



St Michaels and All Angels Church



View from Three Castles walk towards the Church



Sandhurst Memorial Park Play Area

The Future of Sandhurst

The Sandhurst Neighbourhood Plan 2026 - 2037

A great place to live, work and play.



Sandhurst listed well



Horseshoe Lake



The Blackwater River

Sandhurst Neighbourhood Plan

Regulation 15 submission.

Foreword

Sandhurst Town Council made the decision that a Neighbourhood Plan should be produced for Sandhurst. In accordance with Neighbourhood Plan intentions the Sandhurst Neighbourhood Plan (NP) includes more local Sandhurst planning detail than that included within the broader strategies and policies contained within the Bracknell Forest Local Plan (BFLP). The NP, however, to be read in conjunction with the BFLP, and its related policies, when making planning decisions on land in Sandhurst.

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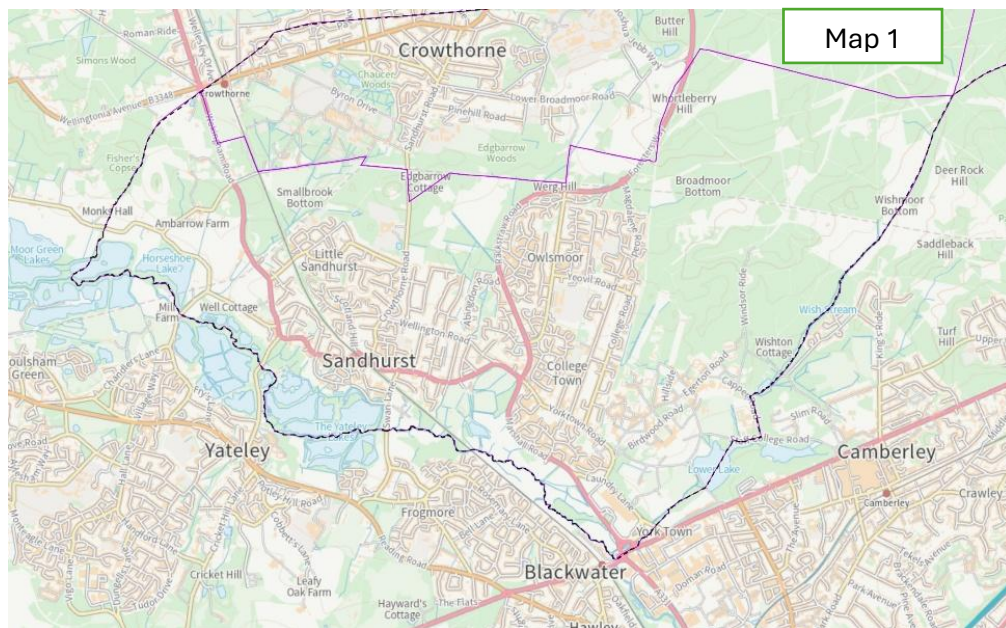
Background

Sandhurst Town is a pleasant place to live as it is surrounded by some beautiful countryside, moorland, river and lakes; much of the surrounding countryside

being accessible to the residents. It also has reasonable proximity to London by road and Reading by road and rail. It is situated between the M3 and M4 motorways. The Town is served by a good supply of shops and facilities, both locally and nearby in Bracknell, Crowthorne and Camberley. It is in one of the least deprived areas of the country.

Sandhurst is located within the boundary of Bracknell Forest Council (BFC). BFC are the Unitary Borough Council. The Sandhurst Town boundary was approved by BFC in 2023 following a Local Government boundary review.

Sandhurst Town Council boundary: -



Map 1, above, shows the boundary of Sandhurst Town Council's area. The black hatched line is both the southern boundary of Sandhurst and Bracknell Forest Borough. The purple line denotes the northern Sandhurst boundary adjacent to Crowthorne.

Within Sandhurst Town's boundaries extensive housing development took place during the 1960s, through to the 1990s; these developments combining the original settlements of Little Sandhurst, central Sandhurst, Owlsmoor and College Town into the one town we see today. This left the Town with limited places available for further building without encroaching into the valued surrounding countryside.

BFC are the Planning Authority for Sandhurst. The BFLP forms part of the development plan which is used when making planning decisions in the Borough and covers the period to 2037.

One of the key elements of a Local Plan is the allocation of sites for development, particularly large and medium sites, to demonstrate, among other

things, a housing land supply over the course of the plan period. The BFLP sets out a vision and a framework for the development of the Borough, produced for the benefit of current and future generations.

The BFLP did not allocate any large or medium sites for housing within Sandhurst Town's boundary. The BFLP did, however, recognise the overall beauty, benefit, accessibility and importance to the community of the countryside, river and lakes surrounding the settlement of Sandhurst.

Notwithstanding the application of Local Plans, it was considered by the government in 2010 that to improve the efficiency of the planning process more of a say about local development should be placed in the hands of related communities. The passing of the 'Localism Act' in 2011 allowed planning decision making to be additionally passed to a more local level, generally Parish and Town Councils. Related decision-making having regard to the broader intention of the appropriate Local Plan and the National Planning Policy Framework (NPPF). The mechanism for this procedure is the production of a **Neighbourhood Plan**.

Neighbourhood Plans are drafted with the input of residents and those with an interest in a particular Parish or Town. **Once formally adopted (made) a Neighbourhood Plan forms part of the development plan and is used together with a Local Plan when making planning decisions. A Local Plan and a Neighbourhood Plan have the same legal status under planning law. A Neighbourhood Plan must, however, both support and be in general conformity with the Local Plan and the NPPF.**

1 Introduction

1.1.1 Following Sandhurst Town Council's decision to instigate a Neighbourhood Plan for Sandhurst a Neighbourhood Plan Steering Group was formed to progress matters. The Steering Group's initial task was to draft a Sandhurst 'Statistics and Supporting Information' document and to liaise with Sandhurst residents, businesses, landowners and interested bodies/authorities, to obtain the views and considerations of all, such that NP objectives and policies applicable to Sandhurst could be drafted. The objectives and policies being a collation and consensus of the residents, businesses, landowners and interested bodies/ authorities' thoughts and desires. As an additional part of the process the Steering Group liaised with key authorities, including nearby Councils to obtain a coordinated broader planning vision.

1.1.2 The Steering Group is made up of volunteers representing residents, businesses and Sandhurst Town Councillors: -

Ian Booker (Chair), Sandhurst resident

Councillor Dale Birch, (Deputy Chair)

Councillor Michael Brossard

Councillor Mike Butcher

Sylvia Trevis, Sandhurst resident

Editorial proofreading of the NP documentation was provided by Sandhurst residents Sylvia Trevis and Mike Swaddling. Sandhurst resident Alan Fuller assisted with map production.

- 1.1.3 The Steering Group additionally act as liaison with the required checking and examination bodies in bringing the NP to fruition.
- 1.1.4 Early consultation with residents established that there were salient requirements to manage future development so that they could be integrated into the existing settlement without compromising its infrastructure and traffic volume; whilst at the same time maintaining the valued surrounding countryside.
- 1.1.5 For Sandhurst's history, data, statistics and general local information, to aid the understanding of the NP, please refer to **NP Appendix 1 'The Sandhurst Statistics and Supporting Information'** document. Specific sections of this document are also referenced within the NP where they have a particular guidance significance. **Details and maps included within the Statistics and Supporting Information Document are for general information only, as related information and data are only as accurate as of the time they were acquired.** Where NP information guidance makes reference to NP Appendix 1 it is included within the NP's related explanatory text.
- 1.1.6 The initial thoughts of Sandhurst residents, businesses, landowners and those with an interest in Sandhurst were received via public exhibitions and questionnaires. **A collation of their views and desires has been summarised within NP Appendices 2 and 3. The summaries assisting with the drafting of the proposed NP planning policies.**
- 1.1.7 To concur with the initial consultation's feedback the NP has not identified any sites for development that occur either within the settlement of Sandhurst or within the surrounding countryside. Valued green spaces have been designated as Local Green Space. The NP also sets out to protect both Local Green Spaces and other green spaces to address the growing concerns relating to environmental benefit, climate change and carbon emissions.
- 1.1.8 **An initial draft of the NP formed the basis of a presentation to BFC to enable a Strategic Environmental Assessment (SEA) and Habitat Regulations Assessment (HRA) to be undertaken.** BFC completed their

‘Strategic Environmental Assessment and Habitats Regulations Assessment Screening Determination (October 2025)’ and noted that the draft of the NP was likely to have no significant environmental effect. Therefore, the NP did not require an SEA and likely effects on habitat sites have also been ruled out. **BFC’s Strategic Environmental Assessment is included within NP Appendix 7. However, planning applications submitted to BFC for planning permission may be subject to the need for Environmental Screening and, where relevant, may be required to provide avoidance and mitigation measures.**

1.1.9 A summary of other NP Appendices: -

- i) **NP Appendix 4, ‘Local Green Space Study’ provides evidence to support the designation of the Local Green Spaces.**
- ii) **NP Appendix 5** includes a character study of Sandhurst (Chapter 2 Sandhurst Study Area). This study provides the background and information that is used within the NP to assist with design related matters.
- iii) **NP Appendix 6** is a glossary of Acronyms and Terms of general planning terminology as used both within the NP and other referenced planning documents.
- iv) **NP Appendix 8** includes a Consultation Statement. One of the main reasons for this Statement is to provide evidence to an Independent Examiner in demonstrating engagement with the community and related bodies and how resulting views obtained have assisted in shaping the NP’s policies.
- v) **NP Appendix 9** includes a ‘Basic Conditions Statement.’ This Statement sets out to demonstrate that the NP meets specific legal requirements relating to its conformity and alignment with current editions of the NPPF and the BFLP.

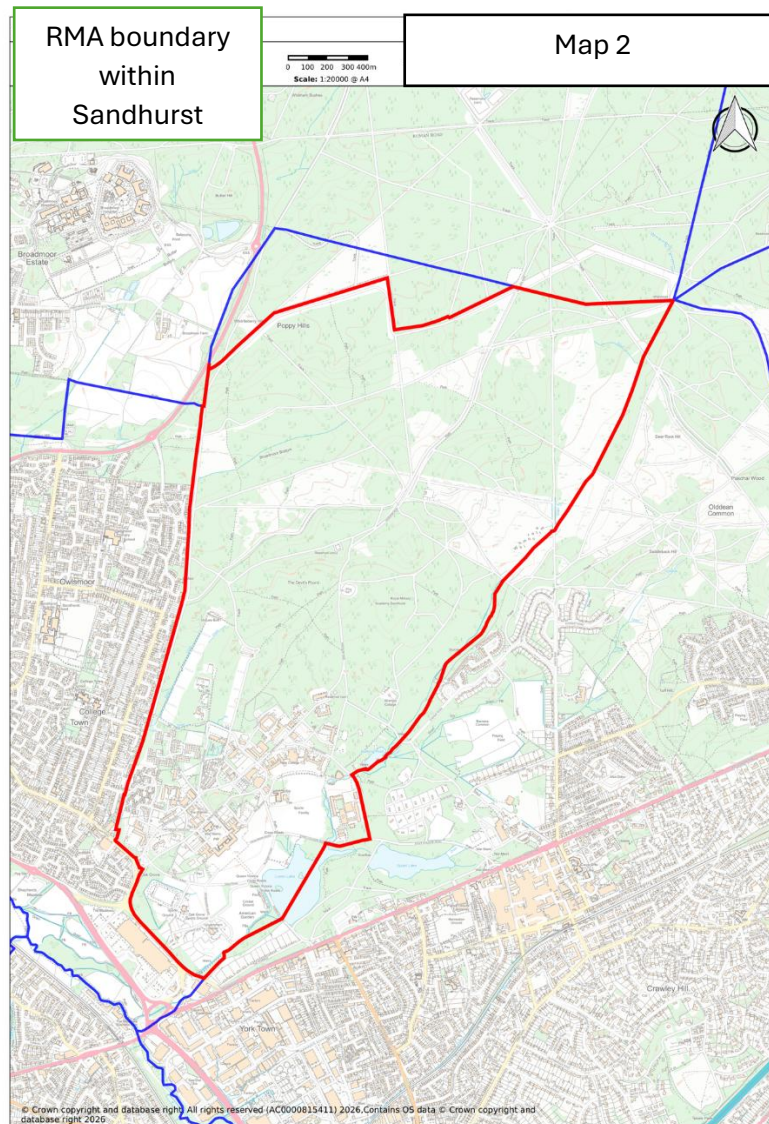
1.2 The Royal Military Academy

1.2.1 Sandhurst on its eastern side includes the Royal Military Academy; details relating to the Academy are included within **NP Appendix 1, the Statistics and Supporting Information document, section 2, para 2.1.1 (historical) and paras 2.3.1 and 2.3.2 (related listed buildings).**

1.2.2 In respect of the NP, it is taken that the Academy and its grounds will remain in its current military usage for the duration of the plan.

1.2.3

The objectives and policies contained within the NP are not intended to apply to planning matters within the grounds of the Royal Military Academy (RMA) for all times that the Academy and its grounds continue as a military training facility. All future planning matters associated with development inside the RMA boundary, relating to military usage, will be considered to make reference to the BFLP and its related policies.



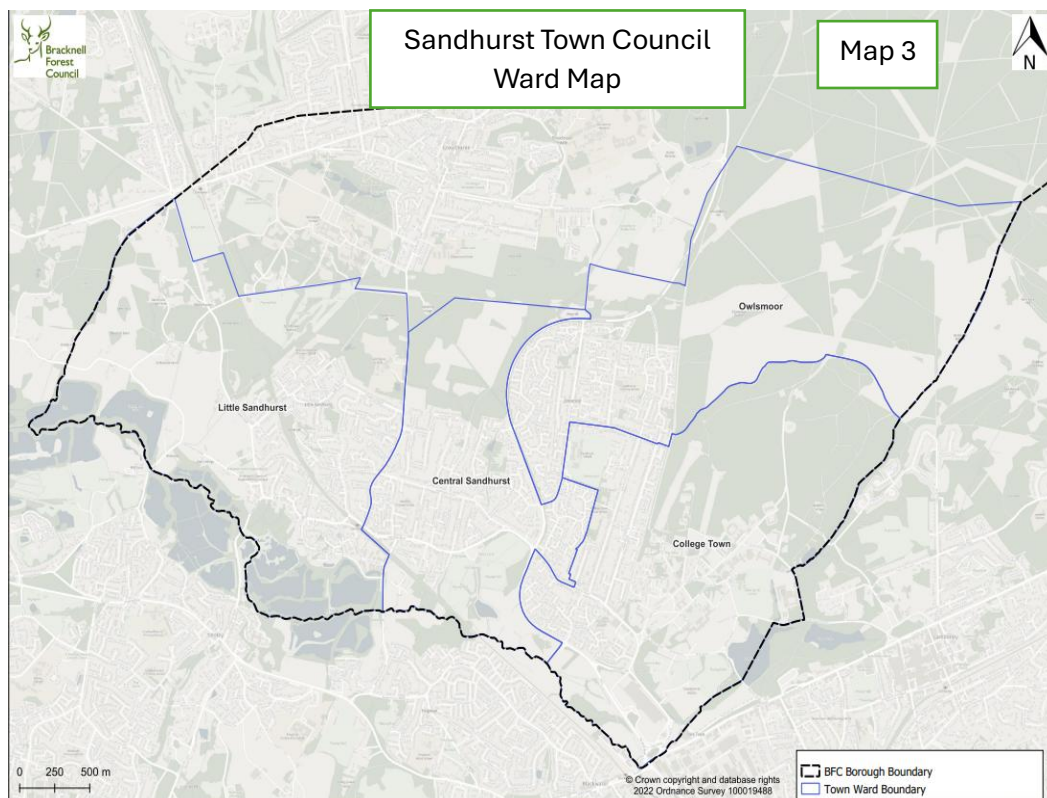
Map 2 above shows the area of RMA, included within the Sandhurst Town boundary, that are not subject to the policies contained within the NP.

1.3

The Vision and Objectives for the Neighbourhood Plan

1.3.1

By 2037, Sandhurst will be a thriving town that recognises the uniqueness of its four distinct ward areas (Little Sandhurst, central Sandhurst, Owlsmoor and College Town), each with its own identity and environment. Sandhurst will have sustainable open spaces that will be available to enhance the health and wellbeing of its residents and visitors. It will play a key part in the wider area's commitment to carbon reduction and green energy generation. There will be a widely accepted commitment to measures that will limit the effects of climate change. It will be a great place to live, work and play.



Map 3, above, shows the designated areas (wards), within the Sandhurst boundary of Little Sandhurst, central Sandhurst, Owlsmoor and College Town. The solid black line represents to Bracknell Forest boundary.

1.3.2

The NP sets out to address the challenges that face Sandhurst Town. These can be summarised as: -

- i) To promote affordable and starter homes.
- ii) To promote development on brownfield sites.
- iii) Appropriate boundary treatments that do not detract from the predominant street scene.
- iv) Limit the height of buildings to coincide with the current architectural character and atmosphere of the area.

- v) Conservation of key buildings of historic and architectural merit.
- vi) Retain key trees and general vegetation to improve the landscape character of the Town.
- vii) Promote quality landscaping for new developments.
- viii) Achieving high quality developments
- ix) Reduce stormwater discharge into drainage systems.
- x) To protect the existing green spaces in and surrounding the settlement of Sandhurst.
- xi) To support and protect and enhance the Thames Basin Heaths Special Protection Area (TBH SPA).
- xii) Improve the benefits/facilities within the area of the Blackwater Valley Corridor for the enjoyment and benefit of residents.
- xiii) Retain the countryside ambience of the Blackwater Valley Corridor and the Crowthorne Heathland Mosaic.
- xiv) To retain and or improve the habitats for wildlife within the Blackwater Valley Corridor.
- xv) To provide enhanced protection from development by defining Local Green Space designations.
- xvi) To protect from development the areas occupied by Horseshoe Lake and Grove Lake and key adjacent countryside so that the rural ambience of the area can be maintained both for the residents to enjoy and additionally as a valued habitat for wildlife and wildfowl.
- xvii) Not to increase traffic usage of the Yorktown Road and other major roads within Sandhurst, such that it would cause significant congestion of those roads.
- xviii) To promote safe pedestrian and cycle access routes.
- xix) To ensure that on-street parking concerns can be reduced and/or not exacerbated by future developments.
- xx) To retain and improve, where practical, public footpaths that contribute to increasing connectivity, whilst maintaining any attractive features and to improve both foot and bus access to Sandhurst Station.
- xxi) To support and protect from development the outdoor sports facilities at Memorial Park and other playing fields.
- xxii) To support and protect indoor sports facilities elsewhere within the settlement of Sandhurst.
- xxiii) To retain existing and protect community facilities that are considered beneficial to Sandhurst.
- xxiv) To support additional carparking in commercial areas and adjacent to popular leisure/community facilities where such need has been demonstrated.

- xxv) To protect the Broadway public car park from development and to retain the number of on-site carparking places currently provided. To protect Owlsmoor community carpark in Cambridge Road, Owlsmoor from development and to retain the number of on-site car parking spaces provided.
- xxvi) To preserve current public houses and social clubs both for their well-being benefit and where applicable their architectural value.
- xxvii) To encourage the provision of priority infrastructure improvements when negotiating related and appropriate Section 106 Agreements.
- xxviii) To support improved to carparking in Lower Church Road related to St Michael's School and St Michael's and All Saints Church.
- xxix) To support the provision of focused youth facilities.
- xxx) To support the provision of a cycleway to link existing cycleways.
- xxxi) To promote the upgrading of unadopted roads.
- xxxii) To maintain the current number of retail units.
- xxxiii) To encourage redevelopment of existing retail units of low architectural quality.
- xxxiv) To support business facilities that are located within the designated employment area.
- xxxv) To discourage the provision of more fast food (Hot Takeaway) outlets, unless it can be demonstrated that reasonable measures have been instigated in an attempt to retain the current retail or commercial usage, adequate carparking provision can be made and road safety has not been compromised.
- xxxvi) To support the intentions of the NPPF and the BFLP by encouraging local initiatives to minimise greenhouse gas emissions, encourage renewable energy sources.

2 Collation of Feedback from the questionnaire, public exhibitions, workshops and regulation 14 consultations

2.1 Views of Sandhurst Residents/others with an Interest in Sandhurst: -

To obtain the initial views of Sandhurst residents, businesses and landowners' comprehensive questionnaires were distributed commencing late November 2024. Public Exhibitions were also held in Owlsmoor Community Centre and at Sandhurst Town Council's offices. Where practical, detailed discussions also took place with key

organisations with an interest in Sandhurst. Bracknell Forest planning department provided much assistance with the provision of key maps and statistical background information. Additionally, many meetings and discussions took place with nearby Authorities to ensure that coordination with Sandhurst Neighbourhood Plan policies could be achieved.

2.2 Feedback Summary List

The initial feedback from Sandhurst residents, businesses and partners indicated a significant majority view in respect of thoughts and desires relating to: -

Housing needs

Design matters

Transport requirements

Environmental matters

Community matters

Employment and Retail

Energy and Climate Change Issues

2.3 Questionnaire Response Summary: -

The results of the initial questionnaire responses are detailed within NP Appendix 2, SurveyMonkey responses, and NP Appendix 3 hard copy responses.

2.4 Consultations Statement

A Consultation Statement is included within **NP Appendix 8**. The Consultation Statement includes a general summary of how the community has been consulted and how views received have been incorporated into the drafts of the NP. **It also includes comments received from the regulation 14 consultation process together with, where relevant, the related NP responses.**

2.5 Basic Conditions Statement

A Basic Conditions Statement is included within **NP Appendix 9**. The Basic Conditions Statement justifies how the Neighbourhood Plan meets legal requirements in that it has regard to national policy and is in general conformity with the strategic local policies contained within the BFLP.

2.5.1 In respect of national policy, the NP concurs with the intentions of the December 2024 edition of the NPPF. Where relevant the NP has referenced sections and paragraphs relating to that edition. Should the December 2024 edition of the NPPF be updated then the equivalent and related sections and/or paragraphs would apply in assisting with the interpretation of the NP.

3 Bracknell Forest Council Local Plan (Housing)

3.1 BFLP Housing Summary relating to Sandhurst and nearby areas: -

3.1.1 Bracknell Forest Council's (BFC) adopted Local Plan, as noted previously, **does not include the provision of any large or medium sites** within the Sandhurst boundary. Bracknell's housing requirements are allocated elsewhere within the Borough. The allocations include several large and medium sites just to the north of Sandhurst.

3.1.2 The sites nearby to Sandhurst, but outside of the Sandhurst boundary, that BFC have allocated include: -

- i) Beaufort Park, Nine Mile Ride, approximately 230 dwellings.
- ii) Derby Field, Dukes Ride, Crowthorne; circa 220 dwellings. It should be noted that this site borders the Sandhurst boundary.
- iii) Broadmoor, Crowthorne, a further circa 274 dwellings, adjacent to the northern border of Sandhurst.
- iv) Buckler's Park Crowthorne (partially completed but with approximately a further 400 dwellings to be constructed as of early 2025).

3.1.3 Affordable Housing: - In respect of forthcoming developments BFLP policy LP 16 includes provision for affordable housing where developments are intended to have 10 or more (gross) dwellings or which have an area of 0.5ha or more including mixed use development sites

which incorporate residential dwellings. Elements of Affordable Housing are therefore included in the sites noted within 3.1.2 above.

3.1.4 Specialist Older Persons Accommodation: - Provision for an element of specialist older persons accommodation, in accordance with BFLP policy LP17 are allocated within the Beaufort Park and Derby Field developments.

