

## Unrestricted Report

### ITEM NO: 05

Application No.  
**13/01035/FUL**

Ward:  
Winkfield And  
Cranbourne

Date Registered:  
8 January 2014

Target Decision Date:  
5 March 2014

Site Address:

**Land Adjacent To Hayley Green Farm Hayley Green  
Warfield Bracknell Berkshire**

Proposal:

**Change of Use from Agricultural Building to Curling Rink (D2)  
following renovation, formation of ancillary grassed parking area,  
erection of extension to barn, demolition of former piggery, new  
vehicular access, and landscaping.**

Applicant:

English Curling Association

Agent:

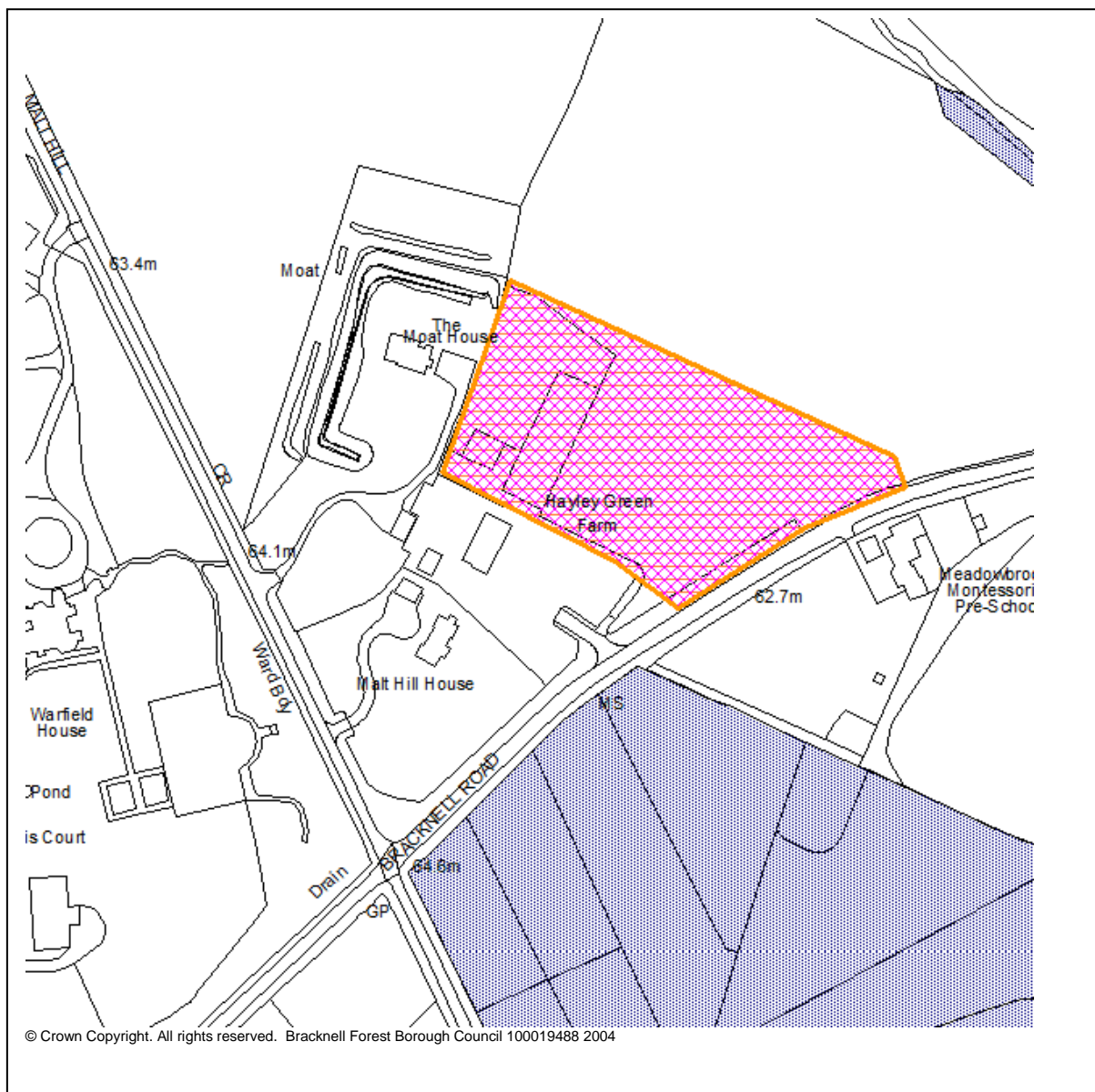
Newell Projects Ltd

Case Officer:

Laura Rain, 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)



## **OFFICER REPORT**

### **1 REASON FOR REPORTING APPLICATION TO COMMITTEE**

This application is presented to the Planning Committee as over 3 letters of objection have been received.

