

**ITEM NO: 7**

Application No.  
**17/00888/FUL**

Site Address:

Ward:  
College Town

Date Registered:  
9 August 2017

Target Decision Date:  
4 October 2017

**414 Yorktown Road College Town Sandhurst  
Berkshire GU47 0PR**

Proposal:

**Section 73 application for the removal of condition 14 (opening hours) of planning permission 00/00539/FUL, which states the gym "shall not be open to customers outside the following times: 1100 to 2100 hours Monday to Friday and 1100 to 1800 hours on Saturdays" to allow for a 24 hour gym.**

Applicant:

Mr Neil Bozzoni

Agent:

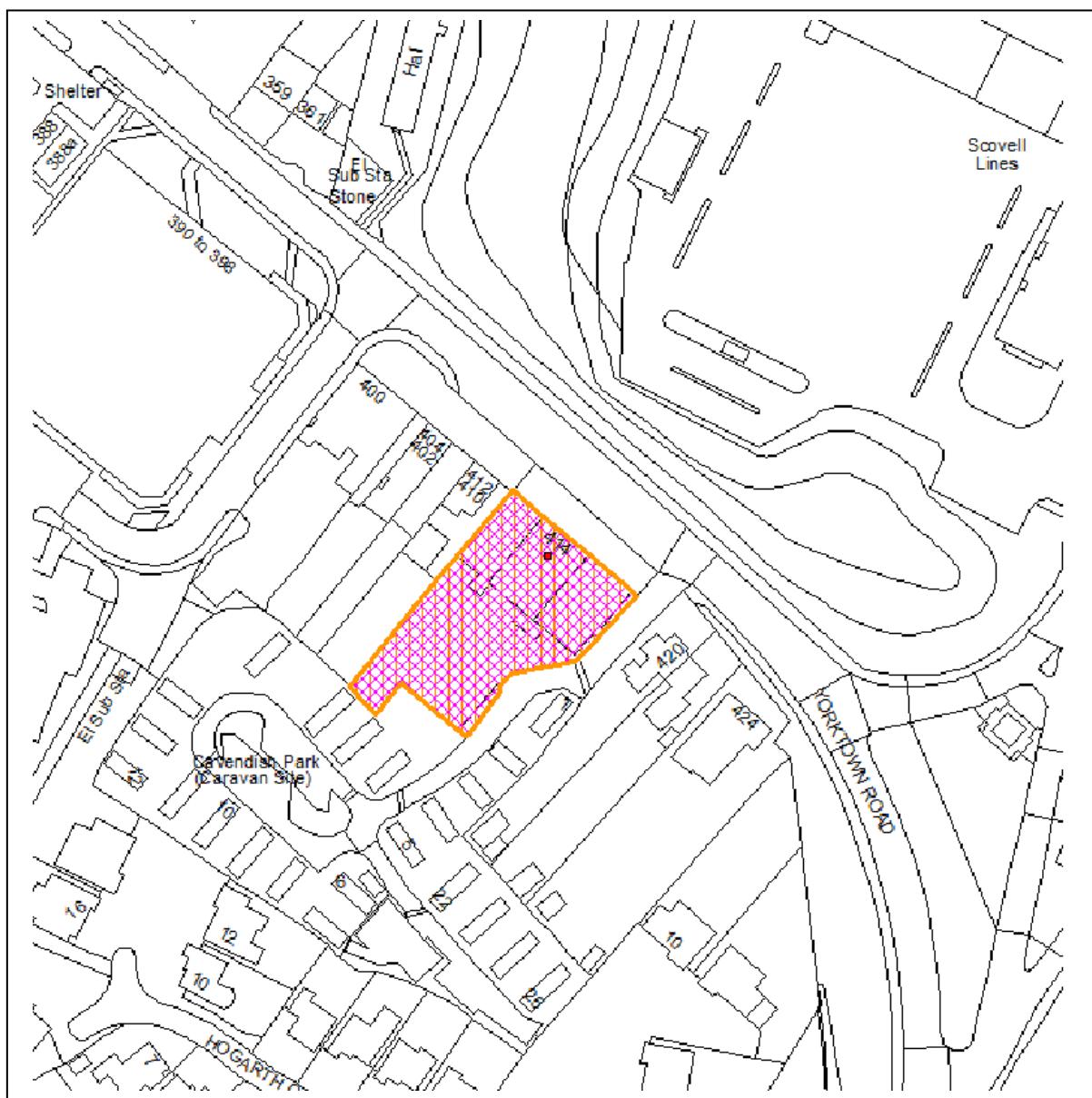
Ms Susan Long

Case Officer:

