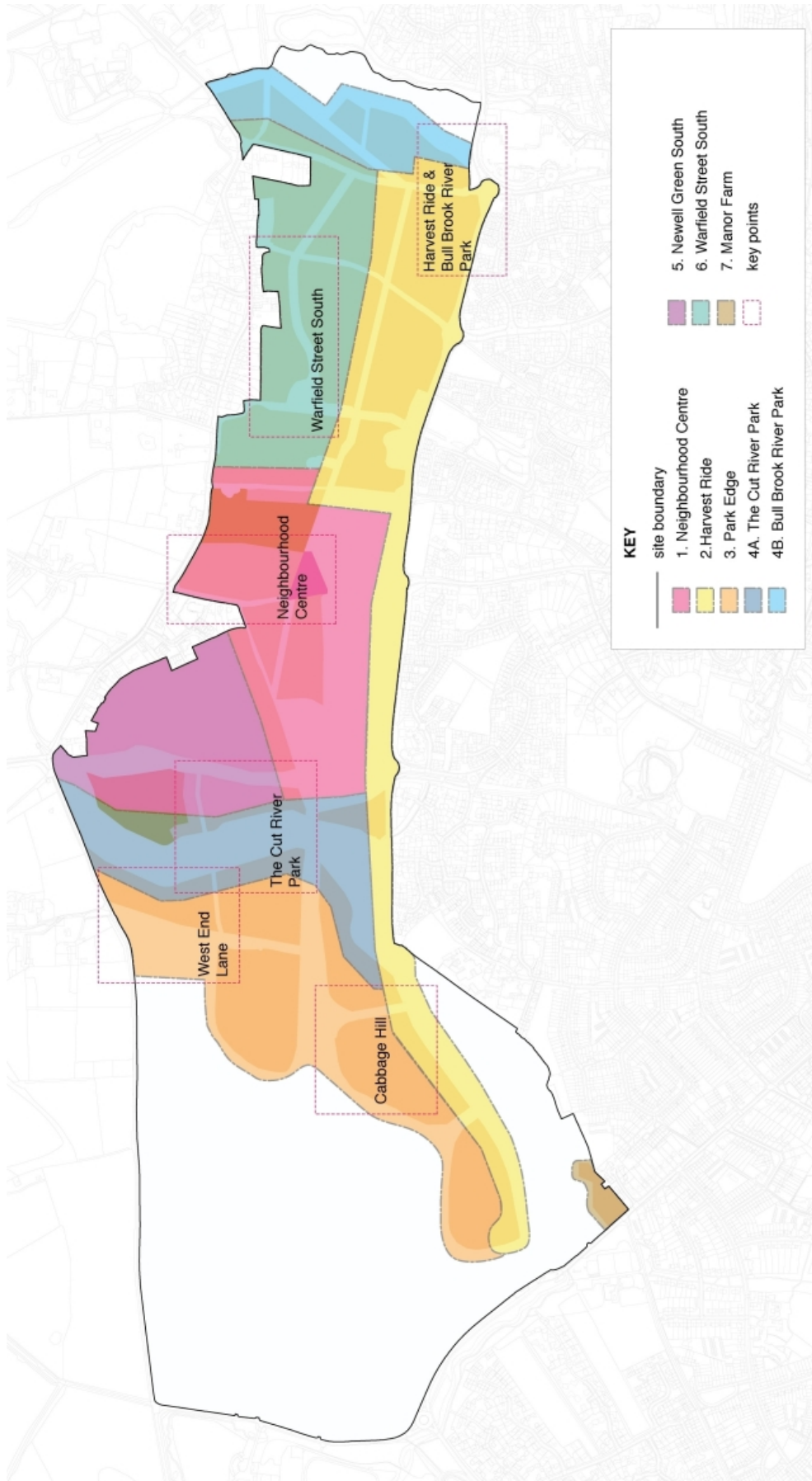


Figure 3 Character Areas and Key Points Plan

## **1. Neighbourhood Centre**

**4.28** The neighbourhood centre will provide the heart of the new development and will be a key intersection for pedestrians, cycles and vehicles. The neighbourhood centre should be located adjacent to Priory Field as shown on the Concept Plan and has been located here to provide links with existing facilities such as Brownlow Hall and the pubs and restaurants of Newell Green. New development in this area should provide mixed use accommodation, with medium density dwellings (approximately 40 dwellings per hectare). The neighbourhood centre should be designed around a tightly defined “market square”, providing a clear sense of arrival and central focal point of the new community. The neighbourhood centre should demonstrate the following character principles:

- The space will be defined by a mostly continuous frontage.
- The Neighbourhood Centre will consist of a primary school, 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.
- The Primary School (number 1 on the Concept Plan) will provide an active frontage onto the square with the potential to incorporate community uses from separate public access points.
- Drop off for the school, 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.

**4.29** Buildings around the square should create a sense of enclosure and incorporate landmark building qualities. Key vistas should run from the square into the development areas on both the east and west sides, ideally facilitating a visual link to green corridors and open spaces. Visual links should also be provided from the square to the proposed primary school.

**4.30** The junction between Watersplash Lane and Newell Green road is unsuitable to take significant numbers of additional traffic from new development in the vicinity. Therefore, a new access road should be designed to the south of the existing housing on Watersplash Lane as detailed on the Concept Plan. The intention is to redevelop as much of the land in and around Watersplash Lane as possible. However, should some of the existing dwellings not come forward for redevelopment, it will be necessary to retain access the eastern end of Watersplash Lane for the existing dwellings as a small cul-de-sac accessing Newell Green as they do currently. A minimal number of additional new units on the north edge of the lane could front onto the lane and use this existing access. However, access would not be allowed here for the remaining development parcels which would use the new access and junction on Newell Green.



Picture 1 Illustrative layout of neighbourhood centre, Newell Green



Picture 2 Illustrative perspective of Neighbourhood Centre looking west towards Newell Green road.



Picture 3 The 'square' is part of the 'East to West Greenway' and should be a pleasant place to gather, with opportunities for formal tree planting and public art to give a 'civic' character



Picture 4 The 'square' should be a predominantly hard landscaped space, defined by taller buildings and incorporating parking, bus stops and seating areas

## 2. Harvest Ride

**4.31** Harvest Ride (including part of County Lane) runs along the southern edge of the development site. Development along this road needs to perform many functions, including the creation of a more residential feel to this well used distributor road. Development along this edge of the site therefore needs careful consideration to create a pleasant living environment. It should give the area a sense of being more like a residential street, encouraging increased pedestrian and cycle movements and reducing vehicular traffic speeds.

**4.32** Whitegrove Neighbourhood Centre is an established centre which accommodates a number of facilities as described in paragraph 2.7. Housing parcels to the eastern end of the development site should look towards this area as their community hub. As such, there will be scope for some medium density housing to be located in these eastern most parcels with an appropriate design response to the roundabouts and junctions along Harvest Ride and County Lane. The Harvest Ride character area should demonstrate the following character principles:

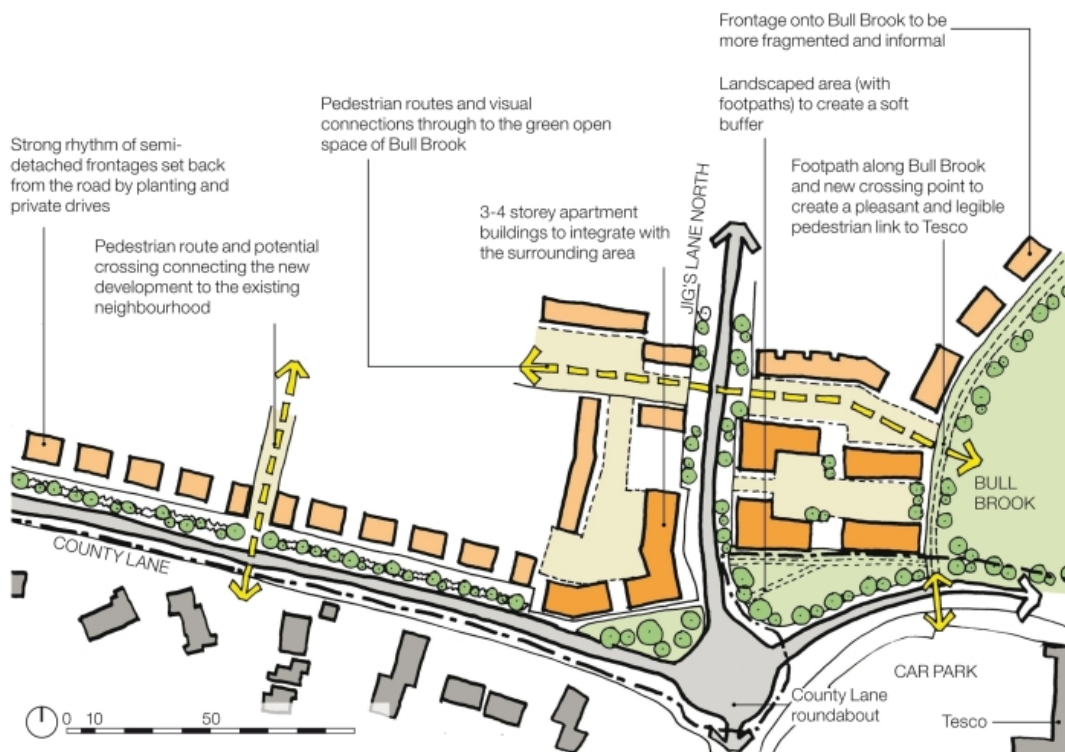
- Harvest Ride should have a suburban character reflecting that of the existing character to the south.
- Dwellings should be primarily semi-detached and detached dwellings to be set back from the road with a landscape buffer zone, accessed by private drives running parallel to Harvest Ride.
- The layout 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.



Picture 5 Houses overlooking Harvest Ride and County Lane, set back behind formal tree planting



Picture 6 Example of apartment blocks, 4 storey maximum, green landscaped area to front



Picture 7 Illustrative layout of County Lane and new development fronting onto the existing Whitegrove Neighbourhood Centre roundabout



Picture 8 Illustrative perspective of apartments fronting onto the existing Whitegrove Neighbourhood Centre roundabout on County Lane

### 3. Park Edge

#### *Cabbage Hill*

**4.33** It will be acceptable to built on some parts of the southern and eastern lower slopes of Cabbage Hill, however it is not envisaged that the western slopes of Cabbage Hill will be developed. The higher parts of Cabbage Hill should be kept free of development to maintain important views towards Bracknell town centre. Any development on the lower southern side of Cabbage Hill should be designed to ensure that it does not dominate the horizon, so that long views to Cabbage Hill from Bracknell are not harmed. It may be necessary to provide planted screening to deliver this aim. Additionally, the lower level development areas on the southern and eastern sides of Cabbage Hill should deliver a built form which should follow the contours of the land. Cutting into the hillside to extend the footprint of the developable land will be resisted as this will create an unnatural land form on the hillside, difficult slopes within gardens and awkward changes of level. Key views through this part of the development towards the hill should be provided from:

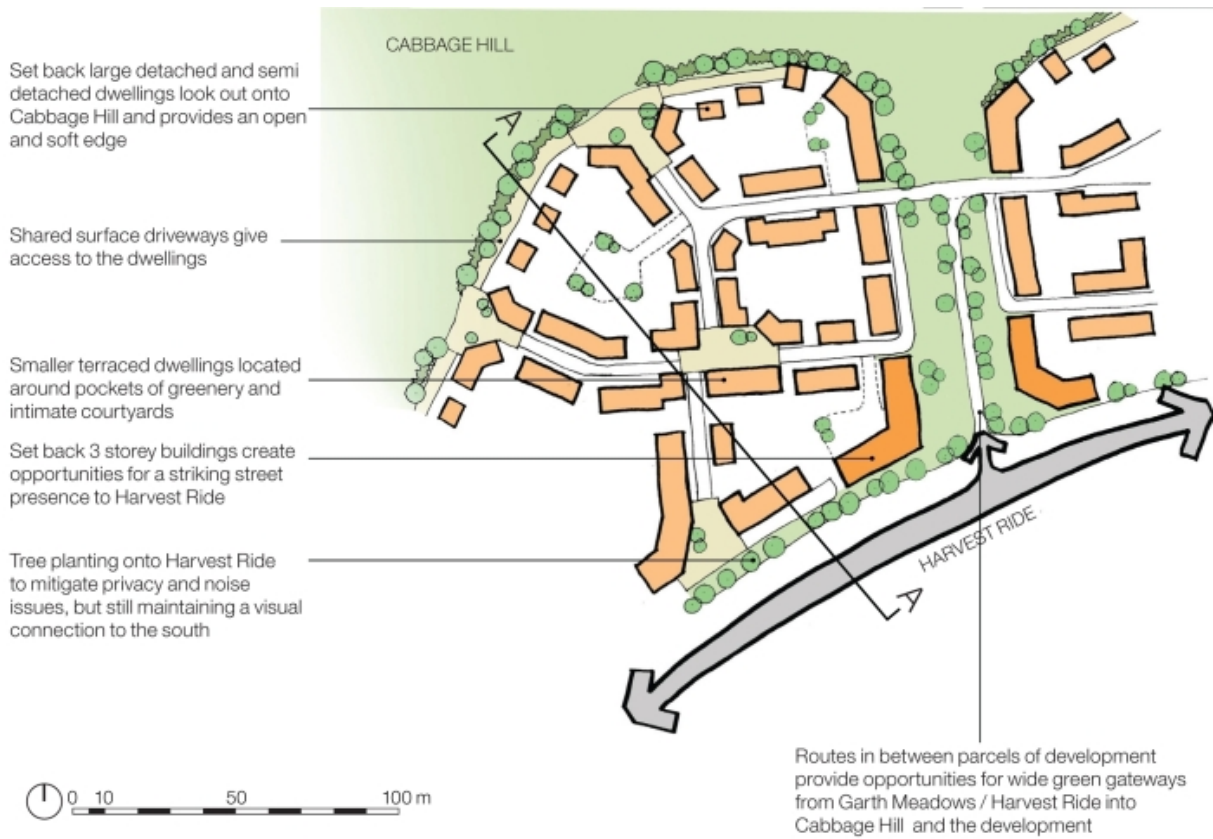
- The Cut to Cabbage Hill.
- Larks Hill.
- Neighbourhood Centre to Cabbage Hill.

**4.34** The visual impact of development around Cabbage Hill and views of the development from other points in the landscape should be carefully considered. The design, scale and massing of the development to the east and south of Cabbage Hill should be carefully designed to minimise its visual impact and ensure satisfactory assimilation into the landscape. This will require careful attention to roofscape and a reduction in density at the urban edge combined with strategic tree planting. Accessibility for all the community will also be key here, keeping pedestrian gradients to a minimum and providing accessible housing.

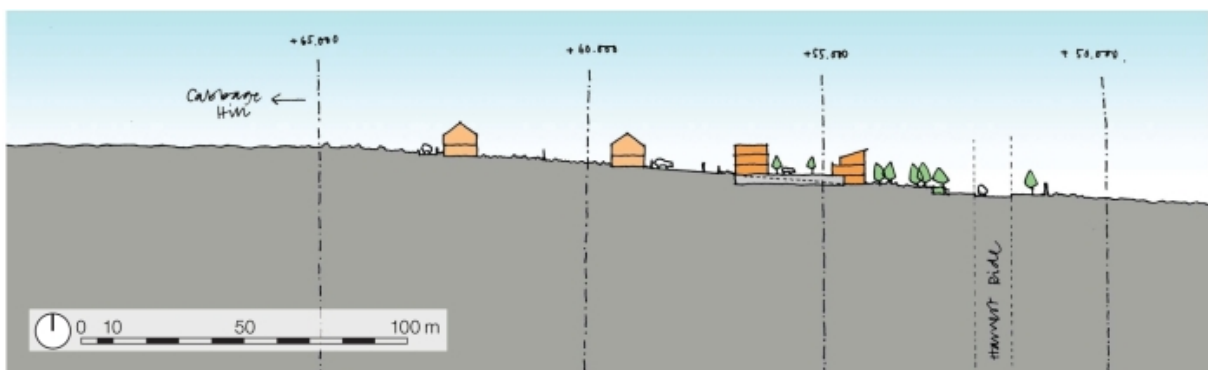
**4.35** Development in the Cabbage Hill area should demonstrate the following character principles:

- An informal semi-rural edge with inconsistent set backs and larger detached and semi-detached houses accessed by shared surface drives.
- The layout and geometry of these dwellings need to respond to the topography and views towards the hill's peak and Long Copse.
- Areas of landscaping should have open edges and visual connections to the open space of Cabbage Hill should be enhanced.
- Development should front onto Cabbage Hill.
- As illustrated in the sketch section below, the existing sloping topography could accommodate some three storey housing to the south, this would allow the development to create a positive presence along Harvest Ride.
- Lower density housing should be provided towards Long Copse creating a softer, more semi-rural, edge.
- Mews and terraced houses should be accommodated within the parcels here with informal courtyards and shared surface streets.
- Cabbage Hill forms part of the green infrastructure for the site and should be the principal part of the The East to West Greenway.
- The south edge should consist of clusters of development with visual green links from Harvest Ride towards Cabbage Hill.

- Any landscape buffer along the edge of Harvest Ride should be kept visually porous so as to maintain visual connections with pedestrian and cycle routes.
- Developers will be required to provide accurate photo-montages showing the impact of proposal development on key views.



Picture 9 Illustrative layout of development on the lower slopes of Cabbage Hill



Picture 10 Illustrative section AA through Cabbage Hill



Picture 11 Illustrative bird's eye view from Cabbage Hill towards the new development edge



Picture 12 Dwellings on the edge of Cabbage Hill should have a soft, informal boundary treatment and address the open space



Picture 13 Three storey dwellings address Harvest Ride

## *West End Lane*

**4.36** There are two components to the West End area, the existing West End Lane and issues that relate to existing residents and their properties, and new development which will sit around the existing lane.

**4.37** With regard to the existing lane and the existing homes, West End Lane should remain semi-rural in its character and should therefore not be paved or lit and remain unadopted. West End Lane will still provide access to the existing properties to the north but will be stopped up to vehicles at a point to be agreed with the Council and will not be an access to the new development. All new development in the vicinity should respect the amenity and privacy of existing dwellings and should be designed so that existing dwellings are not unacceptably overlooked. To achieve this there should not be any development to the west of (behind) the existing properties between West End Cottage and Shoshanna. In addition, a planted wooded buffer zone of at least 20 metres in width will be provided to the east of West End Lane. There should be no vehicular access across this buffer but there should be pedestrian and cycle access at a point to be agreed south of the stopped up part of West End Lane to allow access to the Cut River Park and Cabbage Hill Country Park. This also provides the opportunity to retain the existing Farm Shop which runs parallel to the east side of West End Lane from its entrance on Forest Road.

**4.38** The Old Farmhouse in West End Lane is a Grade II listed farmhouse with an associated yard and barns forming 'listed' curtilage buildings. The barns already have an ancillary residential use to the listed farmhouse. Given this site's context within the overall main development, and following an initial review in terms of historic building conservation (see document WL25), it may be acceptable to separate the principal use of the Listed Farmhouse and garden from the main barn, outbuildings and yard, to create a new individual dwelling in the barn. However, this would be subject to the merits of a proposal, submitted for approval of the Local Authority. Furthermore, development should treat the setting of The Old Farmhouse sensitively and protect the original (existing) attached garden, and include a landscaped buffer to the front of The Old Farmhouse. The size of the buffer is shown indicatively in the Concept Plan.

