

Unrestricted Report

ITEM NO: 08

Application No.
20/00629/FUL
Site Address:

Ward: Priestwood And Garth
Date Registered: 14 August 2020
Target Decision Date: 9 October 2020
**Nordx House, 4 The Western Centre, Western Road
Bracknell, Berkshire RG12 1RW**

Proposal:

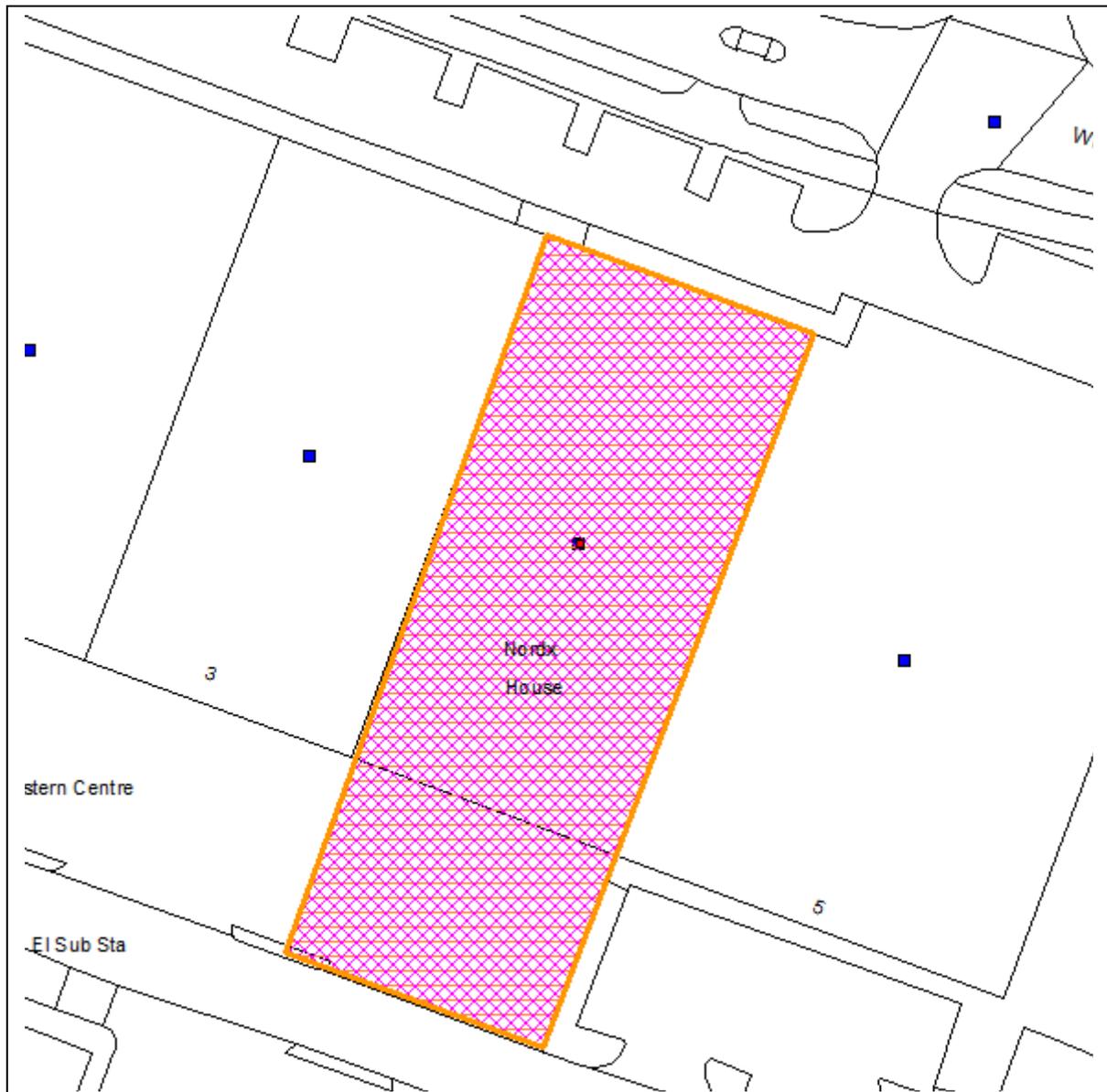
Change of use of land and building from B1c (industrial processes) to D2*, forming an ice rink, including erection of first floor mezzanine, ramp to front elevation, and construction of a footpath and chiller to the rear of the building.

