

## Unrestricted Report

### ITEM NO: 11

Application No.  
**21/00459/3**

Site Address:

Ward:  
Binfield With Warfield

Date Registered:  
18 May 2021

Target Decision Date:  
17 August 2021

### **Site Of Former Blue Mountain Golf Club and Conference Centre Wood Lane Binfield Bracknell Berkshire RG42 4EX**

Proposal:

**Construction of new two-storey community and health centre with associated external landscaping, car parking, cycle storage and roof level plant enclosure**

Applicant:

Mr Rajesh Sinha

Agent:

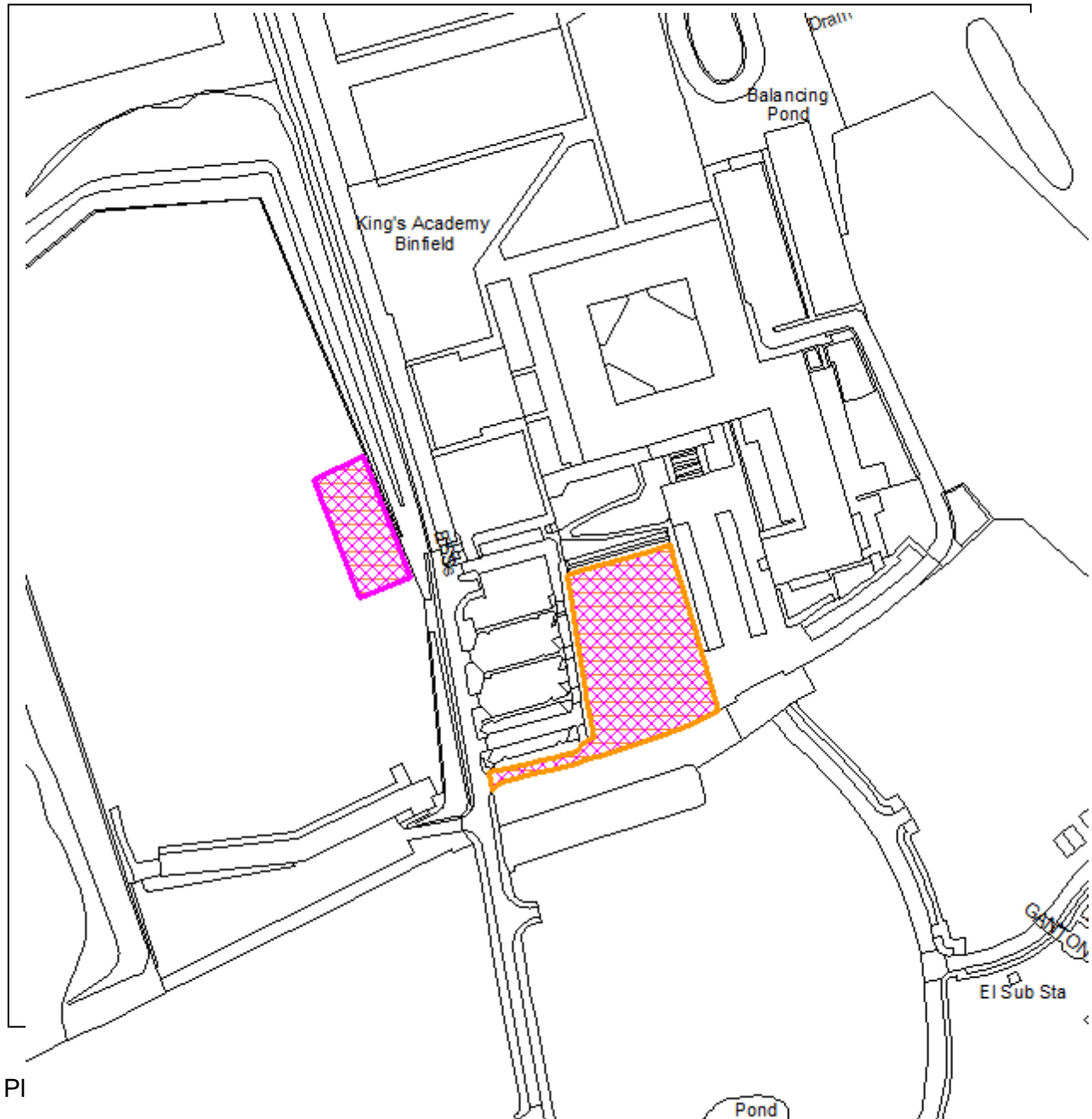
Mr Tom Gaskell

Case Officer:

Margaret McEvit, 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. SUMMARY**

1.1 The proposal is for the construction of a new two-storey community and health centre with associated external landscaping, car parking, cycle storage and roof level plant enclosure

<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 has been reported to the Planning Committee because it relates to a scheme which the Director, Place Planning and Regeneration is responsible for promoting.