**4.39** There will be new development within the West End Lane area as detailed on the Concept Plan and illustrations below. This should be relatively low density (around 30 dwellings per hectare) and follow the form of development in West End Lane which is primarily detached and semi-detached dwellings. However, where appropriate, development should also be consistent to the principles described in The Cut River Park below.

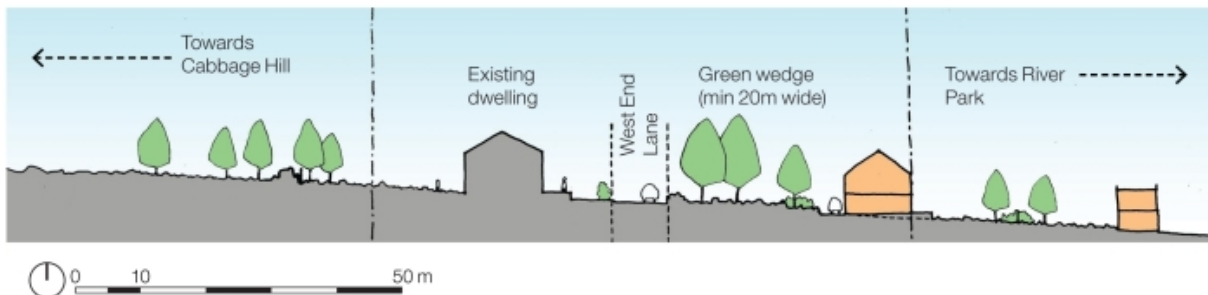
**4.40** Development in the West End Lane section of the Park Edge character area should therefore demonstrate the following character principles:

- The overall character and typologies of housing proposed in this area should take its cue from the existing houses in West End Lane; that is low density, detached and semi-detached houses with substantial gardens.
- The insertion of a green wedge on the eastern side of West End Lane will ensure that a green frontage is retained, consistent with the existing streetscene.
- A limited number of new dwellings will front onto West End Lane. These are to be informally laid out with inconsistent set backs. Proposed frontages should have a semi-rural treatment echoing the rhythm of the existing dwellings.

- A pedestrian link should be provided from West End Lane to The Cut River Park providing visual links between the two areas.
- West End Lane will provide footway and cycleway links but will not be a through route for vehicles.



Picture 14 Illustrative layout of West End Lane area



Picture 15 Illustrative section AA through West End Lane



Picture 16 Illustrative perspective of West End Lane looking north



Picture 17 The existing green, informal character of West End Lane to be retained



Picture 18 Informal housing, to achieve a loose character alongside a semi-rural space

## **4. River Parks**

**4.41** There are two rivers crossing the site, The Cut and The Bull Brook. Both provide constraints (e.g. flood zone issues and access across the rivers) and opportunities (e.g. opening the areas up for recreational purposes). The River Parks should also be enhanced for their wildlife, biodiversity and drainage functions. Careful consideration should be given to not lighting the river edges so that the river habitats are not harmed by light pollution. The water edges should largely be undisturbed from public activity, however, there should be some intermittent areas where the public have access to the waters edge but keeping a natural buffer on the opposite side of the watercourse. Therefore, these aims can be reconciled by providing two new River Parks making both rivers accessible to the residents living there. To allow for biodiversity to thrive, an 8 metre buffer zone should be created on both sides of the rivers, where appropriate, and managed as natural areas. These areas should be kept free from structures, hard standing, footpaths, fences, overhanging development, gardens or formal landscaping (although there may be some parts where footpaths deviate into the buffer for short sections).

### *4a The Cut River Park*

**4.42** The flood zone at either side of The Cut should form the western river park. Housing in this area should front onto the River Park creating high quality housing and surveillance for the area. Housing on the western side of the river should be detached and semi-detached buildings with a generous separation between plots to give a sense of 'pavilions' following the river's course. Additionally, there is scope in part for a higher density element to run along the eastern side of the river, which could be provided by apartments overlooking the river, with underground parking, balconies and limited private space, taking advantage of a surrounding area of high quality public realm. The aim is to ensure that The Cut River Park feels as though it is owned by all the residents living nearby.

**4.43** To ensure The Cut does not become a constraint and barrier within the site, a minimum of one shared pedestrian and vehicular crossing will be required, with additional pedestrian and cycle crossings at appropriate locations to facilitate east/west movements. All river crossings should be clear span bridges designed not to obstruct flood flows. The aim of the river park area will be to open up the existing asset of The Cut and its landscape setting to provide an amenity which local residents can easily access and utilise. Therefore, development in The Cut River Park area should demonstrate the following character principles:

- The western edge to be formed of larger detached and semi-detached houses with generous separation between units providing a porous and informal edge. These dwellings should be accessed from shared surface drives.
- The eastern edge of the river provides transitional parcels of land between the river and the new link road and should provide a slightly higher density area for development than the western edge, including shorter terraced elements of housing.
- Generous courtyards in between the residential clusters will provide regular visual connections from the Link Road to the river.
- The Link Road will be a busy thoroughfare and will need to be punctuated by buildings and landscape planting signalling access points to The Cut River Park.
- Dwellings to front onto The Splash in the south of this area and follow the rhythm of development along this lane.

- Within the parcel alongside The Splash, informal courtyard and mews development will be appropriate.
- To the east of the parcel within The Splash area, development should overlook the existing footpath/cycleway, creating natural surveillance and activity.



Picture 19 Illustrative bird's eye view of The Cut River Park and new development



Picture 20 Illustrative layout of The Cut River Park and new development



Picture 21 The 'pavillions' follow the geometry of the park and are spaced to provide a porous edge and views through to The Cut



Picture 22 Semi-detached dwellings form a series of formal 'pavillions' on the western edge overlooking the park



Picture 23 A series of smaller terraced houses address the park on the eastern side of The Cut

#### *4b The Bull Brook River Park*

**4.44** The Bull Brook River Park should also take advantage of the flood zone and incorporate the existing Local Wildlife Site. Pedestrian and cycle access should be provided across the river in at least two locations connecting to the existing cycleway and into Westmorland Park and contribute to the delivery of the East to West Greenway. All river crossings should be clear span bridges designed not to obstruct flood flows. New housing here should front onto this river park creating a sense of ownership and provide a pleasant outlook. The development area in the vicinity of Bull Brook is more tree-lined than The Cut. Therefore, this part of the character area may lend itself to lower density housing in amongst a more green development area. Development in this area should demonstrate the following character principles:

- The interface between new development and the open space at Bull Brook should be of an informal semi-rural nature, and the built form should quickly reduce in scale, becoming more fragmented from the apartments of the Whitegrove Neighbourhood Centre in the Harvest Ride character area.
- Dwellings should overlook the Bull Brook River Park and create access and views through to the river.
- Wherever possible dwellings should be interspersed between retained trees.



Picture 24 The edge of Bull Brook should consist of detached and semi-detached houses arranged informally to have a semi-rural quality

#### **5. Newell Green South**

**4.45** This character area should reflect development in Newell Green, in so far as it should provide a variety of dwellings in an informal layout. Development in the Newell Green South area should demonstrate the following character principles:

- 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.



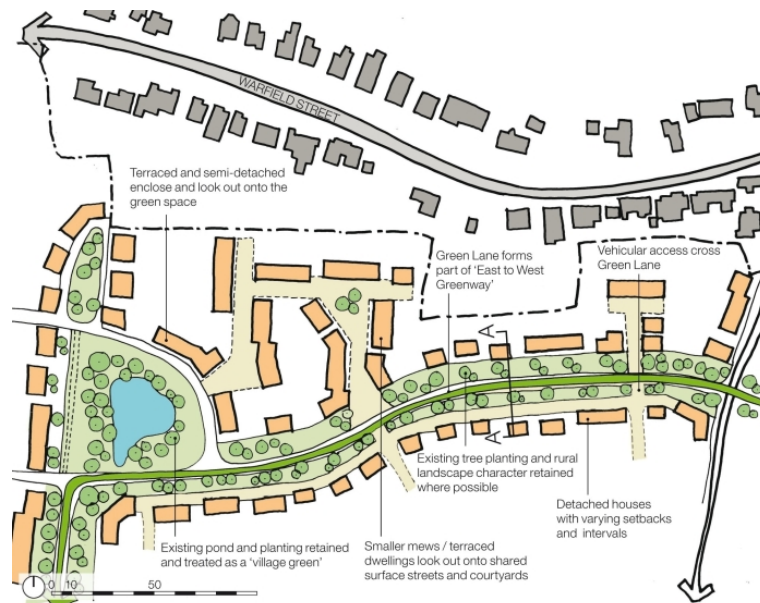
Picture 25 Detached and semi-detached dwellings on the green corridor should be set back from the carriageway with substantial informal planting

## **6. Warfield Street South**

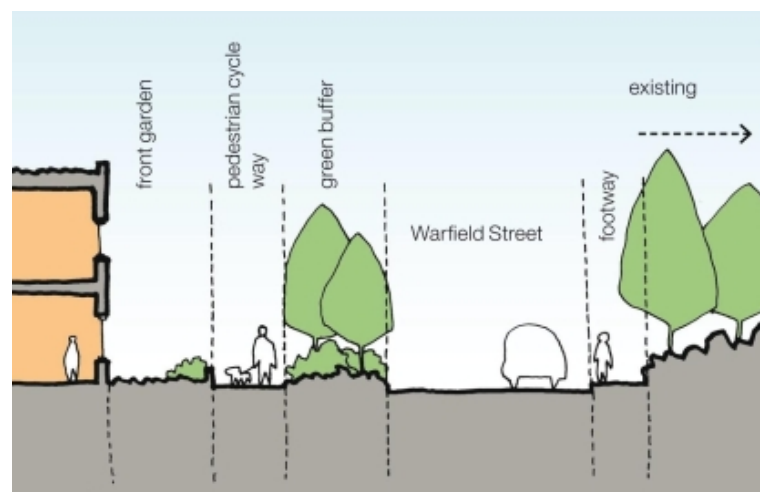
**4.46** This character area should reflect development in the existing Warfield Street community, in so far as it should have a village feel, with substantial green elements and a variety of dwelling types. Development in the Warfield Street South area should demonstrate the following character principles:

- 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.



Picture 26 Illustrative layout of Hedge Lane and new housing set back, accessed by private drives



Picture 27 Illustrative section AA through Hedge Lane



Picture 28 Illustrative bird's eye view of Hedge Lane and existing pond, with development set back



Picture 29 Example of natural landscape maintained around a pond

**4.47** Access to this part of the site should primarily be from the south limiting new traffic movements through existing residential areas to the north. It will not be appropriate to provide access to the development along Maize Lane from Warfield Street other than to existing dwellings along Maize Lane in this area. Therefore, Maize Lane will be stopped up to vehicular traffic at a point near its junction with Warfield Street as shown indicatively on the Concept Plan. South of this point Maize Lane should be upgraded to accommodate vehicles and serve as access to the development in the area from its roundabout junction with Harvest Ride (this will require the removal of the existing block to vehicles). There should be a leisure pedestrian/cycle way connection to link Gibbins Lane. This route should be beyond the woodland buffer and the boundary to Blakes Cottage to ensure the amenity of existing residents is not harmed.

## **7. Manor Farm**

**4.48** This site is located in the south west corner of the overall site and is accessed from Binfield Road. The Manor Farm area is somewhat isolated from the main development, but must similarly contribute to the policies and design principles set out in this document.

**4.49** This area sits alongside The Cut river. There is an opportunity to provide pleasant dwellings overlooking the river. Additionally, the site is adjacent to Manor Farmhouse, a Grade II listed building. Any development within this area therefore should protect and enhance the setting of the listed building as far as is possible. Development in this area will also need to pay particular attention to issues of flooding and factor into any design proposals measures to limit the impact of flooding for future residents in this area. Development in the Manor Farm area should demonstrate the following character principles:

- Informal dwellings following the topography of the landscape, should front onto The Cut river.
- Access roads and long front gardens to provide an element of protection and separation from the flood zone where necessary.
- Subject to agreement with the Environment Agency, the developable area may be increased to that shown on the Concept Plan.
- Additional open space to form OSPV/SANGS should be provided within this development area.
- Access for pedestrians and cyclists to the Annesforde Place Play Area to be provided.
- A new pedestrian bridge across The Cut to connect to a new leisure route through to Binfield Road should be provided
- The layout, landscaping and design of this area should protect the setting of the Listed Farmhouse.
- Some dwellings should front onto Binfield Road at the south western end of the site creating activity within the existing streetscene.
- A formal pedestrian crossing across Binfield Road should be provided.

## **Standards of Development**

### ***Building for Life***

**4.50** The development should achieve a high standard of design when assessed against best practice, such as the Building for Life criteria produced by CABI (now under the umbrella of the Design Council) and the Home Builders Federation (or any subsequent replacement).

### ***Design Code Approach***

**4.51** A design code is a technical delivery document, providing illustrative design rules and requirements which provide a quality benchmark for the site. A Design and Access Statement (DAS) will accompany any outline planning application(s) or reserved matters applications. In addition to a DAS, a design code for each character area will be required to be submitted to, and approved by, the Planning Authority prior to the submission of any Reserved Matters application(s) in that character area. This is to ensure that the character areas are clearly defined and a clear design approach is established for each area. All Reserved Matters applications will then be required to implement the approved Design and Access Statements and Design Codes.

## ***Sustainable Resource Management***

**4.52** Development proposals on this site will need to demonstrate that they have been designed and laid out with regard to the predicted effects of climate change. In line with national and local objectives and guidance, development will need to show sustainable construction methods, a robust approach to energy and water efficiency and other mechanisms towards mitigating and adapting to climate change. This will also include measures relating to construction, design and layout (as set out in Chapter 3 'Development Principles' and Chapter 4 'Design Strategy and Urban Design Principles'), measures relating to green infrastructure and biodiversity (as set out in Chapter 7 'Green Infrastructure'), and measures to ensure sustainable transport modes (Chapter 9 'Transport and Accessibility Infrastructure').

**4.53** Development proposals need to comply with Core Strategy policies CS10 (Sustainable Resources) and CS12 (Renewable Energy), which seek to deliver development that takes into account climate change. The residential properties must accord with the relevant Code for Sustainable Homes standards when they come forward. Buildings, including the schools, will need to be built to the relevant BREEAM standards. The development should consider providing a District Energy Scheme to ensure the provision of renewable or other low carbon energy is comprehensively provided. Measures could include solar, Combined Heat and Power (CHP) and biomass, ground source and air source heat pumps. A study carried out for the Council in 2011 identified a particular opportunity for biomass using locally sourced fuel in Bracknell Forest. In respect to the development:

- Residential development should explore opportunities for exceeding the Code for Sustainable homes levels required by Building Regulations.
- Non-residential development should meet the BREEAM standard 'Very good' or 'Excellent'.
- New building materials should be from a sustainable supply and have the least possible energy consumption involved in their manufacture and delivery.
- Measures should be included which maximise the reclamation of materials for recycling and reuse.

## **Further Guidance**

**4.54 Character Area Assessments SPD** - Reference should be made to the Character Area Assessments SPD. This makes an assessment of the character of areas to the north of the development site. The document details landscape character and townscape issues and makes recommendations on how to deliver appropriate development within defined areas which will be relevant to development of this site see [www.bracknell-forest.gov.uk/characterareas](http://www.bracknell-forest.gov.uk/characterareas).

**4.55 Streetscene SPD** - The Council has also adopted a Streetscene SPD. Reference should be made to this document when bringing forward proposals for the site see [www.bracknell-forest.gov.uk/streetscene](http://www.bracknell-forest.gov.uk/streetscene).

**4.56 Designing for Accessibility in Bracknell Forest SPD** - Proposals for the development site should consider the access needs of all members of the community. The SPD should be used to inform layout, design and provision see [www.bracknell-forest.gov.uk/access](http://www.bracknell-forest.gov.uk/access).

**4.57 Limiting the Impact of Development SPD** – The LIDSPD provides details on infrastructure standards and requirements. Most of which are reflected in this document. However in some cases more up-to-date information on infrastructure provision will be used to ensure

that the development properly provides for its infrastructure needs, see [www.bracknell-forest.gov.uk/lid](http://www.bracknell-forest.gov.uk/lid). The LID should be read in conjunction with the Infrastructure Delivery Plan, this SPD and other relevant guidance.

**4.58 Bracknell Forest Parking Standards SPD** - Bracknell Forest's parking standards should be noted from the outset as parking provision can have a significant impact on the layout of a site. Consideration of parking issues should also inform the design of house types appropriate for the character of the area. Streetscenes should avoid dominance by the car, see [www.bracknell-forest.gov.uk/parking](http://www.bracknell-forest.gov.uk/parking).

**4.59 Sustainable Resource Management SPD** - Further guidance on how to comply with policies CS10 and 12 can be found in this SPD, see [www.bracknell-forest.gov.uk/srm](http://www.bracknell-forest.gov.uk/srm).

**4.60 The Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy SPD** - The Special Protection Area Technical Background Document to the Core Strategy and Chapter 11 of the LID SPD comprise this strategy. This strategy will be revised in due course in the form of an SPD, see [www.bracknell-forest.gov.uk/spa](http://www.bracknell-forest.gov.uk/spa).

**4.61** Copies of all the Council's SPDs are available on request for those unable to access the internet.

## Development Principle W 2

### Design Principles

**Planning applications will need to demonstrate that they are consistent with the principles of comprehensive development, including the delivery of infrastructure and Thames Basin Heaths Special Protection Area avoidance and mitigation measures.**

**The Concept Plan shown in Figure 3 shall guide future planning applications for all or part of the site. A single overall detailed masterplan or set of detailed masterplans which will fit together to cover the site in a comprehensive manner should be provided which accord approximately with the areas shown in Appendix 3: 'Implementation and Sequence Plan'. Individual masterplans should accompany planning applications for the development in accordance with the Figure 3 Concept Plan unless otherwise agreed with the Council in writing.**

**In order to minimise the need to travel, and to provide one of the local focal points of activity within the development, a 'local neighbourhood centre' should be provided within the development.**

**The design strategy and urban design principles should inform the design and layout of all development proposals coming forward for the site.**

**The design and layout of the development should respond to the Character Areas as detailed at paragraphs 4.25 - 4.47.**

**All development should meet the Standards of Development and Further Guidance as set out paragraphs 4.56 - 4.62.**

## Concept Plan

**4.62** The Concept Plan below has been developed to demonstrate some of the key principles for the layout of the site and should inform future proposals coming forward within the development area. This plan does not mean all existing properties within the site area will necessarily be redeveloped. Please also note that not all required features are included on this plan such as all trees to be retained or the location of drainage areas. These and other features are still requirements of the development as stated throughout the Warfield SPD. Careful consideration will be required at the detailed masterplanning stage to consider the relationship of new development to retained properties including visual impact, residential amenity and access arrangements.

