



Binfield Parish Council

Binfield Neighbourhood Plan 2015-2026



January 2016

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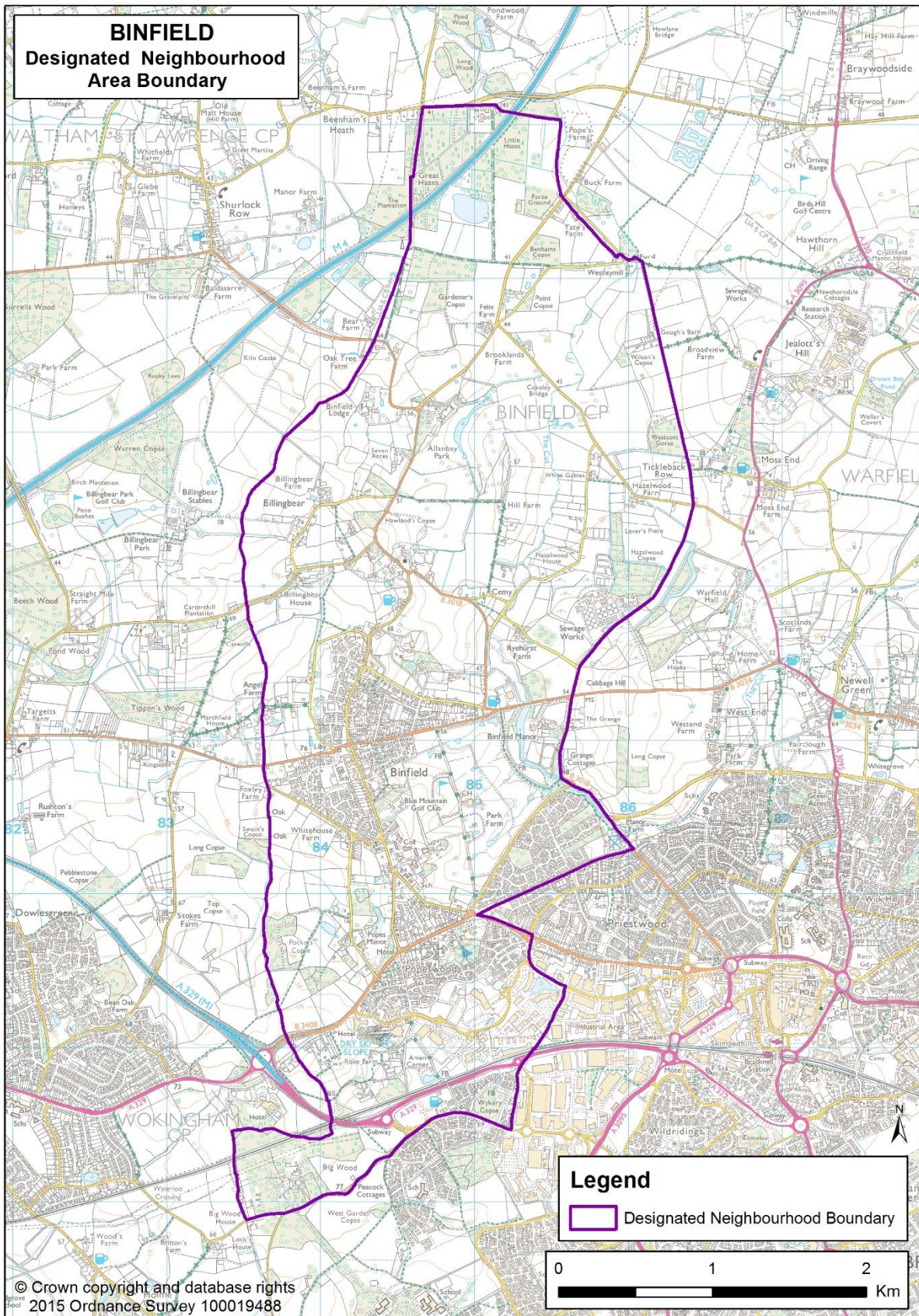
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1 INTRODUCTION

- 1.1 This document represents the Neighbourhood Plan for Binfield parish. It represents one part of the development plan for the parish over the period 2015 to 2026, the other part being the Bracknell Forest Development Plan. The Bracknell Forest Development Plan includes 'saved' Policy NRM6 of the South East Plan, the Core Strategy (adopted 2008), the Site Allocations Local Plan (adopted 2013) and 'saved' policies in the Bracknell Forest Borough Local Plan (adopted 2002).
- 1.2 Bracknell Forest Council (BFC), as the local planning authority, designated a Neighbourhood Area for the whole of the Binfield parish area in February 2014 to enable Binfield Parish Council to prepare the Neighbourhood Plan. The Plan has been prepared by the community through the Binfield Neighbourhood Plan Group (BNPG). 'The Plan' and 'the Neighbourhood Plan' will be used interchangeably throughout this document.
- 1.3 The map in Figure 1.1 below shows the boundary of the Neighbourhood Plan area, which reflects the administrative boundary of Binfield parish. The map shows the built-up area of Bracknell town immediately to the south-east of the Neighbourhood Plan area and also key routes, including the railway line and A329(M) road in the south and the M4 motorway to the north.
- 1.4 The Binfield Neighbourhood Plan has been prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012 (as amended). The BNPG has prepared the plan to establish some key objectives for the future of life in the parish and to set out how those objectives will be realised through planning and guiding land use and development change over the plan period 2015 to 2026.
- 1.5 The purpose of the Neighbourhood Plan is to guide development within the parish and provide guidance to any interested parties wishing to submit planning applications for development within the parish. The process of producing The Plan has sought to involve the community as widely as possible and the different topic areas are reflective of matters that are of considerable importance to Binfield, its residents, businesses and community groups.
- 1.6 Each section of The Plan covers a different topic. The local context is provided in Section 2 and the objectives of the plan in Section 3. Sections 4 to 8 then provide the various policies:
 - Section 4: Transport and Connectivity
 - Section 5: Community Facilities
 - Section 6: Environment
 - Section 7: Communications
 - Section 8: Built Form
- 1.7 Under each heading in these sections there is the justification for the policies presented which provides the necessary understanding of the policy and what it is seeking to achieve. The policies themselves are presented in the blue boxes. It is these policies against which planning applications will be assessed. It is advisable that, in order to understand the full context for any individual policy, it is read in conjunction with the supporting text.
- 1.8 The Plan is accompanied by a Policies Map, shown in Section 9 at the end of the document.

Figure 1.1: Binfield Neighbourhood Plan area



National policy

- 1.9 The National Planning Policy Framework (NPPF) states:

"Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes ... can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications (para.183).

Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area.

Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies (para.184).

Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation (para.185)".

- 1.10 Further guidance on the practical application of these matters is provided in national Planning Practice Guidance (PPG).

Consultation

- 1.11 Below is a brief summary of all consultation activities undertaken by the Binfield Neighbourhood Plan Group (BNPG). A comprehensive Consultation Statement will be submitted alongside the Neighbourhood Plan providing details of how we consulted the public, who we consulted (including any statutory consultees), summary of main issues raised, and how we have addressed those issues in our Neighbourhood Plan.
- 1.12 Four public events were held between November 2013 and July 2014. The first one held in November 2013 was to introduce the Binfield Neighbourhood Plan Group and set out its objectives. Three summer events were held in June and July 2014 within specific localities in the Parish and another event in Binfield was shared with Bracknell Council in August 2014. The hope was to give everyone an opportunity to learn about BNPG and the Neighbourhood Plan and how they could take part in shaping Binfield's future.
- 1.13 Prior to each of these events, press releases were sent to Bracknell News and Bracknell Times for their print and online editions announcing the Binfield Neighbourhood Plan initiative and

upcoming community events. There was also a column in the parish magazine, the Binfield Beacon, which provided current information about the Steering Group, how to get involved and an update on upcoming events.

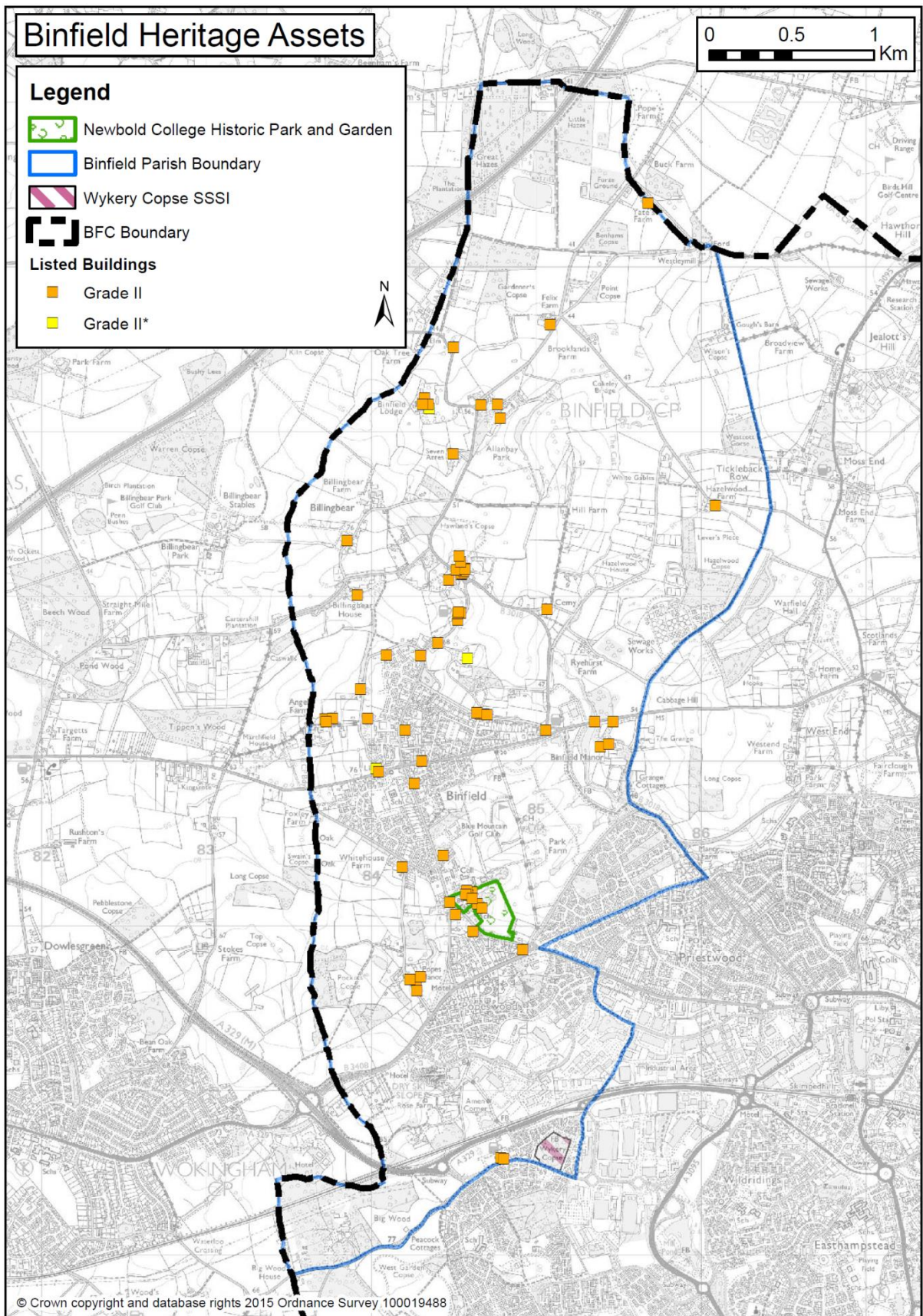
- 1.14 A week before each event, leaflets were hand-delivered to each home in the area of the specific event being held. The leaflet contained dates for the remaining events with the hope that if someone couldn't make one event, they might be able to get to another. For those who couldn't attend, they could give feedback on the form provided on the back side of the leaflet asking them what they liked about Binfield and what they'd like to see improved. It also gave them an opportunity to get involved. They could return this form by post or drop it off at the Parish office. Posters were hung up on notice boards around the parish.
- 1.15 A website was developed alongside Facebook and Twitter pages that went live prior to the summer events to help engagement with the wider community.
- 1.16 At early events, the community was given the opportunity to voice their opinions about the strengths, weaknesses, opportunities and threats that affect their community. Children were given an opportunity to draw what they love about Binfield.
- 1.17 After each event, all comments were collated and analysed. A summary of the comments is included in the Consultation Statement which supports The Plan.
- 1.18 We requested meetings to discuss policies with the developers of the 3 main strategic sites of Amen Corner North, Amen Corner South and Blue Mountain.
- 1.19 We used a very similar process to the early consultations for pre submission consultation and amended The Plan based on the comments submitted.

2 LOCAL CONTEXT

Profile of the Binfield community today

- 2.1 Binfield benefits from being very well located making it an attractive place to live. Residents are within easy reach of: the M3 and M4; three mainline train stations on three main railway lines to Waterloo, Paddington; which will be further improved by Crossrail operating through Twyford only about six miles away; Gatwick; Oxford; and the hub at Reading; and Heathrow Airport.
- 2.2 Binfield is geographically a very large parish of 1,300 hectares, or 3,200 acres, in the middle of the historic ancient Windsor Great Forest, which gives it an established rural feel. It has grown significantly from a small village in the centre of the parish with a ring of country houses with parkland and estates employing most of the village, to a large thriving community with many commuters and good local facilities. The village followed the typical pattern of colonisation in the 19th and early 20th century with the construction of a focus of high quality detached villas standing in private grounds, in some cases of high architectural interest, which make an important contribution to Binfield's character.
- 2.3 Figure 2.1 shows a map of heritage assets and houses of architectural interest that shape the character of the area.

Figure 2.1: Heritage assets and houses of architectural interest in Binfield



Source: Bracknell Forest Council

- 2.4 The village then grew rapidly between 1970 and 2000 as shown in Table 2.1 below, and most residents of the parish now live in a series of large housing estates built on green fields and farmland around the centre of the village, and to the south of the parish.

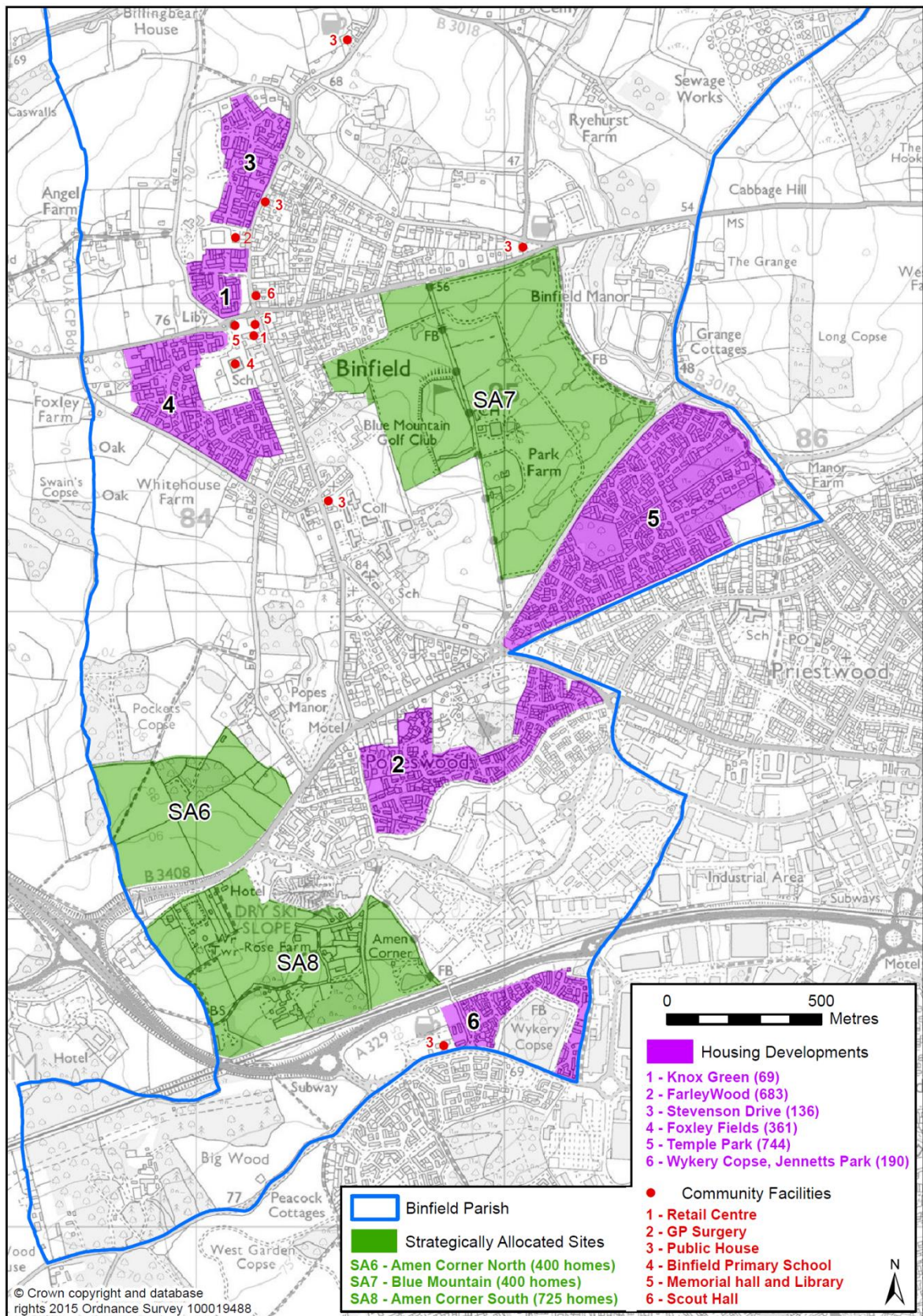
Table 2.1: Residential Growth of Binfield