### **2. SITE DESCRIPTION**

The site extends to an area of some 1.29ha and includes a large concrete framed barn with masonry dado walls and sheet cladding situated with open fields to the north and east. To the south the site is bounded by Bracknell Road along which are 8m high conifers. The land to the east, in the applicant's ownership, remains in agricultural use.

To the south west, the neighbouring property, Hayley Green Farm is 11m from the existing barn. The boundary between the two sites has 2m high fencing and 4m high vegetation. This property is a Grade II Listed converted barn

To the west of the site is a residential dwelling, The Moat House, which is also Grade II Listed.

The barn is surrounded by hard standing and rubble from the demolished piggery building.

Access to the site is currently off the main driveway of Hayley Green Fam.

The barn has recently been re-clad under permitted development rights as the original sheet roof and walls of the barn contained asbestos. In addition internal alterations have taken place and a new concrete slab has been laid.. However as a change of use has not occurred and the extension has commenced no breach of planning has occurred.

### **3. RELEVANT SITE HISTORY**

11/00885/FUL Erection of 1 no. detached dwelling including basement and detached garage with accommodation above including associated access and amenity space following demolition of 2 no. existing outbuildings (revised scheme following 11/00448/FUL). Refused

11/00448/FUL Erection of 1 no. 5 bedroom detached dwelling including basement and detached garage with accommodation above following demolition of 2 no. existing outbuildings. Creation of new access onto Forest Road, a classified road. Refused

02/00042/LB Listed building consent for the demolition of existing bungalow associated with the erection of 1 no. 5 bedroomed dwelling and associated double garage. Approved

02/00041/FUL. Erection of 1 no. 5 bedroomed house and detached double garage with access onto Malt Hill following demolition of existing bungalow. Approved

01/00708/FUL Erection of 1no. five bedroomed dwelling with attached triple garage and associated access from Malt Hill. Conversion of existing barn to a four bedroomed

dwelling with detached triple garage and associated access on to Bracknell Road (duplicate of 01/00361/FUL). Refused

00/00254/OUT Outline application for the erection of medical/care and retirement development comprising 60 bed medical complex, 30no. sheltered apartments, 8no. flats and 24no. houses with associated car parking with vehicular access onto Malt Hill. Refused

#### **4. THE PROPOSAL**

The proposal is for the conversion of the existing agricultural barn to a three lane curling rink. An extension, measuring 13m by 30m is proposed on the north elevation of the barn.

Internally the conversion and extension would provide:

- 3 curling lanes.
- A reception and office.
- A ground floor gallery.
- A club room.
- A cellar and bar store.
- A classroom.
- A kitchen.
- 2 shower rooms with WCs.
- 2 footwear changing room.
- A plant and equipment room and 3 store rooms.

A new access off Bracknell Road is proposed and car parking would be provided in front of the east elevation of the barn. 37 car parking spaces are proposed to the east of the barn behind a proposed strip of landscaping.

In addition the piggery building and its concrete base have been removed and the surrounding concrete yard area to the barn will be removed.

The planning statement states that 24 people would visit the rink as each lane can accommodate two teams of four players. The rink would be used for clubs, league games, private coaching and training. There is no spectator seating provided, however a viewing gallery would be provided. Peak usage would be between October to April.

#### **5. REPRESENTATIONS RECEIVED**

Warfield Parish Council recommend refusal: "The proposed development would result in increased traffic and turning movements onto the B3022 Bracknell Road which is already busy, and this would adversely affect the safety and flow of traffic on that road."

14 letters of objection have been received from persons residing or owning property within the vicinity of the site. These raise the following issues:

- The proposal is inappropriate in principle, no exceptional circumstances have been put forward and the extension is not minor in nature.
- Extensive works were required to the building to make it suitable for conversion.

