Bracknell Forest Borough Local Plan

January 2002
Foreword

Bracknell Forest Borough Council is committed to working with the local community and ensuring that the Borough is a place where people want to live, learn, play and work. This local plan will help contribute to that vision and seeks to balance the protection of the Borough’s environment against our future development needs. The Borough Council is facing the difficult task of trying to reconcile these needs whilst sustaining the local economy, enhancing the urban and rural environment, and protecting our quality of life in general.

This local plan is the product of hard work and real commitment from all in the community to deliver a sustainable future for Bracknell Forest and I commend it to all involved in the shaping the environment of the Borough.

Councillor Mrs Mary Ballin
Executive Member for Planning &Transportation
Bracknell Forest Borough Council
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Preface

P1. Following on from the Consultation and Deposit Drafts of the Bracknell Forest Borough Local Plan this adopted local plan sets out a clear statement of Bracknell Forest Borough Council’s strategy for land use planning to 31st March 2006.

The prime purpose of this document is to detail:

i. the strategy which guides the content of the local plan;

ii. the Borough Council’s objectives and land use policies for the control of development which support the strategy; and

iii. the proposals which would help to secure the implementation of the strategy.

P2. Now that the Bracknell Forest Borough Local Plan has been adopted, it forms part of the development plan for the Borough. Other parts are the adopted Berkshire Structure Plan 1991 – 2006 (incorporating Alterations adopted in August 1997), the Replacement Minerals Local Plan for Berkshire and the Waste Local Plan for Berkshire. Applications for planning permission will be determined in accordance with this development plan unless material considerations indicate otherwise. Conversely, applications which are not in accordance with the relevant provisions of the development plan will not be allowed unless material considerations justify granting a planning permission.
Chapter 1

About the Plan

The geographical context of the plan area

1.1 Bracknell Forest Borough lies in east Berkshire and adjoins the counties of Hampshire and Surrey. The Borough abuts the Royal Borough of Windsor and Maidenhead, Wokingham and Hart Districts and Surrey Heath Borough (see Map 1).

1.2 The Borough has good road and rail links with London, Heathrow Airport, Reading and the west and south west of England. The M3 and M4 motorways lie to the south and the north of the Borough. The railway line between Waterloo and Reading serves Bracknell with two stations, in the town centre and at Martins Heron neighbourhood centre (see Map 2). Sandhurst and Crowthorne are linked to Guildford and Reading by rail.

1.3 Bracknell Forest Borough comprises two urbanised communities (Crowthorne and Sandhurst) in the south, the rural communities of Binfield, Warfield and Winkfield in the north and the former New Town of Bracknell which was developed between 1949 and 1982.

1.4 The town of Bracknell lies in the centre of the Borough and contains the larger residential, commercial and industrial areas. The northern and southern sectors of the Borough have distinct characteristics based on land form and soil types. Binfield, Warfield and the northern half of Winkfield parish are mainly gently undulating, between 40m and 80m above mean sea level. The soil of these parishes is based on impermeable London Clays with outcrops of flood plain gravel. Crowthorne and Sandhurst and the southern half of Winkfield undulate more sharply between 70m and 125m above mean sea level. The soil in these parts of the Borough result from a variety of sands and gravels and have a high water table.
The southern part of the Borough is characterised by woodland and institutions standing in large grounds (including the Royal Military Academy Sandhurst, Wellington College and Broadmoor Hospital). The northern part of the Borough consists of more open countryside, with large residential properties standing in their own grounds. The northern and eastern portions of the Borough have Green Belt designation.

The Cut, a non-navigable tributary of the Thames, flows northwards from north Bracknell, through Warfield then Binfield. The River Blackwater, increasingly associated with recreational activities, forms the south western boundary of the Borough. These natural features and many other areas of the Borough are associated with an expanding network of footpaths and bridleways giving good access to the rural areas from the urban centres.

The Policy context of the plan

Think globally, act locally

When preparing the local plan, Bracknell Forest Borough Council (BFBC) has had regard to national and regional planning guidance issued by the Department for Transport, Local Government and the Regions (DTLR) and its predecessors, and other Government bodies.

The preparation of the BFBLP has also taken account of other public sector plans including those prepared by adjoining local authorities.

In recent years, there has been a growing international awareness of the potential damage to the environment caused by human patterns of existence. Concern for these issues has been translated into the concept of “sustainable development”. The Government currently advises that development and growth should be “sustainable” such that the sum total of decisions made in the planning field should not deny future generations the best of today’s environment. Regional Planning Guidance for the South East also contains guidance on realising sustainable development by for example, developing the scope for co-ordinating land use and transport planning policies to meet environmental objectives.

In addition, the former London and South East Regional Planning Conference (SERPLAN), compromising local planning authorities in south east England, published non-statutory guidance for development in the region. SERPLAN had indicated that the main aim of the guidance was to maintain and enhance the region’s overall environment. Regional Planning Guidance for the South-East (RPG 9 March 2001) continues to seek effective protection of the environment.

Within this context, the former Berkshire Country Council (BCC) prepared the Berkshire Structure Plan 1991 – 2006 (BSP). The BSP has an overall strategy that seeks, “sustainable development and improvement to the quality of life in Berkshire” by pursuing a number
of objectives. The objectives include “restraining development to levels that respect
the limits set by environmental, infrastructure and other constraints” whilst “meeting
Berkshire’s economic and social needs”.

1.12 The BSP therefore sets out policies seeking to limit the impact of development, providing
the broad context for considering all development proposals. It recognises that land,
natural resources, infrastructure and service provision are in too short a supply to
support growth at past levels. Such growth could have adverse implications for finite
resource consumption, pollution, waste disposal and sewage treatment, whilst
damaging the natural and built environment in terms of increased traffic congestion
and travelling distances and, the loss of countryside habitats, open space and other
important features. The Berkshire Structure Plan is presently under review.

1.13 The guiding approach which underpins national advice, regional advice, and the
Strategy statement of the structure plan, is therefore the need to enable development
to take place whilst minimising its effect on the environment. Within this context, the
local plan provides the opportunity to translate the principles of sustainability into
practice at the local level by seeking to draw a balance between these two elements.

1.14 In order to realise this opportunity, the local plan develops this approach at the local
level by introducing its own STRATEGY to guide land use policies and proposals,
and thereby development in the Borough.

Local plan strategy

1.15 The STRATEGY for the BFBLP comprises two parts relating to the policy and locational
contexts of the local plan:

(i) The policy element details the principles to be adopted in controlling the direction
that the local plan should take:

The Bracknell Forest Borough Local Plan seeks to control future development
in the Borough, in accordance with strategic guidelines, in order to protect
and enhance the environment, such that that needs of the Borough’s residents
are met without jeopardising the ability of future residents to meet their own
needs.

(ii) The locational element controls the particular places affected by the policies and
proposals contained in the local plan:

The Bracknell Forest Brought Local Plan seeks to concentrate development in
existing settlements and neighbourhoods. Otherwise, the Local plan identifies
land for development which is or will be well related to public transport routes
and facilities, is readily accessible by foot and cycle, will reduce the need for
travel especially by private car, and will have the least damaging effect on
the environment. A sequential approach is adopted in the identification of land
for residential development.
1.16 The development and implementation of policies in accordance with this strategy should facilitate development in the Borough which is sustainable both in terms of meeting local needs whilst simultaneously protecting and improving the local environment.

1.17 The need to ensure that the policies of this plan protect and improve the environment has been safeguarded by undertaking an environmental appraisal of the Local Plan using the environmental concerns detailed in the former Department of the Environment’s Environmental Appraisal: A Good Practise Guide. The issues examined comprise:

- Seeking to reduce the need to travel;
- Encouraging a shift to modes other than the car;
- Increasing the energy efficiency of buildings;
- Increasing the likely use of renewable energy;
- Increasing the amount of green cover;
- Protecting and enhancing habitats, and maintaining the level of wildlife diversity;
- Continuing improvement to air quality;
- Maintaining water levels and purity;
- Protecting and enhancing land and soil quality;
- Encouraging conservation and re-use of materials, where possible;
- Maintaining and enhancing quality;
- Improving the urban environment;
- Improving and enhancing cultural heritage;
- Provision of publicly accessible open space;
- Improving building quality; and
- Safeguarding the amount and quality of land between settlements.

The form of the document

1.18 The BFBLP comprises a Written Statement and a Proposals Map.

1.19 The Written Statement details the Borough Council’s land use planning policies and proposals for the control of development. The policies are contained in seven topic chapters, arranged alphabetically, and on a subject basis, covering:
• Built and Natural Environment;
• Economy;
• Green Belt;
• Housing;
• Movement;
• Recreation, Leisure and Tourism;
• Services and Community Facilities.

1.20 The topic chapters are each subdivided as follows:

(i) **Issues and Approach** – identifies land use concerns to be addressed in each chapter. The discussion of matters which the Borough Council considers important, and the reasons for their importance, has helped to establish the approach. This sets out the aims of the local plan, and guides the objectives.

(ii) **Objectives** – the objectives provide the basis for formulating and selecting the policies for the control of development, and allow for the effectiveness of the local plan to be measured.

(iii) **Policies** – policies detail both specific statements about intended courses of action and provide the means by which development will be controlled during the plan period. The policies are printed in **BOLD CAPITAL LETTERS** in order to distinguish them from those parts of the text which provide a brief justification for their inclusion in the local plan.

1.21 The topic chapters are followed by a **Proposals** chapter. Proposals contain statements of intent to carry out physical works at a specific location. Again, the proposals are printed in **BOLD CAPITAL LETTERS** in order to distinguish them from the reasoned justification for their inclusion. The inclusion of all the local plan proposals in one chapter will facilitate their easy reference.

1.22 The **Proposals Map** illustrates the locational effects on the local plan by showing those sites which are allocated for specific development or other uses, and identifying the areas to which particular policies will be applied. Some policies cover the whole Borough while others are specific to particular areas. References in the Written Statement to, for example, defined settlement boundaries, or boundaries of national or locally designated areas (such as Green Belt or areas of Local Landscape Importance) refer specifically to the boundaries marked on the Proposals Map. In the event of a contradiction between the Written Statement and the Proposals Map, the Written Statement will prevail.
1.23 This local plan does not seek to duplicate policies in the BSP. Those issues which the Borough Council considers are adequately dealt with by the BSP are not specifically addressed in this local plan. For convenience, the Berkshire Structure Plan policies relating to each local plan chapter are listed at the end of that chapter.

**Implementation**

1.24 The policies in the Written Statement aim to control development within the Borough during the period of the local plan. These policies will be implemented through the Borough Council’s development control function of determining applications for planning permission.

1.25 To secure the implementation of the proposals in the local plan, direct financial expenditure by public or private bodies is generally required. The implementation section at the end of each Proposal indicates the sector responsible (public, private or joint) for implementing particular proposals.

**Priorities**

1.26 The proposals are prioritised in one of the following categories:

- **Category A** Proposals of major importance which are fundamental to the Plan.
- **Category B** Highly desirable proposals.
- **Category C** Other proposals, which, in the event of there being competing bids for financial resources, will not be implemented before more highly rated proposals.

**Stages of the local plan**

1.27 Figure 1 represents the documents and stages throughout the preparation of the BFBLP.

1.28 The Consultation Draft of the Local Plan was published on 6 June 1994 and comprised a policy document, policy maps and a catalogue of development proposals. The consultation period extended to 2 September 1994 and resulted in over 5400 comments being made. The Borough Council’s Planning Committee considered the consultation responses on 5 November 1994 and have subsequently approved various amendments to the local plan.

1.29 Unlike the consultation stage, the deposit draft of the local plan also included development proposals which were detailed in a separate chapter for ease of examination.
1.30 The opportunity was also taken to include on the proposals map development commitments from previous local plans which had yet to be implemented (for example, the erection of 124 flats to the north and south of Byron Drive, Crowthorne). This was done so that members of the public would be able to identify all major development sites in the Borough which could be implemented during the period to 2006.

1.31 The local plan was placed “on deposit” for a six week period extending from Thursday 6 June 1996 to Friday 19 July 1996 to enable the public and other interested parties to submit formal objections, or representations in support.

1.32 In August 1996 and Environment Appraisal of the Deposit Draft was undertaken by the Borough Council which was published in February 1997.

1.33 Following Local Government elections in May 1997, the Borough Council agreed to commence a review of the Local Plan. The Borough’s Council’s response to objections to Deposit Draft of the local plan was re-examined and it also considered the objections to the Proposed Changes. As a result, Further Proposed Changes were placed on deposit in November 1997 for a period of eight weeks. The main changes were to the Development Proposals, with an allocation for mixed development in the northern part of Bracknell Town Centre, the deletion of housing proposals at Whitegate and Winkfield Triangle, amendment of the housing proposal at the Joint Services Command and Staff College and a new proposal for housing development at Peacock Farm, to the west of the town.

1.34 A public local inquiry was held from September 1998 to October 1999, to consider all duly made objections to the Deposit Draft, the Proposed Changes and further Proposed Changes. The Inspector’s report was received on 22 September 2000.

1.35 Following consideration of the Inspector’s Report, the Borough Council published its statement of decisions and reasons on the Inspector’s recommendations, and proposed modifications of the local plan in May 2001. Further proposed modifications were published in November 2001.

1.36 These extensive stages of preparation culminated in the Bracknell Forest Borough Local Plan being formally adopted in January 2002. Its monitoring and review will be necessary in order to ensure that the plan remains relevant and up to date. In the event that circumstances change significantly, an alteration to, or replacement of the plan will be undertaken by the Borough Council as appropriate.

1.37 The BFBLP supersedes the following documents:

- Bracknell Town Centre Local Plan post-consultation Draft 1985;
- That part of the Ascot Town map (1960) covering Bracknell Forest Borough;
- That part of the Windsor Town map (1965) covering Bracknell Forest Borough;
- That part of the Wokingham Town map (1960) covering Bracknell Forest Borough;
• That part of the Sandhurst - Crowthorne Town map (1963) not superseded by the Sandhurst – Crowthorne local plan;

• Eastern Bracknell Local Plan, 1984;

• That part of the Green Belt Local Plan for Berkshire, 1985 covering Bracknell Forest Borough;

• Sandhurst – Crowthorne Local Plan, 1991;

• North Bracknell Local Plan, 1992.

1.38 The reasoned justification to some of the policies and development proposals in this Local Plan makes reference to a variety of other documents prepared by the Borough Council as supplementary planning guidance and published separately from the Local Plan. Such supplementary planning guidance includes that relating to:

• Public Art;

• Light Pollution;

• Designing for Accessibility;

• Parking Standards;

• The Preparation of Planning briefs; and

• Limiting the Impact of Development – Guidance on the need for and provision of infrastructure and community facilities in the Borough of Bracknell Forest.

This list of documents will change over time as new guidance is prepared and as existing guidance is reviewed.
Chapter 2

Built and Natural Environment

Issues and approach

Character of the plan area

2.1 The plan area includes the towns of Bracknell and Sandhurst which are principally urban and suburban in character, and Crowthorne and Binfield, which are large villages with a notably residential character. Outside these built up areas, the majority of the Borough is more rural in character. There are many attractive areas of countryside, containing mature woodland and tree belts. These areas are important not only for their visual qualities, but also for their role as wildlife habitats.

Land outside settlements

2.2 The value of much of the land beyond the built up areas is acknowledged by the Borough Council. Such areas are put to a variety of uses, often of a recreational nature. They also maintain the individual identity of settlements by preventing their coalescence, particularly in some parts of the Borough where only small areas of countryside separate settlements. There is constant pressure to expand the edge of settlements to the detriment of the character and function of the countryside between the urban areas.

2.3 This plan must make some provision for major development, such as additional housing. Whilst some countryside areas will inevitably be developed, the Borough Council will seek to minimise the adverse impact of this and other development upon existing settlements and the countryside. The Borough Council will continue to identify and protect significant open land between settlements and other areas and features which are important to the quality of the environment. The identification of strong settlement boundaries will help provide a clear distinction between urban areas and the countryside.

2.4 The Borough Council will seek to adopt a “sustainable” approach in dealing with development in both the urban and rural environments. The emphasis will be upon identifying and protecting those areas and features which contribute to the quality of the environment.
Natural elements

2.5 Existing planning controls offer protection to some elements of the environment. However, additional measures are required to give greater protection and to encourage the improvement of the Borough’s environment as a whole.

Trees and hedgerows

2.6 Over the last fifty years, tree planting nationally has increased. However, the type of tree planted has been predominantly coniferous. Coniferous trees grow at a much faster rate than most of the deciduous varieties and therefore offer more commercial viability as exemplified by Crowthorne Wood. Indigenous varieties of broad-leaved trees have continued to decline in the Borough. Broadleaved woodland has greater conservation value and so will be promoted where it is more suitable to local climate and soil type.

2.7 Without a survey of tree coverage in the Borough, it is difficult to assess what needs to be maintained, improved or changed. The establishment of a Tree Management Plan for the area would achieve this and appropriate further tree coverage. The Borough Council will investigate the preparation of a Tree Management Plan.

2.8 A major part of the Borough’s environment consists of woodland and heathland. A policy to protect, enhance and increase this resource is a positive contribution to the overall strategy to protect and enhance the environment. The Borough Council will also encourage landowners to retain and manage their hedgerows with a view to enhancing their landscape and wildlife value.

Agricultural land

2.9 Central Government advises that the best and most versatile agricultural land (Agricultural Land Classification Grades 1, 2 and 3a) will be safeguarded from irreversible development. In the Borough, 90% of the land is identified as Grade 3. The total amount of Grade 3a land in the Borough has yet to be identified, however it is feasible that it may represent a substantial amount. The Borough Council will seek to safeguard the best and most versatile agricultural land from development not associated with agriculture unless the case for development outweighs the need to protect the land.

Water environment

2.10 The Borough Council recognises the importance of ensuring that the water environments in the Borough are maintained and continue to make a contribution to visual character and nature conservation interest. These environments should continue to provide the widest possible appropriate public access. The land use implications of such river management issues as water quality, flood protection measures, surface water management and water and wetland wildlife habitats will be examined.

The urban environment

2.11 Within the urban areas of the Borough, the integration of new development into the existing townscape has resulted in changes in character and has sometimes led to conflict. The degree of conflict is largely attributable to the overall design of the
development. Those places which are deemed attractive have successfully accommodated all the design components (such as buildings, trees, hedges, adjoining spaces, people and traffic) to produce a high quality environment. Therefore, it is important to ensure that the design of new buildings and other development respects the character of their surroundings, and reinforces a sense of place.

2.12 The form, siting and layout of new development can often influence the safety of users of the built environment. The Borough Council considers therefore, that measures to reduce the risk of crime will continue to be an important issue in considering the acceptability of detailed housing layouts. Such considerations not only benefit the incoming householder but may often result in an improved quality of townscape.

2.13 Design considerations can significantly affect the degree to which all members of the community can use the built environment. The Borough Council considers that people with disabilities should not be discriminated against by any development which might limit their mobility.

Lighting

2.14 The Borough Council recognises that lighting in the countryside is an urban feature which can have an adverse effect on the character and function of “sensitive” rural areas, such as land between settlements and the Green Belt. However, external lighting schemes can be of value for safety and security, and enable facilities to be utilised longer during the winter. The Borough Council will seek to control the individual or cumulative effect of external lighting schemes where they are unduly obtrusive and have an adverse impact on the character and function of the countryside, or where harm would be caused to the quality of life enjoyed by nearby residents. In granting planning permission, the Borough Council will consider whether measures should be taken to prevent or restrict the upward spillage of light into the sky from external lighting sources.

Noise

2.15 The impact of noise pollution in the environment is a sensitive issue, for example, noise generated by high volumes of traffic, building construction, waste disposal, mineral extraction, industrial processes and some sporting and recreational activities.

2.16 The Borough Council will seek to control development proposals which would result in excessive levels of noise, adversely affecting the amenities of occupiers of buildings, passers-by, and users of outdoor space. In addition, the Borough Council will ensure as far as possible that sensitive development (such as houses, educational establishments and hospitals) is not located in areas exposed to existing high level noise sources. If necessary, measures will be taken to control the source of, or limit exposure to, noise. Such measures might include improving sound insulation, screening from undue noise by natural barriers or other buildings and by restricting activities on site.

2.17 In accordance with Government Regulations (see Paragraph 2.28), an environmental assessment (EA) has to be carried out for certain types of projects. Where an EA is required, the likely effects of noise will be one of the considerations to be dealt with. The Environmental Protection Act 1990 will also be used to control excessive noise in some circumstances.

Energy

2.18 Incineration or digestion of waste materials are regarded as possible sources of renewable energy. However, there are no sites in the Borough presently receiving waste in sufficient amounts to
accommodate plant capable of generating energy, in viable quantities, either in the form of heat or power.

2.19 In order to reduce energy wastage, present and future consumers of energy such as operators of buildings and vehicles, and manufacturers, should be encouraged to be more efficient in their energy usage. The Borough Council has limited controls in this area, however, in accordance with the principles of sustainability, a more energy efficient environment can be encouraged through, for example, the construction of energy efficient buildings and the integration of land uses which reduce the need to travel. Where appropriate, layouts should acknowledge the possibility of future provision of district heating systems, where a potential source is nearby and the development is of sufficient size and density.

Heritage

2.20 The Borough Council has sought to identify and protect those areas and features which are important to the Borough’s heritage and, where appropriate, give assistance towards the enhancement of both urban and rural areas, by conserving features and seeking to improve unattractive land and buildings through sensitive development and changes of use.

2.21 The opportunity to consider the designation of additional buildings and areas for inclusion on the statutory list or for conservation area status will be taken where appropriate.

2.22 The national importance of archaeological sites and the need for their conservation has been emphasised by central government. Development pressures are likely to threaten the future of these sites, many of which are as yet unknown.

2.23 Pressure to accommodate large and small scale development will continue throughout the plan period. Issues of architectural or historic interest, including the safeguarding of the built features associated with the Borough’s heritage, will also remain an important consideration when determining these proposals. For example, the desirability of preserving a listed building and its setting, or the appearance of a conservation area, will be taken into account, where appropriate. In considering proposals for new buildings in conservation areas, issues of scale and massing will be considered as well as whether such new buildings complement, or are in harmony with, adjoining buildings in terms of architectural style and use of materials.

2.24 Alternative uses for historic buildings will need to be considered where their original use is no longer viable. The satisfactory accommodation of new uses, or the need to accommodate new buildings adjacent to historic sites, will require sensitive consideration by applicants and the Borough Council. In the case of proposals for changes of use, particular regard will be had to the architectural character of the building and the desire to secure an economically viable future.

Public Art

2.25 The role of public art in helping to achieve better quality environments is an issue that has received considerable attention. Public art can add a sense of place or identity to the design of a building, housing area or public space, thereby stimulating interest in the Borough and contributing to a sense of civic pride.
Legal opinion is of the view that, in exercising its planning functions, the Borough Council is entitled to take into account the contribution which the creative arts can make to the external appearance of buildings and to the physical environment generally. The Borough Council will encourage new works of public art when considering planning applications and take such features into account in weighing the overall merits of a proposal.

Supplementary planning guidance has been prepared and is published separately.

Environmental Assessment

The Borough Council places great importance on ensuring that the environmental impact of new development is considered. In accordance with EC Directive 85/337 as amended by Directive 97/11/EC and the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, an environmental impact assessment (EIA) has to be done for certain types of project. The Borough Council will have regard to advice contained in Circular 2/99 on the types of development proposal for which the submission of an EA will be required.

Objectives

To promote energy generation from renewable sources, and the efficient use of energy, in order to enhance the environment of the Borough.

To ensure that new development accords with the best principles and practices of “sustainable development”, including the promotion of good public transport to serve it.

To maintain the distinction between urban and rural areas, to prevent the coalescence of existing settlements.

To encourage the conservation and enhancement of those areas and features contributing to the quality of the built heritage and the natural environment.

To protect the amenities of residents and employees in the Borough.

To promote high standards of quality and safety in the design of new development.
POLICY EN1  Protecting tree and hedgerow cover

2.30 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD RESULT IN THE DESTRUCTION OF TREES AND HEDGEROWS WHICH ARE IMPORTANT TO THE RETENTION, WHERE APPLICABLE, OF:

(i) A CLEAR DISTINCTION BETWEEN BUILT UP AREAS AND THE COUNTRYSIDE; OR

(ii) THE CHARACTER AND APPEARANCE OF THE LANDSCAPE OR TOWNSCAPE; OR

(iii) GREEN LINKS BETWEEN OPEN SPACES AND WILDLIFE HERITAGE SITES; OR

(iv) INTERNATIONALLY, NATIONALLY OR LOCALLY RARE OR THREATENED SPECIES; OR

(v) HABITATS FOR LOCAL WILDLIFE; OR

(vi) AREAS OF HISTORIC SIGNIFICANCE.

2.31 Trees and hedgerows within the landscape and townscape of the plan area are important to its character and appearance. They can also be important ecological habitats. The protection of individual, or groups of, trees, important for their visual qualities, will continue where appropriate through the making of Tree Preservation Orders prohibiting the felling or undertaking of tree surgery, without the consent of the Borough Council.

2.32 Trees which define, soften or screen the edge of a built-up area or distinguish the built-up area from its countryside surroundings, are considered to be especially valuable. Proposals for major development within the plan area should where possible allow for the retention of trees and hedgerows, in order to soften the impact of the new developed areas and wherever possible, enhance those wildlife habitats which are important to the immediate surrounding locality of the proposed development. To facilitate the protection of hedgerows, the Borough Council will take account of the criteria contained in The Hedgerows Regulations, June 1997 (as may be amended or substituted). Management of trees, hedgerows and other features which are of major importance to locally important species of plants and animals will be sought, where appropriate. Landscaping and habitat creation schemes, including tree planting of locally native species, will also be sought in appropriate locations.
2.33 Consideration will be given to the protection of viable populations of those species that are subject to Section 9(4) of the Wildlife and Countryside Act 1981, EC Habitats Directive 92/43 (Annex IV) and EC Birds Directive 79/409 (Annex 1) or by any re-enactment, amendment or substitution of these provisions. English Nature should be consulted for further information on protected species, as required by PPG9.

POLICY EN2 Supplementing tree and hedgerow cover

2.34 IN IMPOSING LANDSCAPING CONDITIONS TO SECURE ADDITIONAL TREE AND/OR HEDGE PLANTING, THE BOROUGH COUNCIL WILL REQUIRE DEVELOPERS TO INCLUDE IN THEIR SCHEMES THE PLANTING OF INDIGENOUS TREES APPROPRIATE TO THE SETTING AND CHARACTER OF THE AREA AND A VARIETY OF OTHER INDIGENOUS PLANTS. ACCORDING TO CIRCUMSTANCES, THESE MAY INCLUDE GRASSES, HEATHLAND OR WETLAND SPECIES.

2.35 Native species are attractive to wildlife and are usually more suited to local soil and climatic conditions. Bracknell Forest Borough is located within the London Basin Natural Area as identified by English Nature. A profile of this Natural Area, including key species associated with the types of habitat occurring in the area, is presently being compiled for consultation. When adopted this profile will be used to identify species, and their origins, suitable for particular locations.

2.36 In order to provide further advice in these matters, the Borough Council has published a “Tree Planting Guide” which is supplementary planning guidance.

2.37 When assessing detailed development proposals, the Borough Council will seek details of the landscaping strategy to be implemented, including numbers of new trees, species, and measures for subsequent management. Innovatory measures in landscaping strategies including the effective irrigation of planted areas through rain water run-off will be welcomed. The “Tree Planting Guide” will be useful to guide developers in their choice of trees and appropriate groups of trees. In the case of outline planning applications, an existing tree survey will be required, in order to assess the impact of the proposal upon existing vegetation. However, there may be instances where other broad leaved varieties which, although not strictly indigenous to the area, may be acceptable to the type and location of a particular area or development proposal (for example, an industrial development within an existing employment area).
2.38 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT LIKELY TO HAVE A SIGNIFICANT EFFECT ON THE FOLLOWING AREAS UNLESS THEIR SPECIAL VALUE AND CHARACTER CAN BE PROTECTED OR THERE ARE IMPERATIVE REASONS OF OVERRIDING PUBLIC INTEREST:

(i) EXISTING AND POTENTIAL SPECIAL PROTECTION AREAS (SPAs);

(ii) EXISTING AND CANDIDATE SPECIAL AREAS OF CONSERVATION (SACS);

(iii) SITES OF SPECIAL SCIENTIFIC INTEREST (SSSIs).

THE BOROUGH COUNCIL WILL SEEK TO ENTER INTO AGREEMENTS CONCERNING ENHANCEMENT SCHEMES AS PART OF DEVELOPMENT PROPOSALS; THESE WILL INCORPORATE, WHERE APPROPRIATE, THE MANAGEMENT OF PUBLIC ACCESS INTO THE SITE.

2.39 Special Protection Areas (SPAs) and Special Areas of Conservation (SACs) are sites of international importance. They are designated under EC Natural Habitat, Wild Flora and Fauna, and Wildbirds Conservation Directives, and are intended to protect the habitats of threatened species of wildlife. An area between Bracknell and Crowthorne has been identified as a potential SPA. Windsor Great Park has also been listed as a candidate SAC.

2.40 The above mentioned potential SPA and the whole of the candidate SAC are also designated as Sites of Special Scientific Interest (SSSIs).

2.41 SSSIs are areas of special interest by reason of their flora, fauna, geological or physiological features. SSSIs enjoy statutory protection from works likely to have an adverse impact on their special interest, under the provisions of the Wildlife and Countryside Act 1981.

2.42 Proposals for development which may affect a SSSI, SPA or SAC will be subject to rigorous examination. The Borough Council will take into account the reason for applying the international or national designations in determining the weight to be attached to nature conservation interests. Specifically, the Borough Council wishes to safeguard these sites from development likely to have an adverse impact on their special interest. Adverse impact from development proposals outside a SSSI’s boundary will also be taken into consideration where relevant.

2.43 Whilst public access to these sites is sometimes desirable, this will be strictly controlled wherever overuse is likely to damage the ecology of the area. Some SSSIs are in private ownership. The designation of a SSSI does not necessarily signify a right of public access.
POLICY EN4  Local Nature Reserves, Wildlife Heritage Sites and Regionally Important Geological sites

2.44 PLANNING PERMISSION WILL NOT BE GRANTED ON OR NEAR LOCAL NATURE RESERVES, WILDLIFE HERITAGE SITES OR REGIONALLY IMPORTANT GEOLOGICAL/GEOMORPHOLOGICAL SITES UNLESS THE PROPOSED DEVELOPMENT WILL NOT AFFECT THE WILDLIFE AND HABITATS FOR WHICH THE SITE WAS DESIGNATED OR THE SPECIAL CHARACTER OF THE SITE.

DEVELOPMENT PROPOSALS ON THESE SITES MUST INCLUDE CONSERVATION OR ENHANCEMENT SCHEMES WHICH, WHERE APPROPRIATE, WILL SET OUT THE PROVISION FOR, AND MANAGEMENT OF, PUBLIC ACCESS TO AND WITHIN THEM.

2.45 The Borough contains a variety of different habitats. Local Nature Reserves (LNRs) contain habitats of local significance and can provide access to the countryside and assist in environmental education.

2.46 Wildlife Heritage Sites (WHS) define those areas which have been identified as having nature conservation interest according to criteria produced by the Berkshire Nature Conservation Forum. These criteria were first published in ‘A Nature Conservation Strategy for Berkshire 1991-1994’ and again when the Strategy was rolled forward into the ‘Nature Conservation Strategy for Berkshire 1994-1999’. The criteria were reviewed in 1998 and the revised criteria are now published in ‘A Review of Wildlife in Bracknell Forest Borough’ (March 1998). The criteria relate to both the intrinsic ecological value and/or the local community values of the sites for nature conservation. These sites are not afforded statutory protection through designation as Sites of Special Scientific Interest. Where new proposals would affect an area which is essential for migration, dispersal and genetic exchange because of its linear and continuous structure or function as a stepping stone or other locally distinctive habitat, the Borough Council will ensure that these “corridors”, habitats and their related species are provided for through the preparation of a planning brief for the site (see Policy H10).

2.47 The Borough Council will have regard to the relative significance of local designations in considering the weight to be attached to nature conservation interests. Specifically the Borough Council will seek to ensure that LNRs and WHSs are not affected adversely by development which is likely to have a detrimental effect on the nature conservation value of these sites.

2.48 Whilst public access to these sites is normally desirable, it may be restricted by ownership and in any event must be controlled, in order to preserve and protect the ecology of an area.

2.49 Ecological appraisals of the plan area have been carried out, and the results of these surveys have been taken into account during the identification of the major
residential sites identified in this Plan. Should other areas of ecological potential be identified in association with future development proposals e.g. ponds, unimproved grasslands, heath lands and geological features, the Borough Council will seek to retain these features as part of its development control function.

2.50 Regionally Important Geological/Geomorphological Sites (RIGS) are locally designated and are encouraged by English Nature. Although there are no identified RIGS in Bracknell Forest Borough at present, one or more such sites may well be designated within the plan period. The Borough Council will seek to ensure that RIGS are not adversely affected by development likely to have a detrimental impact on their special geological value.

### POLICY EN5  Agricultural land

2.51 DEVELOPMENT OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 1, 2, AND 3a) WILL BE PERMITTED ONLY IN EXCEPTIONAL CIRCUMSTANCES WHERE:

(i) THERE IS AN OVERRIDING NEED FOR IT; AND

(ii) THERE ARE NO SUITABLE OPPORTUNITIES FOR ITS ACCOMMODATION ON PREVIOUSLY DEVELOPED LAND, ON LAND WITHIN SETTLEMENT BOUNDARIES OR ON POORER QUALITY FARM LAND.

2.52 The Borough Council considers that the use of the best and most versatile agricultural land should be safeguarded from development not associated with agriculture unless the case for development on the site outweighs the need to protect the land and there are no other suitable sites on agricultural land of a lower quality. Where development does exceptionally take place on the best and most versatile agricultural land, it should be steered as much as possible towards the lowest possible grade(s) thereon, (e.g. Grade 3a), unless sustainability considerations indicate otherwise.

### POLICY EN6  Ancient monuments and archaeological remains of national importance

2.53 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE CHARACTER AND APPEARANCE OF ANCIENT MONUMENTS AND ARCHAEOLOGICAL REMAINS OF NATIONAL IMPORTANCE OR THEIR SETTINGS. WHERE APPROPRIATE, THE BOROUGH COUNCIL WILL REQUIRE BY CONDITION(S) OR SEEK BY AGREEMENT A CONSERVATION AND/OR ENHANCEMENT SCHEME WHICH MAY INCLUDE PUBLIC ACCESS MANAGEMENT ARRANGEMENTS.

2.54 Under the Ancient Monuments and Archaeological Areas Act 1979, scheduled ancient monuments enjoy statutory protection from development likely to have an
adverse impact on their character or appearance. In accordance with Government advice, there is a presumption in favour of preservation in situ of all nationally important archaeological remains and their settings whether scheduled or not. Therefore, development proposals will be resisted where they would involve significant alteration or damage, or would have a detrimental impact on the setting of visible remains. The Borough Council will encourage owners of important archaeological sites to maintain them in good order and will endeavour to set an example through the management of sites in its ownership.