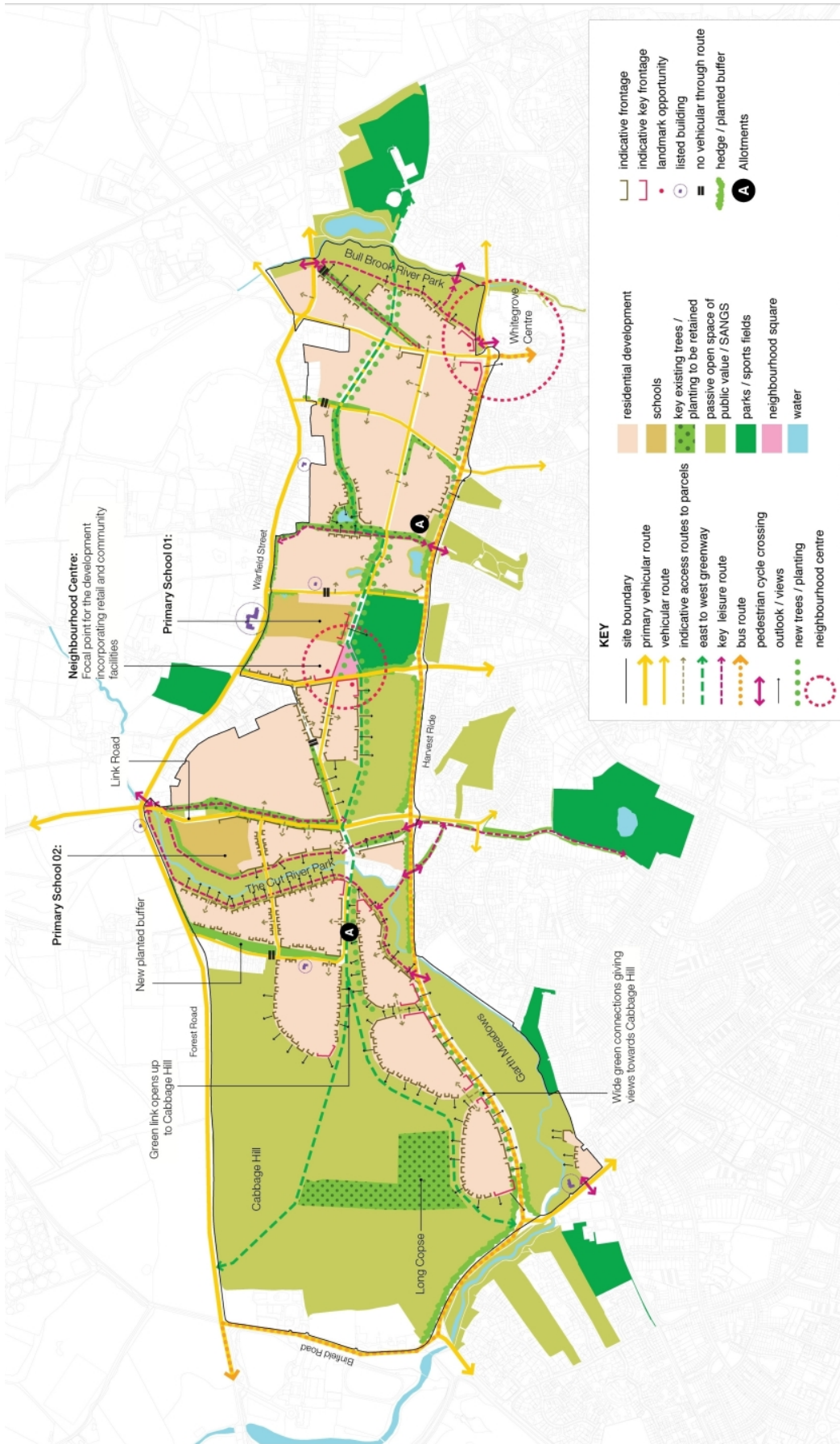


Figure 4 Concept Plan



# 5 Housing and Employment

## Housing

**5.1** The Council will seek high quality and innovative designs for housing development in line with the design principles set out in Chapter 4 and in accordance with the principles of the Concept Plan (Figure 4).

### *Housing layouts*

**5.2** Housing blocks should create a simple structure to the development. Buildings will front onto streets, with private and communal gardens behind. Streets should be orientated to maximise passive solar gain. Housing layouts, streets and roof pitches should be orientated to maximise solar energy technologies. The design of streets will contribute to traffic calming by means of alignment and width of the carriageway, suitable hard and soft landscaping and the arrangement of parking.

**5.3** Throughout the site landmark buildings should be provided at selected locations which will reinforce local character and focal points within the scheme. Landmark buildings will be buildings of distinctive character and form and will help to provide a point of reference within the development, emphasise the hierarchy of a space or conclude a view. The treatment of these buildings should be in keeping with their townscape role in terms of increased scale, and quality and form of materials, style and detailing. They should be carefully sited to ensure they are key elements along vistas within the development in line with the Concept Plan.

### *Housing Density*

**5.4** A minimum average housing density of 35 dwellings per hectare should be provided across the developed parts of the site. Densities should be informed by the character areas as detailed at paragraphs 4.25 - 4.49 and the Concept Plan. Higher densities will be expected along the main arteries and around key nodes within the site, and near to the Local Neighbourhood Centre. This could comprise of terraces of town houses and some flats, providing more continuous frontages. Lower density elements should be provided where housing backs onto the existing development at Newell Green, Warfield Street and West End and where required by the character area.

**5.5** Family housing should have appropriate private amenity space for residents. However, in higher density areas private amenity space will be limited, and a greater emphasis should be placed on the provision of high quality areas of public space, creating a more public amenity.

**5.6** The following Schedule of Accommodation (fig. 5) and Density Plan (fig. 6) and indicate how the density of development should be provided throughout the site having regard to the Development Principles and other text in the SPD.

use	parcel	area (ha)	density	no of dwellings	population
residential	a	2.94	35	103	238
	b	3.92	35	137	317
	c	3.91	35	137	316
	d	2.88	35	101	233
	e	2.13	35	75	172
	f	2.43	35	85	196
	g	0.42	35	15	34
	h	0.71	35	25	57
	j	1.49	35	52	120
	k	8.00	35	280	647
	m	1.64	40	66	152
	n	1.21	40	48	112
	p	0.40	35	14	32
	q	3.66	35	128	296
	r	1.33	40	53	123
	s	1.88	35	66	152
	t	3.68	35	129	298
	u	2.82	40	113	261
	v	1.69	35	59	137
	w	2.47	35	86	200
	x	2.27	40	91	210
	y	1.13	42	47	110
	z	0.61	42	26	59
	aa	0.40	35	14	32
	bb	1.42	35	50	115
	cc	1.51	35	53	122
dd	0.80	35	28	65	
ee	0.54	40	22	50	
ff	1.21	35	42	98	
gg	0.84	35	29	68	
<b>subtotal</b>		<b>60.34</b>	<b>36</b>	<b>2200</b>	<b>5020</b>

Figure 5 Schedule of Accommodation

### **Housing Mix**

**5.7** In line with national and local guidance, and Core Strategy Policy CS16 which seeks to create mixed and inclusive communities which offer a choice of housing, development on this site must provide for a range of homes of mixed types and tenures. The Bracknell Forest Housing Market Assessment (HMA) has been carried out for Bracknell Forest (Ref WL10). The results of the assessment should be reflected in the development of this site.

**5.8** The headlines of the report, applicable to the Warfield site are that:

- A range and different types and size of homes should be provided.
- Smaller houses, particularly those targeted at older people, are needed, having particular regard to the Council's Older Persons Accommodation and Support Services Strategy 2011- 2026.
- There is an opportunity to deliver some larger homes, both private and affordable.

**5.9** The mix and delivery of new homes on this site will be expected to reflect the findings detailed in the HMA report.

**5.10** The Council's policy is for up to 25% affordable housing. Affordable housing provision should be delivered and integrated within the development in line with the Council's guidelines. Affordable housing should be clustered in small groups of up to 25 units throughout the development and be designed to reflect the layout and style of the private housing on the site.

**5.11** The Bracknell Forest HMA report states that the greatest need for one, two and three bedroom housing and the provision of larger family housing. The report recommends that 48% of Bracknell Forest's housing should be the provision of 3 bed roomed + houses (of which 36% are 3 bed, 10 % 4 bed and 2% 5 bedroom properties). Furthermore, 29% of housing should be 2 bed roomed properties and 23% should be 1 bed roomed properties. Therefore, family housing is clearly the priority within the Borough and provision on the site should reflect this need as much as possible.

### ***Housing Design Standards***

**5.12** An agreed proportion of the overall dwellings will be built to Lifetime Home standards to allow a comfortable, flexible living environment for all members of the community to live in and adapt without the need to move as families increase in size and/or they get older. This will include the need to provide new wheelchair accessible housing which will provide accessible and adaptable accommodation for individuals who have temporary or permanent disabilities.

**5.13** The housing (in all forms) will be delivered in accordance with an agreed phasing schedule which will be kept up-to-date and provide projected completion dates for market and affordable housing. The Housing Trajectory (Housing Trajectory) demonstrates the initial projected completion dates. The Implementation and Sequence Plan (Implementation and Sequence Plan) suggests in what order development should come forward.

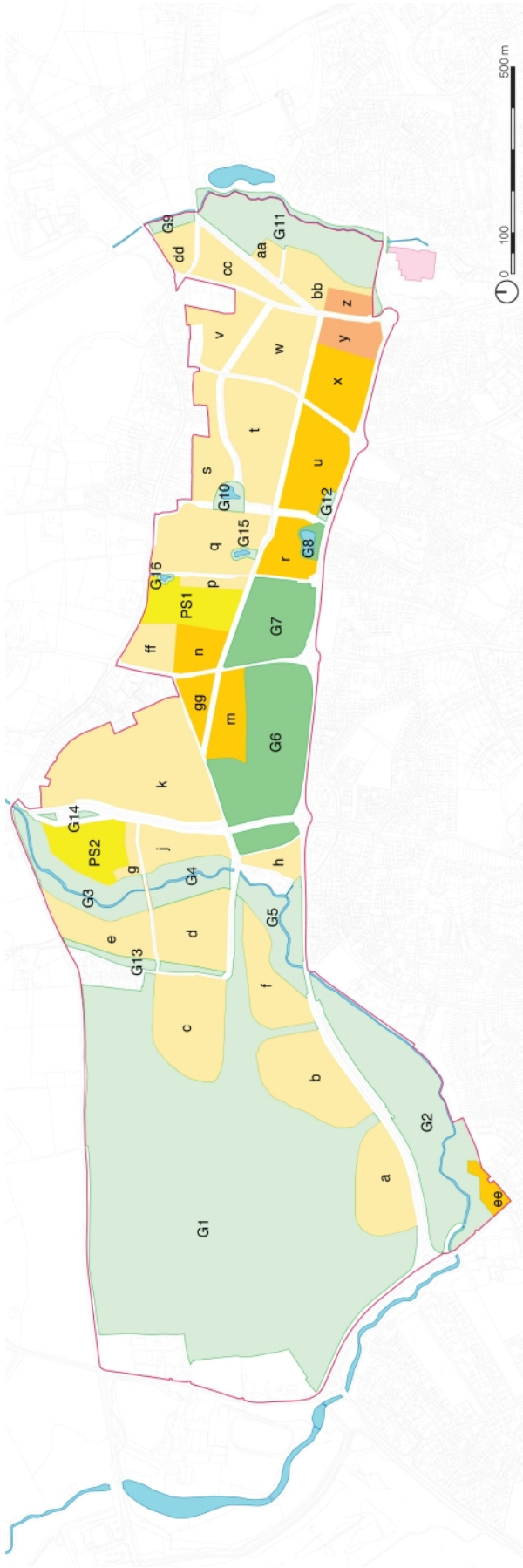


Figure 6 Density Map

### **Development Principle W 3**

#### **Housing**

**The Council will require high quality designs that promote and reinforce local distinctiveness and relate to their specific individual locations for all housing development.**

**A minimum average density of 35 dwellings per hectare across the site will be sought.**

**The housing mix should broadly follow the recommendations of the Bracknell Forest Housing Market Assessment report (2010) as detailed at paragraphs 5.8 and 5.11, or any superseding evidence base.**

**A proportion of affordable housing should be provided in accordance with the Council's adopted policy.**

**Affordable housing should be located throughout the development and be integrated seamlessly, to the same design standards as the rest of the development.**

**Housing proposals will meet current best practice standards, for example, Building for Life standards, the relevant Code for Sustainable Homes level and Lifetime Homes.**

#### **Employment**

**5.14** The Core Strategy identifies that employment provision on this site is likely to be small scale which is consistent to the Employment Land Review (Ref WL11). Therefore the development should look to provide small scale employment opportunities on the site. This is likely to be provided in the Neighbourhood Centre through the provision of small offices above the shops and other units in this centre. Development proposals for uses other than housing beyond the Neighbourhood Centre will need to demonstrate that they do not detract from the objective to provide 2,200 dwellings on the site and the other development principles in this SPD. However, it will be acceptable for small employment uses such as a new public house to be provided on the eastern side of the development.

### **Development Principle W 4**

#### **Employment**

**Employment floorspace in the Neighbourhood Centre will be encouraged as part of the comprehensive development.**

# 6 Infrastructure

## Introduction

**6.1** A key element of delivering a sustainable development is to ensure that appropriate infrastructure is provided alongside the new development. This includes transport, social and physical infrastructure (such as education, community and health facilities), and green infrastructure (such as parks, open spaces, woodlands and allotments).

**6.2** Core Strategy Policy CS5 identifies that social and physical infrastructure must be provided as part of any development on this site.

**6.3** An Infrastructure Delivery Plan has been prepared to support the Draft Submission Site Allocations DPD. It incorporates a schedule of the critical infrastructure to be delivered on this site. The following sections identify what elements of infrastructure will be provided, indicative locations where appropriate and measures setting out how they will be delivered. Some elements of infrastructure, for example delivery of new school places, will have specific triggers regarding the time at which they are expected to be developed. These will be agreed as part of the planning application process.

**6.4** The development will provide for necessary infrastructure and services. The Infrastructure Delivery Plan details potential sources of funding including that from developers. There will be provision by financial contributions which will be pooled with other contributions from other developments towards specific infrastructure elements, for example, off-site highways improvements and secondary school facilities. The Council will expect all infrastructure to be provided for in a legal agreement unless alternative arrangements are put in place. Developers will be expected to work in partnership and, where appropriate, equalise land values to deliver the full range of open space, SANGS and associated infrastructure and services. The Council will act in a coordinating role to ensure the timely delivery of infrastructure on specific projects such as schools and open space/SANGS provision.

**6.5** The relevant schedule from the Infrastructure Development Plan (November 2011) is attached as Appendix 2: 'Infrastructure Delivery Plan (Warfield Extract)'.

**6.6** The following chapters provide details of how the green, social and physical and transport infrastructure should be provided.

# 7 Green Infrastructure

**7.1** Green Infrastructure provides many social, economic and environmental benefits close to where people live and work. Green infrastructure includes features such as parks, open spaces, playing fields, river corridors and allotments. It provides places for outdoor relaxation and play, space and habitats for wildlife with access to nature for people, climate change adaptation, local food production (for example in allotments and gardens) and improved health and wellbeing.

**7.2** The Warfield SPD site has high quality existing green features which enhance the character of the site such as Cabbage Hill, Larks Hill (including the community orchard and the Quelm Stone), Priory Field, Garth Meadows and the bridleways which will remain after the development is completed. There are also two watercourses running through the site, The Cut and The Bull Brook. Therefore, the site provides an excellent opportunity to incorporate these and other features into the design of the development and this informs the proposed Character Areas. The provision of green infrastructure on the site should maximise the use of existing features and habitats. Consequently, Green Infrastructure should be provided as an early and integral part of the masterplanning process, with opportunities for multi functional uses wherever possible providing a balance between functions through a range of sites. This might include using a river corridor to serve people through the use of footpaths and cycleways, wildlife through habitat restoration and creation, and as a flood protection area.

**7.3** Core Strategy DPD Policy CS8 seeks to ensure that new development provides for, improves and maintains existing and new recreational facilities. The Council's open space requirements are set out in Policy R4 of the Bracknell Forest Borough Local Plan (2002). The Council's current standard is for 4.3 hectares of Open Space of Public Value (OSPV) to be provided per 1000 people which is categorised as Active and Passive OSPV. Further guidance is in the Council's Limiting the Impact of Development SPD which is available online at [www.bracknell-forest.gov.uk/lid](http://www.bracknell-forest.gov.uk/lid).

**7.4** To accommodate all the various aspects which make up the Green Infrastructure, elements of the site will require a comprehensive Landscape and Visual Impact Assessment and a Green Infrastructure Plan to support detailed masterplanning and planning applications. This will be co-ordinated and based on, but not limited to, the Landscape and Green Infrastructure Principles as follows.

## **Landscape and Green Infrastructure Principles**

### ***Landscape topography***

**7.5** One of the key elements of the Warfield SPD area is the existing landscape character of the site. This is made up of undulating grassland, remnant hedgerows and tree belts. As far as possible the development will follow the existing pattern of topography and look to retain, enhance and integrate existing important landscape features within the new development, having regard to their maturity, visual quality and biodiversity value. The site also presents an excellent opportunity to create a valuable landscape through other provision including initiatives for ecological and landscape improvement of the area.

### ***Active Open Space of Public Value.***

**7.6** There is a relatively low provision of sports pitches in the area which the development will help redress. Development will provide active open space of public value to a standard of 2 hectares per 1000 people (which would amount to 10.16 hectares based upon 2,200 dwellings and 2.31 persons per dwelling) for community, school and general recreational needs and/or enhance existing provision if possible. This will include:

- New playing fields and facilities for the new Primary Schools (see Development Principle W8) which could be used outside school hours by local community clubs and groups.
- The enhancement of the nearby existing sporting facilities for example, the Warfield Memorial Ground (subject to partnership working and agreement with the Warfield Memorial Park Trustees), Priory Field and Westmorland Park.
- New sports pitches and facilities.
- The provision of an allotment site or allotment sites in accordance with Paragraph 7.19.
- The provision of appropriate play areas.
- Provision of a teenage area (see paragraph 8.12).
- A village green.

**7.7** The Council may consider the transfer of the active Open Space of Public Value (OSPV) but alternative options should be properly considered for example, land could be owned and maintained by a management company or transferred to Warfield Parish Council. This will need to be considered alongside the active OSPV to ensure that land ownership and management is not fragmented.

### ***Passive Open Space of Public Value***

**7.8** The development will provide (through land and works) passive OSPV to a standard of 2.3 hectares per 1000 people (which would amount to 11.69 hectares based upon 2,200 dwellings and 2.31 persons per dwelling) for informal recreation such as walking, picnics, cycling and for its biodiversity and visual amenity. This passive OSPV should link to other existing open space (such as Larks Hill) and the new Suitable Alternative Natural Green Spaces (SANGS) to be provided in line with Development Principle (W6). The development should also ensure that it raises the quality of existing spaces and looks to create new links between, and extensions of, existing green spaces. The proposed River Parks in paragraphs 4.41 to 4.44 could contribute to the passive OSPV provision. Should the land on the western slopes of Cabbage Hill not be secured as SANGS then it may be possible for this land to contribute as passive OSPV subject to the full provision of SANGS in accordance with Development Principle W6. This passive OSPV could have a positive visual effect until it becomes available for public access.

**7.9** Agreements will be required for their continued management and upkeep and/or transfer to the Council or a third party.

### ***The East to West Greenway***

**7.10** The western and eastern ends of the site are formed by Cabbage Hill and The Bull Brook River Park/Westmorland Park respectively. The development will therefore provide a new East to West Greenway across the site which will connect Westmorland Park with Cabbage Hill passing through The Bull Brook River Park, Priory Field, Larks Hill and The Cut River Park. This route will comprise bridleways, footpaths and cycleways and may include new open space

areas to be provided as part of the development. Where there are built elements crossing the Greenway and between specific green areas along the route, there should be a continuation of the green feel to the route. There may also be opportunities to create new open space areas next to the Greenway such as pocket parks and verges for flora and fauna. This could be achieved through tree lines or planted areas. Where the East to West Greenway is bisected by new or existing roads, appropriately designed tunnels must be provided to allow safe passage for wildlife.