Year	Households	People	Household size	Developments
1951	725	2,372	3.27	
1961	781	2,583	3.3	
1971	920	2,871	3.1	154 new households including Knox Green
1981	1,074	3,091	2.9	956 new households including Farley Wood, Stevenson Drive area
1991	2,030	5,238	2.6	985 new households including Foxley Fields, Temple Park
2001	3,015	7,266	2.4	Wykery Copse in Jennetts Park
2011	3,278	7,880	2.4	333 new dwellings from 2004 to 2014

Source: ONS Census data

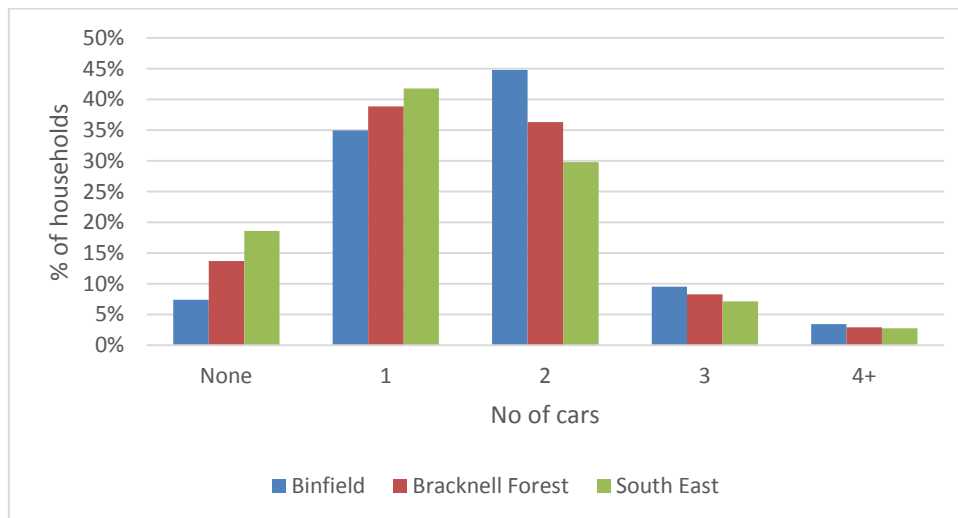
- 2.5 The centre of the parish has good facilities with a retail centre and five pubs, the library, primary school, scout hut, Memorial Hall and GP surgery. The residents of the developments to the south of the parish in Temple Park, Farley Wood, Amen Corner and Jennetts Park adjoin Bracknell and are separated from the centre of the village by the busy London Road, and in the case of Jennetts Park, the A329M. Although physically dislocated from the village centre because for most people it requires a car journey to use the facilities in the village, these residents have said they would like to have more facilities in walking distance and maintain a strong identity with Binfield parish rather than Bracknell Town. Figure 2.2 shows the development areas and key facilities.

Figure 2.2: Development Areas and Key Facilities



- 2.6 There has been relatively little housing growth in the last 15 years, but to help meet housing demand Binfield will experience another period of significant growth over the next 10 years in the 3 allocated strategic development sites, again in the south of the parish, at Amen Corner North and South, and Blue Mountain. The northern half of the parish will remain rural with about a third of the parish designated as Green Belt.
- 2.7 The 2011 Census data shows the population of Binfield was 7,880 people and 3,197 households. The demographic profile shows: 24% children under 18; 13% 18 to 30; 53% 30 to 65; 5% 65 to 75 and 5% over 75 years. Binfield households are predominantly families with children, and the average household size remains at 2.4 people.
- 2.8 One of the other significant factors influencing life in Binfield today is the high level of car ownership and movements compared to the rest of the borough and the South East. Figure 2.3 shows that Binfield has higher levels of multiple car ownership than typical in Bracknell Forest. 80% of households have up to 2 cars, and 13% have 3 or more cars. This could be driven by a combination of relatively high house prices and the shortage of affordable homes so young people are tracking the national trend and continue to live with their parents, thus increasing the number of cars per household.

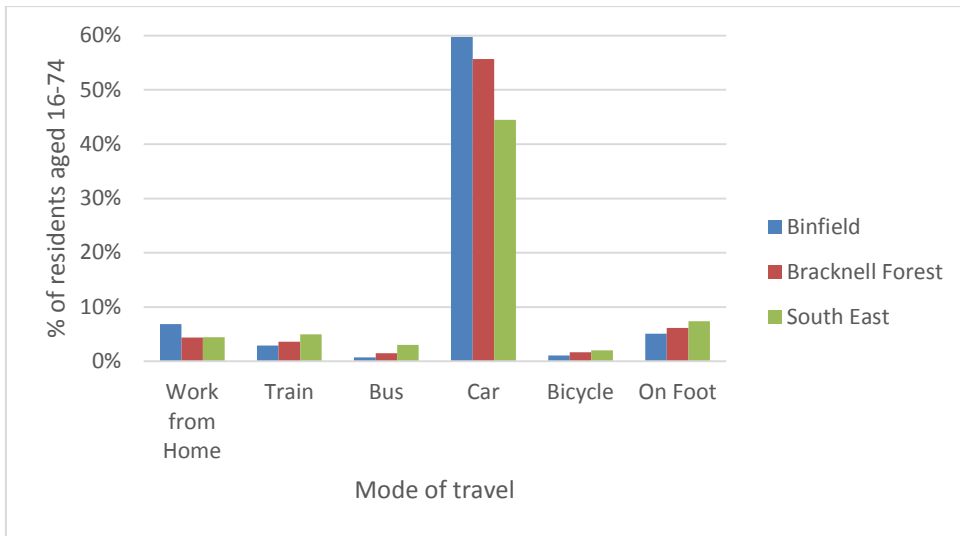
Figure 2.3: Car ownership



Source: 2011 Census

- 2.9 There are a high proportion of commuter journeys undertaken by car. Figure 2.4 shows that 60% of journeys to work are made by car, well above the borough and regional average.

Figure 2.4: Mode of travel to work



Source: 2011 Census

Local infrastructure

- 2.10 The engagement with the community identified a common issue being high levels of car movements creating road congestion at peak periods, particularly along London Road, Temple Way and Wokingham Road. This, it was observed by the community, has not been addressed through improvements to public transport. Evidence from the Census shows that the majority of commuter movements are to various destinations to the east of Binfield that are less than 13 miles away, with the main destination being Bracknell Town¹. Alternatives to the car are therefore a realistic option but need improving to encourage their use.
- 2.11 There is a GP surgery in the village which is at full capacity with a patient list of over 10,000. The current premises are unable to expand and there is an acute shortage of parking. Given the population growth from the local strategic developments, there is a requirement for greater GP capacity in the near future as evidenced in the Capacity Plan for Meeting Primary Health Needs for Population Growth in Binfield Report August 2014 by Grimes.
- 2.12 At the Blue Mountain strategic site, as per Policy SA7 of the Local Plan, a new 'all-through' school consisting of primary and secondary provision with integrated Special Educational Needs (SEN) is to be built as part of a learning village. In addition the strategic allocations at Amen Corner North (SA6) and Amen Corner South (SA8) will provide primary schools to serve the new housing in those developments. These should provide for the school education needs of the community over the plan period and beyond.
- 2.13 Binfield has a range of facilities that are available to the community. These can be broadly split into 3 categories as set out below although some could fall into more than one category, and the list is not exhaustive.

Retail

- 2.14 Retail is mainly in the designated retail centre of the village and includes Oakmede Place, and other stores such as a local convenience store, chemist, art shop and picture framer, restaurants and takeaways, and small businesses for services such as hairdressing, car repair, estate agent, accountant, funeral director, garden centre, veterinary surgery.

Community

- 2.15 There are a good range of services which serve the needs of the community in different ways, and some which are important as places for people to meet, such as: post office, GP surgery, library, community centres, social club, allotments, five local equipped areas for play (LEAPS) four churches, five pubs, and coffee shops.

Sport

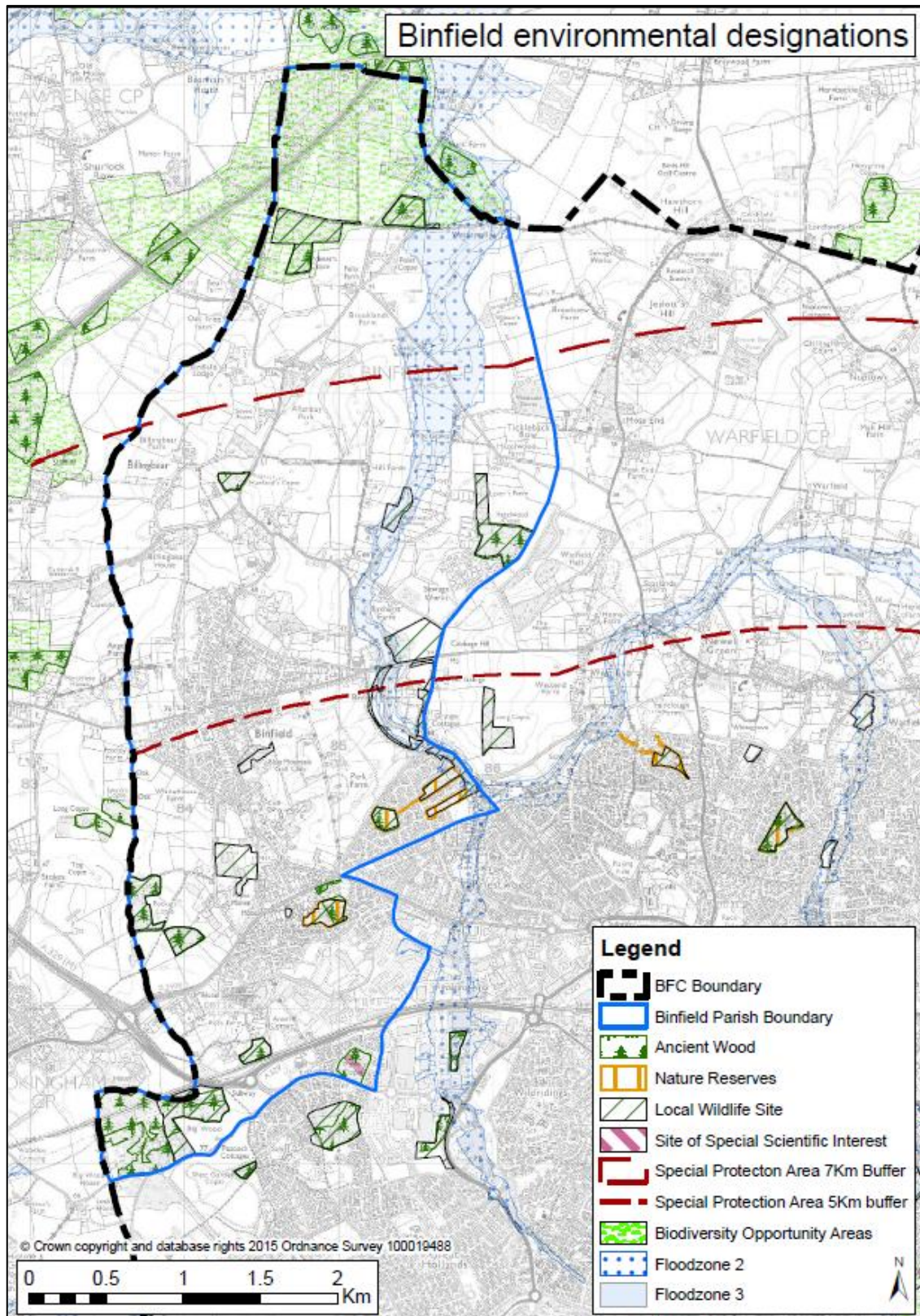
- 2.16 There is a mixture of long established sports clubs run by the community, local authority provided facilities, and commercially run sports facilities. These include a cricket club, 2 football clubs with several football pitches, several tennis clubs with 14 outdoor tennis courts, a multi-use games area (MUGA), 2 community centres, trim trail, and dry ski slope and ice rink.
- 2.17 The growing population will put additional demands on these community facilities and also potentially create new demands. This is where it becomes important to facilitate new local facilities where they are needed with easy access from all parts of the parish.

¹ Source: Datashine commuting data (<http://commute.datashine.org.uk/>)

Environment

- 2.18 Despite the amount of development and its proximity to the main built-up area of Bracknell Town, much of the parish is rural and has a significant array of high quality environmental areas which are protected by way of either a national or local designation. Figure 2.5 below shows the number and location of ancient woodland, Sites of Special Scientific Interest (SSSI) and local wildlife sites.
- 2.19 Figure 2.5 also shows the 5km buffer area of the Thames Basin Heaths Special Protection Area (SPA). The SPA is designated under the EC Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna (the 'Habitats Directive'). This designation aims to protect a network of sites across Europe which have rare or important habitats or species, in order to safeguard biodiversity. The SPA is designated for its ability to provide a habitat supporting breeding populations of Dartford warbler, nightjar and woodlark, which are protected species under the EC Wild Birds Directive.
- 2.20 The Thames Basin Heaths SPA Delivery Framework was agreed in 2009, which aims to ensure the Habitats Regulations are implemented by local authorities, and that any new residential development mitigates against additional recreational pressure. The mitigation measures Natural England believes are able to mitigate against this impact are based on:
- 2.20.1. the provision of suitable alternative natural greenspace (SANG), which makes available an alternative site for new residents to use for recreational purposes, instead of the SPA.
 - 2.20.2. a contribution towards Strategic Access Management and Monitoring (SAMM) to ensure that access management implemented in one area of the SPA does not simply displace visitors onto another part of the SPA.
- 2.21 If it cannot be ascertained that development proposals would have no adverse effect on the integrity of the SPA, and no mitigation is proposed to remove this impact, the plan or project must be refused. A significant impact is likely to occur from a net increase in residential development, leading to an increased population, in an area where the inhabitants of the development are within such proximity to the SPA they are likely to visit for recreational purposes. This zone of significant effect is within a 5-kilometre straight-line distance from the SPA boundary and includes the area shown to the south of the 5km buffer line on Figure 2.5.
- 2.22 In addition, developments of over 50 net additional dwellings within a 7-kilometre buffer zone will also be subject to Habitats Regulations Assessment (HRA) and are likely to need a reduced level of SANG and SAMM mitigation. This includes the area south of the 7km buffer line on Figure 2.5.

Figure 2.5: Environmental designations in Binfield parish



Source: Bracknell Forest Council

Local planning policy

- 2.23 The key planning policies are provided by the Bracknell Forest Core Strategy 2008 and the Site Allocations Local Plan 2013 (SALP) and some 'saved' policies in in the Bracknell Forest Borough Local Plan 2002.
- 2.24 In particular, the SALP allocates the land at Blue Mountain and the sites at Amen Corner North and South for development. Whilst a Neighbourhood Plan cannot determine 'strategic' planning policy, it can influence the detailed 'local' matters and it is many of these matters that the Neighbourhood Plan policies are seeking to address through the development of the Blue Mountain strategic site. This offers a significant opportunity to address many of the issues raised by the community regarding life in Binfield and so the intention is to use the Neighbourhood Plan to achieve this.