3.2 Residents' consensus on preferred development: - The Sandhurst Neighbourhood Plan housing objectives and policies have been drafted based upon the overwhelming consensus of views that were received via a detailed resident's questionnaire return. These views then coordinated with the Town's statistics and related data. For a detailed breakdown of the questionnaire responses please refer to **NP Appendices 2 and 3**.

3.2.1 The consensus of the Sandhurst residents was that there was little desire to increase housing, other than replacement of existing buildings and on infill and brownfield sites; all located within the Sandhurst settlement area. This view retaining the key and currently protected green space surrounding the Town and additionally avoiding further stress on the local infrastructure. The residents' views would appear to concur with the BFLP intentions.

3.2.2 It is, however, as noted above, that there are several large sites allocated for development that are very near to Sandhurst but outside of the Sandhurst boundary.

3.2.3 A summary of the residents' views in respect of the type of housing required within Sandhurst can be summarised as follows: -

- i) There is low need for four-bedroom and a moderate to low need for three-bedroom homes.
- ii) There is a moderate to high need for two-bedroom homes.
- iii) There is low need for one-bedroom homes
- iv) There is a high to moderate need for starter homes.
- v) There is a low need for private rental, social and houses in multiple occupancy.
- vi) There is low need for retirement homes.
- vii) There is little or no need for traveller pitches. This comment supported by the existing provision of extensive mobile home sites located in Crowthorne near to the northwest Sandhurst boundary.

3.3 Housing related definitions and information (applicable to Sandhurst)

3.3.1 The Settlement of Sandhurst: - For the purposes of the Sandhurst Neighbourhood Plan (NP) the settlement of Sandhurst is defined within **NP section 12, Map 7**. It reflects the extent of the settlement's area as of January 2026.

3.3.2 Brownfield Sites: -These relate to land within Sandhurst that has previously been built on. This land provides opportunities for development (including potential starter homes). It is not anticipated that related properties will have any significant environmental impact as they are generally replacing existing buildings. Brownfield Sites will also be required to accord with BFLP Policies LP 33 (Flood Risk) and LP 57 (Sustainable Drainage Systems (SuDS)).

3.3.3 Windfall Sites: - These relate to sites that have unexpectedly become available for building without being specifically designated within the BFLP. Historically windfall sites within the Sandhurst settlement area have produced circa five to eight dwellings per annum. This is, however, expected to reduce in the coming years due to limited potential sites.

3.3.4 The Thames Basin Heaths Special Protection Area (TBH SPA): - The TBH SPA is an internationally important protection network of lowland heathlands in Surrey, Berkshire and Hampshire, designated to conserve rare ground-nesting birds, like Dartford Warbler, Nightjar and Woodlark, from facing threats from residential development. Land to the north of Sandhurst that includes the TBH SPA is defined within **NP section 12, Map 14**. Further information regarding limitations on developments within the TBH SPA and nearby zones of influence are included within BFLP Policy LP 32. All developments within Sandhurst will be required to comply with LP 32.

3.3.5 Starter Homes definition: - 'Starter Homes' (for the purposes of the Neighbourhood Plan) are defined as new dwellings (homes) that are generally smaller than typical homes in the area and that first time buyers may be able to afford. They could take the form of terraces or apartments/flats.

3.4 Residents' views on development growth: - There were very strong views that Sandhurst should only be subject to minimal growth. This view was substantiated by the fact that there was little potential to increase the Sandhurst infrastructure to accommodate future development.

3.5

Estate Agents' Survey: - The Steering Group instigated a survey of four Sandhurst-based estate agents to obtain their views of which houses were in demand. A summary of the surveys indicated the following: -

- i) Pre-Covid circa 80% of house buyers were from the local area, post Covid this decreased to circa 60%. This being attributed to a trend of working from home and more buyers coming from the London area; attracted by the surrounding countryside and good or outstanding schools.
- ii) There was a general view that rental properties were sought after as they were in short supply.
- iii) Homes specifically built for retirement were proving slightly more difficult to sell than two and three-bedroomed houses in the Town.

3.6

Housing data

3.6.1

Sandhurst housing data can be referenced within **NP Appendix 1, the Sandhurst Statistics and Supporting Information document, within section 2:** -

- a) Housing make-up, para 2.4.1 ii). This includes number of dwellings, quantity of social housing, Council Tax bands, breakdown of individual houses, flats and mobile/caravan homes.
- b) Housing for older people (currently within Sandhurst and the surrounding area), para 2.4.3, a) retirement homes and b) nursing homes.
- c) Traveller Pitches, para 2.4.4.

Objectives, Housing- To promote development of affordable and starter homes.

To promote the development of brownfield sites.

Housing Policies: -

Policy NP/H 1, Housing: -

- a) Affordable and Starter Homes will be supported providing they meet other development plan policies.
- b) Encouragement will be given to appropriate density development proposals on brownfield sites within the settlement of Sandhurst.

c) Development proposals that occur within zones of influence of the Thames Basin Heaths Special Protection Area (TBH SPA) must comply with policy BFLP Policy LP 32. This includes no net increase in dwellings within 400m of the TBH SPA and the provision of mitigation measures for new dwellings outside this area. This could include a financial contribution towards Suitable Alternative Natural Green Space (SANG) and Strategic Access Management and Monitoring (SAMM), restrictions to increases to public parking within 400m of the THB SPA and other measures.

3.6.2 **Policy NP/H 1 enhances and supports BFLP Policies LP 4 (Provision of housing, LP 16 (Affordable housing) and LP 32 (Thames Basin Heaths Special Protection Area).**

3.7 **Affordable and Starter Homes: - These are primarily dwellings for those seeking to obtain their first home.**

3.7.1 A consensus of residents' views was that priority should be given to new developments that provided an opportunity for those wanting to purchase their first home. This is best instigated by encouraging developments containing 'Starter Homes'.

3.7.2 BFLP policy LP 5, table 7, records the large sites that have been allocated for residential/mixed use development within the Borough. It is reiterated that no large sites have been allocated within the Sandhurst Town Council's boundary, albeit there are sites allocated nearby. These sites are summarised above in section 3.1.2. **A designated percentage of affordable homes is required to be included within these large sites.**

3.7.3 BFLP Policy LP 16, for locations within Bracknell Borough, defines 'affordable housing' and relates to residential developments of 10 dwellings or more (gross) which have an area of 0.5 hectares or more, including mixed use. The majority of affordable homes being achieved by requiring developers to provide affordable homes as part of market housing developments (through section 106 agreements).

3.7.4 Due to limited (if any) BFLP Policy LP16 compliant sites available for development within Sandhurst it is likely that there will be reduced opportunity for affordable housing that complies with the BFC requirements. There are, however, affordable housing opportunities on the nearby sites noted in section 3.1.2 above.

3.7.5 **Development proposals for starter homes would therefore be supported, where they occur within the settlement of Sandhurst.**

3.8 Development of Brownfield Sites: - The Neighbourhood Plan supports development of previously developed land where its current usage does not make efficient use of the land, or the existing buildings are no longer viable.

3.8.1 The prioritising of development on brownfield sites also preserves areas of the valued countryside. It additionally provides the opportunity to enhance the architectural appearance of the Town where the previous buildings on the brownfield sites possessed little architectural appeal.

3.9 Developments in the Settlement of Sandhurst and in the Countryside:

Policy NP/H 2: - Developments in the Settlement of Sandhurst and in the Countryside: -

- a) Proposals for new development will be directed towards locations within the settlement boundary. Development within the defined settlement boundary is accepted in principle providing if it is proportionate to the scale, role and function of the settlement.
- b) Development proposals that occur outside the settlement boundaries are considered to be located within countryside.

3.9.1 NP Policy NP/H 2 to be read in conjunction with **BFLP policy LP 32** relating to the TBH SPA (including its zones of influence). As noted within section 1 of LP32 *'New development which, either alone or in combination with other plans or projects, is likely to have a significant adverse effect on the integrity of the TBH SPA, without appropriate avoidance and mitigation measures will be refused.'*

3.9.2 Further information relating to the TBH SPA and its implementation can be found within BFC's Thames Basins Heaths Special Protection Supplementary Planning Document dated April 2025.

3.9.3 Development outside the settlement area will only be supported if they comply with the circumstances noted within the NPPF relating to countryside and also comply with **BFLP Policy LP 35 (Development in the countryside)**.

3.9.3 Policy NP/H 2 additionally reflects and supports the aims and strategies set out by the Blackwater Valley Countryside Partnership (BVCP) where such countryside areas include the Blackwater Valley Corridor. For information regarding the BVCP refer to NP section 5, para 5.2.

3.9.4 **The Sandhurst settlement boundary is defined within NP section 12 inset map 7.**

4 Design

4.1 Background to Sandhurst's housing stock

The Town's housing contains a predominance of practical, albeit plain 1960's and 1970's designs. These are interspersed with both some older and some more recently constructed dwellings. Many of the older dwellings not possessing sufficient carparking provision to coincide with current needs. The Town also includes a number of Grade II*, Grade II and Locally Listed buildings: - refer to **NP section 12, Map 9 shows locations of the listed buildings and schedules the locally listed buildings.**

4.2 Sandhurst Character Study

BFC previously instigated a Character Study for specific areas within the Borough. The Study was intended to provide additional guidance on design principles and recommendations to guide future developments, including key issues such as the appropriate gain of development, massing, form of blocks, boundary treatments and tree retention. The Study was formally adopted by BFC on 16th March 2010. Chapter 2 of that Study relates to Sandhurst. **For details of the Chapter 2, Sandhurst Study Area refer to NP Appendix 5.**

4.2.1 The Study noted that Sandhurst was formed of a patchwork of separate housing estates of varying quality and character. This was very much based upon the time when the estates were built. Of the estates of varying character, the Study selected some areas that possessed historic character. Other areas of housing not referenced within the Study did not appear to reflect a particular character, as they generally reflected the style and design of the developer of that housing.

4.2.2 Notwithstanding 4.2.1 (above) there were certain Study recommendations that were consistent irrespective of the Study area. These can be summarised as follows: -

- i) The importance of the retention of background woodland and greenery. Indeed, trees, woodland and greenery were considered to significantly enhance and add high value to the Town's appearance.
- ii) Enhancing the woodland cover and localised dense shrubbery.

- iii) Boundary treatments should reflect the general theme of nearby properties.
- iv) Where practical to create tree-lined streets.
- v) Where within 400m of the TBH SPA there is a general presumption against new residential development.

4.2.3

The NP sets out to support the design intentions of **Sandhurst Character Area Sandhurst Study, Chapter 2 (NP Appendix 5)**. However, a number of enhancements to that document were identified by residents for inclusion within the NP design objectives. These are: -

- i) Storey heights to accord with the storey heights of nearby properties. In general, unless there are specific and significant reasons, residential and commercial developments to be restricted to no more than 3 storeys. This to ensure that developments are sympathetic to local character.
- ii) Measures should also be undertaken to reduce the visibility of stored refuse bins.
- iii) Not to increase on-street parking.
- iv) To reduce artificial lighting to that required to meet safety usage.

4.3 General Design Matters

4.3.1

Flood Plain: - An element of Sandhurst occurs within a Flood Plain. For details of the Flood Plain's location and its zones refer to **NP Section 12 inset maps, Map 8**. To lower the risk of flooding it would be the objective of the Neighbourhood Plan to reduce the flow of rainwater into both stormwater drainage systems and the River Blackwater. This being achieved by the potential use, where practical, of permeable surfacing for areas of car parking and driveways and Sustainable Drainage Systems (SuDS).

Objectives, Design: - Appropriate boundary treatments that do not detract from the predominant street scene. Limit the height of buildings to coincide with the current architectural character and atmosphere of the area, develop brownfield and infill sites, conservation of key buildings of historical and architectural merit. Retain key trees and general vegetation to improve the landscape character of the Town. Promote quality

landscaping for new developments, achieving high quality developments.
Reduce stormwater discharge into drainage systems.

Policy NP/D 1. Storey Heights: -The height of new development proposals shall be appropriate for Sandhurst. In the context of Sandhurst developments of more than three storeys will generally not be supported.

4.3.2 **Policy NP/D 1** enhances and supports the character and design intentions noted within **BFLP Policy LP 50, sub paras v and vi.**

4.3.4 Potential upward extensions to existing residential and commercial buildings is supported providing that such extensions are sympathetic to local character and history, including the surrounding built environment and landscape setting, whilst not preventing or discouraging innovation or change (such as increased densities). They would also need to be consistent with the prevailing form of neighbouring properties and the overall street scene.

Policy NP/D 2. Residential developments on Brownfield Sites, Infill Sites and Development of Residential Gardens within the settlement of Sandhurst: -

Residential development of brownfield sites, infill sites and residential gardens will be supported where: -

- a) Proposals accord with the general character of the area.
- b) Proposals incorporate and integrate the landscape features of the area.
- c) Proposals Include boundary treatments that reflect the nearby character of the area.
- d) Front garden entrance gates and walls should be in character with the surrounding area.
- e) Where street character incorporates an open plan front garden design this should be replicated in any new or modified development.
- f) Minimise the need for external lighting above that required for public safety reasons.
- g) Accord with the scale, height, form, and massing of the area.
- h) Elevational materials are compatible with the materials of the character of the area.
- i) Dwelling's privacy and daylight will be safeguarded.
- j) It does not lead to a significant loss or harm to the landscape value of residential gardens.

- k) Waste bins and containers, where stored in front gardens, to be within a screened enclosure.
- l) Where existing front gardens are required to incorporate adequate parking space as much as possible of the remainder of the garden to be retained as soft landscaping.
- m) Front of dwelling parking should incorporate permeable surfacing to reduce discharge into existing highway drains. Dwelling parking constructed utilising gravel (or similar) must include mitigation to prevent the surfacing being deposited onto adjacent footpaths or roads, whether this be caused by driveway usage or rainwater runoff.
- n) Proposed developments will be encouraged to use SuDs in areas at risk of flooding. Encouragement will also be given to rainwater harvesting.

4.3.5 The provision of permeable surfacing for dwelling parking when considering specific needs for those with mobility issues will need to comply with **BFLP Policies LP 26, sub para vii, and LP 50, sub para xi.**

4.3.6 Where there is a risk of harmful noise emanating from a proposed residential or commercial development a noise impact assessment will need to be undertaken to determine if there is any impact on that development or any nearby developments. Noise assessments and any mitigation measures will be required to accord with the procedures set out in BFC's 'Noise guidance note for planning applications (March 2025 or as updated).

Policy NP/D 3. Conservation and Enhancement of Grade II*, Grade II Listed and Locally Listed buildings.

Any development proposals of adjacent or nearby sites associated with Grade II and Locally listed buildings must demonstrate how they will protect or enhance the character of the area.

Development proposals near or adjacent to the Grade II* listed St Michael's and All Saints Church in Lower Church Road Sandhurst will be required to avoid harm to its semi-rural and tranquil churchyard setting. Every effort to be made to secure the views of the Church spire from nearby areas.

- 4.3.7** Grade II* St Michael's and All Saints Church in Lower Church Road, Sandhurst, a Grade II* is located within a semi-rural setting. The Church is considered exceptional and its semi-rural setting should be conserved.
- 4.3.8** For the conservation and enhancement of general listed buildings within Sandhurst **BFLP Policy LP 29** will also apply.

Policy NP/D 4. Trees and hedgerows: -

- 1) Development proposals should seek to retain mature and important trees, groups of trees or woodland.
- 2) Development proposals should also seek to retain significant hedgerows, where such hedgerows enhance the street scene.
- 3) Where a loss of trees and/or hedgerows is unavoidable replacement planting of equivalent species and amenity value should be incorporated into the proposals where practical.
- 4) Residential or commercial proposals where mature or important trees are present, and could be affected by a proposed development, a tree survey, tree protection plan and arboriculture method statement, should be provided.
- 5) Wherever appropriate the planting of additional native trees, that possess reasonable disease resistance, should be included in new developments, particularly local species that are in keeping with the character of the area. Planting that contributes to the biodiversity of the area and supports green corridors will be supported.
- 6) Where there is evidence that significant native trees have been felled prior to a planning application being made, such trees will also need to be considered for sustainable replacement.
- 7) Where any tree lost to development is of significant size an increased number of sustainable (able to be maintained) trees would need to be planted. Where the trunk diameter is less than 15 cm (measured at 1.5m above ground level) the replacement tree on a one-to-one basis should be instigated. Where the tree lost has a trunk diameter of 80 cm, or greater, eight replacement trees should be instigated. For replacement trees of trunk diameter between 15cm and 80cm a pro-rata replacement calculation would apply. In situations where an applicant is able to robustly demonstrate that compensatory planting cannot be provided on-site, BFC and/or STC will secure off-site in-kind works or a financial contribution for off-site tree compensatory planting as part of a planning permission, with a preference for provision close to the site

4.3.9 Policy NP/D 4, (para 6) to apply to ensure any native trees of significant value are not felled to make room for development ahead of the planning process.

4.3.10 Sustainable replacement trees are defined as the replanting, following the removal of trees, to ensure that the ecological balance, biodiversity and carbon absorbing qualities are maintained or enhanced for future generations.

4.3.11 **NP/D 4 enhances and supports BFLP Policy LP 54 (protection and enhancement of trees and hedgerows.**

5 Environmental

5.1 The make-up of the area surrounding the settlement of Sandhurst: -

5.1.1 The make-up of the area surrounding the settlement of Sandhurst is formed of three main areas: - the Blackwater Valley Corridor to the south and west of the Town, the general heathland to the northwest and north of the Town and on the eastern side the grounds of the Royal Military Academy.

5.1.2 The Blackwater Valley Corridor area within Sandhurst (which includes Shepherd Meadows, Memorial Park, Trilakes, and Horseshoe Lake/Grove Lake/surrounding lakes and countryside), was originally defined within the superseded BFC 2002 Local Plan (Bracknell Forest Policies Map 4, Sandhurst and Crowthorne) as possessing ‘Special Landscape Importance’. Shepherd Meadow is additionally designated as a ‘Site of Special Scientific Interest’. Shepherd Meadow and Grove Lake are designated as nature reserves.

5.1.3 Horseshoe Lake, Shepherd Meadow/an element of Memorial Park and Ambarrow Court/Hill are designated as possessing SANG status (Suitable Alternative Natural Green Space). The SANG areas being introduced to reduce visitors to the Thames Basins Heath Special Protection Area (TBH SPA), all with the intentions of protecting the habitat of ground-nesting birds. Ambarrow Court/Hill is also designated as a nature reserve. For Map details relating to the SANGs refer to **NP section 12 inset maps, Maps 15,16 and 17. For further information relating to SANGs and the TBH SPA areas/associated planning matters please refer to NP Appendix 1, the Statistics and Supporting Information document, section 2, para 2.2.7**

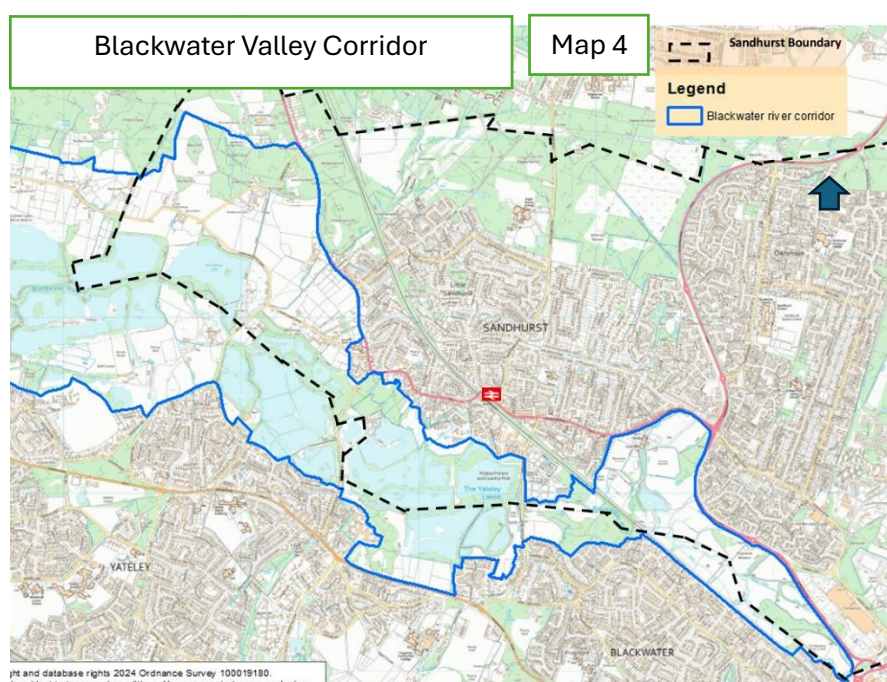
5.1.4 The feedback from the initial consultation questionnaires showed that there was an overwhelming view that the areas of countryside that

surround the settlement of Sandhurst should be protected from development and continue to be enjoyed by ‘all’ in the years to come.

5.2 The Blackwater Valley Corridor and its historic formation

5.2.1 The Blackwater Valley Corridor was defined by the Blackwater Valley Countryside Partnership (BVCP). The formation of the BVCP followed on from an initiative led by the County Councils of Hampshire, Berkshire and Surrey, with the view of providing a strip of natural green space along the River Blackwater between Aldershot and Eversley, to be provided for the public’s enjoyment and outdoor recreation purposes. The intention was to create a delightful strip of restored land arising from the completion of gravel extraction to elements of the Corridor. The original initiative of the three County Councils was joined by other nearby Authorities to instigate a coordinated and unified approach to achieve the original objectives. Sandhurst Town Council being one of these Authorities. BCVP were initially appointed by Hampshire County Council and given a role that included the coordination of the planning recommendations with all related Authorities.

5.2.2 The Blackwater Valley Corridor planning related background



Map 4, above was produced by the Blackwater Valley Countryside Partnership (BVCP) and reflects the original strategy, as noted previously, that was proposed and accepted by thirteen Authorities that had an interest in the development of the Valley following the completion of gravel extraction. The legend on the map refers to the Blackwater Valley

*Corridor boundary (blue line) and the Sandhurst Town Council boundary (black hatched line). The map, within the Sandhurst boundary, incorporates the related designated areas of the Blackwater River Valley, and an element of the Crowthorne Heathland Mosaic that are referenced within the current BFC Local Plan. This area additionally coincides with the designated ‘**Area of Special Landscape Importance**’ as originally referenced within the 2002 Bracknell Forest Local Plan.*

5.2.3

The long term aims of the BVCP, and its supporting Authorities was to obtain continual and sustainable improvements to enable a continuous **green space** along the Blackwater Valley Corridor, attractive to wildlife/wildfowl and the community to enjoy. Their specific aims being: -

- i) To enhance the Valley’s landscape to create a continuous area of naturalistic countryside and maintain the important open gap between urban areas.
- ii) **To realise the full potential of the Blackwater Valley as an outdoor recreation source with the emphasis on providing Suitable Alternative Natural Greenspace (SANG), as an alternative recreational venue to the heathlands of the TBH SPA.**
- iii) To improve the Valley for wildlife/wildfowl by enhancing existing habitats, expanding the areas of ecological value by the creation of new habitats and developing links between habitats.
- iv) Improve riparian habitat and the water quality of the Blackwater River and to maximise the flood protection of the river and its floodplain.
- v) To maximise participation from all sections of the community in decision making and practical action.

5.2.4

The areas of the Blackwater Valley Corridor were highlighted by residents as one of the main joys of living in Sandhurst. There were therefore strong and majority views that these areas should continue to be protected from development. The area contributing as a high-quality open space is important to the health and wellbeing of communities with wider benefits associated with open space, sports and recreation facilities, tranquillity and richness of wildlife/nature. The area also provides a beautiful and part elevated backdrop to the land surrounding the southern and western sides to the Town.