***From 1 September 2020 this will be a change of use from Class E to F.2.**

Applicant: DK Ice Enterprises Ltd
Agent: Mr Matthew Miller
Case Officer: Katie Andrews, 01344 352000

Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

1.0 SUMMARY

- 1.1 The proposal is for the change of use of Unit 4 within the Western Centre from a B1(c) (light industrial) use to use as an ice skating rink (Class D2) including the erection of a first floor mezzanine, the construction of a ramp to the north eastern elevation and the installation of a chiller to the south western elevation and the formation of a footpath.
- 1.2 The change of use would not result in an adverse impact on the viability of the employment area in which it is located; an adverse impact upon the vitality and viability of the town centre; the character or appearance of the surrounding area; the amenities of the residents of the neighbouring properties; or highway safety.

RECOMMENDATION

Planning permission be granted subject to conditions in Section 11 of this report

2.0 REASON FOR REPORTING APPLICATION TO COMMITTEE

- 2.1 The application has been reported to the Planning Committee following the receipt of more than 5 letters of objection.

3.0 PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

Within settlement boundary

Within designated employment area

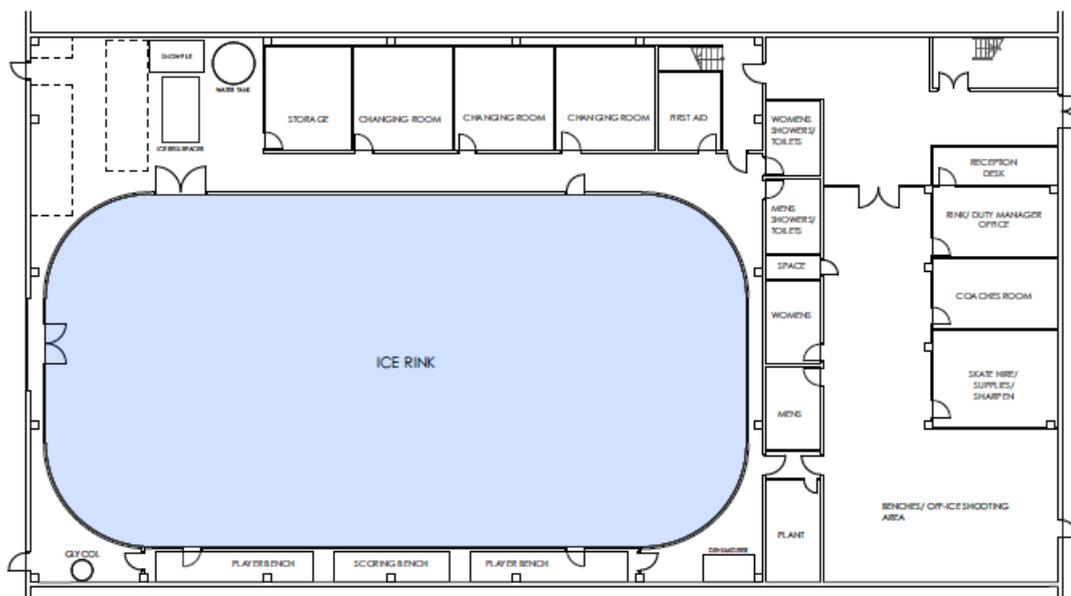
- 3.1 The application site extends to 0.23ha and contains Nordx House (Unit 4) which forms one of seven connecting industrial units sited within the industrial building known as The Western Centre.
- 3.2 The site is a middle terrace unit in a two storey industrial building bounded by neighbouring buildings to the east and west. It has a dual access from Western Road, providing parking both on the front (southern side) and adjoining the service access on the northern side of the building.
- 3.3 The site is currently vacant. It is located within the Western Industrial Estate which has a predominately business/industrial use. However to the east, the buildings at Berkshire Court have been converted to a residential use under a prior approval application. The area is now subject to an Article 4 direction which requires planning permission to be sought for the conversion of offices to residential.