3 NEIGHBOURHOOD PLAN OBJECTIVES

Challenges for Binfield

- 3.1 The Neighbourhood Plan seeks to address, as far as is possible, the challenges that face the community of Binfield parish. In summary these challenges are:
- 3.1.1. Ensuring that strategic developments identified in the Bracknell Forest Site Allocations Local Plan 2013 are integrated into the existing community of Binfield so that they do not function as separate places.
 - 3.1.2. Managing the significant growth in population that the new strategic developments will bring and the associated impacts on traffic and key infrastructure such as schools and health services.
 - 3.1.3. Ensure that the growth in population arising from new development does not put an unacceptable strain on existing community infrastructure; instead, new development should, where necessary, contribute to the expansion of community infrastructure to address needs.
 - 3.1.4. Protect the significant biodiversity assets in the parish and provide new accessible green space for the growing population.
 - 3.1.5. Appropriately protect the historic and distinctive character of the parish whilst embracing growth
- 3.2 Many of these challenges have been brought into focus by the number of strategic developments that will come forward over the plan period. For the purposes of the Neighbourhood Plan these strategic developments have been identified in the Bracknell Forest Site Allocations Local Plan and consist of:
- 3.2.1. Land at Blue Mountain SA7 – to include approximately 400 residential units
 - 3.2.2. Land at Amen Corner (North) SA6 – to include approximately 400 residential units
 - 3.2.3. Land at Amen Corner (South) SA8 – to include approximately 725 residential units and employment uses.

Neighbourhood Plan Objectives

- 3.3 The objectives of the Neighbourhood Plan as identified through engagement with the community are as follows:

Transport and Connectivity

1. To improve connections between existing parts of the Binfield village and to the new strategic developments, in particular the schools and community facilities
2. To improve all non-car connections (walking, cycling, public transport) from all parts of Binfield parish to Bracknell Town Centre, including Bracknell Railway Station
3. To ensure that the road system minimises unacceptable levels of congestion and addresses existing pinchpoints

Services

4. To seek adequate primary healthcare services to address the needs of a growing and ageing population
5. The provision of improved community facilities to ensure better wellbeing of residents and vulnerable groups in particular

Environment

6. To protect and enhance wildlife corridors in order to improve biodiversity
7. Ensure that air pollution does not reach unacceptable levels
8. Protect and enhance local green areas and their biodiversity value to ensure local people continue to have access to nature
9. Ensure that development sustains or enhances the historic rural quality of the Parish's landscape and makes areas of rural character and historic parkland accessible to residents for their health and enjoyment as a result of development.

Communications

10. Ensure that adequate superfast broadband and mobile phone connectivity can be provided as part of new developments

Built form

11. Ensure that the character of the area is retained through appropriate development that is set appropriately in its surroundings
12. Ensure that development is well designed so that it does not have adverse impact on the amenity of neighbours and protects heritage assets

4 TRANSPORT AND CONNECTIVITY

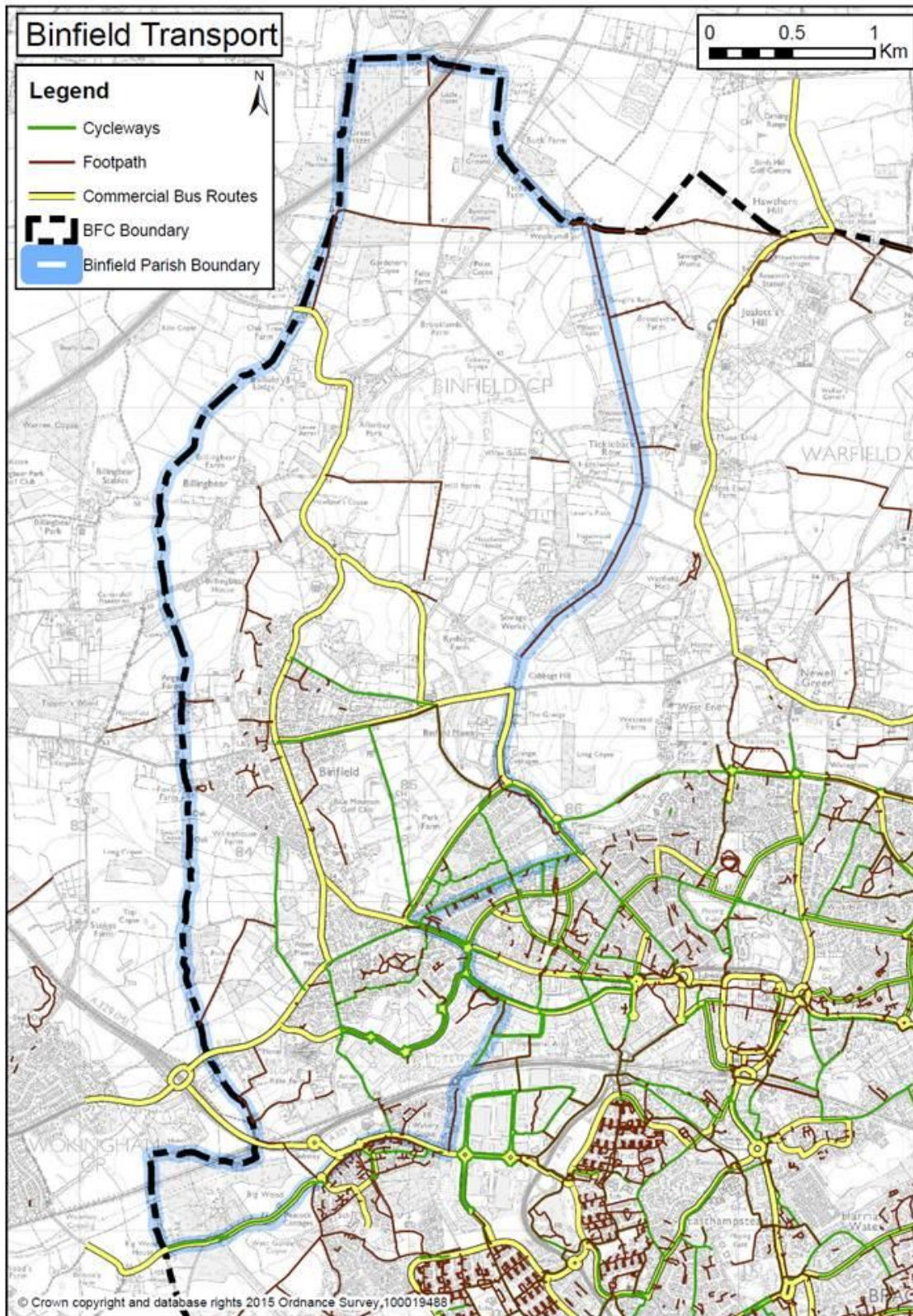
- 4.1 With the growth in the population that will occur mainly through the strategic developments identified in the Bracknell Forest Site Allocations Local Plan, movement by all modes will continue to become a challenge. The key types of movement can be classed as 'local' and 'strategic':
- 4.1.1. 'Local' movement is principally within Binfield, to the centre of the village² and its services and also for people accessing community infrastructure and leisure activities – even as simple as dog walking;
- 4.1.2. 'Strategic' movement is principally to Bracknell Town Centre, Bracknell Railway Station and more generally out to the motorway and trunk road network.
- 4.2 The bulk of strategic movement and proposals to address this are outside of the remit of a Neighbourhood Plan. The exception is movement between Binfield and Bracknell Town Centre/railway station, given the proximity of Binfield to Bracknell as its main service centre.
- 4.3 Local movement is certainly an issue that the Neighbourhood Plan can address.

Cycling and walking

- 4.4 Movement around Binfield and routes for non-vehicular movement to Bracknell town were identified as key issues by the community throughout the Neighbourhood Plan engagement process. In recent years there has been considerable growth in the volume of car movements in and around the Neighbourhood Plan area. This has been identified as 'a localised issue' in the Bracknell Forest Infrastructure Delivery Plan (2012).
- 4.5 Many in the community stated as part of the Neighbourhood Plan engagement process that this increase in car movements has made them less likely to make journeys by bicycle and on foot because they feel less safe. A related factor is the lack of dedicated pedestrian/cycle routes through the parish. This has made it increasingly difficult for pedestrians and cyclists to make short distance journeys which could easily be made without getting in the car – to the shops, on the school run, to Bracknell railway station for commuters. There is a view that the proportion of movements in Binfield that are being made by pedestrians and cyclists is reducing. The intention is to reverse this trend, recognising that if effective and safe routes provide the opportunity to make a journey on foot or by bicycle then there is a greater prospect that people will do so. Specific reference is made in the Bracknell Forest Infrastructure Delivery Plan (2012) to providing 'walking and cycling initiatives'. Ideally, routes should be well lit to ensure year-round use.
- 4.6 This is considered to be particularly important when the new schools are delivered as part of the Blue Mountain strategic development. Safe routes to school for children will help to reduce the amount of cars taking children to and from school which creates a significant congestion problem around school pick-up and drop-off times. It is considered by many in the community that the likely vehicular routes to access the new schools will, based on their direct local experience at the existing junctions, cause considerable congestion. The policy intends to contribute towards reducing that congestion whilst also having a positive impact on the environment through reduced car pollution which is raised by stationary queueing traffic.
- 4.7 Bracknell Forest Infrastructure Delivery Plan (2012) specifically identifies the intention of "increasing the number and length of cycle / footpaths - in particular identifying key linkages to improve cycle permeability and creating new routes as part of sustainable developments."

² This is the area around the junction of Terrace Road North/South and Forest Road

Figure 4.1: Current provision of cycling, walking and public transport



Source: Bracknell Forest Council

- 4.8 Policy SA7 of the Bracknell Forest Site Allocations Local Plan states that the development is required to provide, "A comprehensive package of on and off-site transport measures to mitigate the development's impact on roads and encourage sustainable modes of transport." In the absence of any Supplementary Planning Document (SPD) for the Blue Mountain strategic development area, it is important that the developers work with the community through the development of proposals to ensure that the opportunities are maximised to integrate the development into the existing community of Binfield through effective walking and cycling linkages. Also, the development of the proposals should ensure that effective segregation is provided for cyclists and pedestrians within the new development, particularly close to the community hub and the education zone.
- 4.9 The development of safe pedestrian and cycle routes serving the Blue Mountain development should be achieved through positive and constructive engagement with the existing community to identify key routes and opportunities.

POLICY TC1: PROVISION FOR CYCLING AND WALKING

Strategic developments in Binfield parish shall where practical be designed to provide dedicated footways and cycleways which will provide access for pedestrians and cyclists towards the existing built-up areas of Binfield, including Binfield village.

In particular proposals for the Blue Mountain strategic development should be formulated alongside school travel plans and provide for safe access for pedestrians and cyclists to new schools including access points from any wider school designated area beyond the strategic development.

Non-strategic developments sites³ that make direct improvements to cycling and walking will be strongly supported, subject to other material considerations and compliance with the Community Infrastructure Levy Regulations.

Where possible, developments should include segregated footways and cycleways.

Proposals to improve dedicated cycle access towards Bracknell Town Centre and Bracknell Railway Station will be strongly supported.

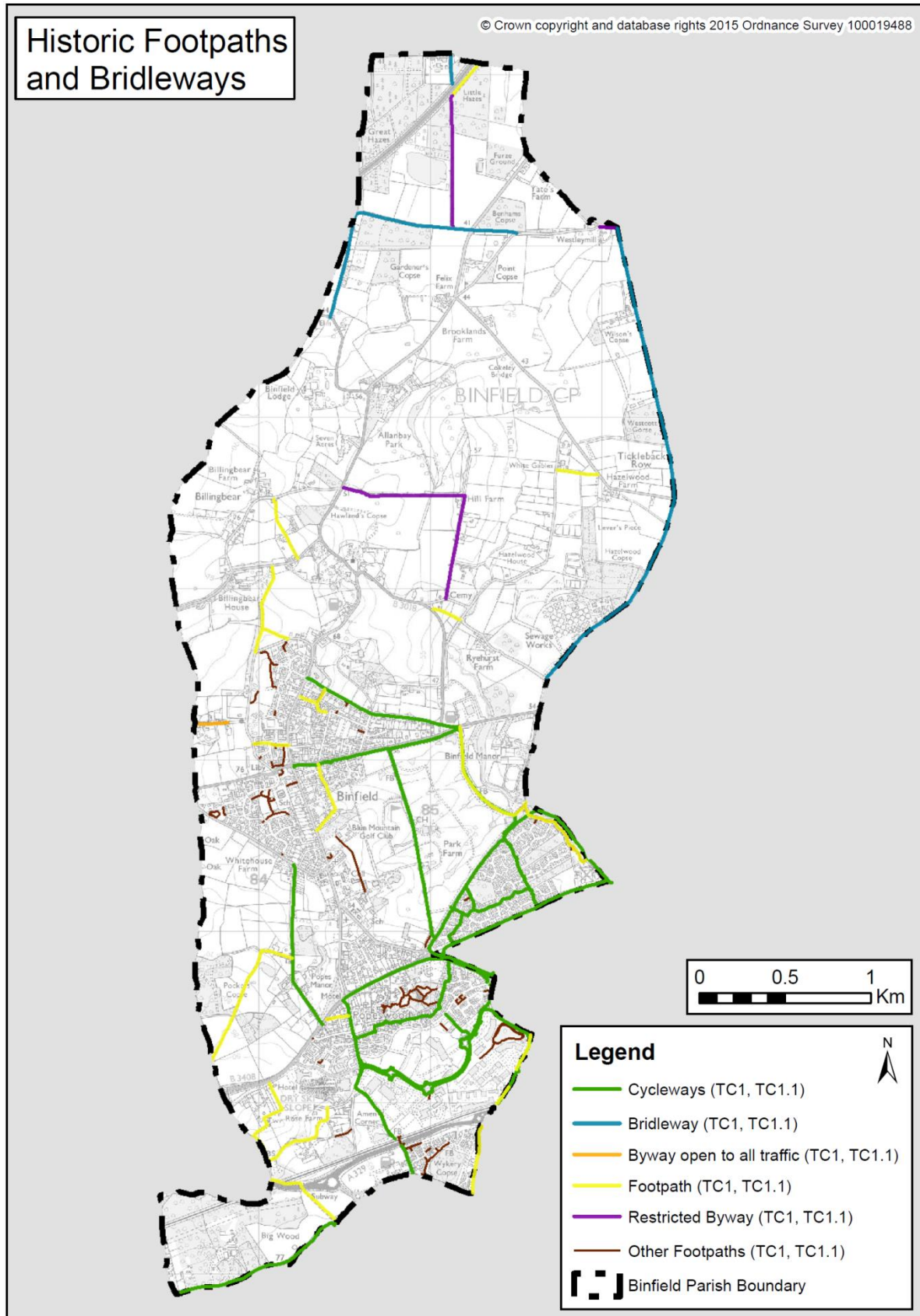
- 4.10 Binfield's historic rural character can be enjoyed through the use of historic footpaths and bridleways that often provide useful linkages between existing features in the landscape. These footpaths, bridleways and cycleways can create opportunities to access the historic rural character as well as link different settlements areas, and as such should be protected within the layout of new development to sustain or enhance the connectivity they provide.

POLICY TC1.1: ENHANCING HISTORIC PROVISION FOR CYCLING AND WALKING

Proposals that protect and enhance historic footpaths and bridlepaths as part of a network of routes for cycling and walking, will be supported.

³ All sites outside of Land at Amen Corner (North), Land at Blue Mountain and Land at Amen Corner (South) are non-strategic sites

Figure 4.2: Historic footpaths and bridleways in Binfield Parish



Source: Bracknell Forest Council

Road junctions

- 4.11 Improvements to key junctions to support growth are proposed by Bracknell Forest in its Site Allocations Local Plan. For the Blue Mountain strategic development, Policy SA7 requires a comprehensive package of transport measures to mitigate the impact of development on the roads. The Bracknell Forest Infrastructure Delivery Plan 2012 specifically identifies the improvement of the Forest Road/Binfield Road junction but it is expected that development at Blue Mountain will have an impact on a number of other local road junctions. These are:
- 4.11.1. Forest Road, Terrace Road South and Terrace Road North roundabout;
 - 4.11.2. Traffic lights at bridge on Forest Road;
 - 4.11.3. Wood Lane adjoining Temple Way; and Temple Way/Wokingham Road/London Road roundabout and Popeswood Road;
 - 4.11.4. Mill Green adjoining Temple Way;
 - 4.11.5. Boltons Lane adjoining Temple Way.
- 4.12 It is therefore vital that development addresses the issues at local road junctions as well as at the strategic junctions.

POLICY TC2: IMPROVEMENTS TO KEY LOCAL JUNCTIONS AND PINCHPOINTS

Any development that generates significant amounts of movement will be required to consider through a transport assessment the cumulative transport impact on key local junctions and pinchpoints.

Where there is a potential severe impact on these local junctions and pinchpoints, including in relation to pedestrian safety, suitable mitigation measures will be required.