**7.11** For clarification the route should include:

- Connections across the Bull Brook;
- A new bridleway along Strawberry Hill;
- The Hedge Lane Bridleway to Old Priory Lane;
- A link across the north of Priory Field to Larks Hill and/or Watersplash Lane;
- A link from the ford across the Cut following West End Lane to Park Farm;
- A link across Cabbage Hill to Hazlewood Lane and access to the byways and bridleways in the north of the Borough.

### ***North to South Green Connections***

**7.12** The development should also take advantage of other existing features providing north to south green routes. These should include the river corridors of The Cut and the Bull Brook in the form of river parks (see paragraphs 4.41 to 4.44). The north to south connections should also connect with east to west connections, for example, The Cut River Park should run from the Three Legged Cross to Framptons Bridge. Connections should be made for pedestrians and cyclists between areas of open space and the river corridors and links should also be made with the following existing open spaces and features:

- Larks Hill.
- Priory Field.
- Warfield Memorial Ground.
- Garth Meadows.
- Other green infrastructure elements nearby.

### ***Public Rights of Way, Bridleways and Other Green Corridors***

**7.13** The site contains an established network of public rights of way which will be maintained in their current location where viable or adequately re-routed as necessary in accordance with the appropriate legislation. They include:

- Hedge Lane Bridleway between Old Priory Lane and Maize Lane (Warfield BR 26). There may be a need to provide at least one access point across Hedge Lane for vehicle access. This should be at a point to be agreed and which is not sensitive in terms of its existing planting.
- Avery Lane which runs from Watersplash Lane northwards to the Three Legged Cross Junction (Warfield BW 8) which may include access routes across it at less sensitive parts. Avery Lane will remain as an informal byway leisure route. Enhanced planting will be required where appropriate to screen the lane.

- A route running from Watersplash Lane southwards and connecting off-site across Harvest Ride running along Newport Drive. (Warfield BW 13).
- Leisure routes to the northern network which will also need to be strengthened via Osbourne Lane and Gibbins Lane.

**7.14** There are also a number of other public rights of way near to the site and the development should, where appropriate, connect to these routes. Overall the network will be enhanced by improved connectivity throughout the site and to the wider network. Examples of such connections could be Cabbage Hill to Forest Road and towards Hazlewood Lane, and Gibbins Lane to Warfield Church and Frost Folly. The enhanced routes will also perform other green infrastructure functions such as wildlife corridors, visual screening and buffer zones. Other green corridors will be provided, where possible, taking advantage of retained groups of trees or habitats for their visual and biodiversity importance, in locations to be agreed at the detailed masterplanning stage.

**7.15** The bespoke SANGS solution (see paragraphs 7.26 to 7.33) should be connected to:

- The existing/new public rights of way network.
- Open space areas within the site including the Cut Cluster.
- Other passive open space of public value areas which can be reasonably connected to the SANGS.

### ***Trees and Hedgerows***

**7.16** The site has a range of valuable hedgerows which should be identified and incorporated in the overall design of the development. There are also a number of Tree Preservation Orders (TPOs) within the site which, along with any other identified trees or groups of trees worthy of retention, should be preserved and maintained. Trees make a defining contribution to the character of Warfield, providing a valuable habitat for biodiversity and adding value to development. As such, development proposals will need to be accompanied by a comprehensive tree survey undertaken by a competent arboriculture professional that accords with BS 5837: 2005. The Council will investigate the further need for individual or groups of existing trees which may warrant TPOs or other protection. Therefore, the development will ensure the retention and protection of important existing trees and hedgerows wherever possible. The development will also make provision to plant new trees and hedgerows, including structural planting and creating new hedgerows which follow historical and former hedgerows on Cabbage Hill. Opportunity should also be taken to plant new trees, which contribute to landscape amenity, streetscene, habitat creation supporting biodiversity, carbon storage and urban cooling by providing shaded areas. These are particularly important within housing parcels in line with the Council's Sustainable Resource Management SPD. The planting of large broad-leaved trees will also provide the opportunity to complement the character of the area and add value and definition to residential areas and greenspaces.

**7.17** Development proposals must be informed by a comprehensive tree survey to the relevant British Standard. The Design and Access Statement required as part of any proposals will be expected to show how the design and layout has incorporated the findings of this survey in relation to trees and hedgerows.

## ***Habitats and Wildlife Corridors***

**7.18** In accordance with Development Principle W10 which requires an Ecological Assessment to be undertaken, the Landscape and Green Infrastructure Plan will provide appropriate details relating to biodiversity habitats. This will include the creation of new and/or the retention of existing habitats and wildlife corridors. Measures will also be expected to ensure the current Local Wildlife Sites of Long Copse, Brickwork Meadows and Beggars Roost are maintained. Local Wildlife Sites will be buffered and lined to protect and enhance biodiversity within Green Infrastructure. The woodland south of Warfield Street and related wildlife corridors should be, where appropriate, protected and enhanced for their wildlife value.

## ***Allotments***

**7.19** The Parish of Warfield currently contains no allotment provision and the Council's study of open space<sup>(1)</sup> demonstrates a need for provision in the area. Warfield Parish Council has expressed the desire to manage a site when one or more are provided. Therefore, as part of the active OSPV requirement associated with this development, an allotment site or sites for 50 full plots (or 100 half plots) will be provided as part of the development with water infrastructure and a parking area. They must be within easy walking distance of residential areas and discourage use of cars. They should be located on two or three smaller sites where the topology does not lend itself well to other development.

## ***Gardens, Green Roofs and Landscaping***

**7.20** The layout of the site will make provision for individual and shared garden areas for their visual and amenity value, contribution to biodiversity and for the quality of life of future occupiers.

**7.21** The development will also make provision, where appropriate, for green roofs to be incorporated as part of the site's contribution to mitigating the impact of climate change and providing a range of environmental benefits. The urban contribution to biodiversity will also be enhanced through a range of other measures such as wildlife tunnels under roads, building-in bird and bat nesting boxes, and planting of native species.

**7.22** The development parcels will need to include high quality landscaping to soften streetscenes within the site. This should include areas of structural planting. Layouts must incorporate areas for planting from the outset to ensure sufficient space is provided for them to flourish. Planting should focus on native species.

**7.23** Additional landscaping along the site boundaries abutting existing development will be required in line with character area and context analysis for the site, this will include landscape setting analysis and recommendations included within the Character Area Assessments SPD. This will supplement the existing perimeter planting surrounding the site.

## ***Sustainable Drainage Systems (SuDS)***

**7.24** Applications affecting the site must be accompanied by a robust flood risk assessment. The site comprises London Clay which means that surface water infiltration will generally not be possible. The development will provide a comprehensive Sustainable Drainage System to control run-off from the site to a level better, or no worse than, the existing situation. Measures will include site infiltration trenches, permeable surfacing, swales and necessary balancing which could include enhancing the existing ponds in two locations off Harvest Road. The system

<sup>1</sup> Bracknell Forest Borough Study of Open Spaces, Sports, Recreational and Leisure Facilities (PPG17) Final Report October 2006, Bracknell Forest Council

should be sensitively located and provide a net ecological benefit to the area by avoiding the use of hard engineering structures in preference of natural systems. Consideration should be given to retaining/enhancing existing drainage ditches across the site to contribute as part of the SuDS provision. The detailed overland surface water flow routes should be identified at the detailed planning stage and, as a consequence, it may be necessary to adjust green corridor routes in some parts of the site to accommodate the flow routes.

**7.25** The Landscape and Green Infrastructure Plan should also conform to other Development Principles in this SPD, such as W5, W6 and W7.

## **Development Principle W 5**

### **Green Infrastructure**

**Green infrastructure in its various forms will create a distinctive and high quality landscape character throughout the site. The provision of extensive green infrastructure will protect and enhance biodiversity, physical and visual amenity. Green infrastructure should be considered at an early stage of the detailed masterplanning process and be based on up to date surveys of habitats, trees and hedgerows so that it can be provided as an integral part of the development.**

**Opportunities for multi functional uses of green infrastructure should be sought, and it will be provided as an interconnected network for the benefit of local people.**

**The development will be required to:**

- **Identify and, wherever possible, protect and enhance important existing Green Infrastructure features including Larks Hill and Priory Field.**
- **Provide new Green Infrastructure features.**
- **Create a distinct and green landscape character alongside the built forms of development.**
- **Integrate and connect the development with other landscape features adjoining the site.**

**The development will provide an extensive range of green features in line with a Landscape and Visual Impact Assessment and Green Infrastructure Plan which includes:**

1. **Details of the existing and new landscape topography to be provided.**
2. **Active Open Space of Public Value to Council standards for provision.**
3. **Passive Open Space of Public Value to Council standards for provision.**
4. **Details of a new East to West Greenway running through the site which connects Cabbage Hill with Westmorland Park.**
5. **Details of the connections to the retained existing open space areas of Larks Hill, Priory Field and Warfield Memorial Park and other open spaces near to the site.**
6. **Enhancement of existing, and creation of new, Public Rights of Way and other accessible green corridors.**
7. **Details for the retention and protection of important existing trees and hedgerows where possible, and the planting of new trees and hedgerows.**
8. **Retention and creation of a range of habitats and wildlife corridors for biodiversity.**
9. **The provision of allotments.**
10. **Provision of gardens, green roofs and soft landscaping, including within streetscenes.**
11. **Provision of a Sustainable Drainage System (SuDS) to mitigate any flood risk arising from development of the site.**

**The Landscape and Visual Impact Assessment and a Green Infrastructure Plan will be agreed with the Council as part of a detailed masterplanning stage for the development. All measures will be secured by planning obligations or other agreements unless other legal measures to secure contributions are put in place.**

## Thames Basin Heaths SPA

**7.26** The Thames Basin Heaths Special Protection Area (SPA) is a European designated heathland site which hosts three rare species of ground-nesting birds. Development within 5km of the SPA boundary is likely to have an impact on these bird species and measures must therefore be introduced to avoid and mitigate the impact of development.

**7.27** Core Strategy DPD Policy CS5 requires measures to be provided to avoid and mitigate the impact of residential development at Warfield upon the Thames Basin Heaths Special Protection Area. Further policy guidance is also set out in Core Strategy DPD Policy CS14 (Thames Basin Heaths Special Protection Area). Most of this site lies within 5km of the SPA but it is considered that mitigation will be required for the whole site<sup>(2)</sup>

**7.28** The agreed solutions to mitigate the impact of new development on the SPA are:

- The provision of bespoke Suitable Alternative Natural Greenspace (SANGS) at a minimum of 8 hectares per 1,000 new occupants based upon an average of 2.31 persons per dwelling and its management in perpetuity. This is in addition to normal open space requirements.
- A financial contributions towards Strategic Access Management and Monitoring (SAMM) on the SPA for each net additional dwelling.

**7.29** Levels of existing visitor use on the SANGS will need to be discounted to protect current access, where relevant. Any existing nature conservation interests must also be taken into account and potentially discounted.

**7.30** The Appropriate Assessment indicates that new SANGS should be secured of a size and quality which will result in no adverse impact on the integrity of the SPA. Unless an alternative scheme is agreed with the Council and Natural England, the new SANGS will consist of Cabbage Hill, including Long Copse (the preferred solution), the Cut River Park, Land at Manor Farm and BullBrookRiverPark as shown on the Concept Plan in Figure 4 and should include appropriate parking provision. The SANGS will be required to be connected by new green corridors to:

- The existing SANG called The Cut Countryside Corridor as shown in Figure 7.
- The Public Rights of Way network (including newly created Public Rights of Way) in the vicinity of Cabbage Hill.
- Other passive OSPV areas which can be reasonably connected to the new SANGS.

2 This is in line with the general requirements of the Habitats Regulations and reflects the approach proposed by the South East Plan Technical Assessor, who recommended that between 5 and 7km from the edge of the SPA residential developments of over 50 houses should be assessed and may be required to provide appropriate mitigation.

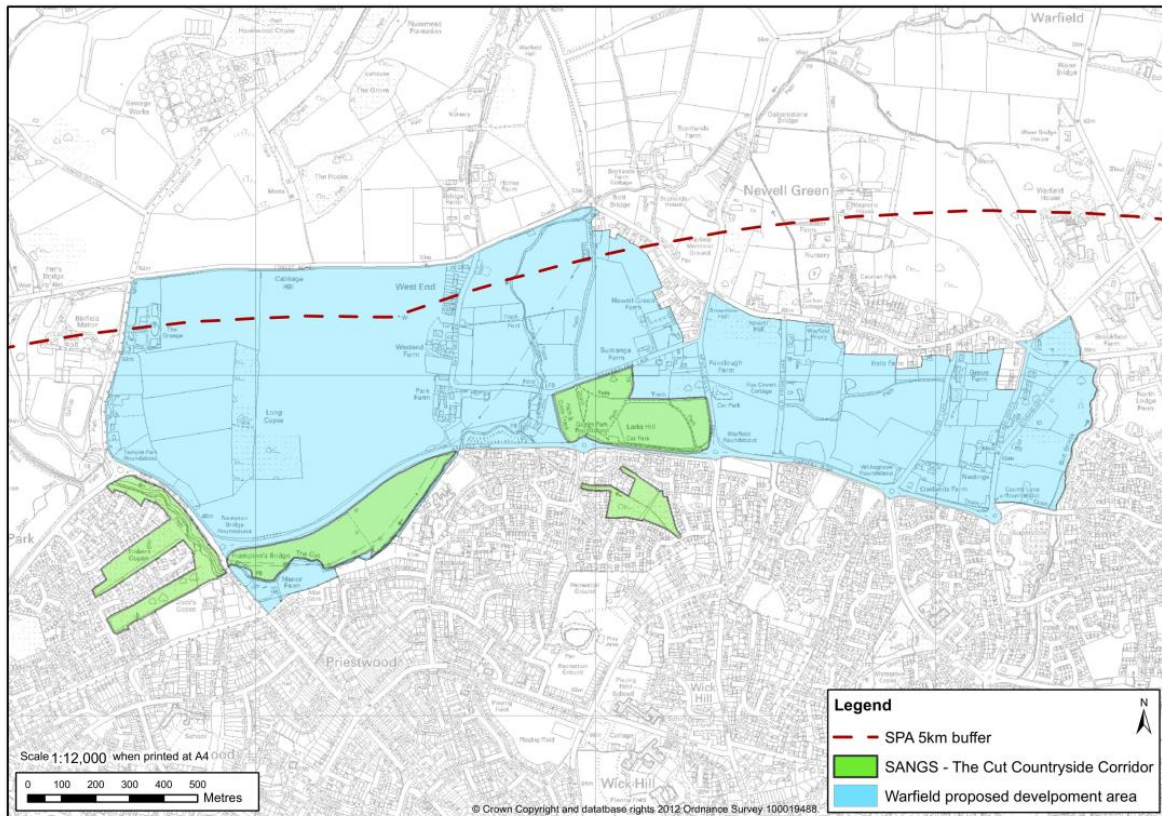


Figure 7 The Cut Countryside Corridor SANGS

**7.31** The Council and developers will work in partnership with Natural England to ensure works on Cabbage Hill (including Long Copse), the Cut River Park, Land at Manor Farm and Bull Brook River Park (or an alternative approved SANGS), are carried out in accordance with Natural England’s Quality Guidance. Although equalisation is a matter between developers the Council will consider a facilitation role in bringing the SANGS forward. For example, any SANGS provided by a developer which is in excess of the SANGS requirement for their quantum of development, could be used to provide mitigation for other developments on this site subject to financial and legal agreement. Funding will be provided by the developer in order to carry out the necessary works to bring the site up to the required standard and to make provisions for it to be maintained in perpetuity in agreement with the Council and Natural England.

**7.32** The SANGS must be in place before development can be occupied. Given the large amount of dwellings on this site it may be that the SANGS come forward in proportion to large elements of housing delivery including the provision of pedestrian and cycle access to and from the development. The Council in agreement with Natural England will also consider the provision of existing open areas being used as a temporary SANGS until the actual SANGS are delivered.

**7.33** This approach is considered to represent best practice and provide certainty that an adverse impact on the SPA will be avoided, in accordance with the Habitats Regulations. The option remains for the developers of the site to put forward their own avoidance and mitigation solution subject to the measures passing an Appropriate Assessment and in agreement with the Council and Natural England. An Appropriate Assessment of this SPD has been agreed

with Natural England. It is recognised that further Appropriate Assessment is necessary at the planning application stage to provide more detail on the SPA avoidance and mitigation measures advocated in Development Principle W6.

**7.34** The bespoke avoidance and mitigation package in the form of a Warfield Avoidance and Mitigation Strategy will be required prior to the approval of a comprehensive planning application, which will fully detail issues such as:

- The provision of a new SANGS, to meet Natural England SANGS Quality Guidance.
- Its management in perpetuity.
- The creation, enhancement and management of green corridors including connections to existing SANGS near to the site.
- The provision of dedicated parking, signage, footpaths and other necessary measures.
- Strategic Access Management and Monitoring provision.

**7.35** Early dialogue with the Council and Natural England is advisable.

## **Development Principle W 6**

### **Thames Basin Heaths Special Protection Area**

**A bespoke solution to avoid and mitigate any impacts arising from residential development at Warfield will be delivered in accordance with an Appropriate Assessment in agreement with Natural England.**

**The solution will deliver bespoke Suitable Alternative Natural Greenspaces (SANGS) provision to include the following on-site provision unless an alternative scheme is agreed with the Council and Natural England including:**

- **A minimum area of 8 hectares per 1000 persons to be provided on site at Cabbage Hill (including Long Copse) and could also include the Cut River Park, Land at Manor Farm and Bull Brook River Park as shown on the Concept Plan.**
- **Appropriate access, parking provision and other necessary works and measures to bring the SANGS up to the appropriate standard to meet Natural England's SANGS Quality Guidelines.**
- **Measures to enable access to the SANGS.**
- **Links between the new SANGS and the existing SANGS called The Cut Countryside Corridor.**
- **The connection of the SANGS to the Public Rights of Way network (including newly created Public Rights of Way) in the vicinity of Cabbage Hill.**
- **The connection of other passive open space of public value areas which can be reasonably connected to the SANGS.**

**Contributions will be sought towards the acquisition and enhancement of the SANGS and their management in perpetuity. Ownership of the SANGS will be transferred to BFC (or an alternative acceptable ownership solution).**

**A contribution towards delivering Strategic Access Management and Monitoring measures across the SPA will also be required.**

**An alternative solution may be acceptable, subject to passing an Appropriate Assessment, in agreement with Natural England and other planning considerations. Any alternative solution will need to provide an element of on-site SANGS.**

**The solution will be detailed in a Warfield Avoidance and Mitigation Strategy and agreed with the Council and Natural England prior to the granting of planning permission. Works will be completed in a timely manner, early in the development, so as to ensure provision of a functional SANGS prior to occupation of residential development.**

## Biodiversity issues

**7.36** Development proposals on this site must be accompanied by a detailed evidence base of ecological information and measures for protecting, and/or mitigating against any impacts arising from the proposed development. In addition, opportunities will be sought to enhance biodiversity to provide new benefits from development. The site provides the opportunity in many areas to improve biodiversity, for example, by converting the agricultural fields in Cabbage Hill to a country park. Development proposals should demonstrate a net gain in biodiversity value across the site to contribute towards the semi-natural character of the area.