POLICY EN7  Other important archaeological remains

2.55 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THOSE IMPORTANT ARCHAEOLOGICAL REMAINS WHICH ARE NOT THE SUBJECT OF POLICY EN6. IN ASSESSING PROPOSALS, THE BOROUGH COUNCIL WILL HAVE REGARD TO THE NEED TO PRESERVE THESE ARCHAEOLOGICAL REMAINS AND, WHERE APPROPRIATE, WILL REQUIRE AN ASSESSMENT OF THE SITE AND AN EVALUATION OF THE REMAINS PRIOR TO THE DETERMINATION OF THE PLANNING APPLICATION.

2.56 The existence of some archaeological remains are already known to the Borough Council, however, additional sites will continue to be identified as a result of new information and field work evaluation. The Borough Council will seek to ensure that adequate opportunity is given for the importance of the archaeological deposits to be assessed so that an informed judgement can be made on whether their value calls for preservation or further investigation. The Borough Council will ensure that any adverse effects of a development proposal upon these archaeological remains will be suitably mitigated. In such cases archaeological assessment and evaluation will be carried out by an accredited archaeologist, prior to planning permission being granted. The full significance of many sites is often unknown and so it is important that proper evaluation is undertaken early to establish their true value and to record or salvage artefacts and features which may be threatened by development and to explore the possibility of mitigating its impact by preservation of the remains in situ.
2.57 THE COUNTRYSIDE WILL BE PROTECTED FOR ITS OWN SAKE. OUTSIDE THE DEFINED SETTLEMENT BOUNDARIES, DEVELOPMENT WILL BE PERMITTED ONLY WHERE IT WOULD NOT ADVERSELY AFFECT THE CHARACTER, APPEARANCE OR FUNCTION OF THE LAND, WOULD NOT DAMAGE ITS LANDSCAPE QUALITY AND, WHERE CONSPICUOUS FROM THE GREEN BELT, WOULD NOT INJURE THE VISUAL AMENITIES OF THE GREEN BELT.

ANY DEVELOPMENT PERMITTED IN THE COUNTRYSIDE OUTSIDE THE GREEN BELT MAY INCLUDE:

(i) DEVELOPMENT REQUIRED FOR AGRICULTURE AND FORESTRY;

(ii) ESSENTIAL UTILITIES AND CEMETERIES WHICH CANNOT BE SITED WITHIN SETTLEMENT BOUNDARIES;

(iii) MINOR EXTENSIONS TO, REPLACEMENT OF, OR SUBDIVISION OF, EXISTING BUILDINGS, SUBJECT TO CRITERIA DEFINED IN POLICIES EN16, EN17, EN22 AND H6 OF THIS LOCAL PLAN;

(iv) THE RE-USE OF PERMANENT BUILDINGS WHICH ARE IN KEEPING WITH THEIR SURROUNDINGS, OR OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST, FOR SUITABLE ALTERNATIVE USES (INCLUDING RESIDENTIAL INSTITUTIONS IN EXTENSIVE GROUNDS) SUBJECT TO CRITERIA DEFINED IN EN9, EN17, EN22, E12 AND H11; AND

(v) PROPOSALS WHICH ARE ACCEPTABLE IN TERMS OF OTHER POLICIES IN THIS PLAN FOR:

(a) RECREATION DEVELOPMENT SUITABLE IN THE COUNTRYSIDE;

(b) THE DISPOSAL, RECYCLING OR TREATMENT OF WASTE.

2.58 The Borough Council is committed to protecting the character of the countryside for the benefit of present and future generations. Of particular concern is the need to maintain the distinction between built-up areas and the countryside by controlling the spread of development outside settlements. Within the plan area, the settlement limits have been reviewed and redefined to provide strong and defensible boundaries.

2.59 One of the functions of an area could be to prevent the coalescence of individual settlements, and Policy C6 of the Berkshire Structure Plan seeks to maintain the distinction between built-up areas and the countryside. These areas are subject to
development pressures which threaten their open and undeveloped character and, if left unrestrained, could lead to a merging of settlements. Consequently, development which would narrow or erode the physical and visual gap between settlements will be resisted.

**Dwellings required in connection with agriculture and forestry**

2.60 In the case of dwellings to accommodate farm or forestry workers, the Borough Council will expect the applicant to show why permission should be granted by establishing that any stated intentions to engage in farming or forestry are (a) genuine, (b) reasonably likely to materialise, and (c) capable of being sustained for a reasonable period of time. The applicant will be expected to present evidence to enable the application of a functional test as described in Annex I of PPG7 to be carried out. The objective of this test will be to establish that it is essential for a farm or forestry worker to live at or near his or her place of work.

2.61 Evidence will also be required to enable a financial test to be carried out in order to demonstrate that the proposed dwelling is needed in connection with a business (including any significant change in the nature or scale of the business) that has been planned on a sound financial basis.

2.62 In accordance with PPG7 new agricultural or forestry dwellings will be scrutinised thoroughly with the aim of detecting attempts to abuse the concession that the planning system makes for such dwellings. The functional and financial tests will be strictly applied and in cases where there is uncertainty about the proposal, planning permission will not normally be granted.

2.63 Where a proposal lies on the margins of acceptability, temporary accommodation may be permitted for a trial period. This would normally be for three years to enable the applicant to show conclusively that an on-site presence is justified in both functional and financial terms. Extensions to the trial period will not normally be granted in situations where the trial period has proved inconclusive.

2.64 Where accommodation is permitted for agricultural or forestry workers, the occupation of the accommodation by such workers will be restricted by planning conditions.

2.65 The Borough Council will restrict the size of the accommodation to the requirements of the enterprise rather than those of the owner or occupier. This will normally mean that the size of the accommodation will be restricted to that just sufficient to enable an on-site presence to be maintained.

2.66 For the avoidance of doubt, the tests and criteria set out in the above paragraphs will be applied both to applications for temporary accommodation, such as caravans and mobile homes, as well as to applications for permanent dwellings.

2.67 The keeping and breeding of horses for private, commercial or recreational use does not fall within the definition of “agriculture” as defined in the Town and Country
Planning Act 1990. However, when considering planning applications for accommodation required in association with horse related activities, the Borough Council will assess the proposals on the same basis as proposals for agricultural and forestry dwellings. The tests and criteria in the above paragraphs will therefore be strictly applied to planning applications for dwellings required in association with horses. The protection of horses from theft or injury will not by itself be sufficient to justify residential accommodation on a site.

**POLICY EN9**  Changes of use and adaptation of existing non-residential buildings outside settlements, outside the Green Belt

2.68 IN THE COUNTRYSIDE OUTSIDE THE GREEN BELT, THE CHANGE OF USE OR ADAPTATION OF AN EXISTING NON-RESIDENTIAL BUILDING WILL BE PERMITTED ONLY WHERE:

(i) THE BUILDING IS OF PERMANENT CONSTRUCTION AND ITS SCALE, DESIGN, BULK AND FORM ARE IN KEEPING WITH ITS SURROUNDINGS; AND

(ii) THE PROPOSED CHANGE OF USE OR ADAPTATION WOULD NOT REQUIRE EXTENSIVE ALTERATION OR REBUILDING; AND

(iii) THE PROPOSED CHANGE OF USE OR ADAPTATION WOULD NOT BE DETRIMENTAL TO THE CHARACTER OF THE BUILDING, ITS SURROUNDINGS AND LANDSCAPE SETTING; AND

(iv) THE PROPOSED CHANGE OF USE WOULD NOT RESULT IN MORE THAN 500 SQUARE METRES OF BUSINESS, INDUSTRIAL, DISTRIBUTION OR STORAGE (USE CLASSES B1 TO B8) FLOORSPACE; AND

(v) THE PROPOSAL WOULD NOT CAUSE SIGNIFICANT ENVIRONMENTAL, ROAD SAFETY OR TRAFFIC GENERATION, OR OTHER, PROBLEMS.

2.69 The change of use and adaptation of existing buildings outside settlements may assist in opportunities for the diversification of the rural economy. However, the Borough Council will examine applications for the change of use or re-use of existing buildings outside settlements with great care, particularly where permitting a proposal may lead to dispersal of activity on such a scale as to have a harmful effect on town or village vitality.

2.70 Proposals for change of use and adaptation should ensure that no extension will form part of the scheme. Only in exceptional circumstances will minor extensions, required to provide essential incidental facilities, be considered. Associated car
parking should be screened by existing buildings and landscaping and supplemented with appropriate landscaping and planting.

2.71 The Borough Council will pay special attention to design. The external appearance of the existing building should not be so altered by the insertion of additional openings, dormer windows or roof lights, the replacement of materials or the removal or insertion of other design features, that the result has little resemblance to the former building. In applying this Policy, the Borough Council will take account of the likely cumulative effect of a proposal, especially with regard to its visual impact on the surroundings and the generation of traffic on local roads.

2.72 Buildings which have become so derelict that they could be brought back into a new use only by complete or substantial reconstruction do not fall within the scope of this policy. The Borough Council will pay particular attention to applications where it has reasonable cause to believe that an attempt has been made to abuse the system by constructing a new farm building (with the benefit of permitted development rights or otherwise) with the intention of early conversion to another use.

**Changes from non-residential to residential use**

2.73 The creation of a new residential curtilage around a newly converted building can have a detrimental impact on the character of land outside settlements. The Borough Council will consider removing “permitted development” rights from new dwellings resulting from this policy where any further development would be likely to cause adverse impact on the open, rural and undeveloped character of the locality.

**Changes to business, industrial, distribution and storage uses**

2.74 In line with the Borough Council’s careful approach to new employment-generating floorspace and the aim of the Berkshire Structure Plan 1991-2006 to provide for local employment and business needs within an overall framework of restraint, the use of buildings for business, industrial, distribution or storage (BIDS) purposes will only be acceptable where it is small in scale. For the purpose of this policy, “small scale” will be defined as development involving a net increase in floorspace of up to 500 sqm. Higher floorspace limits could potentially involve an intensity of use that could be individually and cumulatively harmful to land outside defined settlement boundaries. Additionally, any higher floorspace limit would be contrary to strategic restraint policy and might be contrary to the objectives of securing sustainable development.

**Protected species**

2.75 When considering proposals for the change of use and adaptation of buildings, the Borough Council will consider whether provision for protected species is incorporated into any works which are proposed.

2.76 Development involving existing dwellings outside settlements, outside the Green Belt, are dealt with under Policy H6 of this plan.
2.77 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD HARM THE OPEN, RURAL OR UNDEVELOPED CHARACTER, THE SPECIAL LANDSCAPE QUALITIES OR THE FUNCTION, OF THE FOLLOWING AREAS:

(i) DEFINED AREAS OF SPECIAL LANDSCAPE IMPORTANCE:

(a) THE BLACKWATER VALLEY

(b) WINDSOR GREAT PARK

(ii) DEFINED AREAS OF LOCAL LANDSCAPE IMPORTANCE:

(a) CABBAGE HILL

(b) LAND SOUTH OF FOREST ROAD, WEST OF CHAVEY DOWN ROAD AND SOUTH WEST OF WARFIELD PARK.

2.78 Policy C8 of the BSP identifies areas of special landscape importance (ASLIs) that are considered strategically important. The boundaries of these areas are defined on the proposals map.

2.79 The Blackwater Valley is an extensive open area important for its landscape and as an important recreational resource. A study was published in 1976 which provided a detailed assessment of the landscape and character of the area. Much of the area has been worked for gravel. The lakes that have been formed as part of a restoration scheme are separated by narrow strips of land and bounded by perimeter hedgerows. The remaining area comprises farmland and meadow land which are bounded by trees which can restrict views across the lakes. Notwithstanding the artificial nature of the lakes, the area exhibits a rural setting for the surrounding housing. The area itself has considerable potential both as a landscape feature and as a recreational resource (see Policy R10).

2.80 The majority of the Windsor Forest lies in the adjoining Borough of Windsor and Maidenhead. However, the north east of the Borough does contain a long narrow strip of the Forest which has a distinctive wooded character. The area forms part of the Windsor Forest Site of Special Scientific Interest, and is a Wildlife Heritage Site.

2.81 The Borough Council will seek to protect the ASLIs from development which would detract from their rural character and special landscape qualities, including where relevant, land outside the defined areas.

2.82 Policy C5 of the BSP seeks to minimise the intrusion of development into the landscape through the identification of landscape features such as land form and tree cover which act as natural buffers which help to screen existing settlements. The slopes
of Cabbage Hill have a special character. They form an attractive and visually prominent rural landscape, containing The Cut, a water course. Cabbage Hill's natural, undeveloped boundary forms an important landscape buffer which defines the edge of development at Priestwood and separates residential development at Jocks Lane and Quelm Park.

2.83 The major areas of woodland to the south of Forest Road, west of Chavey Down Road and to the south west of Warfield Park, also have an important role in defining and screening existing development at Hayley Green and the Warfield Park Mobile Home Site, and development at Carnation Nursery and Whitegrove.

2.84 The Borough Council attaches great importance to the protection of these areas for the intrinsic benefit which they offer to the local community. They will be protected from development which would be prejudicial to their open, rural or undeveloped character and to their landscape qualities. In appropriate circumstances, the Borough Council will also encourage the planting of new buffer woodland and other enhancement measures where this would help to define the edge of settlements. In applying this policy to the Areas of Special Landscape Importance, the Borough Council will have especial regard to those criteria set out under Policy C8 of the Structure Plan which include scenic quality, sense of place and conservation interest.

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**POLICY EN11 Warfield Park Mobile Home Site**

2.85 DEVELOPMENT WILL BE PERMITTED ONLY WHERE IT DOES NOT DETRACT FROM THE CHARACTER OR APPEARANCE OF THE MOBILE HOME SITE.

2.86 Warfield Park Mobile Home Site covers 30 hectares and is located in the countryside area south of Forest Road, east of Whitegrove. The site is bounded to the north and south by woodland of considerable amenity value, and the mobile homes themselves are laid out in an attractive wooded setting. The Borough Council will seek to maintain the character of the site and ensure that the existing homes retain their secluded setting.

2.87 The Borough Council will ensure that any proposals to extend Warfield Park Mobile Home site beyond its existing EN11 policy boundary will be determined on the basis of the intrinsic character of the entire site as well as policies EN8 and EN10, if applicable, as shown on the Proposals Map.
Historic parks and gardens

2.88 DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD RESULT IN DAMAGE TO, OR THE EROSION OF, PARKS AND GARDENS OF SPECIAL HISTORIC INTEREST AND THEIR SETTINGS.

2.89 The Borough contains five entries in the National Register of Parks and Gardens of special historic interest in England, published by English Heritage in 1987. These include a narrow westerly swathe of the Windsor Great Park, together with the grounds of:

(i) Ascot Place, Winkfield;
(ii) Moor Close (within the grounds of Newbold College), Binfield;
(iii) South Hill Park, Bracknell;
(iv) Broadmoor Hospital, Crowthorne.

2.90 The inclusion of a site in the Register does not provide statutory protection, nor does it imply any additional powers to control development or work at such sites over and above normal planning powers. However, the historic interest of a park or garden and its setting is a material consideration in the determination of planning applications and the Borough Council will endeavour to protect them from development that may affect their special historic character, including any significant features which they may contain.

Water quality REPLACED BY CS1 - SUSTAINABLE DEVELOPMENT PRINCIPLES

2.91 WHERE RELEVANT, A MATERIAL CONSIDERATION IN THE DETERMINATION OF A PLANNING APPLICATION WILL BE THE EFFECT OF THE PROPOSAL UPON THE QUALITY OF GROUNDWATER AND THE LIKELY DEMAND FOR WATER.

2.92 It is the Borough Council’s intention to promote improvements to the quality of groundwater throughout the Borough. This might be achieved through such means as planning conditions and/or legal agreements.

2.93 The Borough Council considers that maintaining the quality of groundwater and rivers and minimising demand for water resources is important for a wide range of uses. Deteriorating groundwater quality can affect the supply of water for domestic, industrial and agricultural uses, general amenity, water based recreation, fisheries and nature conservation. The Borough Council will seek to address the land use implications of these concerns through discussion with the Environment Agency.

2.94 The Borough Council will seek the advice of the Environment Agency when considering proposals for development which appear to pose a significant risk to groundwater quality.
POLICY EN14  River corridors

2.95  PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT IN A RIVER CORRIDOR WHICH WOULD HAVE AN ADVERSE EFFECT ON NATURE CONSERVATION INTERESTS, FISHERIES OR THE OPEN CHARACTER OF THE LANDSCAPE. PROPOSALS WHICH WOULD REDUCE PUBLIC ACCESS OR MAKE IT LESS CONVENIENT, OR IMPAIR ESTABLISHED WATER-RELATED RECREATION, WILL NOT BE PERMITTED.

2.96  The Environment Agency considers the provision of environmentally interesting river corridors to be important to river management.

2.97  River corridors are of great importance in relation to water resources, water quality, nature conservation, fisheries and recreation. They often make a significant contribution to the character of the landscape. Although they are important in their own right, they can also form green links between habitats. These links can be crucial for the survival of wildlife and enhancement of wildlife habitats.

2.98  The Borough Council is committed to the protection and, wherever possible, enhancement of river corridors and appropriate public access and water related recreation. The Borough Council will generally be supportive of initiatives and proposals which will result in the conservation or enhancement of the natural elements of river corridors.

2.99  Proposals which are likely to have an adverse impact on important natural elements of the river corridor, existing public access, landscape quality or existing water based recreational activities will normally be resisted.

2.100  In protecting these important areas of open land, the Borough Council will, where appropriate, either seek by way of agreement or require by way of condition(s) the preparation of restoration or enhancement schemes as part of the development proposal.

POLICY EN15  Floodlighting

2.101  OUTSIDE SETTLEMENTS, PLANNING PERMISSION FOR EXTERNAL LIGHTING SCHEMES WILL BE GRANTED ONLY WHERE THEY WOULD HAVE NO ADVERSE EFFECT UPON THE CHARACTER OF THE SURROUNDING LAND, RESIDENTIAL AMENITY OR WILDLIFE AND WOULD NOT RESULT IN INTRUSIVE SKY GLOW.

2.102  The Borough Council is concerned to maintain the distinction between built up areas and the countryside. Lighting proposals such as those often required for the illumination of golf courses, driving ranges, equestrian activities and other
development in the rural areas, can cause light pollution which can have an adverse impact on the amenities of local residents.

2.103 The Borough Council will only give favourable consideration to lighting schemes which are energy efficient, where the impact of the lighting on the surrounding countryside is minimal and where the amenity of local residents is not affected significantly. Where lighting schemes are considered to be acceptable, hours of illumination will be controlled by the use of planning conditions where appropriate, and schemes will be expected to comply with the Borough Council’s guidelines relating to the reduction of light pollution, published separately from the Local Plan. Where local wildlife or wildlife habitats would be adversely affected, the Borough Council will require by condition or seek by agreement measures to mitigate the impact.

2.104 Not all lighting proposals require planning permission. However, examples of installations which would normally require planning permission, advertisement consent or listed building consent include:

(i) external lighting installations which materially alter the external appearance of a building;

(ii) lighting installations on listed buildings which materially affect their character;

(iii) illumination of outdoor advertisements; and

(iv) most forms of lighting on columns, for example, for the lighting of outdoor sports venues; or for security purposes.

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**POLICY EN16**—— Demolition of listed buildings

**2.105** Development proposals for the demolition of a building or structure included within the statutory list of buildings of special architectural or historic interest will only be granted in exceptional circumstances.

2.106 The Borough contains a number of buildings and other special features of architectural or historic importance which contribute to the character and quality of the Environment. Many buildings are listed by the Secretary of State for Culture, Media and Sport as being worthy of retention and enjoy statutory protection from demolition. Listed Building Consent is required for their demolition.

2.107 Government advice on conservation places the presumption in favour of the preservation of individual buildings but accepts that there will occasionally be cases where demolition is unavoidable. The Borough Council will have regard to issues such as the importance, character and setting of the building, its condition, the cost of repairing and maintaining it in relation to its importance and the value derived from its continued use. The Borough Council will also examine the adequacy of efforts
made to maintain the building, retain it in its present use, and the merits of alternative proposals for the site. In very exceptional cases, it may be that the planning benefits for the community may outweigh the loss resulting from the demolition of a listed building.

**POLICY EN17** Development proposals including the alteration, extension, or change of use of listed buildings

2.108 **ALTERATIONS, EXTENSIONS OR CHANGES OF USE TO BUILDINGS OR STRUCTURES INCLUDED WITHIN THE STATUTORY LIST OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST WILL BE PERMITTED ONLY WHERE THERE WOULD BE NO ADVERSE EFFECT ON:**

(i) **THE EXTERNAL OR INTERNAL FEATURES WHICH DEFINE THE CHARACTER OF THE BUILDING OR STRUCTURE; OR**

(ii) **THE SETTING OF THE BUILDING OR STRUCTURE.**

2.108 The statutory list protects listed buildings from inappropriate alterations which affect their character or setting and Listed Building Consent is required for such works. Once buildings are listed it is important to ensure that they are properly maintained. This will normally be the responsibility of individual owners.

2.110 The character of a building, and in some cases part of its historic interest, is often derived from its setting. This can vary from the garden or grounds of a building, to its position within a formal street. For example, gardens or grounds may have been laid out to complement the design or function of a building. Accordingly, the local planning authority will seek to ensure that there is no adverse impact on the setting of a listed building as a result of inappropriate development.

2.111 The best use for a listed building is normally the one for which it was originally designed and wherever possible this use should continue. However, it is recognised that in some cases, this is no longer viable or practical. In such cases, it will be necessary to find appropriate, alternative uses to prevent deterioration through vacancy and lack of maintenance, and thus secure the building’s future. The issue of conservation and economic viability in the use of historic buildings is highlighted in PPG15. The two objectives need not conflict. Since economic activity changes over time, new uses are very often the key to a building’s conservation and will assist in giving the building a new lease of life.

2.112 When considering proposals for change of use of a listed building, the Borough Council will also have regard to BFBLP Policies EN8, EN9, EN22, GB1, GB2, GB4 and H6, relating to development in the countryside, other forms of residential development outside settlements and development in the Green Belt.
2.113 IN CONSIDERING PROPOSALS FOR DEVELOPMENT IN A CONSERVATION AREA, THE BOROUGH COUNCIL WILL PAY SPECIAL ATTENTION TO THE DESIRABILITY OF PRESERVING OR ENHANCING THE CHARACTER OR APPEARANCE OF THAT AREA.

2.114 Under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Borough Council may determine which parts of their area are of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, and designate these areas as conservation areas.

2.115 The designation of such areas ensures protection by requiring consent to be obtained for demolition, by limiting permitted development rights and by extending the protection of trees. The Borough Council will also require detailed design consideration of the design of new development proposals.

2.116 There are three conservation areas, two of which are in Warfield and Winkfield, comprising churches and various other buildings adjacent or in the immediate vicinity which contribute to the setting of the church or the area in general. Some of the buildings are listed in their own right, whilst others are included because of their contribution to the value of the group.

**Easthampstead neighbourhood centre**

2.117 Easthampstead was the second neighbourhood to be built in accordance with the Bracknell Master Plan between 1958 - 1962, forming part of the original New Town. Point Royal, a seventeen storey block of residential flats, provides the focal point of the area. The Borough Council considers that the architecture of the buildings and their relationship with surrounding spaces and landscaping, together with the historical association of the neighbourhood, also merit conservation area status, which was designated on 7 November 1996.

2.118 From time to time consideration will be given to the review of existing boundaries and further designations.

**POLICY EN19 --- Demolition in conservation areas**

2.119 IN CONSIDERING PROPOSALS FOR THE DEMOLITION OF A BUILDING OR STRUCTURE IN A CONSERVATION AREA, THE BOROUGH COUNCIL WILL PAY SPECIAL ATTENTION TO THE DESIRABILITY OF PRESERVING OR ENHANCING THE CHARACTER OR APPEARANCE OF THAT AREA.
IN PARTICULAR, THE BOROUGH COUNCIL WILL NEED TO BE SATISFIED THAT:

(i) ADEQUATE EFFORTS HAVE BEEN MADE TO RETAIN IT; AND

(ii) IT IS INCAPABLE OF REASONABLE BENEFICIAL USE (HAVING REGARD TO THE CONDITION OF THE BUILDING, THE COST OF REPAIRING AND MAINTAINING IT IN RELATION TO ITS IMPORTANCE AND TO THE VALUE DERIVED FROM ITS CONTINUED USE); OR

(iii) IT MAKES LITTLE OR NO CONTRIBUTION TO THE CHARACTER OR APPEARANCE OF THE AREA; AND

(iv) THE MERITS OF THE ALTERNATIVE PROPOSALS FOR REDEVELOPMENT OUTWEIGHT THE CONTRIBUTION OF THE EXISTING BUILDING OR STRUCTURE TO THE PRESERVATION OR ENHANCEMENT OF THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA.

DEMOLITION WILL BE PERMITTED WHERE THERE ARE APPROVED DETAILED PLANS FOR REDEVELOPMENT.

2.120 Conservation area consent is required under the Planning (Listed Buildings and Conservation Areas) Act 1990, for the demolition of buildings in the Borough’s Conservation Areas. Unlisted buildings can make a positive contribution to the visual character of an area and should be retained. However, there will be instances where demolition and replacement would be acceptable, such as where the building or structure makes little or no positive contribution to the character of the conservation area, and its replacement would make a better contribution to it. In such cases, the demolition will normally only be permitted where detailed plans for redevelopment are acceptable and the onus will be on the applicant to put forward a case for demolition and replacement.

2.121 Every proposal for new development in a conservation area will be considered in terms of its effect on the character and appearance of the area. New buildings should also be appropriate in terms of their overall design, scale and materials and in their relationship with adjoining buildings. Whilst it is not necessary for a new building to directly imitate an earlier style, it should be designed having regard to its location within an area recognised for having a well established character and appearance of its own.
2.122 IN THEIR DETERMINATION OF APPLICATIONS FOR PLANNING PERMISSION, THE BOROUGH COUNCIL WILL HAVE REGARD TO THE FOLLOWING CONSIDERATIONS:

(i) BE IN SYMPATHY WITH THE APPEARANCE AND CHARACTER OF THE LOCAL ENVIRONMENT AND APPROPRIATE IN SCALE, MASS, DESIGN, MATERIALS, LAYOUT AND SITING, BOTH IN ITSELF AND IN RELATION TO ADJOINING BUILDINGS, SPACES AND VIEWS;

(ii) RETAIN BENEFICIAL LANDSCAPE, ECOLOGICAL OR ARCHAEOLOGICAL FEATURES AND, WHERE REASONABLE, ENHANCE THESE FEATURES;

(iii) ENSURE THAT THE DESIGN OF THE DEVELOPMENT PROMOTES, OR WHERE NECESSARY Creates, LOCAL CHARACTER AND A SENSE OF LOCAL IDENTITY;

(iv) PROVIDE ADEQUATE SPACE FOR PRIVATE USE AND VISUAL AMENITY, WHERE APPROPRIATE;

(v) PROVIDE APPROPRIATE LAYOUT AND DESIGN FEATURES TO IMPROVE PERSONAL AND GENERAL SECURITY, INCLUDING THE NATURAL SURVEILLANCE OF PUBLIC SPACES, INCLUDING FOOTPATHS, ROADS AND OPEN SPACE;

(vi) AVOID THE LOSS OF IMPORTANT OPEN AREAS, GAPS IN FRONTAGES AND NATURAL OR BUILT FEATURES (SUCH AS TREES, HEDGES, WALLS, FENCES AND BANKS) WHICH IT IS DESIRABLE TO RETAIN;

(vii) NOT ADVERSELY AFFECT THE AMENITY OF SURROUNDING PROPERTIES AND ADJOINING AREA;

(viii) NOT BE PREJUDICIAL TO THE PROPER FUTURE DEVELOPMENT OF A LARGER AREA IN A COMPREHENSIVE MANNER.

2.123 Whilst there will be a general presumption in favour of development in accordance with the BSP and all relevant policies of this local plan, not all individual proposals will be acceptable. It is neither practicable nor desirable to identify all sites within the plan area with the potential for development and this policy indicates the considerations that will be taken into account in deciding planning applications.

2.124 Each of the criteria listed under this policy will need to be satisfied in order for a proposal to be acceptable. The applicant will be expected to address each issue in such a way as to enable the Borough Council to form a judgement as to acceptability.
Even if all the above design criteria are addressed, a scheme may still not be acceptable where, for example, the cumulative impact of several development proposals would have an unacceptable effect upon the character of the locality. The Borough Council will encourage the enhancement of any existing beneficial landscape, ecological or archaeological features.

2.125 Within the built-up areas, it is considered important to safeguard those buildings, undeveloped areas and specific features, which contribute to the character and attractive qualities of the built environment e.g. South Hill Park and Lily Hill Park.

2.126 Encouragement will be given to proposals for environmental improvement within the built-up areas of the Borough. In considering development proposals, opportunities will be sought to enhance the quality of the built environment. Environmental improvements will normally be directly related in nature and scale to the proposed development. When looking at areas for possible environmental improvements, ways of incorporating trees and landscaping requirements will be taken into account.

2.127 Within the limitations of advice from the Department of Transport, Local Government and the Regions regarding control over design matters, and discussion on improving the quality of the built environment, the Borough Council considers that some guidance is required to ensure that any development proposed in the Borough is designed in such a way as to have regard to the existing character of an area and harmonise with existing surroundings, particularly where the development abuts the countryside. Such areas are particularly vulnerable to insensitive development. The Borough Council will have regard to BSP Policy C5 which provides guidance for minimising the effect of such development particularly on the edges of settlements.

2.128 Large uniform areas of housing are to be avoided by the provision of a variety of site layouts, densities and a sensitive use of open space and landscaping. Whilst a variety of house types and sizes is appropriate on larger developments, the grouping together of houses of similar design can create identifiable areas and a sense of place.

2.129 The design of the development should also be looked at in context with that of the surrounding area to see whether any particular good practices, or design features can be interpreted in the new development. For example, it may be appropriate to reflect the use of vernacular architecture in the older parts of the Borough, such as Winkfield and Warfield, and the former New Town. This would contribute to the new development’s ‘sense of place’. The high standard and quality of existing open spaces and pedestrian routes should be reflected in new designs.

2.130 All new building is likely to have some effect on the established character of an area. The Borough Council will assess the particular impact of each proposal against a character appraisal of the area. Particular regard will be paid to the established character of residential areas when considering proposals for infilling with new housing or building on rear garden land (backland development). The latter will only be acceptable if it meets all the criteria set out in the policy.
2.131 The character of an area is normally determined by physical and visual factors such as:

(i) density of the existing development;

(ii) size of individual plots and properties;

(iii) established building lines;

(iv) patterns of development;

(v) established landscape features;

(vi) uses and types of materials.

2.132 When considering individual planning applications, the Borough Council will also seek to balance the need to make effective use of developable land against the need to respect existing residential character and amenity. The Borough Council’s standards referred to above will be applied with some flexibility in cases where existing character and amenities are an issue.

2.133 Adverse effects on the amenity of surrounding properties and adjoining areas will often occur in the following situations:

(i) where new windows would result in overlooking and a serious reduction in privacy;

(ii) where new driveways are constructed alongside rear garden boundaries;

(iii) where new walls, particularly involving extensions of two storey or higher, are located alongside rear garden boundaries.

2.134 To assist in implementing the above policy, the Council will apply the approved standards regarding privacy and related issues which are set out in supplementary planning guidance published separately.

2.135 Where development is proposed and is likely to have a significant effect on the existing urban fabric, the Borough Council will encourage the preparation of an urban design appraisal.

2.136 In a further step towards securing a high quality environment particularly in new development areas, Policy H10 seeks the preparation and approval of planning briefs for residential sites over 1 hectare, and on smaller sites if the Borough Council considers that the site has significant urban design implications in the locality. A similar approach may be appropriate for mixed or commercial developments.

2.137 Encouragement will be given to maximising the re-use and redevelopment of derelict or under used land or buildings in built-up areas. “Sustainable” development should be achieved through energy efficient design and layout, and the reuse of building materials wherever possible. Designers should consider the potential
opportunities for harnessing passive solar gain and making the best use of micro-climates. Other energy-saving measures such as water recycling, should be incorporated wherever practicable. Where new materials are used, the Borough Council will particularly encourage those with the minimum impact on natural resources in terms of production, energy efficiency during use, and future disposal or reuse. The Borough Council will encourage designs which can be adapted to different uses, thereby extending the lifetime of buildings provided such development would have no adverse impact on the character of the surrounding area.

2.138 Natural landscape features such as trees and hedgerows, as well as the topography of the area, contribute most to the quality of the local environment. However, man-made features such as buildings of character may also be important. Applicants must demonstrate that such features have been taken into account in formulating development proposals.

2.139 Wherever possible existing wildlife habitats and natural features of the site should be incorporated into the design of the new development and protected during the development process. Development should also, where possible, minimise the amount of impermeable surface, avoid excessive run off and protect existing water courses.

2.140 In certain cases, it may not be possible for all potentially developable land to be brought forward for development at one time. In such cases, the Borough Council will wish to be satisfied that proper provision is made to enable comprehensive development to take place in the future. However, the appropriateness of such comprehensive development will need to be assessed having regard to the other criteria; it will not normally be a determining factor in itself.

2.141 An adverse impact on the character of an area can be created by the insensitive design of facilities such as access roads, footpaths and car parking areas. Whilst proper consideration will be given to the safety and convenience of all road users, care will be taken to ensure that these features do not dominate new development. Contributions will be sought in accordance with Policy SC1.

2.142 In addition to proper provision for access and car parking, highway works in conjunction with small site schemes will be promoted. Contributions towards the provision of highway works wherever they are considered appropriate and related to the proposed development will be sought from applicants/developers through conditions on planning permissions or through the creation of a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).

Flats and open space

2.143 The Borough Council will have regard to the amount and character of communal space provided in association with development involving flats. These areas should be designated as useable, accessible, attractive and private for residents as far as possible. The Borough Council will exclude from the calculations of useable open space, strips of marginal landscaping, areas which are steeply sloping,
excessively shaded, wooded or overlooked and spaces set aside for laundry, dustbin storage and car parking.

Commercial development

2.144 Small scale development on new and existing employment sites and within settlement boundaries will continue. Such proposals will normally be acceptable having regard to such considerations as traffic generation, car parking, access and servicing, the effect upon the amenities of adjoining land uses or residential properties, and the character of the area in which the proposal is situated. In appropriate cases, development proposals will be expected to provide a high standard of landscaping.

Settlements adjoining the Green Belt

2.145 In accordance with PPG2, the visual amenities of the Green Belt should be protected, and the siting, materials and design of new development should not prejudice the purposes of including land in Green Belts. Special consideration will therefore be given to the design of all new development, particularly where it is conspicuous from and within the Green Belt.

POLICY EN21 Crime and Design REPLACED BY CS7 - DESIGN

2.146 A MATERIAL CONSIDERATION IN THE DETERMINATION OF PLANNING APPLICATIONS WILL BE PUBLIC SAFETY AND CRIME PREVENTION, ESPECIALLY WITH REGARD TO THE SITING, DESIGN AND LAYOUT OF BUILDINGS AND OPEN SPACES, LANDSCAPING AND LIGHTING SCHEMES.