Public transport

- 4.13 Improvements to public transport provision – principally bus services – was identified as a key priority for the community. A reliable bus service with extended hours accessing in particular Bracknell Town Centre and Bracknell Railway Station is seen as important. It would also help to reduce the sense of isolation for older people who otherwise find it difficult to get around. The Bracknell Forest Local Transport Plan 3 2011-2026 (LTP3) recognises this and aims to build on the trend of increasing patronage and continue to work with the bus operators to identify bus service improvements. Some improvements such as later buses will be made once the regeneration of Bracknell Town Centre is completed but more improvements are needed in order to increase the numbers of people using buses and using them on a regular basis.
- 4.14 Funding from development that goes towards improving public bus services comes through the Community Infrastructure Levy mechanism. As such, the focus of direct provision from development will be on the supporting infrastructure, e.g. bus priority measures, real time passenger information and bus shelters.
- 4.15 It should also be noted that community transport services are often seen as an effective alternatives where there are gaps in public bus services. These could also be provided or contributions, in the form of the Community Infrastructure Levy (particularly the proportion that would come to the Parish Council), used to support these services.

- 4.16 In putting together a package of public transport improvements, planning applications related to strategic developments in the Neighbourhood Plan area are strongly encouraged to demonstrate that the applicants have engaged with the existing local community of Binfield to specifically ascertain and, where possible, facilitate improvements to services that will be of greatest benefit in terms of bus patronage.

POLICY TC3: BUS AND COMMUNITY TRANSPORT PROVISION

New development proposals that contribute towards physical improvements in the quality of public and community transport services and/or supporting infrastructure serving the Neighbourhood Plan area will be strongly supported.

5 COMMUNITY FACILITIES

- 5.1 Through the Neighbourhood Plan engagement process, the existing community of Binfield has identified the need for improvements to community infrastructure. The recent growth in the population of the parish has resulted in a significant strain being placed on key services such as healthcare. Moreover, improvements to community infrastructure has not kept pace with this growth, resulting in many community facilities not being fit for purpose in terms of their capacity and the quality of provision. This relates to facilities such as shops as well as public facilities and has been a consistent theme raised throughout the community engagement.
- 5.2 The strategic developments in the Neighbourhood Plan area, particularly at Blue Mountain, will need to provide community facilities to address the needs arising from growth (or provide contributions towards the cost of provision). In many cases the most efficient way of doing this will be to improve and/or expand existing community facilities. This is vital because without adequate provision of the type and range of facilities that the community needs, the additional growth will continue to put a strain on the already stretched infrastructure or encourage people to use facilities outside the parish which may not be accessible by sustainable transport modes.
- 5.3 Policy SA7 of the Bracknell Forest Site Allocations Local Plan states that the Blue Mountain strategic development should provide the land for a range of education facilities in a learning village including primary, secondary and special educational needs, and also a multi-functional community hub. The Binfield Learning Village will also become a main focus in terms of community use in addition to the community centre proposed to be provided on the Blue Mountain site. The Learning Village site will provide significant infrastructure for sports and physical education for use by the pupils during the school day, including a flood-lit artificial turf pitch, multi-use games areas, sports pitches on the playing field and a full sized sports hall with changing rooms. It is proposed that these facilities will be useable by the community outside school hours i.e. in the evenings, at weekends and during school holidays. This will significantly enhance the sports and PE facilities available to local people and these will be located in the heart of the neighbourhood area. These are seen as key requirements that can provide for the needs of both the existing community and new residents at Blue Mountain that will become part of the community of Binfield.

Primary healthcare

- 5.4 In June 2015 Binfield Surgery is running over its capacity, with more than 10,000 patients served by its five GPs⁴. With the expected increase in population from the strategic developments, there is a need for larger, more adequate facilities to meet existing and future demands. This was reflected in the Bracknell Forest Infrastructure Delivery Plan 2012 which stated that a new or replacement facility needed to be considered for Binfield if additional capacity was required to the Bracknell Healthspace in Bracknell Town Centre. Further work commissioned by the Binfield Neighbourhood Plan Group identified the needs, options and likely costs⁵.
- 5.5 The multi-functional community hub required as part of the development at Blue Mountain provides the opportunity for a new primary healthcare facility. NHS England and the local Clinical Commissioning Group have engaged with the process of considering this opportunity, including

⁴ A common rule of thumb used in healthcare planning is that a GP can serve up to approximately 2,000 patients.

⁵ G.R.I.M.E.S (2014) *Binfield Neighbourhood Plan Group: Capacity plan for meeting primary health care needs for population growth in Binfield*, for Binfield Neighbourhood Plan Group

the preparation of a business plan. Whilst the existing golf clubhouse was considered capable of refurbishment to provide for the needs of a primary healthcare facility, Binfield Surgery and more recent feasibility work have concluded the building is not suitable for a primary healthcare facility in terms of its layout and there being limited parking available at the site. It does however remain important that the potential for possible future expansion of any such facility can be made. This is particularly the case given that the healthcare facility is likely to be expected to share the clubhouse facility with other community uses.

- 5.6 Whilst strategic developments shall where practical be designed to provide pedestrian and cycle access towards the existing built-up area, including Binfield Village and the community hub at Blue Mountain under Policy TC1, it is also important to ensure that adequate parking is provided at any primary healthcare facility. This should be guided by Bracknell Forest's parking standards⁶. For many older or disabled people in particular in the community, when there is a need to access their local GP service, they feel unable to walk or cycle and therefore will drive to an appointment.

POLICY CF1: PROVISION OF NEW PRIMARY HEALTHCARE FACILITIES AND ASSOCIATED CAR PARKING

Development in the Neighbourhood Plan area that provides new primary healthcare facilities must ensure that these are sited in an accessible location such that they can support the healthcare needs of the existing community as well as the new population.

Primary healthcare facilities provided as part of a strategic development should be designed to allow for the latest assessment of needs arising from the strategic development concerned when it is completed.

Any provision of primary healthcare facilities must ensure that adequate parking provision in line with adopted Bracknell Forest parking standards is made to directly serve the facility.

Community shop

- 5.7 The community has identified that there is a need for improved community facilities to serve both the existing population and the new residents of the strategic developments in the Neighbourhood Plan area. Convenience shopping was raised as an issue by people in areas such as Temple Park and Farley Wood and they would like to be able to shop for a greater proportion of their needs locally, minimising the amount of 'weekly' convenience shopping done at large supermarkets requiring less sustainable car journeys.
- 5.8 The multi-functional community hub identified in Policy SA7 of the Bracknell Forest Site Allocations Local Plan provides a good opportunity to address some of the needs of these communities.
- 5.9 The community hub is expected to be centred around the existing clubhouse site on the Blue Mountain strategic development. As well as the possible expanded primary healthcare facility identified in paragraph 5.5, the clubhouse also has the potential to accommodate a community shop/café. This would provide a specific retail/service facility to serve the residents of the Blue Mountain but also as an alternative facility for the existing residents of Binfield.

⁶ Bracknell Forest (2007) *Bracknell Forest Borough Parking Standards, July 2007*, Supplementary Planning Document or any subsequent update.

- 5.10 Such a shop/café is only intended to be an ancillary part of the development of the multi-functional community hub, its purpose being to improve the overall sustainability of the hub rather than to compete with Bracknell Town Centre as a retail destination.

POLICY CF2: PROVISION OF A COMMUNITY SHOP AND CAFE

The provision of a local shop and café at the Blue Mountain strategic site will be strongly supported. Such provision must be of a scale that is ancillary to the main uses on the site.

Allotments

- 5.11 There is only one area providing allotment plots within the Neighbourhood Plan area, located off Red Rose. There has been a continuous waiting list for allotment plots. In 2010 there were 28 full size plots and a waiting list of 60 residents. To address the waiting list plots were subdivided as they became available and there are now 69 plots, an increase of 41 plots, which reduced the waiting list from 60 to 20. In 2015 there continues to be a waiting list of 20 people for Red Rose allotments. The existing shortfall in provision is therefore evident and the growing population will require additional provision.
- 5.12 The community wishes to protect against the potential loss of such a valuable community asset to redevelopment. It is considered that if these allotments were proposed for redevelopment then they must be re-provided. However, any new facility must provide at least the same quality of facilities in an equally accessible location. Indeed, the location of allotment space is highly sensitive because many allotment holders wish to walk to their allotments but also have gardening equipment with them so the journey must be short. Another factor is that often there is insufficient parking at such facilities so if most allotment holders drove, this could result in inappropriate and unsafe on-street parking.
- 5.13 It should be noted that Red Rose Allotments are also protected as a local green space under Policy ENV3 of this Neighbourhood Plan. Policy CF3 is therefore predominantly intended to protect other allotment spaces that may come forward in the future.
- 5.14 Applicants intending to bring forward planning applications for such alternative allotments are encouraged to discuss their proposals beforehand with Binfield Parish Council.
- 5.15 In addition to protecting the existing allotments, the provision of additional allotment space is encouraged.

POLICY CF3: ALLOTMENT SPACE

Proposals that would result in the loss of all or part of existing allotment spaces will not be supported unless alternative and equivalent allotment space is provided.

Alternative allotment provision proposed as part of such proposals will be required to meet the following criteria:

1. the scale of the alternative site must be of an equivalent scale to the existing allotment provision; and
2. the quality of the alternative site must be of equivalent standard in terms of layout and soil character to the existing allotment provision; and
3. the location of the alternative provision must be generally accessible by foot and within or adjacent to the defined settlement area of Binfield, as shown in the Bracknell Forest Policies Map.

Proposals to provide new allotment space as part of development will be strongly supported, subject to it being provided in an appropriate accessible location.

6 ENVIRONMENT

- 6.1 The rural character of Binfield is a product of its historical evolution over several thousand years, including the significant influence of human management and, as such forms an historical, as well as a natural environment. In managing change through development it is desirable to ensure the contribution of the historic element of its environment; such as the patterns of parkland, woodland, fields and hedgerows; and both their designed and accidental aesthetic value are given consideration.
- 6.2 It is considered important to ensure that development sustains or enhances the historic rural quality of the Parish's landscape and makes areas of rural character and historic parkland accessible to residents for their health and enjoyment as a result of development.

Protection of Natural Habitats

- 6.3 There are a number of natural habitats and species within the Neighbourhood Plan area that need to be protected and enhanced. Equally, the amount of development allocated in the Bracknell Forest Site Allocations Local Plan does create the risk that some habitats will be lost or significantly altered. As a rural community, the people of Binfield recognise that such habitats and species should be protected from significant harm. As required by the National Planning Policy Framework, if this is not possible then the harm caused should be adequately mitigated or, as a last resort, compensated for.
- 6.4 The primary goal of protecting biodiversity is seen as particularly important in Binfield, being a parish that is rich in both flora and fauna. This is protected by its network of Local Wildlife Sites and Local Nature Reserves, largely made up of a series of copses and meadows. Many of these are also ancient woodlands. They serve to allow a wide variety of species to thrive. This includes badgers and bats.⁷
- 6.5 It is therefore imperative that any significant harm arising from proposed development is avoided or where possible reduced. If it is not possible to avoid or reduce such harm, then it will be necessary to identify and ensure that appropriate mitigation strategies are put in place, or as a last resort compensate for any loss through habitat creation or species translocation.
- 6.6 Well-designed developments should be able to properly establish the location of habitats and the movement patterns of animals and wildlife such that development does not impact on these. The creation of any habitat or species translocation should only be undertaken as a last resort when it is proven that a scheme cannot be designed to accommodate them in their existing location (including consideration of whether a reduced quantum of development would provide a solution). In order to reduce the impact of any such habitat creation or species translocation, this should be at an appropriate location as close to the existing site as possible, but not in a location that would damage existing habitats or species of value. Such locations should be identified in partnership with any appropriate wildlife body operating in the area.

⁷ Source: Thames Valley Environmental Records Centre (2015) *Binfield CP Biodiversity Report*

POLICY ENV1: PROTECTION OF DESIGNATED BIODIVERSITY SITES

Development proposals that would result in significant harm to a Local Nature Reserve or Local Wildlife Site will not be supported unless the applicant can demonstrate the proposal cannot be located on an alternative non-designated site with less harmful impacts, and adequate mitigation, or failing that compensatory, measures are proposed. Where as a last resort compensatory measures involving creation of off-site habitat and/or relocation of species are agreed by the Local Planning Authority these should be implemented in partnership with an appropriate nature conservation body.

Air pollution

- 6.7 Good air quality is important for the environment and to keep plants and people healthy. The substances people put into the air from industry, electricity generation and transport cause pollution and add to climate change through the greenhouse effect.
- 6.8 At present, Bracknell Forest has two Air Quality Management Areas, in Bracknell and Crowthorne. The boundary of the Bracknell AQMA (Downshire Way and Bagshot Road) passes through the south of the parish within one kilometre of the Land at Amen Corner South and North sites. Annual monitoring has shown that the situation regarding air quality has not got worse over the period 2012-2014⁸.
- 6.9 In Binfield, air quality is good and it is important that this position remains once new, strategic-scale growth comes forward.

POLICY ENV2: AIR QUALITY

Any development proposal which is required to be accompanied by an Environmental Statement will be expected to demonstrate the following:

1. it is not likely to result in the breach of European Union limits for air pollution; and
2. if such limits are likely to be breached, then measures will be expected to be put in place to adequately mitigate this impact and ensure that air pollution levels are maintained below the limit.

Local green spaces

- 6.10 Under the NPPF, neighbourhood plans have the opportunity to designate Local Green Spaces which are of particular importance to the local community. This will afford protection from development other than in very special circumstances. Paragraph 77 of the NPPF says that Local Green Spaces should only be designated:
- *"where the green space is in reasonably close proximity to the community it serves;*
 - *where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty,*

⁸ Source: Bracknell Forest Council (2014) *Air Quality Action Plan*

historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and

- *where the green area concerned is local in character and is not an extensive tract of land."*

- 6.11 The following areas have been identified by the community as being of value to them and in need of protection:
1. Ryehurst Lane
 2. Farley Copse
 3. Knox Green
 4. Wicks Green/Silver Jubilee Field
 5. Nash Pond
 6. Farley Wood Centre
 7. York Road play area
 8. Red Rose allotments
 9. Foxley Fields
 10. Pope's Meadow
- 6.12 The sites are shown in Figure 6.1 using the reference number above.
- 6.13 Sites 1 to 5 are sites of open space value, i.e. they provide a valuable space for the informal recreation activities of the community, e.g. walking, dog walking, informal play. Many of the estates in Binfield were designed and built with grassed areas within them and at the entrances to them. These areas provide relief to the built form of the village. They are an important feature in the village and contribute to its character, adding to the distinctive open feel and reinforcing the sense that you are in a village rather than an urban area. The five sites identified are considered to be the most important of these sites of open space value.
- 6.14 Sites 4 and 6 to 9 are sites of sport, recreation and amenity value, i.e. they provide a valued space for formal sporting and recreational activities. They are areas where residents can come together both informally and for formal recreation activities. There are also spaces where community events are held. Given the growing population and the relatively limited number of such areas, these areas are greatly valued by the community to provide for leisure needs as well as generally being areas where the community can pursue healthy living activities that contribute generally to health and wellbeing.
- 6.15 Sites 2 and 10 are both significant areas of wildlife value in the parish. These make up the few areas in the parish where the community can enjoy the range of biodiversity which is present. It is vital that these areas are protected for the enjoyment of the community and also in order to safeguard and enhance their biodiversity.
- 6.16 Appendix A shows detailed mapping for each of the local green spaces.