Michael Ruddock, 01344 352000

[development.control@bracknell-forest.gov.uk](mailto:development.control@bracknell-forest.gov.uk)

**Site Location Plan** (for identification purposes only, not to scale)



## **1. SUMMARY**

1.1 The proposed development is for the removal of Condition 14 of planning application 00/00539/FUL. This condition restricts the opening hours of the unit, and as such its removal would allow for 24 hour opening.

1.2 The proposed development relates to a site within the settlement boundary and it would result in minimal impact on the streetscene or the character and appearance of the area. It is not considered that the development would result in an unacceptable impact on highway safety.

1.3 A previous application was refused due to concerns the development would result in harm to the living conditions of the neighbouring occupiers in Cavendish Park caused by an increase in noise and disturbance from the use of the car park. The current application proposes additional mitigation measures to overcome that reason for refusal.

<b>RECOMMENDATION</b>
Planning permission be granted subject to conditions in Section 11 of this report

## **2. REASON FOR REPORTING APPLICATION TO COMMITTEE**

2.1 The application is reported to the Planning Committee at the request of Councillor Dudley and Councillor McKenzie due to concerns that the development would result in harm to the living conditions of the neighbouring occupiers in Cavendish Park due to an increase in noise and disturbance from the use of the car park.

## **3. PLANNING STATUS AND SITE DESCRIPTION**

<b>PLANNING STATUS</b>
Within Defined Settlement
'Town Centre' location

3.1 No.414 Yorktown Road is an approximately 30m wide building fronting Yorktown Road that consists of a two storey gym, two ground floor retail units, two first floor residential flats and a first floor dance studio. A car park that is owned and managed by the gym is located to the rear of the building with access to the side underneath the dance studio element. Access to the site is off Yorktown Road, a classified 'C' road.

3.2 At the sides, the site is bordered to the north west by properties that have retail units at ground floor level with flats above. To the south east the site is bordered by No.420 Yorktown Road, a residential dwelling. At the rear beyond the car park, the site is bordered by Cavendish Park, a mobile home park consisting of twenty five park homes.

## **4. RELEVANT SITE HISTORY**

4.1 Application 614171 - Erection of a three storey building comprising 300m<sup>2</sup> retail and 500m<sup>2</sup> (A2) office floor space, with car parking at rear – APPROVED 1989

4.2 Application 00/00539/FUL - Erection of two storey side and single storey rear extensions to form enlarged gym (at ground and first floor level), new ground floor shop unit and new 2 bedroomed flat at first floor level with car parking to rear involving removal of existing detached building to rear – APPROVED 2000

4.3 Application 01/00605/FUL - Retention of first floor rear extension forming office and staff room ancillary to gym, 8no. rooflights and changes to fenestration and door design from those approved under planning permission 00/00539/FUL – APPROVED 2002

4.4 Application 02/01018/FUL - Erection of two storey side extension forming dance studio at first floor level with existing access to car park, and car parking, below – APPROVED 2004

4.5 Application 16/01122/FUL - Section 73 application for the removal of condition 14 (opening hours) to planning permission 00/00539/FUL for the erection of two storey side and single storey rear extensions to form enlarged gym (at ground and first floor level), new ground floor shop unit and new 2 bedrooned flat at first floor level with car parking to rear involving removal of existing detached building to rear – REFUSED 2017. A subsequent appeal against this decision was dismissed.