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

<b>PLANNING STATUS</b>
Within settlement boundary

3.1 The application site is currently vacant but was the site of the clubhouse that formed part of the Blue Mountain Golf Club. The building was demolished in 2020. The site formed part of the wider Blue Mountain Golf Club site where a hybrid planning permission was granted in 2016 (16/00020/OUT) for up to 400 additional dwellings, a community facility of up to 1,077 sq m, sports provision and open space, an all-through school (Learning Village) and 13 ha of Suitable Alternative Natural Greenspace (SANG) land.

3.2 The site sits between Kings Academy to the north and housing development currently under construction to the south. To the west of the proposed building is the staff and drop off car park for the secondary school element of Kings Academy. East of the site are the primary school and nursery elements of Kings Academy. An area of additional car parking to serve the proposed development is sited on the eastern side of Wood Lane. Ground levels for the site are lower than levels to the north and west, with retaining structures currently in place. Ground levels continue to step down to the south of the site where the housing development is under construction.

### **4. RELEVANT SITE HISTORY**

4.1 16/00020/OUT: Hybrid planning application seeking (a) outline planning permission for up to 400 additional dwellings, a community facility of up to 1,077 sq m, sports provision and open space (all matters reserved except for means of access) and (b) full planning permission for an all-through school (Learning Village) providing nursery, primary, secondary, post 16 and SEN facilities, approximately 13 ha of Suitable Alternative Natural Greenspace (SANG) land, two vehicular accesses from Temple Way, a spine road through the development and a school drop-off/SANG car park. APPROVED.

4.2 20/00044/DEM: Application for prior approval for demolition of former clubhouse to Blue Mountain Golf Club. Prior approval not required.

## 5. THE PROPOSAL

5.1 This is a full application for the erection of a two storey building to accommodate a community and health centre, together with associated external landscaping, car parking, cycle storage and roof level plant enclosure. The application site formerly included the Blue Mountain Golf Clubhouse which has been demolished.

5.2 Planning permission 16/00020/OUT included outline planning permission for a community facility of up to 1,077 sq.m. The indicative plans for the community facility in that permission show the retention of the existing club house, with the ground floor to be used as the community hub and the first floor mothballed. A car park in front of the building would provide thirty one parking spaces to serve the community facility accessed from Wood Lane.

5.3 The proposed two storey building is positioned along the north and east boundaries of the site, with vehicular access from the existing access to the site which connects to the staff and drop off car park access road to the west and is served from Wood Lane. Within the main car park adjacent to the building 36 car parking spaces will be provided, of which 6 will be disabled parking spaces. In the additional car park on Wood Lane, 31 car parking spaces will be provided. The development also proposes 30 cycle parking spaces, 8 active electric charging points and 6 passive charging points. An ambulance lay-by will be provided within the main car parking area. Pedestrian access is provided to the main access road serving the wider development through a link from the entrance plaza to Kings Academy.

5.4 The building will house a community centre which will provide a range of facilities to support community functions and activities. Flexible spaces within the building will accommodate sports and leisure groups, parties and meeting spaces. The GP surgery and health centre element will provide a primary care centre to serve the local area. The building will be served from one central access point with a foyer café available to all users.

5.5 The building will be brick built with a canopy at the entrance with signage and artwork to the glazing to add legibility to the building entrance. The building will be flat roofed.

## 6. REPRESENTATIONS RECEIVED

### Parish Council:

6.1 The parking requirement demonstrated by the GP practice in the report totals 70 spaces and not the 59 mentioned in the report; however, the dedicated parking (on site and immediately opposite) provides only 67 bays. This does not take into account the parking needs of the community facility and puts the burden on the “parent drop off area” as being the only parking available for users of the community centre facility. This puts a real risk of ongoing issues with parking related to the use of the community centre and could limit the use of the site by the broadest possible range of users. (Officer response: The TA sets out that the parking allowed for the GP practice in accordance with standards would be 59 as stated in the report:  
3 spaces per consulting room = 3 x 15 = 45

1 space per consulting staff = 8  
 1 space per 3 other staff = 17 / 3 = 5.61  
 Total by standards = 45 + 8 + 6 = 59 spaces.

6.2 The proposals include a total provision of 67 bays to serve the GP surgery and the community uses. This meets the standards as set out by BFC which makes no set provision for community uses.