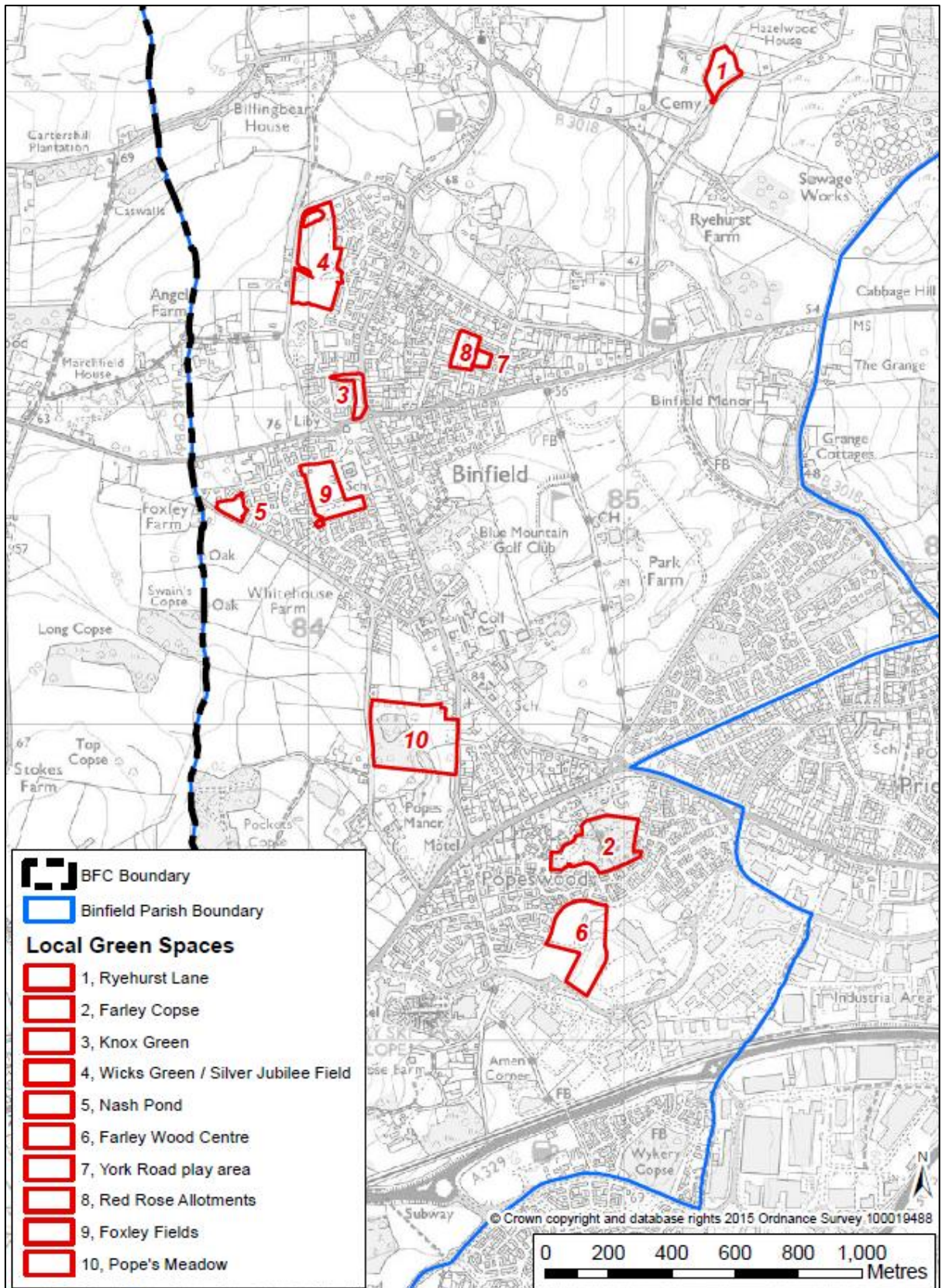
POLICY ENV3: PROTECTION AND MAINTENANCE OF LOCAL GREEN SPACES

The following areas and as shown on the Policies Map are designated as Local Green Spaces:

- | | |
|-------------------------------------|------------------------|
| 1. Ryehurst Lane | 6. Farley Wood Centre |
| 2. Farley Copse | 7. York Road play area |
| 3. Knox Green | 8. Red Rose Allotments |
| 4. Wicks Green/Silver Jubilee Field | 9. Foxley Fields |
| 5. Nash Pond | 10. Pope's Meadow |

New development is inappropriate in these areas which shall be kept permanently open except in very special circumstances, for example to accommodate essential utility infrastructure that cannot be located elsewhere.

Figure 6.1: Local Green Spaces



Public open space

- 6.17 Through the Neighbourhood Plan engagement process, the community has said that it wishes to see more provision of public open space – either for informal recreation such as parkland or for more formal activities such as sports pitches, etc. The development of the strategic sites in the parish creates the opportunity to provide publicly accessible, green public open space. This is in conformity with Policy CS8 of the Bracknell Forest Core Strategy which seeks to retain and improve Open Spaces of Public Value, which can either be 'active' or 'passive' in terms of the activities that they support.
- 6.18 Policy SA7 of the Bracknell Forest Site Allocations Local Plan specifically requires a new football ground to be provided for Bracknell Town Football Club. However, since the adoption of the Site Allocations Local Plan there is uncertainty over whether this will be required. The policy separately requires the provision of open space of public value and green infrastructure. It is considered important that the developers of Blue Mountain work with the community of Binfield to identify what provision should be made and how it should be laid out to ensure easy access by a range of transport modes.
- 6.19 Applicants are strongly encouraged to comprehensively engage with the community in order to ascertain what types of public open space are required and how they can best be laid out to ensure ease of access by non-car modes of transport.

POLICY ENV4: PUBLIC OPEN SPACE

Proposals to provide public open space, both for passive and active recreation, at the Blue Mountain strategic site will be welcomed.

7 COMMUNICATIONS

- 7.1 The modern economy is changing and increasingly needs good communications infrastructure as a basic requirement. The 2011 Census highlights how people are working differently to a generation ago – in Binfield parish, 7% of people work from home and 12% are self-employed. Of these self-employed people, 10% have no employees so effectively work for themselves with no support. Commonly this is in service activities that simply require access to a computer and a broadband connection.
- 7.2 The need for high speed broadband to serve Binfield is therefore paramount. Broadband speeds are reported by residents to be poor and it is therefore a fundamental constraint to the continuing expansion of self-employed activity for those working from home or from a small office.
- 7.3 Government has recognised that there is a significant gap in availability of basic and superfast broadband, particularly in rural areas where British Telecom (BT) and other national providers have not invested in upgrades to the network. Through the Broadband Delivery UK (BDUK) programme it has allocated £780m to deliver superfast broadband to 99% of premises by 2018. Mapping provided by Superfast Berkshire⁹ shows that many part of the parish are still 'under investigation' so the timetable for any improvements is uncertain.
- 7.4 What appears likely therefore is that many properties in Binfield will have to wait until 2018 or beyond before they receive access to superfast broadband without additional local authority intervention.
- 7.5 Whilst BT has an obligation to provide a landline to every household in the UK and developers are expected to want to facilitate high speed broadband provision otherwise their developments will be substantially less marketable, there have been instances where developers have not contacted Next Generation Access (NGA) Network providers early enough in the process for fibre and ducting to be laid, or they have a national agreement with a cable provider that is not active in the area, leaving new housing developments with little or no connections.
- 7.6 Policy CO1 seeks to ensure that all new housing, community and commercial development in the neighbourhood area is connected to superfast broadband.

POLICY CO1: HIGH SPEED BROADBAND

All new residential, commercial and community properties within the Neighbourhood Plan area should be served by a superfast broadband (fibre optic) connection. The only exception will be where it can be demonstrated, through consultation with Next Generation Access (NGA) Network providers, that this would not be either possible, practical or economically viable. In such circumstances sufficient and suitable ducting should be provided within the site and to the property to facilitate ease of installation at a future date on an open access basis.

⁹ <http://www.superfastberkshire.org.uk/index.aspx?articleid=30507>

8 BUILT FORM

Infill and backland development

- 8.1 Backland development is defined as development on land behind the rear building line of existing housing or other development, and is usually land that has previously been used as gardens, or is partially enclosed by gardens.
- 8.2 Infill development involves the development of a small gap in an otherwise built up frontage. It usually consists of frontage plots only and often comprises side gardens of existing houses.
- 8.3 Particular issues raised by the community of Binfield and Historic England are the concern that infill development in particular could serve to increase inappropriately the density of development and harm the character of an area.
- 8.4 Adverse impacts of inappropriate developments can include the following:
- Loss of significance to heritage assets, including impacts on setting
 - Loss of historic rural or village character
 - Changes to the grain and overall density which defines local character
 - Loss of amenity, overshadowing, overlooking
 - Loss of sunlight/ daylight
 - Noise
 - Loss of green links/ trees /hedgerows/vegetation
 - Visual intrusion
 - Visual separation
 - Loss of parking
 - Multiple long driveways serving a single property
 - Difficulties with recycling and waste collections/bin storage
- 8.5 Paragraph 53 of the NPPF states that:
- "Local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area."*
- 8.6 It is considered important that infill development, whilst generally acceptable within the defined settlement area, must be designed so that it sits appropriately within its surroundings. It is acknowledged that, if development is of a different mix of housing, e.g. 2- and 3-bed dwellings in a predominantly 4- and 5-bed dwelling area, then densities may differ slightly. However, it is vital that the design of such developments does not have a negative impact on the amenity of existing residents in the neighbouring properties. In particular, it should be ensured that such properties have reasonably sized gardens, based on the size of the property.
- 8.7 The objectives of this policy are to ensure that:
- infill development respects the existing street scene; and
 - safe and attractive residential layouts are promoted.

- 8.8 When assessing applications against the criteria in Policy BF1, the particular issues that must be considered in demonstrating that a backland or infill scheme is acceptable include the following:
- 8.9 **Plot width** – plots must be of sufficient width to allow a building(s) to be sited with adequate separation between dwellings. The width of the remaining and the new plot should be similar to that prevailing in the immediate area.
- 8.10 **Building line** – where the established building line of existing dwellings is a feature of the area, new development should respect that building line.
- 8.11 **Visual separation** – new dwellings must have similar spacing between buildings to that commonly found on the street frontage. Where houses are terraced the new development should normally adjoin the adjacent property(s).
- 8.12 **Building height** – new buildings should reflect the height of existing buildings. Where existing buildings are of a uniform height, new buildings should respect that height and vice versa.
- 8.13 **Daylight and sunlight** – new buildings should not adversely affect neighbouring properties by seriously reducing the amount of daylight available through windows or by obstructing the path of direct sunlight to a once sunny garden or window. Blocking direct sunlight from reaching neighbouring properties can cause overshadowing and is not acceptable.
- 8.14 **Parking and access arrangements** – satisfactory arrangements will be required for parking and access, both for new development and existing properties where they would be affected. Generally parking areas to the front of the property using the front garden will not be acceptable unless, this is the prevailing pattern of parking in the locality.
- 8.15 **Boundary treatment** – boundary treatment along the frontage should reflect that prevailing in the area. Proposals for open frontages or the use of the frontage for parking will not be acceptable in areas where enclosed front boundaries prevail.
- 8.16 The policy applies to the whole of the Neighbourhood Plan area rather than just the defined settlement area. In the past, some residential infill and backland development has occurred outside the defined settlement area, including in the Green Belt as is permitted in certain circumstances by the NPPF.
- 8.17 It is important that the guidance in the Bracknell Forest Character Area Assessments Supplementary Planning Document (SPD), or any successor document, is followed in respect of the different character areas in Binfield. Three distinct character areas – Binfield, Popeswood North and Popeswood South – are identified and their landscape character, townscape, built form, vegetation and hard landscape and boundary treatment described. It makes recommendations in respect of each character area that it is particularly important are followed by development proposals.

POLICY BF1: INFILL AND BACKLAND DEVELOPMENT

All infill and backland development shall (including extensions and out-buildings) protect the amenity of neighbours, and reflect the scale, mass, height and form of neighbouring properties. Development proposals must demonstrate how they address the recommendations and contribute positively to the features of the respective character areas identified in the Bracknell Forest Character Area Assessments Supplementary Planning Document.

In particular, development proposals shall:

1. retain historic buildings that contribute to the distinctive character and historic and architectural interest of the village; and
2. ensure that they do not lead to over-development of a site; and
3. avoid the appearance of cramming; and
4. have a similar form of development to properties in the immediate surrounding area; (this is particularly the case for applications for two or more dwellings on a site currently or previously occupied by a single property); and
5. ensure that new buildings do not adversely affect neighbouring properties by seriously reducing the amount of daylight available through windows or by obstructing the path of direct sunlight to windows; and
6. ensure that it does not unacceptably reduce the level of existing private amenity space provision for existing residential properties; and
7. provide appropriate parking and access arrangements, both for the new development and existing properties where they would be affected; and
8. reflect the prevailing boundary treatments.

Protection of heritage assets

- 8.18 Heritage assets are defined as a “building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)” (Annex 2, NPPF). With major strategic development proposed in the Neighbourhood Plan area, it is important that its heritage assets are protected. These developments have the potential to have a significant impact on the character of the landscape, particularly in views eastwards from Binfield. It is important therefore that the design of development minimises these impacts.
- 8.19 This is particularly important in respect of Newbold College, a registered Historic Park and Garden. This would be regarded as an impact on the setting of a designated heritage asset, which the NPPF seeks to avoid or minimise conflict with in respect of development.

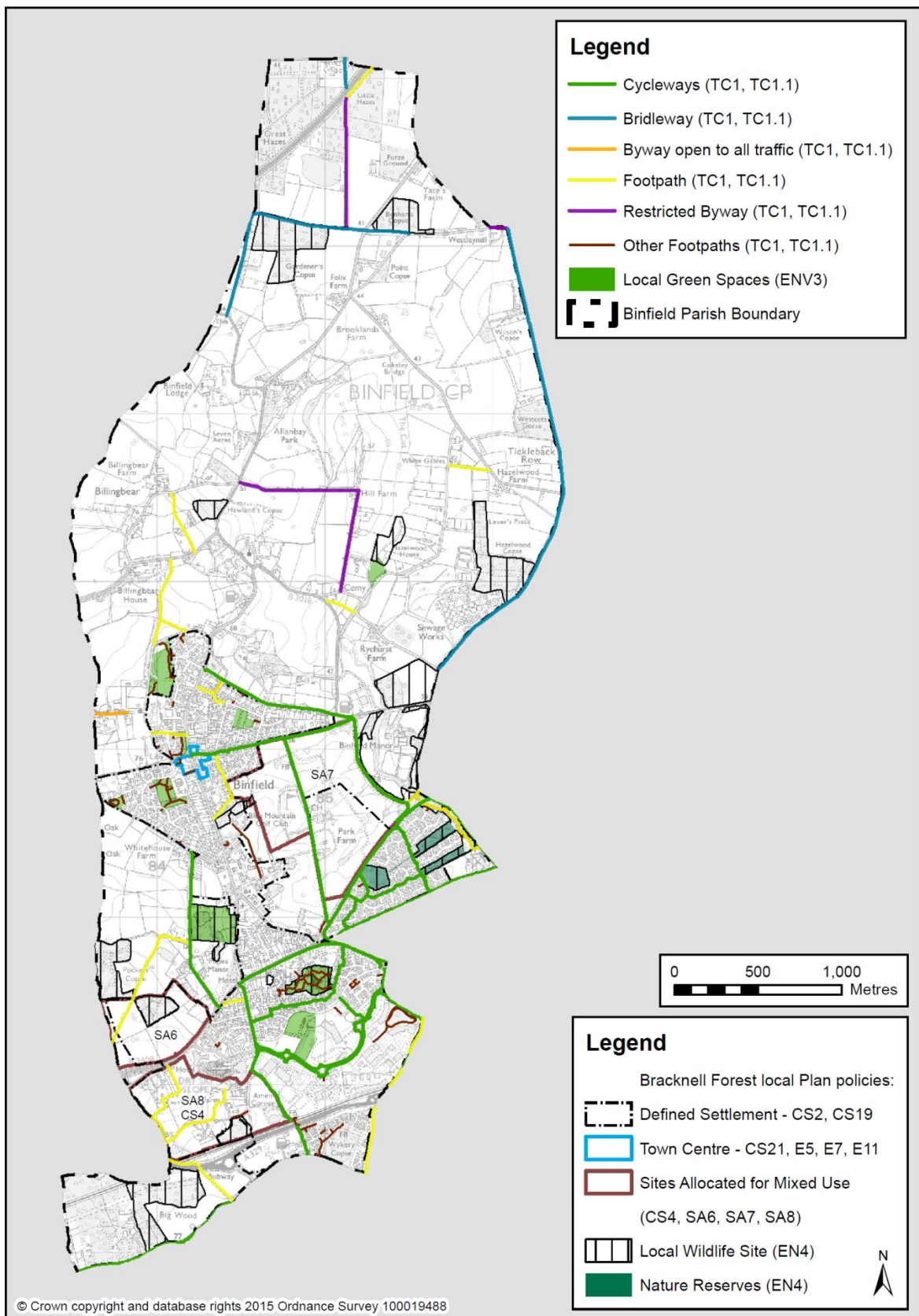
POLICY BF2: PROTECTION OF HERITAGE ASSETS

Development proposals should demonstrate that negative impacts to the setting of heritage assets have been either avoided or minimised. Where the harm of any residual impacts of a proposed scheme is not justified by the public benefits that would be provided, it will not be supported.

Development proposals will be required to sustain and enhance the setting of heritage assets in their vicinity, including views from historic parks and gardens, through the careful choice of building heights, layout and materials, use of landscape buffers and placement of green open space. These should avoid placing incongruous tall buildings in prominent locations in views that contribute to the significance of these heritage assets.