2.147 The Borough Council supports the Home Office “Secured by Design” initiative, and shares the view that the layout of all new development and the design of individual buildings can often influence safety in the urban environment. The initiative seeks to “design out” crime opportunities, and reduce crime and the fear of crime. Informal surveillance can be provided through the siting and design of new buildings. Where possible development should front onto public spaces such as footpaths, walkways and areas of public open space. Surveillance of adjoining areas should be improved wherever possible, to reduce the opportunity for crime. Public and private areas should also be clearly defined.
POLICY EN22  Designing for accessibility

2.148 A MATERIAL CONSIDERATION IN THE DETERMINATION OF A PLANNING APPLICATION WILL BE THE PROVISION OF CONVENIENT ACCESS, PARKING SPACES AND FACILITIES FOR PEOPLE WITH DISABILITIES. IN ASSESSING THE TYPE AND AMOUNT OF PROVISION, THE BOROUGH COUNCIL WILL HAVE REGARD TO THEIR ADOPTED “DESIGN STANDARDS ON ACCESSIBILITY”.

2.149 Convenient access for all members of the population should be provided in all development schemes. This will benefit people with disabilities, the elderly, the infirm and those with young children. Alterations to shop fronts should, where practicable, provide access for people with disabilities.

2.150 Legislation requires that buildings which are to be used by the public should make appropriate provision for the needs of the people with disabilities. The Borough Council approved standards for convenient access, parking and other facilities are published separately as supplementary planning guidance.

2.151 Where the development involves works to a building of historic interest, the Borough Council will consider the adoption of a flexible approach to facilitate access.

POLICY EN23  Advertisements

2.152 PROPOSALS FOR NEW, OR THE REPLACEMENT OF EXISTING, ADVERTISEMENTS SHALL BE IN KEEPING WITH THE CHARACTER OF THE LAND OR BUILDINGS UPON WHICH THEY ARE DISPLAYED IN TERMS OF SIZE, DESIGN, ILLUMINATION AND USE OF MATERIALS. CONSIDERATION WILL BE GIVEN TO WHETHER SCOPE EXISTS FOR THE RATIONALISATION OF EXISTING ADVERTISEMENTS.

2.153 In considering applications for consent to display advertisements, the Borough Council will have regard to the interests of amenity and public safety. Where necessary, the Borough Council will seek the removal of existing signs, where their function is duplicated or where they detract from the appearance or character of the area. In appropriate circumstances, the Borough Council will seek additional control over the display of advertisements in residential areas.
2.154 A MATERIAL CONSIDERATION IN THE DETERMINATION OF A PLANNING APPLICATION CONCERNING A MAJOR DEVELOPMENT SCHEME WILL BE THE PROVISION OF PUBLIC ART. REGARD WILL BE HAD TO THE PROVISION OF NEW WORKS OF ART AND THE CONTRIBUTION MADE BY ANY SUCH WORKS TO THE APPEARANCE OF THE SCHEME AND THE CHARACTER OF THE AREA.

2.155 “Public art” includes all building and landscape related works of art. It offers the prospect of more attractive and distinctive buildings and open spaces.

2.156 The Borough Council will take into account the contribution which public art works can make to the external appearance of buildings and the physical environment generally. The Borough Council will encourage public art works when considering planning applications for development and will take such features into account in determining the overall merits of planning applications.

2.157 For the purposes of Policy EN24 major development schemes are defined as being those public and private sector schemes which fulfil at least one of the following criteria:

(i) new buildings, refurbishment or enhancement schemes involving capital investment in excess of £1 million;

(ii) schemes proposed in a prominent position in the urban landscape or which affect a significant view;

(iii) schemes which are likely to have a significant impact upon the physical character of the surrounding area;

(iv) schemes which are community, civic, health or educational based and for which the provision of a public art contribution will help to foster civic pride;

(v) infrastructure schemes including new roads, and public transport networks.

2.158 The Borough Council adopted supplementary planning guidance on public art in January 1995. This is published separately and the Borough Council will have regard to it as appropriate.
2.159 DEVELOPMENT WILL NOT BE PERMITTED IF IT WOULD GENERATE UNACCEPTABLE LEVELS OF NOISE, SMOKE, GASES, FUMES, EFFLUENT, VIBRATION, DUST OR OTHER ENVIRONMENTAL POLLUTION WHICH WOULD ADVERSELY AFFECT THE AMENITIES OF THE OCCUPIERS OF BUILDINGS, OR PERSONS USING OUTDOOR SPACE. NEITHER WILL PERMISSION BE GRANTED IN LOCATIONS CLOSE TO EXISTING USES WHICH GENERATE INCOMPATIBLE LEVELS OF POLLUTION, FOR USES VULNERABLE TO THESE EMISSIONS SUCH AS HOUSES, SCHOOLS AND HOSPITALS.

2.160 High levels of noise and environmental pollution are associated with transport, industrial & commercial developments, construction and waste disposal and minerals sites, and sporting and recreational activities, for example.

2.161 The Borough Council is particularly concerned with controlling the impact of noise and pollution on the environment, especially where it affects homes, schools or hospitals. This is equally applicable to the urban and rural environments. The Borough Council will also seek to protect workplaces from inappropriate levels of noise where this is controlled through planning and/or other legislation and guidance.

2.162 Any proposals for new development which are considered to be acceptable, but may have an adverse impact on the quality of the environment or suffer from existing noise or pollution, will be permitted only where effective controls can be incorporated through the use of planning or other statutory regulatory mechanism. Exposure to noise may be minimised by the use of sound insulation and other noise attenuation methods.

2.163 During the implementation of development, the Borough Council is aware that there can be short term disturbance to existing local residents while development takes place. Disturbance is often in the form of smoke, dust, noise and vibration. As far as is practicable the Borough Council will aim to ensure that disturbance is minimised through measures such as wheel washing.
2.164 DEVELOPMENT FOR ENERGY GENERATION WILL BE PERMITTED PROVIDED THAT IT WOULD NOT:

(i) CREATE ENVIRONMENTAL PROBLEMS; OR

(ii) RESULT IN INCONVENIENCE OR DANGER ON THE PUBLIC HIGHWAY; OR

(iii) RESULT IN A HAZARD OR HAZARDS PREJUDICIAL TO THE FUTURE USE OF THE ENERGY GENERATION SITE OR TO SURROUNDING LAND.

2.165 Energy generation might be allied to waste disposal facilities or include completely new technologies; for example, bio-mass cropping. In either event, the likelihood is that large areas of land accommodating substantial buildings or plant will be required and may therefore be visually and physically intrusive. Whilst the technologies, like bio-mass crops, do not need planning permission, ancillary facilities require assessment and should not be allowed to outweigh environmental, safety, amenity or locational considerations.

2.166 The generation of energy, particularly where it involves incineration, has given rise to concern over the possibility of pollutant emissions affecting both the immediate site and the surrounding land. Development resulting in the application, generation or emission of any hazardous substances precluding the use of any land will need to be controlled.

2.167 The fact that energy generation will require large areas of land and substantial buildings and plant suggests that long term investment will be required. Extended Government examination of the topic of pollution infers a need to ensure that the future use of any land is not precluded as a result of contamination.
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Economy

Issues and approach

Economy policies in context

3.1 The strategy proposed in the Berkshire Structure Plan (BSP) is for a careful approach towards additional employment generating development, whilst at the same time creating the conditions and providing the flexibility needed for the local economy to weather the effects of the recent recession and to retain its competitiveness and prosperity.

3.2 The Local Plan integrates the economy policies and environmental objectives, by containing new business development to the town centre and to the main employment areas rather than using “greenfield” sites.

3.3 To assist in the implementation of policy, the Borough Council will produce annual economic strategy statements with the help of other bodies; for example, the Thames Valley Economic Partnership.

Business, industrial, distribution and storage land and premises (BIDS)

3.4 For the purposes of this plan, BIDS uses are defined as business, industrial, distribution and storage Use Classes (B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987).

3.4 Within the Bracknell Town Centre boundary (see Inset map 1), BIDS development is generally considered acceptable in principle, subject to detailed site considerations, such as access and car parking. Within the defined employment areas in the Borough, BIDS development will normally be acceptable except where the proposal would result in the construction of a building with a gross floor area exceeding a percentage of the site area.

3.6 Further employment growth will normally be considered acceptable within settlement boundaries provided it is relatively small scale, and in accordance with the Berkshire Structure Plan.
3.7 BIDS development outside the defined employment areas will only be acceptable where it does not have an adverse effect on the surrounding area.

3.8 In order to protect the diversity of the employment base the Borough Council will promote the retention of general industrial and storage and distribution premises and would only expect to see B2 and B8 premises lost to other uses e.g. housing and recreation, where environmental and other benefits accrue.

3.9 The stock of general industrial land and premises in the Borough has been decreasing for a number of years largely as a result of the 1987 Use Classes Order and the changing employment structure in the town, which is moving away from the more traditional manufacturing base. In order to maintain a wide range of local job opportunities and a variety of premises the Borough Council will promote through negotiation the retention of industrial, distribution and storage floorspace in any proposals for the development of land in these use classes.

3.10 However, where appropriate, the Borough Council may support the reuse, or redevelopment of general industrial, distribution and storage premises or sites to other uses e.g. affordable housing in accordance with Policies H8 and H10; recreational proposals in accordance with Policies R1 and R2. The Borough Council will ensure that all new development does not generate overriding environmental, road safety or traffic generation problems.

3.11 It is anticipated that further industrial and warehousing development will be directed to the established employment areas where such development has been traditionally located.

Development in the retail areas of Bracknell

3.12 The Borough Council aims to enhance the vitality and viability of Bracknell Town Centre by promoting the town centre as the most appropriate location for major retail development. To this end, the Borough Council has previously permitted the major redevelopment of the north eastern part of the town centre for a scheme including retail, food and drink, library and car parking.

3.13 In order to increase the vitality and viability of the town centre, different but complementary uses both during the day and in the evening, will be encouraged. To avoid an over concentration of non-retail uses, the town centre is divided into a “primary” shopping area, where a proliferation of non-retail uses will be resisted and a “secondary” area, where other uses will be considered.

3.14 Charles Square has the potential to be a more visually exciting area. The space in front of the shop units provides for activity to spill out on the pavement. There is the potential for a selection of bars and eating establishments extending the uses of the town centre into the night.

3.15 Located on the edge of the town centre, the Peel Centre adds to the town centre’s attractiveness to shoppers travelling to the town. Applications for further retail
warehousing on other sites will be considered carefully in relation to their impact on the town centre or any nearby centre.

3.16 The other centres, parades and individual shops will continue to provide for the day to day needs of the locality, for example a grocers or a post office.

**Small businesses**

3.17 One of the Borough Council’s key policies is to facilitate the provision of small business units. For the purposes of the local plan, small scale development is defined as development smaller than 500sqm.

3.18 The Borough Council is concerned about a lack of premises to meet the needs of small businesses, and there are often problems of flexibility regarding expansion in situ. The Borough Council is addressing this issue by encouraging proposals that would accommodate small businesses.

3.19 Many small businesses could be successfully run from a private residence. Working from home may be acceptable, providing the character of the building remains primarily residential, and the character and environment of the local area is not adversely affected by increased traffic movements.

3.20 The Borough Council will promote the provision of alternative accommodation for non-conforming uses and small firms seeking to expand.

**Rural economy**

3.21 Outside the urban areas development will generally be resisted except where making appropriate reuse of buildings.

3.22 The Borough Council recognises that traditional land uses, such as agriculture, do not result in significant levels of employment in the Borough and that the greatest effects on the countryside are likely to be on the appearance of the landscape and character of the locality, rather than the number of jobs created.

3.23 The Borough Council sees diversity as the catalyst for continuing vitality in rural areas. The approach taken will allow for small scale changes of use, appropriate to a rural location.
Objectives:

3.24

(i) To encourage employment development in appropriate locations having regard to environmental issues and transport considerations, especially public transport services.

(ii) To encourage a diverse employment base and to resist the loss of industrial premises.

(iii) To encourage the improvement of shopping and related facilities in Bracknell Town Centre in accordance with strategic guidelines.

(iv) To maintain and enhance the shopping centres and parades in the Borough.

(v) To allow for appropriate diversification of the rural economy.
POLICY E1 Development in Bracknell Town Centre

3.25 WITHIN BRACKNELL TOWN CENTRE THE BOROUGH COUNCIL WILL PERMIT DEVELOPMENT, REDEVELOPMENT AND ENHANCEMENTS WHICH:

(a) ADD MATERIALLY TO, STRENGTHEN AND IMPROVE THE RETAIL AREA, TOWN CENTRE DIVERSITY, ENVIRONMENTAL QUALITY, VITALITY AND VIABILITY; AND

(b) REJUVENATE AND REGENERATE THOSE PARTS OF THE TOWN CENTRE CHARACTERISED BY POOR TOWNSCAPE QUALITY.

SUCH DEVELOPMENT WILL BE ACCEPTABLE WHERE IT:

(i) HAS NO ADVERSE CONSEQUENCES FOR THE ENVIRONMENT, ROAD SAFETY, TRANSPORT INFRASTRUCTURE, TRAVEL DEMAND, LOCAL LABOUR AND HOUSING MARKETS;

(ii) IMPROVES PUBLIC TRANSPORT SERVICES AND PEDESTRIAN AND CYCLE ACCESS/FACILITIES;

(iii) IS OF A DESIGN WHICH WOULD IMPROVE TOWNSCAPE QUALITY AND MAKE A POSITIVE CONTRIBUTION TO URBAN DISTINCTIVENESS;

(iv) INCLUDES A MIX OF USES, ESPECIALLY THOSE THAT WOULD ENHANCE THE EVENING ECONOMY;

(iv) PROVIDES NEW RESIDENTIAL ACCOMMODATION;

(vi) PROVIDES FOR THE RETENTION OF EXISTING RESIDENTIAL AND OTHER KEY TOWN CENTRE USES;

(vii) HAS NO ADVERSE IMPACT ON THE VITALITY AND VIABILITY OR PRESENT ROLE OF EXISTING PARTS OF THE PRIMARY SHOPPING AREA OF THE TOWN CENTRE; AND

(viii) RETAINS AND ENHANCES THE SETTINGS OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC IMPORTANCE.
Bracknell Town Centre

3.26 Bracknell has a failing town centre. There has been a steady decline in its status as a shopping centre over recent years and parts of the built environment are unattractive - there is therefore an urgent need for some measure of regeneration in Bracknell Town Centre. The decline in retailing and poor townscape quality is particularly evident in Broadway and Crossway and this detracts from the quality of the town centre as a whole. The town centre has a limited range of land uses and a poorly developed evening economy. The town centre is accessible although some pedestrian routes and open spaces are unappealing. The Bracknell Town Centre Urban Design Framework, the Borough Council's supplementary planning guidance published separately from the Local Plan, contains a thorough analysis of the current quality and condition of the town centre.

3.27 Bracknell is currently identified in the Berkshire Structure Plan shopping centre hierarchy as a major town centre. It is therefore a centre that should draw trade from its own urban area and hinterland. However it is currently failing to fulfil that role. Shopping surveys reveal that some 70 - 80% of comparison spending generated by residents within the 10-minute drive time area of Bracknell Town Centre is diverted to other centres and out-of-town stores. Bracknell Town Centre needs a measure of redevelopment and regeneration if it is to recover from decline. This need is urgent.

3.28 The Borough Council considers that only major redevelopment will address Bracknell’s decline. Retail capacity studies have indicated that the town centre could accommodate a further 22500 sqm to 32500 sqm retail floorspace up to 2006. This figure relates to the net increase in comparison goods net sales area. It does not include convenience goods floorspace or any floorspace for other land uses that may be appropriate within a shopping centre (e.g. financial and professional services, food and drink and leisure). This is an indication of the amount of additional shopping floorspace that is needed during the term of the Local Plan to begin to remedy Bracknell’s current problems but is not presented as a target or a ceiling. The Borough Council will continue to monitor shopping provision and retail capacity in Bracknell Town Centre. Any shortfall in provision will be the subject of additional development after 2006, provided it is supported by a further retail capacity study.

3.29 In considering development proposals that include retail floorspace the Borough Council will have regard to strategic planning guidance and Policy E5 (Hierarchy of shopping centres) and Policy E6 (Shopping) of this plan as well as all of the provisions of Policy E1.

3.30 The Borough Council will give encouragement to redevelopment proposals that build on the current strengths of the town centre. The Borough Council considers that these strengths are the town centre’s compactness and pedestrianised, well-maintained and safe environment as well as its easy accessibility by all transport modes.

3.31 The Borough Council considers that new retail development needs to be well related to, and integrated with, the existing primary shopping area. All development proposals will be examined to ensure that they are complementary and compatible
with sustaining and enhancing the town centre. All development proposals within Bracknell Town Centre will need to have regard to the Bracknell Town Centre Urban Design Framework.

Impact of the development

3.32 The Borough Council is seeking to promote sustainable development and will carefully assess development proposals to ensure that they do not have adverse consequences for the environment, road safety or transport infrastructure, travel demand or local labour or housing markets. The Borough Council considers that it is important from a sustainability viewpoint that development makes provision for improvements to public transport services and pedestrian and cycle access and facilities in appropriate cases. The town centre is the focus for public transport in Bracknell and is accessible to pedestrians and cyclists. The Borough Council will therefore seek sensible restraint in the provision of car parking facilities related to development proposals.

3.33 Where relevant, development proposals should be accompanied by an Environmental Impact Assessment in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. Planning applications should be accompanied by transport assessments which aim to promote a realistic choice of access by walking, cycling and public transport, as well as by car, and which promote sustainable freight distribution. Proposals for development will be unacceptable where they would result in significantly adverse environmental or road safety impacts or where there would be an adverse effect on transport infrastructure or the balance between employment growth and local labour supply which would give rise to significant pressure for additional housing and longer distance commuting.

Mixed use development and key town centre uses

3.34 The encouragement of mixed use development, the provision of new housing development and the retention (and expansion) of key town centre uses in Bracknell Town Centre are important in securing sustainable development, creating an evening economy and enhancing town centre vitality and viability. Key town centre uses that add variety and complement the primary retail and employment uses include: small businesses, residential accommodation, health facilities, cultural, leisure, entertainment and civic uses, the library, markets, food & drink establishments, visitor accommodation and education facilities.

3.35 The proposed detailed disposition of land uses within Bracknell Town Centre and traffic management matters, including car parking, are issues which will be addressed during the preparation of a Bracknell Town Centre Strategy. This strategy will be prepared at the earliest opportunity, in the light of the outcome of the planning applications for the redevelopment of Bracknell Town Centre, and published separately from the Local Plan as supplementary planning guidance.
Listed buildings

3.36 Existing buildings of special architectural or historic importance will be retained. Proposals for any form of development which would affect the setting of a listed building will be expected to enhance that setting.

POLICY E2 Development in defined employment areas

3.37 WITHIN THE DEFINED EMPLOYMENT AREAS, DEVELOPMENT FOR BUSINESS, INDUSTRIAL, DISTRIBUTION AND STORAGE USES WILL BE PERMITTED EXCEPT WHERE THE PROPOSAL WOULD RESULT IN;

(i) THE CONSTRUCTION OF BUILDINGS WITH A GROSS FLOOR AREA EXCEEDING 60% OF THE SITE AREA; OR

(ii) INCONVENIENCE OR DANGER ON THE PUBLIC HIGHWAY OR VISUAL, OTHER ENVIRONMENTAL OR OTHER PROBLEMS.

3.38 Development for business, industrial, distribution and storage uses will generally be acceptable within the defined employment areas provided there is no detrimental impact on the character of the locality in which the proposal is situated and there are no overriding highway, road safety or environmental considerations, including traffic generation, car parking, access and servicing.

3.39 The flexibility offered by the Use Classes Order has led to the redevelopment and change of use of several former industrial/manufacturing premises to B1 office use. The Borough Council’s view is that without adequate size control such development could result in a very significant increase in employment generating floorspace, not in accordance with the BSP’s generally careful approach to further BIDS development.

3.40 The increased use of underground car parking in such schemes and the lack of functional constraints on heights of buildings, has led to a considerable intensification of built development in these areas. This in turn will result in highway capacity problems and additional housing pressures which will also be contrary to strategic objectives. An intensification of built development can also lead to physical problems of overbearing, bulky development and a lack of space between buildings.

3.41 The control set out in (i) above has been derived through a study of employment development in the Borough and will be applied to new development, redevelopment and extensions in conjunction with the Borough Council’s vehicle parking standards. By limiting the level of development, the over intensification of development and the reduction of open space will be avoided, and the character of the employment area will be maintained. It is expected that most proposals for BIDS development will have a plot ratio of less than 60% but the policy will be applied flexibly so that a higher plot ratio may be justified in exceptional cases. Proposals which include “Company Travel Plans” (considered under Policy M9) would qualify as an exceptional circumstance.
3.42 Proper consideration will need to be given to road safety issues and traffic generation. Proposals must demonstrate that the impact of a scheme on the existing roads and issues such as potential congestion will be assessed. Other problems can arise from new development, for example adverse noise generation. Proposals will be considered in relation to the potential adverse impact on the amenities in the area.

3.43 Proposals for the change of use of buildings or land with an existing BIDS use must also satisfy the criteria set out in Policies BU1 and BU3 of the Berkshire Structure Plan 1991-2006.

POLICY E3 Employment development on land within settlement boundaries but outside defined employment areas and Bracknell Town Centre REPLACED BY CS19 - LOCATION OF EMPLOYMENT DEVELOPMENT

3.44 WITHIN SETTLEMENT BOUNDARIES, BUT OUTSIDE DEFINED EMPLOYMENT AREAS AND BRACKNELL TOWN CENTRE, DEVELOPMENT FOR BUSINESS, INDUSTRIAL, DISTRIBUTION AND STORAGE USES WILL BE PERMITTED EXCEPT WHERE IT WOULD RESULT IN:

(i) INCONVENIENCE OR DANGER ON THE PUBLIC HIGHWAY OR VISUAL, OTHER ENVIRONMENTAL OR OTHER PROBLEMS; OR

(ii) A NET INCREASE OF FLOORSPACE EXCEEDING 500 SQUARE METRES; OR

(iii) AN ADVERSE EFFECT ON THE CHARACTER OF THE AREA.

3.45 The Borough Council will encourage small scale (i.e. not exceeding 500 sqm) development on new and existing employment sites within settlement boundaries. Such development will only be acceptable where there are no overriding highway or environmental constraints and there is no detrimental effect upon the character of the area in which the proposal is situated. For example, a B2 use could cause noise pollution, fumes and vibration. A diversity of uses may be acceptable in appropriate locations, as long as they do not adversely affect the character of the surrounding land uses.

3.46 In line with the Borough Council’s careful approach to new employment generating floorspace, any new development should not result in more than 500 sqm. This limits major development to the defined employment areas and Bracknell Town Centre, whilst still allowing for small businesses outside of the defined employment areas.

3.47 Any employment development resulting in the loss of habitable accommodation, particularly small units above shops, or shopping floorspace, will be critically assessed in relation to Policies H11, E6 and E8.

3.48 A high standard of landscaping will be expected in all development proposals (see Policies EN1 and EN2).
3.49 DEVELOPMENT INVOLVING A VARIETY OF SIZES AND TYPES OF BUILDING FOR THE FOSTERING OF NEW BUSINESSES AND THE EXPANSION OF SMALL EXISTING ONES WILL BE PERMITTED IN APPROPRIATE LOCATIONS EXCEPT WHERE IT WOULD RESULT IN:

(i) INCONVENIENCE OR DANGER ON THE PUBLIC HIGHWAY OR VISUAL, OTHER ENVIRONMENTAL OR OTHER PROBLEMS; OR

(ii) AN ADVERSE EFFECT ON THE CHARACTER OF THE AREA.

3.49 Small businesses provide a range of job opportunities and assist in the maintenance of a balanced local economy. There is often a shortage of suitable accommodation for new small businesses, existing businesses wishing to expand and businesses which are inappropriately located in residential areas. The Borough Council seeks to encourage development which meets the needs of these firms or fulfils a local need, within the overall careful approach in the BSP. Small units of less than 100 sqm (including small industrial starter/nursery units), will be particularly encouraged. Proposals to amalgamate individual units will not normally be supported. Where appropriate, the Borough Council will seek to prevent this happening by attaching a condition to the planning permission.

3.51 On land outside settlements in the countryside, the proliferation of small individual units can have a detrimental effect upon the character of the area. Therefore, the Borough Council will consider the cumulative effect of several small units when assessing development proposals. The development will be assessed on whether the form, bulk and general design of the buildings are in keeping with their surroundings (see Policies EN8, EN9, EN10, EN20, EN22, EN25, GB1 and GB4). The Borough Council will also assess the location of the land concerned, bearing in mind such aspects of sustainability as the need to minimise the length and number of trips, especially by private motor vehicle.

3.52 PROPOSALS FOR SHOPPING DEVELOPMENT SHOULD GENERALLY BE CONSISTENT WITH THE ROLE OF EACH OF THE CENTRES AND PARADES SET OUT BELOW (AND ALSO BE CONSISTENT WITH POLICY E1 IN THE CASE OF TOWN CENTRE PROPOSALS) HAVING REGARD TO THE FOLLOWING HIERARCHY OF SHOPPING CENTRES AND PARADES.

(i) MAJOR TOWN CENTRES: BRACKNELL TOWN CENTRE

(ii) SMALL TOWN CENTRES:

(a) SANDHURST CENTRE (WEST OF SWAN LANE)
(iii) VILLAGE AND NEIGHBOURHOOD CENTRES:
(a) TERRACE ROAD SOUTH, BINFIELD
(b) BULLBROOK
(c) CROWN WOOD
(d) EASTHAMPSTEAD
(e) GREAT HOLLANDS
(f) HANWORTH
(g) HARMANS WATER
(h) PRIESTWOOD
(i) WILDRIDINGS
(j) WHITEGROVE
(k) FOREST PARK
(l) MARTINS HERON
(m) BIRCH HILL

(iv) LOCAL PARADES:
(a) STATION PARADE, DUKES RIDE, CROWTHORNE
(b) YORKTOWN ROAD, COLLEGE TOWN, SANDHURST
(c) YORKTOWN ROAD (EAST OF SWAN LANE) SANDHURST
(d) OLD MILLS PARADE, HIGH STREET, SANDHURST
(e) YEOVIL ROAD, SANDHURST
(f) FERNBANK ROAD, ASCOT
(g) NEW ROAD, ASCOT
(h) WARREN ROW, ASCOT

3.53 It is considered that new shopping development will improve the facilities available to shoppers in the Plan area and often such proposals can assist in bringing about environmental and servicing improvements to existing shopping areas.
3.54 Each of the identified shopping centres and parades performs an important function in order to maintain the vitality and viability of the Borough’s shopping facilities.

3.55 Bracknell is designated in Structure Plan Policy S1 as one of 4 major town centres in the County which draw trade mainly from their own urban areas and their immediate hinterlands and which occupy the third tier of the strategic shopping hierarchy below the regional centre of Reading and the sub-regional centres of Slough and Windsor. The role of Bracknell Town Centre provides a focus for the Borough, a sense of place and community identity. It contains a wide range of shopping facilities but also a number of other uses such as community, recreation, entertainment, municipal and other business uses, all of which are highly accessible to the community. For reasons of accessibility, the town centre should be the focus for retail and leisure developments within the Borough that attract many trips. However, the retail function should remain the main focus for the vitality and viability of the town centre and should continue to underpin the economy of the town centre.

3.56 Smaller town centres act as providers of local services which are easily accessible to everyone, such as post offices and pharmacists. Neighbourhood centres, village centres and local parades provide a wide range of services which reduce the need to travel to other areas. These centres should be promoted and maintained.

POLICY E 6 Shopping REPLACED BY CS21 - TOWN CENTRES AND CS22 - OUT OF TOWN CENTRE RETAIL DEVELOPMENT

3.57 SHOPPING DEVELOPMENT WILL BE ACCEPTABLE EXCEPT WHERE THE PROPOSAL WOULD:

(1) ON ITS OWN OR WITH;

   (i) EXISTING DEVELOPMENT; OR

   (ii) SITES WITH OUTSTANDING PLANNING PERMISSION; OR

   (iii) DEVELOPMENT PROPOSALS PROMOTED BY THIS PLAN CONTAINING SHOPPING PROVISION;

ADVERSELY AFFECT THE VITALITY AND VIABILITY OF OTHER NEARBY SHOPPING CENTRES OR PARADES; OR

(2) RESULT IN THE LOSS OF INDUSTRIAL, DISTRIBUTION OR STORAGE PREMISES, RESIDENTIAL ACCOMMODATION, AN IMPORTANT ENTERTAINMENT OR LEISURE USE OR A NET REDUCTION IN OPEN SPACE OF PUBLIC VALUE; OR

(3) CREATE ENVIRONMENTAL, ROAD SAFETY, TRAFFIC GENERATION OR OTHER PROBLEMS.
THE BOROUGH COUNCIL WILL APPLY A SEQUENTIAL TEST TO PROPOSALS FOR RETAIL DEVELOPMENT EXCEEDING 500 SQUARE METRES. SUCH DEVELOPMENT WILL BE EXPECTED IN THE FIRST INSTANCE TO BE LOCATED IN THE DEFINED TOWN CENTRES OF BRACKNELL, CROWTHORNE AND SANDHURST (WEST OF SWAN LANE) WHERE SITES OR BUILDINGS SUITABLE FOR RETAIL DEVELOPMENT ARE AVAILABLE AND VIABLE. WHERE A DEVELOPER CAN DEMONSTRATE THAT SUCH SITES OR BUILDINGS ARE NOT AVAILABLE OR VIABLE THEN THE FOLLOWING SEQUENTIAL ORDER OF PREFERENCE WILL BE APPLIED:

(a) SITES ON THE EDGE OF THE DEFINED TOWN CENTRES OF BRACKNELL, CROWTHORNE AND SANDHURST (WEST OF SWAN LANE) WHERE THE DEVELOPER CAN DEMONSTRATE A NEED FOR THE PROPOSED RETAIL DEVELOPMENT;

(b) THE VILLAGE AND NEIGHBOURHOOD CENTRES SET OUT IN POLICY E5;

(c) THE PARADES SET OUT IN POLICY E5;

(d) OUT-OF-CENTRE LOCATIONS ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT WHERE THE DEVELOPER CAN DEMONSTRATE A NEED FOR THE PROPOSED RETAIL DEVELOPMENT.

3.58 All proposals for shopping development will be considered against Berkshire Structure Plan (BSP) Policy S4. All the shopping centres and parades set out in Policy E5, and defined on the Proposals map, are likely to be appropriate locations for retail development. New shopping development will be encouraged in the existing centres and parades in order to maintain and enhance their role in line with the shopping centre hierarchy.

3.59 In line with Planning Policy Guidance Note 6 (PPG6) and the Structure Plan, new retail development comprising 500 sq m or more will preferably be located in the town centres of Bracknell, Crowthorne or Sandhurst. Where this is not possible (say, due to lack of suitable sites, inadequate servicing arrangements or access difficulties) then edge-of-centre sites will be considered provided that, in accordance with national policy guidance, a need for the proposed retail development can be demonstrated by the applicant. Only in exceptional circumstances and, again only if a need for the proposed retail development can be demonstrated by the applicant, will out-of-centre sites be considered appropriate; and furthermore, only if they can be accessed by a choice of means of transport. The Borough Council will expect applicants to demonstrate that all potential town centre sites have been thoroughly assessed before less central sites are considered for key town centre uses.
3.60 Not all retail proposals will be acceptable. There are other considerations that will need to be taken into account when determining planning applications, for example, the volume of service traffic.

3.61 It is envisaged that most of the new retail space within village centres, neighbourhood centres and local parades will take the form of change of use to retail of units currently in non-retail use. This will be encouraged.

3.62 In accordance with Policies EN8, EN10 and GB1, shopping development will be resisted where such proposals would have an unacceptable impact on the defined land outside settlements, areas of landscape importance or Green Belt.

3.63 Shopping development is defined as being those uses which are classified as being in Class A1 (shops) use as defined by the Town and Country Planning (Use Classes) Order 1987.

3.64 In order to maintain a variety of premises and enhance the vitality of shopping centres and parades, proposals for retail uses, such as supermarkets, superstores, retail warehouses, retail parks and warehouse clubs will be resisted on existing and allocated general industrial, distribution and storage (IDS) sites taking into account that aim of the ‘Issues and Approach’ section to this chapter which promotes the retention of such premises. A similar approach is applied to proposals for retail uses involving the loss of residential accommodation and open space of public value (see Policies H11 and R1).

3.65 Shopping development which would result in the loss of important entertainment or leisure uses such as a restaurant, public house or cinema, will be resisted where the loss of that particular use will prejudice the Borough Council’s policy of encouraging an evening economy, result in the loss of a use that serves an important function in the local community or have a detrimental impact on the vitality and viability of the nearby shopping centres or parades.

3.66 Shopping development, including the installation of new shopfronts, will be expected, among other things, to be in sympathy with the appearance and character of the local environment (see Policy EN20) and to provide convenient access and facilities for people with disabilities in accordance with the Borough Council’s adopted standards (see Policy EN22).
3.67 THE CHANGE OF USE OF RETAIL UNITS TO CLASS B1 BUSINESS USES WILL NOT BE PERMITTED AT GROUND FLOOR LEVEL WITHIN THE DEFINED:

(i) CROWTHORNE CENTRE RETAIL AREA;
(ii) SANDHURST CENTRE (WEST OF SWAN LANE) RETAIL AREA;
(iii) VILLAGE AND NEIGHBOURHOOD CENTRES;
(iv) LOCAL PARADES;

AND AT GROUND FLOOR LEVEL AND THE DEFINED FIRST FLOOR LEVELS IN THE BRACKNELL TOWN CENTRE RETAIL AREA.

3.68 The Borough Council considers that business development (Class B1) is generally inappropriate to the retail function, character and appearance of most shopping areas. Such uses do not rely on visiting members of the public for their trade and so do not attract shoppers. Consequently, such uses may reduce the vitality and viability of these areas as places to shop. Furthermore, business uses do not require shop window displays and their locations within shopping areas may create dead frontages and fragment shopping activity. Although business uses are unlikely to be acceptable on the defined first floor levels of the Bracknell Town Centre Retail Area, in the other retail centres identified above, business uses may be acceptable above ground floor level or in basements or in outbuildings to the rear of shops, except where the development would result in the loss of residential accommodation (see Policy H11). Any works associated with such business use at any of the lower order centres should not adversely affect their primary function as a retail area.

3.69 For the avoidance of doubt, this policy also applies to all proposals for business development (Class B1) on the ground and first floor levels of the Princess Square shopping centre and 57-67 High Street (currently occupied by Bentalls) where business development will be strongly resisted.
3.70 OUTSIDE THE DEFINED:

(i) BRACKNELL TOWN CENTRE RETAIL AREA;
(ii) CROWTHORNE CENTRE RETAIL AREA;
(iii) SANDHURST CENTRE (WEST OF SWAN LANE) RETAIL AREA;
(iv) VILLAGE AND NEIGHBOURHOOD CENTRES;
(v) LOCAL PARADES;

THE CHANGE OF USE OF SHOP UNITS (A1) TO OTHER USES WILL ONLY BE ACCEPTABLE WHERE THERE IS NO ADVERSE EFFECT UPON THE AVAILABILITY OF LOCAL SHOPPING FACILITIES.