Therefore the proposal is contrary to EN9.

- The proposal would detract from the character of the countryside and the Green Belt to the north contrary to 'Saved' Planning Policy EN8.

- The proposal would have a dominating, commercial, urbanising impact.
  - The bulk and mass of the extension is too big.
  - The barn is already oversized and unattractive.
  - The proposal will destroy the historic character and setting of two listed buildings and would be contrary to Planning Policy EN6 and EN20.
  - There would be a loss of privacy to neighbouring properties due to a large increase of public using this site
  - Neighbouring properties and the area will suffer from noise and light pollution.
  - The refrigeration units would have to run for 24 hours a day.
  - Neighbouring properties would suffer from fumes from the ice making equipment.
  - The children attending the school opposite will suffer noise disturbance in the classroom from the increased traffic.
  - The car parking should be moved further away from neighbouring properties, the neighbouring properties will be affected by car entering and leaving the site of a night time.
  - The doors adjacent to neighbouring properties should be removed.
  - The existing access should be blocked up.
  - There would be more screening along the boundary with neighbouring properties.
  - There would be an increased level of activity on site.
  - There is no local infrastructure to support this development.
  - The proposed development would be entirely reliant on attendees arriving by coach or car.
  - The car parking screening is inadequate.
  - There would not be enough car parking provided for Championship matches.
  - Bracknell Road is already dangerous and this will have a detrimental impact upon highway safety, especially if alcohol is served on the premises.
  - There have been accidents on the road in front.
  - There will be conflict with the traffic entering and leaving the school opposite.
  - Increased traffic would be dangerous for children in the school opposite.
- The speed limit on Bracknell Road should be reduced to 30 mph and warning signs for the school should be erected.
- At night there is no lighting on this road.
  - Any pedestrians leaving the site will have to cross the road to get to a footpath.
  - The road needs widening and street lighting.
  - Potential loss of archaeological remains.
  - This sort of commercial use should be located in Bracknell or another nearby town.
  - The barn has already been refurbished.
  - There will be pressure to expand the curling rink in the future.
  - If the curling rink does not prosper the site will be changed into a shop or a warehouse.
  - The letters of support are not from local residents.
  - The site is an unsuitable location.
  - The ancillary facilities are not essential for the sport.
  - There have been applications refused on the site before due to the impact upon Listed Buildings.
  - The applicant has not submitted a noise assessment which fully considers the acoustic impact of the proposal.
  - The proposal would set a precedent of converting agricultural buildings.
  - A new agricultural building will be needed to support the farming of the rest of the site.
  - The applicant does not have the right to access the site from the existing road serving Hayley Green Farm. Construction traffic would need to use the new access proposed.
  - The site is not comparable to the Fenton's Curling Rink in Tonbridge. This site does not have residential properties close by and is accessed off of a quieter road.

- Noise from the Fenton Curling Rink can be heard over 10m away from the building.

Conditions should include blocking up the existing access, sound proofing the building and erecting fencing and landscaping around the boundaries.

120 letters of support have been received; approximately 6.5% of the letters came from residents within the Borough, 9% from abroad and the remainder from elsewhere in the UK. The letters of support relate to there not being enough opportunities within the UK for curling and support the promotion of the sport.

## **6. SUMMARY OF CONSULTATION RESPONSES**

Transportation Officer: The Transportation Officer has sought amendments to the scheme and recommends conditions in respect of visibility splays, access road construction and car parking details.

Environmental Health Officer: A condition is recommended to ensure that the noise level generated by the curling rink chiller shall not cause the existing background noise level to increase. This would ensure that the proposed development does not prejudice the enjoyment of neighbouring occupiers of their properties.

Listed Buildings: Conditions for landscaping are required.