5.2.5

The NP supports the intentions and recommendations set out by the BVCP.

5.3 The Salient areas of the Blackwater Valley Corridor that are located within the Sandhurst boundary

5.3.1 Shepherd Meadows: - Shepherd Meadows consists of 40 hectares of wet meadows and woodland; it is also designated as possessing a Site of Special Scientific Interest and is designated as a SANG. The area designated as a SANG is shown on **Map 15 (NP section 12, maps)**

5.3.2 All areas are accessible to the public and contain a network of footpaths. Leisure activities within Shepherd Meadows include angling in the Blackwater River; the river passes through Shepherd Meadows.

5.3.3 Linking Shepherd Meadows and Memorial Park there is a large balancing pond with an island that is a significant home of wildfowl.

5.3.4 Memorial Park: - Memorial Park occupies 28 hectares of open grassland with significant elements of hedgerows and trees. The open areas of the park provide a premier location for recreation in the Town. Memorial Park houses Sandhurst Town Council's offices, a café, skate park, public toilets, children's play areas, multi-use games area, tennis/ basketball courts, football pitches, cricket square, sports clubs, Scout hut, Guide storage, Gardening club storage, Day Centre and an allotment.

The combined sites are important for nature conservation, with Shepherd Meadows remaining undeveloped and agriculturally unimproved land within the Blackwater River flood plain. Memorial Park additionally contains an element of ancient woods that provide ideal habitats for wildlife. A limited area on the eastern side of Memorial Park also has SANG status.

5.3.5 Trilakes: - The area comprises a wooded area and lakes; these occur within a flood plain. Included within the area is Trilakes Country Park. The Park incorporates an animal park, renowned fishing lakes and an indoor children's play area, café and car parking. Key to the success of this area is to maintain its ambience as a wooded lakeside park. The park and its angling lakes are linked within the boundary of Yateley Town Council. The northern area of Trilakes bordering the A321 and the Yateley Road includes a significant wooded area of trees attributed with Tree Preservation Orders (TPOs).

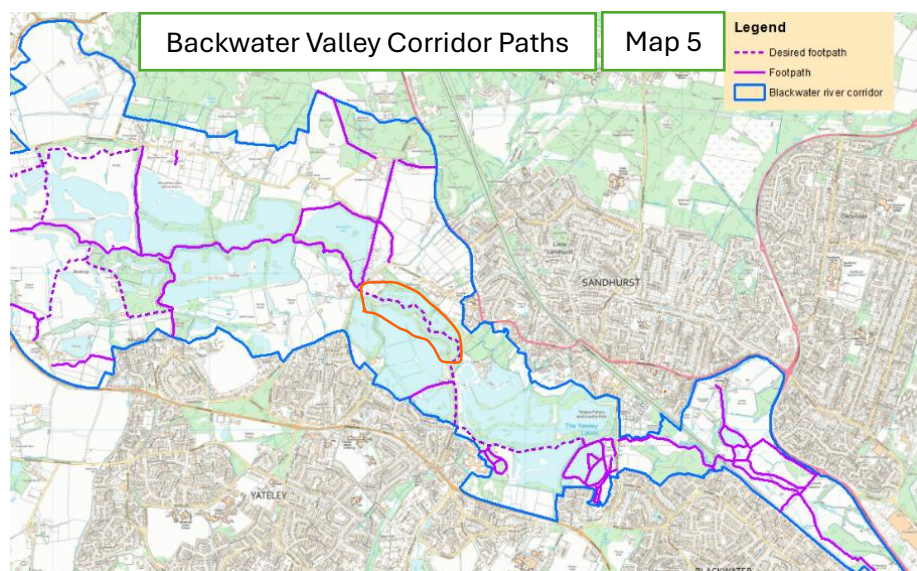
5.3.6 Horseshoe Lake, Grove Lake and their surrounding countryside: - Horseshoe Lake and Grove Lake together with their surrounding countryside provide two key sections of the Blackwater Valley Corridor that are not hemmed in by urbanisation, they are close to the settlements of Yateley and Sandhurst. The northern backdrop to both Lakes comprises

of gently rising fields used for equestrian usage/ horse grazing, together with local wooded areas. Due to its rural feel this area of the Blackwater Valley Corridor is considered by the Blackwater Valley Countryside Partnership (BVCP) as one of its most important sections for both recreation and nature conservation (reference the Blackwater Valley Countryside Strategy 2024-2029). This rural feel significantly promotes the wildfowl and wildlife that use the area as their habitat. The rural ambience of the area contributes to benefit both the wildlife's environment and the wellbeing and enjoyment of residents, for both leisure and general recreation activities.

5.3.7 Salient activities on Horseshoe Lake include dinghy sailing, with Grove Lake forming a nature reserve. The lakes additionally provide wildfowl viewing points overlooking the lakes and countryside.

5.3.8 The footpaths within the grounds surrounding Horseshoe Lake and Grove Lake are generally fenced to ensure that those using the facilities do not encroach on key areas of wildlife and wildfowl habitats. An area within the perimeter boundary of Horseshoe Lake is defined as a SANG (**refer to NP section 12, inset maps, Map 16**).

5.4 Public Footpaths in the Blackwater Valley Corridor



Map 5, above, indicates the major public footpaths within the Blackwater Valley area in and around Sandhurst (shown in solid purple), with proposed paths shown in hatched purple.

5.4.1 The additional footpaths, within the Sandhurst boundary, that the BVCP propose includes a section on the north side of the River Blackwater between Horseshoe Lake and the Yateley Road (circled in red).

- 5.4.2** The Neighbourhood Plan supports the potential provision of the footpath noted above. The aim being to create a continuous footpath alongside the River Blackwater.
- 5.4.3** **Three Castles Path:** - Of key significance is a section of the historic 'Three Castles Path' that passes from Ambarrow Court through countryside to and adjacent to Horseshoe Lake. The route was inspired by the 13th century journeys of King John between Windsor and Winchester, via the Castle built for him at Odiham. A part of this path remains as of today as a public footpath enjoyed by many as it passes through the rural countryside north of and including Horseshoe Lake.
- 5.4.4** Any development application that occurs outside the Sandhurst settlement will need to comply with NP/H 2 b).
- 5.4.5** Where any development application occurs within the TBH SPA BFC Policy or within its zones of influence BFLP Policy LP 32 will also apply.
- 5.4.5** The extent of the Blackwater Valley Corridor is defined on Map 4 (referenced within section 5.2.2 of the Neighbourhood Plan).
- 5.4.6** Bracknell Forest Local Plan Map B1 defines the Crowthorne/Sandhurst Heathland Mosaic. It should be noted that an element of the Blackwater Valley Corridor is also included within an element of the Crowthorne/Sandhurst Heathland Mosaic. Map B1 is additionally included within NP Appendix 1 (Sandhurst Statistic and Supporting Information Document) para 2.2.5.
- 5.4.7** The NP supports the specific aims of the BVCP in respect of improving the Blackwater Valley Corridor for wildlife by enhancing existing habitats, expanding the areas of ecological value by the creation of new habitats and developing links between habitats. This can generally be achieved in areas that have fenced separations from public areas, including footpaths.

Objectives, Environmental (Green Spaces surrounding Sandhurst) - To protect the existing green spaces in and surrounding the settlement of Sandhurst. These include the land defined within the Blackwater Valley Corridor/Blackwater River Valley and the Crowthorne Heathland Mosaic.

To support, protect and enhance the UK legislation intentions relating to the Thames Basin Heaths Special Protection Area.

To improve the benefits and facilities within the area designated as the Blackwater Valley Corridor for the enjoyment and wellbeing of residents.

To retain the countryside ambience of the Blackwater Valley Corridor and the Crowthorne Heathland Mosaic.

To retain and/or improve the habitats for wildlife within the Blackwater Valley Corridor.

Environmental Policies: -

NP/EN 1. Development in the Blackwater Valley Corridor and the Crowthorne/Sandhurst Heathland: -

- a) Development proposals will only be permitted where they recognise and enhance the character and quality of the landscape character area within which they are situated and protect and enhance the setting of individual settlements and their distinct characters.
- b) Development proposals will be expected to demonstrate the likely effects of the development on the landscape in relation to: -
 - i) how to protect, enhance and/or restore the condition, defined characteristics and valued features of the surrounding landscape character, and respond positively to the landscape strategy of the landscape character within which they are located, and
 - ii) how any adverse impacts can be mitigated.

5.4.8

NP/EN1 enhances and supports BFLP Policies LP 35, LP 47 and LP 49.

NP/EN 2. Wildlife within the Blackwater Valley Corridor: -

- 1) Development within the Blackwater Valley Corridor would need to demonstrate that there will be no adverse impact on wildlife.
- 2) Proposals that would increase the size of wildlife sites and/or the wildlife value of Blackwater Valley Corridor wildlife sites will be supported. Opportunities could include: -
 - a) Increase the area of existing sites of high value.
 - b) Create new habitats of interest.
 - c) Restore degraded areas of land in ways that will maximise wildlife value.
 - d) Public access to all local wildlife sites within the Blackwater Valley Corridor will be encouraged except where such access would damage the wildlife interest.

5.4.9 NP/EN 2 enhances and supports BFLP Policy LP 30 and supporting text in para 9.48 of BFLP Policy LP 30.

5.4.10 For map definitions of Grove Lake, Memorial Park, and Horseshoe Lake refer to maps included within **NP section 12, maps 10, 11 and 16.**

NP/EN 3. Memorial Park, Horseshoe Lake and Grove Lake, recreation matters: -

- 1) Within the defined areas encouragement will be given to recreation uses that contribute to the conservation and enhancement of the rural/semi-rural character of the area. The loss of any recreational facilities or land used for informal recreation within the defined areas will be resisted unless they can be replaced by equivalent or better provision; or an assessment has been undertaken to show that the open space, buildings or land to be surplus to requirements.
- 2) **Memorial Park:** - The use of land in Memorial Park for outdoor playing pitches and allotments will be encouraged providing: -
 - a) It would not be detrimental to any features of landscape or conservation interest.
 - b) Any buildings and hard surfaces which are essential for the operation of the facility are proportionate in size and scale to their use.
 - c) The installation of all-weather playing surfaces associated with sports use, within the flood plain area, will be encouraged. If installed the drainage of the surfaces should utilise a suitable Sustainable Drainage System (SuDS) and meet other drainage policies of the BFC Local Plan.
 - d) Appropriate levels of parking are available to avoid overspill parking causing detriment to neighbour amenity of others of Memorial Park.
- 2) **Horseshoe Lake:** - Proposals which enhance the use of Horseshoe Lake for sailing canoeing/associated recreation and related facilities within the Horseshoe Lake grounds will be supported providing they are not detrimental to any features of the landscape or conservation interest and do not conflict with the function of the SANG area.
- 3) **Grove Lake:** - Proposals which enhance the use of Grove Lake as a nature reserve and for nature viewing purposes will be supported providing, they are not detrimental to any features of the landscape or conservation interest.

5.4.11 NP EN 3 enhances and supports BFLP policy LP 44.

NP/EN 4. Footpaths in the Blackwater Valley Corridor: -

- 1) Encouragement will be given to enhance the public footpaths included within the Sandhurst boundary that occur within the Blackwater Valley Corridor. This would include the public footpath known as the 'Three Castles Path', where the path passes from Ambarrow Court/Ambarrow Hill and on to Horseshoe Lake.
- 2) Any proposals to remove these public footpaths and/or to reduce their countryside access and countryside enjoyment by users will be resisted.
- 3) Encouragement would be given to the creation of additional public footpaths within the Sandhurst boundary on or near the northern River Blackwater bank; subject to compliance with other BFC Local Plan policies.

5.4.12 It is envisaged that proposals relating to potential additional public footpaths within the Blackwater Valley Corridor, with the intention of creating a continuous public footpath alongside the River Blackwater, will include engagement and liaison with Yateley Town Council, Finchampstead Parish Council, and any other organisations with an interest.

5.5 Local Green Space and related Sandhurst designations

5.5.1 The definition of Local Green Space was recognised by the Government's need to provide, protect and enhance the natural environment. The National Planning Policy Framework (NPPF), in March 2012, introduced the designation. It was subsequently included within later revisions. **This will afford protection from development other than in very special circumstances. Land designated as Local Green Space is subject to the similar strong development restrictions as Green Belt.**

5.5.2 The NPPF notes that Local Green Spaces should only be designated where: -

- a) They are reasonably close to the community it serves.
- b) They are demonstrably special to the local community, and hold a particular significance because of their beauty, recreational value, tranquillity and richness of its wildlife.
- c) They are not extensive tracts of land.

5.5.3

To enhance protection from development in key green areas within both the settlement of Sandhurst and elements of the Blackwater Valley Corridor the Sandhurst Neighbourhood Plan has designated the following areas as ‘Local Green Space’:-

- 1) Snaprails Park
- 2) Owlsmoor Park
- 3) School Hill
- 4) Sandy Lane/Grampian Road
- 5) Cheviot Road
- 6) Horseshoe Lake and surrounding countryside
- 7) Grove Lake and surrounding countryside
- 8) Moray Avenue, College Town
- 9) Waterside Lane, public open space
- 10) Berrybank Copse, College Town

Sites 1 and 2 (Snaprails Park and Owlsmoor Park), are green public parkland spaces, contain many mature trees, and are used for informal activities of the community such as dog walking together with children’s play areas. They also have high architectural importance as they provide a significant green backdrop to the adjacent suburban scene.

Sites 3, 4 and 5 (School Hill, Sandy Lane/Grampian Road, and Cheviot Road), are green spaces containing many mature trees. These areas are open to the public for walking and enjoyment of natural green space. They additionally provide a significant contribution to the architectural ambience of Little Sandhurst. They contribute a significant and pleasant backdrop to the urban housing in the area, sites 3 and 4 also being located in elevated positions. Reference to the Chapter 2 Sandhurst Study Area (for Little Sandhurst) under design ‘Recommendations’ notes *“The backdrop of woodland should be retained throughout the character area as it adds significant distinctiveness”*. (Refer to Appendix 5 for details of Chapter 2 Sandhurst Study Area).

Sites 6 and 7 Horseshoe Lake and surrounding countryside and Grove Lake and surrounding countryside:- Provides a unique area within the Blackwater Valley Corridor that has not been urbanised. It being one of the key areas that attracts a wide variety of wildlife and wildfowl. The wildlife and wildfowl being able to benefit from the ambience of the current rural feel of the lakes and its surrounding open and part wooded countryside. Due to the fenced footpaths in and around the lakes the public are able to enjoy and observe wildlife and wildfowl without interference with their habitats.

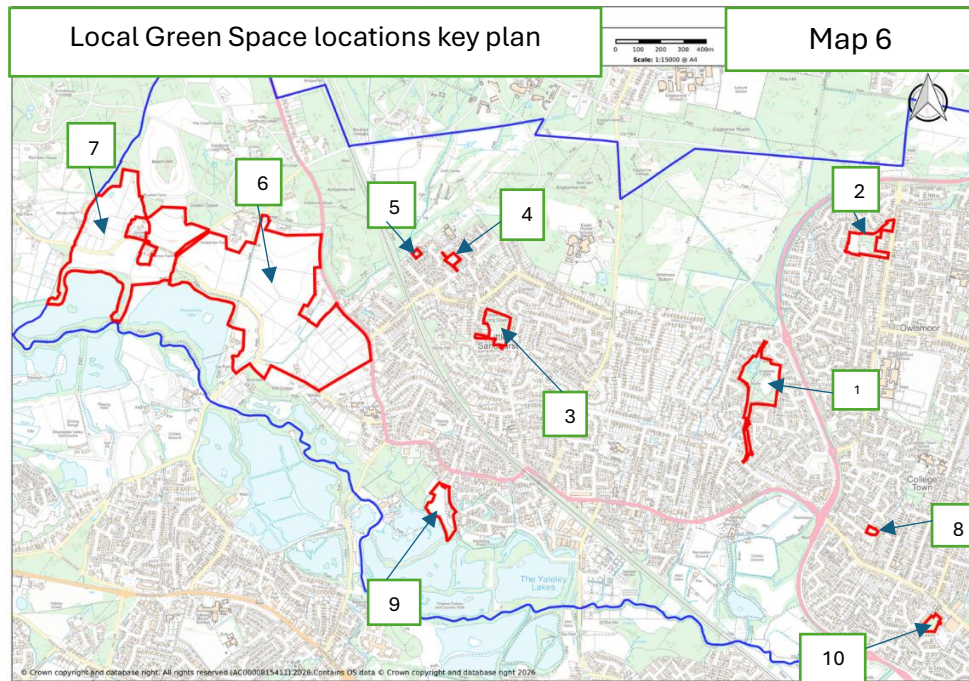
Horseshoe Lake provides leisure activities including walking, nature observation and water sports (dinghy sailing, canoeing and waterboarding) together with associated facilities. The designated site also includes countryside to the north and east of Horseshoe Lake. This countryside playing an important role in attracting visitors to the Lake for reasons of its rural character and atmosphere. It also contains public rights of way for users to enjoy the countryside ambience.

Grove Lake includes a nature reserve and has nature viewing hides and observation points. The designated area also includes countryside to the north of Grove Lake. This countryside contributing to the attractiveness of the nature reserve for both visitors and wildfowl and wildlife.

Site 8 (Moray Avenue) is located within College Town and provides a picturesque green area of open grassed land dispersed with mature trees and is open to the public. Visually Site 8 improves the appearance of an otherwise urban scene.

Site 9 (Waterside Lane) relates to publicly accessible land for nearby residents to enjoy. The availability of the site was part of the planning approval given by BFC on 26th January 2018 associated with the nearby erection of 108 dwellings. The site has been landscaped and provided with footpaths and a children's play area. The site enjoys a background to the southwest and west of mature woodland, much of this woodland possessing extensive TPO tree protection. It additionally provides a beneficial architectural backdrop to the recently constructed dwellings. It is located adjacent to the Sandhurst settlement boundary.

Site 10 (Berrybank Copse) is located within the urban/shopping area of College Town. The site contains many mature trees and provides a delightful green backdrop to an otherwise very urban scene. The area has public access.



The above illustration (Map 6) shows the location of the Sandhurst designated Local Green Spaces (LGS) references 1 -10.

Objectives, Local Green Space: -To provide enhanced protection from development by defining Local Green Space designations in key natural areas, both within and outside the settlement of Sandhurst. These spaces provide recreation and enjoyment benefit to residents. Areas within the settlement of Sandhurst also providing a delightful, green and wooded backdrops to enhance the appearance of urban areas.

To protect from development the areas occupied by Horseshoe Lake, Grove Lake and key adjacent countryside so that the rural ambience of the area can be maintained both for the benefit of residents to enjoy and additionally as a valued natural habitat for wildlife and wildfowl.

Policy NP/EN 5. Local Green Space: - The following areas as defined are designated as Local Green Space.

- 1 Snaprails Park (Map reference LGS 1)
- 2 Owlsmoor Park (Map reference LGS 2)
- 3 School Hill (Map reference LGS 3)
- 4 Sandy Lane/Grampian Road (Map reference LGS 4)
- 5 Cheviot Road (Map reference LGS 5)
- 6 Horseshoe Lake and surrounding countryside (Map reference LGS 6)
- 7 Grove Lake and surrounding countryside (Map reference LGS 7)
- 8 Moray Avenue. (Map reference LGS 8)

9	Waterside Lane, public open space (Map reference LGS 9)
10	Berrybank Copse (Map reference LGS 10)

- 5.5.4** For Inset Maps relating to LGS 1 to 10 refer to NP section 12, inset maps.
- 5.5.5** Further Local Green Space designation information and related evidence is included within NP Appendix 4. The Appendix also notes how the Local Green Space designations have been assessed.
- 5.5.6** NP Appendix 4 can additionally be read in conjunction with NP section 5 as it contains much data and information applicable to the countryside within the Sandhurst boundary.
- 5.5.7** NP Appendix 4, sections 5, 6, 7, 8, 9, 10, and 11 provide substantiation and further information why the countryside associated with LGS 6 and LGS 7 plays an important role in their Local Green Space designations.
- 5.5.8** For summary Local Green Space marking of LGS 1 to LGS 10 refer to NP Appendix 4, section 12.

6 Transport

6.1 Assessing transport impacts and requirements

- 6.1.1** For data relating to Transport and Infrastructure matters please refer to **NP Appendix 1, the Statistics and Supporting Information document, section 2, sub sections 2.4 and 2.6.**

Salient statistics included within section 2 of that document, (with their paragraph reference) include: -

- | | |
|----------------------|-------------|
| a) Car ownership | 2.4.1 iii). |
| b) Travel to work | 2.4.1 v) |
| c) Rail links | 2.6.1 |
| d) Bus services | 2.6.2 |
| e) Traffic analysis | 2.6.5 i) |
| f) Road restrictions | 2.6.5 ii) |
| g) Major roads | 2.6.5 iii) |

- 6.1.2** Car and van ownership within Sandhurst had been surveyed at circa 13,000, ref: - **NP Appendix 1, the Sandhurst Statistics and Supporting Information document, section 2, para 2.4.1.**

- 6.1.3** Residents' questionnaire returns also indicated that the number of cars and vans per Sandhurst dwelling was higher than the national average. Due to the restrictions relating to public transport, described within **NP Appendix 1, the Statistics and Supporting Information document, sections 2.4 and 2.6**, and summarised within the following **NP section 6.4**, it is considered inevitable that current car and van ownership numbers in Sandhurst will not be expected to reduce during the duration of the Neighbourhood Plan. This having consequences with both on-street parking and key road congestion.
- 6.1.4** The 2021 census records that only circa 2% of Sandhurst residents use trains and buses to travel to work. **Refer to NP Appendix 1, Sandhurst Statistics and Supporting Information document, sub section 2.4 v).** This substantiates the high usage of cars for those with a need to travel to work.
- 6.1.5** **NP Appendix 1, Statistics and Supporting Information document, section 2, para 2.6.5 i), notes** that one of the busiest roads in Sandhurst is Yorktown Road (between central Sandhurst and Rackstraw Road) with an average traffic flow of just under 17,000 vehicles per day (this figure being the summation of both directions of traffic flow). The average daily traffic flow was calculated from annual traffic flow recordings. During peak usage of the road there is congestion. It is anticipated that usage of the Yorktown Road will increase when future developments at Derby Field, Beaufort Park, together with the completion of housing at Buckler's Park and Broadmoor developments come to fruition. These will clearly add to the traffic currently using Yorktown Road. Yorktown Road has little practical ability to be substantially modified to cater for an increase in traffic volume. To concur both with the traffic analysis and indeed the feedback from residents it is desirable that congestion should not be exacerbated, without related mitigation measures being instigated, by any further significant developments within Sandhurst.
- 6.1.6** **BFLP Policy LP 60**, read in conjunction with NPPF Chapter 9 and associated Government Planning Practice Guidance notes, defines the procedures for assessing traffic/transport impacts and requirements. This policy would be applied to planning applications for major developments within Sandhurst that are required to provide Transport Statements or Transport Assessments. Where a Transport Statement or Transport Assessment is required, it should take into account the following when assessing the impact on Sandhurst's roads: -
- a) An assessment of the traffic to be generated from the proposed development.
 - b) Current traffic levels on the key main Sandhurst roads.