## 5. THE PROPOSAL

5.1 The proposal is for the removal of Condition 14 of planning permission 00/00539/FUL. The approval of this application gave permission to enlarge the gym with alterations to the car park at the rear, and Condition 14 of this approval stated ‘The gym as proposed to be extended shall not be open to customers outside the following times: 1100 to 2100 hours Monday to Friday and 1100 to 1800 hours on Sunday’. The condition was imposed in the interests of the occupiers of neighbouring properties.

5.2 The removal of the condition would give the gym permission to operate for 24 hours a day, 7 days a week. The site is currently operated by Foundation Fitness, and if the application is successful the gym would be taken over by new management under the Anytime Fitness brand. No change of use is proposed under the application.

5.3 As with the previous application, this application is accompanied by an acoustic report which sets out measures to control the music and noise from inside the gym. Features that would be incorporated into the design of the gym include:

- Low volume background music rather than loud bass beats. Music levels not to exceed 71dBA within the gym and 80dBA within the studio.
- Cardiovascular equipment to have individual television screens with members required to wear headphones to listen to the sound.
- High impact resilient flooring will be used under the free weights area to absorb the impact of dropping weights onto the surface.
- Small group classes in the studio would conclude at or before 9pm.
- All windows to be fixed shut at all times, with air conditioning supplied to filter air.

5.4 Additionally the current application proposes further mitigation measures in an effort to overcome the concerns that led to the refusal of application 16/01122/FUL. Firstly the application includes a proposal to close the car park at night. The car park would be closed during the following hours:

Monday: 9pm – 6:30am on Tuesday morning

Tuesday: 9pm – 6:30am on Wednesday morning

Wednesday: 9pm – 6:30am on Thursday morning

Thursday: 9pm – 6:30am on Friday morning

Friday: 9pm – 9am on Saturday morning

Saturday: 6pm – 9am on Sunday morning

Sunday: 6pm – 6:30am on Monday morning

Public Holidays: The car park will not open before 9am and will close at 6pm.

5.5 To secure the car park, the applicants will install a gate that locks automatically in the evening and reopens in the morning. Club members will be able to enter the club by way of a pedestrian gate that will limit access to members only by way of their electronic swipe key fob. As such any vehicles and anyone who is not a member of the club will not be able to enter the car park during the above hours. The applicant is proposing to restrict access to the car park one hour before it closes and to train the staff to monitor the car park and inform any customer whose car is still in the car park that it would need to be moved.

5.6 Lighting in the car park will be dim, downward facing and will be switched off at night when the gate closes with only low level ‘wayfinding’ light for pedestrian member access. To minimise disturbance from the building itself, in addition to the windows being fixed shut the applicant will install automated window blinds that will descend when it is dark outside to ensure that there would be no light pollution from the gym. There will be no illuminated signs at the rear and no spot lighting. Security cameras will be installed in the car park and these will be infrared and operate at low light levels.

## **6. REPRESENTATIONS RECEIVED**

### Sandhurst Town Council

6.1 Recommend refusal. Members see no new evidence that would cause them to reverse their recommended refusal decision on the previous application (16/01122/FUL). This application was refused by the Local Planning Authority and the Planning Inspectorate found it unacceptable on appeal.

### Other representations

6.2 Three objections have been received from residents of Cavendish Park mobile homes. The objections raise concerns that the development would result in unacceptable noise pollution during sleeping hours and would also result in overspill parking from closing the car park.

6.3 A further objection was originally submitted from the Parks Director of Greenford Park Homes who manage Cavendish Park. This letter recognised that the applicant is giving greater consideration to controlling noise from the car park, however the objection was maintained as the car park opening hours for weekends and Public Holidays were originally proposed the same as weekdays. The letter also requested further details with regard to the management of the car park, pedestrian access and lighting.

6.4 The additional information and car park hours referred to above were provided during the course of the application. On the understanding that these matters will be addressed and measures secured by planning conditions, the Parks Director confirmed that his objection would be withdrawn.

## **7. SUMMARY OF CONSULTATION RESPONSES**

### **7.1 Highways Officer**

No objection.

7.2 Although the Environmental Health Officer (EHO) was not consulted on this application, it should be noted that the EHO was consulted on application 16/01122/FUL and no objection was raised providing that the recommendations of the acoustic report/impact assessment are implemented in full. The EHO raised no objection to the car park being open for 24 hours a day.