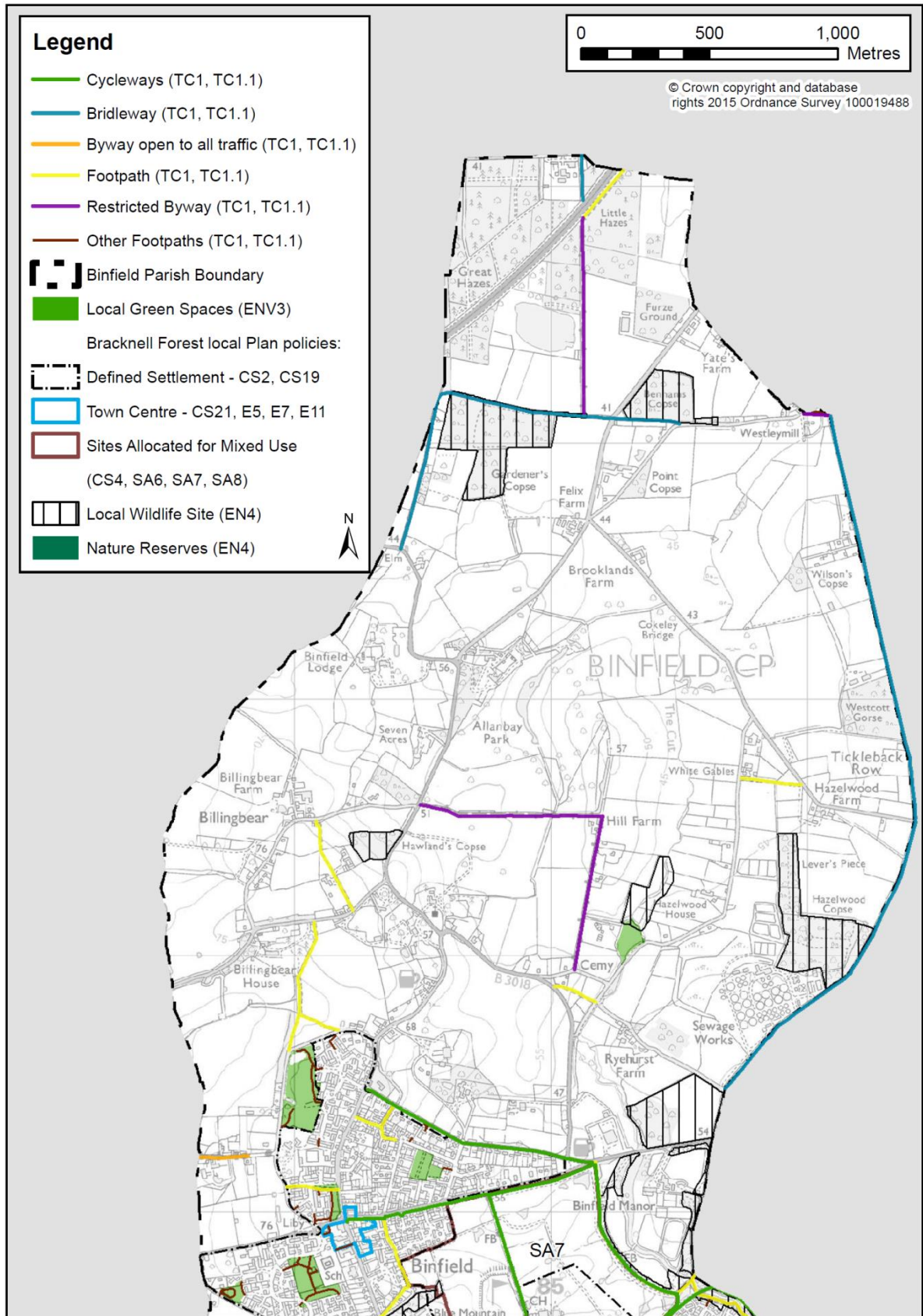
9 POLICIES MAPS

Figure 9.1: Policies Map – whole Neighbourhood Plan area



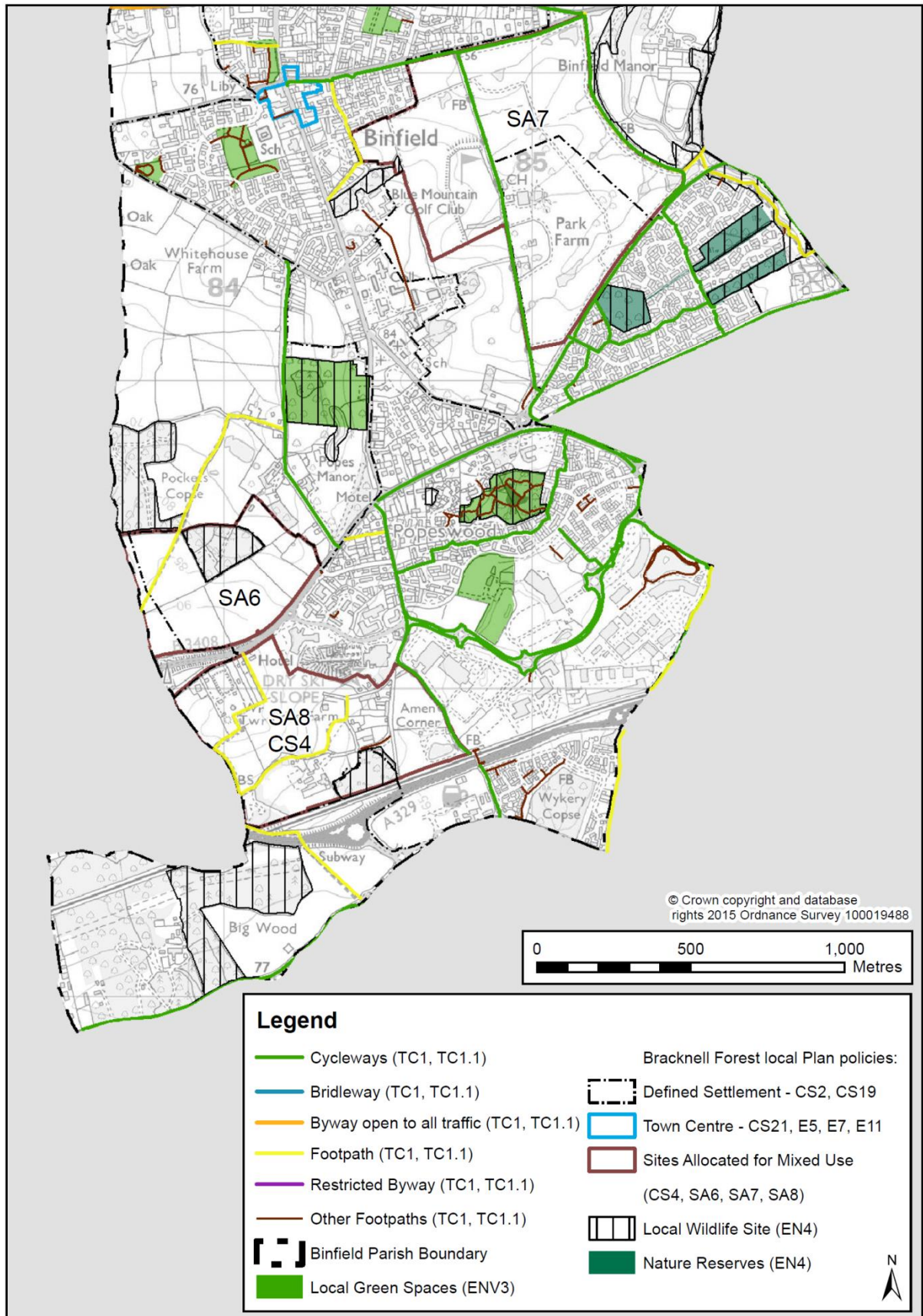
Local Nature Reserves and Local Wildlife Sites are shown as at the time of preparation of the Neighbourhood Plan, and may be subject to variation throughout the Plan period.

Figure 9.2: Policies Map – North



Local Nature Reserves and Local Wildlife Sites are shown as at the time of preparation of the Neighbourhood Plan, and may be subject to variation throughout the Plan period.

Figure 9.3: Policies Map – South



Local Nature Reserves and Local Wildlife Sites are shown as at the time of preparation of the Neighbourhood Plan, and may be subject to variation throughout the Plan period.

10 GLOSSARY

Term	Acronym	Definition
General		
Binfield Neighbourhood Plan	The Plan	Binfield Neighbourhood Development Plan for the designated area of the parish of Binfield.
Binfield Neighbourhood Plan Group	BNPG	The Binfield Neighbourhood Plan Group who produced The Plan.
Bracknell Forest Borough Local Plan	BFBLP	The BFBLP was adopted in January 2002. It contains Development Management related policies which are used to determine planning applications. Although some of these policies have been dropped, many were 'saved' by the Secretary of State beyond 27 September 2007 and remain in effect. Some have been subsequently replaced by new policies in the adopted CSDPD and SALP.
Capacity Plan for Meeting Primary Health Care Needs for Population Growth in Binfield		Report undertaken by Grimes to plan for primary healthcare needs in Binfield given the planned population growth.
Community Infrastructure Levy	CIL	A tariff based system of developer contributions which will be used to deliver some of the infrastructure required to support development in the Borough.
Convenience Retailing	Convenience Shop	This is primarily food shopping and shopping for everyday grocery items.
Core Strategy	CSDPD	The CSDPD was adopted in February 2008. It is a high level document containing the Council's long-term aspirations for the Borough, and policies to guide and manage development in Bracknell Forest until 2026.
Development Plan		<p>This includes adopted Local Plans and Neighbourhood Plans (it does not include Supplementary Planning Documents).</p> <p>Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise.</p>
Habitat Regulations	HRA	An assessment, required under the Habitats Directive, if a

Term	Acronym	Definition
Assessment		plan or project is judged as likely to have a significant effect on a Natura 2000 site.
Infrastructure Delivery Plan	IDP	Identifies, as far as possible, the infrastructure needed (e.g. provision for new open space, road/junction improvements, schools and other community uses) to support planned development.
Local Development Scheme	LDS	Document which sets out the Council's three year programme for producing Local Plans.
Local Plan		A plan for the future development of a local area. It contains planning policies to be used when the Council determines planning applications. It is subject to Examination by an independent Inspector and, once adopted, forms part of the Development Plan for the Borough.
Localism Act		The Localism Act received Royal Assent in November 2011 and covers a wide range of local government and other matters. The principle of localism is that power and resources should be transferred from central government to the local level. It is based on the principle that decisions should be taken as closely as possible to the people they affect.
National Planning Policy Framework	NPPF	The NPPF is a single document that sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development. The NPPF prioritises the role of planning in supporting economic growth. It was published March 2012.
National Planning Practice Guide	NPPG	The NPPG is a web based resource which contains guidance to supplement the NPPF. It was first published March 2014, and is regularly updated.
Neighbourhood Development Plan	NDP	For Bracknell Forest, this a plan prepared by a Parish or Town Council.
Policies Map		A map which identifies the location and spatial extent of policies and proposals that are set out in the Development Plan.
Public Open Space		an area of land open to the public either for informal recreation, e.g. a park, or formal recreation, e.g. sports pitches or a play area.
Real Time Passenger	RTPI	an electronic information system that may include predictions about arrival and departure times, as well as information

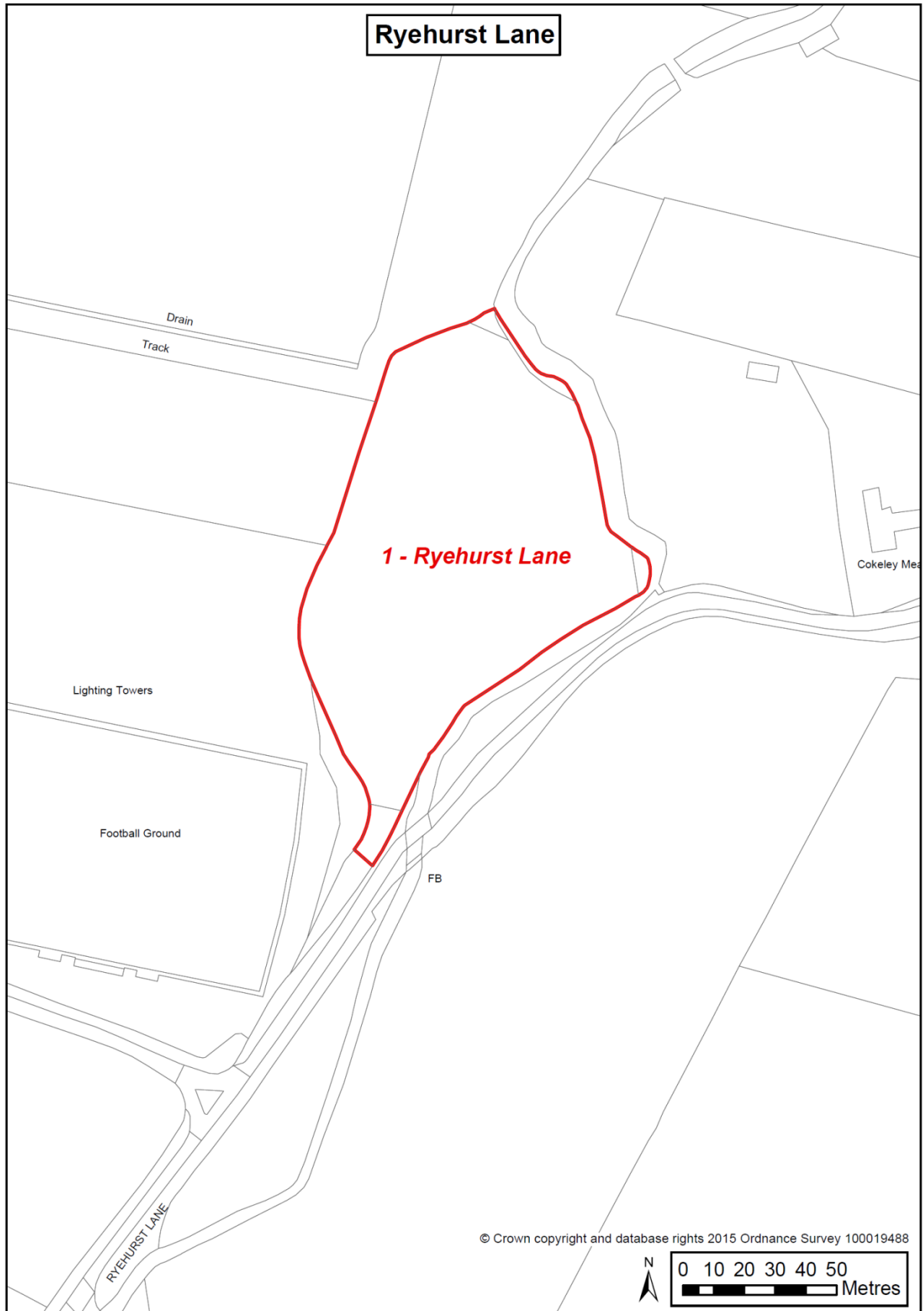
Term	Acronym	Definition
Information		about the nature and causes of disruptions. It may be used both physically within a transportation hub and remotely using a web browser or mobile device.
Regional Spatial Strategy	RSS	See South East Plan.
Site Allocations Local Plan	SALP	The SALP was adopted in July 2013. It helps implement the adopted Core Strategy. It identifies sites for future housing development, ensures that appropriate infrastructure is identified and delivered alongside new development and also revises some designations on the Policies Map.
South East Plan	SEP	The SEP sets out regional policy for the south east of England and was originally published in May 2009. It was partially revoked on 25th March 2013. Policy NRM6 that deals with the Thames Basin Heaths Special Protection Area remains in place.
Strategic Environmental Assessment	SEA	An internationally-used term to describe high-level environmental assessment as applied to policies, plans and programmes. SEA is a requirement of European law, and considers the impact of proposed plans and policies on the environment. SEA is often undertaken in conjunction with a Sustainability Appraisal (SA).
Supplementary Planning Document	SPD	A type of planning document that provides support, and additional detail on policies contained within Local Plans. SPDs are a material consideration but hold less weight than a Local Plan.
Sustainability Appraisal (incorporates SEA)	SA	Examines the impact of proposed plans and policies on economic, social and environmental factors, and ensures that these issues are taken into account at every stage so that sustainable development is delivered on the ground. It also appraises the different options that are put forward in the development of policies and the identification of allocation sites. Each Local Plan that the Council produces is accompanied by its own SA, which also incorporates the requirement of SEA.
Housing		