4.0 RELEVANT SITE HISTORY

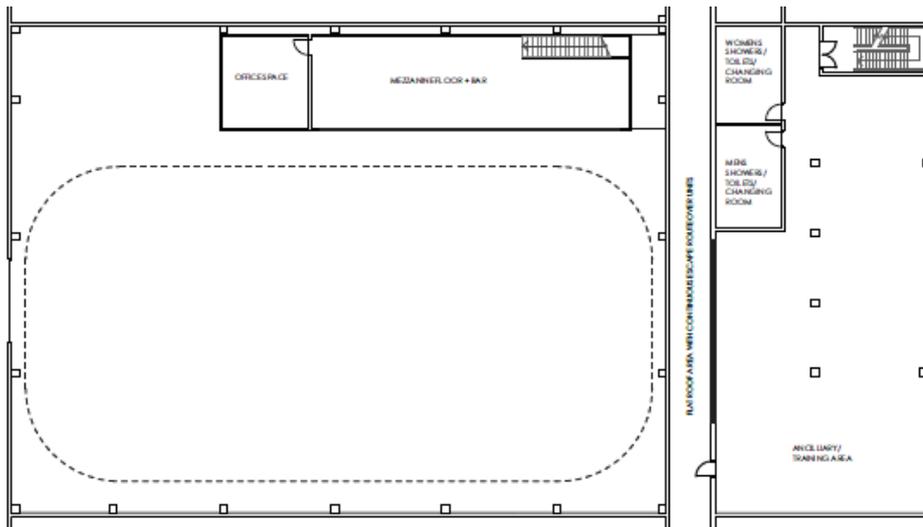
- 4.1 The relevant planning history can be summarised as follows:
- 4.2 610127 Application for change of use of building from light industrial to warehouse with ancillary office. Permitted 10/09/1985

5.0 THE PROPOSAL

- 5.1 The application proposes the change of use of Unit 4 for use as an ice rink, and the provision of a 114sq.m first floor mezzanine floor. The existing use of the building is for B1(c) (light industrial purposes) with the proposed use falling within Class D2 (assembly and leisure) of the Town and Country Planning (Use Classes) Order as amended. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 has recently amended the Use Classes Order such that a Class B1 use now falls within Class E (commercial, business and service) and use as a skating rink falls within Class F.2 (local community). However, Regulation 4 of this Order states that applications submitted before 1st September 2020 should be determined on the basis of the Use Class Order in effect when the application was submitted.
- 5.2 Internally the building would be re-arranged to have an ice rink on the ground floor and associated facilities such as changing rooms, showers/toilets and offices for the manager and coaches. The first floor would have an ancillary training area with further changing room facilities with a mezzanine floor containing a bar area and further office space.



Proposed Ground Floor



Proposed First Floor

- 5.3 The ice skating rink is to provide an elite ice sports training facility with the focus on ice sports training. All skaters would be required to book in advance and there will be no 'walk-in' sessions. The facility is proposed to be open between 06:00 and 00:00 Monday to Sunday with the following activities proposed to take place:
- 15 hours/week (approximately) ice sports club members' training;
 - 15 hours/week (approximately) competitive figure skating training;
 - 15 hours/week (approximately) during term-time for school lessons;
 - Member only skating sessions, including Learn to Skate; and
 - hockey camps during school holidays.
- 5.4 Staffing at the site will comprise a Duty/Rink Manager, rink staff and coaches. Typically, a maximum of five staff are expected to be on-site at any one time.
- 5.5 Parking is provided to the front (south) of the building with 18 car spaces including one disabled parking space and 2 enlarged spaces. On the northern side of the building, the 7 existing parking spaces would be retained, additional provision would be made for motor cycle parking, and a footpath route would be provided from Western Road across the car park. Three Sheffield cycle stands would be provided on the northern elevation with further secure cycle parking provided within the building. 15 unallocated parking spaces are provided within the wider Western Centre for general use.
- 5.6 No external changes are proposed to the building, though an external chiller is proposed to the rear of the building with a ramp to the front elevation which replaces a stepped access.