## **8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION**

8.1 The key policies and associated guidance applying to the site are:

	<b>Development Plan</b>	<b>NPPF</b>
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP.	consistent
Residential Amenity	Saved policies EN20 and EN25 of BFBLP	consistent
Highway Safety	CS23 of CSDPD, Saved policy M9 of BFBLP	consistent
<b>Other publications</b>	National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG). Parking Standards SPD,	

## **9. PLANNING CONSIDERATIONS**

9.1 The key issues for consideration are:

- i Principle of the Development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Transport implications

### **i. Principle of the development**

9.2 No.414 Yorktown Road is located in a defined settlement within in a 'Town Centre' location as designated by the Bracknell Forest Borough Policies Map, known as Yorktown Road, College Town. Development within a defined settlement is considered to be in accordance with Core Strategy Policies CS1 (Sustainable Development) and CS2 (Locational Principles). Core Strategy Policy CS21 (Retail Development in Town Centres) and Bracknell Forest Borough Local Plan 'Saved' Policies E5 (Hierarchy of Shopping Centres) and E11 (Village and Neighbourhood Centres and Local Parades) are also considered relevant to this proposal.

9.3 The NPPF makes reference to ensuring the vitality of town centres, therefore Policy CS21 is considered to be consistent. The Glossary to the NPPF defines 'Town Centres'. Whilst the definition includes district centres and local centres, the term 'neighbourhood' is not included. The NPPF continues by stating that 'small parades of shops of purely neighbourhood significance are excluded'. As a result, Bracknell Forest Borough Local Plan 'Saved' Policies E5 and E11 are not entirely consistent with the NPPF and therefore the weight that can be given to these policies is reduced.

9.4 CSDPD Policy CS21 states that 'Retail development will be directed to the identified 'Town Centres'. The scale and nature of the retail uses will be consistent with the role and function of the centre.' The policy also gives guidance with regard to the scale and function of development, its impact on vitality and viability of other Town Centres, whether it is accessible by a choice of means of transport and potential environmental impacts. BFBP 'Saved' Policy E5 defines Yorktown Road, College Town as a 'Local Parade'.

9.5 In any case, the proposal would not result in a change of use or result in the loss of any existing uses. Furthermore it is considered that an increase in opening hours would support the vitality and viability of the neighbourhood centre. As such it is considered that the proposal is acceptable in principle. This is subject to no adverse impacts upon residential amenities of neighbouring properties, character and appearance of the surrounding area, highway safety and transport implications, etc. These matters are assessed below.

## **ii. Impact on the character and appearance of the area**

9.6 The proposed removal of a condition would not result in any additional impact on the streetscene as no additional built form is proposed. Furthermore the use of the unit would remain as existing.

9.7 An increase in opening hours would result in an increase in activity at the site at the times the site is currently not operational, however given its location in a Local Parade within the settlement boundary and accessed off a classified 'C' road it is not considered that an intensification of this site would be unacceptable, with regard to the character and appearance of the area.

9.8 As such it is not considered that the development would result in an adverse impact on the character and appearance of the area. The development would therefore not be contrary to CSDPD Policy CS7, BFBP 'Saved' Policy EN20 or the NPPF.

## **iii. Impact on residential amenity**

9.9 As the proposal would not result in any additional built form, it would not result in any additional impact to neighbouring properties through loss of light or overbearing.

9.10 In respect of noise from the building, the application has been accompanied by an acoustic report from KP Acoustics. The nearest noise sensitive receptors were identified as the residential flats adjacent to the gym, and a sound insulation investigation was undertaken between the proposed gym areas and the residential units. In addition, structure borne vibration transfer has been measured between the proposed free weights area at ground floor level to ensure that this area can be sufficiently isolated.

9.11 With regard to sound insulation, the investigation showed good levels of sound insulation other than between the free weights area and the adjacent R&A Windows Unit. However the report recommends that the insulation of all the walls is upgraded to ensure that noise during the gym's 24 hour operation is non-intrusive to the adjacent spaces. Full details of the recommended upgrading are in Section 5 of the report.