6.3 Note: the 70 spaces calculated by BPC appears to assume 1 space for all staff = 45 + 8 + 17 = 70.

6.4 The TA also included an assessment of the peak parking accumulation, based on arrival and departure patterns, for the GP surgery and community uses combined. This showed a peak weekday accumulation of 45 spaces occupied. This is shown in Table 6.1 of the TA.

6.5 It is also expected that visitors to the community centre and health centre will use the drop-off/visitor car park outside the times it would be used for school activities so that a clash would not occur. The proposed community/health hours for sharing the drop-off car park would be 9:30am to 2:30pm.)

6.6 BPC would like to see published the agreement BFC has in place with Kings Academy to clarify availability of the parking area controlled by the school.

6.7 In addition, without further detailed information, the capacity for the plant room could be considered excessive.

## 7. SUMMARY OF CONSULTATION RESPONSES

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

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

	Development Plan	NPPF	Weight to be attributed, with reference to para. 213 of NPPF
Sustainable development principles	SALP Policy CP1	Para. 11(d) refers to 'policies which <u>are most important for determining the application are out-of-date</u> '. CP1 wording differs to this.	Limited (policy not used in planning application decision-making)
	CSDPD Policy CS1	Furthermore, the PPG states that there is no need for a policy to directly replicate para. 11. Consistent (Paras. 7, 8, 11, 12, & 117 - 119)	Full

Land at Blue Mountain, Binfield	SALP Policy SA7	Consistent	Full
Design & Character	CSDPD Policy CS7	Consistent (Chapter 12)	Full
	BFBLP 'Saved' Policy EN20	"	Full
Trees & Landscape	CSDPD Policies CS1 & CS7	Consistent (paras. 127 & 170)	Full
	BFBLP 'Saved' Policies EN1, EN2 & EN20	"	Full
Residential Amenity	'Saved' Policies EN20 & EN25 of BFBLP	Consistent (paras. 127, 170 & 180)	Full
Transport	CSDPD Policies C23	Consistent (Chapter 9)	Full
	BFBLP 'Saved' Policies M8 & M9	"	Full
Drainage	CS1 of CSDPD	Consistent (paras. 163 & 165)	Full
Biodiversity	CSDPD Policies CS1 & CS7	Consistent (paras. 170 & 175)	Full
	BFBLP 'Saved' Policies EN1, EN2 & EN20	"	Full
Sustainability of build (Renewable Energy and Water Use)	CSDPD Policies CS10 & 12	Consistent (para. 149)	Full
<b>Supplementary Planning Documents (SPD):</b>			
Parking Standards SPD (2016)			
<b>Other publications:</b>			
National Planning Policy Framework (NPPF) (2019) National Planning Policy Guidance (NPPG)			

8.2 In addition, the Binfield Neighbourhood Plan was 'made' in 2016. The relevant policies from this, which are considered consistent with the NPPF, are:

Policy CF1: Provision of New Primary Healthcare Facilities and Associated Car Parking  
Policy CF2: Provision of a Community Shop and Café

## **9. PLANNING CONSIDERATIONS**

9.1 The key issues for consideration are:

- i Impact on character and appearance of the area
- ii Impact on residential amenity
- iii Impact on highway safety
- iv Trees and Landscaping Issues

### **i. Impact on Character and Appearance of Area**

9.2 The overall Blue Mountain site is allocated for mixed use development including a multi-functional community hub in SALP policy SA7. As part of the hybrid planning permission for the wider site, the former two storey club house was proposed to be used as a community facility. The floorspace for the use was restricted to 1,077 sq.m because car parking to serve the facility was restricted to 31 spaces. The clubhouse has since been demolished and this application proposes a two-storey brick built joint-use building to accommodate community facilities and a primary care health facility to serve 18,000 patients. The provision of community and health facilities contributes to the requirements of policy SA7 of the SALP which seeks comprehensive mixed use of the Blue Mountain site to include a multi-functional community hub. Policy CS1 of the CSDPD also seeks to protect and enhance the health, education and safety of the local population.

9.3 The application proposes re-use of the club house site. The site is well located to serve residents of the Blue Mountain development which is currently under construction, and will be accessed from Wood Lane with vehicular, pedestrian and cycle links to the wider Binfield area. The building will be visible from the main access road to the Blue Mountain development and pedestrian access will be secured from this road. The building has been designed to be a focus for the community in the Blue Mountain development and beyond. Facilities within the community centre will be flexible to cater for a wide range of community uses and groups.