**7.37** The site is known to contain areas of biodiversity importance including two Local Wildlife Sites within the site and the presence of Great Crested Newts (Ref WL18). A Phase 1 Habitat Survey (Ref WL17) was carried out in 2008 which identified a range of habitat types across the site including ancient woodland, grassland, marsh, hedgerows and wetland. Relevant ponds within the development should be enhanced and include necessary buffer areas for amphibians and other wildlife. Green corridors should be designed to allow movements between ponds including where necessary, crossings under roads and footpaths. Any development proposals must be sensitive to preserving the newt population including providing sufficient foraging areas and migration routes from pond to pond. The habitat creation should take precedence over recreational amenity where the presence of Great Crested Newts are found.

**7.38** Further information will be required to support development on this site in the form of an Ecological Assessment (which may form part of a wider Environmental Statement in an Environmental Impact Assessment (should one be required), which should include:

- A habitat survey undertaken during optimal survey period (April to September).
- A badger survey.
- A bat survey to identify both roosts and foraging routes (May and late August).
- A breeding bird survey (March to June).
- A dormouse survey over both summer and winter months.
- A reptile survey (April to October).
- A water vole survey (April to October).
- A survey of Bracknell Forest and UK Biodiversity Action Plan (BAP) species.
- A survey of Habitats and Species of Principal Importance.
- A survey on farmland birds (both summer and winter).
- A reptile and amphibian survey including on additional ponds not subject of earlier survey work (April to October).

**7.39** The survey information must be up to date, undertaken during the correct seasons and use current guidance to ensure the information is fit for purpose. Information from this evidence will guide the design of the development and identify measures to avoid, mitigate, and/or compensate for any negative impacts on biodiversity.

**7.40** In addition to the protection of existing habitats and species, development will be expected to provide additional opportunities for biodiversity enhancement through measures such as green roofs, green corridors, verges and landscaping, and features such as hibernacula and bird and bat boxes in both natural and built environments. Development proposals should therefore demonstrate how biodiversity will be integrated into all parts of the development as part of a hierarchy of green infrastructure providing a range of habitats with varying levels of ecological value. It may be necessary to remove some existing features such as trees or

hedgerows. This should be kept to an absolute minimum and where such features are removed they must be compensated by replacement planting of a similar/higher quality as close as possible to the removed features. The location and design of street lighting should be sensitive to the semi-rural character parts of the site. Any lighting schemes are to be agreed with the Council.

**7.41** Proposals should seek to protect and enhance key features including:

- Broad leaved woodland.
- Species rich intact hedgerows.
- Unimproved neutral grassland.
- River and adjacent habitats (detailed hydraulic modelling of The Cut is underway by the Environment Agency. The results of which may inform the detailed planning of the development and river park in this area).
- Orchards.
- Ponds including provision for amphibian foraging areas and connections to other ponds/habitats.

**7.42** Priority should be given to protecting and restoring or enhancing the following habitats:

- Broad leaved parkland.
- Species poor/defunct hedgerows.
- Scrub.
- Ponds.
- Semi-improved neutral grassland.
- Buildings where they support important roosts.

**7.43** Local Wildlife Sites such as Long Copse, Brickwork Meadows and Beggars Roost will need to be buffered and linked with the green infrastructure of the site. Through design, key ecological areas should be sequentially expanded, buffered, linked, restored and enhanced where possible. Buffer zones adjacent to watercourses forming a continuous line of habitat are required adjacent to The Cut and The Bull Brook.

**7.44** The current farmland mixture of habitats is likely to indicate that some farmland species not suited to public open space may need to be provided for either on or off site.

## **Development Principle W 7**

### **Protecting and Enhancing Biodiversity**

**All development proposals will demonstrate a net gain in biodiversity value and conserve and enhance biodiversity which is identified as important. The development will also create new habitats, including linkages between new and existing habitat within and adjoining the site. Development proposals must be based on an up to date ecological evidence base, including an assessment of the likely impacts of the development on ecology. Planning Applications will be accompanied by a thorough Ecological Assessment which must include:**

- 1. Up to date results of habitat and species surveys undertaken at an appropriate time of year to establish the biodiversity value present on the site;**
- 2. An assessment of the likely impacts of the development on ecology;**
- 3. Demonstration of incorporation of biodiversity into the design of the development through the hierarchy of avoidance, mitigation, compensation and new benefits;**
- 4. Details of the location, time and nature of works to both protect and where possible enhance habitats;**
- 5. Proposals for educating people about their local environment.**

**Applicants must demonstrate how they will protect and maintain areas of ecological value within the site, and how biodiversity will be integrated into the overall design.**

**The removal of existing biodiversity and habitat features should be minimised, but where it is unavoidable, there should be compensatory provision at an agreed location which is of an equal or higher quality to the features to be lost.**

**Delivery and maintenance of a sustainable and diverse network of habitat will be secured through conditions and/or planning obligations.**

**7.45** The following Landscape Concept Plan details the main requirements of this chapter. Please note that it does not contain all the Green Infrastructure requirements such as the all and new planting, trees, hedgerows or play areas.

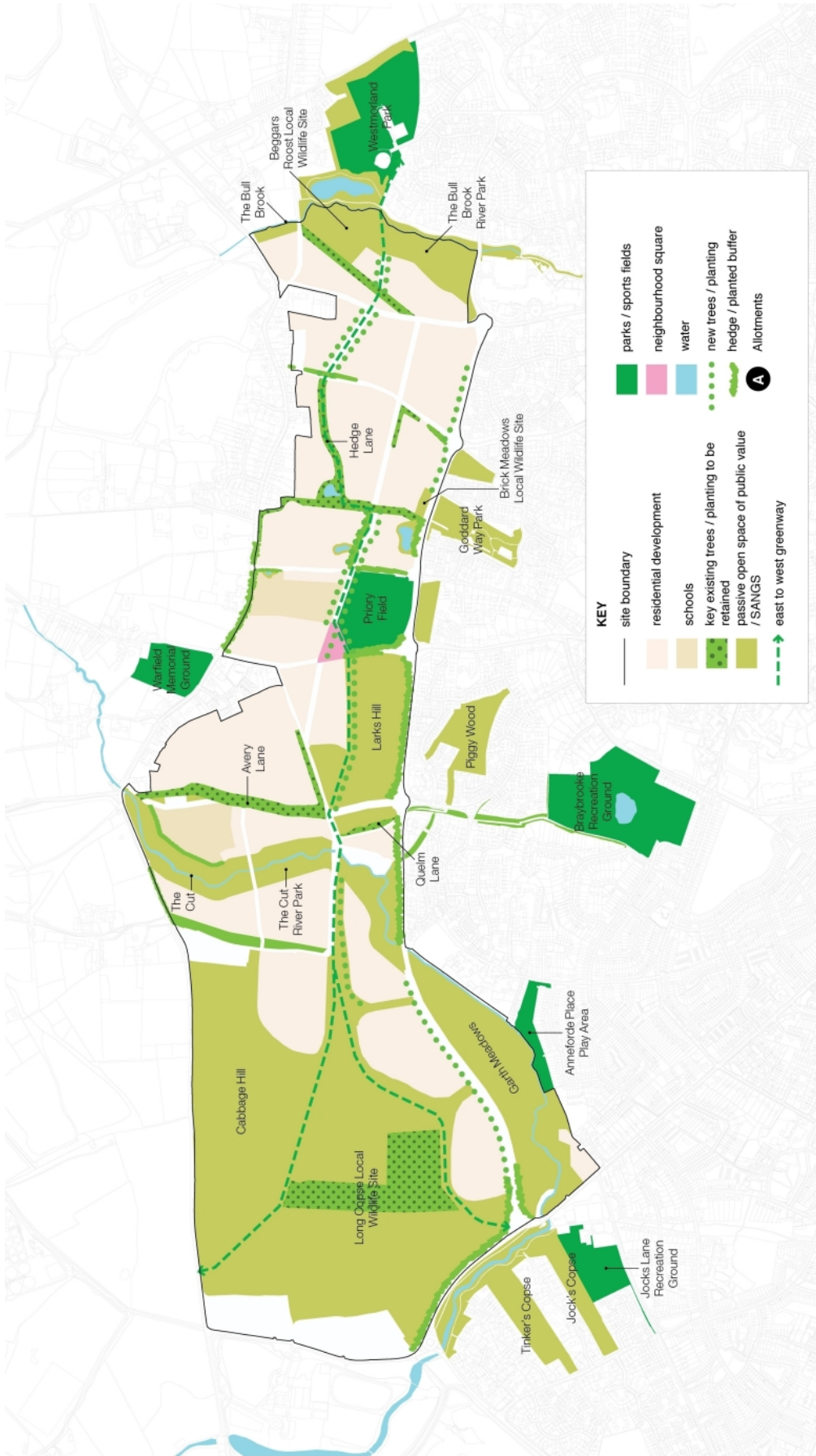


Figure 8 Landscape Concept Plan



# 8 Social and Physical Infrastructure

## Education

**8.1** To accord with the objective to provide a sustainable neighbourhood and Development Principle W8, it is essential that the new neighbourhoods provide and contribute towards sufficient education infrastructure. The specific level of education infrastructure and services required will be dependent on an up to date assessment of the likely pupil yields that the development would generate having regard to the specific size and type of dwellings to be built. Notwithstanding this, the following paragraphs set out the anticipated educational requirements that should be provided.

### *Primary Provision*

**8.2** New housing development will generate the need for two new primary schools because current primary school facilities would be unable to accommodate the additional demand created by this development. Given that there is likely to be no spare capacity in existing primary schools in the area, it is essential that one of the schools is built very early in the development process. The other should follow later at a time to ensure an unacceptable burden is not placed upon the Council to accommodate children waiting for schools places within the site.

**8.3** Each new primary school site should be of sufficient size to meet the needs of pupils arising from the new development in accordance with current Government guidance. The school layouts should be flexibly designed to enable future expansion. The schools should be well located to cater for the needs of new residents, and have good access by public transport, on foot and by cycle. The sites should have a relatively flat topography in order to provide for playing fields.

**8.4** Bracknell Forest Council will encourage the use of school facilities as community hubs for a range of activities outside of school hours for children attending the schools and for the local community. This might include sporting, educational and cultural activities where they are compatible with the principal school use, with all playing fields provided as part of the site and not at a separate location.

**8.5** The proposed locations for the primary schools have been identified and are shown in the Concept Plan in Figure 4 although there will be flexibility should acceptable alternative locations be agreed with the Council.

**8.6** The design and layout of the schools should accord with other design principles set out in this SPD and relevant national design standards for schools. Suitable provision for dropping off/picking up children by car should be made. The roads around schools should also be designed to slow traffic and to maximise road safety.

**8.7** Subject to the capacity of local schools at the time of development, there may only be an opportunity for a limited amount of development to be occupied before the new schools are provided. Furthermore, as a contingency there may be a need to make provision for temporary accommodation until the schools are ready to be fully occupied. Developers will address all associated issues if the school is not delivered on time such as the submission of any planning application(s) for temporary buildings.

### ***Pre-School Provision***

**8.8** There will be a need for pre-school educational provision. These facilities should be linked to the neighbourhood centre and/or to the primary schools, or as close to the schools as possible. In respect to the IDP, the cost for pre-school provision is included in the cost for the Community Hub. However, if provided as part of the primary schools, the cost of the school(s) will need to be revised.

### ***Secondary Provision***

**8.9** The development will generate a need for secondary school places. Having regard to space at existing secondary schools, and additional capacity needed for the surrounding areas, along with other future development that the Council needs to plan for in the future, the Council will require an additional secondary school to be provided at a location that can serve this site and other developments.

**8.10** The Council, through its emerging Site Allocations DPD, is promoting a site for a new secondary school at the Blue Mountain Golf Course. The secondary school is planned to be part of a combined facility also incorporating primary and special educational needs. The school will require substantial contributions from development which it will serve, including the development at Warfield. Therefore the development at Warfield will provide a financial contribution towards secondary school facilities including any interim arrangements that need to be made until the new school is fully operational.

**8.11** The Council has carried out initial costings for the project and the results of this are incorporated in the Infrastructure Delivery Plan which supports the Site Allocations DPD. This identifies the requirement for a contribution of £7.98 million from the overall Warfield development (equivalent to 2.2 forms of entry).

### ***Special Education Needs***

**8.12** Currently Kennel Lane School is a dedicated Special Educational Needs (SEN) facility. However, this school is currently at capacity and is therefore unlikely to have capacity to accommodate children with SEN that may result from the new development. To address the anticipated increase in demand for this type of education facility a new SEN School is being planned for as part of the Site Allocations DPD. The preferred location is at Blue Mountain Golf Course. A financial contribution from the development towards this facility is therefore required.

## Development Principle W 8

### Education Provision

The development should provide for sufficient educational capacity to meet the requirements of future residents including:

- The on-site provision of two new primary schools; each including all fixtures, fittings, external playing fields, parking areas and ancillary buildings. On satisfactory completion, the primary schools will be transferred to the Local Education Authority (LEA) at a timescale to be agreed with the LEA. The construction and transfer of the schools to the LEA will be secured by planning obligations and agreements between the developer(s) and the Council.
- Appropriate pre-school provision to meet the requirements of the new population.
- Financial contributions towards the provision of off-site secondary school provision and special needs education provision to be made in the vicinity of the site to be secured by planning obligations or any other replacement means.

Developers are advised to engage with the Council Local Education Authority at an early stage.

## Community Facilities

**8.13** In order to create a sustainable and cohesive community, the development should make adequate provision for community facilities. A new on-site multi-functional Community Hub will be sought with associated outdoor play space. It should be designed to accommodate a range of functions and activities, including provision for children and youths, an office for Warfield Parish Council, provision for community and cultural events, a police point and community café, with the flexibility for use for other purposes such as for older people and adult learning. The facility should be provided in the form of land, building(s), fixtures and fittings and shared car parking. Its location should be in the new neighbourhood centre. Nearby, but not at the Community Hub site, a teenage shelter and a basketball/skateboard area should be provided within the active Open Space of Public Value and away from residences. A small plot of land should be safeguarded, for a reasonable period, to enable the provision of a Full Daycare Nursery by a nursery provider.

**8.14** There are sufficient local library facilities at the Whitegrove Neighbourhood Centre and it is therefore proposed that the development should provide direct, safe and attractive pedestrian and cycle access to this existing facility. The development will however place a requirement for improved Borough-wide library facilities, therefore a financial contribution will be sought.

**8.15** The development needs to provide improvements to local sporting facilities in accordance with the Limiting the Impact of Development SPD. This will be a financial contribution towards off-site provision.

## Development Principle W 9

### Community Facilities

The development will provide necessary Community Facilities to serve the site as follows:

- A new on-site multi-functional Community Hub providing a flexible space for a range of uses at the neighbourhood centre. The provision of the facility will include all fixtures and fittings, secure play space, adequate parking, ancillary storage and plant. On satisfactory completion, the Community Hub will be transferred to an owner to be agreed with the Council to an agreed timescale. The design, construction and transfer of the facility will be secured by planning obligations and agreements between the developer and the Council.
- A financial contribution towards the provision of off-site library and built sports facilities in the vicinity of the site to be secured by planning obligations or other means.

## Waste & recycling

**8.16** All development on the site should make adequate provision for bin storage including, where appropriate, communal areas. The Council will expect a good quality of design in such facilities.

**8.17** The development should be designed to encourage reuse and recycling by ensuring there is sufficient recycling and waste collection space in homes. In addition, either two underground waste recycling facilities, or equivalent overground facilities (based on a 1:2 underground – overground ratio) should be provided on an area of hardstanding within the scheme; each consisting of three containers for glass recycling, a litter bin alongside and a charity textile bank. Facilities should be easily accessible by sustainable modes of transport.

## Development Principle W 10

### Waste and Recycling

The development will provide necessary waste and recycling facilities to serve the site as follows:

- Sufficient space should be provided for individual and communal recycling and waste collection areas, including facilities which encourage composting in individual homes.
- On-site Community Recycling Facilities at agreed locations to be secured by planning obligations or other means.

## Health Facilities and Emergency Services

**8.18** There is an existing health facility at the Whitegrove Neighbourhood Centre. It may be necessary to provide premises which can be used by doctors or dentists in the new neighbourhood centre. However, the Primary Care Trust has indicated that the growth in population arising from development at Warfield will be accommodated within the Bracknell Healthspace in Bracknell town centre.

**8.19** It is important that the design of the development takes into account the need for access for emergency services, including fire, police and ambulance services.

**8.20** In order to maintain effective policing levels in the Warfield area and respond to the needs of a growing population, the need for a police point has been identified. This should be provided as part of the multi-functional Community Hub (see Development Principle W9) to act as a satellite operational base for officers and personnel from Bracknell Police Station.

**8.21** Additionally, Thames Valley Police request developers to notify them of proposed works and dates for laying ducting along highways in order to assess opportunities to 'double-up' and lay Automatic Number Plate Recognition (ANPR) cabling.

## Flood Management and Utility Infrastructure

**8.22** There is a need to consider the impacts on utility infrastructure and mitigation required to meet the needs of development. Development will need to provide necessary drainage across the site which should not exacerbate existing problems on or off-site.

### **Flood Risk**

**8.23** A robust Flood Risk Assessment must accompany development proposals. This will include a surface water flood risk assessment which must demonstrate that peak run-off rates and volumes of run-off after the development do not exceed the previous conditions for this site. This should include an allowance for climate change predictions.

**8.24** There are limited existing surface water networks across the site so discharges will need to be balanced to existing greenfield flows. The site is mainly underlain by London Clay and therefore it is unlikely that soakaways will be feasible.<sup>(3)</sup>

**8.25** The scheme should incorporate the use of Sustainable Drainage Systems (SuDS) approaches in line with Development Principle W5. SuDS should be designed in accordance with Environment Agency and Construction Industry Research Information Association (CIRIA) guidance and chosen to address wider sustainability issues by providing water quality, amenity, and biodiversity benefits as appropriate. These could include non-infiltration SuDS, and an allowance for surface water storage in balancing ponds should be made. Other SuDS methods such as smaller sub-catchment ponds, permeable pavements and swales may also be used. Applicants are advised to engage with the Council and Environment Agency early in the application process.

**8.26** The adopted Sustainable Resource Management SPD sets out a range of SuDS that may be appropriate. Overall the drainage requirements of the site will need to be informed by the site Flood Risk Assessment to be submitted alongside any planning application.

3 Bracknell Northern Fringe Flooding and Utilities Report, WSP July 2009

**8.27** Consideration will have to be given to ensure that the area to the western part of the developed area will not be cut off even in an exceptional flood events.

**8.28** Green infrastructure, suitable buffer zones to water courses, deculverting and SuDS should be incorporated into site design to mitigate flood risk from surface runoff/river flooding.

### ***Waste Water***

**8.29** Thames Water have indicated that adequate additional capacity should be available through an upgrading of the North Bracknell Sewage Pumping Station. Developers will be required to demonstrate that there is adequate waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure. Developers should liaise with Thames Water early to ensure waste water infrastructure is adequate and delivered in a timely manner.

### ***Water Supply***

**8.30** South East Water have allowed for planned growth in the Borough. A combination of off-site works to upgrade local infrastructure and connection works will be required. Additionally, in order to reduce the impact on local water resources, developers will be required to deliver new homes with a water efficiency standard of 105 litres/capita/day.

### ***Gas and Electricity***

**8.31** Developers should engage at an early stage with the relevant energy companies to enable the delivery of appropriate gas and electricity supplies. The existing strategic transmission network should be able to cope with demand, however developers will be required to conduct impact studies to ascertain existing utility capacity and potential enhancements required.

### ***Telecommunications***

**8.32** Development will be required to provide up-to-date telecommunications, for example, opportunities should be sought to install fibre optic links from houses to the High Speed Broadband exchange.