6.0 REPRESENTATIONS RECEIVED

Parish Council

- 6.1 No objection

Other representations

- 6.2 8 letters of objection have been received, raising the following material planning considerations:
- (i) Venue not big enough

- (ii) Highway safety concerns due to the location
- (iii) Not enough parking
- (iv) Do not need another facility like this
- (v) Only benefits a tiny portion of ice hockey community

6.3 336 letters of support have been received. These refer to the benefits of providing this facility following the closure of the John Nike centre, as a venue for skaters and ice hockey teams.

7.0 SUMMARY OF CONSULTATION RESPONSES

Sport England

7.1 The proposed development does not fall within Sport England's remit, so a detailed response is not provided.

Environmental Health

7.2 No objection subject to a condition for noise details from any equipment associated with the use.

Highway Authority

7.3 The Highway Authority is satisfied that, with the removal of non-member pre-booked skate sessions from the proposal, the facility would operate successfully with the access arrangements and level of parking proposed. The Travel Plan would help to ensure that travel to the site and demand for car parking is monitored and managed.

8.0 MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The primary strategic planning considerations applying to the site and associated policies are:

	Development Plan	NPPF
General policies	CS1 and CS2 of the CSDPD	Consistent
Employment area	CS19 and CS20 of the CSDPD	Broadly consistent although it is noted that CS20's requirement for an Employment Impact Statement is not consistent with the NPPF
Design	CS7 of the CSDPD	Consistent
Amenity	'Saved' policies EN20 and EN25 of the BFBLP	Consistent
Highway Safety	'Saved' policies M4, M7 and M9 of the BFBLP CS23 of the CSDPD	Consistent
Supplementary Planning Documents (SPD)		
Bracknell Forest Parking Standards Supplementary Planning Document (2016)		
Bracknell Forest Council's Planning Obligations SPD (2015)		
Other publications		
National Planning Policy Framework (NPPF) 2019		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i. Principle of Development
- ii. Impact on Character and Appearance of Area
- iii. Impact on Residential Amenity
- iv. Transport and Highways Considerations

i. Principle of Development

9.2 The application site is located within the Western Employment Area, a designated employment area for business, industrial and storage uses (BIDS). Policy CS20 of the CSDPD requires that new development or uses support the primary business function of the employment area, and cumulatively do not compromise the integrity of the prime business functions of the employment area. The proposed use does not comply with the function of this business area. The Council's evidence base for the emerging Local Plan shows that there is a need for employment floorspace in the Borough over the plan period, and the site's location in the Western Employment Area makes it suitable for BIDS use.

9.3 The application site has been vacant since Dec 2019, with evidence showing the site has been actively marketed since mid-2019, with further marketing occurring since March 2020 for this and the adjacent site. The adjoining premises, unit 3, have been marketed by the same estate agents since 2018, without a tenant being found.

9.4 In view of the above, and in light of the current situation, it is preferable for the unit to be occupied by a non-business use than for the building to remain vacant. The proposed use would serve a need, as evidenced by the high level of support for the application. However, because the evidence of marketing is not for a significant period of time and there is an identified need for BIDS floorspace it is considered reasonable that the permission is subject to a condition to tie the consent as a personal permission which the applicant has suggested. This would ensure that when the use ceases the unit can return to BIDS floorspace.

9.5 *The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020* (Regulation 4) states that applications submitted before 1st Sept 2020 should be determined on the basis of the use class order in effect when the application was submitted. On this basis the application has been considered as a change of use from B1c to D2.

9.6 D2 covers 'leisure and assembly' uses and the applicant states the proposed use falls within this class. Main Town Centre uses (as defined in Annex 2 of NPPF) includes "leisure, entertainment and more intensive sport and recreation uses". Para. 86 of the NPPF makes it clear that 'main town centre uses', which includes leisure and more intensive sport facilities, should be located in town centres. The sequential test is used as a tool to guide main town centre uses towards town centre locations first. Such an approach is seen as a means of supporting the viability and vitality of town centres by placing existing town centres foremost in both plan-making and decision-taking. The House of Commons Housing, Communities and Local Government Committee document titled 'High streets and town centres in 2030' (February 2019), states that the Government considers town centres should be seen as activity-based community gathering places where retail is a smaller part of a wider range of uses and activities and where green space, leisure, arts and culture and health and social care services combine with housing to create a space based on social and community interactions.