## **7. DEVELOPMENT PLAN**

The Development Plan for this Borough includes the following:

Site Allocations Location Plan 2013 (SALP)  
Core Strategy Development Plan Document 2008 (CSDPD)  
'Saved' Policies of the Bracknell Forest Borough Local Plan 2002 (BFBLP)  
Bracknell Forest Borough Policies Map 2013

## **8. PRINCIPLE OF DEVELOPMENT**

SALP Policy CP1 refers to the presumption in favour of sustainable development as outlined within the National Planning Policy Framework (NPPF). SALP Policy CP1 states that the Council will act proactively and positively with applicants to seek solutions which mean that proposals can be approved wherever possible, and to improve the economic, social and environmental conditions within the area. Planning applications that accord with the policies in the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

CSDPD Policy CS1 sets out a number of sustainable development principles including making efficient use of land and buildings where it protects the character and quality of local landscapes.

CSDPD Policy CS2 states that development will be permitted within defined settlements and on allocated sites. Development that is consistent with the character, accessibility and provision of infrastructure and services within that settlement will be permitted, unless material considerations indicate otherwise.

These policies are considered to be consistent with the sustainable development principles of the NPPF and as a consequence are considered to carry significant weight.

The site is located outside the defined settlement as shown on the Bracknell Forest Borough Policies Map 2013. The site does not fall within the Green Belt. The boundary of the Green Belt starts approx 190m to the north east.

CSDPD Policy C8 promotes new recreational facilities. This is considered consistent with the NPPF which promotes mixed use developments, and encourages multiple benefits from the use of land in urban and rural areas such as recognising that some open land can perform many functions including recreation.

CSDPD Policy CS9 states that the Council will protect land outside settlements for its own sake, particularly from development that would adversely affect the character, appearance or function of the land. This policy is considered to be consistent with the NPPF which, in paragraph 17, seeks to recognise the intrinsic character and beauty of the countryside and support thriving rural communities within it.

BFBLP 'Saved' Policy EN8 ensures that the countryside will be protected for its own sake. Outside the defined settlement boundaries, development will be permitted only where it would not adversely affect the character, appearance or function of the land, would not damage its landscape quality. 'Saved' Policy EN8 goes on to list acceptable development within the countryside as:

- (i) development required for agriculture and forestry;
- (ii) essential utilities and cemeteries which cannot be sited within settlement boundaries;
- (iii) minor extensions to, replacement of, or subdivision of, existing buildings,
- (iv) the re-use of permanent buildings which are in keeping with their surroundings, or of buildings of special architectural or historic interest, for suitable alternative uses (including residential institutions in extensive grounds) subject to criteria defined in Policy EN9, Policy EN17, Policy EN22, Policy EN12 and Policy H11; and
- (v) proposals which are acceptable in terms of other policies in this plan for:
  - (a) recreation development suitable in the countryside;
  - (b) the disposal, recycling or treatment of waste.

BFBLP 'Saved' Policy EN9 permits change of use and adaptation of non-residential buildings outside settlements (and outside the Green Belt) where they are of permanent construction, in keeping with its surrounding, would not require extensive alteration or rebuilding, would not be detrimental to the character of the building or its landscaped setting, would not result in more than 500 sqm of business floor space, and would not cause significant environmental, road safety, traffic generation or other problems.

Paragraph 28 of the National Planning Policy Framework states:

"Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:

- support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings;
- promote the development and diversification of agricultural and other land-based rural businesses;
- support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside."

In para 24 of the NPPF it states that LPAs should apply a sequential test to planning applications for main town centre uses that are not in an existing centre. In the Glossary of the NPPF indoor bowling alley or cinema are considered to be Town Centre Uses. The applicant has provided information that states that members of the public cannot turn up and play and all visitors must have prior booking. Given this and the lack of spectator seating it is considered that the use would not be of such an intensity to be classed as a Town Centre use. Therefore subject to restrictive conditions being imposed to control the level of activity, it is not considered that a Sequential Test is required.

'Saved' Policies EN8 and EN9 of the BFBLP and the NPPF take a positive approach to the conversion of buildings within the countryside. The NPPF goes further to support the re-use of these buildings for diversification and for leisure purposes. As such it is considered that BFBLP 'Saved' Policies EN8 and EN9 are consistent with the NPPF and that the proposal for the change of use of an agricultural barn for leisure facilities is acceptable in principle. This is subject to no adverse impacts upon residential amenities of neighbouring properties, character and appearance of surrounding area, highway safety implications, etc. These matters are assessed below.