## **Development Principle W 11**

### **Flooding and Utilities**

**Appropriate Flood Management and Utility Infrastructure must be provided to serve each phase of development.**

**Where necessary, applications shall be accompanied by a flood risk assessment demonstrating that the proposal will not increase flood risk both on and off site.**

**The development should deliver appropriate drainage provision across the site and incorporate the use of SuDS appropriate for the specific characteristics of the site.**

**Applicants are advised to engage with utility providers at an early stage in the process.**

# 9 Transport and Accessibility Infrastructure

## Transport Infrastructure

**9.1** It is important that this development promotes sustainable forms of travel which reduces dependence on the private car. Reducing the need to travel and providing good accessibility to public transport services will help to secure more sustainable travel patterns arising from the development. It is essential that the development allows for sustainable modes and provides direct links to and from Bracknell Town Centre and also neighbouring areas and future development in north Bracknell which would minimise impacts on the strategic road network.

**9.2** A focus on delivering sustainable travel and a highly accessible development will therefore form the basis of the transportation strategy for this urban extension. This should include permeable and connected streets within the development which will have a direct influence over how people will choose to travel.

**9.3** The broad level of development was assessed during the production of the Core Strategy DPD (Local Development Framework Site Assessment, August 2006). Assessment of these sites is now underway using the Councils Multi Modal Transport Model which will inform other documents such as the Site Allocations DPD ([www.bracknell-forest.gov.uk/sadpd](http://www.bracknell-forest.gov.uk/sadpd)) and Local Transport Plan 3 (LTP3) ([www.bracknell-forest.gov.uk/ltp3](http://www.bracknell-forest.gov.uk/ltp3)). This work enables the Council to take a considered approach to development within its boundary and assess the impact it would have on the transport network which then allows the investigation of mitigation requirements and financial contributions needed. As part of this project, Council officers identified specific improvements such as new or refined junction measures and then tested the level of development from each site including the Warfield SPD site. Therefore, a list of requirements is included in the Infrastructure Delivery Plan (Appendix 2: 'Infrastructure Delivery Plan (Warfield Extract)') and this section. The Council will continue to work with interested parties to ensure that transport infrastructure is appropriate to the development.

**9.4** The development proposals will require measures which create safe and accessible walking and cycling routes and enable the use of public transport as set out in the paragraphs below.

**9.5** At a general level, transport measures should contribute towards the Council's transport objectives and accord with transport policies that are set out in the LTP3.

**9.6** The following transport objectives have been developed which will inform masterplanning of the site:

- Future bus access - direct links to and from Bracknell town centre and linking into the wider area through the creation of reliable and viable public transport based upon enhancing existing, and/or providing new, bus services to and from the site.
- Sustainable efficient routes for the larger area with maximisation of accessibility to routes – especially for sustainable, denser development.
- Re-investigate potential links and opening up of closed off roads for bus only to maximise bus accessibility.
- Future development must add to and expand our existing pedestrian/cycle network providing direct links to and from Bracknell town centre and neighbouring communities.

- Pedestrian/cycle routes should be attractive and convenient for all users providing excellent accessibility to services that encourage and promote walking and cycling in a safe and secure environment.
- Limiting the overall speed limit within residential roads in the site to 20 mph.
- Traffic – need to protect sensitive roads and settlements in the area.
- Connections to the existing network have to be carefully considered taking into account congestion.
- Travel needs to be easier to Bracknell town centre than it would be out of the Borough and onwards to the M4, M3 and M25 strategic road network.
- The preparation, approval and implementation of a Travel Plan or coordinated Travel Plan reflecting the blocks in Appendix 3: 'Implementation and Sequence Plan'.
- The provision of appropriate parking within the development, in line with current national guidance on best practise and the Council's Parking Standards SPD.

**9.7** The following Site Analysis - Existing Movement plan shows the key roads, cycleways and public leisure routes within and near to the site. It provides the context to delivering the transport objectives and requirements of the SPD.

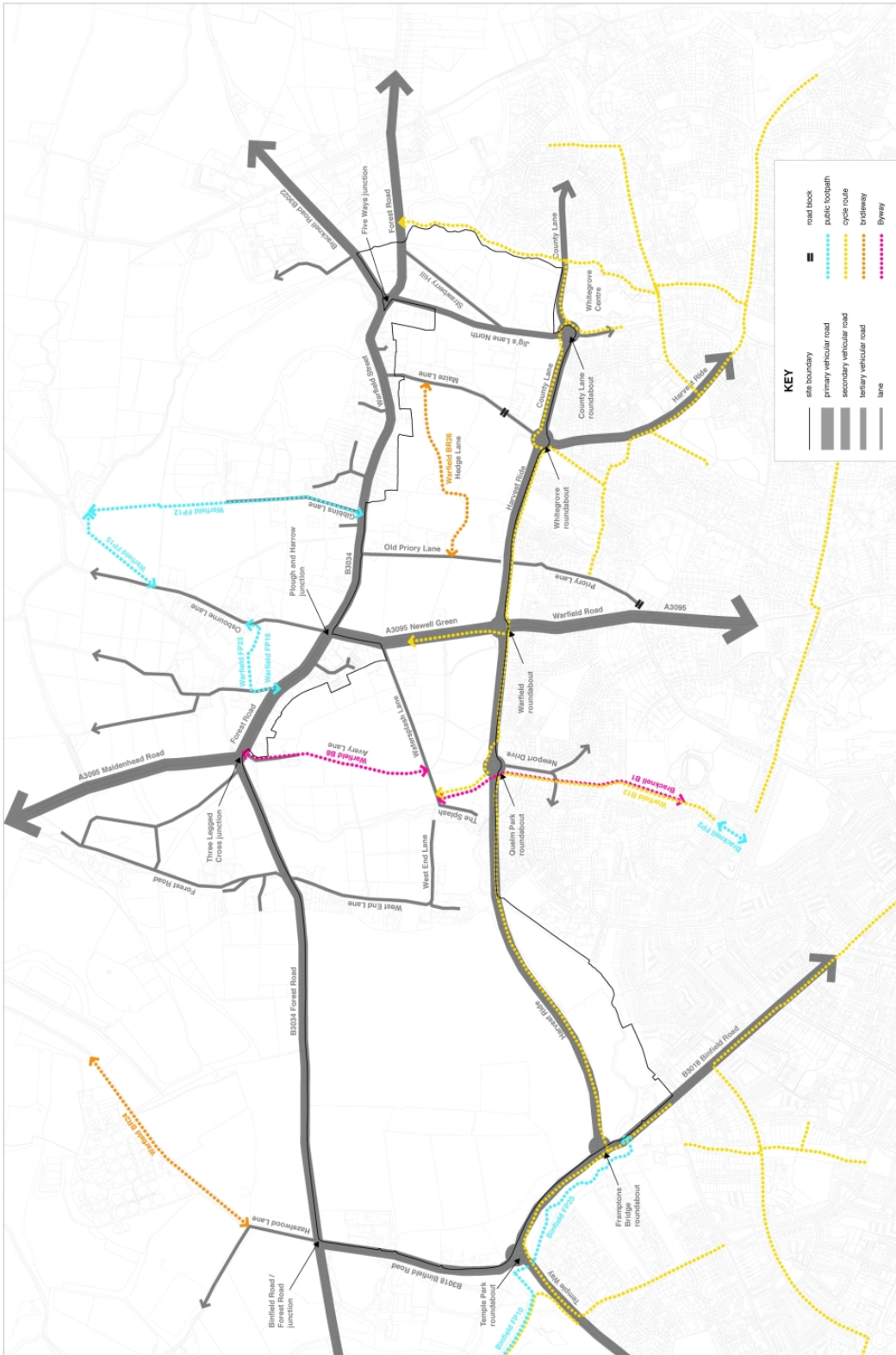


Figure 9 Site Analysis - Existing Movement Plan

## Bus Access

**9.8** The Council will seek the provision of regular bus services to the site from Bracknell town centre. Options will be assessed and developed to inform the bus service provision. Developers will be expected to consider the draft bus strategy which has been prepared by the consortium of developers and take account of any Council review of bus services which could effectively serve the site. Therefore, in order to minimise use of the private car in line with Core Strategy DPD Policy CS23: Transport, the Council will expect the development to include measures to maximise the opportunities for the use of public transport through the following measures:

- Future bus access to provide direct links to and from Bracknell town centre, and linking into the existing wider network. Opportunities should be provided to extend access into adjoining areas of future development should the Council decide to pursue these areas to meet future development needs.
- Providing efficient routes serving the site for the larger area with maximisation of accessibility to routes - especially for a denser development.
- Developers should demonstrate that they have fully investigated potential links and opening up of closed off roads for bus only to promote bus accessibility.
- All properties should be within 400m walking distance of a bus stop.
- Providing appropriate bus infrastructure such as real time passenger information, Kassel Kerbs and shelters.

**9.9** The Council is undertaking a review of bus services that serve the parish of Warfield and it may be that provision is through new services, or by re-routing existing services. The preferred route is shown indicatively along Harvest Ride on the Concept Plan.

### Development Principle W 12

#### Bus Access

**Development will be expected to include opportunities for maximising bus usage. This should include:**

- **Providing direct links to Bracknell Town Centre.**
- **Bus routes which efficiently serve the site.**
- **Links to existing bus routes.**
- **The provision of bus priority measures and infrastructure.**
- **Measures to encourage bus usage such as real time information.**
- **Financial contributions towards the provision of new or existing bus services which serve the site.**

## Walking and Cycling

**9.10** Warfield will be well integrated with the wider footpath and cycleway network. Within the site there will be a mixture of shared surfaces and dedicated footpath and cycleway provision which will deliver a priority for pedestrians and cyclists over the car. The development will be expected to contribute to the following objectives:

- Development proposals must include measures to add to the existing pedestrian/cycle network providing direct links to and from Bracknell Town Centre and neighbouring communities.
- Routes should be attractive and convenient for all users, providing excellent accessibility to services that encourage and promote walking and cycling in a safe and secure environment.

**9.11** In addition to links with Bracknell Town Centre, there are several other key trip attractors near Warfield to which safe pedestrian and cycle routes will need to be provided. In particular, the Council is keen to ensure that the development provides for safe routes to both primary schools and off-site secondary schools.

**9.12** In order to improve walking and cycling facilities, specific improvements will also be required to the A3095 Warfield Road and Folders Lane, linking the site to schools, Bracknell Town Centre and the existing network. In addition, safe pedestrian and cycle crossings will need to be provided on Harvest Ride. Therefore, the development will deliver:

- Key designated footpaths and cycleways within the site including the provision of an east to west link to Cabbage Hill and Westmorland Park in line with paragraph's 7.10 and 7.11.
- Streets which are designed to give priority to pedestrians and cyclists over car users, in line with the principles contained in national guidance, Manual for Streets.
- Connections along Harvest Ride at several points, including adjacent to Totale Rise, Newport Drive, Priory Lane, Warfield Road, Gough's Lane and the existing Whitegrove neighbourhood centre on County Lane.
- Connection to the north of the site, including Newell Green, Warfield Memorial Ground, Gibbins Lane, Osborne Lane and Warfield Street (at locations from the site to be agreed which will pass a technical road safety auditing process).
- A financial contribution towards wider improvements to the network such as:
  - The A3095 Warfield Road and Folders Lane linking the site to Schools, the Town Centre and existing network.
  - Through Braybrooke Road Park linking the Quelm Lane pedestrian/cycleway to Folders Lane.
  - On Binfield Road connecting to the existing network with its junction with Millennium Way.
  - Through Garth Meadow to the existing bridge across The Cut and then through Manor Farm to Binfield Road.
  - Through Priestwood creating direct links to and from the Town Centre and industrial employment areas.
  - Providing access to the proposed educational facilities on the proposed Blue Mountain development.
- The provision of, or contributions towards, formal pedestrian/cycle crossings at appropriate locations, for example, the new link road, Jigs Lane North, Harvest Ride, Newell Green (A3095), Warfield Street (B3034), Binfield Road and Folders Lane.

## Development Principle W 13

### Walking and Cycling

**Development proposals must include measures to encourage travel by walking and cycling both within the development, and to key destinations elsewhere, including Bracknell Town Centre.**

**The development will ensure the provision of safe pedestrian and cycle routes to primary schools in the site and to secondary schools off the site for children from the new development.**

**The development will provide:**

- **Appropriate footpaths and cycleways within the site including safe crossing points.**
- **Physical footpath and cycleway links to the existing wider network.**
- **The provision of safe pedestrian/cycle crossings on roads adjacent and near to the site.**
- **A financial contribution towards improvements to the wider footpath and cycleway network which serves the development.**

## Travel Plan and Parking

**9.13** In order to demonstrate sustainable forms of travel and to promote the use of non car modes of travel, the applicants will be required to provide an overarching Travel Plan for the urban extension, or a set of Travels Plans in line with the parcels set out in Appendix 3: 'Implementation and Sequence Plan'. The Travel Plan or Travel Plans should set out the measures to be implemented in the development. The uses covered by the Travel Plan will be housing, the neighbourhood centre and any employment provision on the site. This co-ordinated plan will establish a long-term programme of realistic measures which will mitigate the agreed impacts of the proposed development. School travel plan's should also be agreed with the Local Education Authority. A package of measures and regular monitoring will be provided by the developers to encourage greener travel whilst reducing unnecessary car use. The Travel Plan(s) will be secured by planning obligations in accordance with the Council's Limiting the Impact of Development SPD ([www.bracknel-forest.gov.uk/lid](http://www.bracknel-forest.gov.uk/lid)). The Travel Plan(s) should also set out targets and necessary measures (including implementation and monitoring) which will ensure the development does not have an unacceptable impact on the Strategic Road Network. These should be agreed with the Highways Agency at the planning application stage.

**9.14** In addition, developers should also submit a Construction Travel Plan for the agreement of the Council, prior to the commencement on site. This should demonstrate how the impact of construction traffic will be kept to a minimum during all phases of the development. It should include the proposed access arrangements to the site for construction traffic from the surrounding highway network.

**9.15** The principles of Bracknell Forest Council's parking standards are set out in the adopted Parking Standards SPD (2007) ([www.bracknell-forest.gov.uk/parking](http://www.bracknell-forest.gov.uk/parking)). Developers will be required to prepare a parking strategy as part of any planning application to define the level and types of parking, including cycle parking. Parking should not dominate streetscenes and should contribute to well designed and active streets within the development.

### Development Principle W 14

#### Travels Plans and Parking

**The development should be supported by a Travel Plan or set of Travel Plans in line with the blocks in Appendix 3: 'Implementation and Sequence Plan', School Travel Plans and a Construction Travel Plan.**

**Development proposals will be supported by a parking strategy for the development which implements the Council's parking standards.**

## Highway Access and Improvements

**9.16** A number of essential physical improvements are needed to the road network within and serving the site. These will include works and measures to provide new junctions and roads within and serving the site. Financial contributions will also be required towards off-site highways improvements.

**9.17** The development will include the construction of a new link road between the Quelm Park Roundabout and the Three Legged Cross junction as shown on the Concept Plan (although the Concept Plan is flexible to allow for necessary deviations of the route subject to specific site conditions). This road will need to be sensitively constructed to take account of issues such as tree preservation orders, open space and adapting to flood risk. The road will run adjacent with Avery Lane to ensure that Avery Lane remains intact except, where appropriate, the provision of access points across at less sensitive points. Adequate underpasses for wildlife should be provided along the road at agreed locations. The new link road will be designed to balance its function as part of the A3095 with ensuring it has an active frontage and ensuring that it is not a barrier to transport. The details of the new link road should also take account of the Design Strategy and Urban Design Principles in this SPD (see Chapter 4 'Design Strategy and Urban Design Principles').

**9.18** The development will provide at least one joint vehicular/pedestrian/cycle bridge crossing over The Cut River Park which is capable of carrying buses as well as cars. This will ensure that the development block west of The Cut is well connected to the rest of the development.

**9.19** The Council is taking a comprehensive review of development need and associated transport improvements. Other improvements will be necessary which include constructing an internal network of new streets and junctions serving the site with their necessary associated infrastructure (such as crossings and signs etc.). It will be necessary, where appropriate, to upgrade existing roads within the site to accommodate the development. The development will need to accord with the Council's guidance in the Streetscene SPD ([www.bracknell-forest.gov.uk/streetscene](http://www.bracknell-forest.gov.uk/streetscene)) and other best practise such as the new Manual for Streets 2 document. The development will therefore be designed to slow vehicular traffic to 20

mph. Where appropriate roads should be designed to accommodate buses serving the site. Close liaison at the masterplanning stage with the Highways Authority and planners will be required to achieve the effective delivery of an internal street network.

**9.20** Harvest Ride will provide the majority of access points into the development listed at the following locations:

- Two points in the stretch of road next to Garth Meadows;
- From the Quelm Park Roundabout (for the new link road);
- Newell Green roundabout
- Old Priory Lane (which will require stopping up at an agreed point); and,
- Maize Lane (which will require stopping up at an agreed point close to Warfield Street).

**9.21** There are a number of roundabouts and junctions which currently serve the site and the development will improve these where necessary, through works and measures, these are listed as the:

- The Warfield, Whitegrove, County Lane, Temple Park and Frampton's Bridge roundabouts.
- Junctions along the A3095 Newell Green.
- Junctions along Forest Road (B3034) including at the Three Legged Cross junction (which will require a detailed flood risk assessment and be designed to mitigate any identified flood risk).
- Junctions along Warfield Street (B3034) including the commonly known Five Ways junction (B3034, B3022 and Jigs Lane North).

**9.22** Details of the access points and new link road will be provided at the application stage including any necessary further assessment and audit. The timing of provision of the road will be in accordance with the [Implementation and Sequence Plan](#).

**9.23** The following highway locations, as a minimum, have been identified as requiring assessment in light of any major development proposals in this area. The full scope of assessment for external highway impacts should be agreed with the Council prior to the submission of any planning application. Financial contributions will be sought towards capacity improvements in the vicinity of the site by carrying out works and measures to the following:

- Coppid Beech Roundabout
- Peacock Farm Roundabout
- Twin Bridges Gyratory
- Coral Reef Roundabout
- Martins Heron Roundabout
- Hanworth Roundabout
- Hanworth Road/Ringmead Junction
- Bracknell Road/Old Wokingham Road Roundabout
- B3018 Binfield Road / Moordale Avenue Junction
- B3408 Wokingham Road/Stoney Road Junction
- A3095 Rackstraw Road/Owlsmoor Road Junction
- Forest Road/Binfield Road Junction
- Golden Retriever/The Hut Roundabout
- Crowthorne High Street Roundabout

- London Road/Priory Road Junction
- London Road/Fernbank Road Junction.

**9.24** Development should also ensure the protection of semi rural communities, in particular Binfield Village, Newell Green, Forest Road towards Winkfield Row and Bracknell Road (Brock Hill) in transport terms by not encouraging unnecessary traffic along these existing routes.

**9.25** The Highways Agency (HA) is concerned about the potential impact on the Strategic Road Network (specifically the M4 J10 and M3 J3). Transport modelling will need to account for the impact of development on the Strategic Road Network and may have to provide mitigation.

## Development Principle W 15

### Highways Access and Improvements

**Development proposals must be supported by detailed traffic modelling and mitigation measures.**

**The development will include the following measures:**

- **A new link road constructed between the Quelm Park Roundabout and The Three Legged Cross Junction unless an acceptable alternative is agreed with the Council.**
- **At least one combined pedestrian/cycle and vehicle bridge across The Cut.**
- **A network of internal streets and junctions.**
- **Appropriate traffic calming measures to roads within and near to the site.**
- **Works to improve existing junctions and roundabouts serving the site.**
- **A financial contribution towards off-site highways and junction improvements**

**Improvement measures, including those identified above, should be discussed at an early stage with the Council.**

## Transport Assessment

**9.26** A Transport Assessment will be needed to support any application on this site. This should consider the transport implications of proposed development on the local and strategic highway network and neighbouring local authority roads.