- 9.7 National policy seeks to direct leisure development to town centres through the sequential test (NPPF para. 86). The site is not located within Bracknell town centre, nor is it an edge of centre location as per the NPPF. The Planning Practice Guidance (PPG) is clear that it is for the applicant to demonstrate compliance with the sequential test (Paragraph: 011 Reference ID: 2b-011-20190722).
- 9.8 Para 87 of the NPPF states that when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre.
- 9.9 The Planning Practice Guidance (PPG) (Reference ID: 2b-011-20190722) states that the application of the sequential test will need to be proportionate and appropriate for the given proposal.
- 9.10 Although the PPG checklist does not list viability, Ref ID 2b-013 states that “The sequential test supports the Government’s ‘town centre first’ policy. However as promoting new development on town centre locations can be more expensive and complicated than building elsewhere, local planning authorities need to be realistic and flexible in applying the test.”
- 9.11 The NPPF (para. 87) and the PPG (Reference ID: 2b-011-20190722) are clear that in order to demonstrate the sequential test has been passed, applicants and Local Authorities need to assess whether there is scope for flexibility in the format and/or scale of the proposal.
- 9.12 The applicant has submitted a sequential test which has considered a number of sites within the Town Centre, edge of centre and outside the Town Centre. The sequential test has assessed 35 sites that have been found through ‘publicly available documents’ including the SALP.
- 9.13 Although the document is not structured to consider town centre, edge of centre then out of centre in that order, a total of four sites in Bracknell Town Centre were assessed and one edge of centre site. The sequential test looks at several office buildings both in and around Bracknell Town; for most the floor areas are too small to accommodate an ice rink or there is insufficient unobstructed space due to structural pillars.
- 9.14 The sequential test provided is set out with clear headings for each alternative site considered. It includes consideration of the sites’ relationships to the town centre boundary, and distance to public transport. It also sets out physical development/amenity constraints, and conclusions (reasoning) about the suitability of the site.
- 9.15 The sequential test concludes that there are five alternative sites that are comparable in terms of capacity to deliver the proposed development and these have been outlined within the supplementary information provided by the applicant. These are:
- The Deck
 - John Nike Leisure Centre
 - 5 Kiln Lane
 - The Sterling Centre
 - The Atrium
- 9.16 These sites have been discounted for the following reasons:
- 9.17 The Deck is a Town Centre site and was discounted as there are no units available of a sufficient size to accommodate the proposed rink, the development is not likely to be

ready to be occupied for a number of years and the roof would not house a year-round facility and could not support ice hockey.

- 9.18 John Nike Leisure Centre is not in a town centre and the site was discounted as it is currently being marketed for private sale at a cost that is in excess of the applicant's financial means. They also advise that the site is less suitable as it is located further away from the centre.
- 9.19 5 Kiln Lane is not a town centre site and was discounted following advice from the applicant's transport consultant and discarded in favour of the application site. The site now has a lease to be occupied.
- 9.20 The Sterling Centre is located outside the town centre and units are generally too big or too small for the ice rink and combining the units would be problematic physically and in terms of the lease agreements.
- 9.21 The Atrium is an office building in the Town Centre site with the applicants advising that there would be potential amenity issues with introducing a conflicting use into the building and the fact that it has only just been refurbished for purpose-built office accommodation.
- 9.22 A further additional site in the Town Centre was also required to be surveyed at Princess Square. The applicants concluded that the site is too small and the wrong shape to accommodate the proposal. The applicant has also considered whether the former Sainsbury's unit could be sub-divided, and has confirmed that whilst it could theoretically accommodate the proposal, as a speciality use it would involve significant and expensive refurbishment and result in the landlord needing to reconfigure the space once the use has ceased. It is therefore not considered a realistic or viable option.
- 9.23 The applicant has set out that whilst clearly the ice rink itself cannot have obstructions/ be across different floors, there is also no scope to amend the format of the proposal to put some of the associated ground floor uses such as changing rooms on other floors, since it would be impractical for players in full ice hockey kit to travel across floors. It also sets out that the existing floorspace of the unit is 1,701.7sqm and that the proposed mezzanine is not essential for the operation of the ice rink; the essential floorspace is 1,700sqm. The sequential test was undertaken on this basis, and so it has now been demonstrated that there is no flexibility in the format and/or scale of the proposal.
- 9.24 The NPPF (para. 87) and PPG require it to be demonstrated that the proposed site is better connected to the town centre than these alternatives. The applicant has set out reasoning for this, including that some sites are no longer available, they are unsuitable for the proposal, and in the instance of two sites, they are no better connected to the town centre than the proposed site. The supplementary information submitted by the applicant has therefore now demonstrated this requirement of the NPPF and PPG.
- 9.25 It was suggested other sites were considered further if there was flexibility in the format/ scale of the proposal, but as above, it has now been demonstrated that there is no flexibility in the format and/or scale of the proposal. It can therefore be concluded in light of the additional information provided by the applicant that the sequential test has been passed. There are no sites within the Town Centre or closer to the Town Centre than the location applied for.
- 9.26 The loss of the business use and the replacement with a D2 Leisure and Assembly use is considered to be acceptable. Therefore, and in view of the above, the principle of the development can be considered acceptable.