## **9. IMPACT ON CHARACTER AND APPEARANCE OF AREA**

CSDPD Policy CS7 states that development will be permitted which builds upon the local character of the area, provides safe communities and enhances the local landscape where possible. BFBLP 'Saved' Policy EN20 states that development should be in sympathy with the appearance and character of the local area. In addition 'Saved' BFBLP Policy EN8 states that development will be permitted only where it would not adversely affect the character, appearance or function of the land, would not damage its landscape quality

These policies are considered to be consistent with the objectives set out within the NPPF. In addition para. 56 the NPPF states that good design is a key aspect of sustainable development and should contribute positively to making places better for people to live.

The design of the barn extension itself is in keeping with the existing barn in terms of its size, design and roof profile.

The extension to the barn would be set back from the highway by approximately 90m and as such would not be visually prominent within the street scene.

The increase in floor area of the barn is 407 sqm which is approximately an increase of 40%. In addition a piggery building of 161 sqm has been demolished. Therefore it is not considered that the increase in floor area represents a disproportionate addition to the building.

Landscaping is proposed around the car parking to soften the impact of the hard standing. It should be noted that there is existing hardstanding around the barn. The car park itself provides a surfaced area providing some 35 car parking spaces together with an overflow 'grass crete' area allowing for a further 16 vehicles (51 spaces in total.)

As such, the proposal would not adversely affect the character and appearance of the surrounding area and would be in accordance with Policy CS7 of the Core Strategy

DPD, 'Saved' Policy EN20 of the Bracknell Forest Borough Local Plan and the National Planning Policy Framework.

## **10. RESIDENTIAL AMENITY**

BFPLP 'Saved' Policy EN20 refers to the need to not adversely affect the amenity of the surrounding properties and adjoining areas. In addition to this, part of the requirement for a development to provide a satisfactory design as stated in BFPLP 'Saved' Policy EN20 and CSDPD Policy CS7, is for the development to be sympathetic to the visual amenity of neighbouring properties through its design implications. This is considered to be consistent with the general design principles laid out in paras. 56 to 66 of the NPPF, and para. 66 in particular where applicants are expected to work closely with the surrounding community and generate designs that take into account their views

The proposed extension would be 60m from the boundary with Hayley Green Farm and 29m from the boundary with The Moat House. As such the proposed extension would not result in a loss of light or overbearing impact upon these properties.

The proposed change of use of the barn would result in an intensification of use of the site. The existing access to the barn runs along the boundary with Hayley Green Farm. This access is to be stopped up and a new access is proposed 95m away from the boundary with Hayley Green Farm. It is therefore not considered that the proposed access would not have a detrimental impact upon the amenities of Hayley Green Farm. The closest car parking space to the boundary with Hayley Green Farm would be at a distance of 5.8m, 15m from the dwellinghouse. There is an existing access track which separates the barn from the boundary with Hayley Green Farm. Given this distance it is not considered that the proposed car parking area would have a detrimental impact upon Hayley Green Farm.

The Council's Environmental Health Team have suggested a condition to ensure that the noise from the chiller unit is no greater than the background noise. This would protect the amenities of the neighbouring residential properties.

As such, the proposal would not be considered to affect the residential amenities of neighbouring properties and would be in accordance with Policy EN20 of the Bracknell Forest Borough Local Plan and the National Planning Policy Framework.

## **11. TRANSPORT IMPLICATIONS**

CSDPD CS23 states that the Local Planning Authority will seek to reduce the need to travel and increase the safety of travel, while simultaneously promoting alternative models of travel. Policy M9 of the BFBLP ensures that development provides satisfactory parking provision to supplement this policy the Local Planning Authority's Parking Standards SPD sets out the advised levels and size of parking spaces for residential dwellings.

The amended car parking plans provide adequate car and coach parking for the curling rink proposed. A condition to restrict the D2 use to a curling rink is recommended as alternative D2 uses may be more intensive and require a higher level of car parking.

The access has been moved further north east along Bracknell Road in order to achieve adequate sight lines of 2.4m by 120m as shown on the proposed plans. These sight lines are considered to be acceptable and would be conditioned to be provided.



For the reasons given above the proposal is considered to be in accordance with Policy M9 of the Bracknell Forest Borough Local Plan, Policy CS23 of the Cores Strategy DPD and the NPPF and would not result in highway implications.