3.71 The variety of individual shops outside the defined shopping areas serve an important local retail function. The loss of these, particularly local shops such as newsagents, small supermarkets, grocers shops or post offices, often affects the range of facilities available to less mobile shoppers. The Borough Council will seek to ensure that such shop units continue to provide services to local residents and will be particularly concerned about the loss of village and neighbourhood shops located outside the defined centres and parades which play a crucial role in maintaining viable communities.

3.72 When considering the change of use of shop units in areas outside settlements, the Borough Council will have regard to the effect of the proposal on the character of the area (see Policies EN8, EN10 and GB1).

3.73 WITHIN:

(a) BRACKNELL TOWN CENTRE PRIMARY SHOPPING AREA; AND
(b) THE RETAIL CORE AREA OF CROWTHORNE;

THE CHANGE OF USE OF EXISTING SHOPS OR THE OCCUPATION OF NEW PREMISES FOR NON-RETAIL USES WILL ONLY BE PERMITTED WHERE THE PROPOSAL:
(i) WOULD RESULT IN A CHANGE TO USES WITHIN USE CLASSES A2 (FINANCIAL AND PROFESSIONAL SERVICES) OR A3 (FOOD AND DRINK); AND

(ii) WOULD NOT CREATE A CONTINUOUS FRONTAGE OF MORE THAN 12 METRES OF NON-RETAIL USE; AND

(iii) WOULD NOT RESULT IN NON RETAIL USES (OF ANY CLASS) OCCUPYING MORE THAN 22% OF THE OVERALL DEFINED FRONTAGE AREA WITHIN THE BRACKNELL TOWN CENTRE PRIMARY SHOPPING AREA OR 44% OF THE DEFINED FRONTAGE AREA WITHIN THE RETAIL CORE AREA OF CROWTHORNE; AND

(iv) WOULD NOT ADVERSELY AFFECT THE RETAIL CHARACTER, VITALITY, VIABILITY AND ATTRACTIVENESS OF THE BRACKNELL TOWN CENTRE PRIMARY SHOPPING AREA OR RETAIL CORE AREA OF CROWTHORNE; AND

(v) WOULD NOT ADVERSELY AFFECT THE AMENITIES OF NEIGHBOURING RESIDENTS

3.74 The primary shopping area of Bracknell Town Centre and the retail core of Crowthorne are important to the character, vitality and viability of those centres.

3.75 The Borough Council will seek to protect against the creation of “dead frontages” which can lead to the fragmentation of the primary and retail core shopping areas.

3.76 The Borough Council will promote development which contributes towards the diversity, environmental quality, vitality and viability and enhances the provision of class A1 (shops) within the primary shopping area of Bracknell Town Centre and the retail core area of Crowthorne. Encouragement will be given to mixed use developments and in particular development that enhances the evening economy, however, there is a level of concentration beyond which the retail character of the areas would be adversely affected and the attraction reduced. The Borough Council will expect that these areas will remain restricted to a high proportion of retail uses. Therefore, the Borough Council will not allow non-retail uses to undermine the retail function of the defined primary and retail core areas.

3.77 The Borough Council considers that any significant increases in the proportion of non-retail uses would cause harm to the vitality and viability of Bracknell Town Centre primary shopping area and the retail core of Crowthorne. The precise boundaries of the primary and secondary areas of Bracknell Town Centre will be reviewed in the light of any proposals for town centre redevelopment made in accordance with Policy E1.
3.78 For the purposes of this policy, “non-retail” refers to uses outside Class A1 of the Town and Country Planning (Use Classes) Order 1987.

A3 (food and drink) uses

3.79 The Borough Council may approve a change of use from A1 (shops) to A3 (food and drink) that conflicts with criterion (ii) or (iii) of this policy, but only where such a change would be of exceptional benefit to maintaining the vitality and viability of the shopping centre. It is considered that changes of use from A1 to A3 of units fronting directly onto Charles Square are likely to provide such benefits, allowing activity to spill out into the Square. In such situations, the Borough Council will seek to restrict future changes of use which might otherwise be permitted without the need for express planning permission.

3.80 The Borough Council will be particularly careful to ensure that changes of use to takeaways, restaurants and other A3 uses do not adversely affect the amenities of neighbouring properties. In particular, the Borough Council has approved supplementary planning guidance regarding opening hours.

Design

3.81 The design of shop fronts for A2 (financial and professional services) and A3 uses will be expected to integrate within the retail street scene and avoid the creation of dead frontages. This may include the creation of windows with displays or design features that create variety and interest in the street scene. Design will, among other things, also be expected to be in sympathy with the appearance and character of the local environment (see Policy EN20) and to provide convenient access and facilities for people with disabilities in accordance with the Borough Council’s adopted standards (see Policy EN22).

Area definition

3.82 For the purposes of this policy the retail core area of Crowthorne applies to ground floor levels only. The defined Bracknell Town Centre primary shopping area applies to ground floor areas only except in the case of 57-67 High Street (currently occupied by Bentalls) where both the ground and first floor are, for the purposes of this policy, within the primary shopping area. In the case of Princess Square, the primary shopping area only applies to the ground floor level of Princess Square.

Retail frontage

3.83 For the purposes of calculating the percentage of frontage in non-retail use the term “frontage” refers to the length of defined frontage area, as shown on the proposals map, that is currently occupied by any uses outside use class A1. If a unit is currently vacant the last use of the unit will be taken into consideration. Changes of use permitted, but unimplemented and unexpired will be counted in the implementation of the policy.
3.84 The Bracknell Town Centre primary shopping area is divided into five sub-frontages on the proposals map (High Street north, High Street south, Charles Square east, Charles Square west and Princess Square). Within each of the sub-areas the amount of defined frontage in non-retail use may increase to 27% subject to the overall non-retail frontage in the whole primary area not exceeding 22%. A percentage figure of 44% is considered appropriate for the retail frontage of the retail core area of Crowthorne.

3.85 These percentage figures have been derived through a survey of existing premises in the Bracknell Town Centre primary shopping area and the retail core area of Crowthorne. These surveys established the existing length of retail frontage in each centre. By restricting concentrations of non-retail uses to 12 metre frontages (broadly equating to two shop units) there will be no adverse effect on the coherence of either retail area. By estimating the total length of shopping frontage which could be converted to non-retail uses without contravening the 12 metre criterion, it is possible to calculate the percentage of shopping frontage which should be retained. This criterion will be applied flexibly where an acceptable change of use would result in a frontage of non-retail uses marginally over 12 metres and unlikely to adversely affect the vitality and viability of the centre.

Uses outside Class A

3.86 Proposals for business development (Class B1) within Bracknell Town Centre primary shopping area and the retail core area of Crowthorne will be strongly resisted (see Policy E7). Proposals for other uses outside Use Class A will not normally be permitted unless they would complement the retail function or significantly contribute to the diversity, environmental quality, vitality and viability of the area.

3.87 Non-retail uses are likely to be acceptable above ground floor level or in basements or in outbuildings to the rear of shops that are within the retail core area of Crowthorne, except where they would result in the loss of residential accommodation (see Policy H11) or adversely affect the primary retail function of the area.

POLICY E10 Non-retail uses in Bracknell Town Centre secondary shopping area, Crowthorne retail area outside the retail core area and Sandhurst Centre (west of Swan Lane).

3.88 WITHIN:

(a) BRACKNELL TOWN CENTRE SECONDARY SHOPPING AREA; AND

(b) CROWTHORNE RETAIL AREA OUTSIDE THE RETAIL CORE AREA; AND

(c) SANDHURST CENTRE (WEST OF SWAN LANE);

THE CHANGE OF USE OF EXISTING SHOPS OR THE OCCUPATION OF NEW PREMISES FOR NON-RETAIL USES WILL ONLY BE PERMITTED WHERE THE PROPOSAL:
WOULD RESULT IN A CHANGE TO USES WITHIN USE CLASSES A2 (FINANCIAL AND PROFESSIONAL SERVICES) OR A3 (FOOD AND DRINK); EXCEPT THAT IN RESPECT OF FIRST FLOOR PREMISES IN PRINCESS SQUARE, CHARLES SQUARE AND BROADWAY IN BRACKNELL TOWN CENTRE SECONDARY SHOPPING AREA A CHANGE TO USES WITHIN CLASSES D1 (NON-RESIDENTIAL INSTITUTIONS) OR D2 (ASSEMBLY AND LEISURE) WOULD ALSO BE ACCEPTABLE; AND

WOULD NOT ADVERSELY AFFECT THE RETAIL CHARACTER, VITALITY, VIABILITY AND ATTRACTIVENESS OF THE BRACKNELL TOWN CENTRE SECONDARY SHOPPING AREA, CROWTHORNE RETAIL AREA OUTSIDE THE RETAIL CORE AREA OR SANDHURST CENTRE (WEST OF SWAN LANE); AND

WOULD NOT ADVERSELY AFFECT THE AMENITIES OF NEIGHBOURING RESIDENTS.

3.89 The A1 (shop) uses within the Bracknell Town Centre secondary area and the defined retail area of Crowthorne outside the retail core area are important to the character and viability of the centres. The Sandhurst shopping centre also has an important role within the Borough’s shopping hierarchy. Non-retail uses can make a contribution to the range of goods and services offered in these shopping areas and provide diversity for the centres as a whole.

3.90 The Borough Council will seek to protect against the creation of “dead frontages” which can lead to the fragmentation of these shopping areas.

3.91 The Borough Council will promote development which contributes towards the diversity, environmental quality, vitality and viability and enhances the provision of class A1 within Bracknell Town Centre secondary retail area, Crowthorne retail area outside the retail core area and Sandhurst Centre (west of Swan Lane). Encouragement will be given to mixed use developments and in particular development that enhances the evening economy. These retail areas are considered a more appropriate location for A2 and A3 uses than the Bracknell Town Centre primary shopping area and the retail core area of Crowthorne. However, in order that the retail viability of these areas is not threatened, the Borough Council will seek to avoid an over concentration of non-retail uses. Therefore, the Borough Council will not allow non-retail uses to undermine the retail function of the defined Bracknell Town Centre secondary retail area, Crowthorne retail area outside the retail core area and Sandhurst Centre (west of Swan Lane).

3.92 The Borough Council considers that any significant increase in the proportion of non-retail uses would cause harm to the vitality and viability of Bracknell Town Centre secondary shopping area, Crowthorne retail area outside the retail core area and
Sandhurst Centre (west of Swan Lane). The precise boundaries of the primary and secondary areas of Bracknell Town Centre will be reviewed in the light of the major retail development currently proposed.

3.93 For the purposes of this policy, “non-retail” refers to uses outside Class A1 of the Town and Country Planning (Use Classes) Order 1987.

A3 (food and drink) uses

3.94 The Borough Council will be particularly careful to ensure that changes of use to takeaways, restaurants and other A3 uses do not adversely affect the amenities of neighbouring properties. In particular, the Borough Council has approved supplementary planning guidance regarding opening hours.

Design

3.95 The design of shop fronts for A2 (financial and professional) and A3 uses will be expected to integrate within the retail street scene and avoid the creation of dead frontages. This may include the creation of windows with displays or design features that create variety and interest in the street scene. Design will, among other things, also be expected to be in sympathy with the appearance and character of the local environment (see Policy EN20) and to provide convenient access and facilities for people with disabilities in accordance with the Borough Council’s adopted standards (see Policy EN22).

Area definition

3.96 The Crowthorne retail area outside the retail core area and Sandhurst Centre (west of Swan Lane) comprises ground floor levels only. The secondary shopping area of Bracknell Town Centre comprises all ground floor properties within the Bracknell Town Centre retail area outside the identified primary shopping area, and the defined first floor levels of Princess Square, Charles Square and Broadway.

3.97 For the purposes of this policy, the defined Crowthorne centre southern area lies within the Crowthorne retail area to the south of the retail core.

Uses outside Class A

3.98 Proposals for business development (Class B1) within Bracknell Town Centre secondary shopping area, Crowthorne retail area outside the retail core and Sandhurst Centre (west of Swan Lane) will be strongly resisted (see Policy E7). Proposals for other uses outside Use Class A will not normally be permitted, with the
exception of Use Classes D1 and D2 at first floor level in Princess Square, Charles Square and Broadway, Bracknell, unless they would complement the retail function or significantly contribute to the diversity, environmental quality, vitality and viability of the area. Non retail uses are, however, likely to be acceptable above ground floor level or in basements or in outbuildings to the rear of shops that are within Crowthorne retail area outside the retail core and Sandhurst Centre (west of Swan Lane), except where they would result in the loss of residential accommodation (see Policy H11) or adversely affect the primary retail function of the area.

POLICY E11 Village and neighbourhood centres and local parades

3.99 WITHIN:

(a) VILLAGE AND NEIGHBOURHOOD CENTRES; AND

(b) LOCAL PARADES;

THE CHANGE OF USE OF EXISTING SHOPS OR THE OCCUPATION OF NEW PREMISES FOR NON-RETAIL USES WILL ONLY BE PERMITTED WHERE THE PROPOSAL:

(i) WOULD RESULT IN A CHANGE TO USES WITHIN USE CLASSES A2 (FINANCIAL AND PROFESSIONAL SERVICES) OR A3 (FOOD AND DRINK); AND

(ii) WOULD NOT ADVERSELY AFFECT THE STANDARD OF LOCAL RETAIL PROVISION; AND

(iii) WOULD NOT ADVERSELY AFFECT THE AMENITIES OF NEIGHBOURING RESIDENTS.

3.100 The Borough Council considers that village and neighbourhood centres and local parades (defined in Policy E5 of this plan) perform an important role, providing a range of goods and services close to residential areas.

3.101 The Borough Council will seek to protect against the creation of 'dead frontages' which can lead to the fragmentation of the secondary shopping areas.

3.102 The change of use of shops to non-retail uses (including uses within Classes A2 Financial and Professional Services and A3 Food and Drink) will be resisted, in the centres defined in this policy, where this would adversely affect the level and standard of local shopping provision. The Borough Council will be particularly concerned about the loss of important local shops, such as the only newsagent, small supermarket, grocers shop or post office available locally.

3.103 Cafes, restaurants and takeaways however, can help to maintain the vitality of shopping areas, particularly where shop vacancy levels may be increasing. Such proposals may be acceptable provided there will be no adverse impact on the
amenities of neighbouring properties. In particular, the Borough Council has approved supplementary planning guidance regarding opening hours and this is published separately.

3.104 The Borough Council may approve a change of use from A1 Shops to A3 Food and Drink where such a change would be of exceptional benefit to maintaining the vitality and viability of the shopping centre. In such situations, the Borough Council will seek to restrict future changes of use which might otherwise be permitted without the need for express planning permission.

3.105 The design of shop fronts for A2 and A3 uses will be expected to integrate within the retail street scene and avoid the creation of dead frontages. This may include the creation of windows with displays or design features that create variety and interest in the street scene. Design will, among other things, also be expected to be in sympathy with the appearance and character of the local environment (see Policy EN20) and to provide convenient access and facilities for people with disabilities in accordance with the Borough Council’s adopted standards (see Policy EN22).

3.106 For the purposes of this policy, non-retail refers to uses outside Class A1 of the Town and Country Planning (Use Classes) Order 1987.

3.107 The defined village and neighbourhood centres and local parades comprise ground floor levels only. Non-retail uses are likely to be acceptable above ground floor level or in basements or in outbuildings to the rear of shops that are within these areas, except where they would result in the loss of residential accommodation (see Policy H11) or adversely affect the primary retail function of the centre or parade.

3.108 WITHIN THE BOUNDARIES OF IDENTIFIED MAJOR EMPLOYMENT SITES OUTSIDE DEFINED SETTLEMENT BOUNDARIES AND THE GREEN BELT, CHANGE OF USE, INFILLING OR REDEVELOPMENT WILL BE ACCEPTABLE WHERE PROPOSALS:

(i) DO NOT HAVE A MATERIALLY GREATER IMPACT ON THE EXISTING CHARACTER OF THE SITE; AND

(ii) WOULD NOT EXCEED THE HEIGHT OF THE EXISTING BUILDING AND/OR NEARBY BUILDINGS; AND

(iii) FOR INFILLING, WILL NOT LEAD TO A MAJOR INCREASE IN THE DEVELOPED PROPORTION OF THE SITE; OR

(iv) FOR REDEVELOPMENT, WOULD NOT OCCUPY A LARGER AREA OF THE SITE THAN THAT OF THE EXISTING MAIN BUILT-UP AREA; AND
WOULD NOT CREATE VISUAL OR OTHER ENVIRONMENTAL DAMAGE, OR RESULT IN INCONVENIENCE OR DANGER ON THE PUBLIC HIGHWAY OR OTHER HARM.

3.109 There are major employment sites located outside settlement boundaries, for example the former Transport Research Laboratory. Some of these enterprises are looking to reduce their site management costs and/or to release the floorspace that they no longer occupy. Sites such as Broadmoor Hospital are large employers in the Borough and their specialised future development needs should be acknowledged, taking account of the quality of surrounding landscape and the national importance of these establishments.

3.110 The reuse of such sites for BIDs uses may be considered acceptable. However a proposal would need to fulfil the criteria set out in the policy. Limited infilling may help to secure jobs on major sites which are in continuing use. For the purpose of this policy, “infilling” will be defined as construction of buildings, for appropriate uses relating to the present on site activity, on land which closes small gaps in otherwise built-up areas.

3.111 Major sites may offer the opportunity for redevelopment, either totally or partially. This may give the opportunity for environmental improvement on the site without having a detrimental effect on the character of the area.

3.112 Consideration will be given, when granting permission, as to whether it is necessary to impose conditions to ensure that buildings which are not to be permanently retained are demolished as any new buildings are constructed. The Borough Council would prefer that the total developed area of individual sites should not increase. However, the content of specific proposals will be examined against other relevant policies in this plan (including Policies EN8 and EN9). Where there is considered to be scope for expansion the Borough Council will promote the preparation of a planning brief.

3.113 A planning brief will be prepared in order to achieve a comprehensive pattern of development in the wider Amen Corner locality, which includes the Buckhurst Moors site, and to determine a strong, defensible boundary to the settlement of Binfield. The Planning Brief will be prepared in accordance with the Borough Council’s approved procedures which are the subject of supplementary planning guidance and issued separately from this Plan. The review of land subject to Policy EN8 will be based on the provisions of the planning brief.
### Schedule of relevant Berkshire Structure Plan policies

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The Green Belt in context

4.1 The Metropolitan Green Belt serves a strategic role by checking the unrestricted sprawl of London and preventing neighbouring towns from merging with one another. It aims to keep land permanently open and protect the rural and undeveloped character of land 12 - 15 miles from the outer edge of London. A key characteristic of the Green Belt is that it is difficult to secure planning permission for anything other than appropriate development.

Purposes of including land in the Green Belt

4.2 Planning Policy Guidance Note (PPG) 2, “Green Belts” 1995, outlines five purposes for including land in Green Belts:

(i). to check the unrestricted sprawl of large built-up areas;

(ii). to prevent neighbouring towns from merging into one another;

(iii). to assist in safeguarding the countryside from encroachment;

(iv). to preserve the setting and special character of historic towns; and

(v). to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
The Green Belt boundary

4.3 The Green Belt boundary in Bracknell Forest Borough was first formally identified in the Central Berkshire Structure Plan in 1980. The boundary was then reviewed during the preparation of the Green Belt Local Plan for Berkshire (GBLPB). The Borough Council considers that the existing boundary is strong and defensible following well defined features of rivers and roads.

Protecting the Green Belt

4.4 When considering proposals in the Green Belt, they will be first considered against policies relating to land outside settlements (see Policies EN8 and H5). If acceptable against these policies, proposals will then be considered against the specific Green Belt policies.

4.5 Planning Policy Guidance Note 2 (PPG2) recognises the importance of protecting the Green Belt by ensuring that visual amenity is not “injured by proposals for development within or conspicuous from the Green Belt”. The Borough Council will seek to resist development outside the Green Belt which might harm the visual amenity of land within it (see Policy EN20).

Green Belt Villages

4.6 Some settlements within the Green Belt are characterised by more urbanised development than their immediate surroundings and by the capacity to accommodate some minor forms of development without harming the openness of the Green Belt, or conflicting with the purposes of including land within it. For the purposes of this plan, these areas have been identified as “Green Belt Villages” and are shown on the Proposals Map.

New dwellings within Green Belt Villages

4.7 Within Green Belt Villages new housing will usually be resisted because this would invariably increase the built character of the village. However, some sites could accommodate infill residential development.

Residential extension, alteration or replacement within the Green Belt

4.8 Limited extension, alteration or replacement of existing dwellings within the Green Belt will normally be acceptable. The Borough Council will seek to ensure that the overall scale of this type of development outside Green Belt Villages does not increase on rebuilding and to achieve this, planning conditions may be used to take away the “permitted development” rights for the new dwelling. The Borough Council will also seek to ensure that extension or alteration to a dwelling does not result in a disproportionate addition over and above the size of the original building.
Other residential development within Green Belt Villages

4.9 There are circumstances in which many ancillary residential buildings such as swimming pool enclosures, stables, and garages can be erected without express planning permission but contribute to the creation of a more built-up appearance to the Green Belt. Unrestrained, such buildings can conflict with the objective of preserving the openness of the Green Belt. Where permission is required it will be restrictively applied. For the same reasons, the provision of staff dwellings will be closely scrutinised and will only be permitted in very special circumstances.

Inappropriate development and very special circumstances in the Green Belt

4.10 Inappropriate development is, by definition, harmful to the Green Belt. Where inappropriate development is proposed it is for the applicant to demonstrate that very special circumstances exist so that permission should be granted. To justify granting permission very special circumstances should clearly outweigh other considerations, such as harm to the open, rural and undeveloped character of the Green Belt.

4.11 Development associated with local community facilities falls outside the definition of appropriate development. Therefore, the refurbishment, improvement or modest extension of buildings accommodating local community facilities such as shops or public houses will be strictly controlled. However, these types of works may be permitted, under very special circumstances, where they are essential to the fabric of rural communities and to the concept of sustainable development. For example, they may reduce the need to travel. Therefore, these types of works may be permissible if very special circumstances are proven to exist. The onus will be placed firmly on the applicant to show why permission should be granted and why very special circumstances exist.

New dwellings outside Green Belt Villages

4.12 New dwellings outside Green Belt Villages are, by definition, inappropriate development in the Green Belt. Therefore, very special circumstances will need to be shown to justify granting permission. Examples may be those dwellings which are essential for the proper functioning of forestry or agricultural enterprises, for one or more workers to be readily available at most times, or those dwellings which are essential to the proper functioning of a cemetery or outdoor recreation facility.

Re-use of buildings within the Green Belt

4.13 The re-use of buildings in the Green Belt is unlikely to have a detrimental effect on the open, rural and undeveloped character of the Green Belt, by virtue of the fact that such buildings already exist.

4.14 Proposals for the re-use of buildings in the Green Belt are likely to be considered permissible if they comply with re-use Policy GB4 and do not harm the visual amenity of the Green Belt or create additional traffic or other environmental problems.
4.15 Applications made for re-use within four years of the substantial completion of agricultural buildings erected under the General Permitted Development Order will be the subject of detailed scrutiny.

Major sites in the Green Belt

4.16 This Plan identifies one major site within the Green Belt, the Syngenta site at Jealott’s Hill. This site has been identified for the following reasons:

(i). the site buildings cover a substantial and unusually large area of development in the Green Belt;

(ii). it has a significant impact on the visual character of the Green Belt;

(iii). it generates an unusual amount of vehicular activity for a use within the Green Belt.

4.17 Any proposals for limited infilling or redevelopment of this site for employment purposes will be subject to Policy GB5.

Objectives:

4.18

(i). To safeguard the existing open, rural, and undeveloped character of the Green Belt and to enhance its quality.

(ii). To protect it from inappropriate development, which may adversely affect its character, function and visual amenity.

(iii). To check the unrestricted sprawl of villages in the Green Belt and to prevent those areas merging with each other and with villages outside the Green Belt.

(iv). To encourage the re-use of buildings and land no longer required for their original purpose for uses appropriate to the Green Belt.

(v). To provide opportunities for access, and outdoor sport and recreation for people living within and around the Green Belt.
4.19 APPROVAL WILL NOT BE GIVEN, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, FOR ANY NEW BUILDING IN THE GREEN BELT UNLESS IT IS ACCEPTABLE IN SCALE, FORM, EFFECT, CHARACTER AND SITING, WOULD NOT CAUSE ROAD SAFETY OR TRAFFIC GENERATION PROBLEMS AND IS FOR ONE OF THE FOLLOWING PURPOSES:

(i) CONSTRUCTION OF BUILDINGS FOR AGRICULTURE OR FORESTRY; OR

(ii) CONSTRUCTION OF BUILDINGS ESSENTIAL FOR OUTDOOR SPORT AND RECREATION OR OTHER USES OF LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT; OR

(iii) CONSTRUCTION OF BUILDINGS ESSENTIAL FOR CEMETERIES; OR

(iv) REPLACEMENT, ALTERATION OR LIMITED EXTENSION OF EXISTING DWELLINGS; OR

(v) CONSTRUCTION OF DOMESTIC OUTBUILDINGS INCIDENTAL TO THE ENJOYMENT OF AN EXISTING DWELLING.

4.20 The above list comprises those types of new building which may be permissible in the Green Belt provided that their scale, form, effect, character and siting are appropriate to a Green Belt location.

4.21 The inclusion of a building within the above categories does not automatically mean that planning permission will be given.

4.22 The Borough Council considers that the Green Belt's visual amenities should not be injured by proposals for development either within or conspicuous from the Green Belt. The appearance and siting of proposed buildings in the Green Belt will be judged stringently, the aim being to maintain or enhance the character of the Green Belt area. Proposals should be for buildings which are small and unobtrusive and have no detrimental effect on the open, rural and undeveloped character of the Green Belt.

4.23 When considering proposals for buildings, strict regard will be paid to physical, visual and environmental impact. In addition, the effects of traffic generation in the countryside will be closely examined. If such traffic would materially harm the character of the Green Belt, the proposal will be refused.
(i) Agriculture or forestry

Construction of new buildings for agricultural and forestry purposes

4.24 The construction of new buildings for the purposes of agriculture and forestry is normally appropriate in the Green Belt. Where planning permission is required for agricultural or forestry buildings, the Borough Council will seek to ensure that proposed structures are appropriate in scale, appearance and siting to their surroundings and are suitably designed for the proposed agricultural or forestry use. Proposals for new buildings (including applications made under Parts 6 and 7 of the Town and Country Planning (General Permitted Development Order) 1995 for determination as to whether prior approval of siting, design or external appearance is required) will also be examined in relation to the advice set out in Annex E of Planning Policy Guidance Note 7, (PPG7) “The Countryside – Environmental Quality and Economic and Social Development” (1997).

Dwellings required in connection with agriculture and forestry

4.25 The erection of dwellings is inappropriate development in the Green Belt and therefore harmful by definition. Dwellings to accommodate farm or forestry workers will therefore only be permitted in very special circumstances. In the case of such proposals, the Borough Council will expect the applicant to show why permission should be granted by establishing that any stated intentions to engage in farming or forestry are (a) genuine, (b) reasonably likely to materialise, and (c) capable of being sustained for a reasonable period of time. The applicant will be expected to present evidence to enable the application of a functional test as described in Annex I of PPG7 to be carried out. The objective of this test will be to establish that it is essential for a farm or forestry worker to live at or near his or her place of work.

4.26 Evidence to enable a financial test to be carried out will also be required in order to demonstrate that the proposed dwelling is required in connection with a business (including any significant change in the nature or scale of the business) that has been planned on a sound financial basis.

4.27 In view of the very special circumstances required to justify a new dwelling in the Green Belt, new agricultural or forestry dwellings will be scrutinised thoroughly with the aim of detecting attempts to abuse the concession that the planning system makes for such dwellings. The functional and financial tests will be strictly applied and in cases where there is uncertainty about the proposal planning permission will not normally be granted.

4.28 In exceptional circumstances where a proposal lies on the margins of acceptability, temporary accommodation may be permitted for a trial period. This would normally be for three years to enable the applicant to show conclusively that an on-site presence is justified in both functional and financial terms. Extensions to the trial period will not normally be granted in situations where the trial period has proved inconclusive.
Where accommodation is permitted for agricultural or forestry workers, the occupation of the accommodation by such workers will be restricted by planning conditions.

In view of the general presumption against inappropriate development in the Green Belt and in order not to erode the openness of the Green Belt, the Borough Council will also limit the size of any permitted agricultural or forestry dwellings. In doing so, it will restrict the size of the accommodation to the requirements of the enterprise rather than those of the owner or occupier. This will normally mean that the size of the accommodation will be restricted to that just sufficient to enable an “on-site” presence to be maintained.

For the avoidance of doubt, the tests and criteria set out in the above paragraphs will be applied both to applications for temporary accommodation, such as caravans and mobile homes, as well as to applications for permanent dwellings.

The keeping and breeding of horses for private, commercial or recreational use does not fall within the definition of “agriculture” as defined in the Town and Country Planning Act 1990. However, when considering planning applications for accommodation required in association with horse-related activities, the Borough Council will assess the proposals on the same basis as proposals for agricultural and forestry dwellings. The tests and criteria in the above paragraphs will therefore be strictly applied to planning applications for dwellings required in association with horses. The protection of horses from theft or injury will not by itself be sufficient to justify residential accommodation on a site.

(ii) Outdoor sport and recreation

Buildings essential for outdoor sports and passive recreational uses will normally be acceptable within the Green Belt. Favourable consideration will be given where the proposal is for recreational purposes and where there is access to principal transport routes. However, it is essential that any proposal should not have a harmful effect on the open, rural and undeveloped character of the Green Belt. Possible examples of appropriate types of proposal may include small changing facilities, unobtrusive spectator accommodation, and small stables. Proposals for floodlighting or stadia are unlikely to be acceptable.

(iii) Cemeteries

Essential facilities for cemeteries should be acceptable in principle. However, the Borough Council will seek to ensure that such development causes as little impact as possible on the openness of the Green Belt.
(iv) Replacement of existing dwellings

4.35 Within the Green Belt, the replacement of an existing dwelling on a one for one basis is unlikely to harm the rural, open and undeveloped character of the area and therefore, developments of this type will normally be acceptable in principle, providing the new dwelling is not materially larger than the dwelling it replaces. In assessing whether a replacement dwelling is materially larger, regard will be had to bulk, including height and gross floorspace. Other factors that will be taken into account are its impact on the openness and character of the Green Belt; whether the proposal would allow for provision of basic amenities; whether the proposal would enhance the visual character of the site; and whether an extension to the original dwelling - consistent with this policy - would in any event be likely to be acceptable in principle.

4.36 Ancillary buildings will not normally be taken into account when considering one for one replacement.

4.37 Additional buildings such as extensions and garages, which normally do not require express planning permission can cause a substantial increase in the amount of built form in the Green Belt. To preclude this occurrence, the Borough Council will consider the need to remove “permitted development” rights from new dwellings built in accordance with this policy, where any further development would be likely to cause adverse impact on the open, rural and undeveloped character of the Green Belt.

Limited extensions and alterations to existing dwellings

4.38 Extensions of or alterations to existing dwellings will be expected to be located sympathetically and designed so that they do not have an adverse impact on the rural character of the locality. An extension or alteration is not inappropriate in the Green Belt so long as it does not result in disproportionate additions over and above the size of the original building. For the purposes of this policy, the Borough Council will normally consider any increase to be “disproportionate” if it exceeds 40% of the gross floor area of the original building. Account will also be taken of the design and siting of the proposed extension, the visual character of the site and its surroundings, the prominence, visual and physical impact of the extension, the effect of the proposal on the open and rural character of the area in general and of the overall scale of development on the site.

Original building

4.39 The term “original” shall mean, the building as it existed on or before 12 May 1980, following the final approval of the Green Belt boundary in the Central Berkshire Structure Plan, or if built after that date, as so built (unless the building itself is a replacement for an earlier dwelling that existed on the site on or prior to 12 May 1980, in which case the earlier dwelling shall be deemed to be the ‘original dwelling’). Any permission granted within a five year period prior to 12
May 1980 but not implemented prior to that date will be considered, if built after 12 May 1980, to form part of the “original” building.

(v) Domestic outbuildings

4.40 When considering proposals for domestic outbuildings, close attention will be paid to the scale, siting, design and materials employed in any new building to ensure that harm is not caused to the open, rural and undeveloped character of the Green Belt. Account will also be taken of the cumulative impact of any existing domestic outbuildings.

(iv) Development for community purposes

4.41 Some developments which serve local community purposes do not fall within the definition of appropriate development and are therefore harmful by definition. Community halls, public houses and local shops are examples of such development. For these types of development, it is for the applicant to show that very special circumstances exist to justify permission for development for such purposes. To be acceptable, such proposals must not detract from the open, rural and undeveloped character of the Green Belt.

<table>
<thead>
<tr>
<th>POLICY GB2</th>
<th>Changes of use of land within the Green Belt</th>
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<tr>
<td>4.42</td>
<td>THERE WILL BE A GENERAL PRESUMPTION AGAINST CHANGES OF USE OF LAND IN THE GREEN BELT UNLESS FOR THE FOLLOWING PURPOSES:</td>
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<tr>
<td>(i)</td>
<td>OUTDOOR SPORT AND RECREATION; OR</td>
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<td>(ii)</td>
<td>CEMETERIES; OR</td>
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<tr>
<td>(iii)</td>
<td>OTHER USES WHICH PROTECT THE OPEN, RURAL AND UNDEVELOPED CHARACTER OF THE GREEN BELT;</td>
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PROVIDED THAT THE CHANGE OF USE WOULD NOT CAUSE MATERIAL PERMANENT OR TEMPORARY HARM TO THE LIVING CONDITIONS OF THOSE PEOPLE RESIDING IN OR CLOSE TO THE GREEN BELT.

4.43 The above list comprises changes of use which may be permissible. With suitable safeguards the change of use of land should not be harmful to the open, rural and undeveloped character of the Green Belt. However, the inclusion of a proposal within the above categories does not automatically mean that planning permission will be given.
4.44 Changes of use of land may help to assist in contributing to the objectives for the use of land in Green Belts. For example, changes of use of agricultural land may help in assisting farmers to diversify their activities.

(i) Outdoor sport and recreation

4.45 Favourable consideration will be given to changes of use for outdoor recreation and sport, where there is good access to principal transport routes. However, such proposals should not have any greater impact than existing uses on the open, rural and undeveloped character of the Green Belt nor should they detract from the purposes of including land in it. Conditions restricting the use of the land concerned may be imposed. The Borough Council regard such activities as moto-cross, shooting, combat games and motorised water sports as likely to be especially disturbing to the local population, mainly from noise.

4.46 Those sports which can be intrusive will be permitted only after being weighed and assessed against other policies in the Development Plan, such as those concerned with noise and residential amenity. Sports and recreation proposals in the Green Belt should integrate such uses with the retention of attractive landscapes; the improvement of damaged or derelict land; securing any existing nature conservation interest and retaining land in agricultural, forestry and other related uses.