- c) Estimates of the future traffic levels of major nearby sites that have yet to be developed (whether or not planning permission has been granted) but have been identified within the Local Plans (both past and current) of Bracknell Forest Borough Council, Hart District Council, Surrey Heath Borough Council and Wokingham Borough Council and have a reasonable chance of being developed within 3 years of an application.
- d) Estimates of nearby major sites identified within both past and present Local Plans of Bracknell Forest Council, Hart District Council, Surrey Heath Borough Council and Wokingham Borough Council have been commenced but have not been completed or occupied, consideration of traffic arising from the yet to be completed or occupied major sites should also be considered.

6.1.7

The intention of NP para 6.1.6 and NP/ T 1 is to ensure that any Sandhurst development that may require traffic/transport modelling be included within a Transport Assessment or Transport Statement, whether this be by a developer using their own data or the use of BFC's transport models, use up-to date data including that of major sites that are still to be completed together with those that are likely to be developed within 3 years of an application. This procedure to ensure that the cumulative impacts of multiple development in and nearby to Sandhurst are considered when assessing the impact on Sandhurst's roads.

Objectives: - Not to increase traffic usage of the Yorktown Road (between Rackstraw Road and the Crowthorne Road), or any other major roads within Sandhurst, such that it would cause significant congestion of those roads.

To promote safe pedestrian and cycle access routes.

Policy NP/T 1. Traffic congestion: - Where major developments could lead to an increase in traffic usage of Yorktown Road, or any other major roads in Sandhurst, Transport Statements or Transport Assessments for an applicable proposed development will be required to demonstrate, including any necessary mitigation, that there is no severe transport impact.

6.1.8

Policy NP/T 1 sets out to enhance and support the requirements of BFLP LP 60 (Assessing transport impacts and requirements).

Policy NP/T 2. Safe pedestrian and cycle routes: - All new medium and large developments should provide safe pedestrian and cycle access to link up with existing footpaths and cycle routes, where such routes do not encourage increased access to the Thames Basin Heath Special Protection Area (TBH SPA).

6.1.9 NP/T 2 enhances and supports BFLP Policy LP 32.

6.1.10 BFLP Policy LP 32 seeks to ensure there are no likely significant effects on the THB SPA. One of the key issues of human activity within the SPA is to reduce the attraction and habitat of the rare ground nesting birds. Visitor disturbance is therefore a problem for the protected species and their habitats. Any proposals for new pedestrian and cycle links will need to ensure that they do not result in increased visitor numbers to the THB SPA.

6.2 Car Parking

6.2.1 It should be noted that based on the detailed questionnaire responses from residents it was clear that there was likely to have been an increase in car ownership, per property, compared to the statistics obtained previously. Average questionnaire responses indicated approximately two cars per household. Indeed, many 3-bedroom houses possessed 3 cars per dwelling, and a number of 4-bedroom houses were recorded as possessing 4 cars per dwelling. It is therefore likely that there could now be more than 13,000 cars and vans, based in Sandhurst. It is also apparent from recent planning permissions that many conversions from integral garages into living accommodation had occurred and indeed this was likely to continue. As noted previously the 2021 census recorded that only circa 2% of the Sandhurst population travel to work via public transport (bus and train).

6.2.2 Much concern was voiced by residents in respect of parking provision and indeed on-street parking, sometimes part utilising footpaths. This was particularly identified by residents as occurring on narrow roads that had been designed in the past and lacked practical parking provision to meet current needs.

6.2.3 The street parking concerns being exacerbated by the apparent high number of car and van owners in Sandhurst together with restrictions and limitations relating to making practical use of public transport.

6.2.4 It was also noted that some current BFLP parking requirements may be understated in relation to the apparent per dwelling number of cars and

vans within the Sandhurst area. This being attributed to the apparent high number of car and vans per dwelling that had been recorded in Sandhurst. This applied particularly to some 3-bedroom houses and larger dwellings of 4 bedrooms and above. Matters were exacerbated by many roads having no specific provision for visitor parking.

6.2.5 The BFLP planning decisions, appertaining to parking, are generally based on their 'Parking Standards Supplementary Planning Document' dated March 2016, albeit that this document will be updated from time to time. BFC Residential Parking Standards noted as being 'outside of Bracknell Town Centre' would generally be applicable to Sandhurst.

6.2.6 BFC Parking Standards Supplementary Planning Document (March 2016) acknowledges that *'Since many of the neighbourhood and estates have been built there has been a significant increase in car ownership. This has resulted in many streets not having sufficient parking for current needs.'* This applies to many of the estate roads within Sandhurst, and in particular developments built before the mid-1980s.

6.2.7 **Section 112 of the NPPF relating to setting parking standards in respect of residential parking standards should consider: - c) the availability for public transport and d) local car ownership levels.** NP Policy NP/T 3 has considered these parameters.

6.2.8 **In drafting the NP policy for residential car parking standards for new developments of four or less dwellings, or on larger developments where visitor parking cannot be provided, reference has been made to the intentions of Section 112 of the NPPF. Reference has also been made to BFC Parking Standards Supplementary Planning Document that notes the possibility of insufficient parking provision on older streets to cater for current parking needs.**

6.2.9 **In assessing parking provision, for new developments of up to and including four dwellings, allocated nearby parking provision and/or the use of nearby adequate visitor parking spaces can be taken into account.**

6.2.10 A studio flat, bedsit or residential unit within a House in Multiple Occupation (HMO) will be considered equivalent to a one bed dwelling when assessing carparking provision. This would apply to both new build and conversions of existing dwellings or commercial properties to HMOs (where there is a requirement to obtain planning permission).

6.2.11 **For all other parking requirements, not included above, the requirements of the current BFC Parking Standards Supplementary Planning Document will apply.**

- 6.2.12** Cycle parking standards will be required to accord with the requirements set out within the current BFC Parking Standards Supplementary Planning Document.
- 6.2.13** The NP acknowledges the need for increasing the provision of electric charging points for cars and vans, with particular emphasis on residential properties.
- 6.2.14** **The NP accords with BFLP Policy LP 32 in respect of any development that may have a significant adverse effect on the Thames Basin Heaths Special Protection Area.**
- 6.2.15** **For any planning application relating to an extension or changes to an existing dwelling the current Bracknell Parking Standards Supplementary Planning Document will apply.**

Objectives, Car Parking: - To ensure that on-street parking concerns can be reduced and/or are not exacerbated by future development, particularly as more people work from home.

Policy NP/T 3. Residential Parking: -

Proposals for **new** dwelling developments will be required to provide adequate off-road parking.

Minimum parking standards for new residential developments of up to and including four dwellings will be:

-

1-bedroom dwelling	1 space per unit
2-bedroom dwelling	2 spaces per unit
3-bedroom dwelling	3 spaces per unit
4- bedroom dwelling and above	4 spaces per unit
1-bedroom flat or studio	1 space per unit
2-bedroom flat	2 spaces per unit
3-bedroom flat	2 spaces per unit
4-bedroom flat and above	3 spaces per unit

Proposals for **Houses in Multiple Occupation (HMOs)** relating to either new build or change of use/conversion (where planning permission is required): - 1 space per bedroom.

- 6.2.16** **NP Policy NP/T 3 supports and enhances NPPF Chapter 9 section 112.** Cognisance of the Sandhurst availability of public transport and local car ownership levels have been made in assessing parking requirements for new Sandhurst dwellings associated with locations on existing roads.
- 6.2.17** For developments of five and over units the current BFC Parking Standards Supplementary Planning Document will apply providing visitors parking as defined within that document can be accommodated. If developments of five and over units cannot provide the required visitor parking provisions, then the dwelling and flat parking requirements for four units and under will apply.
- 6.2.18** Car charging points to be provided to accord with Building Regulation ‘Infrastructure for charging of electric vehicles’ 2021 edition (or the current updated edition),
- 6.2.19** For all parking bay sizes and associated carparking dimensional requirements the current BFC Parking Standards Supplementary Planning Document will apply.

6.3 **Parking Standards Summary**

- 6.3.1** The NP parking standards for residential development, has taken into account the availability (or otherwise) of public transport and the high car and van ownership within Sandhurst. Refer to NP section 6.4. 6.5 and 6.7 for restrictions relating to public transport and NP section 6.2, para 6.2.1 together with NP Appendix 1, Statistics and Supporting Information document section 2.4 para 2.4.1 iii) for Sandhurst car and van data.

6.4 **Sustainable Transport**

6.4.1 **Bus Services: -**

Bus service routes are detailed within **NP Appendix 1, section 2, para 2.6.2 of the Statistics and Supporting Information document.** Para 2.6.2 also notes the light bus usage by Sandhurst residents.

- 6.4.2** The salient regular connections being to Bracknell/Crowthorne and Camberley with occasional services to Farnborough. The services have a very limited usage by Sandhurst residents.

- 6.4.3** There are also limited, two days per week, specialist shopping bus services associated with providing a link from Little Sandhurst to the Meadows hypermarkets and Camberley. These, however, have little travel benefit beyond ‘shopping’ access to and from the hypermarkets/Camberley. It should be noted that the route within Little

Sandhurst that this shopping service includes does not possess roads of sufficient width to accommodate regular and traditional sized buses.

6.4.4 Regular bus services passing through Sandhurst generally utilise the Crowthorne Road and major elements of Yorktown Road together with a route through parts of Owlsmoor.

6.4.5 In addition to the above bus services there is a service specifically run between Heatherwood (Ascot) and Frimley Park Hospitals. The local Sandhurst stop is within the Meadows shopping centre.

6.4.6 The current routes and indeed potential routes are determined by local restraints. Many roads, other than Crowthorne Road, Yorktown Road and the A3095 are too narrow to accommodate regular safe bus usage.

6.4.7 Matters are exacerbated by the 'Road Restrictions' noted within the **NP Appendix 1, section 2, para 2.6.5 of the Statistics and Supporting Information document**. These include two low railway bridges, (Yorktown Road/High Street and Swan Lane) these having difficulty in accommodating larger buses.

6.4.8 The significance of the low bridge in Yorktown Road/High Street Sandhurst, locally known as 'Happy Christmas Bridge' cuts off the possibility of a potential bus route (using traditionally sized buses) between central Sandhurst and Little Sandhurst. Additionally, the road immediately north of the bridge contains a very tight bend that provides long wheel-based vehicles with manoeuvrability difficulties that necessitate occupying the full width of the road. These parameters are considered unsafe for any regular service using traditional buses.

6.4.9 Low headroom restrictions also occur within Swan Lane; these limit any potential bus routes, using traditionally sized buses, between Sandhurst and Derby Green/Yateley.

6.4.10 One of the major reference documents that is used for the promotion of safe use of buses in urban situations is the Chartered Institution of Highways and Transportation (CIHT) document 'Buses in Urban Developments' (January 2018). This document provides advice for bus routes both within new developments and in existing situations. Salient matters contained within that publication include: -

- i) A reasonable walking distance guide for general areas within the settlement of Sandhurst would preferably be 300m for its related catchment area (leading to a maximum average walking distance of circa 400m). Many of the residential areas within Sandhurst fall outside of this zone.

- ii) Carriageway width should be sufficient to ensure that buses are not obliged to wait to pass oncoming vehicles. To accommodate this an unobstructed carriageway of 6.5m should be provided.

6.4.11 An earlier document produced by BFC in March 2011, 'Highways Guide for Development (Street scene SPD Annex1)' noted in section 1.5.2 that "bus routes should be designed with a minimum width of 6m. As the overall width of a typical bus is 3m, outside of wing mirrors, this is considered a little tight for safe usage and should, for safety reasons be circa 6.5m as noted within item ii) above.

6.4.12 Due to the restrictions noted above potential increases in bus routes are limited and therefore it is envisaged that the current high levels of car ownership per Sandhurst dwelling will increase during the duration of the NP.

6.5 Rail Links

6.5.1 Sandhurst is served by a 'halt' station in Yorktown Road in central Sandhurst. The station is unstaffed and does not have a ticket office or ticket machines. Sandhurst Station does not have any significant drop off or car parking areas, albeit it has nearby bus-stops. There is no Station taxi rank provision. The location of the Sandhurst Halt Station is on a raised embankment within central Sandhurst and has limited potential for any car parking or drop off areas. There is only limited cycle storage at the Station. Additionally access to the Station does not comply with the Department of Transport Inclusive Document (dated 2021) relating to access for those using wheelchairs due to steep ramp gradients and distances between handrails.

6.5.2 The rail destinations from Sandhurst Railway Station; apart from Reading (via Wokingham) and possibly Guildford do not link with any other large town or city. The destination of Farnborough North is remote from both Farnborough's town centre and Farnborough Main Railway Station. The line does go as far as Gatwick Airport; this can be useful for occasional use for those going on holiday or business travel via Gatwick.

6.5.3 Sandhurst Halt Station has limited opportunity for any significant development or infrastructure changes to increase passenger usage beyond passengers accessing it via bus services, bicycle or by foot.

6.5.4 Additional railway related statistics can be found within **NP Appendix 1, the Statistics and Supporting Information document, section 2, para 2.6.1.**

6.5.5

The above reinforces the observation that there is little to encourage the Sandhurst residents to dispose of their cars and rely on public transport (restrictions relating to bus services have been noted within para 6.4 of the NP).



The above photographs show the access points to Sandhurst Station. The upper photograph shows the ramped entrance of the south side (from High Street) and the lower photograph the north side (Yorktown Road). It should be noted that the station has extremely limited dropping off ability from road users. The photographs also show the steep ramp access to the platforms.

6.6

Footpaths and cycleways

6.6.1

Salient designated cycleways are noted within **NP Appendix 1, the Statistics and Supporting Information document, section 2, para 2.6.3**. These include: -

- a) The Crowthorne Road between the northern edge of Sandhurst and the southern edge of Crowthorne.
- b) The southern edge of Sandhurst between the Tesco and Marks and Spencer hypermarkets and Memorial Park.
- c) A local cycleway between Wellington Road and Sandhurst Secondary School (via Snaprails Park).

6.6.2 Major public footpaths are described within **NP Appendix 1, the Statistics and Supporting Information document, section 2. para 2.6.4.**

6.6.3 Residents also expressed a desire that, where practical, more cycleways should be introduced as many of the main roads within Sandhurst, particularly Yorktown Road were too narrow to safely accommodate additional cycle usage.

6.6.4 Due to the extremely limited carparking and drop off/ pick up provision near to Sandhurst 'Halt' Station encouragement should be given to enhancing footpath and cycle access. Providing that such footpaths should not enable increased access to the TBH SPA.

6.7 Sustainable Transport Summary

6.7.1 Section 9 of the NPPF records the parameters for promoting sustainable transport. It does, however, note that "opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making". This to be read in conjunction with BFLP policies LP 3, LP 24, LP25, LP26 and LP 60.

6.7.2 In respect of Sandhurst there are current situations (as noted above) that restrict significant potential in increasing the use of sustainable transport solutions. These being summarised as: -

- a) Bus service routes being restricted to roads of sufficient width to accommodate regular bus services. Route access restrictions for potential bus routes to link High Street, Little Sandhurst and central Sandhurst, caused by a low bridge and a tight turn at the western end of Yorktown Road (the A321).
- b) Restrictions to substantially increase the usage of Sandhurst Station as noted above (sections 6.5.1 and 2). Any increase in station rail usage emanating from those who are within walking or cycle distances of the station or those with easy access to nearby bus services.

- 6.7.3** Due to these restrictions, it is inevitable that many in Sandhurst will prioritise car usage for travel. This point being substantiated by the current high average number of cars and vans per dwelling.

Objectives, Sustainable Transport: - To retain and improve, where practical, public footpaths that contribute to increasing connectivity, whilst maintaining any attractive features and to improve both foot and bus access to Sandhurst Station.

Policy NP/T 4. Sustainable Transport: - Support will be given to improve pedestrian access to Sandhurst Railway Station.

Support will be given to improving regular bus services within Sandhurst providing such routes are deemed to be safe.

- 6.7.4** Guidance in respect of determining a safe regular bus route should coincide with the guidance provided and recommendations of the Chartered Institution of Highways and Transport publication (CIHT) ‘Buses in Urban Developments’ (January 2018) document, or a related updated edition.

- 6.7.5** **Policy NP/T4 enhances and supports the intentions of BFLP Policy LP 25, Transport principles.**

7 Community

7.1 Local Surgeries

- 7.1.1** A survey of the two main surgeries in Sandhurst (Owlsmoor and Yorktown Road) indicated that there appeared to be sufficient patient rooms to cater for the requirements of the current Sandhurst population. There was, however, a general view of disappointment with the services provided, this probably attributed to a shortage of medical staff rather than the surgery buildings.

- 7.1.2** Sandhurst has currently five dental surgeries. Residents’ questionnaire feedback indicated that those who provided NHS services were not able to cover the Town’s demand. However, on a headcount of the Sandhurst population set against the number of dentists operating in Sandhurst it would appear that there are sufficient numbers to cater for Sandhurst patients. This data may need to be reviewed if evidence is available that these dentists also provide services for a meaningful number of patients from outside of the Sandhurst area.

7.1.3 For further information refer to **NP Appendix 1, the Statistics and Supporting Information document section 2, sub section 2.10.**

7.2 Schools

7.2.1 At present the Secondary Schools serving Sandhurst were operating at near full capacity and have few spare spaces. This being set against a need to have a slightly increased spare capacity to cater for short term and often unexpected demand emanating from those associated with the RMA.

7.2.2 In respect of Primary Schools, Owlsmoor and College Town primary schools have slightly more spare capacity than Uplands, New Scotland Hill and St Michael's. New Scotland Hill and St Michaels are operating at approximately 90% capacity, with Uplands at near full capacity (2022 data). Both school data and indeed the resident's questionnaire responses indicated that the Town currently possessed sufficient school buildings, providing there was no significant development within the school's catchment areas.

7.2.3 For further information regarding school and their catchment areas refer to **NP Appendix 1, the Statistics and Supporting Information document, section 2, sub section 2.5.**

7.2.4 School capacity would indicate that the current school/school building do cater for the needs of the residents. This being expected to continue with the anticipated potential and limited increases in housing within the Town. It being taken that contingency spaces for the potential short-term attendance by children associated with the RMA can be accommodated.

7.2.5 In respect of St Michael's C of E Primary School in Lower Church Road, Sandhurst residents expressed a number of concerns regarding problems associated with inadequate parking for drop off and picking up. The current rough hard standing in Lower Church Road near St Michael's Schools for visitor parking being shared with the adjacent St Michael's and All Angels Church is inadequate and unsatisfactory to cater for related visitor parking during peak school and church usage times.

7.3 Leisure

7.3.1 Resident questionnaire returns indicated that they were very satisfied with current outdoor leisure facilities. For indoor leisure facilities there was general satisfaction. Both current outdoor and indoor leisure

facilities were considered that they should remain and not be reduced. Good use and indeed extensive use were made of the many outdoor sports facilities and Clubs that are located within Sandhurst.

7.3.2 **Memorial Park** in Yorktown Road provides the Town's main sports pitches and outdoor leisure facilities. These include football, cricket and tennis facilities. The recent installation of an all-weather football pitch at the Bottom Lane Ground had greatly increased the ability to play league football as the Meadow pitch was located within the flood plain zone adjacent to the River Blackwater. For information regarding Memorial Park and its facilities please refer to **NP Appendix 1, the Sandhurst Supporting Information document section 2, para 2.2.2**. In Planning terms Memorial Park is defined as 'play, open space, and sports provision'.

7.3.3 Residents' questionnaire responses made comment regarding their satisfaction with the facilities provided at Memorial Park and desired that the area be allowed to continue in its current use for many years to come.

7.3.4 As Memorial Park is primarily a play, open space and sports provision it is protected from unrelated development under BFLP Policy LP 45.

7.3.5 Additionally BFLP Policy LP 44 'Protection of Community Facilities and Services' define related facilities protection. Memorial Park would be considered to fall within this designation.

7.4 The Library in Yorktown Road

7.4.1 It was considered by residents, via questionnaire responses, that the Yorktown Road Library provided a very satisfactory/ satisfactory service and should remain.

7.4.2 The library is considered to be a community facility and service and would therefore also fall under the BFLP Policy LP 44 designation (Protection of community facilities and services).

7.5 General Retail

7.5.1 Sandhurst does not possess a main Town centre for general retail purposes. Retail centres within Sandhurst are grouped into six areas: -

- a) Central Sandhurst; retail facilities including DIY/kitchen installation, a supermarket, convenience store, various fast-

food outlets, estate agent, barbers/hairdressers, charity shops, bathroom installation, and florist.

- b) Sandhurst (east of Swan Lane); restaurants/fast-food, estate agent, hairdresser, surgery and dental surgery, newsagent and pharmacy.
- c) College Town; fast-food, supermarket, and general retail.
- d) Owlsmoor; pharmacy, dental surgery, and general retail outlets.
- e) Mill Parade; vet, convenience store, restaurant/fast-food, trophy shop and barber.
- f) The Meadows; two large hypermarkets.

7.5.2 For further information refer to the **NP Appendix 1, the Statistics and Supporting Information document section 2, para 2.1.1.**

7.5.3 There were varying responses from the residents, these would appear to show an overall satisfaction of the existing shops within the Sandhurst area. There was, however, an overwhelming response that no more fast-food outlets (Hot Food Takeaways) were required as the Town possessed far more of these facilities than was required and such proliferation also restricted the availability of general retail spaces. Fast-food outlets were also assessed as causing carparking concerns.

7.5.4 The residents' survey also indicated that they considered that there was little need for any more restaurants. There appear to be no significant long-term vacant shop units found in Sandhurst.

7.5.5 One of the main concerns expressed by residents, and indeed some of related businesses, was a lack of nearby car parking. This applied particularly to central Sandhurst and College Town relating to areas in Yorktown Road.

7.6 Community Centres

7.6.1 Sandhurst possesses various centres that can be used by residents and community organisations. These include: -

- a) **Sandhurst Community Hall:** - This is located within Sandhurst Town Council's offices in central Sandhurst, Yorktown Road. Sandhurst GU47 9BJ.

The main community hall can accommodate 150 people seated or 200 standing. The centre also provides a large function room that can be hired for community use. The function room also has reduced hire rates for youth events. The main hall at the community centre has high usage.

- b) Owlsmoor Community Centre**, Yeovil Road. Sandhurst GU47 0TF. The community centre is intended to serve the Owlsmoor and College Town areas. It contains a large main function room, which can comfortably accommodate 100 people, together with a small room for the use of up to 30 people. The centre is currently well used by the community.
- c) Little Sandhurst Community Hall**. 4 Waterside Lane, GU47 8AD. The hall has a capacity for 40 seated people. Again, hire of the hall for youth events is charged at a reduced rate. The hall was opened in 2023 and has capacity to accommodate more local bookings.
- d) The Pastoral Centre**, (St Michael and All Angels Church) Lower Church Road, Sandhurst (Little Sandhurst) GU47 8HN. The centre has a main hall and two smaller meeting rooms available for hire. The main hall can accommodate up to 150 people. The smaller meeting rooms accommodating up to 25 and 8 respectively. The centre has good local usage, including that of baby and toddler groups.
- e) Other Halls**, these include the Sandhurst and Yateley Methodist Church Hall, Scotland Hill, Sandhurst GU47 8JR and Sandhurst Baptist Church Hall, Yorktown Road, Sandhurst GU47 9BH. Both contain hall areas that are available for hire.

7.6.2 The community centres noted within NP para 7.6.1 and other key Sandhurst Community Facilities are protected under BFLP policy LP44 (Protection of community facilities and services).

7.6.3 The NP supports all measures to enable good resident access to be provided to Community Facilities to include protection from development of the carparking areas that serve the community facilities, this to include those noted within section 7.6.1 above.