## **12. IMPACT UPON LISTED BUILDING**

The site lies to the north east of Hayley Green Farm and to the south east of The Moat House, both of which are Grade II Listed Buildings. The site does not fall within the curtilage of either of these buildings and as they are not Grade I or II\* the Council is not required to consult with English Heritage in this particular case. However, it could be said that any significant development here might affect the wider setting of these Listed Buildings. There would only be concerns raised if this impact were to have "substantial harm."

The proposed extension would be located 65m from the side boundary shared with Hayley Green Farm and will be screened from this building by the existing barn which itself has been re-clad under permitted development rights.

To the rear the extension would be located 30m from the boundary with the curtilage of The Moat House. Given the agricultural design of the extension, its neutral character and materials, and the distance to the boundary, it is considered that the resulting impact of the proposal would not pose "substantial harm" upon the neighbouring listed buildings, to a degree that would be so great as to merit a refusal. However, having said that, the attached issues of amenity will still need to be addressed. Any substantial impact could potentially be addressed by mitigation, such as tree-planting to screen the new building or use(s).

The car parking to the front of the building to serve the use would be screened from The Moat House by the building itself. The hard standing along the boundary with Hayley Green Farm currently exists. The majority of this will be removed and grassed over as a result of the proposed access being moved. At present the existing access for the site is shared with the driveway of Hayley Green Farm. This will be closed up so that the existing access only serves the listed dwelling and as such the level of activity on the driveway will reduce. Landscaping in the form of indigenous species is proposed around the car park and coach turning bay. This would soften the impact of the additional car parking. A condition is proposed to retain this landscaping and new planting could be conditioned to offer screening to the Listed Buildings, adjacent.

It is noted that the level of activity on site will increase from its current vacant use. 24 people would be the normal level of activity on site as no spectator seating is provided. It is not considered that this level of use would be so great as to have a detrimental impact upon the setting of the neighbouring listed buildings.

## **13. PLANNING OBLIGATIONS**

Developments are required to comply fully with Core Strategy Policy CS6, Supplementary Planning Documents 'Limiting the Impact of Development' (LID) and 'Thames Basin Heaths Special Protection Area Avoidance and Mitigation' and the Community Infrastructure Levy (CIL) Regulations, to offset the impacts of the development and make the development acceptable in planning terms. The requested planning obligations are considered to be in accordance with the tests set out in the CIL Regulations, in that they are:

- i) necessary to make the development acceptable in planning terms,
- ii) directly related to the development, and
- iii) fairly and reasonably related in scale and kind to the development.

This is considered to be consistent with the NPPF which states "Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition."

The S106 requirements have been based upon the expected levels of trips to be generated by the use. This has been informed by surveys of England's only dedicated ice curling rink (Fentons Curling Rink) near Tunbridge Wells. The S106 contributions would be put towards the following schemes:

- Maidens Green Crossroads (B3022 /A330/Winkfield Lane) - Improvements to crossroads junction (possible signalisation).  
Speed Management scheme (B3022 Bracknell Road/B3017 - Brockhill) - alterations to existing road to help reduce speed.
- Capacity and safety improvements at Forest Road/Bracknell Road/Warfield Street/Jigs Lane North (Five Ways) junction alteration required including land (potential roundabout).
- Safe routes to Schools improvements- the site is located opposite a school and future improvements in this area may be sought to manage traffic (signing and lining).

It is considered that the obligations in the S106 are necessary to make the development acceptable in planning terms and are directly, fairly and reasonably related to the proposed development and are therefore consistent with Policy CS6 and the NPPF.

#### **14. CONCLUSIONS**

It is not considered that the development would result in an adverse impact on the character and appearance of the area, the amenities of the residents of the neighbouring properties, or on highway safety. All other issues addressed in this report can be secured by condition and the completion of a S106.

It is therefore considered that the proposed development complies with the Development Plan Policies SALP Policy CP1, CSDPD Policies CS1, CS2, CS7, CS9, and CS23, BFBLP 'Saved' Policy EN20, EN8, EN9 and M9 and with the Parking Standards SPD and the NPPF.

#### **15. RECOMMENDATION**

The proposal is recommended for conditional approval.