(ii) Cemeteries

4.47 Proposals for the change of use of land for cemeteries will be acceptable in principle. However, such proposals should have no greater impact than existing uses on the open, rural and undeveloped character of the Green Belt and detract from the purposes of including land in it.

(iii) Other uses

4.48 Some uses may be acceptable where they serve a local rural community or by their nature are normally associated with a rural rather than an urban location. However, to be acceptable they must not harm the openness of the Green Belt or rural character of their locality, through the creation of noise, traffic, or visual intrusion inappropriate to a rural area. Only activities which are unobtrusive and very small in scale would meet this requirement.
4.49 WITHIN THE GREEN BELT VILLAGES LISTED BELOW, THERE IS A GENERAL PRESUMPTION AGAINST PROPOSALS FOR THE ERECTION OF DWELLINGS AND OTHER RESIDENTIAL DEVELOPMENT EXCEPT WHERE SUCH PROPOSALS CONSTITUTE:

(i) INFILLING; OR

(ii) THE SUBDIVISION OF AN EXISTING DWELLING INTO TWO OR MORE UNITS; OR

(iii) THE PROVISION OF ACCOMMODATION FOR DOMESTIC OR PERSONAL STAFF OR AGED RELATIVES IN A SEPARATE BUT SUBORDINATE UNIT FORMED WITHIN, OR BY AN EXTENSION OF, THE EXISTING DWELLING; OR

(iv) REPLACEMENT, ALTERATION OR LIMITED EXTENSION TO EXISTING DWELLINGS

PROVIDED THAT PROPOSALS WOULD NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA, CAUSE DANGER OR INCONVENIENCE ON THE PUBLIC HIGHWAY OR RESULT IN ANY OTHER ENVIRONMENTAL HARM. THESE GREEN BELT VILLAGES ARE (all in Winkfield Parish):

(i) BROCK HILL;

(ii) CHEAPSIDE;

(iii) CRANBOURNE (LOVEL ROAD);

(iv) MAIDENS GREEN/WINKFIELD STREET;

(v) NORTH STREET (CRANBOURNE);

(vi) PRINCE CONSORT DRIVE;

(vii) CHURCH ROAD, WINKFIELD ; AND

(viii) WOODSIDE (WOODSIDE ROAD/KILN LANE)

4.50 Green Belt Villages equate with the Recognised Settlements in the Structure Plan.
(i) Infilling
4.51 In accordance with the basic principle of safeguarding the Green Belt's open, rural and undeveloped character there is a presumption against allowing any building for new residential development, even inside a Green Belt Village. The sole exception is in the case of infilling. For the purposes of this plan “infilling” will be defined as building on undeveloped single plots of land for residential purposes which closes existing small gaps in an otherwise built up frontage. The infill plot should be comparable in size and shape to those developed plots which adjoin the infill site and must have an existing frontage to a suitable road. Development consistent with this definition will be acceptable in principle. In determining the character of a particular locality, matters such as density, siting relationships, design and external appearance will be examined.

(ii) Subdivisions of existing residential property
4.52 The creation of a new dwelling can cause a change in the character of the area as well as additional activity and movement. Within Green Belt Villages such subdivisions will be acceptable only if, despite these disadvantages, no adverse impacts result causing material harm to the physical and visual character of the village and surrounding properties.

(iii) Subordinate dwellings
4.53 Proposals to create accommodation for domestic or personal staff, or aged relatives within the curtilage of an existing dwelling but in a unit separate from the main dwelling will normally be treated no differently from other proposals for completely new dwellings. However, proposals to provide accommodation for such people in a separate but subordinate unit formed within, or by an extension of, the existing dwelling will be assessed according to the following criteria:

(i). the need for the extra accommodation must be demonstrated to the satisfaction of the Borough Council;

(ii). any extension must comply with Policy GB1; and

(iii). conditions will be imposed (if appropriate) limiting occupation of the ancillary dwelling so that it remains subordinate to the main residential use on the site and requiring that if it is no longer needed to serve its original purpose, it is re-incorporated into the main dwelling no longer to be occupied as a separate unit.

(iv) Replacement, alteration or limited extension.
4.54 By their very nature, Green Belt Villages are not as open, rural and undeveloped as the surrounding Green Belt. Therefore, subject to normal detailed development control criteria such as scale, form and siting, replacement dwellings in Green Belt Villages may be larger than the dwellings which are to be replaced.
4.55 The Borough Council will consider removing permitted development rights for new replacement dwellings, built in accordance with this policy, where any further development would be likely to cause adverse impact to the open, rural and undeveloped character of the Green Belt.

4.56 Extensions of or alterations to existing dwellings in Green Belt Villages will be expected to be located sympathetically and designed so that they do not result in any adverse impact on the scale or character of the existing dwelling or character of the village or surrounding properties. Account will also be taken of the effect of the proposal on the overall scale of development on site and on the open, rural and undeveloped character of the surrounding Green Belt.

POLICY GB4  Re-use and change of use of buildings within the Green Belt

4.57 WITHIN THE GREEN BELT, THE CHANGE OF USE AND ADAPTATION OF EXISTING BUILDINGS WILL ONLY BE ACCEPTABLE WHERE:

(i) THE IMPACT OF THE PROPOSAL ON THE EXISTING OPEN, RURAL, AND UNDEVELOPED CHARACTER OF THE GREEN BELT WILL NOT BE MATERIALLY GREATER THAN THAT OF THE PRESENT USE; AND

(ii) STRICT CONTROL IS EXERCISED OVER THE EXTENSION OF RE-USED BUILDINGS, AND THE ASSOCIATED LAND AROUND THEM WHICH MIGHT CONFLICT WITH THE EXISTING OPEN, RURAL, AND UNDEVELOPED CHARACTER OF THE GREEN BELT; AND

(iii) THE BUILDING IS OF PERMANENT CONSTRUCTION AND ITS SCALE, DESIGN, BULK AND FORM ARE IN KEEPING WITH ITS SURROUNDINGS; AND

(iv) THE PROPOSED CHANGE OF USE OR ADAPTATION WOULD NOT BE DETRIMENTAL TO THE CHARACTER OF THE BUILDING, ITS SURROUNDINGS AND LANDSCAPE SETTING; AND

(v) THE PROPOSED CHANGE OF USE, WITHIN ANY INDIVIDUAL BUILDING OR COMPLEX OF BUILDINGS WITHIN A CLOSE PROXIMITY, WOULD NOT RESULT IN A NET INCREASE OF MORE THAN 500 SQUARE METRES OF BUSINESS, INDUSTRIAL, DISTRIBUTION OR STORAGE (USE CLASSES B1 TO B8) FLOORSPACE; AND

(vi) THE PROPOSAL WOULD NOT CAUSE SIGNIFICANT ENVIRONMENTAL, ROAD SAFETY OR TRAFFIC GENERATION PROBLEMS; AND
(vii) THE PROPOSED CHANGE OF USE OF THE BUILDING IS SMALL SCALE AND APPROPRIATE TO A RURAL AREA.

4.58 The Green Belt contains non-residential buildings which, with normal repair and maintenance, can be expected to last for many years. These buildings could provide suitable accommodation for small firms or could be used as individual residences. However, within the Green Belt the guiding principle is a general presumption against inappropriate development, unless the applicant can show that very special circumstances exist. In certain cases small scale uses may be considered appropriate where there would be no adverse impact on the open, rural and undeveloped character of the Green Belt, the amenity of the surrounding area and no detraction from the character, appearance or setting of the existing building.

4.59 Proposals which, when examined by the Borough Council, imply substantial rebuilding or extensive alteration, are tantamount to the erection of a new building in the countryside, or which will inappropriately affect the surrounding character, will be resisted. The exception may be where conditions could be imposed to secure an improvement to the external appearance of the building. It is unlikely that non permanent buildings will be considered appropriate to receive planning permission for change of use.

Scale, design, bulk and form

4.60 The Borough Council will resist proposals for the change of use of buildings whose form, bulk, scale and design do not complement the surrounding area or surrounding buildings.

Business, industrial, distribution and storage (BIDS) proposals

4.61 The re-use and change of use of existing permanent buildings in the Green Belt may assist in creating local employment opportunities. However, in line with the Borough Council's careful approach to new employment-generating floorspace and Berkshire Structure Plan's aim to provide for local employment and business needs within an overall framework of restraint, new development for BIDS purposes will only be acceptable in the Green Belt where it does not involve a net increase of more than 500sqm within an individual building or group of buildings in close proximity to one another. Higher floorspace limits could, potentially involve an intensity of use that could be individually or cumulatively harmful to the character or function of land in the Green Belt. Additionally, any higher floorspace limit would be contrary to strategic restraint policy and potentially prejudicial to the objectives of securing sustainable development.

4.62 The Borough Council will seek to prevent the gradual expansion of existing or new employment uses within the Green Belt, which over time could lead to a significant increase in development and alteration to the character and function of the Green Belt.
Incremental changes

4.63 When considering proposals for re-use and change of use, regard will be had to incremental changes which might occur if other buildings exist in the immediate vicinity which could be proposed for similar re-use or change of use. Harm to the Green Belt could be significantly increased if re-use or change of use is allowed for a series of buildings in close proximity to one another. In these circumstances the Borough Council may consider entering into an agreement/obligation with the applicant to ensure that the change of use of one building is accompanied by demolition of others to improve upon the openness of the Green Belt.

Small scale uses

4.64 It is not one of the five purposes of the Green Belt to promote employment uses. Therefore, the Borough Council will seek to ensure that only small scale development proposals generating low levels of employment and traffic will be considered appropriate to the Green Belt. Consideration will be given to the effect of proposals on surrounding land uses and openness of the Green Belt and the cumulative impact of proposals. Additionally, in the interests of sustainability, only proposals for uses which are appropriate to a rural area and cannot be located in an urban area will be considered.

4.65 Examples of the type of small scale use which might be acceptable, subject to meeting other criteria set out in Policy GB4 and supporting text are: small scale tourist and recreation facilities; farm shops; small scale equestrian uses; craft manufacturing, small scale workshops and small scale storage facilities.

4.66 In certain cases, if all other policy criteria are complied with, the Borough Council may allow for some flexibility in the application of floorspace limits. These would be instances where;

(i). to assist farmers in diversification and help maintain the stewardship of the countryside, the planning application is accompanied by a farm management plan;

(ii). the applicant provides details of agreements/obligations which they are prepared to enter into with the Borough Council to ensure that the proposed use remains appropriate to its location, or that change of use of one building is accompanied by demolition of others to improve upon the openness of the Green Belt;

(iii). the permission granted would be a personal permission or temporary permission to enable effective monitoring of the impact of the proposal on the Green Belt and avoid any undesirable intensification of the proposed new use, and/or the future type of use of the site should the proposed new use cease.
4.67 DEVELOPMENT WITHIN THE BOUNDARY OF THE SYNGENTA AGROCHEMICALS SITE, COMPRISING LIMITED INFILLING AND/OR REDEVELOPMENT WILL BE PERMITTED PROVIDED THAT IT WOULD NOT:

(i) HAVE A GREATER IMPACT ON THE OPEN, RURAL, AND UNDEVELOPED CHARACTER OF THE GREEN BELT; OR

(ii) EXCEED THE HEIGHT OF EXISTING BUILDINGS; OR

(iii) IN THE CASE OF INFILLING, LEAD TO A MAJOR INCREASE IN THE DEVELOPED PORTION OF THE SITE; OR

(iv) FOR REDEVELOPMENT, OCCUPY A LARGER AREA THAN THAT OF THE EXISTING MAIN BUILT-UP AREA.

4.68 Within the defined Syngenta site boundary, proposals which meet the above criteria for infilling or redevelopment, may be acceptable, in principle.

4.69 Limited infilling may help to secure jobs on major sites which are in continuing use. For the purposes of Policy GB5 “infilling” will be defined as construction of buildings, for appropriate uses relating to the present on site activity, on land which closes small gaps in otherwise built up areas, within the site boundary as shown on the proposals map.

4.70 This major site may offer the opportunity for limited expansion provided that such inappropriate development in the Green Belt is justified by very special circumstances. This may help to secure jobs and help to overcome the Company’s difficulties emerging from statutory requirements for increasing floorspace for individual employees. However, special attention will be given to any proposal to avoid any detrimental effect on the openness of the Green Belt. In order to consider any future expansion and associated mitigation measures at this site, the Borough Council will have regard to the adopted Planning Brief which has the status of supplementary planning guidance.

4.71 There may also be the opportunity for redevelopment, either totally or partially. This may give the opportunity for environmental improvement of the site, and again may help to secure jobs.

4.72 Consideration will be given, when granting permission, as to whether it is necessary to impose conditions to ensure that buildings which are not to be permanently retained are demolished as any new buildings are constructed. This will ensure that the total developed area does not significantly increase, such that it would impact unacceptably on the open, rural and undeveloped character of the Green Belt.

4.73 Proposals for development outside the identified boundary will be judged against Policies EN8, EN20, GB1, GB2, GB3, GB4 and H5.
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Chapter 5

Housing

Issues and approach

Accommodating new housing

5.1 The Berkshire Structure Plan 1991-2006 (BSP) allocates about 7500 dwellings to Bracknell Forest Borough to be phased in the following way:

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<td>3750</td>
<td>2400</td>
<td>1350</td>
<td>7500</td>
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5.2 The provision of this housing can be broadly divided into the five main groups set out below:

(i) sites completed since 1991

This includes sites where housing development has been completed since 1991 on both large and small sites.

Between 1 April 1991 and 31 March 2000, some 5339 dwellings have been completed. This produces a requirement of approximately 2161 dwellings to be found in the period 1 April 1998 to 31 March 2006.

(ii) sites already committed for development

This includes sites which have planning permission, are awaiting the completion of a legal agreement or are identified in the Sandhurst-Crowthorne or North Bracknell Local Plans to meet the requirements of the Replacement Berkshire Structure Plan.

At 31 March 2000 commitments comprised: 852 dwellings. In order to allow for the possibility that some of these dwellings might not be developed within the plan period, the Borough Council considers it prudent to reduce the number of commitments by 10%, giving a figure of 767.
(iii) previously unidentified small sites under one hectare

In the past, these sites have made a significant contribution to meeting the Borough’s total housing requirements. If dwellings can be built within existing built-up areas, there is a reduction in the number needed on “green field” sites. In some cases, caution needs to be exercised to avoid the environmental and service implications of redevelopment at higher densities (“town cramming”) in existing built-up areas.

Between 1 April 2000 and 31 March 2006, the Borough Council forecasts that approximately 338 dwellings will be built on small unidentified sites. This estimate is based upon past experience of planning permissions granted and annual completions of dwellings resulting from them.

(iv) balance of losses and gains

The impact of conversions, changes of use and demolitions are likely to lead to a small net loss of housing stock. The Borough Council forecasts that land for an additional 100 dwellings will be needed as a result of conversions, changes of use and demolitions in the period 1 April 2000 to 31 March 2006.

(v) other sites over one hectare

Once the Berkshire Structure Plan requirement has been reduced to take account of the above figures, a balance of some 1156 dwellings remains. The Borough Council considers it prudent to increase that number by 5% - 10% to allow for the possibility that some might not be built within the plan period. With an allowance of 7.5% there would be a requirement of 1243 which is rounded up to 1250. Land must therefore be found for the construction of this number of dwellings on sites of one or more hectares from 1 April 2000 to the end of the local plan period. This requirement is more than met by the allocation of land for residential development at the Staff College Bracknell (net increase of 700 -124 existing dwellings = 576 dwellings) and at Peacock Farm (1250 dwellings), providing a total of 1826 dwellings.

Phasing

5.3 This local plan now has less than five years to run, which equates with the third and final five year phasing period for housing provision in the Berkshire Structure Plan 1991-2006. Given that the local plan has less than five years to run, no additional phasing provisions will be applied to the two major housing development proposals identified in this Local Plan.

Location of major new residential development

5.4 The Borough Council is aware that there is no ideal location for major housing development in the Borough. Therefore, the local plan has attempted to identify those areas which will have the least environmental, traffic, and amenity impacts, thereby seeking to secure development which is “sustainable”. The Borough Council has looked to central government advice, particularly that contained in Planning Policy Guidance Note (PPG) 13 Transport, as a way of promoting development which will meet the needs of the present without compromising the ability of future generations to meet their own needs.
5.5 Notwithstanding the aim to secure sustainable development, the scale of development proposed and the constraints on development within the built-up areas of the Borough have meant that an area of countryside has had to be identified for housing.

Order of development

5.6 Government guidance (Planning Policy Guidance Note 3) indicates that there is a presumption which favours the development of previously developed land before “greenfield” sites. Given that development at both The Staff College, Bracknell (previously developed land near the town centre) and Peacock Farm (an urban extension) is required to be well underway by 2005/06, there is a need for both sites to be granted planning permission as soon as possible in order for the Berkshire Structure Plan Policy H2 Housing requirement to be satisfied.

Small scale residential development

5.7 In addition to new housing development on major sites, pressure will continue for development on small sites (less than one hectare). Within the settlement boundaries, small-scale and other development may be acceptable depending on its effect on the highway network and the amenities enjoyed by residents. In the countryside, such development can erode the undeveloped areas around, and between, settlements, leading to a gradual urbanisation of the rural settlements themselves. It can also have an adverse effect on the highway network and increase the need to travel using the private car.

Development outside settlements

5.8 Outside the Green Belt, the BSP restricts the potential for inappropriate development outside settlements. The Borough Council considers that development will be acceptable only where it is appropriate to its location in the countryside in terms of scale, form, impact, character and siting.

Meeting the range of housing needs - affordable and other housing

5.9 The Borough Council considers it important to provide housing for people in housing need and has commissioned a study of those needs in the Borough. Its conclusions form the basis of the amount of affordable housing sought.

5.10 The Borough Council attaches particular importance to ensuring that there are housing opportunities to meet local needs, defined as those:

(i) on the Borough Council’s housing waiting list; particularly people in ‘priority need’ under the Housing Act 1996 (as may be amended, substituted or re-enacted).

(ii) people with disabilities to meet their housing needs in suitable accommodation;

(iii) who have mental health problems;

(iv) children of residents seeking independence in housing terms regardless of financial status;

(v) residents in changed circumstances wishing to remain in the Borough;
(vi) people who need to move to the area as a result of advancing age, regardless of financial status;
(vii) people requiring smaller and more suitable accommodation as a result of advancing age;
(viii) people requiring appropriate accommodation as a result of the Government’s policy of “Care in
the Community”.

5.11 The above list is not exclusive and other housing needs may emerge during the plan period.

Affordable housing for local needs in rural areas

5.12 The aforementioned study found no evidence to justify the release of sites outside the defined
settlement boundaries to meet local needs for affordable housing.

Quality, accessibility and sustainability in the built environment

5.13 The Borough Council considers that all new development should be well designed. Quality in
design will be expected to embrace not only aesthetic aspects, but also the needs of the
disabled and the objective of reducing the risk of crime. “Sustainable” development should be
achieved through energy-efficient design and layout, and the re-use of building materials
wherever possible. Where new materials are used, the Borough Council will particularly
encourage those with the minimum impact on natural resources in terms of production, energy
efficiency during use, and future disposal or re-use.
Objectives:

5.14

(i) To provide for residential development, including affordable housing, in accordance with strategic guidelines, and the best principles and practices of sustainable development, in such a way as to maintain the environmental quality of existing settlements, the countryside, and the Green Belt.

(ii) To coordinate the provision of major new residential development to meet the BSP housing allocation in such a way as to minimise any adverse effects upon adjoining settlements and the surrounding countryside. The Borough Council will seek to ensure that, in association with such major development, adequate provision is made for infrastructure, shops, open space and community facilities to meet the needs of the future population of that development.

(iii) To resist pressure on areas not allocated for development by containing such pressure within settlement boundaries. The Borough Council will seek to ensure that small scale development on suitable sites within defined settlements has no adverse impact on its surroundings.

(iv) To provide and maintain a mix and balance of house types, sizes and tenures to cater for the range of housing needs in the Borough. The Borough Council will seek to ensure the provision of affordable housing to meet those needs where appropriate.
POLICY H1 - New residential development REPLACED BY CS2 - LOCATIONAL PRINCIPLES

5.15 RESIDENTIAL DEVELOPMENT WILL BE PERMITTED WITHIN THE DEFINED SETTLEMENT BOUNDARIES EXCEPT WHERE IT WOULD CREATE ENVIRONMENTAL PROBLEMS OR RESULT IN INCONVENIENCE OR DANGER ON THE PUBLIC HIGHWAY.

5.16 Settlement boundaries have been defined to provide strong, defensible limits to the built-up areas of the Borough. These boundaries will be used in conjunction with this policy to determine planning applications for residential development.

5.17 The Borough Council acknowledges that development within the existing built-up areas will continue to come forward on unidentified sites. Where a development opportunity occurs, there will generally be a presumption in favour of such development, provided the proposal is located within the boundary of the settlement, is appropriate to the physical and visual character of the immediate locality, will not create highway problems and accords with siting, design and other relevant planning and environmental criteria. In exceptional cases, the Borough Council may impose conditions restricting the conversion of garages in residential curtilages to ancillary living accommodation.

5.18 The Borough Council will seek to ensure that sites for housing are located so as to provide a choice of means of travel to other facilities, wherever possible. Proposals for residential development should be situated where they have good access (particularly by public transport) to employment, shopping and other destinations.

POLICY H2 - Residential extensions

5.19 WITHIN THE DEFINED SETTLEMENT BOUNDARIES, EXTENSIONS TO EXISTING RESIDENTIAL PROPERTIES WILL NORMALLY BE ACCEPTABLE EXCEPT WHERE THEY WOULD:

(i) HAVE AN ADVERSE EFFECT ON THE CHARACTER OF THE EXISTING BUILDING, ANY NEIGHBOURING PROPERTY, OR THE WIDER AREA; OR

(ii) CAUSE AN UNACCEPTABLE LOSS OF LIGHT OR PRIVACY TO ADJACENT PROPERTIES, OR SIGNIFICANTLY AFFECT THEIR AMENITIES; OR

(iii) IMPAIR HIGHWAY SAFETY, OR LEAD TO INADEQUATE CAR PARKING PROVISION WITHIN THE CURTILAGE OF THE PROPERTY; OR
IN THE CASE OF SIDE EXTENSIONS, ALTER THE CHARACTER OF THE STREET BY PHYSICALLY OR VISUALLY LINKING ADJACENT PROPERTIES.

5.20 The Borough Council will expect residential extensions to respect the character of the original building and the surrounding area. The Borough is characterised by a wide variety of residential designs. However, individual estates also have unique design characteristics which provide unity and identity and the design of the immediate locality should be reflected in individual extension designs. Thus extensions should respect the design of individual properties and their setting in the street or locality.

5.21 The impact of extensions on adjoining properties will be carefully assessed when proposals are being considered by the Borough Council. The Borough Council has adopted detailed guidance relating to extension design and proposals will be assessed against these standards.

5.22 The Borough Council will expect extensions to be accompanied by the provision of adequate and convenient car parking, in line with the Borough Council’s adopted standards.

POLICY H3 Residential subdivisions and houses in multiple occupation

5.23 THE SUBDIVISION AND CONVERSION OF DWELLINGS FOR RESIDENTIAL PURPOSES (INCLUDING INSTITUTIONAL HOMES AND HOUSES IN MULTIPLE OCCUPATION) WILL BE ACCEPTABLE EXCEPT WHERE:

(i) THERE WOULD BE AN ADVERSE IMPACT ON THE CHARACTER OF THE AREA AND THE AMENITIES OF NEARBY RESIDENTIAL PROPERTIES; OR

(ii) THERE WOULD BE AN INTENSIFICATION OF ACTIVITY OR AN INCREASE IN TRAFFIC GENERATION WHICH WOULD ADVERSELY AFFECT THE CHARACTER OF THE AREA; OR

(iii) THERE IS UNSATISFACTORY PARKING PROVISION FOR VEHICLES AND CYCLES.

5.24 The conversion of properties, particularly the subdivision of large houses no longer considered viable as family residences, for use as institutional homes, can provide a new life for buildings which would otherwise be obsolete or uneconomic in their current use. Equally, it is acknowledged that the appropriate conversion and change of use of larger houses to houses in multiple occupation can make a significant contribution to the housing stock for smaller households.
5.25 The conversion of smaller family houses to create a greater number of units is often problematic due principally to the additional demand for car parking, the loss of garden area and the general intensification of activity within the locality.

5.26 For the purposes of this policy the definition of a house in multiple occupation is, “a house (or flat) occupied by persons who do not form a single household” (section 345, Housing Act 1985).

5.27 The Borough Council will seek to ensure that development proposals are acceptable in terms of the amount of traffic generated, and their effect upon adjoining properties, including cumulative impact. Adequate amenity space for residents will be required (based on the character of the locality, the suitability of the property and the nature and intensity of the use), as well as satisfactory car parking for residents, staff and visitors (see the Borough Council’s vehicle parking standards published separately). In addition the visual amenity enjoyed by surrounding properties should be protected through appropriate design and location of fire escapes, refuse storage facilities and parking spaces.

POLICY H4 Areas of special housing character

5.28 IN THE FOLLOWING AREAS:

(a) THE POPESWOOD TRIANGLE AREA BOUNDED BY POPESWOOD ROAD, ST. MARKS ROAD AND LONDON ROAD, BINFIELD;

(b) LAND WEST OF LONG HILL ROAD, CHAVEY DOWN;

(c) LAND SOUTH OF ADDISCOMBE ROAD (EXCLUDING BLAKE CLOSE) AND ALL PROPERTIES FRONTING PINEHILL ROAD (NUMBERS 10-125 INCLUSIVE), GORDON ROAD, AND GRANT ROAD, INCLUDING ARENAL DRIVE, CROWTHORNE;

(d) LAND NORTH OF, AND INCLUDING, NUMBERS 14-62 WELLINGTON ROAD, INCORPORATING THE LONGDOWN LODGE ESTATE AND ALL PROPERTIES FRONTING ROBIN LANE, THIBET ROAD AND REGENTS PLACE, SANDHURST;

RESIDENTIAL DEVELOPMENT WILL BE PERMITTED ONLY WHERE IT WOULD NOT:
(i) UNDERMINE THE QUALITY OF THE AREA AS A LOW DENSITY DEVELOPMENT WITH DWELLINGS GENERALLY SET IN SPACIOUS SURROUNDINGS; AND

(ii) RESULT IN A MATERIAL LOSS OF TREES, OTHER VEGETATION, NATURAL FEATURES AND WILDLIFE HABITATS; AND

(iii) IN ANY OTHER RESPECT, PREJUDICE THE ESTABLISHED RESIDENTIAL CHARACTER OF THE AREA.

5.29 There are certain residential neighbourhoods in the Borough where the existing patterns and forms of development provide a distinctive residential character. Such areas often contain relatively large dwellings standing in extensive grounds and in some cases are well wooded and provide a transitional zone between the urban areas and the countryside. Such areas can aid the free movement of wildlife as ‘corridors’, and proposals within these areas should not disrupt such movements. Residential density in these areas remains low compared to other residential neighbourhoods in the plan area. There is often pressure within these areas for small scale housing development at considerably higher densities than those existing. The Borough Council recognises the vulnerability of these areas to such pressures and will safeguard their special character through control of density and layout and with measures to protect trees. This approach is seen as a way of providing some variety in the types of residential environment in the Borough.

(a) Popeswood triangle area bounded by Popeswood Road, St. Marks Road, and London Road, Binfield.

5.30 This is a low density residential area within the defined settlement boundaries around Binfield village. The area comprises large houses set in fairly extensive grounds, together with several small houses and cottages. The area has a wooded character and provides an important transitional area between Bracknell town and Binfield village.

5.31 Overall density is low at approximately nine units per hectare. Recognising the vulnerability of the area, the Borough Council will resist proposals which exceed a maximum density of ten units per hectare.

(b) Land west of Long Hill Road, Chavey Down.

5.32 The residential area to the west of Long Hill Road has a low density of approximately 4 units per hectare. It is characterised by large houses set in extensive grounds, whilst being essentially rural, with substantial vegetation and screening between dwellings. This contrasts with the more built-up nature of North Road and Church Road, part of the Chavey Down settlement area to the east of Long Hill Road.
5.33 A degree of development has already taken place in the area at a density of four units per hectare, but the character remains largely unaltered. The Borough Council considers that any development exceeding this density would have an unacceptable impact upon the character of the area. Therefore, to preserve the character of the area, the Borough Council will strongly resist any proposals which exceed a maximum density of six dwellings per hectare.

(c) Land south of Addiscombe Road (excluding Blake Close) and all properties fronting Pinehill Road (numbers 10-125 inclusive), Gordon Road and Grant Road, including Arenal Drive, Crowthorne.

5.34 This established residential area, to the south east of Crowthorne centre, is characterised by a mixture of detached and semi-detached houses and bungalows of varying sizes. The dwellings stand in mature plots with long rear gardens. There is considerable space between buildings. The area contains a substantial element of tree cover which provides an important visual screen between dwellings and adds to the general character of the area. Some of the trees are protected by Tree Preservation Orders.

5.35 The existing residential density is low, less than ten units per hectare. Therefore, proposals for residential development which exceed ten units per hectare will be strongly resisted.

(d) Land north of, and including, numbers 14-62 Wellington Road, incorporating the Longdown Lodge Estate and all properties fronting Robin Lane, Thibet Road and Regents Place, Sandhurst.

5.36 This area includes the Longdown Lodge Estate, a distinctive residential area, comprising a mixture of detached and semi detached properties, built predominantly during the 1950s.

5.37 Thibet Road is typified by relatively large detached dwellings, located within substantial plots. The area exhibits a semi-rural character. This is largely due to the degree of vegetation in the form of mature trees and shrubs, notably rhododendron, which in some cases delineate plots.

5.38 Whilst there are examples of small scale residential development in both areas, they remain relatively unchanged. Overall density remains low at less than ten units per hectare. Consequently, proposals for residential development which exceed ten units per hectare, will be strongly resisted.
5.39 OUTSIDE THE DEFINED SETTLEMENT BOUNDARIES THE ERECTION OF A NEW DWELLING WILL NOT BE PERMITTED UNLESS:

(i) THERE IS A NEED FOR IT IN CONNECTION WITH AN ACCEPTABLE USE LISTED IN POLICIES EN8 AND GB1 AND WHICH CANNOT BE MET WITHIN THE SETTLEMENT; AND

(ii) IT WOULD CAUSE NO HARM TO THE CHARACTER OF THE AREA, TO NEIGHBOURING LAND USES, OR TO THE RELATIONSHIP BETWEEN THE SETTLEMENT AND THE SURROUNDING LANDSCAPE; AND

(iii) IT WOULD RESULT IN NO ENVIRONMENTAL DAMAGE, OR ANY INCONVENIENCE OR DANGER ON THE PUBLIC HIGHWAY.

5.40 The Borough Council is committed to maintaining the open, rural, and undeveloped character of the land outside settlements. Residential development will be restricted to appropriate sites within the defined settlement boundaries. Sporadic development will be avoided if it would damage the rural landscape and environment or have the effect of blurring the distinction between urban and rural areas.

5.41 Where a proposal is required in connection with one of the types of acceptable development set out in Policy EN8 of this plan, no automatic presumption of acceptability is to be inferred. A proposal must also be appropriate to its location in terms of its impact on the open, rural and undeveloped character of the area.

5.42 In those areas which have a function of preventing the coalescence of settlements (see Policy EN8), development likely to be prejudicial to maintaining the open, rural or undeveloped character of the land will not normally be permitted. New dwellings for example, will generally not be acceptable within such defined areas.

5.43 The considerations set out in this policy apply to proposals for the siting of mobile homes on land outside settlements except for such proposals within the area covered by Policy EN11.
5.44 DEVELOPMENT INVOLVING EXISTING DWELLINGS IN THE COUNTRYSIDE OUTSIDE THE GREEN BELT WILL BE PERMITTED PROVIDED THAT IT WOULD NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA, WOULD NOT RESULT IN INCONVENIENCE OR DANGER ON THE PUBLIC HIGHWAY OR CAUSE ANY OTHER ENVIRONMENTAL OR OTHER HARM, AND CONSTITUTE:

(i) THE REPLACEMENT OF EXISTING DWELLINGS ON A “ONE FOR ONE” BASIS; OR

(ii) THE SUBDIVISION OF AN EXISTING DWELLING INTO TWO OR MORE UNITS, PROVIDED THE PROPOSAL IS APPROPRIATE TO THE CHARACTER OF THE EXISTING BUILDING AND THE INCREASED ACTIVITY GENERATED BY THE PROPOSAL IS APPROPRIATE TO ITS LOCATION; OR

(iii) THE EXTENSION OF AN EXISTING DWELLING OR ANCILLARY OUTBUILDING.

(i) Replacement

5.45 In principle, the rebuilding or replacement of an existing dwelling on a “one for one” basis is unlikely to harm the rural character of the countryside. However, detailed site considerations, such as size and siting of the new dwelling, its impact on neighbouring dwellings, and its design and materials, will all have to be appropriate to its setting before planning permission will be granted.

5.46 If a proposal for a replacement dwelling is larger than the existing dwelling, it must not harm the rural character of the countryside. In assessing whether a replacement dwelling would cause such harm, regard will be had to, for example, bulk, height and gross floorspace, design and effect of both the existing and the proposed dwelling. Floorspace contained in ancillary buildings no longer required for their original use will only contribute towards the floorspace of the replacement dwelling if physical improvements or visual gains could be achieved.

(ii) Subdivisions

5.47 Additional activity and movement are caused by the creation of a new dwelling. The subdivision of curtilages and additional parking provision will also normally form part of a proposal. Outside defined settlements such subdivisions will be acceptable only if no material harm will be caused to the rural character of the locality.
5.48 In addition to considering whether harm would be caused to the rural character, the Borough Council will be especially concerned to ensure that subdivisions do not threaten the character of land required for the maintenance of the separation of settlements (see Policy EN8). The Borough Council will be particularly vigilant to ensure that such separation is not reduced or weakened by the effects of a number of subdivisions over time.

(iii) Extensions

5.49 The Borough Council will resist residential extensions where they would blur the distinction between built-up areas and the countryside.

5.50 In considering proposals for extensions to dwellings and ancillary outbuildings (such as garages), the Borough Council will take into account the size of the original building, the size of the plot, the character of the site and its surroundings, and the design and siting of the proposed extension.

5.51 In addition, consideration will be given to the cumulative effect of residential extensions on the function and appearance of the land preventing the coalescence of settlements (see Policy EN8). A material alteration to the scale of development on a site could occur through one large extension or through the cumulative impact of a series of small ones. For the purposes of considering a planning application to extend a residential dwelling, the size of the extension relative to the original dwelling (or the dwelling which existed at 12 May 1980, for properties built before that date) will be important. Any permission for an extension granted within a five year period prior to 12 May 1980 but not implemented prior to that date will be considered, if built after 12 May 1980, to form part of the “original” building.

5.52 Areas which have a function of preventing the coalescence of settlements will have that function taken into account when development proposals are considered. They will be expected to be sympathetically designed to cause no adverse impact on the rural character of the locality.