9.12 Section 5 also gives recommendations with regard to the free weights area. To ensure that any physical floor vibration would be minimised as much as practically

possible it is recommended that 12.55 Sylomer products are used to treat the floor in the area of the free weights.

9.13 Section 6.1 concludes that, with these upgrades and using a source level of 80dB to represent a worst case noise level of gym activity including music and machine use, noise break-in would be below the design range of BS8233 (Noise Assessments) by 10dB. As such, any break in noise from the gym would be masked by the prevailing background noise level. This would ensure that the amenity of the closest residential receiver to the building would be protected during the 24 hour operation of the gym.

9.14 Using a source level of 80dB to represent a worst case noise level of gym activity including music and machine use, the report concludes that noise breakout from the gym would be 34dB, taking into account the glazed external building fabric of the gym. This would be below the measured minimum background noise level during the facility's operating hours. Therefore any breakout noise from the gym at 1m from the nearest residential windows in Cavendish Park would be below the existing background noise level for the area. A condition will be imposed which will require the external noise level not to exceed the minimum background level, in accordance with the report's assessment.

9.15 Providing that the recommendations of the acoustic report are implemented in full is not considered that the development would result in an adverse impact on the amenities of the residents of nearby properties due to an increase in noise and disturbance from the building. A condition is therefore recommended to require implementation of the recommendations prior to 24 hour opening being commenced.

9.16 Concerns were previously raised that the gym as existing results in noise and disturbance, and this would be exacerbated. However it is considered that if the recommendations of the acoustic report are implemented in full then the impact on neighbouring properties would be less than as existing in respect of noise from the gym. The proposals include making all windows fixed shut at all times, which would improve the relationship with neighbouring properties in respect of music noise from the gym. This will be secured by the above referenced condition.

9.17 The previous application was refused and appeal dismissed due to concerns that the development would result in harm to the living conditions of the neighbouring occupiers in Cavendish Park due to an increase in noise and disturbance from the use of the car park. The car park borders the mobile home park to the rear and is in close proximity to a number of these homes, in particular No.18 and No.19 Cavendish Park which are located approximately 1m from the rear boundary of the car park. No.20 Cavendish Park is approximately 9m from the car park at its closest point, and to the side No.1, No.2 and No.3 Cavendish Park are all located within 8m of the car park. It is noted that No.21 Cavendish Park, located 2.5m from the boundary, is currently a vacant plot but a mobile home has been sited here in the past and a new mobile home could be sited here without planning permission.

9.18 Due to the proximity of the mobile homes to the car park, it was previously considered that an increase in vehicle movements within the car park at noise sensitive times would unacceptably increase the level of noise and disturbance to these residential properties. These concerns were exacerbated by the fact that mobile homes have less insulation than brick built dwellinghouses and as such are more susceptible to an increase in noise and disturbance. It was for this reason that the application was refused. For this reason, the Planning Inspectorate also considered that an appeal against this refusal should be dismissed. It should be noted that the

concerns related only to noise impacts on residents from use of the car park, and not the gym building itself.

9.19 The applicants have proposed to close the car park during certain hours of the 24 hour opening as set out in Paragraph 5.4. It is considered that closing the car park during the hours proposed would overcome this concern as the car park would not be accessible to vehicles during the stated hours. In dismissing the appeal, the Inspector stated that during his site visit '*the sound of car doors opening and closing, and engines starting stood out*' and that '*customers...could cause noise problems by unwittingly closing car doors heavily as well as by starting their vehicle engines and moving away.*' This would not be a concern during the hours the car park would be closed as it would not be accessible by vehicles.

9.20 During the course of the appeal, the applicant made a proposal to the Planning Inspectorate to include a condition requiring that the car park is kept closed from 11pm until 6am every day. In response to this the Inspector stated '*this would not address the noise from the car park that would occur before 11pm when the mobile home residents might reasonably be sleeping, nor would it address noise from use of the car park from 6am onwards when such residents may reasonably still be asleep, especially at weekends and on Bank Holidays.*' The current proposed hours would not see the car park open beyond 9pm on any night and it would close at 6pm on weekends and Public Holidays. The car park would not open before 6.30am on any morning and would not open until 9am on weekends or Public Holidays. It is considered that these hours overcome the concerns of the Planning Inspectorate with regard to the car park being open when residents might reasonably be sleeping. Furthermore the Environmental Health Officer has no objection to this development.