7.7 Community matters summary

7.7.1 Memorial Park should be safeguarded to enable the area to continue and, indeed, expand its current uses relating to sports, recreation and leisure facilities. It being one of the main areas for outdoor sports and recreation in the Town.

- 7.7.2** Current Indoor sports and recreation facilities to be protected from unrelated development. Indeed, encouragement would be given to expand and improve the current facilities.
- 7.7.3** Change of use from current retail premises to fast-food (Hot Food Takeaway) outlets to be resisted.
- 7.7.4** Retail/shopping centres in central Sandhurst, near Swan Lane, College Town (apart from the Aldi and Meadows supermarkets), Owlsmoor and Mill Parade (Little Sandhurst) were generally designed in the sixties and early seventies and as a consequence do not possess sufficient car parking places to cater for modern day traffic.
- 7.7.5** Due to the limited car parking resulting from the sixties and seventies shopping centres the residents expressed a high need to retain the community carparks in Yorktown Road/the Broadway in central Sandhurst and adjacent to the community centre in Cambridge Road, Owlsmoor. These carparks providing supplementary retail/shopping related parking spaces in addition to spaces for other community facilities.
- 7.7.6** The Broadway carpark provides supplementary car parking for Sandhurst Surgery, Confidential Dentists, the shopping centre in Yorktown Road/Swan Lane and some limited spaces that could be used by the adjacent flats. The Broadway carpark additionally provides the parking requirements for Sandhurst Library and Broadway House (Housing with Care). The Broadway carpark also acts as a supplementary carpark for the retail facilities within central Sandhurst. Without the parking spaces provided by the Broadway carpark there would be insufficient spaces to cater for a combination of associated facility, retail and dwelling usage.
- 7.7.7** The Cambridge Road, carpark serves the Owlsmoor Community Centre, Owlsmoor Surgery together with supplementary parking for the nearby retail/shopping centre and dental surgery. Without the supplementary parking for those using the nearby retail area there are insufficient spaces within the retail area to provide a reasonable number of parking spaces for that area and the flats above the shops.

Objectives, Community matters: - To support and protect from development the outdoor sports facilities at Memorial Park and other playing fields.

To support and protect indoor sports facilities elsewhere within the settlement of Sandhurst.

To retain existing and protect community facilities that are considered beneficial to Sandhurst.

To support additional car parking facilities in commercial areas and adjacent to popular leisure/community facilities, where such need has been identified.

To protect the Broadway carpark located off the Broadway/Yorktown Road from development and to retain the number of on-site car parking spaces currently provided.

To protect the Owlsmoor community carpark, located in Cambridge Road Owlsmoor from development and to retain the number of on-site car parking spaces provided.

Policy NP/C 1. Community Facilities: -

- 1) Proposals for additional indoor and outdoor sports pitches and play areas, will be supported where a need has been demonstrated.
- 2) New community facility proposals would need to demonstrate that they would not cause harm to neighbouring residents.
- 3) Schools will be encouraged to allow community access to supplement existing sports facilities.
- 4) Loss of car parking associated with existing community facilities will be resisted unless alternative reprovion can be provided.
- 5) Proposals impacting on the existing carpark in Broadway, Sandhurst will be resisted unless an equivalent number of car parking spaces can be provided nearby (and such reprovion meets Local Plan Policies) and occurs outside of the 400m protection zone from the TBH SPA.
- 6) Proposals impacting on the existing public carpark in Cambridge Road, Owlsmoor will be resisted unless an equivalent number of car parking spaces can be provided nearby (and such reprovion meets with Local Plan Policies) and occurs outside of the 400m protection zone of the TBH SPA.

7.7.8 NP/C1 enhances and supports BFLP Policy LP 44. BFLP Policy LP 44 will, however, apply to the general protection of all community facilities and services.

7.7.9 For maps of the Broadway and Cambridge Road carparks refer to NP section 12, maps 12 and 13.

7.7.10 Parts of the designated Sandhurst Neighbourhood Area lie within the TBH SPA zones of influence and therefore measures will need to be taken to ensure that proposals related to new or upgraded community facilities that result in a net increase in car parking within the 400m of the TBH SPA cannot be made available to the public wishing to access the TBH SPA.

7.8 Public Houses and Social Clubs

7.8.1 Public houses and Social Clubs were considered by residents to contribute to the community by providing a venue for residents to meet others, build social relationships and combat loneliness. Generally public houses within Sandhurst possess architectural character and/or are locally listed buildings. Refer to **NP Appendix 1, the Statistics and Supporting Information document section 2, para 2.3.3.**

Objectives: - To preserve current public houses and social clubs, both for their well-being benefit and where applicable their architectural value.

Policy NP/C 2. Public Houses and Social Clubs: -

Change of use or redevelopment of public Houses and social Clubs will not be supported unless there is evidence that the public house or social club is not viable. To demonstrate that the public house or social club is not viable a robust assessment must have been carried out. This assessment must evaluate the quantity and quality of the existing facilities in the locality and assess their value to the community and should include evidence that: -

- a) the facility no longer provides a valued function to the community.
 - b) All reasonable efforts have been made to retain the facility (including evidence to confirm that the property or site has been actively and positively marketed with reasonable commercial terms and that there has been no realistic interest in the retention for the current use) and
 - c) it would not be economically viable, feasible or practical to retain the building or site for its existing or alternative community use.
- 1) Development of public houses or social clubs will be permitted where: -
- a) the existing facilities are retained and maintained.
 - b) the quality and capacity of existing services is improved and
 - c) new facilities and services are provided.

7.8.2 Any development of public houses and social clubs which includes residential development will be required to provide Thames Basin Heaths mitigation measures as set out in BFLP Policy LP 32. Any such proposals within 400m of the TBH SPA leading to a net increase in dwellings, or net increase in carparking spaces which are available to the public wishing to access the SPA will not be permitted.

7.8.3 **NP/C 2 enhances and supports BFLP 44 in respect of Public Houses and Social Clubs.**

7.8.4 The definition of ‘economically viable’ (when related to policy NP/ C 2, item c) is defined as ‘has the ability to generate sufficient income to cover operating costs, pay debts, and remain self-sufficient in the long term.’

8 **Community Infrastructure**

8.1 **Supply of Utilities: -**

Details of Sewage and Stormwater capacity within Sandhurst are referenced within **NP Appendix 1, the Statistics and Supporting Information document, section 2, sub section 2.7**. It is noted that the Sandhurst Sewage Treatment Works does have capacity to accommodate potential future developments referenced within the NP. It is additionally noted that Thames Water are undertaking, during 2025/26, improvements to the plant to provide further headroom capacity. In this regard it should be noted that a 2022 survey by the Department for Environment Food and Rural Affairs recorded that the Blackwater River within the Sandhurst area had a high ecological classification for fish. The River Blackwater contributing to the local leisure activities of angling/ angling clubs.

8.2 **Improving community infrastructure**

8.2.1 Generally, Bracknell Forest Council make major decisions throughout the Borough as regards how the majority of Community Infrastructure Levy (CIL) monies are spent on infrastructure matters and which schemes to instigate (see BFC Infrastructure Funding Statement 2023/24 and CIL 123 List). Community Infrastructure Levies are charges made and set out by BFC, generally based on the square metre size (over certain limits), of a new development or a defined increase in floor area. However, a percentage of the CIL monies that BFC receive is passed to Sandhurst Town Council for them to decide which projects they may want to deliver, providing such projects fall within their responsibility. These projects could relate to a wide range of community focused needs to address the demands of the area.

- 8.2.2** Without an adopted Neighbourhood Plan, Sandhurst Town Council receive 15% of CIL monies that BFC receive from developments within the Sandhurst boundary. How that element of CIL money is spent is then for Sandhurst Town Council to decide, all as part of their budget allocation process.
- 8.2.3** Once a Neighbourhood Plan is adopted CIL monies that BFC pass to Sandhurst Town Council is increased to 25%.
- 8.2.4** Bracknell Forest Council also have the authority to negotiate Section 106 agreements with developers to secure funding to directly carry out works that will make developments acceptable in planning terms by including related conditions within a planning permission. A Section 106 agreement is a legally binding contract between a Local Authority and a developer under section 106 of the Town and Country Planning Act 1990. These agreements are planning obligations to make a development acceptable by securing contributions for matters highlighted as current infrastructure deficiencies. These could relate to any of the following: - local infrastructure, services and affordable housing. Section 106 agreements can also impose restrictions on a development. All to ensure that the impact of any development on the community is mitigated.
- 8.2.5** A Sandhurst Neighbourhood Plan can assist BFC in determining the content of an applicable Section 106 agreement. A Neighbourhood Plan can present priorities for improving community infrastructure. These priorities may assist BFC officers in their negotiations with developers in respect of Section 106 agreements. The priorities can then be used to influence how monies raised through planning gain (Section 106 agreements), and the Community Infrastructure Levy (CIL) are allocated
- 8.2.6** Proposals for potential infrastructure improvements can be proposed within a Neighbourhood Plan (see section 8.3) to assist the Town Council in making future infrastructure decisions that fall within their remit and responsibilities.
- 8.3** **Potential Section 106 Agreement, Infrastructure Proposals**
The following infrastructure improvement suggestions are taken from the various consultations with residents during the Neighbourhood Plan development phase: -
- 8.3.1** Improved parking and road safety in Lower Church Road: - This includes the need for better parking facilities for those attending either St Michael's School (especially at drop off and pick up times) and St Michael's and All Angels Church, and/or the Pastoral Centre. Currently parking includes unsurfaced ground in Lower Church Road together with a limited hard surface parking area within Lychgate Close. The existing verge parking

within Lower Church Road is also used by visitors to the Horseshoe Lake complex during peak visiting time to the facility.

8.3.2 The overall carparking current provision and related drop off/pick up areas at St Michael's and All Saints Church / St Michael's School falls short of the recommended parking provisions requirements as included within BFC's current Parking Supplementary Planning Document (March 2016) when making a reasonable assessment of the Church and School needs.

8.3.3 Non-sport related youth facilities in Sandhurst are limited, and whilst it is recognised Sandhurst Town Council is not responsible for the direct provision of youth services it is suggested that additional facilities at current community facilities are extended to allow for greater storage space for youth focused equipment for youth activity providers. Applications for extensions to support youth services should be supported where there is no breach of current planning policies.

8.3.4 Other potential proposals raised by residents included: -

- a) To link the current cycleways between Yorktown Road and the Crowthorne Road.
- b) To seek improvements to parking areas that currently serve retail centres.

Objectives, Potential Community Improvements: - BFC to be encouraged to include specific priority infrastructure improvements when negotiating related and appropriate Section 106 agreements associated with: -

To satisfy the needs that have been identified for improved drop off/pick up and parking in Lower Church Road to cater for visitors to St Michael's and All Saints Church and St Michael's School in Lower Church Road. Any improvements must not remove the semi-rural backdrop and setting of the Grade II* listed Church. The NP to seek to protect an element of land opposite (south of) St Michael's and All Saints Church from development such that related dropping off/picking up and parking provision could be provided. The land is currently identified as countryside land and is located outside of the settlement of Sandhurst.

To support the provision of youth focused facilities within the settlement of Sandhurst to both provide 'hang out' and potential youth related equipment storage provision adjacent or within existing or new community centres.

To support the provision of a cycleway between the existing cycleways in Yorktown Road and Crowthorne Road, providing such cycleways do not encourage increased access to the TBH SPA.

Policy NP/C 3: - Potential CIL (Community Infrastructure Levy) and/or Section 106 agreements: -

- 1) The incorporation of additional parking and surfacing to provide improved parking/pick up and dropping off areas associated with St Michael's and All Saints Church and St Michael's School in Lower Church Road would be supported. Such improvements to be incorporated to retain the semi-rural street scene.
- 2) To improve footpaths within Lower Church Road, between the A321 and Mill Lane/Lower Sandhurst Road.
- 3) Storage facilities for youth equipment usage at appropriate Council buildings, or other centres where a demand can be demonstrated would be supported.
- 4) To potentially include a cycleway to link up the current cycleways between Yorktown Road and Crowthorne Road.
- 5) To improve and where practical increase parking provision within or nearby to the retail centres in Sandhurst, where such provision does not encourage additional access to the TBH SPA.

8.4 Unadopted roads within Sandhurst

8.4.1 Within Sandhurst there are many unadopted residential roads. In most cases these roads are uneven and constructed of varying grades of hardcore and aggregate. The salient unadopted roads are summarised in **NP Appendix 1, the Statistics and Supporting Information document, section 2, para 2.6.6**. As these are private roads, they are not able to be considered for improvement via any CIL contribution. However, it would be the desire of the NP that these roads be improved with a satisfactory hard, albeit pervious surface and where applicable a suitable SuDs drainage system. This action, in addition to improving the appearance of the Town, would contribute to easier access for Authority vehicles (refuse collection, emergency services etc.). The NP would therefore support an application from those with responsibility for the road to upgrade its surface.

Unadopted Road Objectives: - To promote the upgrading of unadopted roads that have poor quality surfacing.

Policy NP/C 4. Upgrading of Unadopted Roads: - To promote the upgrading of poorly surfaced unadopted roads to provide a

suitable road surface. Such a surface to include permeable construction and/or SuDs drainage systems.

8.4.2 **Policy NP/C 4 enhances and is to be read in conjunction with BFLP Policy LP 28, 1 sub paras iii) and iv), design principles.**

9 **Employment**

9.1 **Employment Introduction:** - The aim of the NP in respect of employment and retail matters is to provide good and locally well-paid jobs, to encourage retail purchasing being made locally, to provide a cross section of retail outlets and to promote the area to create investor confidence. Employment related matters are noted below under the headings of general ‘Retail’ and the defined ‘Sandhurst Employment Area’.

9.2 **Retail**

9.2.1 Generally shops were considered by residents as being satisfied with the range provided, with reference to the hypermarkets located at the Meadows, the supermarkets in Yorktown Road and the DIY outlets in central Sandhurst. Convenience shops occur in most areas within Sandhurst. These outlets contribute to much local employment. For further information refer to **NP Appendix 1, the Statistics and Supporting Information document, section 2, para 2.1.1.**

9.2.2 Notwithstanding the foregoing there is one area of central Sandhurst that would appear to have potential for redevelopment, such redevelopment could also provide the opportunity to improve the architectural appearance of the townscape.



*The photograph above shows a band of existing buildings (substantially retail and hot food takeaways) in Yorktown Road, central Sandhurst, adjacent to the Swan Lane junction, that may have redevelopment potential. Redevelopment having the **potential to enable both the***

architecture appearance and community benefit to be improved. The current site possesses rear car parking.

9.3 Employment Areas

9.3.1 The Sandhurst Employment Area is described within **NP Appendix 1, the Statistics and Supporting Information document, section 2, para 2.1.3**. It contains two salient elements: - Vulcan Way and the Lakeside Business Park. BFC designated the Sandhurst Employment Area (refer to BFLP Policy LP18). **The NP fully supports and encourages the intentions of BFLP Policy LP 18.**

9.3.2 Vulcan Way currently includes a local Royal Mail sorting office centre together with many businesses associated with the motor trade. Vulcan Way does, however, possess limited access for large HGVs from Sandhurst due to the low railway bridge restrictions in Swan Lane.

9.3.3 The Lakeside Business Park is also accessed from Sandhurst via Swan Lane. The business park contains modern small and medium units of merited architectural value. They possess a lakeside backdrop on their southeastern side. The units provide good quality employment to the area. The units incorporate both office space and that of light industry. There are satisfactory parking facilities within the park.

9.3.4 Due to the surrounding restriction of railway lines, lakes, Swan Lane and the Sandhurst sewage treatment plant there is little opportunity to expand the business area beyond that existing.

9.3.5 Notwithstanding the general comments from residents that there was a desire to retain the current level of retail units there was an overwhelming comment that no additional fast-food outlets (defined as Hot Food Takeaways) were required. This comment was also linked to concerns relating to the parking needs that Hot Food Takeaway outlets generated. The concerns were: -

- i) Additional parking being over and above that required for general retail in areas that were designed in the past when much lower car ownership was the norm.
- ii) Exacerbating road safety issues.
- iii) Parking associated with Hot Food Takeaway outlets, located within the Sandhurst retail areas, that had the potential of reducing available parking provision for the general retail units. For the locations of the Sandhurst retail areas refer to **NP Appendix 1 Sandhurst Statistics**

and Supporting Information document section 2, para 2.1.1.

Objectives: - To maintain the current number of retail units within the settlement of Sandhurst. To encourage redevelopment of existing retail units of low architectural quality.

To support business facilities that are located within the designated employment area.

To discourage the provision of more Hot Food Takeaway outlets, unless it can be demonstrated that reasonable measures have been instigated in an attempt to retain the current retail or commercial usage and adequate carparking provision can be made and road safety is not compromised.

Policy NP/ERB 1. Retail: - Proposals will only be supported if they:

-

- 1) Do not lead to the net loss of existing floorspace associated with employment and/or retail.
- 2) Do not adversely impact on residential properties by odour, noise, dust, vibration, or excess traffic movement.
- 3) Proposals for change of use from current residential, retail or commercial to **Hot Food Takeaway** outlets will not be supported unless: - It has been demonstrated that vacancies exist despite genuine and reasonable attempts to let, lease or sell the related property.
- 4) Adequate parking provision, associated with Hot Food Takeaways, can be made, traffic congestion will not result, and road safety will not be compromised.

9.3.6 NP/ERB 1, enhances and supports BFLP, Policies LP 44 (Protection of community facilities and services) and LP 58 (Pollution and hazards).

9.3.7 Where there is a proposed change of use from a residential, retail, or commercial development to a **Hot Food Takeaway** outlet, any additional carparking spaces required, when compared to its previous usage, must be provided. All parking assessments to be based on the current BFC Parking Standards Supplementary Planning Document, (using its 'Hot Food Takeaway designation'), and calculated as follows: -

- i) Where a Hot Food Takeaway outlet has its own and specific carparking provision the related spaces can be included in calculating the parking provision for the outlet.

- ii) Where it is intended that Hot Food Takeaway parking utilises, or part utilises, parking provision (that is that associated with nearby residential, commercial, or retail usage) consideration must be given to any shortfalls that may exist in respect of the overall parking for the area. Where such a shortfall cannot be mitigated the Hot Food Takeaway application should be refused.

9.3.8 For potential Hot Food Takeaway outlets located in or near to Yorktown Road developments will be considered to be in a sensitive location and will additionally require a Transport Statement.

9.3.9 **For a new build Fast Food Takeaway outlet the parking requirements set out within NP para 9.3.7 will also apply. Where a new build Hot Takeaway outlet is in or near Yorktown Road a Transport Statement must be provided.**

10 **Energy and Climate Change**

10.1 **Energy and Climate Change Introduction:** - National Planning Policy Framework (NPPF) section 14 notes that the planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water supply, storm and flood risk. To shape places to contribute to radical reductions in greenhouse gas emissions and support renewable and low carbon energy and associated infrastructure. The NP, in conjunction with related BFLP policies LP55 and LP66 sets out how local issues can contribute to the parameters and intent as described within the NPPF and the BFLP.

10.1.2 **Section 10 of the NP document (Energy and Climate Change) to be read in conjunction with the other NP Sections, 4 (Design) and 5 (Environmental).**

Objectives: - To support the intentions of the NPPF and the BFLP by encouraging local initiatives to minimise greenhouse gas emissions, encourage renewable energy sources.

Policy NP/ECC 1. Energy Saving: -

- 1) New housing and commercial developments will be encouraged to incorporate into their design the following energy-saving and sustainable benefits: -
 - a) Encouragement will be given to south-facing orientation of habitable rooms of residential developments to provide

- passive solar gain together with maximising the roofing area available for the potential efficient installation of solar panels.
- b) Encouragement will be given to the installation of solar panels and battery storage provision for both residential and commercial developments.

10.1.3 Policy NP/ECC1 enhances and supports BFLP Policies, LP55 (Sustainable construction) and LP56 (Renewable and low carbon energy).

10.2 Heat Pumps

10.2.1 The installation of Air Source Heat Pumps (ASHP) on existing properties should comply with all of the restrictions noted within the BFC publication dated 28th May 2025 (Air Source Heat Pumps) or any updates of that publication. The BFC publication also records situations where planning permission would be required.

10.2.2 Where viable and ground conditions permit encouragement would be given to ground source heat pumps as these are generally more efficient than ASHPs and reduce problems associated with visuals and noise.

Policy NP/ECC 2. Heat Pumps

1) Encourage dwellings to utilise ground source heat pumps.

a) Encourage communal boreholes or trenched-based pipework systems to serve individual dwelling's ground source heat pumps.

b) Where ground source heat pumps are not viable or due to ground conditions support will be given to proposals for other heat pumps.

2) Air Source Heat Pumps (ASHP): - Demonstrate a heat pump layout that minimises operational noise levels. Where excess noise could be experienced acoustic screening will need to be provided. Proposals for ASHPs shall only be acceptable where BFC's Environmental Health Partner raises no objection and be based upon the most up to date guidance in force at the time of determination. The ASHP should be situated where it will have the least impact on the appearance of the local area. This would generally mean locating the ASHP to the rear of a dwelling. Where this is not practical the unit should be screened from view.

- 10.2.3** Noise reduction requirements related to the installation of heat pumps will need to comply with the intentions of BFC's '**Noise guidance note for planning applications**' document of March 2025 (or as updated).
- 10.2.4** Installation of a single ASHP will be permitted to be installed, via permitted development, if the installation meets all of the requirements of the BFC 'Air source heat pumps' document dated 17th October 2025 (or as updated).
- 10.2.5** Installation of two or more ASHPs on a detached dwelling or more than one on any other type of dwelling will be required to submit a planning application.
- 10.2.6** **Policy NP/ECC 2 enhances and supports BFLP Policy LP 56.**

11 Reference Documents

The following documents relate to references both within the NP and **NP Appendix 1, Sandhurst Statistics and Supporting Information document.**

Bracknell Forest Council produced documents: -

Air source heat pumps

Ambarrow Court.

Ambarrow Hill and Court SANG Maintenance Plan for Thames Basin Protection Area (SPA) Mitigation Works.

Authority Monitoring Report 2022-2023: Housing.

Biodiversity Action Plan 2018-2023.

Bracknell Forest Character Area Assessment (Supplementary Planning Document) Chapter 2 Sandhurst Study Area (adopted July 2006).

Bracknell Forest Local Plan 2024

Bracknell Forest's superseded Local Plan 2002.

Central and Eastern Berkshire Joint Minerals and Waste Plan.

CTAA 2022 Final Report (dated March 2022).

Figure 4, Landscape Clarification.

Highways Guide for Development, Street scene Annex 1.

Horseshoe Lake.

Horseshoe Lake Enhancement.

Horseshoe Lake Suitable Alternative Natural Greenspace Plan for Specialist Protection Area (SPA) Mitigation Works, June 2020.

Local Flood Risk Management Strategy (2017-2020.)

Local List.

Local Transport Plan 3, Summary Report 2011 to 2026.

Local Transport Plan 3, Core Strategy and Implementation Plan 2011-2026.

Noise guidance for planning applications

Parking Standards Supplementary Planning Document (March 2016).

Parks and Open Spaces Strategy (2012)

Planning Commitments for Employment Uses at 31st March 2024.

Planning Commitments for Housing at 31st March 2024.

Policies Map 4, Sandhurst and Crowthorne (July 2013) Now superseded by the BFC Local Plan 2024 policies map.

Rights of Way Improvement Plan (2017-2027)

Sandhurst Town boundary recognition May 2023.