(iv) Changes of use

5.53 Policy EN9 addresses proposals involving the change of use or adaptation of non-residential buildings in the countryside outside the Green Belt.

POLICY H7 Dwelling types REPLACED BY CS16 – HOUSING NEEDS OF THE COMMUNITY

5.54 THE BOROUGH COUNCIL WILL REQUIRE BY CONDITION OR SEEK BY AGREEMENT A VARIETY OF DWELLING TYPES WITHIN INDIVIDUAL RESIDENTIAL DEVELOPMENTS. THE ACCOMMODATION WILL INCLUDE DWELLINGS SUITABLE FOR ONE OR MORE OF THE FOLLOWING:

(i) SMALL HOUSEHOLDS;
(ii) THE ELDERLY;

(iii) PEOPLE WITH DISABILITIES;

AND TO MEET NEEDS ASSOCIATED WITH THE BOROUGH COUNCIL’S COMMUNITY CARE PLAN.

5.55 In order to avoid the creation of large areas of uniform housing, individual housing sites will be required to provide a range of densities and dwelling sizes, thereby assisting in the development of greater townscape variety. There may also be situations where new developments would benefit from the provision of a mix of house types and sizes within individual streets.

5.56 The Borough Council seeks balanced and stable communities. The provision of a variety of types of accommodation will also assist in securing balanced communities and will help to meet housing needs. The Borough Council attaches particular importance to ensuring that there are housing opportunities for those categories of people set out in paragraph 5.10.

5.57 The Borough Council will encourage the provision of accommodation which is accessible to those with disabilities. Detailed guidance on designing for people with disabilities is contained in the Borough Council’s adopted design standards on accessibility.

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<thead>
<tr>
<th>POLICY H8</th>
<th>Affordable Housing</th>
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<td>5.58 IN TAKING ACCOUNT OF THE ECONOMICS OF PROVISION AND THE RELEVANT CIRCUMSTANCES OF THE SITE, INCLUDING ITS SIZE AND LOCATION, THE BOROUGH COUNCIL WILL EITHER REQUIRE BY CONDITION OR SEEK BY AGREEMENT THE PROVISION OF AN APPROPRIATE PROPORTION OF AFFORDABLE HOUSING ON:</td>
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<td>(ii) IDENTIFIED MAJOR HOUSING ALLOCATIONS; AND</td>
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<td>(iii) OTHER SITES WHERE DEVELOPMENT WOULD RESULT IN A NET INCREASE OF 25 OR MORE DWELLINGS OR WHICH ARE OVER ONE HECTARE IN SIZE IRRESPECTIVE OF THE NUMBER OF DWELLINGS.</td>
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<td>WHERE IN EITHER CASE THE NEED TO ACHIEVE A SUCCESSFUL HOUSING DEVELOPMENT CAN BE MET.</td>
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5.59 For the purposes of this plan, affordable housing is regarded as being subsidised housing in its various forms. It is defined as, accommodation which is
accessible to people whose incomes are insufficient to enable them to afford adequate housing locally on the open market, including the provision of accommodation for people in the categories listed at paragraph 5.10 above. In view of the high cost of accommodation in the Borough it does not include low-cost market housing. ‘Special needs’ accommodation does not become affordable simply because it caters for a particular group of people; thus it may, or may not, be affordable.

5.60 A contribution to meet housing needs can be made by the provision of housing for first time buyers and of accommodation at below market price. In view of the problems of affordability in the Borough, for the purposes of implementing this policy, the provision of ‘low cost’ market housing will not count towards the affordable housing element in housing developments. A significant contribution can also be made, normally in partnership with a registered housing association, by dwellings at affordable rents and by shared ownership schemes which secure a route to home ownership for those unable to afford outright purchase.

5.61 The amount of affordable housing contributed by a proposal will depend on market conditions and the size and character of the site. The Borough Council will determine the appropriate provision of affordable housing for Bracknell Forest Borough through a study of local housing needs and through the monitoring of affordable housing provision including the use of the ‘Housing Strategy Statement and Forward Programme’ and the Housing Register. The Borough Council recognises that PPG3 advises against the imposition of a uniform quota on all developments, regardless of market or site conditions. However, as a starting point in the negotiations, the Borough Council will normally expect 20% of the dwellings, or of the total site area or of the developable area, to be ‘affordable housing’ on those sites to which the Policy is applied.

5.62 The provision of affordable housing will be sought through conditions on planning permissions or through negotiation and the creation of a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended). Planning obligations will also address long term management of affordable properties, where appropriate. In seeking planning obligations, site and market conditions will be taken into account.

5.63 All proposals to provide affordable housing will be expected to comply fully with Policy M9 ‘Vehicle and cycle parking’, applied in the light of the merits and circumstances of each proposed development. The highest possible standards of design quality will apply equally to affordable housing developments as to general market schemes.
POLICY H9—Non-static housing

5.64 PERMISSION FOR NON-STATIC HOUSING WILL BE GRANTED EXCEPT WHERE IT WOULD CREATE ENVIRONMENTAL PROBLEMS OR RESULT IN INCONVENIENCE OR DANGER ON THE PUBLIC HIGHWAY.

5.65 Permanent non-static housing (such as mobile homes) will contribute towards the total housing provision in the Borough. The temporary use of non-static housing can also be useful during the assessment of other, permanent development proposals, such as agricultural workers dwellings. However, as with other forms of development, non-static housing will have an impact on the nature, character or appearance of the area. It will also have an impact on the surrounding highway network. Proposals will be considered unacceptable where adverse effects result, which cannot be resolved.

5.66 Non-static housing proposals will be treated in the same way as permanent dwellings in terms of their environmental and other impact.

5.67 Where appropriate, this policy must be read in conjunction with the Green Belt and countryside policies, as proposals for non-static housing may have a detrimental effect on the character of the areas covered by those policies by way of their impact in terms of location, size, scale, design and traffic generation. The Borough Council will take particular care to ensure that proposals for non-static housing should not have a significantly harmful effect on the open, rural or undeveloped character of the Green Belt.

5.68 The Borough Council will expect proposals for non-static housing to include energy-saving features and sites to be located so as to provide a choice of means of travel to other facilities, wherever possible.

POLICY H10—Site briefing

5.69 THE BOROUGH COUNCIL WILL REQUIRE THE PREPARATION OF PLANNING BRIEFS FOR THE RESIDENTIAL DEVELOPMENT OF SITES OF AT LEAST ONE HECTARE, AND FOR SMALLER SITES WHERE APPROPRIATE.

5.69 The Borough Council is concerned that new housing constructed during the plan period is of the best possible quality in terms of the buildings themselves and the resulting townscape. The Borough Council will expect applicants to demonstrate their consideration of, and respect for, the wider setting of buildings. The Borough Council considers that the appearance and treatment of the spaces between and around buildings is of great importance. Where these form part of an application site, the landscape design will often be of comparable importance to the design of the buildings and should likewise be the subject of consideration, attention and expert advice. New development should result in benefit in environmental and landscape terms.
5.71 The site briefing process will apply to sites where the principle of residential development has been established through a local plan designation, an existing outline permission or land currently in residential use. Smaller sites will require a brief where there is likely to be a significant impact on the overall distinctiveness of the surrounding environment.

5.72 The Borough Council will expect the site briefing process to:

(i) provide a secure basis for subsequent negotiation;

(ii) interpret local plan policies and market circumstances in relation to each individual site;

(iii) ensure that new housing developments offer distinct benefits to the local environment for existing or future residents in terms of locally distinctive design, diversity of housing stock, open space and facilities;

(iv) take a pro-active approach to site layout and design. This should include a consideration of developing at high density in areas of good accessibility; so long as this would not cause significant environmental, road safety or traffic generation, or other problems.

5.73 Briefs will be prepared by the Borough Council or landowner or developer generally in accordance with the adopted procedures which are set out in supplementary planning guidance (SPG). They will be expected to concentrate on broad matters of scale, density, height, massing, layout, landscape and access.

5.74 The briefs will be considered for approval by the Borough Council and will be given appropriate weight by the Borough Council as a material consideration.

POLICY H11 Retention of the housing stock

5.75 DEVELOPMENT WHICH WOULD RESULT IN ANY LOSS OF THE EXISTING DWELLING STOCK WILL NOT BE PERMITTED EXCEPT WHERE:

(i) A CHANGE OF USE IS THE ONLY WAY OF ENSURING THAT A BUILDING LISTED AS BEING OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST COULD BE KEPT IN GOOD ORDER; OR

(ii) THE CONTINUATION OF A RESIDENTIAL USE WOULD RESULT IN ADVERSE LOCAL ENVIRONMENTAL CONDITIONS; OR

(iii) COMMUNITY BENEFITS WOULD RESULT WHICH COULD NOT BE ACHIEVED BY OTHER MEANS.
5.76 The existing housing stock makes an important contribution to the housing needs and character of the Borough. The Borough Council is particularly keen to preserve the existing stock of small unit accommodation, for example, dwellings over shops (in the instances where the Borough Council has control over such changes), and other commercial premises. To make full use of the dwelling stock, the Borough Council will for the most part resist any development, including changes of use, which would result in the loss of, or prejudice the retention of, residential units.

5.77 The Borough Council will sympathetically view applications involving a loss of residential accommodation in the circumstances indicated in the policy above.

5.78 This policy will also apply to residential institutions

**POLICY H12 Enclosure of open land in residential areas**

5.79 DEVELOPMENT INVOLVING THE CHANGE OF USE OR ENCLOSURE OF LANDSCAPING AND AMENITY STRIPS OR OTHER SIMILAR LAND FOR RESIDENTIAL PURPOSES WILL NOT BE PERMITTED EXCEPT WHERE:

(i) THE USE AND LOCATION OF THE LAND DOES NOT SIGNIFICANTLY CONTRIBUTE TO THE CHARACTER OR AMENITY OF THE AREA; AND

(ii) THERE WOULD BE NO ADVERSE EFFECT ON HIGHWAY SAFETY; AND

(iii) THE PROPOSED MEANS OF ENCLOSURE WOULD NOT ADVERSELY AFFECT THE CHARACTER OR AMENITY OF THE AREA; AND

(iv) THERE WOULD BE NO ADVERSE IMPACT UPON THE RESIDENTIAL AMENITY AND CHARACTER OF THE AREA, INCLUDING THE IMPORTANCE GIVEN TO OPEN ASPECT IN THE ORIGINAL DESIGN OF THE NEIGHBOURHOOD; AND

(v) APPROPRIATE REPLACEMENT PLANTING WILL BE PROVIDED.

5.80 Many of the Borough’s residential areas are open plan in character. They contain smaller areas of incidental open space, landscaping strips and verges, many of which contribute to the character and visual amenity of the area. There is often pressure to enclose these areas where they are located adjacent to residential properties, to enlarge gardens or provide opportunities for future construction. The enclosure of these areas often requires planning permission because they become part of the residential curtilage.
5.81 The Borough Council considers that the means of enclosure is important and should be addressed with care. Hard structural elements projecting into an area of open space or an area generally characterised by soft landscaping features, may not be appropriate, since they erode visual amenity and could possibly interfere with highway or pedestrian sight lines. Where there is a particular problem, for example, with indiscriminate car parking, this could be addressed through the use of one metre high wire mesh fencing or decorative stone bollards, if appropriate to the character of site and its surroundings. Loss of existing trees and landscaping should be avoided.

POLICY H13 Subordinate accommodation for elderly or infirm relatives

5.82 ANCILLARY RESIDENTIAL ACCOMMODATION FOR ELDERLY OR INFIRM RELATIVES WILL BE PERMITTED PROVIDED THAT IT WOULD NOT:

(i) BE DETRIMENTAL TO THE AMENITIES OF THE OCCUPANTS OF THE ADJOINING PROPERTIES; OR

(ii) ADVERSELY AFFECT THE CHARACTER OF THE AREA.

5.83 In assessing the number of parking spaces required, the Borough Council will have regard to its parking standards for the creation of new dwellings; these standards have the status of supplementary planning guidance (SPG).

5.84 The demand for accommodation for elderly or infirm relatives (often referred to as “granny annexes”) within the curtilage of an existing house is likely to increase as the population ages. Proposals to meet this demand, whether by the conversion of existing buildings or new building, can be tantamount to the creation of a new dwelling and will normally be treated as such.

5.85 Where accommodation is proposed, it will be expected to comply with the Borough Council’s normal design, layout and car parking standards for new dwellings. These requirements may be relaxed where the accommodation is designed to be integrated into the existing house by making use of shared facilities (such as a communal kitchen, bathroom and a shared front door). In cases where appropriate integration cannot be achieved, and where it is considered necessary to retain the ancillary link between the units of accommodation, the Borough Council will make use of appropriate planning conditions or obligations under Section 106 of the Town and Country Planning Act 1990 to restrict the occupation of the accommodation to members of the family occupying the main house.
5.86 THE BOROUGH COUNCIL WILL REQUIRE BY CONDITIONS, OR SEEK TO ENTER INTO AGREEMENTS, THAT NEW DWELLINGS ARE ACCESSIBLE TO ALL. A MATERIAL CONSIDERATION WILL BE THE EVEN DISTRIBUTION THROUGHOUT A DEVELOPMENT OF DWELLINGS DESIGNED, OR CAPABLE OF EASY ADAPTATION, FOR ACCESS AND OCCUPATION BY WHEELCHAIR USERS.

5.87 The Borough Council will seek to ensure that new development eliminates some of the difficulties experienced by the elderly, people with small children and, in particular, people with disabilities. Such difficulties can be encountered, for example when seeking accommodation or when visiting other dwellings. Therefore, all dwellings should be designed such that:

(i) the approaches and entrances are accessible to people with disabilities, including wheelchair users;

(ii) areas normally used by visitors (such as halls, WCs, living rooms) are accessible to people with disabilities, including wheelchair users;

(iii) where they comprise more than one storey or level, they are designed internally for easy movement and are amenable to modification, if necessary, for persons of limited mobility.

5.88 The Housing Needs Study indicates that some 800 households in the Borough will require specially adapted accommodation in the next three years. The Study also notes that the main housing need of those who were requiring other accommodation was for homes designed for people with mobility problems. The Borough Council will expect developers to take account of Part M of the Building Regulations and to have regard to the best practice in designing accessible housing (such as “Accessible General Housing”- Access Committee for England – 1992, “Accessible thresholds in new housing” – DETR-1999) when preparing residential proposals.

5.89 There is a local shortfall in dwellings suitable for wheelchair users in the Borough. Therefore, on large housing sites, the Borough Council will seek the provision of a proportion of new dwellings, designed for wheelchair users.
### Schedule of relevant Berkshire Structure Plan policies

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Chapter 6

Movement

Issues and approach

6.1 As a result of a review of Local Government, Highway Authority powers were transferred in April 1998 from the former Berkshire County Council to Bracknell Forest Borough Council as Unitary Authority. The Borough Council therefore has prime responsibility for traffic management and all highway matters.

6.2 BCC produced the Bracknell Transport Strategy (BTS) in March 1993. The objectives of this report are to;

(i). optimise use of the existing highway infrastructure in Bracknell; and

(ii). Seek ways to improve facilities for other modes of transport in order to provide an increasingly attractive alternative to the car.

Recommendations from this strategy are incorporated in this chapter of the local plan.

6.3 In association with BCC and Wokingham District Council, Bracknell Forest Borough Council published the first draft of the Central Berkshire Transportation Study (CBTS) in June 1996. One of the underlying approaches of this document is that priority should be given to pedestrians, cyclists and public transport, and only then should consideration be given to modifications of the existing road network which seek to make the best use of that existing road network. This approach, supplemented by other measures in the Study, including demand management and reducing the need to travel, should apply to the consideration of transport implications arising from any form of development, and should therefore guide the application of the Movement policies in the local plan.

6.4 In July 2000, the Borough Council produced its first full Local Transport Plan (LTP) as required by Government. This covers the period April 2001 to March 2006,
and is the basis of funding from Government to Highway Authorities for transport spending. The Local Transport Plan is an integrated strategy linking together the related elements of land-use planning, transport provision, traffic management, traffic reduction, accessibility, air quality and road safety. Elements of previous studies, particularly the CBTS have been incorporated into the LTP.

6.5 High volumes of traffic reflect major national employment and population growth over the last 40 years. High car ownership and reliance on cars are recognised problems within the Borough, particularly the south, where a high proportion of local traffic commutes to Bracknell and other employment centres. Capacity problems exist at peak times leading to congestion and delays for local traffic trying to access the primary distributor roads. A combination of these factors has led to “rat running” through some of the more accessible residential estates, resulting in traffic distribution between through routes and local access roads which fails to reflect the road hierarchy.

6.6 To address these issues and lessen the impact of vehicular traffic on the residential environment, “traffic calming” has been introduced in some streets. A variety of traffic calming techniques can be used to control traffic and improve the local street environment, and these will be promoted in order to return “rat runs” to their original role of local access roads. At the same time problems of road safety and excessive delays at junctions for main and crossing vehicular traffic should be addressed by traffic management schemes.

6.7 The continuing growth in car ownership has resulted in highway problems in the older residential areas due to the shortfall of off-street parking provision. This has generated safety and environmental problems, as well as frustration for the drivers who cannot park near their homes.

6.8 Road side parking is restricted in some areas by Traffic Regulation Orders. This has created problems in other areas that are not restricted, particularly those residential areas on the periphery of Bracknell Town Centre which experience long term commuter parking. This augments the existing residential parking problems identified in Para 6.7. A review of on-street parking in the north of Bracknell town was carried out by the former BCC as part of the area traffic management studies.

6.9 The Borough Council has recognised the need to review the parking standards for development within the Borough. The review of parking standards forms part of a wider parking strategy set out in the LTP.

6.10 Part of the existing highway network was built to a high capacity. Consequently, in spite of traffic congestion being a growing problem, it has so far not been a serious cause for concern. However, it can be suggested that this perceived “lack” of such a problem makes the use of the car for travel in and through the Borough even more attractive. This represents a challenge with regard to the implementation of policies which seek to reduce the reliance on the private motor car in accordance with the principles of sustainability.

6.11 The Borough Council recognises that growth in the use of the private motor car cannot infinitely be sustained without jeopardising the needs of future generations, both in terms
of threatening the quality of the environment and depleting stocks of finite resources. Within this context, facilities which enhance the efficiency and attractiveness of more environmentally friendly transport modes must continually be improved if they are to offer serious and viable alternatives to travelling by car. Moreover, where possible, these facilities must offer people a choice of transport mode.

6.12 There is an extensive cycle network available in Bracknell. However, it is not used to its full potential because of underlying problems, such as missing links and the unavoidability of busy roads and road junctions at many points. Routes need to be convenient, comprehensive and safe if they are to be fully promoted and used. There is also a need to provide links between other areas, not only within the Borough, but also to neighbouring districts and towns.

6.13 Central government guidance in Planning Policy Guidance Note (PPG) 13 –Transport, provides advice on how local authorities should integrate transport and land use planning. Within the context of sustainable development, the guidance identifies continuing growth in road transport and consequent environmental impacts as a major challenge to realising the objectives of sustainable development.

6.14 The Borough Council recognises that it is not practical, environmentally acceptable or economically feasible to cater for unrestrained demand for private car use. They will therefore seek to:

(i). reduce growth in the length and number of motorised journeys;

(ii). Encourage alternative means of travel which have less environmental impact; and hence

(iii). Reduce reliance on the private car.

6.15 The local plan supports and develops these ideas at the local level. In order to realise these aims it is essential that the principles of PPG13 are not only integral to the transport chapter, but are also considered in supporting chapters. Land use decisions regarding the location of future development cannot be made in isolation without considering the detailed relationships between development proposals and transport services and links.

6.16 Improvements to the road network will be undertaken with the overall aim of assisting safe movement through and within the Borough by promoting the better management of the existing highway network. Integral to this is the minimalisation of the environmental impacts of such movements, and where possible, the improvement of the local environment.

6.17 In line with advice in paragraph 5.22 of Planning Policy Guidance Note 12, the following transport scheme has previously been safeguarded but is now to be abandoned: The Sandhurst-Crowthorne bypass link road.
Objectives:

6.18

(i) To realise the aims of sustainable development by reducing the need to travel through the integration of transport and land use planning.

(ii) To reduce the reliance on the private motor car by providing people with the choice of using viable and attractive alternatives.

(iii) To encourage an increase in safe cycle and pedestrian movement, through promoting investment in the maintenance of existing facilities and the provision of new facilities where appropriate and desirable.

(iv) To facilitate and encourage greater use of public transport by promoting investment in existing and new facilities and services, for example park and ride schemes, bus services and additional railway stations.

(v) To provide an integrated transport network in the form of a package approach through which the aims of (i) to (iv) can be realised.
6.19 PLANNING PERMISSION FOR HIGHWAY SCHEMES AND, WHERE REQUIRED, FOR TRAFFIC MANAGEMENT MEASURES WILL NOT BE GRANTED UNLESS THEY GIVE PRIORITY TO THE NEEDS OF PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT AND THEY WOULD RESULT IN:

(i) AN IMPROVEMENT IN SAFETY FOR ALL USERS OF THE HIGHWAY AND/OR A REDUCTION IN CONGESTION; AND

(ii) THE BEST USE OF THE EXISTING ROAD NETWORK; AND

(iii) THE PROTECTION OF THE ENVIRONMENT

6.20 Only through the regular and close review of traffic conditions can problems be identified and local needs established. Although improvements to reduce highway safety hazards will receive the highest priority, the Borough Council will also seek to promote accident prevention schemes, and schemes to reduce congestion and enhance the environment.

6.21 An adverse impact on the environment can be created by the insensitive design of traffic management measures and highway schemes. For example, natural features such as trees and hedgerows can be affected, whilst new schemes may result in adverse noise generation. Proposals will therefore be considered in relation to their potential impact on the amenities of the surrounding area.

Traffic calming

6.22 Traffic calming is a form of traffic management that aims to limit driving speeds to safe levels and which are appropriate to the local environment. The Borough Council has adopted a policy for the use of traffic calming, which is included in the LTP. The use of traffic calming techniques combined with environmental improvements can lead to a safe and pleasant street environment.

6.23 Traffic calming measures will be expected to be integral to new development proposals in order to address road safety and environmental problems at the outset and therefore lessen the need for future remedial action.

Signage

6.24 The Borough Council will continue to promote a local system of direction signs to help improve orientation and give a sense of location throughout the Borough. Routes which are clearly signed allow for safer movement. Naming major junctions
and signing them, particularly in association with new development, will therefore be promoted in order to help people know their location within the Borough.

6.25 Cyclists and pedestrians are recognised as increasingly important in the transport equation, and improved signage of cycleways and footpaths will help to reinforce and strengthen their position.

6.26 Due to the design of Bracknell Town Centre, whereby the shopping centre is inwardly facing, the central shopping facilities and activities are hidden from the main routes and approaches into it. Signs can help to rectify this and improve travel and safety within the area.

POLICY M2  Safeguarded road line
Extension of the northern distributor road

6.27 AN AREA OF LAND FOR A ROAD LINK BETWEEN THE JUNCTION OF THE NORTHERN DISTRIBUTOR ROAD WITH LONG HILL ROAD AND THE A329 LONDON ROAD WILL BE SAFEGUARDED FROM DEVELOPMENT.

6.28 The completion of this road link would result in a more attractive route for those journeys on the Northern Distributor Road with origins or destinations to the east of the A329/B3017 junction on London Road. The benefits of the link were examined previously in the preparation of the North Bracknell Local Plan (adopted February 1992) and this policy provides for the continuation of the safeguarding put in place by that plan. The corridor of the link includes an area where mineral extraction and landfilling have taken place. The precise route of the road link remains subject to a detailed site survey which would include an examination of nature conservation issues.

6.29 As a result of a review of Local Government, Highway Authority powers were transferred, in April 1998, from the former County Council to the Borough Council. Before proceeding further with the extension scheme the Borough Council will carry out a review of its costs and benefits in transport, environmental and economic terms having regard to current national Government guidance. Pending the conclusion of that review an area of search is identified on the Proposals Map within which the road link could be constructed. The Borough Council will review this proposal and come to a decision on it as a matter of urgency.

POLICY M3  Protected road lines
Sandhurst – Crowthorne bypass road scheme

6.31 The Sandhurst-Crowthorne Bypass scheme adopted by the Berkshire County Council as Highway Authority in 1988 envisaged a single carriageway road between the A321 Yorktown Road and the A3095 Bracknell Road. However, the Sandhurst-Crowthorne Local Plan (adopted April 1991) included Policy T2 which safeguarded from development the route of a second carriageway immediately alongside the original one. This safeguarding was on the basis that traffic forecasts at the time suggested that after 2001 a second carriageway might be needed. The Borough Council will assess the proposed extension and dualling of the bypass, involving the provision of a second carriageway from Mill Lane, Bracknell, in the north, to the joint administrative boundary with Surrey County Council in the south. Environmental factors will be taken into account as well as such transport issues as alternative uses of the corridor for pedestrians, cyclists and public transport. This policy continues the safeguarding provided by Policy T2 and ensures that the opportunity to assess these matters is not lost. North of the junction between Rackstraw Road and the southern end of Owlsmoor Road the dualling of the route up to the A3095 Crowthorne Road would be feasible within the existing highway boundary. Land acquisition would be required for the dualling of Marshall Road and this section of the bypass is not proposed to be safeguarded. An assessment has not been undertaken yet of the possibility of dualling that section of Marshall Road, Sandhurst between Rackstraw roundabout on Yorktown Road and Laundry Lane. Therefore, the actual construction of a second carriageway is not a local plan proposal.

**POLICY M4**

**Highway measures expected in association with new development**

6.32 DEVELOPMENT WHICH WOULD RESULT IN A MATERIAL INCREASE IN THE USE OF THE EXISTING HIGHWAY WILL NOT BE PERMITTED UNLESS APPROPRIATE PEDESTRIAN, CYCLING AND PUBLIC TRANSPORT ROUTES AND FACILITIES ARE PROVIDED AND/OR IMPROVED AND ANY REASONABLY REQUIRED HIGHWAY WORKS UNDERTAKEN.

6.33 To deal with the transport implications of development, the Local Plan reinforces the underlying approach of the Central Berkshire Transportation Study (CBTS) as identified in paragraph 6.3. For development that results in a material increase in the use of the highway network, reference should therefore be made to Policies M6, M8 and M9, to ensure that measures to address that use focus firstly on the needs of pedestrians and cyclists, then public transport, followed finally by modifications to the road network which seek to make the best use of that existing road network under this policy. This approach should be applied to all forms of development.

6.34 The Borough Council produces a document which sets out its view on the infrastructure, service and amenity requirements for new development in Bracknell Forest. This document is published separately as supplementary planning guidance. Regard to these requirements will be expected when development proposals are formulated. The provision of these requirements will be sought through conditions on planning permissions or through negotiation and the creation of a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
6.35 DEVELOPMENT WILL BE EXPECTED TO PROVIDE ADEQUATE OFF-STREET SERVICING PROVISION.

6.36 In order to improve local traffic conditions, adequate provision should be made near buildings for off-street servicing, and space should normally be provided on site within the curtilage of the development. This policy will be applied according to the individual merits of all proposals for development (including redevelopment and change of use) within the defined shopping centres and employment areas.

6.37 DEVELOPMENT WHICH DOES NOT PROVIDE OR ALLOW FOR SAFE, DIRECT AND WELL SIGNED CYCLE AND PEDESTRIAN ROUTES BOTH WITHIN THE BOROUGH, AND TO NEIGHBOURING DISTRICTS AND TOWNS, WILL NOT BE PERMITTED. THE BOROUGH COUNCIL WILL SEEK TO ENSURE BY AGREEMENT THAT THESE ROUTES AND ANY APPROPRIATE FACILITIES ARE AVAILABLE FOR USE, OR WILL REQUIRE THEM BY CONDITION TO BE SO, BEFORE THE FIRST OCCUPATION OF THE BUILDING(S). PROVISION FOR PEDESTRIANS AND CYCLISTS WILL BE SOUGHT OR REQUIRED AS PART OF ROAD SCHEMES AND WHERE PLANNING PERMISSION IS REQUIRED, IN TRAFFIC MANAGEMENT MEASURES.

6.38 The provision of pedestrian and cycle routes which are direct, convenient, safe, and attractive can help to discourage the use of the car for short journeys, and improve accessibility. Enhancements to existing routes will benefit current users and can make them more attractive to others. Where convenient routes are clearly lacking and a more direct route can be established without detriment to safety or the environment, the Borough Council will promote its formalisation and adoption.

6.39 This policy will ensure that the creation of a comprehensive footpath/cycleway system within the Borough keeps pace with development. Any new development will be expected to show the intended lines of footpaths and cycleways as an early consideration, to provide direct, convenient and safe links with local services via the new and existing footpath and cycleway networks in the Borough, thereby contributing to wider strategic footpath and cycleway systems which encourage and facilitate links to neighbouring districts.

6.38 Underpasses afford pedestrians and cyclists greater protection from the traffic than crossing a busy road at surface level. However, some underpasses do not presently allow for cycle use, therefore where these may offer better safety to cyclists without detriment to pedestrians, their dual use will be sought.
6.39 Many people associate underpasses with a threat to their personal safety. This perception of danger needs to be overcome if underpasses are to be used to their full potential. To achieve this aim, consideration should be given to sight lines/views in and out of an underpass in order to facilitate and improve opportunities for natural surveillance. In addition, maintenance and enhancement of underpasses helps to make them more attractive to use.

6.40 Nevertheless, where it can be shown that a surface level crossing would be more beneficial than an existing underpass, the Borough Council would usually seek to have the underpass removed in favour of creating a crossing at surface level.

**POLICY M7**

**Access for people with disabilities**

6.41 THE BOROUGH COUNCIL WILL PROMOTE AND NEGOTIATE ACCESS FOR ALL TO, AND THE USE OF, HIGHWAY AND FOOTWAY NETWORKS, PARKING FACILITIES, AND PUBLIC TRANSPORT NETWORKS AND FACILITIES.

6.42 The Borough Council believes that the Borough should be accessible to all. To achieve this, the access requirements of people with disabilities will be taken into account. The design of the built environment can be improved by, for example, the installation of dropped kerbs and tactile paving, the provision of obstacle free footways and appropriate numbers of wider car parking bays. Public transport networks and facilities remain inaccessible to many people with disabilities, and measures to remedy this will be sought. In new development, facilities to meet the access requirements of people with disabilities should be included from the outset.

**POLICY M8**

**Public transport**

6.43 DEVELOPMENT WILL NOT BE PERMITTED FOR PROPOSALS WHICH PAY INSUFFICIENT REGARD TO PUBLIC TRANSPORT, AND HENCE DO NOT FACILITATE AND PROMOTE ITS USE. IN PARTICULAR DEVELOPMENT WILL NOT BE PERMITTED UNLESS IT INCLUDES ONE OR MORE OF:

(i) IMPROVED LINKS BETWEEN TRANSPORT MODES;

(ii) BUS PRIORITY MEASURES;

(iii) SAFE AND CONVENIENT ACCESS TO THE NEAREST BUS STOP AND/OR RAILWAY STATION.

6.44 An efficient, convenient, affordable and accessible (see Policy M7) public transport system which provides a viable alternative to the private car is fundamental to the realisation of an integrated transport strategy. The Borough Council will expect
applicants to demonstrate how public transport has been considered as part of their proposal in association with Circular 1/97 (as may be amended or substituted).

6.45 In order to encourage people to use public transport, facilities must be located where they are easily accessible and can therefore provide a good service.

Improved links between transport modes

6.46 To encourage the integration of transport modes, the Borough Council supports the coordination of “change over” facilities such as park and ride schemes. This is particularly important at railway stations where the provision of bus, taxi, cycle and car parking/waiting facilities will be encouraged.

Bus priority measures

6.47 Highway networks should be designed to facilitate bus operation. Bus priority measures which are environmentally acceptable, including bus-only links, will be sought wherever necessary and appropriate.

6.48 The improvement, extension and creation of new routes for public transport services will help to strengthen its viability and will be supported and encouraged. The Borough Council will liaise with bus operators to encourage the availability of bus services at the start of development occupancy. As part of the Central Berkshire Transportation Study and the Local Transport Plan, the intention of the Borough Council is to establish Quality Partnerships with the bus operators in the Borough.

Bracknell Bus Station

6.49 The Borough Council will also seek the retention of a permanent bus station in Bracknell Town Centre. It is recognised that Bracknell bus station provides an essential service and is therefore appropriately located as close to the town centre and shopping area as possible. The bus station needs to be large enough to provide satisfactory bus parking and queuing facilities for bus services to meet the needs of the local population, together with provision for a limited number of inter-town and express services. It would be required to make provision for support facilities (such as an enquiries office, public lavatories, small cafeteria, covered cycle parking area).

6.50 In view of the close proximity of the town centre bus and railway stations, consideration should be given to the shared use of support facilities, such as taxi ranks.

Access to the railway network

6.51 Rail provides an attractive alternative to the use of the private car, especially for commuters travelling to London and Reading or those who commute to Bracknell. Access to the railway network will therefore be encouraged by promoting other modes of transport to link with the railway network, such as cycling and bus services.
New railway station

6.52 The Borough Council will encourage the railway infrastructure provider and the appropriate Train Operating Company and/or developers to provide a new railway station in an appropriate location in the west of the Borough, in order to increase the potential for rail use.

Signage

6.53 Signage to the bus and railway stations forms part of the local system of direction signs, and can help encourage access by modes of transport other than the private car.

Implementation

6.54 Where they are appropriate, these requirements will be secured by way of conditions on planning permissions or through the seeking of a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).

POLICY M9 Vehicle and cycle parking

6.56 DEVELOPMENT WILL NOT BE PERMITTED UNLESS SATISFACTORY PARKING PROVISION IS MADE FOR VEHICLES AND CYCLES.

6.57 The Borough Council has adopted vehicle parking standards which have the status of supplementary planning guidance. They are issued separately. Compliance with them will ensure that in normal circumstances satisfactory off-carriageway parking provision will be made for the traffic generated by new development. These standards will be reviewed from time to time in the context of changing national policy and the Borough Council’s local transport plan, and may change. There may be circumstances where a more flexible approach to parking standards is justified. These might include instances where the promotion of alternative means of travel to the private motor vehicle, or a good existing public transport service, warrants a reduction in the adopted standard in respect of a particular site or development, and where certain types of residential accommodation warrant a lower provision.

6.58 As part of the development of a cycle network throughout the Borough, the Council will promote convenient, secure and sufficient provision for the parking of cycles. The siting and design of these facilities will be an especially important consideration in ensuring that cycles parked by commuters and others will be secure.

6.59 There may be some scope for the negotiation of “Company Travel Plans”, as recommended in the Central Berkshire Transportation Study, which will address the parking requirements of particular developments.
Remedying shortfalls in parking provision

6.60 Some residential areas were developed at a time when car ownership was far lower than today, resulting in many houses with insufficient parking and cars being parked on the carriageway and illegally on pavements. The lack of sufficient car parking provision can result in drivers parking in inappropriate areas which may cause at best a nuisance and at worse a danger for others using that area. In these instances the Borough Council will continue to promote and provide additional residential parking areas. However in those areas where this may lead to the loss of attractive landscaped areas it will investigate parking regulation such as residents’ parking schemes and controlled parking zones.