## **RECOMMENDATION**

**Following the completion of planning obligation(s) under Section 106** of the Town and Country Planning Act 1990 relating to:-

01. Highways and transport infrastructure.

That the Head of Development Management be authorised to **APPROVE** the application subject to the following condition(s):-

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 development hereby permitted shall be carried out only in accordance with the following plans:

Drg no PD05 rev B received by the LPA 08.01.2014  
Drg no PD06 rev B received by the LPA 08.01.2014  
Drg no PD09 received by the LPA 08.01.2014  
Drg no PD10 rev F received by the LPA 06.10.2014  
Drg no 13.60-SK01 rev D received by the LPA 05.08.2014  
Drg no PD09 received by the LPA 20.12.2013

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority

03. The materials to be used in the construction of the external surfaces of the development hereby permitted shall be of similar appearance to those of the existing building.

REASON: In the interests of the visual amenities of the area.  
[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

04. The barn and extension hereby permitted shall only be used for a curling rink with ancillary facilities and for no other uses within the Use Class D2.

REASON: Given the amount parking available on site unrestricted use would lead to parking on roads in the vicinity of the site compromising highway safety.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

05. The use hereby permitted shall not operate outside the hours of 9am to 11pm.

Reason: in the interests of the amenities of the occupiers of nearby residential premises.

[Relevant Policies: BFBLP EN25]

06. The curling rink use shall not commence until the visibility splays of 2.4m by 120m in both directions, as shown on the approved drawings, Drg no PD10 rev D received by the LPA 05.08.2014, have been provided. These areas shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the adjacent carriageway.

REASON: In the interests of highway safety.  
[Relevant Policies: Core Strategy DPD CS23]

07. The curling rink use shall not commence until the associated car and coach parking and turning space has been surfaced, drained and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The spaces shall not thereafter be used for any purpose other than parking and turning.  
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, Core Strategy DPD CS23]
08. The curling rink use shall not commence until a scheme has been submitted to and approved in writing by the Local Planning Authority for off site highway works including the following:  
The site access with Bracknell Road  
The development shall not be occupied/open for trade until the off site highway works have been completed in accordance with the scheme.  
REASON: In the interests of highway safety.  
[Relevant Policy: BFBLP M4]
09. The curling rink use shall not commence until the access road has been constructed in accordance with the approved plans.  
REASON: In the interests of highway safety.  
[Relevant Policies: Core Strategy DPD CS23]
10. The curling rink use shall not commence until 5 cycle parking spaces have been provided in the location identified for cycle parking on the approved plans and shower facilities and lockers shall be provided for cyclists within the development. The cycle parking spaces and facilities shall thereafter be retained.  
REASON: In the interests of accessibility of the development to cyclists.  
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]
11. The noise level generated by the chiller plant while in operation shall not exceed the existing LA90 background noise level at the site boundary, measured prior to instillation of the chiller plant. If the new chiller plant shall contain any tonal or impulsive elements, the noise level generated shall not exceed 5dB below the existing LA90 background noise level at the site boundary, measured prior to the instillation of the chiller plant.  
REASON: To ensure that the proposed development does not prejudice the enjoyment of neighbouring occupiers of their properties.
12. The areas shown for soft landscaping purposes on the approved plans shall thereafter be retained as such and shall not be used for any other purpose. If within a 5 year period of the completion of the development any soft landscaped area which is removed, uprooted, or is destroyed or dies shall be replaced by plants of the same species and size as that originally planted at the same place.  
REASON: - In the interests of good landscape design and the visual amenity of the area.
13. No development shall commence until details of a scheme of walls, fences and any other means of enclosure has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full before the occupation of any of the buildings approved in this permission and retained thereafter.

REASON: - In the interests of the visual amenities of the area and to safeguard existing retained trees, hedges and shrubs.

[Relevant Plans and Policies: BFBLP EN20, Core Strategy DPD CS7]

14. The development shall not be begun until a Sustainability Statement demonstrating how the development meets current best practice standards in the sustainable use of natural resources has been submitted to and approved in writing by the Local Planning Authority. The Statement shall include either a Design Stage Report and BRE Interim Certificate or a pre-assessment estimator carried out by an independent assessor licensed by the Building Research Establishment demonstrating that the development meets a minimum standard of "Very Good" or "Excellent" BREEAM rating. The development shall be implemented in accordance with the Sustainability Statement and shall be retained in accordance therewith.