**9.27** The following [Proposed Movement Concept Plan](#) provides details of access to the development and key formal and leisure routes within and near to the site. Please note that it does not detail all new internal roads, footpaths and cycleways which are required because these are to be provided at the detailed masterplanning and planning applications stages in accordance with the requirements of the SPD.

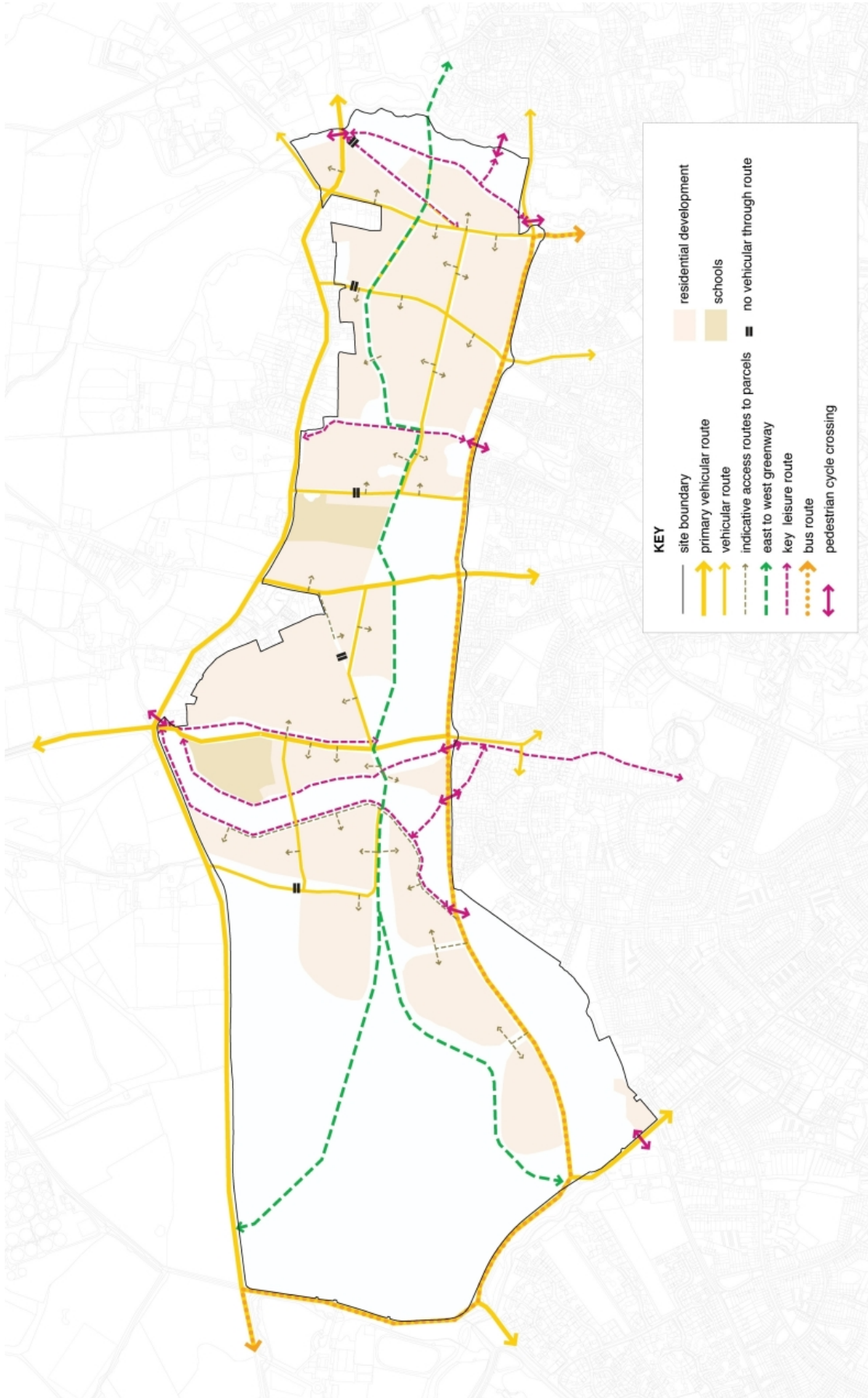


Figure 10 Proposed Movement Plan



# 10 Site Investigation and Pollution Remediation

## Contaminated Land

**10.1** The site may contain small pockets of contaminated land. It will be necessary to carry out investigation works to confirm whether there is any contaminated land such as former brick pits or historic landfill areas. If there is, appropriate measures to remediate the contaminates should be identified. A regular monitoring regime will also need to be agreed with the Council to ensure the contaminated land does not have a harmful impact on health or the environment. All costs to remediate contaminated land will be fully met by the developer(s).

## Minerals

**10.2** Land at Cabbage Hill has been identified as containing gravel deposits. This has been identified as a thin outcrop of river terrace gravels comprising sand, gravel and silt. Whilst there are no major physical or environmental constraints which would prevent the working of the deposit, there are considered to be economic constraints to working it due to it being very thin and amounting to a small overall quantity. A detailed assessment of, and impact upon, the minerals deposit will be required to support any development proposals.

## Noise and Air Quality

**10.3** The A3095 and Harvest Ride are the main sources of noise affecting the site. A noise assessment is required to be carried out which makes recommendations to inform the provision of necessary measures such as dwelling orientations and buffer planting.

## Archaeological Investigation

**10.4** Prior to development commencing, an assessment will be carried out to fully characterise the scope, scale and any necessary measures to preserve any important archaeological finds.

## Disturbance

**10.5** The development phases will need to be considerate of local residents by minimising noise, dirt and traffic disruptions. The developers will be expected to work with the Council on developing a plan setting out the construction phases, plant storage, construction traffic routes and how they will limit the level of disturbance.

## **Development Principle W 16**

### **Site Investigation and Pollution Remediation**

**The site will be fully investigated for mineral deposits, contamination, noise air quality and archaeological value prior to development as part of an Environmental Impact Assessment as follows:**

- **A full assessment to be agreed in writing with the Council of the mineral deposit on Cabbage Hill including necessary extraction or safeguarding measures put in place unless the assessment demonstrates that extraction of the minerals deposit is not commercially viable to be extracted or safeguarded.**
- **A full assessment to be agreed in writing with the Council which identifies the extent of any contaminated land and develops and implements a package of mitigation measures. This will take place prior to development commencing with a monitoring programme to ensure that mitigation measures are working and achieving the outcomes they are designed to meet.**
- **Measures will be required to improve air quality and to mitigate the impact of noise pollution emanating from roads within, or nearby, the development area.**
- **A programme for investigating and cataloguing important historical and archaeological finds will be undertaken prior to the development.**
- **The development will include appropriate measures to minimise impacts on residents and businesses within and near to the site during the construction phases.**

# 11 Delivery

## Implementation and Delivery

### Planning Application Requirements

**11.1** The Council will require pre-application discussions on this site and pre-application engagement with key interested parties. All relevant assessments will be expected to support planning applications in accordance with this SPD, relevant guidance and legislative requirements.

**11.2** The Council's preferred approach is for an Outline Planning Application to be submitted for the whole development. As part of this application, a detailed masterplan for the site should also be submitted. This should include a design rationale, highlighting the location of key frontages, sensitive edges, design nodes, land mark buildings, gateway features/buildings, important vistas and character areas. A Design and Access Statement (DAS) will accompany the outline planning application(s). In addition to a DAS, a design code for each character area will be required to be submitted to, and approved by, the Planning Authority prior to the submission of any Reserved Matters application(s) in that character area. This is to ensure that the character areas are clearly defined and a clear design approach is established for each area. All Reserved Matters applications will then be required to implement the approved Design and Access Statements and Design Codes. The character areas should clearly detail information on topography, context analysis, appropriate housing density, built form, typology and a street hierarchy.

**11.3** The Council would consider detailed masterplans prepared for blocks of development described below and shown in Appendix 3: 'Implementation and Sequence Plan'. These masterplans should fit together to ensure that they can deliver a comprehensive development across the site in accordance with policy and guidance. Applications should adhere to the agreed masterplans.

**11.4** In addition to the planning application forms, schedules, notices, application fee and application drawings, applicants will be expected to provide additional documents and applicants should agree the final list of supporting evidence which accord with this SPD and other planning requirements with the Council prior to the submission of a planning application. Please contact Development Management for more information.

### Site Accumulation

**11.5** The Council has assessed the individual sites comprising the development area and considers it to be sound planning to group the sites together to provide comprehensive development. The suggested blocks as shown in Appendix 3: 'Implementation and Sequence Plan' are:

- Central Block 1
- Western Block 2
- Eastern Block 3
- Manor Farm Block 4
- Cabbage Hill A

**11.6** Therefore, the site could be masterplanned broadly in line with these blocks as shown in Appendix 3: 'Implementation and Sequence Plan'. The Council advocates planning applications to be submitted in accordance with the masterplan areas. However, provided the masterplans are approved, there may be circumstances where some site or individual development could come forward independently because of their relationship/location to the main development and subject to the requirements of the SPD. These are:

- Land at Watersplash Lane which should be delivered at the same time or following the delivery of the main Western Block 2 development.
- Land at The Splash and West End Stables which should be delivered at the same time or following the delivery of the main Western Block 2 development.
- Cohesive groups of sites within Eastern Block 3 provided major infrastructure subject to the provision of satisfactory primary school provision being put in place.
- Land at Manor Farm (see paragraphs 4.48 and 4.49).

**11.7** There will also be opportunities to convert some existing dwellings into additional dwellings subject to planning permission, such sites include The Old Farmhouse in West End Lane (see paragraph 4.38) and The Barn on Watersplash Lane which may be suitable to convert into two or three dwellings. The timing of development at The Barn will be dependent on whether or not the whole of the area at Watersplash Lane comes forward for redevelopment. Other plots will be considered provided they do not conflict with the Development Principles and other text in this SPD.

### **Planning Statement**

**11.8** The planning statement should be set out in a clear and concise manner:

- An introduction to the proposed scheme including the elements for which planning permission is sought.
- Explanation of how the development proposals respond to the planning policy and regeneration policy context.
- The structure of the application, and 'route map' to the various documents.

### **Environmental Impact Assessment (EIA)**

**11.9** In order to see whether or not a planning application requires an EIA, a Screening Opinion should be sought by the applicant. If the Local Planning Authority find that EIA is required a Scoping Opinion should then be sought including an outline of the site, description of the proposal and any predicted environmental impacts such as noise, air quality and ecology. The Local Planning Authority will then provide a Scoping Opinion as to what the Environmental Statement should focus on.

**11.10** An Environmental Statement should be submitted along with the formal planning application taking into account the Local Planning Authority's Scoping Opinion.

### **Transport Assessment**

**11.11** The Transport Assessment should:

- Define the existing highways and multi modal transport characteristics related to the site and surrounding area.

- Provide accurate quantitative and qualitative analyses of the predicted impacts on all modes of transport.
- Provide a clear assessment of measures to be introduced in mitigation of these impacts.

### **Flood Risk Assessment**

**11.12** A Flood Risk Assessment (FRA) should be prepared in accordance with PPS25: Development and Flood Risk (December 2006) and supporting guidance. The FRA should be prepared in consultation with the Council and the Environment Agency.

### **Sustainability Statement and Energy Demand Assessment**

**11.13** As set out in Core Strategy Policy CS10 and CS12, and the adopted Sustainable Resource Management SPD, the Council would expect a detailed Sustainability Statement and energy demand assessment to be prepared. Applicants are advised to read the Sustainable Resource Management SPD for full details.

# Appendices

# Appendix 1: Housing Trajectory

The table below is an estimated trajectory for the delivery of housing on the Warfield SPD site which is in accordance with the Housing Trajectory in Appendix 2 of the Draft Submission Site Allocations Development Plan Document (November 2011).

	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Housing Delivery	50	150	200	200	200	200	200	200	200	200	200	200

# Appendix 2: Infrastructure Delivery Plan (Warfield Extract)

The following schedule provides a comprehensive list of infrastructure required to support this development. This should be read in conjunction with the Draft Submission Infrastructure Delivery Plan (IDP) and the Warfield SPD. The table merges together the 'Policy SA9 - Land at Warfield' schedule and relevant elements of the 'General Infrastructure Schedule' from the IDP.

Please note that where information differs from that presented in the IDP, this is because more information has emerged since the publication of the Draft Submission IDP. These amendments will be presented to the inspector at the examination of the SADPD. Subject to soundness, the Draft Submission IDP will be amended; otherwise this table will be amended to reflect the outcome of the examination.

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
<b>Transport Infrastructure</b>				
<p><b>Local Road Network</b></p> <p>In-kind provision and/or financial contribution towards capacity improvements to junctions listed in Table 4.1 of the Infrastructure Delivery Plan (4). Details to be determined following the submission of a Transport Assessment at the planning application stage.</p> <p>Provision of a new north-south link road linking the Quelm Park roundabout and the Three Legged Cross junction, unless an alternative solution is agreed with the Council.</p>	<p>To be determined by the Local Planning Authority and any other relevant authority and in discussion with landowners/developers of the site. Provision will be triggered by housing completions or the completion of other major elements of the overall development and their impact on the highway network.</p>	<p>Bracknell Forest Council through s106/CIL funding and possibly developer s278 schemes.</p> <p>Developers (in consultation with the highway authority).</p>	<p>Schemes delivered in-kind or financial contributions to value of £5.72m.</p> <p>Spine road delivered in-kind as part of development - excluded from above cost.</p>	<p>Phasing of development;</p> <p>Pooling of contributions from other developments;</p> <p>Coordination of works;</p> <p>Obligations and agreements to be entered into.</p>
<p><b>Footpaths and Cycleways</b></p>	<p>To be provided early in development to influence travel behaviour.</p>			

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
<p>In-kind provision and/or financial contribution towards the construction of new links and improvements to the existing footway/cycletrack network, providing pedestrian and cycle access from the development to facilities including education, employment and shops providing fresh food. These could include:</p> <ol style="list-style-type: none"> <li>1) Improvements to A3095 Warfield Road and Folders Lane linking site to Schools and Town Centre and existing network;</li> <li>Safe pedestrian and cycle crossings on: <ol style="list-style-type: none"> <li>2) Harvest Ride;</li> <li>3) A3095 Newell Green;</li> <li>4) Binfield Rd to Jocks Lane;</li> <li>5) Folders Lane;</li> </ol> </li> <li>6) Improvements through Braybrooke Rd Park linking the Quelm Lane ped/cycle link to Folders Lane and the School;</li> <li>7) Improvements to Binfield Rd connecting to the existing network with its junction with Millennium way;</li> <li>8) Further improvements within Priestwood creating direct links to and from the Town Centre and industrial employment areas;</li> <li>9) Providing access to the proposed educational facilities on the Blue Mountain development.</li> </ol> <p><b>Public Transport</b></p> <p>Future Bus access - Direct Links to and from the Town Centre and linking with the existing wider area and other relevant developments; Sustainable efficient routes for the larger area with maximisation of accessibility to routes – especially for sustainable / denser development</p>	<p>To be determined by the Local Planning Authority and any other relevant authority.</p> <p>To be provided early in development to influence travel behaviour - to be</p>	<p>Bracknell Forest Council;</p>		<p>Phasing of this and other developments;</p>

Land at Warfield					
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies	
<p>Re-investigate potential links and opening up of closed off roads for bus only to maximise bus accessibility;  All properties within 400m walking distance of Bus stops;  Bus infrastructure improvements (real time passenger information, Kassel kerbs, shelters, etc.).</p>	<p>determined by the Local Planning Authority and any other relevant authority.</p>	<p>Bus operators.</p>	<p>Pooling of contributions;  Bus operator agreement;  Bus operator tendering.</p>		
<p><b>Strategic Road Network</b></p> <p>Financial contributions might be sought from developers towards M4 J10 improvements.</p> <p>In accordance with Circular 02/2007, measures should be examined in order to mitigate the development's impact.</p> <p>The HA request an Evidence Base (including modelling work) to fully understand the impact and the required mitigation measures. The evidence base has been sent to the HA for comments but further evidence. However it is uncertain that there will be an impact which will justify either contributions or a deliverable scheme.</p>	<p>To be determined by the Council in consultation with the Highways Agency and other interested parties.</p>	<p>Highways Agency;  Developer.</p>	<p>Awaiting scheme design and evidence to justify amount and source of funding.  HA propose developer funding - apportioned between relevant authorities.</p>	<p>Details of work are dependent on modelling and proposed mitigation.</p>	
<p><b>Community Transport</b></p> <p>No requirements for developer contributions identified.</p> <p>Additional vehicles and drivers could be required should there be an increase in demand.</p>		<p>Bracknell Forest Council</p>	<p>Cost unknown.  Funded by Bracknell Forest Council – through Personalisation in Adult Social Care's 'Personal Budget' scheme.</p>	<p>Funding availability.</p>	
Waste Management					

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
<p><b>Waste &amp; Recycling</b></p> <p>On-site in-kind provision of waste recycling facilities with good access.</p> <p>Provision of either:</p> <p>1) two underground waste recycling facilities; or,</p> <p>2) four overground waste recycling facilities</p> <p>(or equivalent mix based on 1:2 underground - overground ratio).</p> <p>Each on handstanding, accommodating 3 glass banks, a charity clothing bank and a litter bin.</p>	<p>As development progresses.</p> <p>To be determined by the Local Planning Authority and any other relevant authority.</p>	<p>Bracknell Forest Council;</p> <p>re3;</p> <p>Developer.</p>	<p>Provided on-site in-kind.</p> <p>Underground facility costs £40k.</p> <p>Overground banks provided by re3 and charities.</p>	<p>Phasing of development;</p> <p>Obligations and agreements to be entered into.</p>
<b>Utilities</b>				
<p><b>Water Supply</b></p> <p>Upgrades to local water supply infrastructure likely to be required.</p> <p>Developers will be expected to deliver new homes with a water efficiency standard of 105 litres/head/day.</p>	<p>By agreement between the developer and utility provider.</p> <p>Dependent on infrastructure upgrades required - to be determined following impact studies.</p>	<p>South East Water (SEW)</p> <p>Developer</p>	<p>Cost unknown.</p> <p>Initial impact studies funded by developers.</p> <p>Water services infrastructure improvements funded by SEW through the Asset Management Plan (AMP) process on a 5 year funding cycle.</p>	<p>Time taken for upgrades;</p> <p>Alignment with SEW's investment programme.</p> <p>Requires early engagement between developers and SEW to understand proposals.</p>