6.61 In some small town centres, village and neighbourhood centres, local parades, commercial areas, and at several railway stations, vehicle parking facilities are often in short supply during peak periods. Where appropriate, new and improved vehicle parking facilities at these locations will therefore help to reduce the likelihood of congestion and road accidents arising from road side car parking.

6.62 However, these problems should be addressed by an integrated approach encompassing traffic management, the provision of convenient, secure and sufficient cycle parking, and the promotion of public transport. These measures will enhance the attractiveness of small town centres, village and neighbourhood centres, local parades, and railway stations, and encourage an alternative mode of transport to access them. Shortfalls in cycle parking provision also exist at employment, leisure and recreational facilities in the Borough, therefore the introduction of and improvement in cycle parking facilities at these locations will also be sought.

POLICY M10 Parking for countryside recreation

6.63 THE PROVISION OF APPROPRIATE VEHICLE AND CYCLE PARKING FACILITIES WILL BE SOUGHT FOR VISITORS TO THOSE RECREATIONAL FACILITIES LOCATED WITHIN THE COUNTRYSIDE AREAS.

6.64 There are a number of formal and informal recreational facilities within the countryside areas, most of which are already provided with some public parking. The use of recreation sites is monitored to determine the adequacy of parking facilities and to provide new and improved parking where appropriate. The Borough Council will seek to secure provision for the parking of motor vehicles and bicycles at these facilities, as well as encourage accessibility by public transport. Any new parking provision will be carefully designed and sited so that its visual impact on the countryside landscape is minimised.
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Chapter 7

Recreation, Leisure and Tourism

Issues and approach

Recreation in context

7.1 For the purposes of this local plan recreation refers to sports, leisure and tourism provision. Examples of such provision include sports pitches, country parks, amenity open space, recreational footpaths and cycleways, bridleways, sports centres, golf courses, allotments, children’s play areas, visitor centres, restaurants, public houses, theatres, cinemas, hotels and camping and caravan sites.

7.2 Responsibility for providing recreation facilities is divided between a number of agencies including the Borough, Town and Parish Councils, the private sector, the health authorities, the Church authorities, charitable organisations and voluntary groups.

Demand for recreational facilities

7.3 The high proportion of Borough residents in the 25-29 age group explains the current demand for a diverse and high quality range of recreational facilities and it is likely this will continue. Combined with the increase in the popularity of recreation in the countryside, this demand raises considerable environmental implications that the local plan needs to address. Of particular importance is the amount of new building and activity proposed. These factors may conflict with the local plan’s overall objective of balancing development with the protection of the environment thereby fostering sustainable development.

Access to recreational facilities

7.4 The majority of visitors travel to the Borough’s recreation facilities by car. In certain instances this can be attributed to the lack of service by public transport to some of the facilities. This is particularly the case with recreation facilities in countryside areas, and there are considerable environmental implications attached to such facilities that generate
large numbers of visitors. An example of this is the amount of CO₂ emissions generated by large numbers of cars visiting a facility and the contribution to global warming. Therefore, to meet the environmental and movement objectives of the local plan there is a need to influence travel patterns and encourage sustainable forms of transport. Where possible, organised recreation uses should be easily accessible for public service vehicles.

Ancillary development

7.5 Proposals for new and existing recreation developments to include uses not directly related to the primary recreation activity are increasing. Examples include visitor accommodation, conference and function rooms. It is often necessary for a centre to diversify into such activities to keep entrance fees at a reasonable level or to operate minority recreation facilities. However, in some proposals the primary recreation activity may be acceptable in the location proposed but the ancillary use may not. An example of this is an acceptable countryside use such as a golf course which proposes the inclusion of an activity appropriate to an urban area, such as an hotel. Therefore, the local plan needs to maintain a balance between development that is appropriate to the location and necessary to sustain the recreation use.

Open space of public value

7.6 The Borough Council’s adopted public open space standard of 4.3 hectares per 1000 residents is equivalent to 1 hectare of usable public open space for every 90 dwellings, based on average household size of 2.6 persons per household (1991 Census).

7.7 Flood control land and highway verges are excluded from the Borough Council’s open space standard as there is no guarantee that there will be access to the land. It is considered that highway verges should continue to be excluded from the open space standard as the total area concerned is unlikely to be substantial. Where it is demonstrated that such areas make a significant contribution to the visual amenity and character of the locality they may be included in the amenity open space calculation.

7.8 The Borough Council will seek contributions to be made to facilities within the locality for developments providing a net increase of five or more dwellings on sites of less than one hectare.

Visitor accommodation

7.9 The demand for visitor accommodation is created by the number of large employers and the range of leisure facilities located within the Borough. Bracknell is within easy proximity to the major tourist attractions at Windsor, and the number of major sports/social events such as Ascot race week, Wentworth and Sunningdale Golf tournaments and the Royal Windsor Horse Show which take place within a short distance of the Borough boundaries. The majority of visitor accommodation is provided through hotels. There is a shortfall in low cost accommodation such as guest houses, bed and breakfast and sites for camping and caravanning.
Aims

7.10 The approach of the local plan seeks to ensure that existing facilities are enhanced and that adequate recreation facilities are provided where there are deficiencies. As such the general aim of the local plan is to encourage and coordinate the provision of such facilities, on an appropriate scale, through consultation and land-use planning policies, bearing in mind the population they will serve. However, it is an important part of the objective that the enhancement of existing, or the development of new, recreation facilities must be carefully balanced with the environmental and transport objectives of the plan.

Objective:

7.11 To provide for a wide and well balanced range of recreation facilities that are accessible to all and meet the needs of new and existing residents and tourists without prejudicing the environmental and transport objectives of this plan.
POLICY R1 Loss of open space of public value REPLACED BY CS8 – RECREATION AND CULTURE

7.12 DEVELOPMENT WILL BE PERMITTED ONLY WHERE THERE WOULD BE NO NET REDUCTION OF OPEN SPACE OF PUBLIC VALUE OR ADVERSE EFFECT ON RECREATIONAL FACILITIES.

7.13 Where appropriate, new development will be expected to enhance recreational facilities. In determining whether a new recreation facility enhances the area, the scale and location of the proposed development will be considered in conjunction with the existing provision of recreational facilities, including its accessibility and character.

7.14 The provision of a variety of recreational, leisure and tourist facilities makes an important contribution to the character of the Borough and to meeting the recreation needs of the Borough’s population. Therefore, proposals which result in a reduction in the level of such facilities will be strongly resisted.

7.15 A net reduction of identified recreation facilities, including open space may be acceptable where an improved facility will be provided in a location easily accessible by a choice of transport mode to all users of the facility to be lost.

7.16 Open space of public value comprises:

(i) Public open space which is land available for satisfying the recreational needs of the local community, such as pitches, play areas or country parks and is usually maintained by the Borough or Parish Councils; and

(ii) Private open space which is land that serves a similar purpose but may have very limited public access, such as golf courses and horse riding centres operated by organisations or trusts; or no public access as with Ministry of Defence land.

In both cases, its public value derives from its contribution either to the recreational needs of the community and/or from that which its openness makes to the character and appearance of the locality, and hence to the quality of urban life. Educational open land, whether or not jointly used by a school and the community, is considered to be open space of public value. Again, its public value may result from physical use and/or its visual amenity. However, owing to its limited use by the public, it will not usually count towards the Borough Council’s standard of Open Space of Public Value provision for the purposes of Policy R4.
**POLICY R2  Urban recreation**

7.17 WITHIN THE DEFINED SETTLEMENT BOUNDARIES, RECREATIONAL DEVELOPMENT WILL BE PERMITTED EXCEPT WHERE IT WOULD CREATE ENVIRONMENTAL PROBLEMS OR DANGER OR INCONVENIENCE ON THE PUBLIC HIGHWAY.

7.18 Urban locations are often appropriate for the location of recreation facilities because of their proximity to residential areas and public transport links. Certain types of uses, however, have to be located sensitively due to their potential impact on the urban environment by way of noise (see Policy EN25), traffic and activity generation and in terms of the size and scale of associated buildings. Edge of town sites can sometimes be appropriate for such facilities if there are no conflicts with environmental policies. Such locations can often offer access to the countryside and still be easily accessible by all members of the community.

**POLICY R3  Dual use of educational facilities**

7.19 IN THE DETERMINATION OF PLANNING APPLICATIONS FOR EDUCATIONAL FACILITIES, THE BOROUGH COUNCIL WILL TREAT DUAL USE AS A MATERIAL CONSIDERATION WHERE SUCH AN ARRANGEMENT WOULD BENEFIT THE COMMUNITY.

7.20 An important contribution to the provision of recreation facilities can be made by the dual use of educational facilities. It is already the education authority’s policy to promote joint use of its facilities. The Borough Council will support, in appropriate circumstances, the dual use of all types of educational establishments where this would provide a benefit for the whole community.
POLICY R4 Provision of open space of public value

7.21 IN THE DETERMINATION OF PLANNING APPLICATIONS FOR RESIDENTIAL DEVELOPMENT ON SITES LARGER THAN ONE HECTARE, THE BOROUGH WILL REQUIRE BY CONDITION(S) OR SEEK BY AGREEMENT THE PROVISION OF 4.3 HECTARES OF OPEN SPACE OF PUBLIC VALUE PER 1000 PEOPLE.

7.22 In order to maintain the character of the Borough and meet public needs for active and passive open space, new residential developments will be expected to provide new areas of publicly usable open space in accordance with this standard. The standard is based on that which was used in the development of Bracknell as a New Town to create residential areas of high environmental quality.

7.23 The overall open space requirement of 4.3 hectares will be divided between active and passive recreation. Active recreation will comprise 2 hectares per thousand population and could include recreation grounds/sports pitches and children’s play areas. Passive recreation will comprise 2.3 hectares and could include parks, planted habitats, amenity open space and allotments.

7.24 The requirements of what is to be included in the active and passive open space will be treated flexibly to take account of existing provision and allow for the economic and practical provision of open space to be considered.

7.25 Publicly usable open space may remain in private ownership, but must be open for the public to use.

7.26 In assessing public open space provision the following areas will normally be excluded from counting against the standard of provision shown:

(i) the area of balancing ponds and surrounding 25 year flood margins;

(ii) incidental amenity open space in the form of highway verges;

(iii) individual trees protected by Tree Preservation Orders;

(iv) residual and unusable landscape strips;

(v) areas of planting required to screen development;

(vi) noise shadow areas.

7.27 The provision of open space of public value will be sought through conditions on planning permissions or through negotiation and the creation of a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
7.28 IN THE DETERMINATION OF PLANNING APPLICATIONS FOR RESIDENTIAL DEVELOPMENT OF A NET INCREASE OF FIVE OR MORE DWELLINGS ON SITES OF LESS THAN ONE HECTARE, THE BOROUGH COUNCIL WILL SEEK TO ENTER INTO A PLANNING OBLIGATION WITH THE DEVELOPER FOR A CONTRIBUTION TOWARDS RECREATIONAL FACILITIES IN THE AREA.

7.29 All developments create a demand on existing natural features and can have an adverse effect on the local environment. The protection of these existing environments will contribute towards the provision of recreational facilities.

7.30 The above policy will apply to small developments which may provide less than five dwellings, but clearly forms part of a cumulative development which will result in five or more dwellings. The policy will not normally apply to elderly persons' flats, flats and one bedroomed houses.

7.31 Contributions will be sought through negotiation and the creation of planning obligations under Section 106 of the Town & Country Planning Act 1990 (as may be amended, substituted or re-enacted).

7.32 DEVELOPMENT FOR VISITOR ACCOMMODATION WILL NORMALLY BE PERMITTED PROVIDED THAT IT WOULD NOT RESULT IN ENVIRONMENTAL PROBLEMS OR IN DANGER OR INCONVENIENCE ON THE PUBLIC HIGHWAY.

7.33 Most existing visitor accommodation within the Borough is provided through hotels, but there is a particular shortfall of low cost accommodation such as bed and breakfast, camping and caravanning and such proposals will be considered sympathetically.

7.34 This policy must be read in conjunction with the Green Belt and countryside policies. Proposals for visitor accommodation may have a detrimental effect on the areas covered by those policies (countryside or Green Belt), by way of their impact in terms of scale, design and traffic generation. The Borough Council will take particular care to ensure that proposals for visitor accommodation preserve the openness of the Green Belt. It is essential that any proposal should not have a significantly harmful effect on the open, rural or undeveloped character of the Green Belt. In determining proposals for larger scale developments like hotels, the Borough Council will have regard to the sequential test advocated in Planning Policy Guidance Note 6 and look in the first place to the town centre for this type of accommodation.
7.35 OUTSIDE THE SETTLEMENTS, PROPOSALS TO IMPROVE ACCESS TO, OR INCREASE THE RECREATIONAL USE OF, THE COUNTRYSIDE WILL BE PERMITTED PROVIDED THAT THEY WOULD NOT ADVERSELY AFFECT:

(i) RESIDENTIAL AMENITY; OR

(ii) THE FUNCTION OR CHARACTER OF THE COUNTRYSIDE.

7.36 The countryside areas include land between settlements, areas of local landscape importance and the Green Belt. Due to their proximity to urban areas, improved access and recreational development would be of considerable benefit to local residents.

7.37 Organised recreational activity, such as orienteering, golf courses and polo pitches, may be acceptable in the countryside provided that a suitable site can be found. Proposals for such development must demonstrate that the activity is appropriate to a countryside location and can be undertaken without seriously affecting the local environment or the character of the countryside. The need for any recreational activity will be assessed against any disturbance to local residents, adverse change to the landscape or rural character of the area, damage to nature conservation interests or other harmful environmental impact. Proposals should normally be easily accessible to public transport links.

**Countryside Park**

7.38 In accordance with the aims of this policy, the Borough Council has identified an area of land south of Hayley Green and west of Chavey Down. It lies between the eastern edge of Whitegrove and western edge of Chavey Down and performs an important role in separating these two built-up areas. It is characterised by natural features such as trees, wildlife, and overall landscape value. It is envisaged that eventually it will form the basis of a countryside park with public access. Its precise boundaries, design and amenities require further investigation.
7.39 MATERIAL CONSIDERATIONS IN THE DETERMINATION OF PLANNING APPLICATIONS WILL BE THE PROTECTION, EXTENSION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY INCLUDING:

(a) THE RAMBLERS ROUTE; AND

(b) BRIDLEWAY NETWORKS

7.40 There are a number of rights of way in the plan area. The Borough Council is continually seeking to improve the rights of way network; for example, short sections of footpath have been negotiated along The Cut in support of the Borough Council’s emerging Cultural Strategy. The Borough Council will promote additional rights of way, better access to the network, and improved links between, for example new areas of residential development and recreational facilities, in consultation with landowners and in association with new development. The Borough Council will also encourage the enhancement of rights of way by ensuring that, where possible, rights of way are not diverted inappropriately or confined by development. Rights of way should not be obstructed or otherwise rendered unusable.

7.41 Part of the character and enjoyment of rights of way is their peacefulness. The Borough Council will seek to ensure that development does not adversely affect this or the potential enjoyment of the countryside.

7.42 The Ramblers Route (see the Proposals Map) is a circular recreational footpath around the Borough based on existing rights of way. This route consists mainly of footpaths across open farmland, and links sites of local historic interest such as Binfield Place, Warfield Hall, Warfield Church, and the Moat House in Warfield. The Borough Council will seek the cooperation of landowners and other agencies to improve and extend the Route for recreational and educational purposes.

7.43 The Binfield Bridleway Circuit (see the Proposals Map) consists of a sixteen kilometre sign-posted route through the rural lanes and bridleways of Binfield, to the north of Forest Road. Increased traffic generation will create a greater need for horses to use routes other than the highway network. In conjunction with land owners and other agencies, the Borough Council will seek additions and improvements to the Binfield Bridleway Circuit where this would improve road safety and enhance the quality of this network.

7.44 The development and promotion of bridleway routes in other parts of the Borough will be sought, with a view to securing bridleway circuits similar to the one in Binfield.
7.45 DEVELOPMENT INVOLVING HORSES WILL BE ACCEPTABLE EXCEPT WHERE SUCH PROPOSALS WOULD CREATE ENVIRONMENTAL, ROAD SAFETY OR TRAFFIC GENERATION PROBLEMS.

7.46 The Borough Council has published supplementary planning guidance (SPG) for horse keeping and horse related development which is published separately. It will be reviewed from time to time and may change. The Borough Council will take it into account in determining planning applications for development involving horses.

7.47 While such development is normally acceptable, proposals should not:

(i) have an adverse and unacceptable effect on the local environment, through the creation of environmental nuisances such as noise, smells and visual intrusion, including light pollution (see Policy EN15);

(ii) create environmental, highway and other problems by generating unacceptable traffic and other movements which can have a detrimental effect on an area much greater than the immediate vicinity of the development.

7.48 WITHIN THE DEFINED BLACKWATER VALLEY AREA, OUTDOOR RECREATIONAL DEVELOPMENT WILL BE PERMITTED PROVIDED THAT:

(i) IT WOULD NOT DETRACT FROM ITS RURAL AND UNDEVELOPED CHARACTER; AND

(ii) IT IS NOT FOR INTRUSIVE RECREATIONAL DEVELOPMENT INVOLVING MOTORISED CRAFT OR SUBSTANTIAL BUILDING(S).

7.49 The Blackwater Valley has potential for a variety of recreation activities especially given its proximity to the local population in Sandhurst and north east Hampshire.

7.50 The lakes in the plan area are not suitable for motorised water sports due to the character of the local environment and the proximity of residential areas. Recreation facilities such as angling, casual boating and nature study are generally appropriate.

7.51 Planning permission was granted for sand and gravel extraction on land at Church Farm, Little Sandhurst which has now finished. The landscape restoration programme is in progress to provide three lakes for angling and nature conservation. There is the possibility of routing the Blackwater Valley Path through the area, and the potential for recreation has still to be realised.
### Schedule of relevant Berkshire Structure Plan policies

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Chapter 8

Services and Community Facilities

Issues and approach

Services and community facilities

8.1 Within the Borough there is a wide range of community facilities and services provided by a variety of agencies. Bracknell Forest Borough Council is responsible for a small proportion of these.

Services

8.2 The provision of gas, electricity, water, sewerage and telecommunications services is essential to meet the present and future needs of the Borough. Certain operations by the utilities are "permitted development" (under Article 3 of the Town and Country Planning (General Permitted Development Order) 1995, as amended). Generally these are minor works such as laying of pipes and cables or the erection of plant and machinery or small buildings on operational land. Thames Water is responsible for the adopted foul and surface water sewerage infrastructure.

8.3 In planning new development and in determining planning applications, the Borough Council will treat the adequacy of land drainage, surface water drainage, the water supply and sewerage infrastructure to serve proposed development as material considerations. Developers must ensure that adequate water supply and sewerage infrastructure is provided to meet the needs of their schemes. Where such infrastructure is an obstacle to development, but is capable of being resolved without compromising environmental objectives, arrangements will be needed to secure the necessary works.

8.4 Wherever the control of development can assist in promoting the efficient use of water, the Borough Council is willing to work with the Environment Agency and the water companies, in securing the introduction of appropriate water saving measures. Where, in consultation with Thames Water and the Environment Agency, the drainage of new
development requires the balancing of surface water flows, it should be fully funded by the development.

8.5 The proliferation of telecommunication equipment is having a visual impact on the Borough, particularly as telecommunications services are not restricted to residential areas. Increasingly, efficient telecommunications systems are essential to the national economy and the growth of local businesses.

8.6 The maximum sharing of existing telecommunication sites and equipment, and the comprehensive planning (including landscaping) of future telecommunications sites and networks, are seen as the best ways to minimise their impact on the environment. It is the Borough Council's view that with the increased sharing of facilities, it is unlikely that additional sites for communications development will have to be identified.

Community facilities

8.7 Community facilities comprise the social infrastructure which supports the education, health or general development of the community, and includes schools, libraries, health centres, community halls, etc. Surgeries, play groups and nurseries, day centres, museums and exhibition halls, places of worship, etc. are also part of the social infrastructure.

8.8 Sustained and rapid growth within the Borough has increased demands on existing social and physical infrastructure. Future housing development will place more pressure on, for example, community, educational, health and library facilities.

8.9 The provision of additional social and physical infrastructure is essential in order to secure satisfactory development in the Borough. Public finance is not able to fully cope with the needs of new development and the associated requirement for community facilities. Therefore, when new development results in an increased demand for such facilities, the cost should be met by the developers on an equitable basis, and this should be secured through planning obligations, in accordance with Government advice. A planning obligation is an undertaking given either through agreement or unilaterally by a landowner for the purpose of restricting or regulating the development or use of the land (Section 106 of the Town and Country Planning Act, 1990 as amended by the Planning and Compensation Act, 1991).

8.10 Complex or large scale developments often raise problems in providing the required infrastructure at the appropriate time in the development. In most cases the Borough Council will seek planning obligations to secure the proper planning of the development and its phasing.

8.11 This chapter of the local plan sets out those conditions where planning obligations will be sought regularly in connection with development proposals. The policies contained in this chapter are intended to ensure that adequate services and community facilities are provided, and that their provision keeps pace with development. Although the Borough Council is only responsible for a small proportion of services and community facilities provided within the Borough, demand will be reviewed so that additional facilities can be provided on new or existing sites, if required.
Objectives:

8.12

(i) to secure physical and social infrastructure that meets the needs of local communities with due regard for the environment, by seeking an appropriate contribution from development towards the provision of related local infrastructure and community facilities.

(ii) to secure telecommunications development to meet the needs of the resident and business communities, except where unacceptable environmental effects will result.
Policies

POLICY SC1 Provision of services and community facilities REPLACED BY CS6 – LIMITING THE IMPACT OF DEVELOPMENT

8.13 WHERE DEVELOPMENT GENERATES A DIRECTLY RELATED NEED FOR INFRASTRUCTURE, SERVICES OR COMMUNITY FACILITIES THEN, IN THE INTERESTS OF COMPREHENSIVE PLANNING:

(i) PROVISION THAT IS REASONABLY RELATED IN SCALE AND KIND TO THE DEVELOPMENT, SHALL BE MADE BY THAT DEVELOPMENT; AND

(ii) PROVISION BY THE DEVELOPMENT MAY BE ON SITE OR CONTRIBUTIONS MAY BE MADE TO THE PROVISION OF FACILITIES ELSEWHERE PROVIDED THEIR LOCATION CAN ADEQUATELY SERVE THE DEVELOPMENT.

THE TIMELY PROVISION OF DIRECTLY RELATED INFRASTRUCTURE, SERVICES AND COMMUNITY FACILITIES SHALL BE SECURED BY PLANNING CONDITION(S), THE SEEKING OF PLANNING OBLIGATION(S) BY NEGOTIATION AND/OR OTHER AGREEMENT OR UNDERTAKING.

8.14 Development will be carefully considered in relation to its requirements for infrastructure in its various forms and its impact on local services and facilities. Infrastructure and services include such examples as drainage, highway works, public transport provision and pedestrian access. Community facilities include such examples as primary and secondary educational facilities, libraries, health centres and surgeries, community halls, children's play areas, places of worship, local shops, waste bins, open space, recreational facilities, sports pitches and associated buildings, and any other similar social infrastructure. In respect of higher education, the Borough Council acknowledges that the Bracknell and Wokingham College is seeking to rationalise its present accommodation which occupies several sites.

8.15 Whilst minimising their effect on the environment, services and community facilities are needed for the proper development of land. Without a comprehensive view, the existing community facilities would be put under an additional burden as a direct result of the new development. Planning obligations will be sought to secure new and improved facilities, and compliance with such obligations will be ensured.

8.16 The Borough Council's standards are set out in 'Limiting the Impact of Development Guidance on the need for, and provision of, infrastructure and community facilities in the Borough of Bracknell Forest'. This document is supplementary planning guidance (SPG), supplementing the policies and proposals of the Local Plan and is issued separately. It can provide helpful guidance for those
preparing planning applications and the Borough Council may take its standards into
account in its assessment of the infrastructure and community facilities required as part
of a development and in its determination of those applications.

POLICY SC2 Acceptability of service and community facility proposals

8.17 PROPOSALS FOR SERVICE INFRASTRUCTURE AND COMMUNITY
FACILITIES WILL BE PERMITTED PROVIDED THAT THEY WOULD NOT CREATE
ENVIRONMENTAL PROBLEMS OR RESULT IN DANGER OR INCONVENIENCE ON
THE PUBLIC HIGHWAY.

8.18 The Borough Council recognises that there is a functional need to
accommodate service infrastructure and that with development, there will be an
increased demand for community facilities. Both service infrastructure and community
facilities may have an impact on the surrounding area by way of noise, traffic
generation and parking, and in terms of the size and scale of buildings or their location.
These impacts will need to be reduced to an acceptable level.

8.19 Where required by new development, service infrastructure should be designed
as an integral part of the development in order to mitigate its impact on the local
environment. Development will be expected to provide adequate ducting for service
provision, unless it can be demonstrated that this is not possible. Where a proposal falls
within the definition of permitted development the cooperation of the service provider
will be sought to ensure that the environmental impact of development necessary for
their undertaking is minimised.

8.20 Development of service infrastructure outside the defined settlement boundaries
will only be acceptable where it can be demonstrated that for operational reasons it
cannot be located elsewhere (see Policies EN8, GB1, GB2 and GB4).

8.21 The provision of overhead servicing can be physically overbearing and unduly
prominent. In general, it is preferable to locate cabling underground or along the
external surfaces of buildings, but the existing method of distribution in an area may be
a relevant factor.

8.22 Where proposals for community facilities fall outside defined settlement
boundaries, they will only be acceptable in exceptional circumstances, if they provide
for a genuine community need which cannot be reasonably met, to the satisfaction of
the Borough Council, within the defined settlement boundaries (see Policies EN8, GB1,
GB2 and GB4).

8.23 Decisions over new and extended community facilities will be taken in
consultation with the relevant authority.

8.24 The acceptability of nursery school proposals will have regard to an assessment
of local need, taken from a study if available.
POLICY SC3 No reduction in existing community facilities

8.25 DEVELOPMENT WILL ONLY BE ACCEPTABLE WHERE THERE IS NO NET REDUCTION OF EXISTING COMMUNITY FACILITIES.

8.26 Any reduction in the existing range of facilities would result in an inadequate provision of social infrastructure and place increased demands on remaining facilities.

8.27 This policy allows for the replacement of existing facilities, subject to the provisions of Policies SC1 and SC2.

POLICY SC4 Telecommunications provision

8.28 PLANNING PERMISSION FOR NETWORK TELECOMMUNICATIONS DEVELOPMENT WILL BE PERMITTED PROVIDED THAT:

(i) THERE IS A NEED FOR THE DEVELOPMENT; AND

(ii) THERE IS NO SATISFACTORY ALTERNATIVE SITE(S) FOR TELECOMMUNICATIONS AVAILABLE; AND

(iii) THERE IS NO REASONABLE POSSIBILITY OF ERECTING ANTENNAS ON AN EXISTING BUILDING OR STRUCTURE, OR OF SHARING FACILITIES.

THE DEVELOPMENT MUST BE SITED SO AS TO MINIMISE ITS VISUAL IMPACT, SUBJECT TO TECHNICAL AND OPERATIONAL CONSIDERATIONS.

WHEN GRANTING PLANNING PERMISSION FOR MAJOR RESIDENTIAL, RECREATIONAL AND COMMERCIAL DEVELOPMENT, THE BOROUGH COUNCIL WILL IMPOSE CONDITIONS TO ENSURE THAT APPROPRIATE PROVISION IS MADE FOR TELECOMMUNICATIONS RECEPTION AND DISTRIBUTION NETWORKS.

8.29 Major telecommunications development is normally undertaken by network operators who are licensed under the Telecommunications Act 1984. Telecommunications development can include a variety of forms of apparatus e.g. masts, satellite dishes, antennas and aerials. Such development is a common feature of modern society and its benefits to the resident population and the business community are recognised. However, as apparatus is often required to be sited in prominent locations it can be very noticeable, sometimes intrusive, in a landscape or townscape and many people regard them as eyesores.
8.30 Every effort should be taken to minimise their impact on the appearance and amenity of an area by means of their siting and design. Reduction of impact can be achieved by locating them on other sites, including existing buildings or structures or by companies sharing network infrastructure. There may be such sites that are technically capable of accommodating telecommunications development. In some locations e.g. Conservation Areas, special care is needed in siting such apparatus and it may be appropriate to limit their installation. The installation of satellite dishes on dwellinghouses normally falls within permitted development rights.

8.31 Due to the possible impact of telecommunications development on the environment (for example, the construction of large masts or towers), new residential, recreational and commercial development should provide underground ducting for telecommunications cables (and other services) at the outset of the development, sufficient to meet the foreseeable demand for services. This will eliminate the need for above ground telecommunications apparatus and minimise future disruption and expense. In order to protect the visual amenities of the immediate locality, the screening and sharing of facilities will be promoted. Where practicable, new telecommunications provision should be installed with existing equipment.

POLICY SC5—— Existing telecommunications network

8.32 DEVELOPMENT WILL BE EXPECTED TO HAVE REGARD TO EXISTING TELECOMMUNICATIONS NETWORKS.

8.33 In view of the fact that telecommunications are important to the local community and economy, interference which results from development must be minimised. Some development, such as that required for the generation of energy, may result in electrical interference. Large structures (for example multistorey offices) may result in the physical obstruction, or reflection, of above ground signals. The nature and scale of new development proposals will therefore need to be examined to ensure that existing telecommunication networks will not be subject to undue interference.
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Environmental Proposals

**Proposal** PROPOSAL PEN20i Queensway, Priestwood

**9.1** AN ENVIRONMENTAL ENHANCEMENT SCHEME WILL BE PROMOTED AT QUEENSWAY, PRIESTWOOD.

9.2 This is an attractive area of open space linking Moordale Avenue and Priestwood Avenue with an additional cross link to Priestwood Neighbourhood Centre. Scope exists for additional seating and the provision of litter bins. The northern entrance could also be improved with new landscaping and seating. This environmental enhancement is complementary with the upgrading of an existing footpath between Moordale Avenue and Priestwood Avenue to a footpath/cycleway.

**Proposal** PROPOSAL PEN20ii Bay Drive, Bullbrook

**9.3** AN ENVIRONMENTAL ENHANCEMENT SCHEME WILL BE PROMOTED AT LAND ADJOINING BAY DRIVE, BULLBROOK.

9.4 There is an existing grassed amenity area at the junction of Bay Drive and London Road, Bullbrook. The area contains several trees and is used as a pedestrian route to the neighbourhood centre at Bullbrook. There is scope for the general upgrading of this area to provide additional car parking spaces and a sitting-out area. An additional footpath link through to the neighbourhood centre will also be provided.
### 9.5 Implementation:

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Queensway and Bay Drive
Economy Proposals

PROPOSAL PE1i Land in the northern sector of Bracknell Town Centre

9.6 LAND IN THE NORTHERN SECTOR OF BRACKNELL TOWN CENTRE IS ALLOCATED FOR COMPREHENSIVE MIXED USE DEVELOPMENT.

9.7 The redevelopment of this site offers the single largest key element to bring about the rejuvenation and regeneration of Bracknell Town Centre sought by Policy E1 of the local plan. The Borough Council seeks mixed use development, that may include redevelopment, refurbishment and townscape enhancements, which will strengthen and improve the retail area, add to town centre diversity, improve environmental quality and strengthen the vitality and viability of the town centre.

9.8 The Borough Council will promote a mixture of compatible town centre uses on this site that are accessible by a range of means of transport including by cycle and on foot, and well served by public transport, and will strengthen the function and character of the town centre as a whole. New development should be integrated with the surrounding urban fabric and be well related to the adjoining retail areas. Development proposals should accord with the principles of the Urban Design Framework. These include a greater sense of identity, improved access into and through the town centre, the enhancement of the quality of the public realm, an appropriate mix of uses and a flexible development form.

9.9 The site currently contains a large proportion of the town centre’s secondary retail area within the shopping streets of Broadway and Crossway. The regeneration of this area should include the provision of retail floorspace that is well integrated with the existing retail core with the aim of improving the vitality and viability of the town centre. New retail development should be consistent with the retail floorspace parameters defined under Policy E1. Other specific requirements of development in this part of the town centre include the provision of an open and covered market area, replacement health centre and high quality public spaces and improved pedestrian links particularly between the town centre and Peel Centre.

9.10 The Proposal PE1i site is a large area encompassing the entire northern part of the town centre and has been derived in order to emphasise the Borough Council’s view that a comprehensive solution is required to solve the town centre’s problems. Accordingly, the Borough Council will encourage comprehensive redevelopment proposals for the Proposal PE1i site. This should be complementary to the development of the Proposal PE1ii site since that site provides the best opportunity to establish a modern public transport interchange. Any prospective developer of the Proposal PE1i site will be required to demonstrate to the satisfaction of the Local Planning Authority that their scheme would, together with the future development of the Proposal PE1ii site, be capable of achieving the aims of Policy E1.

9.11 The proposed detailed disposition of land uses within Bracknell Town Centre and the traffic management matters, including car parking, are issues which will be addressed during the preparation of a Bracknell Town Centre Strategy.
9.12 Development proposals that are piecemeal will only be permitted if the Borough Council is satisfied that the desired comprehensive development of the Proposal PE1i site and Proposal PE1ii site would not be prejudiced and if the development proposals are consistent with the objectives of Policy E1.

9.13 The Red Lion Public House, the Bull Public House and 36 High Street are listed buildings. They are to be retained and their settings enhanced.

9.14 Implementation:

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<th>Policy &amp; Proposal</th>
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<td>E1 PE1i Land in the northern sector of Bracknell town centre</td>
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<td>BFBC / Private</td>
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PROPOSAL PEii  Land at the south of Bracknell Town Centre

9.15 LAND AND AT THE SOUTH OF BRACKNELL TOWN CENTRE IS ALLOCATED FOR A COMPREHENSIVE MIXED USE DEVELOPMENT WHICH SHALL INCLUDE A PUBLIC TRANSPORT INTERCHANGE AND MAKE PROVISION FOR PUBLIC OPEN SPACE.

9.16 The redevelopment of this site will contribute to the environmental enhancement of this area, an improved approach to the town centre from the south and the rejuvenation and regeneration of Bracknell Town Centre sought by Policy E1 of the local plan. The Borough Council seeks mixed use development to accommodate a range of appropriate town centre uses which complement other development proposals in the town centre.

9.17 The Borough Council will promote a mixture of compatible town centre uses on this site which should include a replacement public transport interchange together with a significant amount of open space of public value, and which will strengthen the function and character of the town centre as a whole. New development should be integrated with the surrounding urban fabric and be well related to the adjoining retail areas. Development proposals should accord with the principles of the Urban Design Framework. These include a greater sense of identity, improved access into and through the town centre, the enhancement of the quality of the public realm, an appropriate mix of uses and a flexible development form.
9.18 The Borough Council will require that development proposals for this site demonstrate compatibility with the development of the Proposal PE1i site and consistency with the aims of Policy E1. Any retail floorspace to be provided within the Proposal PE1ii site should be well integrated with the existing retail core in order to improve the vitality and viability of the town centre. New retail development should be consistent with the retail floorspace parameters defined under Policy E1.