School Places Plan and Capacity Strategy 2023-2028

Shepherd Meadow and Memorial Park

Shepherd Meadow and Memorial Park leaflet.

Shepherd Meadow Open Space Management Plan for Thames Basin Heaths Special Protection Area (SPA) Mitigation Works, July 2009.

Snaprails Park.

Strategic Flood Risk Assessment (SFRA), July 2018.

Thames Basin Heaths Special Protection Area Supplementary Planning Document, April 2025.

Tree Strategy 2017.

Water Cycle Study, Phase 1, December 2017.

Other reference documents: -

Blackwater Valley Countryside Partnership (2002) Planning Strategy Document (and subsequent updates).

Census 2021.

Government Guidance Notes: - Travel Plans, Transport Assessments and Statements.

Office of National Statistics (housing data for Sandhurst).

Localism Act 2011.

NPPF (December 2024)

TBH SPA (designation in March 2005).

Tri-Lakes Country Park (Southeast England, official tourist website)

12 Maps

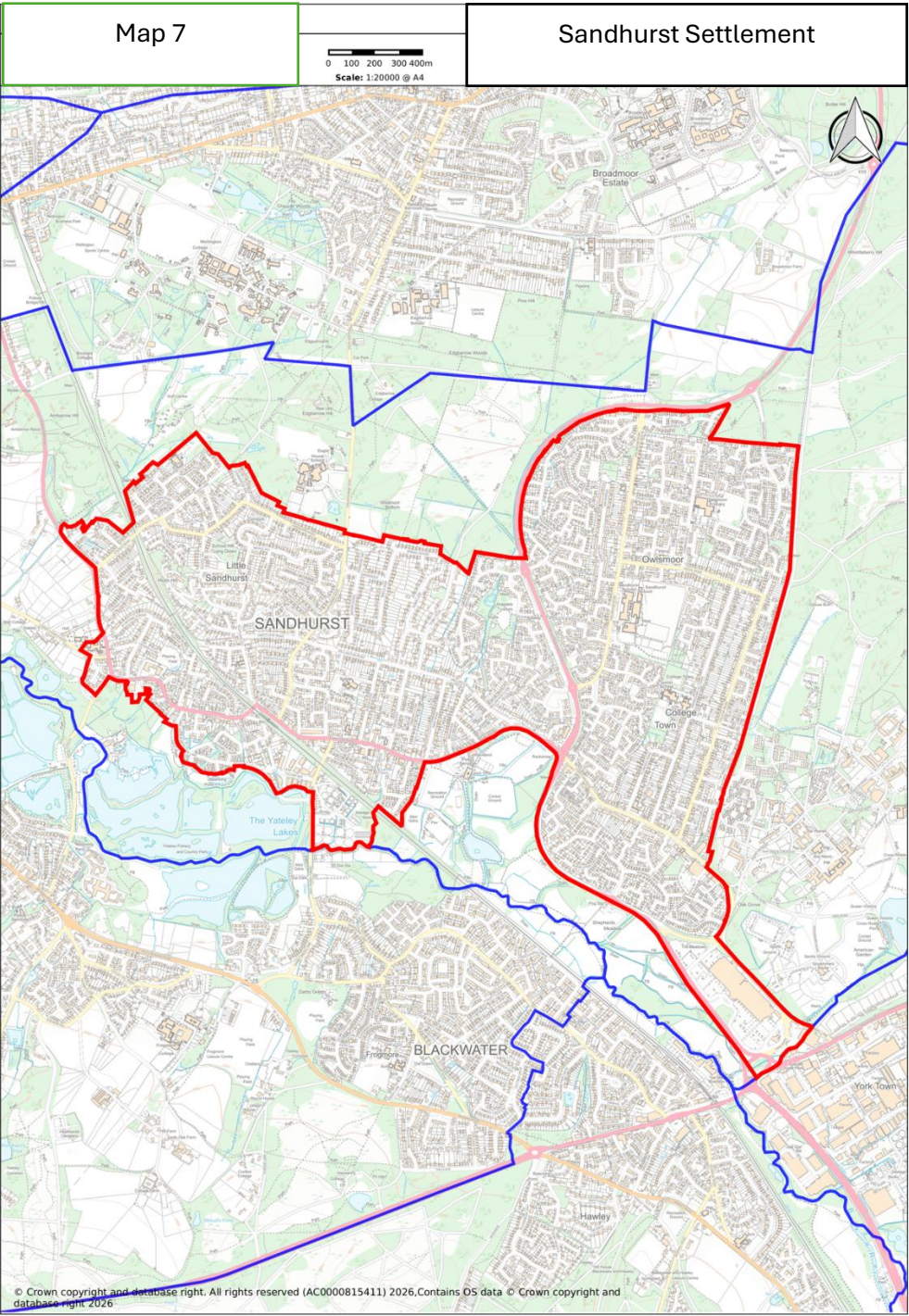
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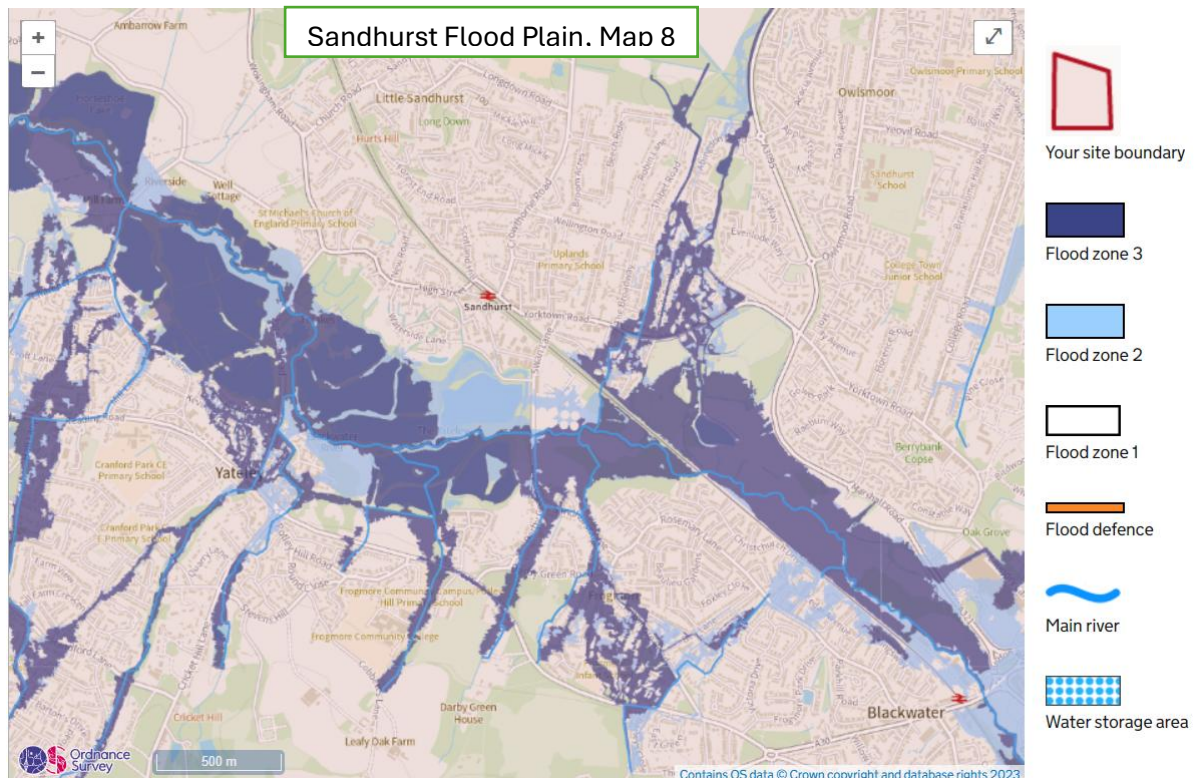
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Map 7. The Settlement of Sandhurst.



Map 8. Sandhurst Flood Plain Map

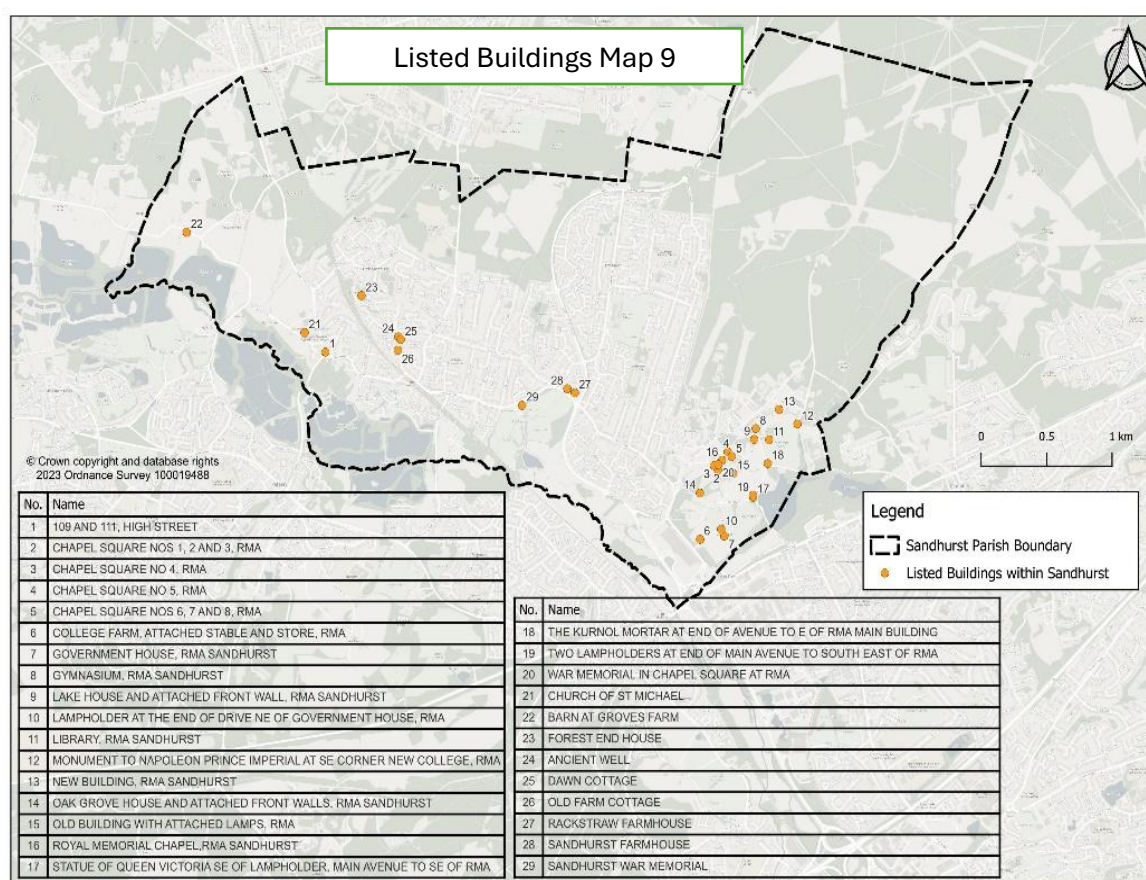


Map 8, above, shows the flood plain information as of January 2024.

The Government flood plain information (as of January 2024) relating to Sandhurst is shown above. It should be noted that much of the areas near the River Blackwater are classified as being Flood Zone 3 category (best estimate, without flood defences, of 1 in 100 or greater chance of flooding each year). Similar flood risk classification also applies to local areas east of Thibet Road and The Broadway. The Flood Zone 2 areas have a reduced flooding risk (less than 1% chance per year). A flood being identified where land not normally covered by water becomes covered by water. With the defined Flood Zone this includes water arising from heavy rainfall, groundwater and riverbanks being breached. It does not include water arising from sewerage systems, unless wholly or partly caused by an increase of rainwater entering the system and burst water mains.

BFC instigated a Local Flood Risk Management Strategy (2017-2020). The Sandhurst Neighbourhood Plan would intend to comply with the Management Strategy.

Map 9. Sandhurst Listed Buildings



Map 9, above, illustrates the location of the Listed Buildings within Sandhurst.

Locally Listed Buildings: -

These are buildings taken from the Bracknell Local List. Whilst not formally listed, they are considered by the Council as of local importance for reasons of their architectural, historical, social, and environmental significance: -

Liberta House, Scotland Hill Sandhurst GU47 8JR

College Town Infants School, Branksome Hill Rd, Sandhurst GU47 0QF

Caves Farmhouse, 33-35 High Street, Sandhurst GU47 8EB

Eagle House School, Crowthorne Road, Sandhurst GU47 8PH

1-8 Laurel Terrace, High Street, Little Sandhurst GU47 8 LY

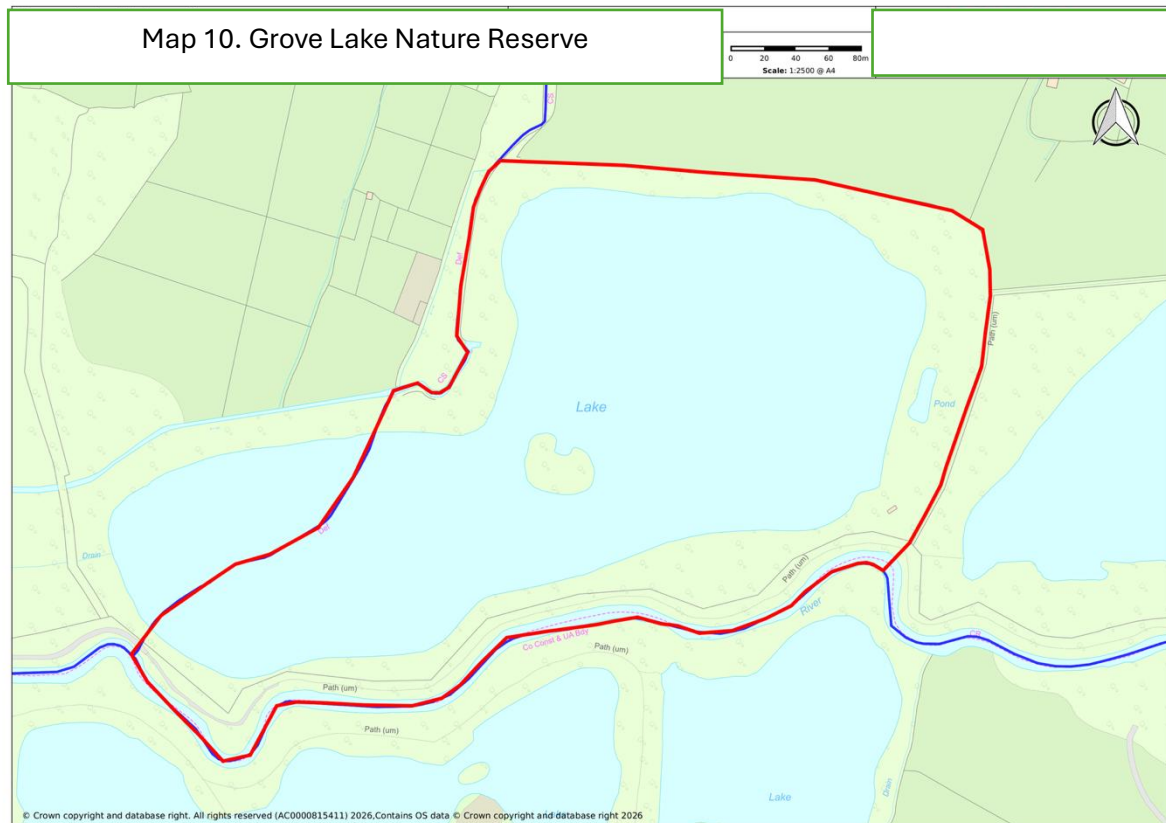
1 Longdown Road, Sandhurst GU47 8QG

Poppy House, 12 Wellington Road, Sandhurst GU47 9AN

55 Mickle Hill, Sandhurst GU47 8QU

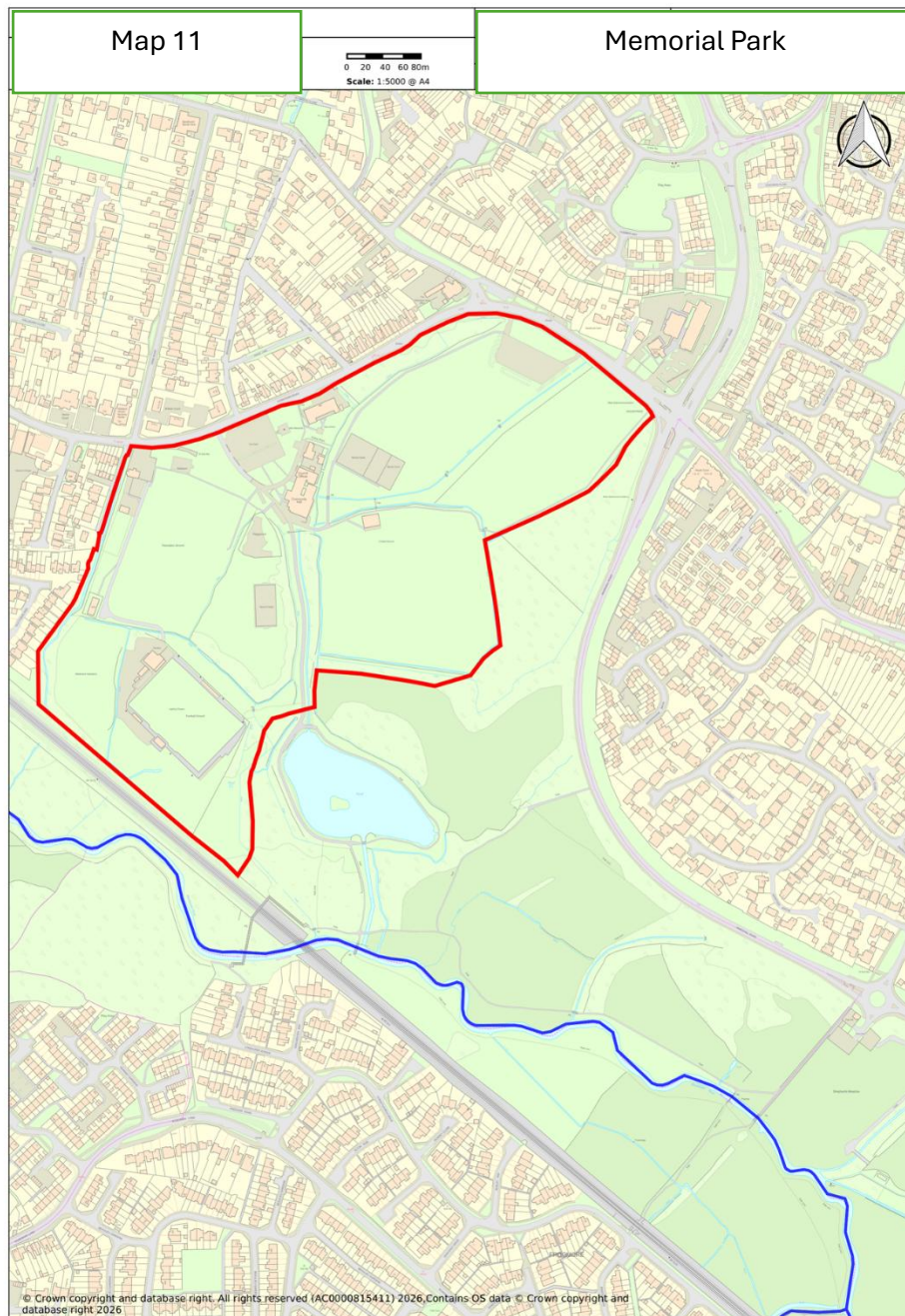
Rivermead House, 2-4 Lower Church Road, Sandhurst GU47 8HN
Rose and Crown, 108 High Street, Sandhurst GU47 8 HA
Rose Cottage, 122 High Street, Sandhurst GU47 8HA
Baptist Chapel, 108 Yorktown Road, Sandhurst GU47 9BH
Sandhurst Lodge, Wokingham Road, Crowthorne RG45 7QD
Sandhurst Lodge Farm, Ambarrow Lane, Little Sandhurst GU47 8JF
St Michael's School, Lower Church Road, Sandhurst GU47 8HN
Slate House, 26 Wellington Road, Sandhurst GU47 9AN
The Bird in Hand (public house), High Street, Little Sandhurst GU47 8LQ.
The Wellington Arms (public house), Yorktown Road, Sandhurst GU47 9BN.
The White Swan (public house), 10 Swan Lane, Sandhurst GU47 9BU.

Map 10. Grove Lake



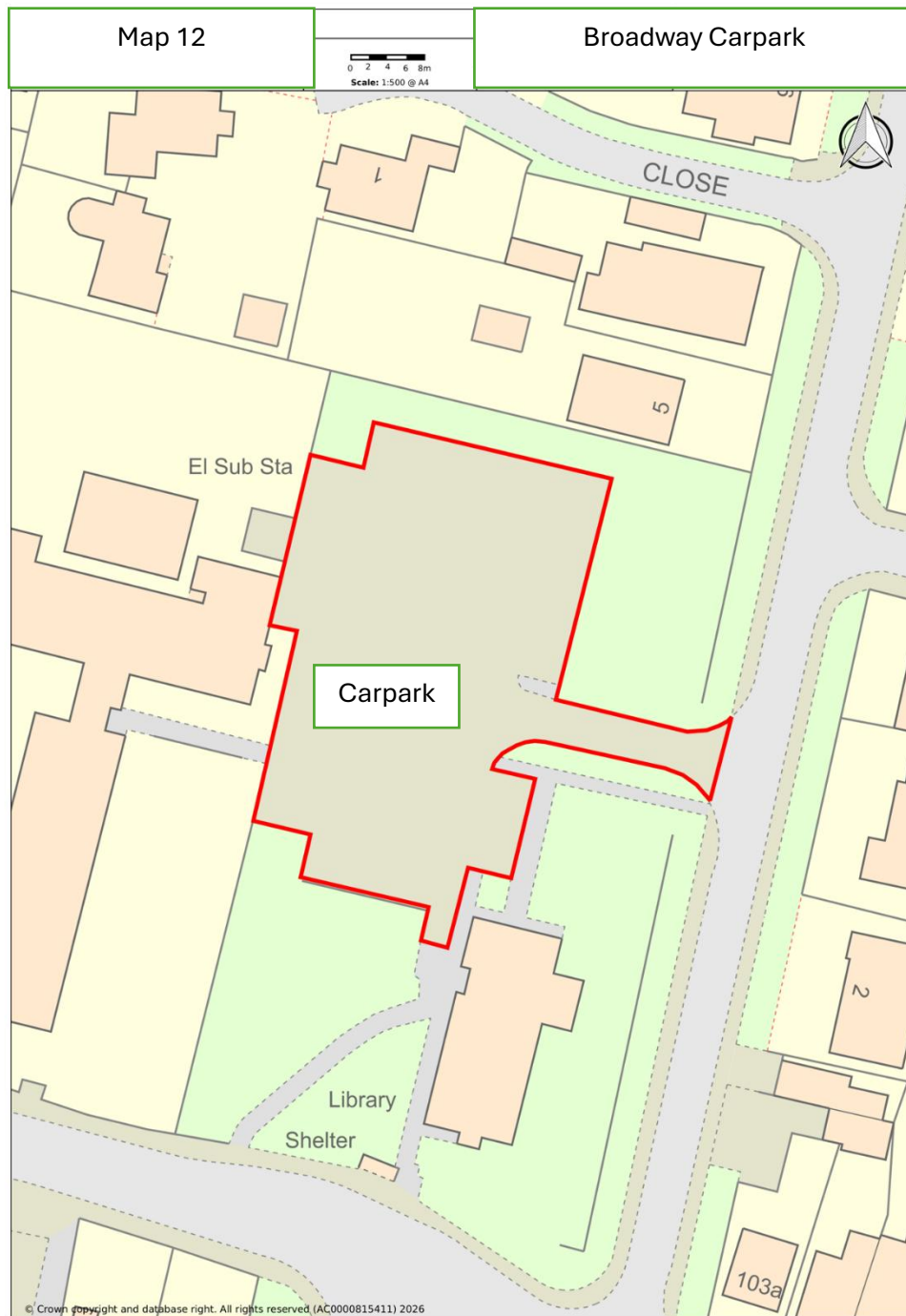
It should be noted that the western and southern boundaries of the Grove Lake Nature Reserve (within Sandhurst) coincide with the Sandhurst boundary.