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
<p><b>Waste Water</b></p> <p>Impact studies to be undertaken by developers to gauge precise upgrades to waste water infrastructure required.</p> <p>Served by Bracknell STW. Thames Water have capacity concerns. Upgrades to infrastructure are expected to be required.</p> <p>Developers will be required to demonstrate that there is adequate waste water capacity both on and off site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.</p>	<p>By agreement between the developer and utility provider.</p> <p>Investigations necessary into the impact of development - takes up to 12 weeks. Up to 3 year lead-in if upgrade required. Upgrades can take from 18 months to 5 years for major upgrades.</p>	<p>Thames Water (TW); Developer.</p>	<p>Cost unknown.</p> <p>Initial impact studies funded by developers.</p> <p>Water services infrastructure improvements funded by TW through the Asset Management Plan (AMP) process.</p> <p>Upgrades can be undertaken outside of this process but may require developer funding.</p>	<p>Time taken for upgrades;</p> <p>Alignment with TW's investment programme.</p> <p>Requires early engagement between developers and TW to understand proposals and impact on service.</p>
<p><b>Electricity</b></p> <p>Electricity Distribution – potential requirement for upgrades to existing 11KV infrastructure.</p> <p>Developer required to undertake an impact study to determine impact on existing infrastructure.</p>	<p>Phasing conditions may need to be agreed to ensure that upgrades are completed prior to new development.</p> <p>Upgrades would not normally exceed 2 years therefore should not impede development.</p>	<p>Scottish and Southern Energy (SSE); National Grid; Developer.</p>	<p>Initial impact studies funded by developers.</p> <p>Cost of infrastructure improvements apportioned between Southern Electric Power Distribution and developer.</p>	<p>Phasing;</p> <p>Time taken for upgrades.</p> <p>Requires early engagement between developers and utility provider to understand proposals and impact on service.</p>

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
<p><b>Gas Network</b></p> <p>Gas Distribution – potential requirement for upgrades to gas infrastructure.</p> <p>Impact studies required of developers.</p>	<p>Phasing conditions may need to be agreed to ensure that upgrades are completed prior to new development.</p>	<p>Scotia Gas Network (SGN)</p> <p>Developers</p>	<p>Initial impact studies funded by developers.</p> <p>Costs of infrastructure improvements apportioned between SGN and developer.</p>	<p>Statutory provision.</p> <p>Requires early engagement between utility provider and developer to understand proposals.</p>
<p><b>Telecommunications</b></p> <p>Opportunities should be sought to install fibre optic links from houses to the High Speed Broadband exchange.</p>	<p>As development progresses.</p>	<p>Developers;</p> <p>BT Openreach.</p>	<p>Unknown.</p>	<p>Medium risk: although not a planning requirement, it is a marketable asset.</p>
<b>Renewable Energy</b>				
<p><b>Renewable Energy</b></p> <p>Opportunities should be sought to reduce carbon footprint and integrate renewable energy generation into development scheme, including district biomass heating, wind, hydro and CHP.</p> <p>Peter Brett Associates, in a report for BFC, identified a significant opportunity in the Borough to take advantage of biomass energy production. This should be properly considered in any sustainability statement accompanying a development proposal.</p>	<p>To be determined at granting of planning permission.</p>	<p>Developer</p>	<p>Developer funding;</p> <p>DECC (FIT and RHI), some capital grants available, public sector grants or private sector funding.</p>	<p>BFC's Core Strategy</p> <p>Policy CS12 requires developers to reduce CO<sub>2</sub> emissions by at least 10% and provide at least 20% of energy requirements from on-site renewable energy generation.</p>
<b>Education</b>				

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
<p><b>Early Years</b></p> <p>Land safeguarded for a reasonable period to enable the provision of a Full Daycare Nursery (FCN).</p> <p>An early years element is included within the community hub.</p>		<p>Developer;</p> <p>Nursery provider</p>	<p>Sufficient land to provide for a FCN consisting of c. 400m<sup>2</sup> NIA and 600m<sup>2</sup> of outdoor playspace.</p> <p>Spatial requirements for Early Years have been factored into 'Community Facility' costing.</p>	<p>Phasing of development; land availability.</p>
<p><b>Primary Education</b></p> <p>On-site, in-kind provision of 2 primary schools, at least one of which to be on sufficient land to allow for expansion.</p>	<p>Provision by September 2016.</p>	<p>Developer</p>	<p>In-kind provision or financial contribution of £14.8m plus land for school provision.</p>	<p>Phasing of development.</p>
<p><b>Secondary Education</b></p> <p>Financial contribution towards development of new secondary school on land at Blue Mountain. Equivalent to 2.2FE. Provision includes 6th form places.</p>	<p>To be confirmed at planning application stage through negotiation with developer, LPA and LEA.</p>	<p>Bracknell Forest Council</p>	<p>Financial contribution of £7.98m.</p>	<p>Phasing of development. Delivery of Blue Mountain.</p>
<p><b>Special Education Needs</b></p> <p>Financial contributions towards SEN on land at Blue Mountain.</p>	<p>Financial contributions towards SEN at Blue Mountain.</p>		<p>Financial contribution of £2.4m.</p>	

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
<p><b>Adult &amp; Community Learning</b></p> <p>No specific requirements have been identified. The service will require the use of the Community Hub to provide A&amp;CL in new communities.</p>		Bracknell Forest Council	Grant funded from the Skills Funding Agency.	Continuation of funding.
<b>Community Infrastructure</b>				
<p><b>Community facilities</b></p> <p>In-kind provision of land and financial contributions towards a multi-functional community hub, located near new neighbourhood centre - accommodating a community centre, youth centre, early years nursery &amp; children's centre, parish council office, police point and community café, with appropriate car parking.</p>	No later than 50% dwelling completions.	Bracknell Forest Council; Developer; Community Association; Faith Group.  Transferred to Bracknell Forest Council upon delivery, for management by community association or other management body as appropriate.	In-kind provision or financial contribution of £2.27m plus a site to deliver a facility consisting c. 1,580m <sup>2</sup> GIA and 100m <sup>2</sup> outdoor play space.	Subject to land availability and viability.
<p><b>Libraries</b></p> <p>Contribution towards enhancement of existing facilities able to serve development.</p>	To be determined by the Local Planning Authority and any other relevant authority at the planning application stage.	Bracknell Forest Council; Developer.	Developer contribution of £484k.	Subject to viability.
<p><b>Built Sports</b></p> <p>Contribution towards enhancement of existing facilities able to serve development.</p>			Developer contribution of £1.4m.	

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
<p><b>Heritage</b></p> <p>If the proposal is identified as having an impact on archaeological remains then they should be preserved in situ or if this is not feasible, an archaeological excavation for the purposes of preservation by record.</p>	From start of development.	Developer; English Heritage; Berkshire Archaeology.	Cost unknown - bespoke mitigation. Developer funded.	Site surveys and monitoring.
<p><b>Public Art</b></p> <p>On-site in-kind provision of Public Art, negotiated on a site-by-site basis from a starting point of 1% of the gross development cost (excluding land value), excluding incidental costs. Public Art should be freely accessible in or fronting the public realm.</p>	To be determined at planning application stage.	Bracknell Forest Council; Developer	In-kind provision, to a value negotiated from 1% of gross development costs excluding land.	Viability and commissioning - preference for local initiative.
<b>Social Infrastructure</b>				
<p><b>Affordable Housing</b></p> <p>An appropriate level of Affordable Housing on site in line with policy: on sites of 15 or more net additional dwellings, negotiations are based on provision of a maximum of 25% affordable housing.</p>	To be determined at granting of planning permission.	Bracknell Forest Council Registered Providers (RPs)	On-site, in-kind, provided by developer.	Subject to viability.
<b>Emergency Services</b>				
<p><b>Police Service</b></p> <p>Police hub required as part of Community Hub. Provision included under 'Community Facilities'.</p> <p>Thames Valley Police request notification of proposed works and dates for laying ducting along highways in order to 'double-up' and lay Automatic Number Plate Recognition (ANPR) cabling.</p>	Refer to phasing of community facility.	TVPA; Developer.	Spatial requirements and fit-out costs have been factored into 'Community Facility' costing.	Subject to viability and justification.

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
<p>This would avoid unnecessary expense and repeated digging up of roads.</p> <p><b>Fire &amp; Rescue Service</b></p> <p>The cumulative impact of development in North Bracknell could require the need to upgrade Bracknell Fire Station and increase personnel from one full and one part-time provision to two full-time units. It may be required to make physical alterations to Bracknell Fire Station.</p>		<p>RBFRS; Developer.</p>	<p>RBFRS funded from revenue budgets; Developer contributions. Area costs: £500,000 p.a. for additional personnel Part of approx. £100k for physical alterations to Bracknell Fire Station. £1m p.a. revenue for additional staffing £1.5m capital works (estimate based on similar upgrade to Wokingham Fire Station).</p>	<p>Developer contributions might be considered if sufficient justification emerges from the RBFRS. Should residential sprinklers be installed in developments, fire risk would be reduced to a level negating the need to upgrade the facility.</p>
<b>Health</b>				

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
<p><b>Primary Health Care</b></p> <p>Good public transport access should be secured from the development to the HealthSpace facility in Bracknell Town Centre.</p>		Primary Care Trust	Government funding Potential for developer funding.	More information is required regarding existing capacity of surgeries and funding sources if developer contributions are to be considered.
<b>Green Infrastructure</b>				
<p><b>Open Space</b></p> <p>On-site in-kind provision of at least 21.85ha of Open Space of Public Value (OSPV) and 20 yr maintenance contribution if transferred to the Council.</p> <p>Identify opportunities re. improvements to existing Active OSPV – e.g provision of sports pavilion at Priory Field.</p> <p>Allotment provision is a priority for the parish of Warfield. OSPV to include 50 allotment plots on 1.25ha (based on average plot size of 250m<sup>2</sup>) with good access and supporting infrastructure, including water supply and parking.</p> <p>Opportunities should be sought for:</p> <ul style="list-style-type: none"> <li>● Raising quality of existing green spaces</li> <li>● Creating new links between and extensions of existing green spaces</li> <li>● Identifying and providing new larger recreational open spaces</li> </ul> <p>Sports pitches will be sought as part of the active open space element.</p>	To be determined.	Bracknell Forest Council; Voluntary Sector; Developer. Allotments to be transferred to Parish Council - managed by allotment association.	On-site in-kind provision of OSPV + 20yrs commuted sums: £1.24m.	Non identified.

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
<p>Play provision opportunities should be sought to provide larger, more adventurous provision across the age ranges; with less reliance on numerous small LAPs and more focus on LEAPs and/or NEAPs (more emphasis on accessibility than quantity). This should include allowing for natural play (e.g. use of landscape features and new play environments created using timber and other natural materials).</p> <p>To be provided in accordance with Fields in Trust (FIT), Play England and Sport England standards.</p>				
<p><b>SPA Avoidance and Mitigation</b></p> <ul style="list-style-type: none"> <li>● Provision in perpetuity of on-site bespoke Suitable Alternative Natural Greenspace (SANG) of at least 8ha per 1,000 new population including maintenance measures in perpetuity. The preferred solution is for a SANG at Cabbage Hill. Part of the solution could be off-site subject to agreement with the Council, Natural England and passing an Appropriate Assessment.</li> <li>● A financial contribution towards Strategic Access Management and Monitoring (SAMM).</li> <li>● Any other measures that are required to satisfy Habitats Regulations, the Councils Thames Basin Heaths SPA Avoidance and Mitigation Strategy and relevant guidance.</li> </ul> <p>Based on 2,200 dwellings, the bespoke SANG would need to be at least 40.66ha (2,200 dwellings x 2.31 average persons per dwelling / 1000 new population x 8ha). This figure will change if the no. of dwellings changes.</p> <p>SAMM contributions will depend on housing mix. The level of contributions will be applied according to the Council's Thames Basin Heaths SPA Avoidance and Mitigation Strategy which is current at the time of a planning application being validated.</p>	<p>SPA mitigation should be provided before the first dwelling is occupied. However, subject to detail, it is possible that part of the SANG could be provided before the first occupation as long as it meets all criteria necessary to allow the land to become a functional SANG. Each phase of SANG would need to meet quantitative and qualitative criteria as set out in the Avoidance and Mitigation Strategy.</p>	<p>Ownership of SANG will be transferred to Bracknell Forest Council (or an alternative acceptable ownership solution);</p> <p>SAMM - Natural England, with contributions, funded by developer.</p>	<p>On-site, in-kind provision of SANG + maintenance measures in perpetuity + £1.45m SAMM contribution.</p>	<p>None identified. Low risk - provision is supported by legislation under the EU Habitats Directive.</p> <p>Measures to avoid and mitigate impacts on the SPA will be monitored for their efficacy and may need to be reviewed.</p>

Land at Warfield					
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies	
<p>Link to The Cut Countryside Corridor; however, on-site bespoke SANG must be suitable as a standalone site.</p> <p><b>Biodiversity</b></p> <p>The creation, protection and enhancement of key features including:</p> <ul style="list-style-type: none"> <li>● broadleaved woodland</li> <li>● species rich intact hedgerows</li> <li>● unimproved neutral grassland</li> <li>● river &amp; adjacent habitats</li> <li>● orchards</li> <li>● ponds including provision for amphibian foraging areas.</li> </ul> <p>Priority should be given to protecting and restoring or enhancing the following habitats:</p> <ul style="list-style-type: none"> <li>● broadleaved parkland</li> <li>● species poor/defunct hedgerows</li> <li>● scrub</li> <li>● semi-improved neutral grassland</li> <li>● disused sand quarry</li> <li>● buildings where they support important roosts</li> </ul> <p>Local Wildlife Sites such as Long Copse will need to be buffered and linked with the green infrastructure of the site.</p> <p>The current farmland mixture of habitats is likely to indicate that some farmland species not suited to public open space may need to be provided for either on or off-site.</p>	<p>Protection in place from start.</p> <p>New and enhanced features in place commensurate with phase of development they relate to.</p>	<p>Bracknell Forest Council;</p> <p>Voluntary Sector (Local Wildlife Groups);</p> <p>Developer.</p>	<p>Unknown - bespoke measures.</p>	<p>Retention of areas with high biodiversity value.</p> <p>Physical conditions affecting habitat type.</p> <p>Space restrictions relating to housing provision and/density.</p>	

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
<p><b>Flood Management</b></p> <p>Sustainable Drainage Systems (SuDS) should be integrated into site design to mitigate flood risk.</p> <p>Clay geology could make site susceptible to flooding.</p> <p>The Cut and Bull Brook rivers cut through the site.</p> <p>SuDS should ensure there is no increase in surface water runoff rates and volumes, and provide a host of other sustainability benefits including amenity and biodiversity benefits.</p> <p>Generally, watercourses should be retained, enhanced, de-culverted and buffered (by a min. 5m) from development and SuDS integrated into green infrastructure to combine a valuable network of wildlife habitats with flood mitigation.</p> <p>Opportunities should be taken to integrate SuDS on this site into the layout in an attractive way that creates visual, biodiversity and recreational assets.</p> <p>Provision in accordance with the emerging Warfield SPD (Development Principle W5 &amp; W11).</p>	<p>Sufficient surface water mitigation and management measures should be in place for each development phase.</p>	<p>Bracknell Forest Council, Developers, Environment Agency.</p>	<p>Site design and layout issue. Potential to integrate with green infrastructure (OSPV or SANG).</p>	<p>Design and layout of development to accord with site-specific Flood Risk Assessment (FRA), Environment Agency approval, and any National and local standards for SuDS to be adopted by the local authority.</p>
<p><b>Public Rights of Way</b></p> <p>Maintain and extend PRow links BR26, BW8 &amp; BW13.</p> <p>Create east-west greenway and links to northern bridleways and byways, e.g. Osborne Lane.</p> <p>Adequately re-route as necessary in accordance with appropriate legislation.</p>	<p>To be determined. Commensurate with phase of development they relate to.</p>	<p>Bracknell Forest Council, Developers,</p>	<p>Provided by developer; BFC/landowner has duty to maintain paths but limited capacity to improve or extend.</p>	<p>Phasing of development. Land owner agreement.</p>

Land at Warfield				
Infrastructure Required	Phasing	Delivery Organisation(s)	Funding and Indicative Costing	Risk/Dependencies
Provision should accord with LTP3 Policy TP9.				

# Appendix 3: Implementation and Sequence Plan

The Implementation and Sequence Plan suggests how areas of the site should come forward. Area A is the proposed area for SANGs and should therefore come forward in advance of, but in proportion to, the development areas. Area 1 will contain the Local Neighbourhood Centre and should therefore come forward, as early in the development as possible providing essential facilities in the heart of the development. Areas 2 should also come forward early due to its opportunity to deliver a primary school at the outset of the development with Area 3 being the final sequence of the development to give landowners time to coordinate comprehensive development. Area 4 can come forward separately subject to the effective provision of infrastructure and services in accordance with the SPD.

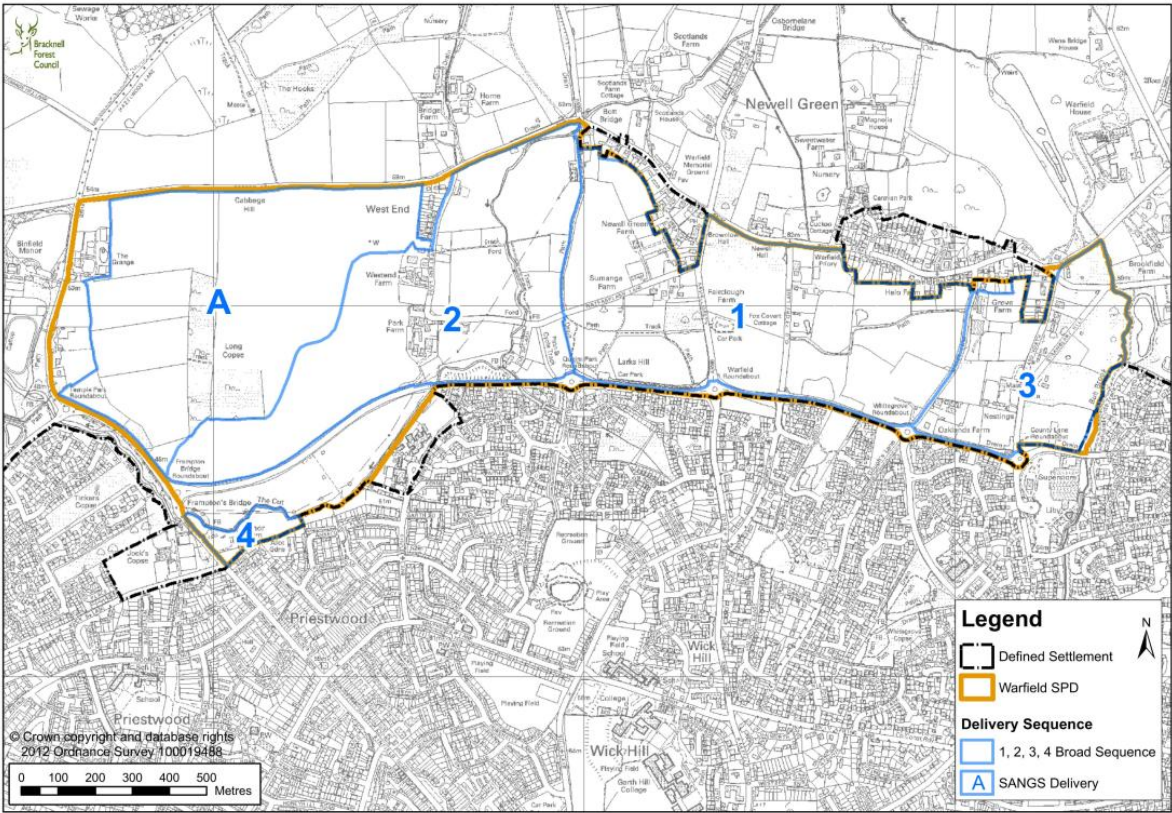


Figure 11 Delivery Sequence Plan



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### Nepali

यस प्रचारको सक्षेपं वा सार निचोड चाहिं दिइने छ ठूलो अक्षरमा, ब्रेल वा क्यासेट सून्नको लागी । अरु भाषाको नक्कल पनि हासिल गर्न सकिने छ । कृपया सम्पर्क गनुहोला ०१३४४ ३५२००० ।

### Tagalog

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### Urdu

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### Polish

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