ii Impact on the Character and Appearance of the Area

9.27 No changes are proposed to the external appearance of the building apart from a stand alone chiller to the rear of the building and a ramp to allow inclusive access to the front (for which final details are proposed to be required by condition 5). The car park is proposed to be resurfaced and marked out to the front and the rear in a similar layout to the existing. These changes are not considered to result in a prominent impact or appear out of keeping in the area.

9.28 The proposals would also result in a new footpath being constructed from the northern side of the application site which would be close to an existing street tree. The tree provides important softening to the street and can be retained with mitigation and construction measures to be agreed by a planning condition 10.

9.29 The level of visitors to the building is not considered to be dissimilar to other uses in the surrounding area and is not considered to impact its character.

iii Impact on Residential Amenity

9.30 The closest residential properties to the application site are to the east and approximately 80m away in Berkshire Court, the new office to residential conversion.

9.31 The proposal would include the installation of a chiller to the rear of the building. Details of how the noise from the chiller will be mitigated to prevent disturbing local residents is required by condition 4.

9.32 These distances should ensure an acceptable relationship with the closest residential use.

iv Transport and Highway Considerations

Access

9.33 Vehicular access is available to both the north and south of the site, via access roads which form part of The Western Centre, linking to the adopted highway of Western Road to the north and north-west and to Downmill Road to the south-east. Pedestrian access is available to the north of the unit onto the adopted footway/cycleway to the south of Western Road. A new footpath link and disabled access ramp is proposed to link the northern pedestrian access to the site with the existing footway/cycleway of Western Road complying with policies M6 (Cycling and walking) and M7 (Access for people with disabilities) of the Local Plan.

Parking

9.34 18 allocated car parking spaces, including 1 disabled space, are proposed to the south of the unit; two spaces have enlarged width for ease of access with a narrower aisle width to the rear, compliant with Manual for Streets paragraph 8.3.52. A one-way operation of the car park aisle has been introduced. A further 7 allocated spaces are retained to the north of the site; these northerly spaces require resurfacing and lengthening to make them safe for all users. In addition, the unit has use of 10 unallocated space to the north-east and 5 unallocated spaces to the south-west; these unallocated spaces were observed to be approximately 40% occupied during a site

visit by the Highway Authority mid-morning on a weekday (before the most recent Covid-19 lockdown began).

9.35 Overall, there are 25 allocated car parking spaces plus around 9 unallocated spaces which are likely to be available to staff or users of the proposed ice training facility. The Highway Authority is satisfied that this level of car parking provision is appropriate to the uses now proposed (with no non-member pre-booked skate sessions). The Travel Plan includes a clause in paragraph 6.35 that "In the unlikely event that overspill parking be identified as a problem, then a parking management regime would be introduced", initial details of how such a parking management regime could operate are set out in paragraphs 6.36 and 6.37 of the Travel Plan. The Travel Plan also indicates in paragraph 6.39 that Staff travelling to the site by car will be encouraged to park in unallocated spaces. Staff will be issued with a permit sticker so that it is clear which vehicles belong to staff at the facility. Cycle parking is proposed with 6 cycles (3 Sheffield stands) to the north of the unit along with 18 vertical cycle hangers internal to the building. The Highway Authority is satisfied that this level of cycle parking provision is appropriate to the uses now proposed, but would like the details of the internal cycle parking stands to be subject to a "submitted and approved in writing" condition to ensure that the design of the internal cycle parking is safe and appropriate for all user types.