Map 11. Memorial Park

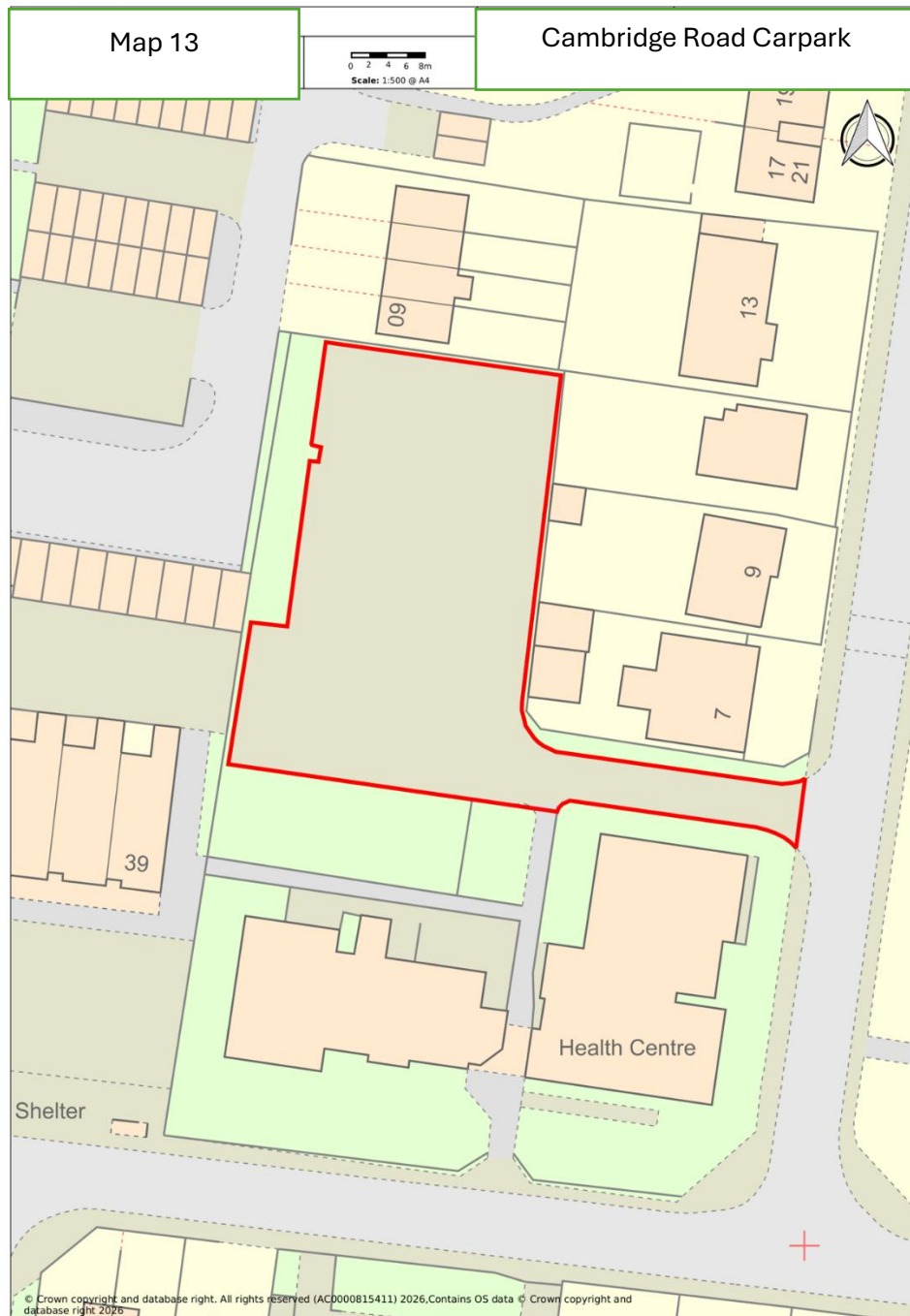


The map above shows the area of Memorial Park that is located outside of the Shepherd Meadow SANG.

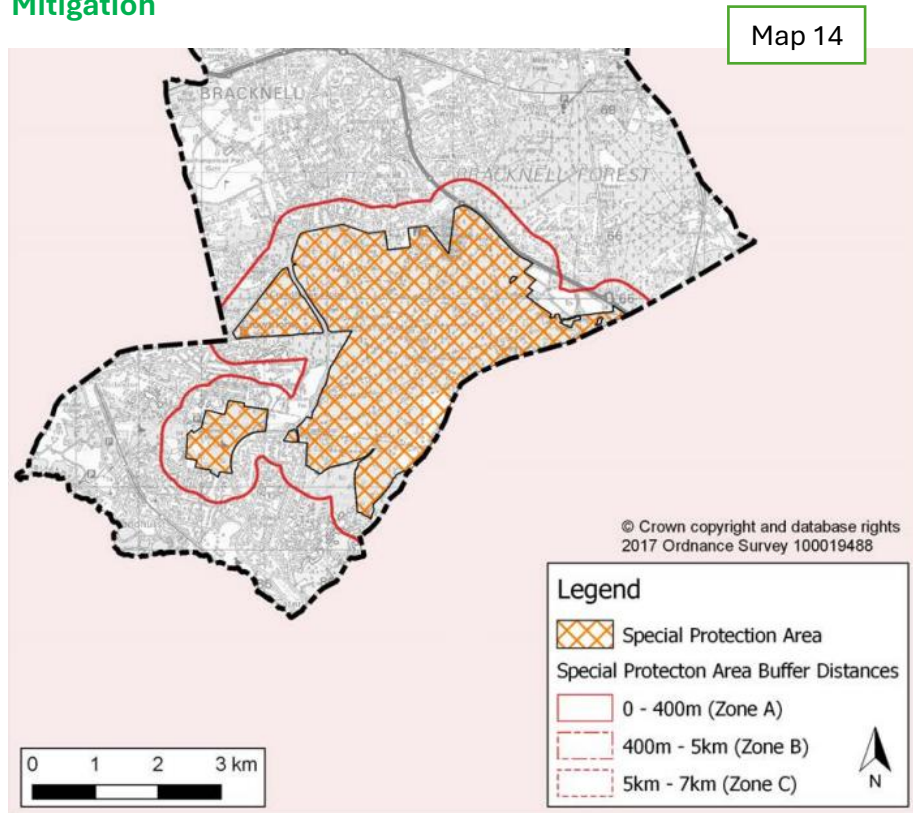
Map 12. Broadway Carpark



Map 13. Cambridge Road Carpark



Map 14: - Thames Basin Heath Special Protection Area (TBH SPA), Mitigation

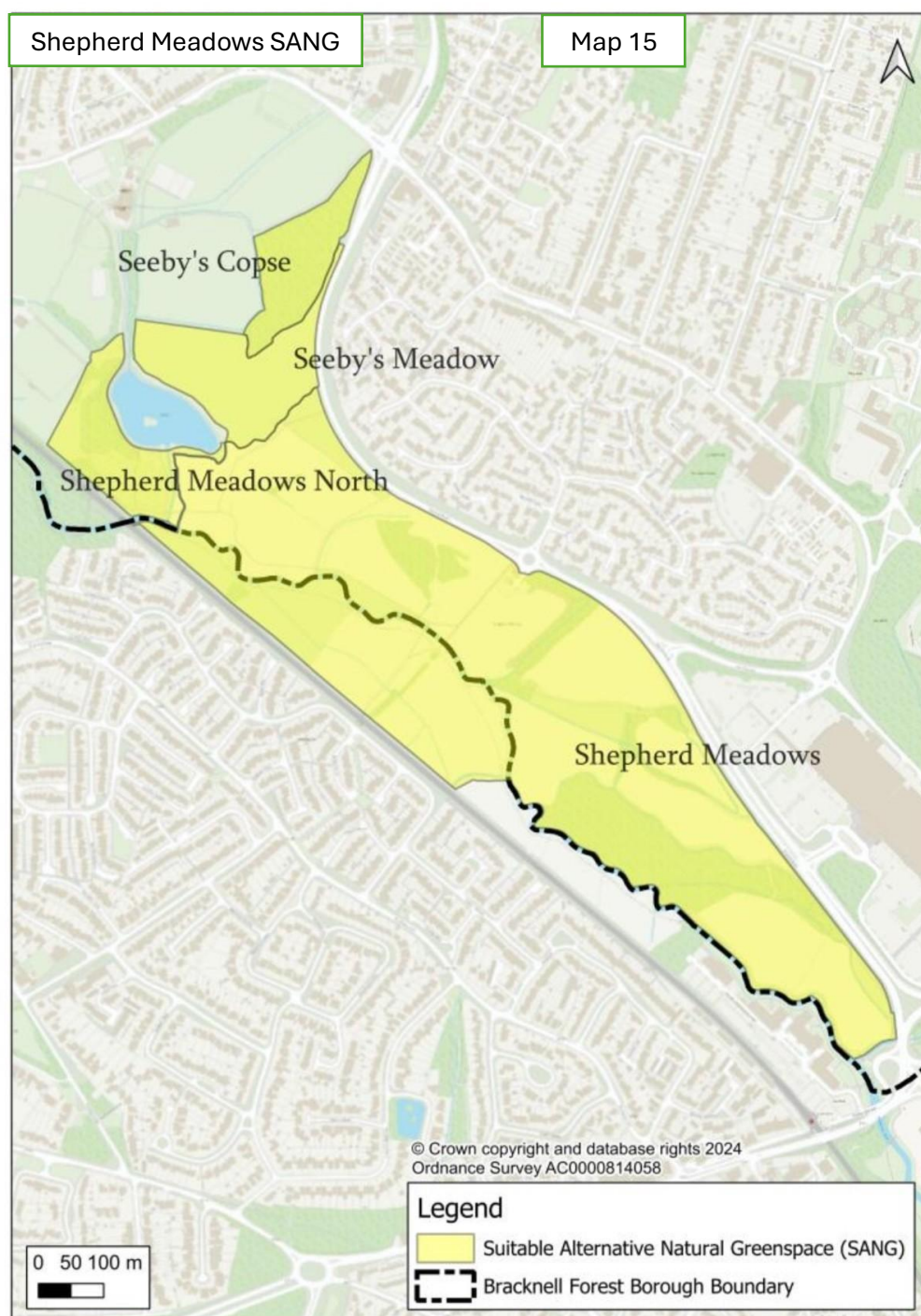


Map 14, above, shows the Thames Basin Heaths Special Protection Area and related buffer Zones. Zone A buffer zones (within a straight-line distance of 400m of the TBH SPA) and the Zone B buffer zones (within a 400m to 5km straight line distance of the TBH SPA).

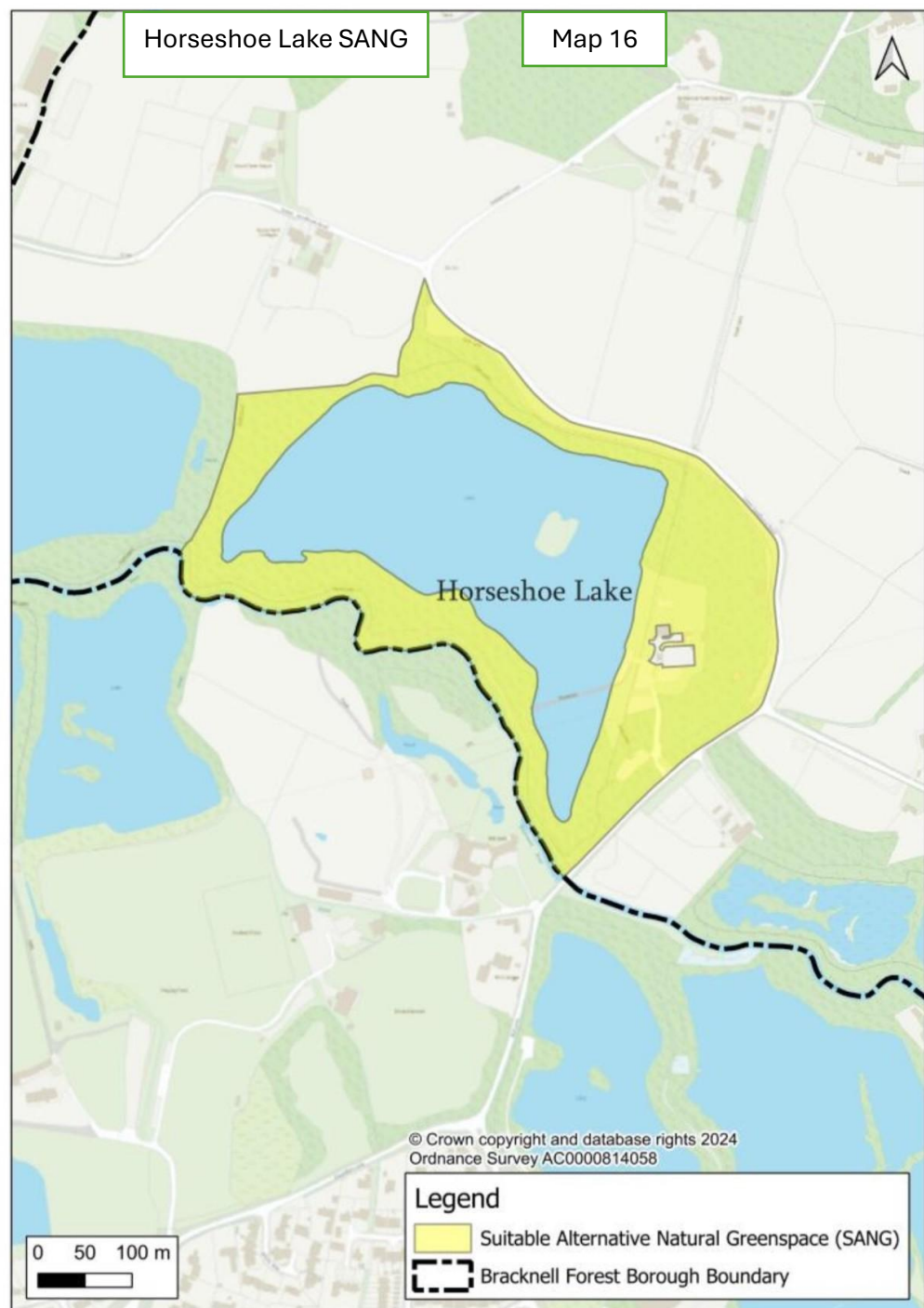
BFC recognise the importance of the TBH SPA as the area is protected by UK legislation (refer to BFC's 2024 Local Plan. Policy LP32). Elements of the TBH SPA are located in Sandhurst within land comprising Edgbarrow/Wildmoor Heath. It would be the intention of the Sandhurst Neighbourhood Plan to reflect and encourage the intentions of the TBH SPA. BFLP Policy LP32 seeks to ensure that there are no likely significant effects on the TBH SPA. One of the key issues is the effect of human activity on internationally important rare birds of the TBH SPA. These include Woodlark, Nightjar and the Dartford Warbler. Further information regarding the TBH SPA and related planning matters can be found within the BFC publication 'Thames Basin Heaths Special Protection Area Supplementary Planning Document' dated April 2025.

In order to attract people away from the TBH SPA areas Suitable Alternative Natural Green Spaces (SANG) are designated. The SANG areas providing alternative recreational land to attract visitors.