9.21 It is noted that the applicants have stated that the car park will be secured by a gate and that members would access the gym via a pedestrian gate using a key fob. Whilst these measures are considered acceptable it is considered that they should be formalised into a car park management plan that will remain enforceable in perpetuity. Such a plan should also detail how vehicles would be kept a suitable distance away from the closest park homes on weekday mornings, and should also formalise the proposal to restrict access to the car park one hour before it closes and to train the staff to monitor the car park and inform any customer whose car is still in the car park that it would need to be moved. As such a condition is recommended to secure such a plan. A further condition will require details of the gate to be submitted for approval.

9.22 Additional measures are also proposed to reduce light pollution. It is acknowledged that the 24 hour opening of the gym would have the potential to result in additional disturbance to neighbouring residents through light spill at night, however the proposed blinds during dark hours would overcome this issue. This, and the proposal to turn off the majority of lighting in the car park once it is closed are considered acceptable. These proposals would need to be formalised into a lighting mitigation plan that will remain enforceable in perpetuity which will be secured by condition. A further condition will restrict 'Permitted Development' rights for any additional lighting at the site.

9.23 It is considered that the mitigation measures proposed would ensure that there would not be an unacceptable increase in noise and disturbance from either the building or the car park as a result of the 24 hour opening of the gym. These measures can be secured by planning conditions which will remain enforceable in perpetuity. As such it is not considered that the development would result in a detrimental effect on the amenities of the residents of the neighbouring properties. The proposal would therefore not be contrary to BFBLP 'Saved' Policies EN20 or EN25.

#### **iv. Transport Implications**

9.24 The site takes access off Yorktown Road, a local distributor road which is subject to a 30mph speed limit. The access leads to a car park to the rear which has 22 spaces.

9.25 The application seeks 24 hour opening which would extend the usage to allow use in the evening, overnight and in early morning. The applicant has provided data of overnight usage from other Anytime Fitness gyms in Wokingham and Farnham which indicates that such usage is relatively modest in the region of 4 to 6 people per hour. Although the Planning Statement notes '*the gym will provide employment for 8 members of staff, including a full time manager*', staff levels are likely to be minimal during these evening, overnight and early morning periods.

9.26 While the closure of the car park would result in overspill on-street parking along Yorktown Road, it is considered that levels of parking demand during the extended hours would be low. There is a lay-by across the frontage which could accommodate some parking and parking is unrestricted along Yorktown Road which would be less busy during the extended hours.

9.27 As such it is not considered that the development would result in an adverse impact on highway safety. The proposal would therefore not be contrary to CSDPD Policy CS23, BFBLP 'Saved' Policy M9 or the NPPF.

#### **v. Community Infrastructure Levy (CIL)**

9.28 Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development.

9.29 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including new build that involves the creation of additional dwellings. The proposed development is not CIL liable.

### **10. CONCLUSIONS**

10.1 As with the previous application, it is not considered that the development would result in an adverse impact on the character and appearance of the area or highway safety. Furthermore it is considered that the mitigation measures that have been put forward but the applicant under this application have overcome the concerns with regard to noise and disturbance which led to the refusal of the previous application and its dismissal at appeal. These shall be secured by conditions to ensure that the development will not result in a detrimental effect on the amenities of neighbouring residents.

10.2 As the application is a Section 73 application, the recommendation also includes any conditions imposed on permission 00/00539/FUL that remain relevant which will be updated or amended if necessary.

10.3 It is therefore considered that the proposed development complies with Development Plan Policy SALP Policy CP1, CSDPD Policies CS1, CS7 and CS23, BFBLP 'Saved' Policies EN20, EN25 and M9 and the NPPF.