9.19 The proposed detailed disposition of land uses within Bracknell Town Centre and the traffic management matters, including car parking, are issues which will be addressed during the preparation of a Bracknell Town Centre Strategy.

9.20 The site currently contains the town's bus station and is adjacent to Bracknell railway station. The site is unique in being able to provide the opportunity for the establishment of a public transport interchange. This should not be merely a replacement bus station but a wide-ranging facility embracing the adjacent railway station and providing pedestrian and cycleway links to the wider footpath and cycleway network. The Borough Council will expect this to be a key feature of any development proposal.

9.21 The site also contains Jubilee Gardens, the town centre's major open space. The Borough Council regards this as a valuable asset and considers that the availability of an open space is important to the successful regeneration of the town centre. The Borough Council will expect any redevelopment proposal for this site to provide a suitable amount of replacement open space within the site or to secure its relocation to an appropriate site elsewhere in the town centre. The replacement open space should be well integrated to the town centre and accord with the design principles presented by the Urban Design Framework.

9.22 Implementation:

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<td>E1 PE1ii Land at the south of Bracknell town centre</td>
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<td>BFBC / Private</td>
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9.23 LAND AT HEATH HILL ROAD SOUTH CORNER SITE, CROWTHORNE IS ALLOCATED FOR A REDEVELOPMENT SCHEME TO INCLUDE RETAIL AND BUSINESS USES.

9.24 The site currently contains a church, church hall, one shop unit, an industrial site and a public car park. The site occupies a prominent position within the main shopping area of Crowthorne and the amount of retail floor space on the site could be significantly increased. The redevelopment of the site would assist in creating a focal point for shopping activity in the Crowthorne Centre.

9.25 The redevelopment of the site is likely to include approximately 800 sq m retail floor space together with business floor space and residential accommodation above ground floor level.

9.26 A net increase of up to 500 sq m business floor space is allocated to the site to be provided within small suites above ground floor level providing accommodation for small scale business uses serving the local community.

9.27 The site will be served by an access road (see Movement Proposal PM6ii). Additional off-street car parking in conjunction with the redevelopment will enhance the car parking facilities in the shopping centre and contribute to improving local traffic conditions by providing an alternative to on-street parking. However, given the floorspace limits imposed on the redevelopment, the opportunities for a major on-site increase in car parking spaces is constrained.

9.28 Implementation:

Policy & Proposal ____________________________ Priority ______ Responsibility

E4 / E6 PE6i Heath Hill Road South B BFBC/Private
PROPOSAL PE6ii Swan Lane corner site, Sandhurst

9.29 LAND AT SWAN LANE CORNER SITE, SANDHURST IS ALLOCATED FOR RETAIL AND BUSINESS DEVELOPMENT.

9.30 A net increase of up to 500 sq m business floor space is allocated to this site to be provided within small suites above ground floor level providing accommodations for small business uses serving the local community.

9.31 This site is bounded by Yorktown Road, Swan Lane and the Reading to Guildford railway line. The site contains a number of small shops, businesses and residential accommodation. The site currently contains approximately 800 sq m retail floor space and 200 sq m business floor space.

9.32 The redevelopment of this site is likely to include approximately 1000 sq m retail floor space together with 700 sq m business floor space provided above ground floor level as small suites. The redevelopment will therefore result in a net increase of approximately 200 sq m retail and 500 sq m business floor space.

9.31 Support will be given to a co-ordinated redevelopment involving individual groups of properties with shared access, parking and rear servicing. The provision of a rear service road (see Movement Proposal PM5iv) with access onto Swan Lane will be a necessary component of any redevelopment. Additional off-street car parking in conjunction with the redevelopment will enhance the car parking facilities in the shopping centre and contribute to improving local traffic conditions by providing an alternative to on-street parking. However, given the floorspace limits imposed on the redevelopment the opportunities for a major on-site increase in car parking spaces is constrained.

9.32 The redevelopment of this site will allow for highway works to be undertaken at the junction of Yorktown Road and Crowthorne Road, Sandhurst. The resultant increase in vehicle carrying capacity of Yorktown Road will be essential for any future employment generating development in Sandhurst.

9.33 Implementation:

Policy & Proposal Priority Responsibility
E4 / E6 PE6ii Swan Lane B BFBC/Private
Housing Proposals

PROPOSAL PH1.1 The Staff College, Bracknell

9.34 LAND AT THE STAFF COLLEGE, BRACKNELL IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT AND OPEN SPACE OF PUBLIC VALUE SUBJECT TO THE FOLLOWING CRITERIA:

(a) VEHICULAR ACCESS WILL BE PROVIDED FROM:
   (i) AN IMPROVED HORSE AND GROOM ROUNDABOUT
   (ii) A NEW ACCESS ONTO THE A322 BAGSHOT ROAD, VIA ELIZABETH CLOSE
   (iii) THE EXISTING BROAD LANE ACCESS

(b) OPEN SPACE OF PUBLIC VALUE WILL BE PROVIDED IN THE FORM OF LANDSCAPING AND RECREATIONAL PITCHES WITH AMENITY OPEN SPACE;

(c) CONTRIBUTIONS WILL BE SOUGHT TOWARDS THE PROVISION OF YOUTH, COMMUNITY AND EDUCATION FACILITIES AND RESOURCES;

(d) FOOTPATHS AND CYCLEWAYS WILL BE PROVIDED THROUGH THE SITE AND WILL LINK THE SITE TO:
   (i) BROAD LANE
   (ii) RALPHS RIDE
   (iii) HARMANS WATER ROAD
   (iv) A322 BAGSHOT ROAD
   (v) THE EXISTING FOOTPATH/CYCLEWAY TO THE SOUTH WEST OF THE SITE LINKING THE A322 BAGSHOT ROAD TO NIGHTINGALE CRESCENT

(e) LAND WILL BE ALLOCATED FOR A PRIMARY SCHOOL, IF NECESSARY;

(f) OFF SITE WORKS REQUIRED AS PART OF THE DEVELOPMENT WILL INCLUDE:
   (i) TRAFFIC CALMING MEASURES FOR BROAD LANE
   (ii) HIGHWAY JUNCTION IMPROVEMENTS

(g) AGREEMENT(S) WILL BE SOUGHT FOR IMPROVEMENTS TO PUBLIC TRANSPORT SERVICES TO AND FROM THE SITE;

(h) AGREEMENT(S) WILL BE SOUGHT FOR THE RETENTION OF THOSE TREES WHICH CONTRIBUTE TO VISUAL AMENITY, NATURE CONSERVATION OR OTHER INTERESTS;

(i) ADEQUATE SEWERAGE AND LAND DRAINAGE INFRASTRUCTURE WILL BE PROVIDED.
Residential development

9.35 This 44 hectare site includes 124 existing dwellings used as married quarters which are to be demolished. They establish the existing character of the developed area of the site as low density, with semi-detached and detached dwellings set in large individual plots of land. There are relatively large landscaped areas in front of the dwellings, and surrounding trees are well established. The Borough Council is, however, resolved to make full and effective use of the built-up part of this well located urban land. It should make a substantial contribution towards the housing needs of the Borough, consistent with the creation of a good living environment. All or most of the existing dwellings will be demolished and the site will be redeveloped to provide at least 680 (gross) new dwellings including at least 136-140 or so units of affordable housing.

Access

9.36 Three points of access to the residential development will be provided. The principal access will be from the Horse and Groom roundabout, via Broad Lane into Lime Walk. Another access will be provided onto the A322 Bagshot Road via Elizabeth Close. The existing access on Broad Lane will be retained and improved. Each access will be limited to serve cul de sac development.

9.37 The public recreational facilities will be served by the Broad Lane access.

Open space

9.38 Approximately 18-19 hectares of open space will be provided in the form of landscaping, recreational pitches, amenity land and retention of existing wooded areas. The existing playing fields and the adjoining woodland are valuable landscape features of special significance which also serve as a buffer with the existing housing that adjoins the site, and as a valuable “green lung” in the heart of the urban area. This will ensure the retention of the open space of public value in accordance with Policy R1, "Loss of open space of public value". It will contribute towards the quality of urban life in this part of Bracknell.

9.39 The use of the existing sports pitches will be retained, possibly forming a future site for sports clubs, and a new children’s play area will be provided. The Borough Council will seek ancillary facilities in the form of changing rooms in association with the open space, for which the suitability of existing buildings will be investigated. The remaining area will provide informal parkland.

Provision for pedestrians and cyclists

9.40 The development of the Staff College site will require new and enhanced facilities for pedestrians and cyclists to provide safe and convenient access throughout the site, as well as linking the new development to the existing network. Wherever practicable they will be segregated.
Off site highway works

9.41 Off site works will be provided as part of the development. Traffic calming measures will be sought along Broad Lane. Contributions will be sought towards highway junction improvements directly related to the development.

9.42 In addition to those works directly related to the development of the Staff College site, the need for a footpath and cycleway has been identified along the eastern side of the Bagshot Road between Broad Lane and the junction with Church Road. The Borough Council will seek to ensure that if it has not been provided before and independent of the development on the Staff College site, it will be provided as part of that development.

Public transport

9.43 The development of this site and its location within the urban area offer significant potential to enhance the provision of public transport and provide alternatives to the use of the private car. Various options for improvements will be investigated including a link between College Road and Harmans Water Road. A bus service linking the development site to Bracknell Town Centre will be provided at the time of the occupation of the first house.

Educational facilities

9.44 A new one-form entry primary school is to be provided as part of the development. It should be located so as to be conveniently served from the Horse and Groom access. It should be sited so as to allow for use to be made of the existing open space for school sports.

Community facilities

9.45 Contributions will be sought towards updating facilities at the Coopers Hill community building. See also paragraph 9.39 regarding ancillary changing facilities associated with the provision of open space at the site.

Tree retention

9.46 Trees and hedgerows are an important visual feature, particularly the woodland to the south east of the site which also screens the site from the adjoining residential area. The trees also form an important habitat for local wildlife. The retention of suitable existing trees and hedgerows will be sought as well new planting. An area within the woodland belt to be retained should be set aside as a wildlife conservation area.
Sewerage and land drainage infrastructure

9.47 Contributions may be sought from developers in order to provide suitable new works, and improvements to existing systems, for the safe and efficient conveyance and discharge of foul water and storm water directly related to the proposed development.

9.48 The existing lake is unsuitable for surface water drainage and so on-site balancing will be necessary to prevent overloading of the existing system.

9.49 The existing land drainage arrangements (either surface or subsoil) should be maintained or improved or alternative means of disposal provided.

Existing buildings

9.50 Ramslade House, the former Officers' Mess, forms part of the central complex of existing buildings on the site. It is an attractive late 18th/early 19th Century villa and will be retained and considered for alternative uses. Its use as a community hall, in association with the adjoining open space, may be the means to ensuring its long term retention. Part of the building could be used for a small shop and up to 500 sqm of small business units. The remaining educational buildings in their current form, or extended or redeveloped, could form an important educational resource within the Borough.

9.51 The two adjoining wings of residential accommodation should also be retained and could be converted into flats.

Planning Brief

9.52 A planning brief for the site will be prepared in the light of the Borough Council's procedures which are issued separately as supplementary planning guidance. These include opportunities for public consultation.
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<tr>
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<tr>
<td>H1 PH1.1 The Staff College Bracknell</td>
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<tr>
<td>(a)(i) Vehicular access from Horse and Groom roundabout</td>
<td>A</td>
<td>Private/BFBC</td>
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<td>(a)(ii) Vehicular access from existing Elizabeth Close access</td>
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<td>(a)(iii) Vehicular access from existing Broad Lane access</td>
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<td>(b) Open space of public value</td>
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<td>(c) Community facilities</td>
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<td>(d)(i) Footpath/cycleway link to Broad Lane</td>
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<td>(d)(ii) Footpath/cycleway link to Ralphs Ride</td>
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<td>(d)(iii) Footpath/cycleway link to Harmans Water Road</td>
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<td>(d)(iv) Footpath/cycleway link to A322 Bagshot Road</td>
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<tr>
<td>(d)(v) Footpath/cycleway link to existing footpath/cycleway to south west of site</td>
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<td>(e)(i) Primary School</td>
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<tr>
<td>(f)(i) Off site works Broad Lane</td>
<td>A</td>
<td>Private/BFBC</td>
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<tr>
<td>(f)(ii) Off site works for junction improvements</td>
<td>A</td>
<td>Private/BFBC</td>
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<tr>
<td>(i) Sewerage and land drainage</td>
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<td>Private</td>
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9.54 LAND AT PEACOCK FARM, WESTERN BRACKNELL, IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT AND OTHER USES SUBJECT TO THE FOLLOWING CRITERIA:

(a) OPEN SPACE OF PUBLIC VALUE, INCLUDING SPORTS PLAYING PITCHES, WILL BE PROVIDED;
(b) EDUCATIONAL, YOUTH AND COMMUNITY FACILITIES WILL BE PROVIDED WITHIN A CENTRAL NEIGHBOURHOOD CENTRE;
(c) FOOTPATHS AND CYCLEWAYS WILL BE PROVIDED THROUGH THE SITE AND WILL LINK THE SITE TO:
   (i) PEACOCK LANE
   (ii) AMEN CORNER, BINFIELD
   (iii) THE SOUTHERN INDUSTRIAL AREA
   (iv) GREAT HOLLANDS NEIGHBOURHOOD
   (v) THE RAMBLERS ROUTE; AND
   (vi) EASTHAMPSTEAD PARK SCHOOL AND COLLEGE;
(d) CONTRIBUTIONS WILL BE SOUGHT TOWARDS AN IMPROVEMENT IN THE QUALITY AND CHOICE OF PUBLIC TRANSPORT INCLUDING THE PROVISION OF A RAILWAY STATION AT WEST BRACKNELL AND A BUS LINK TO AND FROM GREAT HOLLANDS;
(e) LAND WILL BE ALLOCATED FOR A PARK AND RIDE SITE;
(f) LAND WILL BE ALLOCATED FOR SMALL BUSINESS UNITS;
(g) VEHICULAR ACCESS WILL BE PROVIDED FROM THE A329 BERKSHIRE WAY AND PEACOCK LANE;
(h) OFF SITE WORKS REQUIRED IN ASSOCIATION WITH THE PROPOSAL WILL COMPRISE:
   (i) THE PROVISION OF SHARED FOOTPATH/CYCLEWAYS ALONG:
      (1) THE NORTH SIDE OF RINGMEAD, GREAT HOLLANDS;
      (2) BEEHIVE ROAD, BETWEEN PEACOCK LANE AND THE FOOTBRIDGE;
      (3) THE WESTERN SIDE OF LOVELACE ROAD;
      (4) THE NORTHERN SIDE OF ELLESFIELD AVENUE; AND
      (5) THE EASTERN Side OF DONCASTLE ROAD.
   (ii) THE PROVISION OF INCREASED SEWERAGE CAPACITY;
(iii) **HIGHWAY WORKS TO PROVIDE FOR:**

(1) A PEDESTRIAN CROSSING OF, AND ASSOCIATED TRAFFIC CALMING MEASURES ON, RINGMEAD, GREAT HOLLANDS;

(2) THE WIDENING OF PEACOCK LANE;

(iv) **IMPROVEMENTS AT THE FOLLOWING JUNCTIONS:**

(1) TWIN BRIDGES ROUNDABOUT

(2) HORSE AND GROOM ROUNDABOUT

(3) DONCASTLE HOUSE ROUNDABOUT;

(i) **WYKERY COPSE, A SITE OF SPECIAL SCIENTIFIC INTEREST, WILL BE PRESERVED AND PROTECTED;**

(j) **WILDLIFE HERITAGE SITES FALLING WITHIN AND ADJACENT TO THE DEVELOPMENT PROPOSAL WILL BE PRESERVED AND PROTECTED AND WILDLIFE CORRIDORS BETWEEN THEM WILL BE CREATED;**

(k) **ADEQUATE SEWERAGE AND LAND DRAINAGE INFRASTRUCTURE WILL BE PROVIDED.**

(l) **FOR THE AVOIDANCE OF DOUBT, ALL THE ABOVE MEASURES WILL BE SECURED BY CONDITION AND/OR AGREEMENT AS APPROPRIATE.**

**Residential development**

9.55 This site of about 116 hectares will be developed for mixed purposes including up to approximately 1250 dwellings, of which, a minimum of 250 will be affordable units.

**Open space**

9.56 The land generally lying to the west of Peacock Cottages off Peacock Lane will be used to provide public open space. The existing ancient woodlands of Tarmans Copse and West Garden Copse will be retained and protected, as detailed under paragraph 9.73 below. The remaining open space, to the west of the site, will be an informal recreational area. Its present open, rural character will be retained so as to preserve the gap of countryside between Peacock Farm and the edge of Wokingham.

**Neighbourhood Centre**

9.57 The neighbourhood centre will include the necessary ancillary educational, youth and community facilities to support the residential development. The neighbourhood centre will be located towards the middle of the residential development.
9.58 A new two-form entry primary school with nursery facility will be provided as soon as practicable to serve the residential development. 2.2 hectares of land will be allocated for the school. Whilst the school buildings should adjoin the other facilities in the neighbourhood centre, the school playing fields should be sited close to informal open space. A fully operational first form of entry will need to be completed within the first phase of development. Contributions will be sought towards the provision of secondary school places.

9.59 The neighbourhood centre should include youth and community facilities, such as a health centre, community centre capable of multiple use (such as playgroups, elderly persons luncheon club, place of worship), retail facilities, children’s play areas, a public house and a library. The facilities should be consistent with the scale and function of the centre to meet people’s day to day needs, so reducing the need to travel.

**Provision for pedestrians and cyclists**

9.60 New lengths of footpaths and cycleways will be required to provide safe and convenient access throughout the site, as well as linking the new development to the existing surrounding networks.

**Public transport**

9.61 A bus service linking the development site to Bracknell Town Centre will be provided from the occupation of the first house.

9.61 The Borough Council will seek the provision of a rail station to the north of the site at Amen Corner, Binfield. Contributions will be expected to facilitate its provision.

**Park and Ride**

9.62 Land will be allocated for a Park and Ride site to be used in association with the rail station which is being sought, with proposals at Amen Corner, Binfield and with development in Bracknell Town Centre.

**Small Business Units**

9.63 Land will be allocated for a business park to the north of the site, lying between the Berkshire Way and Peacock Lane, including premises for small businesses.

**Access**

9.65 Access to the development site will be from a modified A329 Berkshire Way. The modifications will comprise a realignment of the carriageway and the construction of roundabouts. The modifications will include facilities for pedestrians and cyclists.

9.66 Access will also be provided from a realigned and widened Peacock Lane, also including provision for pedestrians and cyclists.
There will be no general vehicular access to Great Hollands neighbourhood, although provision will be made for pedestrian, cycle and bus access.

**Off site highway works**

A new length of footpath/cycleway will be needed on the northern side of Ringmead, Great Hollands opposite the houses in Wheatley, Winscombe and Wordsworth. This will provide a link between the site and the existing footpath/cycleway network running between Great Hollands and the Southern Industrial Area.

A new length of footpath/cycleway will be needed along the southern section of Beehive Road between Peacock Lane and the footbridge over the Waterloo to Reading rail line and the A329 Berkshire Way to form a link to Amen Corner, Binfield to the north.

Peacock Lane, to the west of the development site, will need to be widened to accommodate some of the vehicular traffic generated by the development.

A number of off-site junction works have been identified. All these junctions are likely to experience increased traffic flows as a result of the development of the site.

**Sites of Special Scientific Interest (SSSI)**

Wykery Copse, which lies just to the north of the boundary of the development proposal, and occupies 3.15 hectares, is designated as a SSSI. It consists of a fragment of ancient broadleaved woodland, enhanced by the stream that flows through it. The impacts of any development proposal on the wildlife and nature conservation value of this site should be assessed, and measures taken to ensure that its scientific interest is safeguarded, and the existing hydrological regime is maintained. These measures should include landscape buffering around the copse, and recreational management and education programmes.

**Wildlife Heritage Sites (WHS)**

Both Tarmans Copse and West Garden Copse are designated as Wildlife Heritage Sites (WHS), and are found within the boundary of the development proposal. They are characterised by semi-natural ancient woodland of 6 hectares and 1 hectare respectively in size. The impacts of any development proposal on the wildlife and conservation value of these sites should be assessed and measures taken to mitigate against any damage caused by increased human activity, both during the construction phase and following completion. These measures should include:

(a) fencing around the two woodlands and the provision of specific access points;

(b) creation of designated circular route footpaths;

(c) linking together the WHSs both within and beyond the site by the provision of new wildlife habitats as links;

(d) the provision of landscape buffering around the woodlands;

(e) recreational management and education programmes.
Riggs Copse is designated as a WHS and lies to the north of the boundary of the development proposal, being north of the railway line and the A329. It is a 4 hectare site consisting of unmanaged ancient woodland. The impacts of any development proposal on the wildlife and conservation value of this site should be assessed and measures taken to mitigate any damage caused by increased human activity, both during the construction phase and following completion.

Sewerage and land drainage infrastructure

Contributions may be sought from developers in order to provide suitable new works, and improvements to existing systems, for the safe and efficient conveyance and discharge of foul water and storm water directly related to the proposed development. Bracknell sewage treatment works will require upgrading, to accommodate and treat the discharge flows from the proposed development, as will the surrounding foul and storm water sewer networks to which the site will connect. The existing land drainage arrangements (either surface or subsoil) should be maintained or improved or alternative means of disposal provided.

Planning Brief

A planning brief for the site will be prepared in accordance with the Borough Council's adopted procedures.

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<td>H1 PH1.2 Peacock Farm</td>
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Movement Proposals

PROPOSAL PM1.1 Road junction and highway works

9.78 LAND IS SAFEGUARDED TO ALLOW FOR ROAD IMPROVEMENTS AT THE FOLLOWING ROAD JUNCTIONS, AS SHOWN ON THE PROPOSALS MAP:

(i) B3034 FOREST ROAD WITH B3018 BINFIELD ROAD;
(ii) A3095 WARFIELD ROAD WITH B3034 WARFIELD STREET, NEWELL GREEN (PLOUGH AND HARROW);

9.79 Junctions (i) and (ii) above are likely to experience increased traffic flows during the plan period as a result of development in north Bracknell. Their implementation is therefore an important part of the housing and transport strategy which seeks to secure the successful development of this area.

(iii) MAIDENS GREEN CROSSROADS
9.80 Due to the layout of this junction, it is a high risk accident site. Junction alterations are appropriate to alleviate this risk.

(iv) B3017 PRIORY ROAD WITH LONGHILL ROAD/LOCKS RIDE;

(v) B3017 CHAVEY DOWN ROAD WITH LOCKS RIDE;

(vi) B3034 FOREST ROAD WITH LOCKS RIDE;

9.81 Junctions (iv)-(vi) above are all likely to experience increased traffic flows during the plan period as a result of development in north Bracknell. Their implementation is therefore an important part of the housing and transport strategy which seeks to secure the successful development of this area.

(vii) LONGSHOT LANE WITH WESTERN ROAD, BRACKNELL;
9.82 This scheme was protected by BCC in January 1991 and is required to meet the traffic demands generated by development off Longshot Lane.

(viii) A321 WOKINGHAM ROAD/HIGH STREET, SANDHURST WITH CHURCH ROAD, LITTLE SANDHURST;
9.83 The existing junction, on a bend on the A321, takes the form of a T-junction. The increased use of Church Road as a result of development in the locality justifies the provision of roundabout or other traffic management measure to improve both traffic flow and road safety at this junction.

(ix) ROAD WORKS AT A3095 WARFIELD ROAD (BETWEEN ITS JUNCTION WITH THE NORTHERN DISTRIBUTOR ROAD AND THE MET OFFICE ROUNDBOUD);

(x) ROAD JUNCTION WORKS AT HOLLY SPRING LANE/SANDY LANE/A3095 WARFIELD ROAD JUNCTION.
### Implementation

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<th>Policy &amp; Proposal</th>
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<tr>
<td>M1 PM1.1i Forest Rd/Binfield Rd</td>
<td>B</td>
<td>BFBC</td>
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<tr>
<td>M1 PM1.1ii Warfield Rd/Warfield St</td>
<td>B</td>
<td>BFBC</td>
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<tr>
<td>M1 PM1.1iii Maidens Green crossroads</td>
<td>C</td>
<td>BFBC</td>
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<tr>
<td>M1 PM1.1iv Priory Rd/Longhill Rd</td>
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<tr>
<td>M1 PM1.1v Chavey Down Rd/Locks Ride</td>
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<td>M1 PM1.1vi Forest Rd/Locks Ride</td>
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<tr>
<td>M1 PM1.1vii Longshot Lane/Western Rd</td>
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<td>M1 PM1.1viii Wokingham Rd/Church Rd</td>
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<td>M1 PM1.1ix Warfield Rd</td>
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<tr>
<td>M1 PM1.1x Holly Spring Lane/Warfield Road</td>
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</table>
PROPOSAL PM 1.2 Northern Distributor Road

9.85 LAND IS SAFEGUARDED AT NEWELL GREEN TO PROVIDE FOR A NEW ROAD LINK BETWEEN THE NORTHERN DISTRIBUTOR ROAD AND THE A3095/B3034 (THREE-LEGGED CROSS) JUNCTION.

9.86 The traffic generation implications of new housing development in north Bracknell require the provision of new highway infrastructure. The Northern Distributor Road, which is being funded by and constructed in association with this development, will help relieve key town centre junctions and roads by distributing traffic between these routes. Where possible, the distributor road will form the northern limit to built development, defining a clear boundary and minimising disturbance of existing and new housing areas.

9.87 The Newell Green link is an important part of the housing and transport strategy underlying the successful development of land at north Bracknell. Part of the scheme will involve the improvement of the A3095/B3034 Three Legged Cross junction in the form of a four-arm roundabout.

9.88 Implementation:

Policy & Proposal Priority Responsibility
M1 PM1.2 A Private/BFBC
Northern Distributor Road works

PROPOSAL PM 1.3 Land Protected for dualling

9.89 LAND IS SAFEGUARDED ALONG THE B3408 LONDON ROAD, BRACKNELL FROM THE COPPID BEECH JUNCTION WITH THE A329(M) TO JOHN NIKE WAY TO PROVIDE FOR THE COMPLETION OF THE DUALLING OF THIS ROAD.

9.90 This scheme was protected by BCC in March 1990. It is required to meet increased traffic demand resulting from major development in western Bracknell.

9.91 Implementation

Policy & Proposal Priority Responsibility
M1 PM1.3 B Private/BFBC
London Road, Binfield
PROPOSAL PM5 Service road schemes

9.92  THE FOLLOWING REAR SERVICE ROAD SCHEMES ARE PROPOSED:

(i)  ACCESS ONTO NAPIER ROAD AND EXTENDING NORTHWARDS TO THE REAR OF PROPERTIES FRONTING ONTO THE HIGH STREET, CROWTHORNE;

(ii) ACCESS ONTO HEATH HILL ROAD SOUTH AND EXTENDING NORTHWARDS TO THE REAR OF PROPERTIES FRONTING ONTO THE HIGH STREET, CROWTHORNE;

(ii) ACCESS ONTO THE HEATH HILL ROAD SOUTH SERVICE ROAD AND EXTENDING WEST AND SOUTH TO THE REAR OF PROPERTIES FRONTING ONTO HIGH STREET AND CHURCH STREET, CROWTHORNE;

(iv) ACCESS ONTO SWAN LANE AND EXTENDING WESTWARDS TO THE REAR OF PROPERTIES FRONTING ONTO YORKTOWN ROAD, SANDHURST.

9.93  Within the Crowthorne and Sandhurst shopping centres, the provision of the identified rear service roads will make a substantial contribution towards reducing the road safety hazards, congestion and environmental damage associated with the on-street parking of delivery vehicles.

9.94  Implementation:

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<tr>
<td>M5 PM5(i) to (iv) Service Roads</td>
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</table>
Recreational Proposals

PROPOSAL-PR2-Urban-Recreation

9.95 **LAND:**

(i) **AT LILY HILL PARK, BRACKNELL; AND**

(ii) **LINKING AMBARROW COURT TO LITTLE SANDHURST;**

**IS ALLOCATED FOR ADDITIONS TO THE RECREATIONAL CYCLEWAY NETWORK.**

9.96 The improvements of the cycleway and footpath network will improve the recreational facilities within the Borough. Further evaluation and careful consideration of issues such as landscaping, trees and lighting is required, and care is needed to maximise the benefits of these schemes, which will extend the cycleway network and improve cyclist accessibility and recreation.

9.97 **Implementation:**

**Policy & Proposal** | **Priority** | **Responsibility**
--- | --- | ---
PR2(i) to (ii) | A | BFBC
Recreational cycleways
9.98 THE FOLLOWING AREAS ARE ALLOCATED FOR OPEN SPACE OF PUBLIC VALUE:

(i) 0.7 HECTARES OF LAND AT QUELM PARK, WARFIELD;
9.99 This remaining area of land is to be transferred to the Borough Council as public open space in association with Quelm Lane housing development (618924 and 619081) included in the North Bracknell Local Plan. The Borough Council has produced a planning brief which provides guidance on the development of this area.

(ii) 0.2 HECTARES OF LAND AT WHITEGROVE, WARFIELD;
9.100 This land is to be transferred to the Borough Council as a small area of public open space to serve the Whitegrove housing development (609694 and 613370).

(iii) 0.1 HECTARES OF LAND EAST OF 51-57 GRAMPIAN ROAD, SANDHURST;
9.101 This site is in private ownership and acquisition by agreement seems unlikely. Therefore compulsory purchase may have to be considered. This site would add to and complement local amenity open space in a high density area, where open space provision is substandard. The inclusion of this site for open space of public value is hoped to deflect pressures for residential development in this area.

(iv) 0.2 HECTARES OF LAND WEST OF "TARA", OWLSMOOR ROAD, OWLSMOOR;
9.102 Owlsmoor Recreation Ground comprises a small public open space area with a number of parcels of land added to the recreation ground as a result of housing development within the adjacent Owlsmoor development area. Land to the rear of "Tara" is private land bounded on the north, south and west by public open space areas and on the east by the back gardens of properties fronting Owlsmoor Road. If incorporated into the existing public open space area the existing open space parcels would be better used for recreational purposes since this would enable both a larger open space area to be provided and would enable currently fragmented open space parcels to be integrated into one recreation area. This is particularly important given the current lack of public open space in this part of Owlsmoor.

(v) 0.06 HECTARES OF LAND AT HARVARD ROAD, OWLSMOOR;
9.103 This site is in private ownership and acquisition by agreement seems unlikely. Therefore compulsory purchase may have to be considered. This site would add to and complement local amenity open space in a high density area, where open space provision is substandard. The inclusion of this site for open space of public value is hoped to deflect pressures for residential development in this area.
9.104 Implementation:

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<td>(i) Quelm Park</td>
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<tr>
<td>(ii) Whitegrove</td>
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<td>Private</td>
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<tr>
<td>(iii) Grampian Road</td>
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<td>BFBC/Private</td>
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<tr>
<td>(iv) &quot;Tara&quot;, Owls Moor Road</td>
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<td>Private</td>
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<tr>
<td>(v) Harvard Road</td>
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<td>BFBC/Private</td>
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9.105 THE PROVISION OF A FOOTPATH WILL BE SOUGHT ON THE NORTHERN BANK OF THE RIVER BLACKWATER BETWEEN YATELEY ROAD AND MILL LANE, SANDHURST.

9.106 There are a number of agencies involved in the provision of the Blackwater riverside footpath including parish and borough councils, water authorities, The Countryside Agency and not least, the landowners. The river is potentially a very large popular location for recreational visits and the valley is capable of absorbing a considerable increase in visitors without detriment to its countryside character. Both sides of the river are equally attractive for walking. Physical and landownership considerations will determine the most appropriate route for the riverside footpath and therefore footbridges over the river will be necessary. This local plan is only concerned with the part of the northern bank of the river which lies in Sandhurst and consequently the Proposals Map does not show the continuous riverside footpath. The "missing" links are located on the southern river bank in Hampshire.

9.107 Implementation:

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Schedules
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<td>Protecting tree and hedgerow cover</td>
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<td>Significant land between settlements (part merged with EN8)</td>
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<td>EN2</td>
<td>Supplementing tree and hedgerow cover</td>
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<td>EN3</td>
<td>Nature Conservation</td>
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<td>EN4</td>
<td>Local Nature Reserves, Wildlife Heritage Sites and Regionally Important Geological Sites</td>
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<td>EN5</td>
<td>Agricultural Land</td>
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<td>EN6</td>
<td>Ancient Monuments archaeological remains of national importance</td>
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<td>EN7</td>
<td>Other important archaeological remains (‘Other added into the title’)</td>
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<td>EN8</td>
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<td>Demolition of Listed Buildings</td>
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<td>Development proposals including the alteration, extension or change of use of listed buildings</td>
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<td>E2</td>
<td>Employment development on land within settlement boundaries but outside defined employment areas and Bracknell Town Centre <em>(but added in)</em></td>
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<td>Changes of use of land within the Green Belt</td>
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<td>Aras of Special Housing character <em>(was low density housing)</em></td>
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<td>Protected Road Lines – Sandhurst-Crowthorne bypass road scheme</td>
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Inset Maps

These inset maps have been superseded by those in the Site Allocations Local Plan 2013 (SALP).

The crossed through Inset Maps 3 & 26 have been deleted.

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Inset 2
Binfield Village

E5, 7, 11

Note: Policies relating to defined settlements (E3, H1, 2, R2) also apply to the area within this Inset map.
Inset 3
New Road, Ascot

Inset 4
Fernbank Road, Ascot

Inset 5
Warren Row, Ascot

Note: Policies relating to defined settlements (E3, H1, 2, R2) also apply to the area within these Inset maps.

Policies

Local Parade E5,7,11

Scale 1:1250

Insets 3-5 are on Proposals Map 3
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Bracknell Forest Borough Local Plan 2002
Inset 6
Priestwood Square

Note: Policies relating to defined settlements (E3, H1, 2, R2) also apply to the area within these Inset maps.

Inset 7
Bay Road, Bullbrook

Inset 8
Wildridings Square

Policies
Local Parade E5,7,11

Scale 1:1250

Insets 6-8 are on Proposals Map 3
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Inset 9
Rectory Row, Easthampstead

Inset 10
Harmans Water

Policies
Neighbourhood Centre E5, 7, 11

Scale 1:1250
 Insets 9 & 10 are on Proposals Map 3

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Note: Policies relating to defined settlements (E3, H1, 2, R2) also apply to the area within these Inset maps.
Note: Policies relating to defined settlements (E3, H1, 2, R2) also apply to the area within these Inset maps.

Inset 18
Crowthorne Station Area

Inset 20
Yeovil Road, Owlsmoor

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Inset 23
Yorktown Road, (east of Swan Lane)

Inset 24
Yorktown Road, College Town

Note: Policies relating to defined settlements (E3, H1, L, R2) also apply to the area within this Inset map

Policies

- Local Parade E5,7,11

Scales

- Inset 23 1:1250
- Inset 24 1:2500

Insets 23 & 24 are on Proposals Map 4

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