Term	Acronym	Definition
Heritage & Conservation		
Designated Heritage Asset		<p>A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battle Field or Conservation Area.</p> <p>Bracknell Forest does not contain any World Heritage Sites, Protected Wreck Sites or Registered Battlefields.</p> <p>Designated Assets and listing details are available to view on the Historic England web site.</p>
Historic Park and Garden		<p>A park or garden identified as having special historic character, and as such protected from inappropriate development by planning policies. Bracknell Forest contains six Historic Parks and Gardens, one of which is in Binfield Parish and is shown in Figure 2.1 and on the Bracknell Forest Policies Map:</p> <ul style="list-style-type: none"> • Newbold College, Binfield
Listed Building		Buildings which are identified as having special architectural or historic importance and so are protected from demolition or inappropriate alteration or development by legislation and by planning policies. Protection also applies to certain other structures within the curtilage of Listed Buildings.
Natural Environment		
Ancient Woodland		An area that has been wooded continuously since at least 1600AD.
Green Infrastructure	GI	A network of green spaces which can deliver environmental and social benefits.
Landscape Character Assessment	LCA	A study which identifies and describes variations in character of landscape, and explains the features which makes one area distinctive from another.
Local Wildlife Site	LWS	<p>(Formerly referred to as Wildlife Heritage Sites).</p> <p>Sites of local importance for nature conservation (but are not legally protected).</p>
Sites of Special	SSSI	Areas of special interest by reason of their flora, fauna,

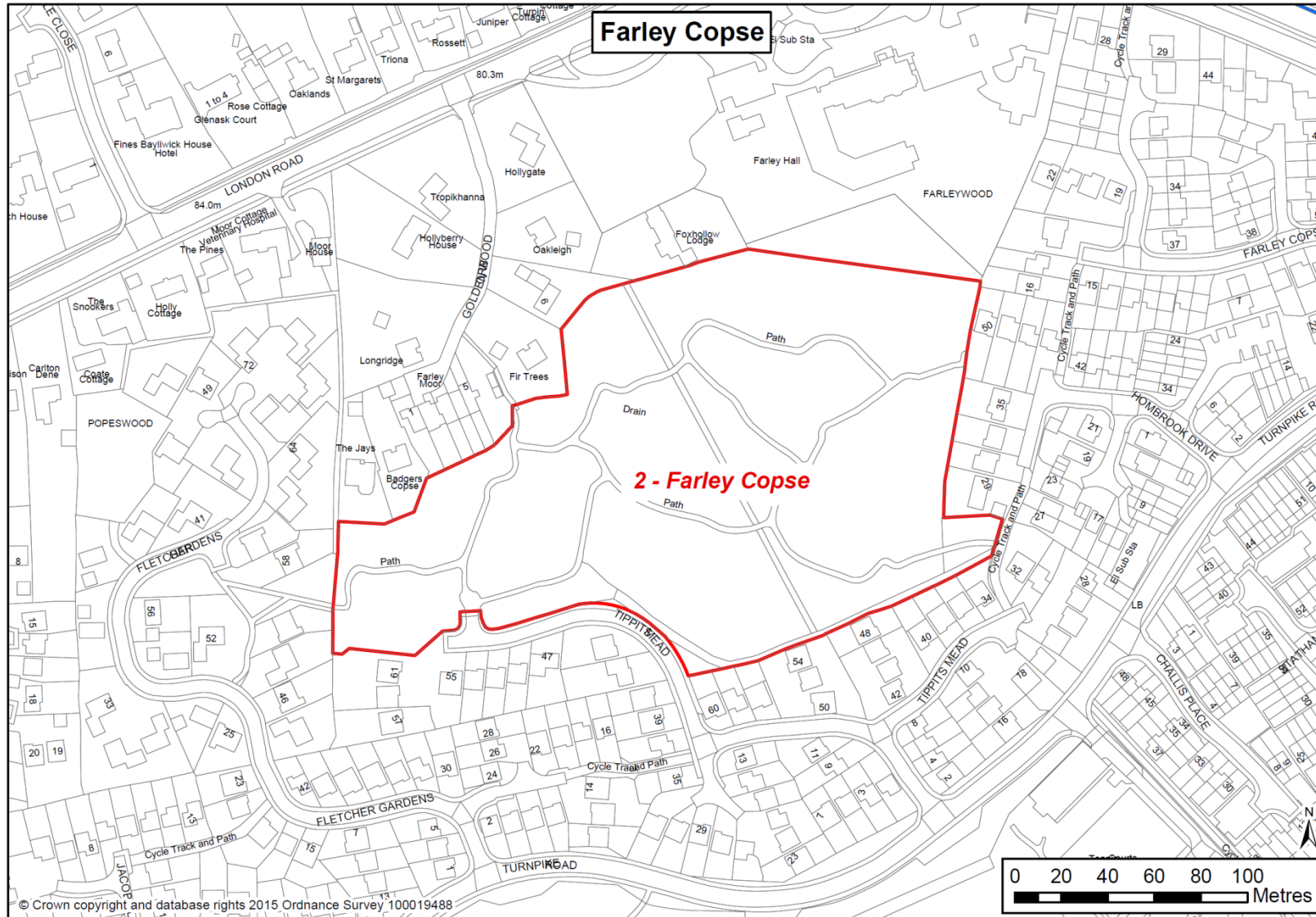
Term	Acronym	Definition
Scientific Interest		geological or physiological features. They are protected under the Wildlife and Countryside Act. There are several within Bracknell Forest, which are defined on the Policies Map.
Strategic Access Management and Monitoring	SAMM	Overseen by Natural England and Hampshire County Council, implements standard messages and additional wardening and education across the Thames Basin Heaths SPA.
Suitable Alternative Natural Green Space	SANG	Open space, meeting guidelines on quantity and quality, for the purpose of providing recreational alternatives to divert dogwalkers and others from the SPA. It is provided by residential developments lying within a certain distance from the SPA to avoid those developments creating additional recreational pressure on it.
Thames Basin Heaths Special Protection Area	SPA (or TBHSPA)	A nature conservation area comprising a group of heathland sites designated for its bird interest under a European Wildlife Directive (and subject to the assessment procedure set out in the Habitats Directive), in order to protect internationally important species of birds which live within them.
Climate Change		
Air Quality Management Area	AQMA	Area designated by local authorities as they are not likely to achieve national air quality objectives by relevant deadlines.