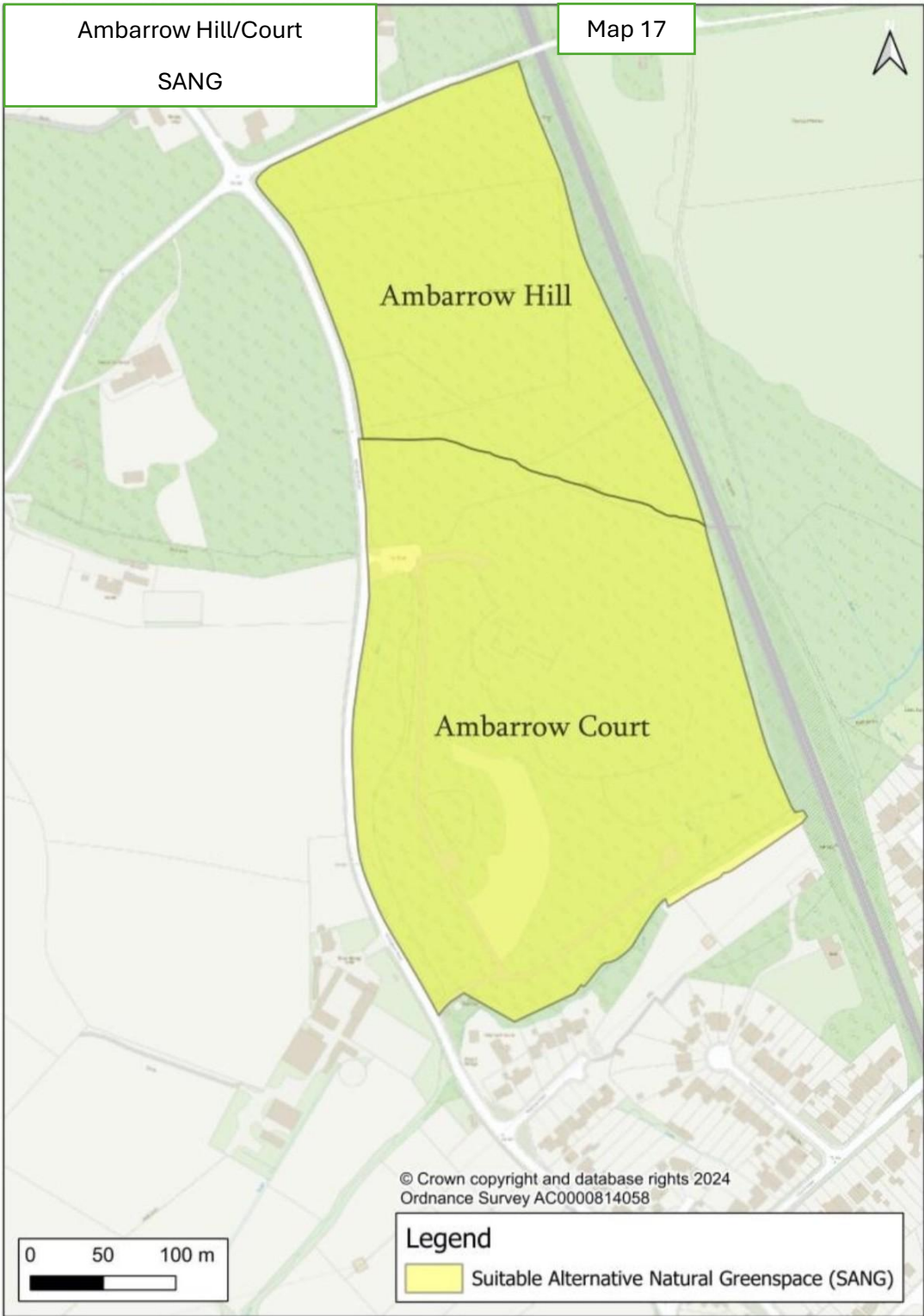
Map15. Shepherd Meadow SANG



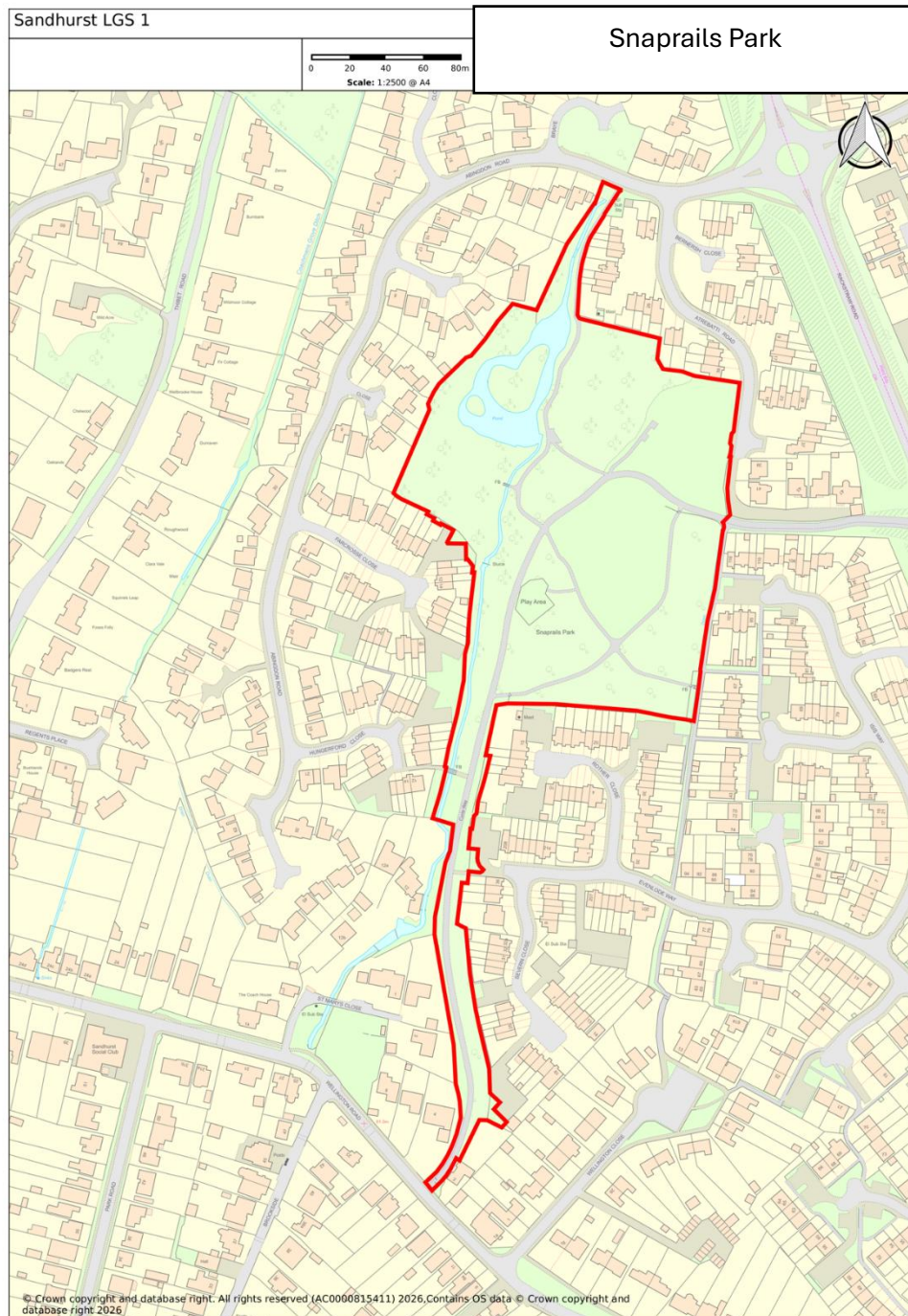
Map 16. Horseshoe Lake SANG



Map 17. Ambarrow Hill/Ambarrow Court SANG



Map LGS 1. Snaprails Park



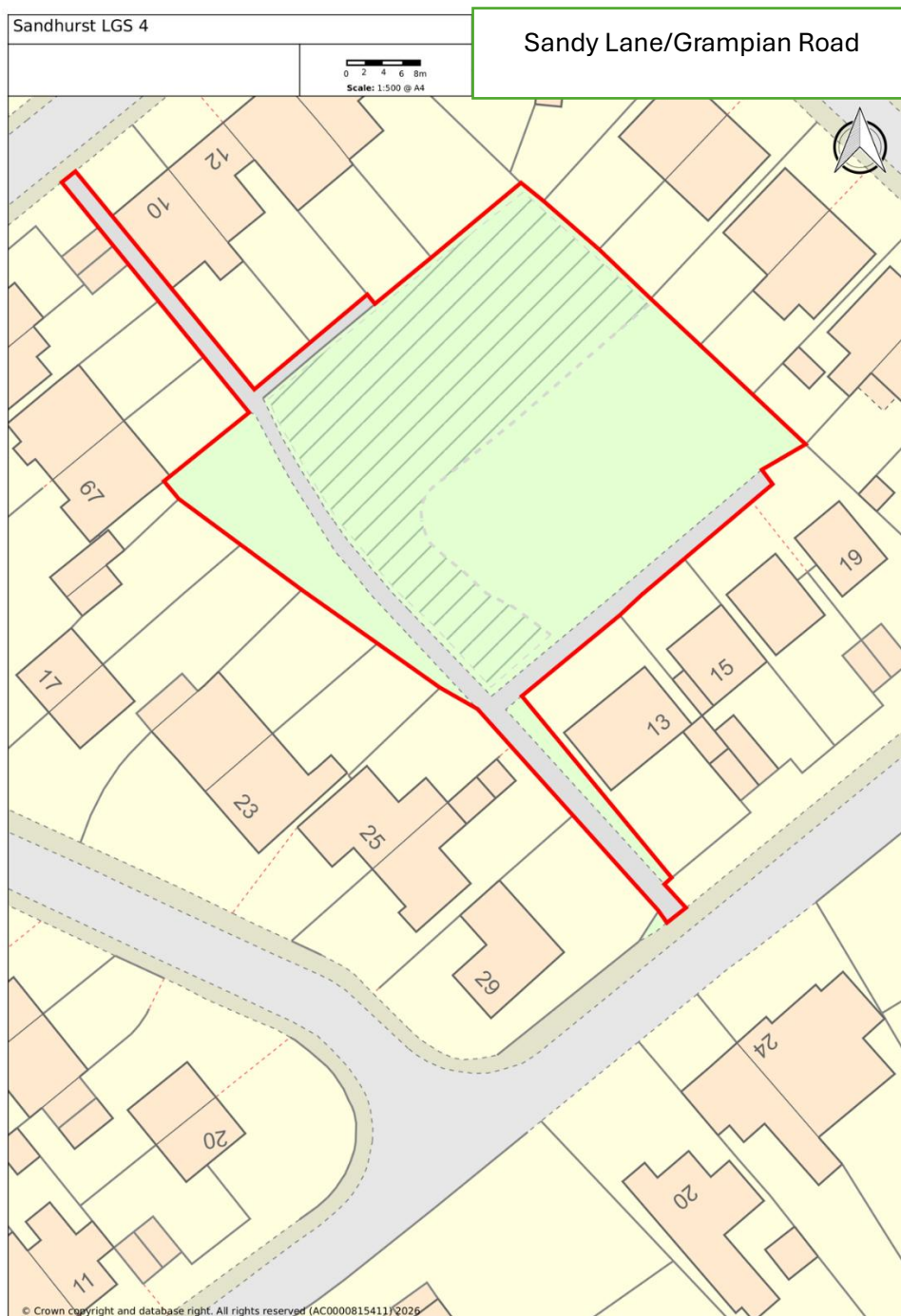
Map LGS 2. Owlsmoor Park



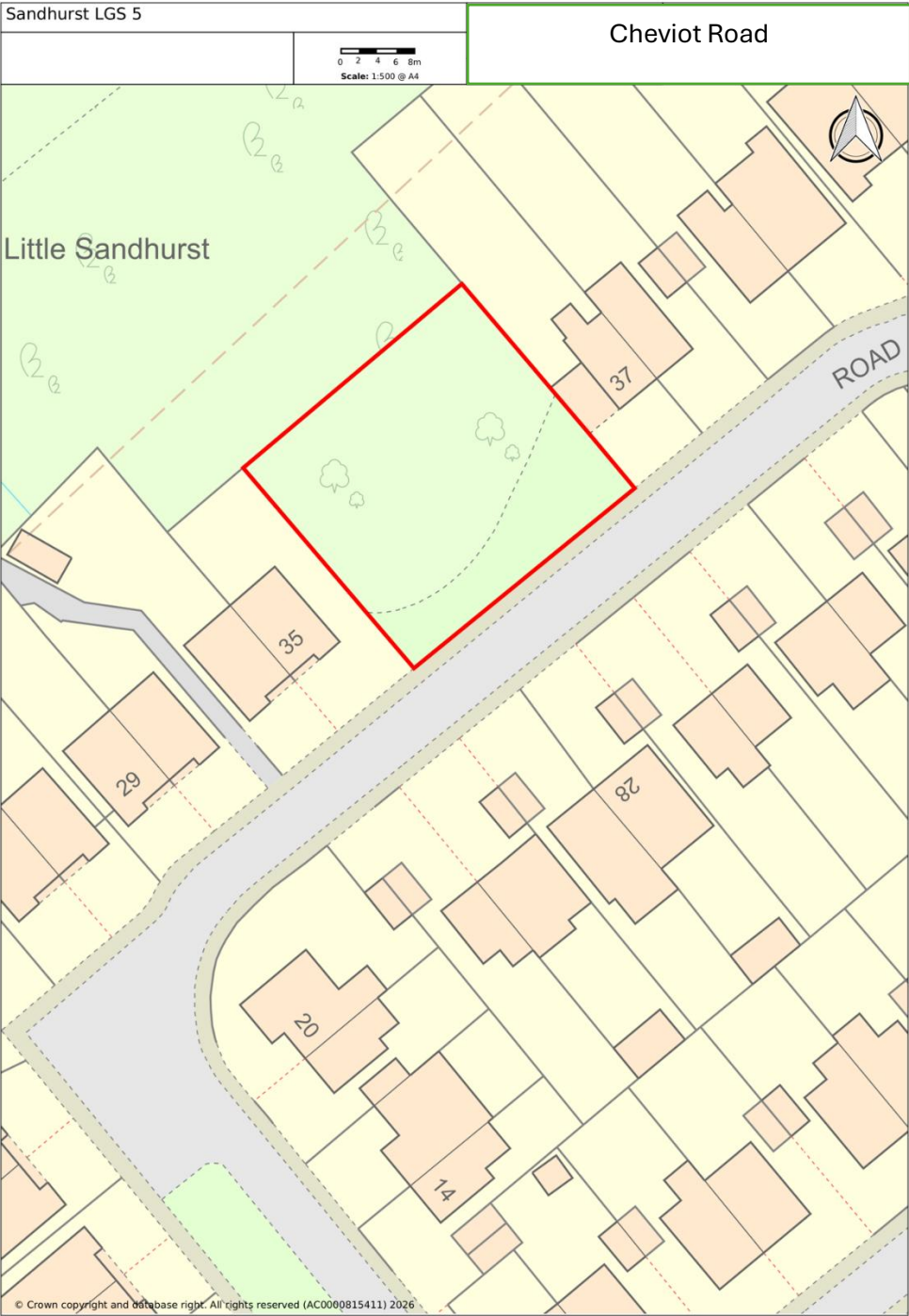
Map LGS 3. School Hill



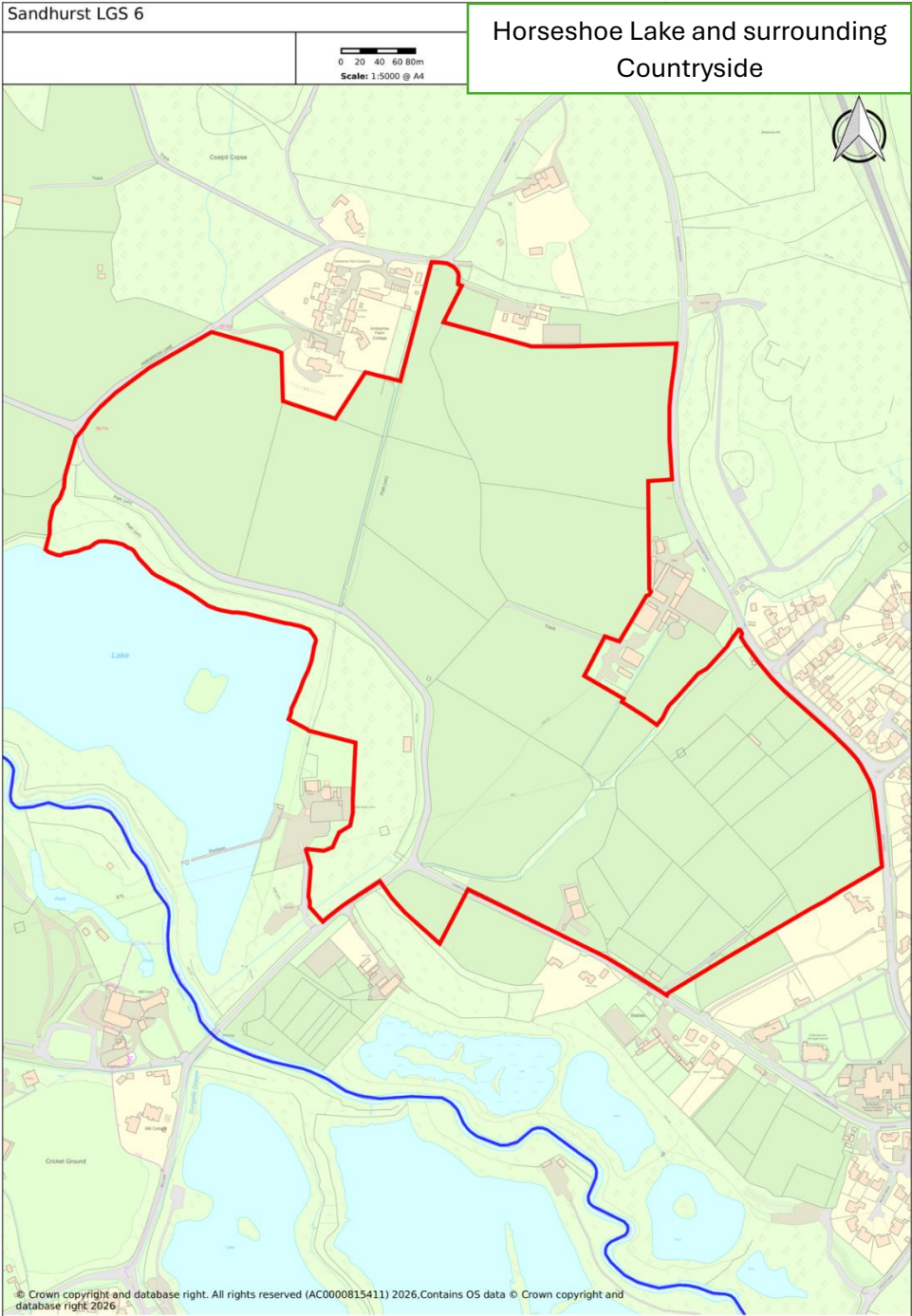
Map LGS 4. Sandy Lane/Grampian Road



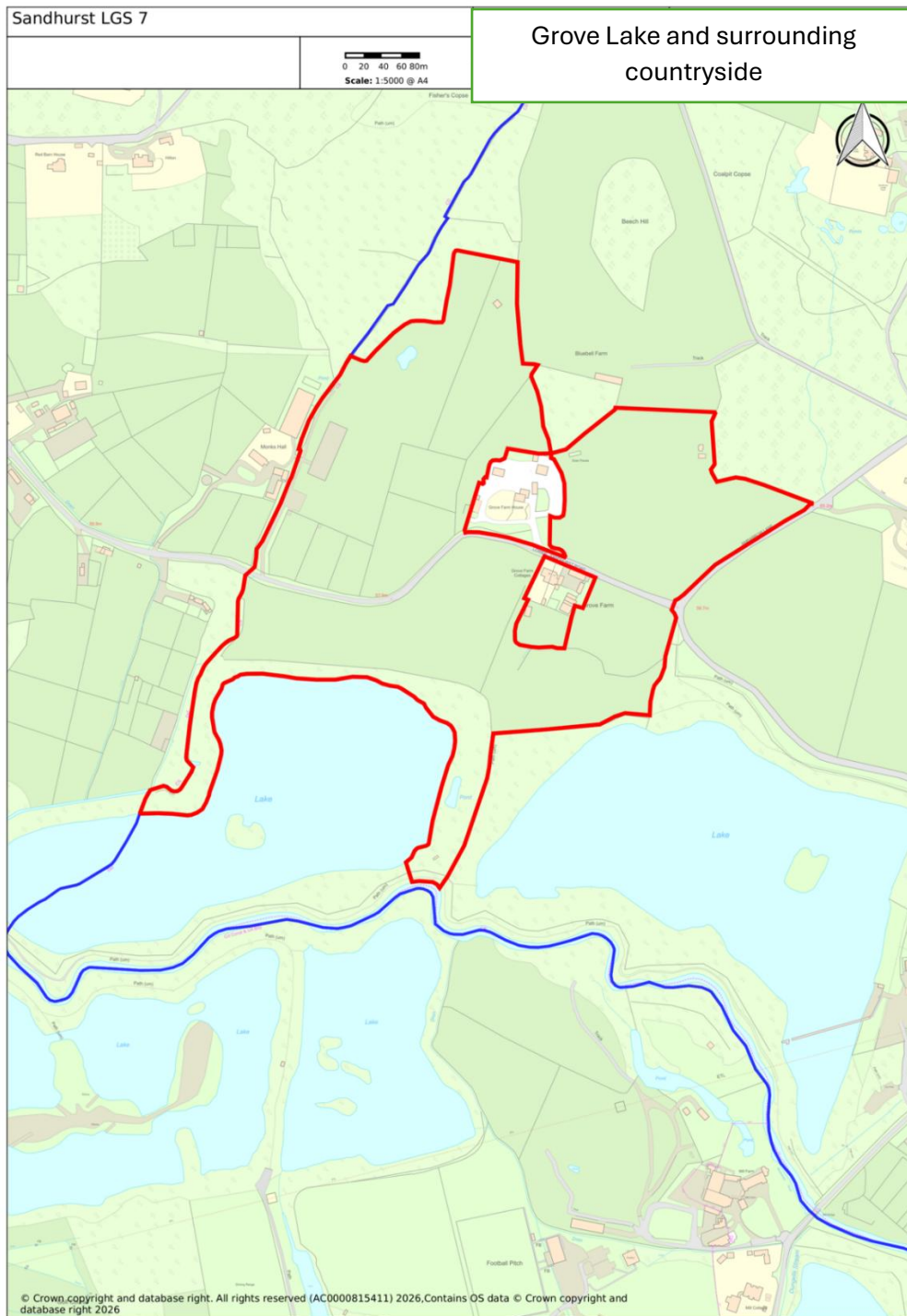
Map LGS 5. Cheviot Road



Map LGS 6. Horseshoe Lake and surrounding countryside

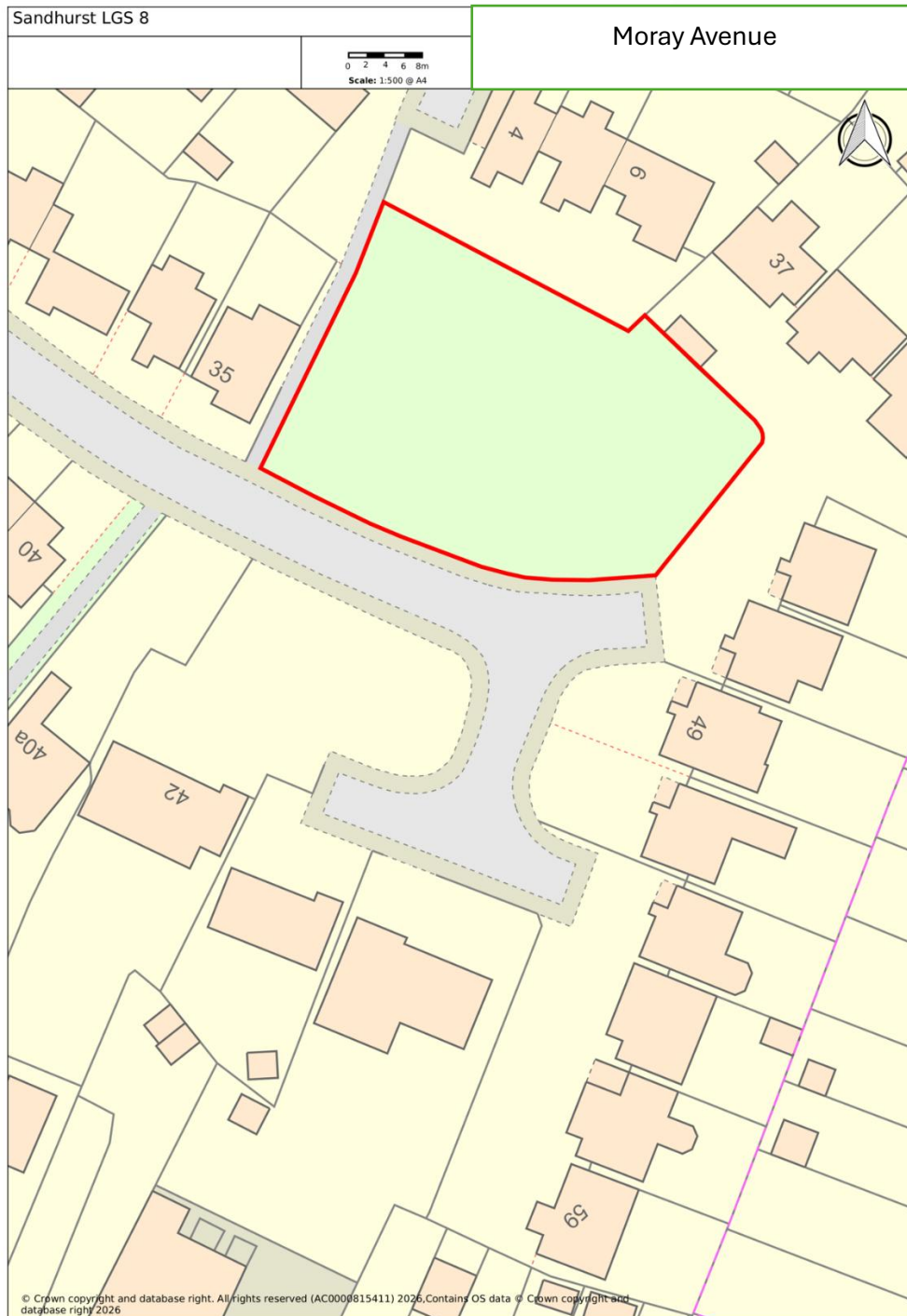


Map LGS 7. Grove Lake and surrounding countryside

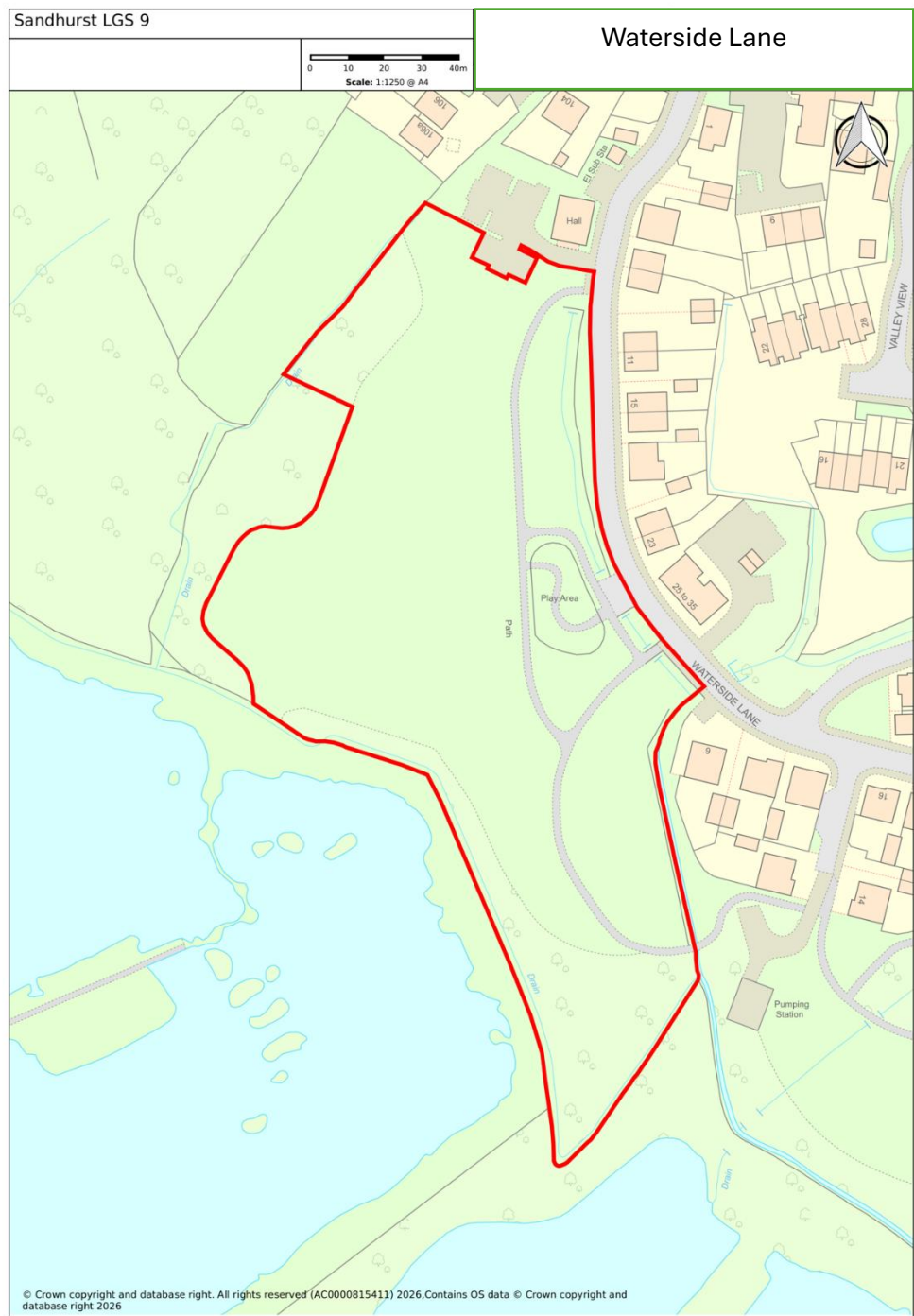


Note: - The two areas shown of Map LGS 7 that relate to the grounds of properties in Lower Sandhurst Road are not included within the Local Green Space (LGS 7) designation. The Sandhurst Town boundary is shown by the solid blue line. The Sandhurst Town boundary coincides with the western boundary of LGS 7.

Map LGS 8. Moray Avenue



Map LGS 9. Waterside Lane



Map LGS 10. Berrybank Copse