REASON: In the interests of sustainability and the efficient use of resources.

[Relevant Policy: Core Strategy DPD CS10]

15. Within one month of the first occupation of the development hereby permitted (or, where the development is phased, within one month of the first occupation of the final phase of that development), a Post Construction Review Report shall be carried out by an independent assessor licensed by the Building Research Establishment and a Final Code Certificate shall be submitted to the Local Planning Authority which demonstrates that the development has been constructed to meet a minimum standard of level "Very Good" or "Excellent" BREEAM rating.

REASON: In the interests of sustainability and the efficient use of resources.

[Relevant Policy: Core Strategy DPD CS10]

16. The development shall not be begun until an Energy Demand Assessment has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate that a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 10%). The buildings thereafter constructed by the carrying out of the development shall be in accordance with the approved assessment and retained in accordance therewith.

REASON: In the interests of the sustainability and the efficient use of resources.

[Relevant Plans and Policies: CSDPD Policy CS12]

17. Open days shall be limited to a maximum of 2 per calendar month, to be held between 1st October and 31st March each year and at no other times.

REASON: Given the limited parking available on site unrestricted use would lead to parking on roads in the vicinity of the site compromising highway safety.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

18. The Curling Rink and ancillary facilities shall only be used by attendees and their associates and family who have booked to use the curling rink facilities and for members and their guests and by those employed by the curling rink. The Clubroom, kitchen and classroom shall not therefore be open to members of the public or available for public hire separate from the curling rink lanes.

Reason: in the interests of the amenities of the occupiers of nearby residential premises.

[Relevant Policies: BFBLP EN25]

19. In respect of condition 18 a record of all prior bookings and attendees, their associates and family, for members and their guests visiting the site shall be kept. This record shall include details the name of attendee, time and date of visit and shall be available at any time for viewing by the Local Planning Authority if required.

REASON: in the interests of the amenities of the occupiers of nearby residential premises.

[Relevant Policies: BFBLP EN25]

20. Prior to the commencement of development a car park management plan shall be submitted to the Local Planning Authority and approved in writing to show how traffic on the site would be controlled and managed during open days and any major competition. The management plan shall thereafter be observed and complied with.

REASON: Given the limited parking available on site unrestricted use would lead to parking on roads in the vicinity of the site compromising highway safety.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]

Informative(s):

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
02. If the premises may be used to host licensable activities (such as sale of alcohol and/or regulated entertainment under the Licensing Act 2003, or gambling under the Gambling Act 2005) or if they wish to hold raffles/lotteries (including for fundraising) then they should contact the Council's licensing team for advice as to whether a licence would be required.
03. No details are required to be submitted in respect of the following conditions:
- 01. Time limit.
  - 02. Approved plans.
  - 03. Materials to match.
  - 04. Use restriction.
  - 05. Hours of operation.
  - 06. Visibility splays.
  - 09. Access road.

10. Cycle parking
11. Noise levels.
12. Landscaping.
17. Limit on open days.
18. Restriction on users of curling rink and associated facilities.
19. Record book of attendees.

The following conditions require discharge prior to the commencement of development:

07. Parking
08. Highway works.
13. Boundary treatment.
14. Sustainability Statement.
16. Energy Demand.
20. Car Park management.

The following condition requires discharging prior to 1 month after the building is used for curling rink purposes:

15. Post Construction Review Report

In the event of the S106 planning obligation(s) not being completed by 26th February 2015 the Head of Development Management be authorised to **REFUSE** the application on the grounds of:-

01. The proposed development would unacceptably increase the pressure on highways and transportation infrastructure. In the absence of a planning obligation in terms that are satisfactory to the Local Planning Authority, and which secure contributions towards integrated transport and highway safety measures the proposal is contrary to Policies CS6 and CS24 of the Core Strategy Development Plan Document, 'Saved' Policy M4 of the Bracknell Forest Borough Local Plan and to Supplementary Planning Document Limiting the Impact of Development (adopted July 2007).

Doc. Ref: Uniform 7/DC/Agenda

The application file to which this report relates can be viewed at the Council's Time Square office during office hours or online at [www.bracknell-forest.gov.uk](http://www.bracknell-forest.gov.uk)