Travel Plan

9.36 The applicant has confirmed that the non-member pre-booked skate sessions have been removed from the proposal. The following activities are therefore applied for, as set out in paragraphs 4.2, 4.7, 6.22 and 6.27 of the submitted Travel Plan:

- 15 hours/week (approximately) ice sports club members' training;
- 15 hours/week (approximately) competitive figure skating training;
- 15 hours/week (approximately) during term-time for school lessons, between 09:00 and 15:00. During these hours the school will have exclusive use of the Proposed Development including the car park area to the rear of the Site;
- Member only skating sessions, including Learn to Skate; and
- Hockey camps during school holidays, between 08:00 and 16:00.

The camps will typically comprise 3 groups of between 15-20 participants. Starting times for each group would be staggered to ensure that there is no drop-off or pick-up overlap between successive start times. Parents / carers of participants will not be permitted to wait at the site, those arriving by private car will be required to pick-up / drop-off only.

9.37 Paragraph 4.3 of the Travel Plan sets out that "Staffing at the Site will comprise a Duty/Rink Manager, rink staff and coaches. Typically, a maximum of five staff are expected to be on-site at any one time". Paragraph 4.5 of the Travel Plan sets out that there will be a maximum capacity of 25 people using the ice during training sessions.

9.38 Paragraphs 4.4 and 4.8 of the Travel Plan set out that there will be some ice hockey matches played but, due to the size of the proposed rink, these will have a maximum of 10 players in each team (3 outfield players and 1 goal tender on the ice and up to 6 in reserve). The rink will not be large enough to play a 'normal' match. There will be no paid spectators at these matches. There are therefore no spectator seats designed into the proposed development. As a consequence, there is also very limited space for parents / carers to wait during sessions and they will be encouraged not to wait during sessions.

9.39 Paragraph 4.9 of the Travel Plan notes that "as the Proposed Development is intended to serve elite ice sport, it will be critical to maintain the ice to a high standard. As a

consequence, there is typically a gap of 15 minutes between successive sessions on the ice to allow for essential maintenance of the ice". The operator of the ice facility will appoint a Travel Plan Coordinator to operate the Travel Plan, predominantly to encourage travel by sustainable modes and including a Travel Information Pack for each new user or member of staff of the facility.

9.40 The Highway Authority is satisfied that, with the removal of non-member pre-booked skate sessions from the proposal, the facility would operate successfully with the access arrangements and level of parking proposed. The Travel Plan would help to ensure that travel to the site and demand on car parking is monitored and managed.

10. CONCLUSIONS

10.1 The use of the building for a training centre, and the preference to fill a vacant building, is considered sufficient to overcome the loss of a business use within an employment area. The applicants have demonstrated, through a sequential test, that there are no available sites to meet the requirements of an ice skating training centre in the town centre or edge of the town centre. The sequential test has been passed. The proposed development is not considered to have an adverse impact on the character of the area or residential amenity, and the parking in conjunction with the proposed travel plan is considered acceptable.

11. RECOMMENDATION

11.1 That the Head of Planning be authorised to **APPROVE** the application subject to the following conditions amended, added to or deleted as the Head of Planning considers necessary:

01. The use 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 use hereby permitted shall be carried out only in accordance with the following approved plans and other submitted details:

Block plan and site location plan 2803 002 REV P12 received 17 Nov 2020

Proposed ground floor plan 2803-005 REV P3 received 14 Aug 2020

Proposed first floor plan 2803-006 REV P3 received 14 Aug 2020

Proposed chiller cage 2803-007 REV P2 received 14 Aug 2020

Amended Framework Travel Plan received 08.12.2020

Sequential test dated received 14.10.2020

Sequential test addendum received 05.11.2020

Email re sequential test from D.Hay received 04.12.2020

Email re sequential test from D.Hay received 09.12.2020

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

03. The use hereby permitted shall be carried on only by DK Ice Enterprises Ltd and when the premises cease to be occupied by DK Ice Enterprises Ltd the use shall cease and all materials and equipment brought onto the site in connection with the use shall be removed.

REASON: In the interests of the visual amenities of the area.