Appendix A Local Green Space maps

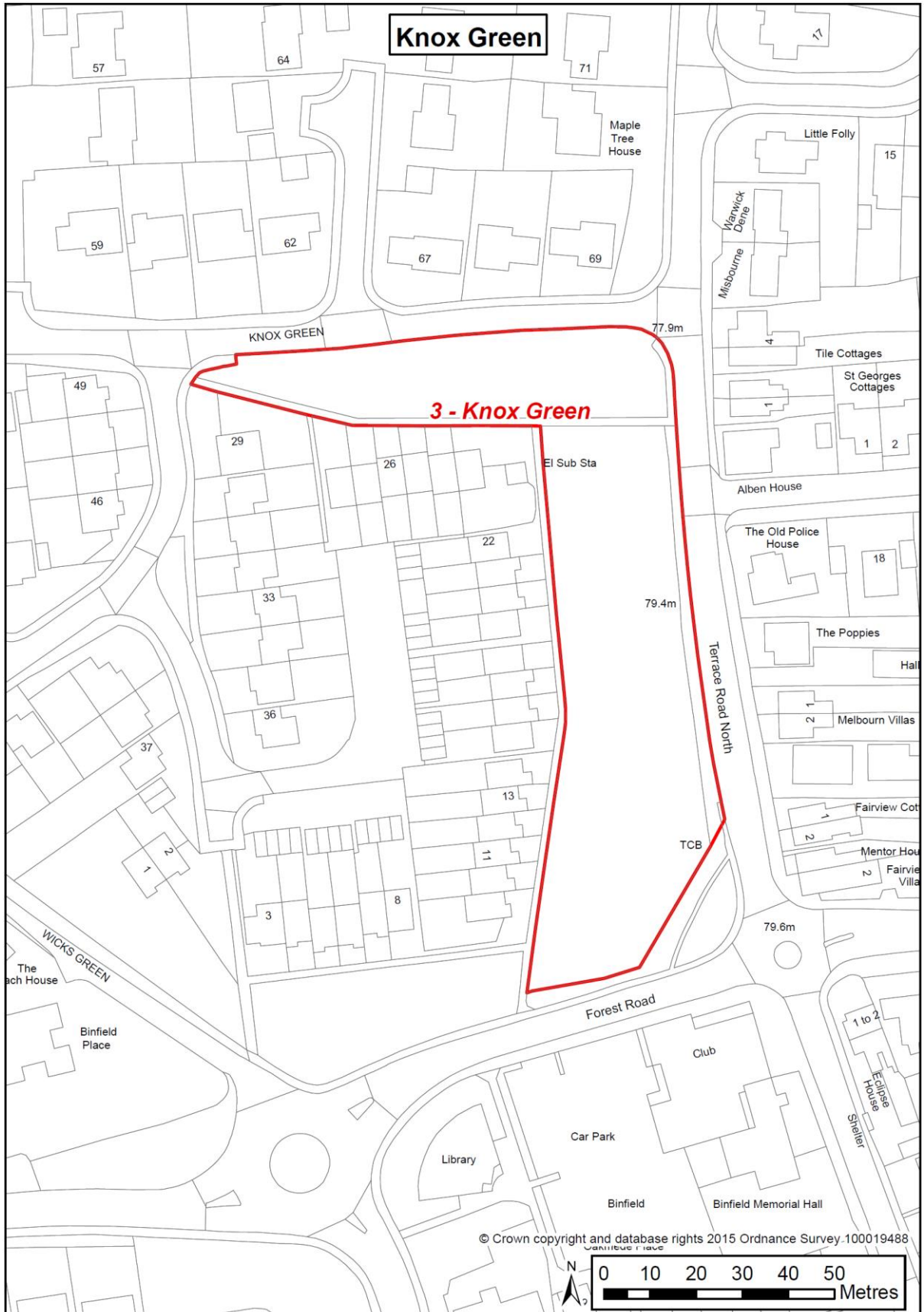
1. Ryehurst Lane



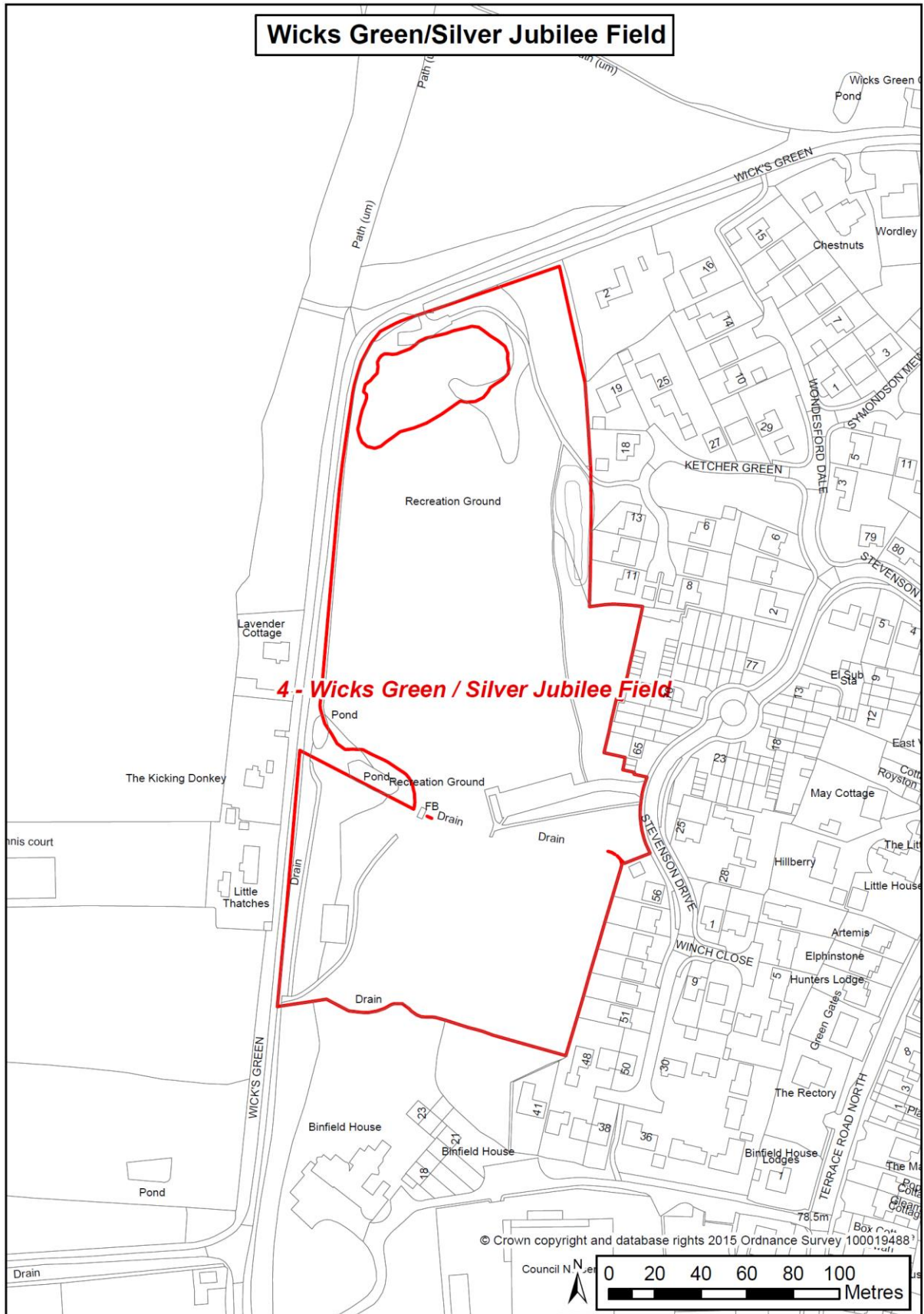
2. Farley Copse



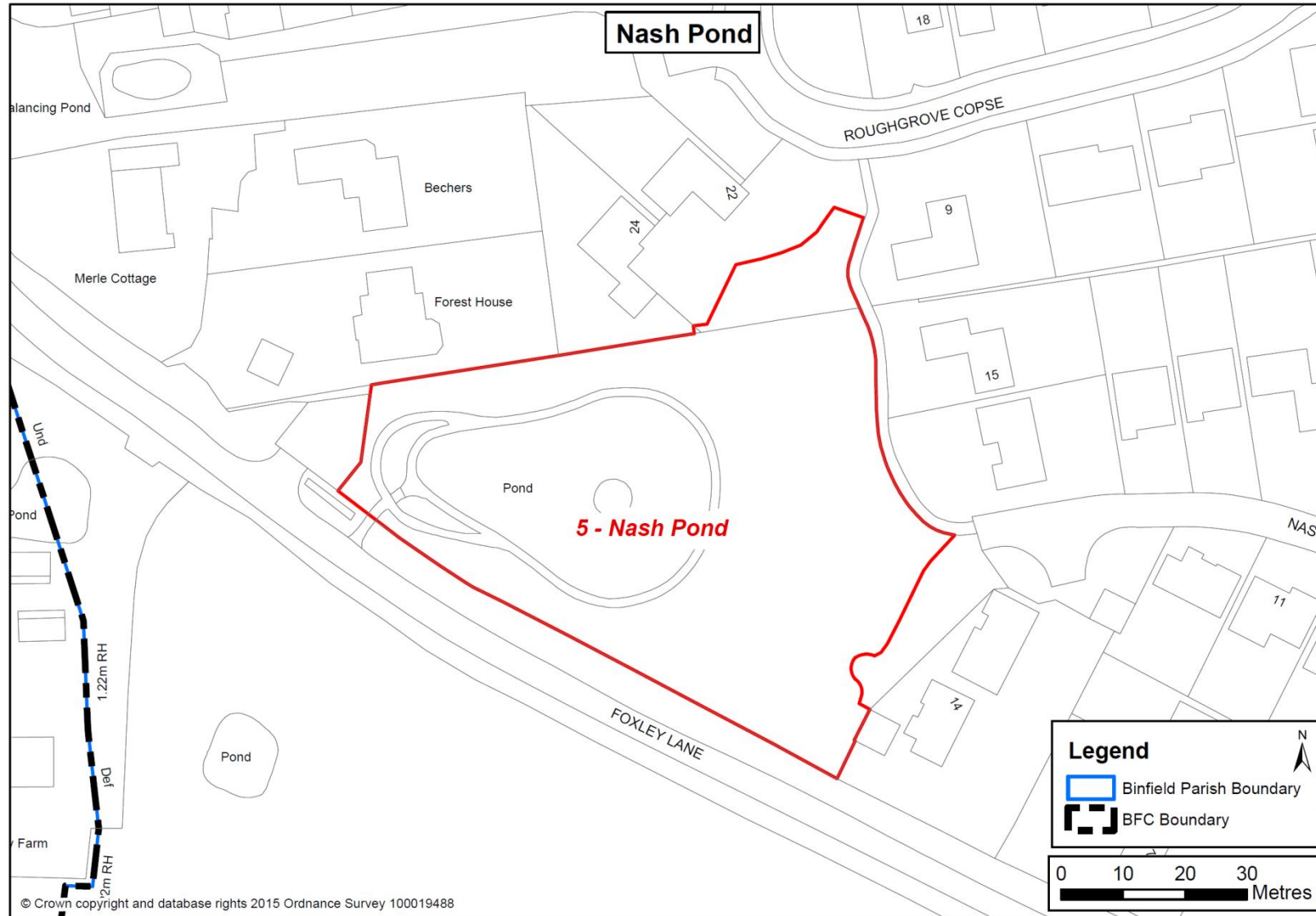
3. Knox Green



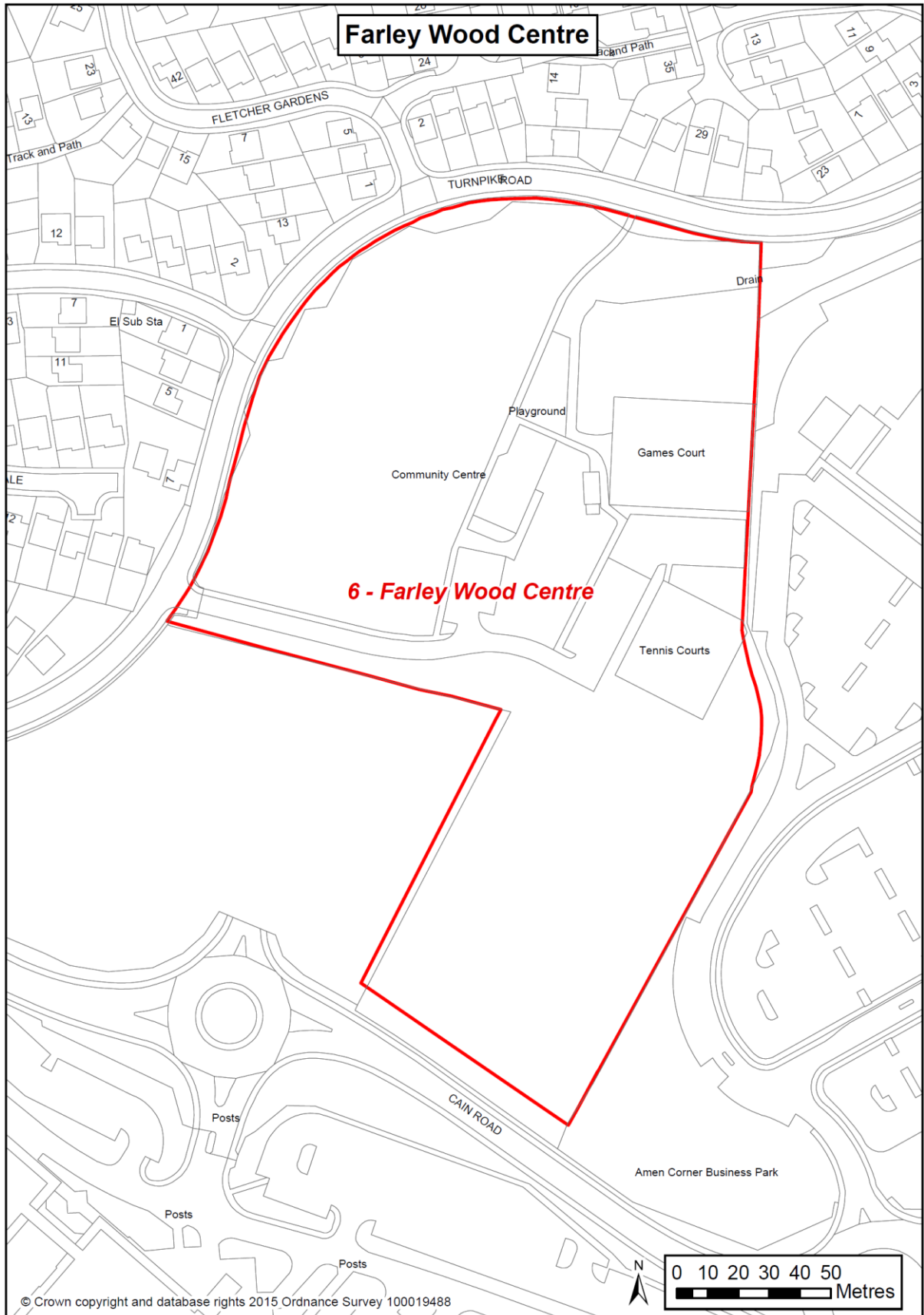
4. Wicks Green/Silver Jubilee Field



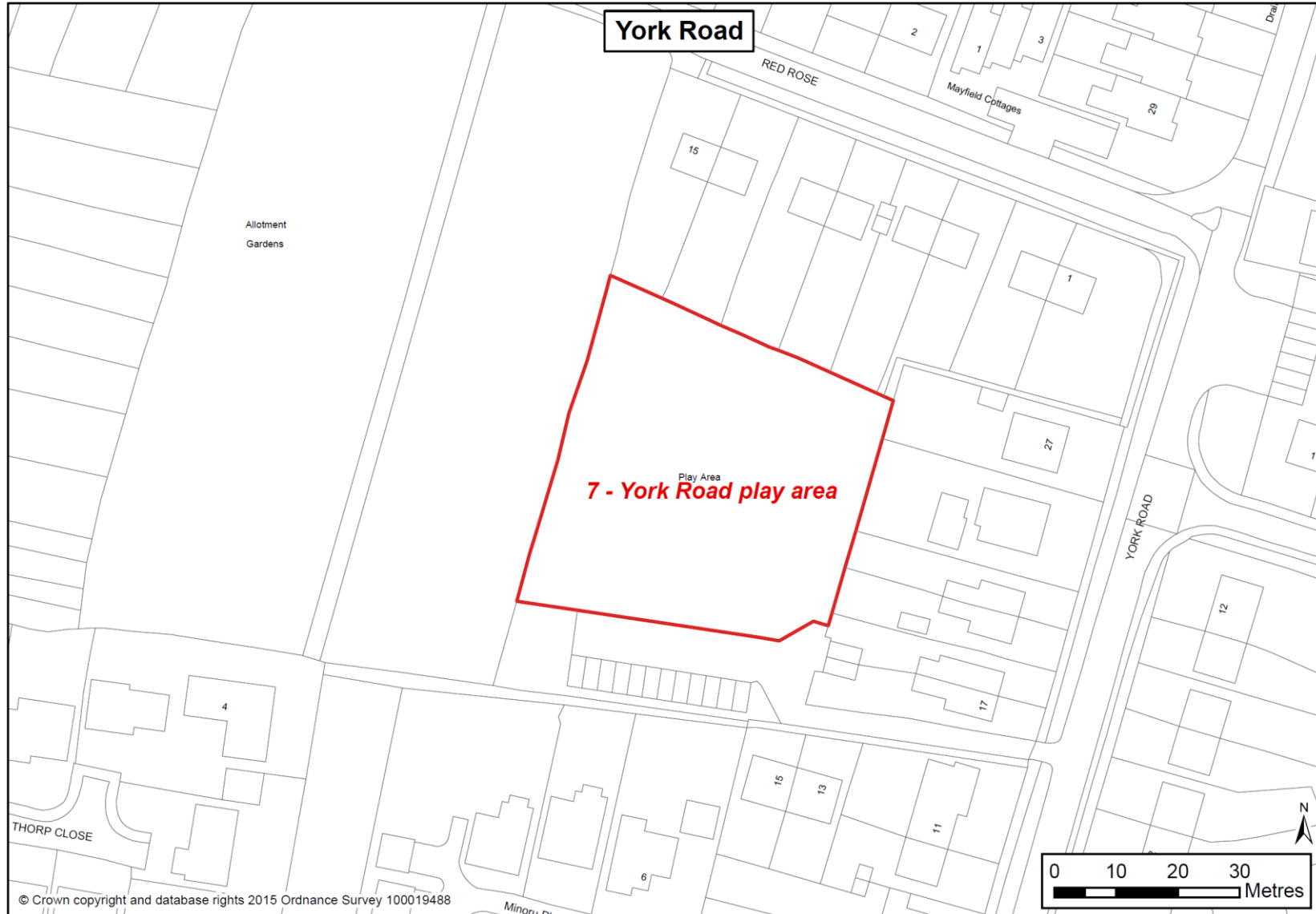
5. Nash Pond



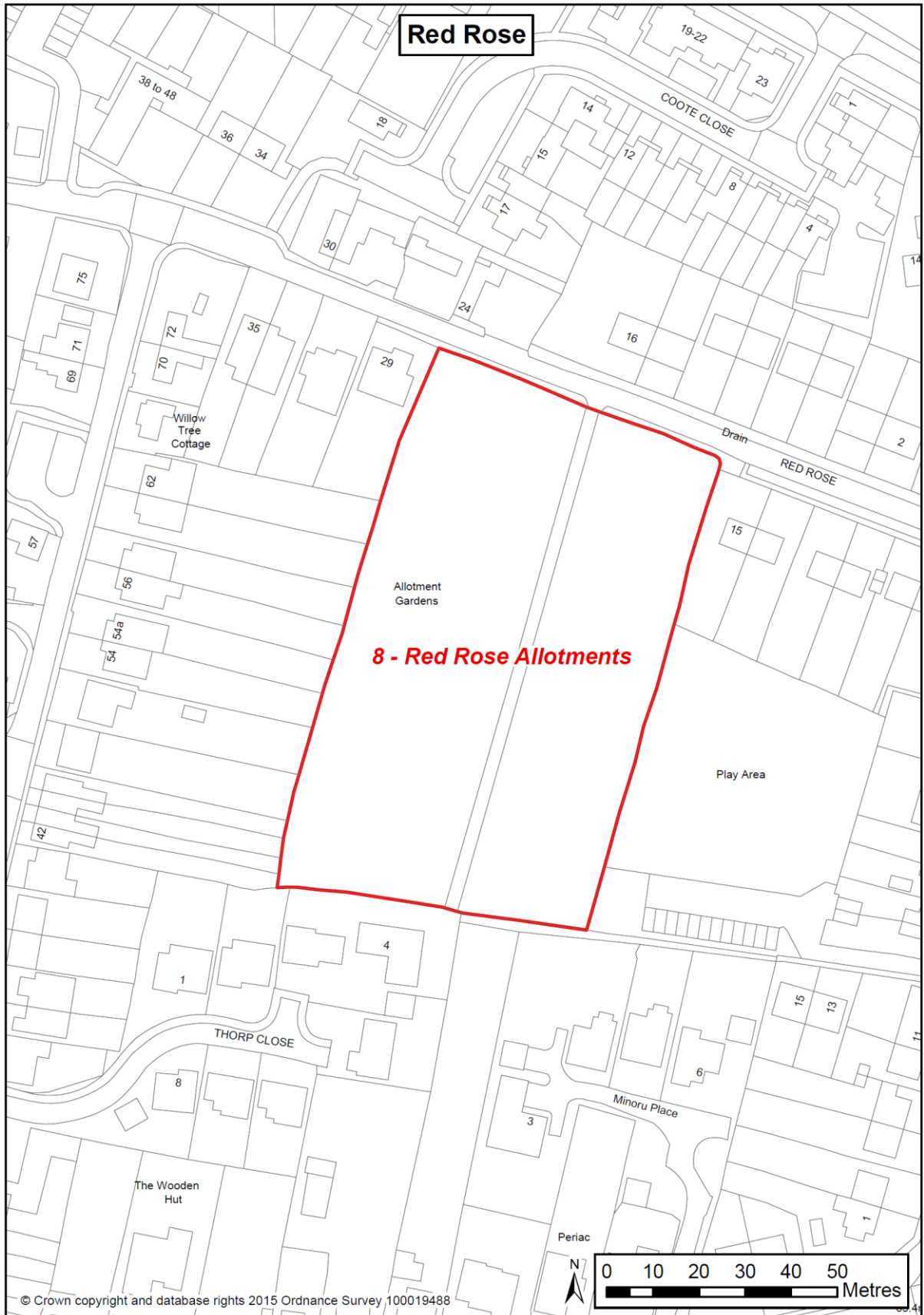
6. Farley Wood Centre



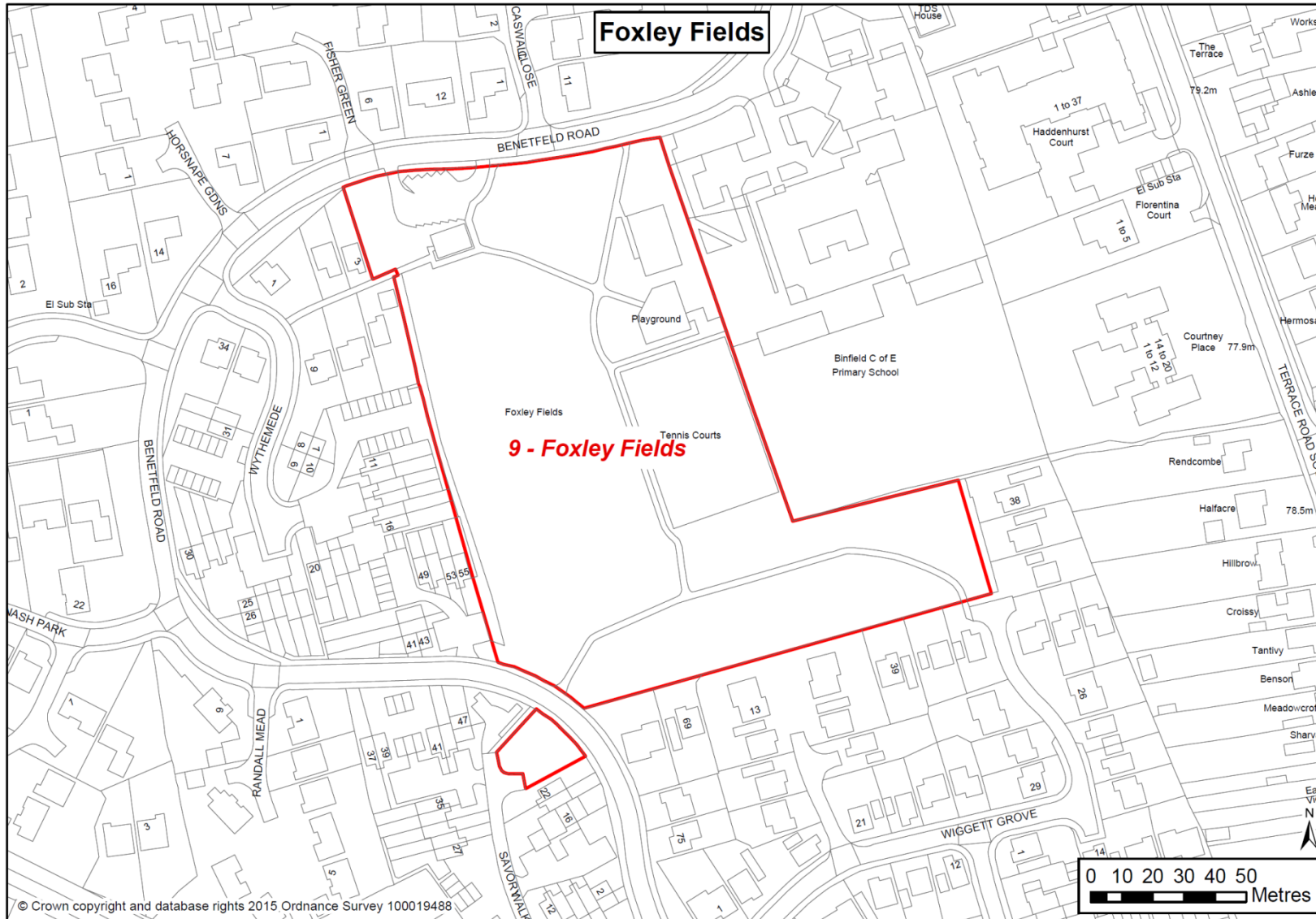
7. York Road play area



8. Red Rose Allotments



9. Foxley Fields



10. Pope's Meadow

