

Warfield Neighbourhood Plan: 4.4 Infrastructure

Previously decided Policy headings:

Policy WNP16 Transport Impact of Development

Policy WNP17 Transport Proposals

Policy WNP18 New School Buildings

Policy WNP19 Utility Services

Policy headings listed below, with relevant Evidence Base detail added.

Policy WNP16 Transport Impact of Development

Not covered by existing policies or plans:

- Would leave if: Too many people without infrastructure to absorb them
- Don't want: Building without infrastructure
- We do want: Wider pavements
- Would leave if: Extra traffic and noise
- Would leave if: Too many houses and cars
- Would leave if: Tesco lorries on the roads
- Id leave if: Busy roads
- We do want: No parking enforced on pavements/private driveways near schools
- Don't want: Intensive traffic density
- Don't want: More speeding traffic on roads

Covered by existing policies and plans:

POLICY CS1 Sustainable Growth: Sustainable Development Principles	<ul style="list-style-type: none"> • Sustainability principles : Ensuring housing supported by sufficient infrastructure e.g: School places; GPs
<p>Development will be permitted which;</p> <p>i. makes efficient use of land, buildings and infrastructure; and</p> <p>ii. is located so as to reduce the need to travel; and</p> <p>iii. promotes a mix of uses; and</p> <p>iv. conserves the use of resources including water and energy through a reduction in their use; and</p> <p>v. supports the economic well being of the population; and Protects and enhances:</p> <p>vi. the health, education and safety of the local population; and</p> <p>vii. the quality of natural resources including water, air, land and biodiversity; and</p> <p>viii. the character and quality of local landscapes and the wider countryside; and</p> <p>ix. the historic and cultural features of acknowledged importance.</p>	
POLICY CS2 Sustainable Growth: Locational Principles	<ul style="list-style-type: none"> • Sustainability principles : Ensuring housing supported by sufficient infrastructure e.g: School places; GPs
<p>The Council will allocate land for development in the sequence set out below:</p> <p>1 Bracknell Town Centre;</p> <p>2 Previously developed land and buildings in defined settlements;</p> <p>3 Other land within defined settlements where this does not conflict with other policies;</p>	

<p>4 Extensions to defined settlements with good public transport links to the rest of the urban area or with firm proposals to provide such links.</p> <p>Development will be permitted within defined settlements and on Allocated Sites. Development will be permitted which is consistent with the character, accessibility and provision of infrastructure and services within that settlement.</p>	
<p>POLICY GB1 Building in the Green Belt</p>	<ul style="list-style-type: none"> • Sustainability principles : Ensuring housing supported by sufficient infrastructure e.g: School places; GPs
<p>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:</p> <p>(i) CONSTRUCTION OF BUILDINGS FOR AGRICULTURE OR FORESTRY; OR</p> <p>(ii) CONSTRUCTION OF BUILDINGS ESSENTIAL FOR OUTDOOR SPORT AND RECREATION OR OTHER USES OF LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT; OR</p> <p>(iii) CONSTRUCTION OF BUILDINGS ESSENTIAL FOR CEMETERIES; OR</p> <p>(iv) REPLACEMENT, ALTERATION OR LIMITED EXTENSION OF EXISTING DWELLINGS; OR</p> <p>(v) CONSTRUCTION OF DOMESTIC OUTBUILDINGS INCIDENTAL TO THE ENJOYMENT OF AN EXISTING DWELLING.</p> <p>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.</p>	

<p>POLICY CS24 Transport: Transport and New Development</p>	<ul style="list-style-type: none"> • Would leave if: Loss of footpaths and bridleways
<p>Development will be permitted where mitigation against the transport impacts which may arise from that development or cumulatively with other proposals is provided. This shall be achieved through the submission of a transport assessment or transport statement³, and where appropriate:</p> <p>i. contributions towards local public transport and strategic transport improvements;</p> <p>ii. contributions to transport modelling work;</p> <p>iii. the implementation of works to the highway;</p> <p>iv. the provision of new and the improvement of existing pedestrian and cycle routes;</p> <p>v. the provision of travel plans to promote sustainable travel patterns for work related trips; and</p> <p>vi. the entering into of freight or bus quality partnerships with the local authority and/or third parties.</p>	
<p>POLICY R8 Public rights of way</p>	<ul style="list-style-type: none"> • Would leave if: Loss of footpaths and bridleways
<p>POLICY R8 Public rights of way</p> <p>7.39 MATERIAL CONSIDERATIONS IN THE DETERMINATION OF PLANNING APPLICATIONS WILL BE THE PROTECTION, EXTENSION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY INCLUDING:</p> <p>(a) THE RAMBLERS ROUTE; AND</p> <p>(b) BRIDLEWAY NETWORKS</p> <p>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</p>	

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.