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

04. The sound rating level (established in accordance with BS4142:2014) of any plant, machinery and equipment installed or operated in connection with this permission shall not exceed, at any time, the prevailing background sound level at the nearest residential or noise sensitive property. If the plant, machinery or equipment is to be enclosed, details of the enclosure shall be submitted to and approved in writing by the local planning authority, and the approved means of enclosure shall be installed prior to the development hereby permitted commencing.

Reason: To protect the occupants of nearby residential properties from noise

05. The development hereby permitted shall not be brought into use until a means of access for pedestrians including people with disabilities which links the northern pedestrian entrance door to the building with the existing southern footway/cycleway of Western Road has been constructed in accordance with details which have been submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of accessibility and to facilitate access by pedestrians and people with disabilities.

[Relevant Policies: BFBLP M6 and M7, Core Strategy DPD CS23, NPPF paragraphs 108 and 110]

06. The development hereby permitted shall not be brought into use until space has been laid out within the site in accordance with the approved block plan 2803 002 P12 received 17th November 2020, for cars and motorcycles to be parked and vehicles to turn. 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 parking to prevent the likelihood of on-street parking which would be a danger to other road users.

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

07. The development hereby permitted shall not be brought into use until the 7 car parking spaces to the north of the building and to the south of Western Road shown on the approved plans have been re-surfaced and lengthened to at least 4.8m with at least 6.0m turning space beyond.

REASON: To ensure that the development is provided with safe and adequate car parking and turning, to minimise the scope for conflicts between pedestrians and vehicles, and 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, NPPF paragraph 110]

08. The development shall not be brought into use until a scheme has been submitted to and approved in writing by the Local Planning Authority for covered and secure cycle parking facilities. The facilities shall be provided prior to the development being brought into use and thereafter be retained.

REASON: In the interests of accessibility of the development to cyclists.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23, NPPF paragraph 108]

09. The development hereby permitted shall not be brought into use until a Full Travel Plan in general accordance with the approved Framework Travel Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Full Travel Plan shall be implemented and monitored for at least a 5 year period following commencement of the development hereby permitted with travel surveys undertaken every 6 months, in summer and winter,

throughout the 5 year period. The Travel Plan shall be developed and maintained to the satisfaction of the Local Planning Authority throughout this period.

REASON: To promote Travel Planning in the interests of encouraging sustainable alternative modes of travel.

[Relevant Policies: Core Strategy DPD CS23 and CS24, NPPF paragraph 111]

10. No hard surfaced area of any description within the minimum Root Protection Areas of any trees to be retained (calculated in accordance with Section 4 of British Standard 5837:2012 or any subsequent revision) shall be constructed until a detailed site specific construction method statement has been submitted to and approved in writing by the Local Planning Authority. Details shall be based on a porous 'No-Dig' principle of construction, avoiding any excavation of existing levels in all areas concerned, and shall include:-
 - a) an approved development layout plan identifying all areas where special construction measures are to be undertaken; and
 - b) materials including porous surface finish; and
 - c) construction profile(s) showing existing /proposed finished levels together with any grading of levels proposed adjacent to the footprint in each respective structure; and
 - d) a programme and method of implementation and arboriculture supervision.

The hard surfaced areas shall be constructed in full accordance with the approved scheme, under arboricultural supervision, prior to the first occupation of the development. The approved surfacing shall be retained thereafter.

REASON: In order to alleviate any adverse impact on the root systems and the long term health of retained trees, in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

Informative(s):

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 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, 2, 3, 6, 7
03. The development cannot be brought into use until the following conditions have been discharged: 4, 5, 8, 9, 10
04. This is a planning permission. Before beginning any development you may also need separate permission(s) under Building Regulations or other legislation. It is your responsibility to check that there are no covenants or other restrictions that apply to your property.
05. Any incidental works affecting the adjoining highway shall be approved by, and a licence obtained from, The Highways and Transport Section at Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000 or via email at Highways.Transport@bracknell-forest.gov.uk, to agree the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be made allowing at least 12 weeks prior to when works

are required to allow for processing of the application, agreement of the details and securing the appropriate agreements and licences to undertake the work. Any work carried out on the public highway without proper consent from the Highway Authority could be subject to prosecution and fines related to the extent of work carried out.