## **11. RECOMMENDATION**

**11.1 APPROVE** the application subject to the following conditions:-

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To comply with Section 91 of the Town and Country Planning Act 1990
02. The first floor windows serving toilets and changing rooms shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent).  
REASON: To prevent the overlooking of neighbouring properties.  
[Relevant Policy: BFBLP EN20]
03. All windows serving the gym and dance studio shall be fixed shut at all times.  
REASON: To prevent disturbance to neighbouring properties.  
[Relevant Policies: BFBLP EN20, EN25]
04. The areas shown for hard and soft landscaping purposes on the approved plans shall thereafter be retained as such and shall not be used for any other purpose.  
REASON: In the interests of the visual amenities of the area.  
[Relevant Policy: BFBLP EN20]
05. The vehicle parking spaces shall not be used for any purpose other than vehicle parking.  
REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.  
[Relevant Policies: BFBLP M9, CSDPD CS23]
06. The cycle parking spaces and facilities shall not be used for any purpose other than cycle parking and shall be retained.  
REASON: In the interests of accessibility of the development to cyclists.  
[Relevant Policies: BFBLP M9, CSDPD CS23]
07. The gymnasium and dance studio shall be used only as a gymnasium and dance studio and not for any other purpose (including any other purpose in Class D2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or any Order revoking and re-enacting that Order with or without modification)).  
REASON: In the interests of the amenities of the area.  
[Relevant Policy BFBLP EN20]
08. The development shall not be implemented until all the works and measures contained in the KP Acoustics Report dated 8 November 2016 have been implemented in full. Any subsequent alteration or repair to the building shall be in compliance with this report.  
REASON: In the interests of the amenities of the residents of neighbouring properties.  
[Relevant Policies: BFBLP EN20, EN25]
09. The level of noise emitted from the gym and dance studio shall not exceed the existing background noise level, in accordance with the KP Acoustics Report dated 8 November 2016.  
REASON: In the interests of the amenity of the residents of neighbouring properties.  
[Relevant Policies: BFBLP 'Saved' Policy EN20, EN25]

10. The car park shall not be open outside the following hours:  
6.30am to 9pm on Monday to Friday  
9am until 6pm on Saturdays, Sundays and Bank Holidays.  
REASON: In the interests of the amenities of the occupiers of nearby residential premises.  
[Relevant Policies: BFBLP EN20, EN25]
11. The development hereby permitted shall not be implemented until a Car Park Management Plan for the operation of the gym and the car park has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and operated in accordance with the approved Management Plan.  
REASON: In the interests of the amenities of the occupiers of nearby residential premises.  
[Relevant Policies: BFBLP EN20, EN25]
12. The development hereby permitted shall not be implemented until details of the gate, including its size, design and location, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.  
REASON: In the interests of the amenities of the occupiers of nearby residential premises.  
[Relevant Policies: BFBLP EN20, EN25]
13. The development hereby permitted shall not be implemented until a management plan for lighting within the building and the car park has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and operated in accordance with the approved Management Plan.  
REASON: In the interests of the amenities of the occupiers of nearby residential premises.  
[Relevant Policies: BFBLP EN20, EN25]
14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that order), no additional external lighting shall be installed on the site or affixed to any buildings on the site.  
REASON: In the interests of the amenities of the occupiers of nearby residential premises.  
[Relevant Policies: BFBLP EN20, EN25]

Informatives:

01. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission subject to conditions, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
02. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:
  1. Commencement
  2. Obscure glazing
  3. Fixed shut windows
  4. Landscaping

5. Parking
6. Cycle Parking
7. Restriction within use class
8. Acoustic measures
9. Background noise level
10. Car park opening hours
14. PD rights for lighting

The following condition requires discharge prior to the implementation of the development:

11. Site Management Plan
12. Gate details
13. Lighting management plan

03. The occupier may require registration with the Local Authority Under Article 6(2) of Regulation 852/2004 if it is a food business. The proprietor of a new business is required to register with the Environment, Culture and Communities Department 28 days before the business opens. Further information is available by contacting Environmental Health Commercial Team on Bracknell (01344) 352000.