Policy WNP17 Transport Proposals

Not covered by existing policies or plans:

- Need to think about car journeys/movements - where? Why? Distance
- New roads to be built
- Widening of current roads
- Improvements on current junctions
- New junctions to be added
- Access to other areas
- Buses: New routes, joining of routes, linkage to railway station, shuttle buses
- New Features: Good transport links
- New Features: Better transport network
- New Features: Bus Service
- Moved here because: Near Heathrow
- We do want: Bus shelters
- We do want: More bus stops
- Improved transport links to Bracknell, Ascot, Maidenhead, Reading etc. Easier access to the train station.
- Encourage carbon neutral methods of transport

- Footpaths & Cycle paths: Locations for new ones
- Footpaths & Cycle paths: Improvements to current ones
- Footpaths & Cycle paths: Make sure that they join up
- Footpaths & Cycle paths: Pedestrian crossings
- Footpaths & Cycle paths: Pavements
- New Features: Cycleways
- New Features: Joined up footpath and bridleway circuits
- Speed calming
- New Features: Ban on parking on pavements
- New Features: Traffic management & calming
- Would leave if: No enforcement of speed restrictions
- Would leave if: Failure to provide traffic calming on Warfield St
- We do want: Enforced 30MPH limit on Forest Road
- We do want: Speed restrictions and control
- We do want: 30MPH on Harvest Ride
- We do want: 20MPH limit on roads where schools are
- We do want: 40MPH limit from 3 Legged Cross to Syngenta on A3095
- We do want: Traffic Calming on Warfield Street

Covered by existing policies and plans:

POLICY CS23 Transport	<ul style="list-style-type: none"> • Moved here because: Easy access to work
<p>255 The Council will use its planning and transport powers to:</p> <ol style="list-style-type: none"> reduce the need to travel; increase the safety of travel; maintain and where possible improve the local road network; provide improved access to key services and facilities; promote alternative modes of travel; secure the reliable movement of goods through the Borough; enhance sub-regional connectivity to and from the Borough; promote travel planning; make representations and bids for funding major transport infrastructure to help deliver the Core Strategy and Local Transport Plan schemes. 	
POLICY CS24 Transport and New Development	<ul style="list-style-type: none"> • We do want: Better bus routes (esp. To station)
<p>258 Development will be permitted where mitigation against the transport impacts which may arise from that development or cumulatively with other proposals is provided. This shall be achieved through the submission of a transport assessment or transport statement³, and where appropriate:</p> <ol style="list-style-type: none"> contributions towards local public transport and strategic transport improvements; contributions to transport modelling work; the implementation of works to the highway; the provision of new and the improvement of existing pedestrian and cycle routes; the provision of travel plans to promote sustainable travel patterns for work related trips; and the entering into of freight or bus quality partnerships with the local authority and/or third parties. 	

Policy WNP18 New School Buildings

Not covered by existing policies or plans:

- Primary Schools (size & locations)
- Secondary schools (size & location)
- New Features: More school places and teachers
- Moved here because: Schools
- Moved here because: Good School (Sandy Lane)
- We do want: Good schools for all children
- We do want: School car parking spaces

Policy WNP19 Utility Services

Not covered by existing policies or plans:

- Gas
- Electric
- Water
- New Features: Phone signal
- Don't want: Fly tipping
- Telephone/Internet/Broadband
- We do want: Bobbies on the beat

Covered by existing policies and plans:

POLICY CS13 Environment: Sustainable Waste Management	<ul style="list-style-type: none">• Sewage• Recycling
154 Development will be permitted which makes provision for the management and treatment of waste in accordance with the Berkshire Unitary Authorities Joint Minerals and Waste Local Development Framework, and local waste management strategies.	
155 Development will be permitted which: i. minimises the quantity of waste requiring treatment; and ii. maximises the re-use, recovery and recycling of waste materials; and iii. minimises the environmental consequences of waste production and treatment.	