9.4 Although the building will have two distinct functions it has been designed as one building with a central entrance lobby. Space has been provided to provide signage and graphics to clearly indicate the entrance to the building. One significant design feature of the building is the use of windows which serve to illuminate and ventilate the building but also provide a design feature. Windows are set into the elevations at various depths to allow for solar shading to rooms within the building. The depth of windows will vary according to the direction a particular elevation faces. Adjacent to each window are ventilation doors which allow for natural ventilation of all rooms without requiring windows to be opened. The varying depths of windows adds variety to elevations in addition to being functional.

9.5 The internal layout of the building is designed to allow ground floor rooms to have access to the outside with the creation of garden rooms which allow for outdoor activities and provide an opportunity for landscaping around the building.

9.6 Materials for the building have been proposed to fit with the buff brick of Kings Academy and the predominantly red brick of the residential development to the south. A multi brick of grey/brown/cream tones has been proposed which will distinguish the building on site and clearly indicate where the facilities are located.

9.7 The building sits between the Academy buildings to the north which are sited on higher ground, and residential development to the south at lower ground levels. The building sits in terms of scale between the large school buildings to the north and smaller scale residential units to the south and this is considered to be appropriate in terms of progression in scale of buildings when entering the site from Temple Way and indicating that the facility is a public building easily visible to visitors.

9.8 The proposed building is considered to be an appropriate design for its use, being a high quality and legible building. Materials to be used are Carsington Cream as a main brick with other materials to be submitted. This palette of materials is considered appropriate to add variety to the wider site, providing a contrast to the school and residential buildings but of a tone that will sit well with the buff and red brick buildings used on the wider site. The building is considered to comply with policy SA7 of the SALP in providing a multi-functional community facility as part of a comprehensive development of the site. The proposed development is also acceptable when considered against policy EN20 of the BFBLP and policy CS7 of the CSDPD in providing a high quality design appropriate to the character of the area.

## **ii. Impact on Residential Amenity**

9.9 The application site is located immediately north of the residential development permitted under the hybrid application 16/00020/OUT. The closest properties to the site will be approximately 15m from the application site boundary and main car parking area and approximately 40m from the proposed building. Given the inclusion of a two storey building in this location for a community facility as part of the original hybrid application for the wider site, the provision of a two storey building is not considered to be harmful to the residential amenity of future residents of these houses.

9.10 Vehicular access to the site will use the existing access road from Wood Lane that currently serves the staff and drop off car parking area for Kings Academy. The additional traffic using this road and accessing the car park for the facility is considered to be at a sufficient distance from the closest properties such that there will be no significant reduction in amenity to residents.

## **iii Impact on Highway Safety**

### Access

9.11 The site is located at the northern end of Wood Lane adjacent to the new school car park and opposite the golf driving range complex. The access to the site is already in place and the site is currently vacant. The access road connects to an uncontrolled crossing point on Wood Lane. The access road is required to be at least 4.8m wide to ensure the safe passage of vehicles along the route and to ensure that pedestrians using the path adjacent are not at threat from passing vehicles. This can be accommodated. The site access junction with Wood Lane has sufficient visibility in both directions subject to vegetation being cut down to provide safe visibility during any construction or the operation of the site once built.

9.12 Electronic barriers are proposed on the access to both car parks to control vehicles entering the site and allow for the car park to be secured when the building is

not in use. The barrier will be self opening while the building is open and will not require passes or permissions to enter the main site.

9.13 The site has a separate pedestrian route to the building from Wood Lane and this is welcomed. The site also has a direct pedestrian connection from St Georges Park, the main access road to the Blue Mountain development from Temple Way and this provides a direct link for pedestrians visiting the site on foot or by bicycle. Such routes aid access to the site by non car modes.

9.14 The applicant has demonstrated that delivery vehicles as well as ambulances can safely access the car park and circulate around it.

9.15 The site also has a secondary car park located on land on the opposite (West) side Wood Lane. This car park will have an access located opposite the formal turning head in Wood Lane and the staff car park access to the school. At this point the land appears to be closer to the level of Wood Lane and so access may be easier to achieve. The proposed access will require the removal of the majority of the vegetation along the frontage to provide visibility and any replanting would need to be set back so as not to interfere with visibility.

### Parking

9.16 In relation to parking, the GP surgery would require a total of 59 spaces and the community centre should be considered on need. The site has a total of 67 parking spaces including the on site and off site car parks. It also has the potential to share the drop off car park outside school operating times as well as the potential to use the drop off car park located off Forest Road for any trips that may be made to the building from the centre of Binfield outside of peak school times.

9.17 The applicant has undertaken to use data from TRICS of surveyed sites for both GP surgeries and community centres to establish what the parking accumulation could be for a site of the scale proposed. This work has indicated that the peak demand on both uses would be around 50 parking spaces, meaning the level of parking proposed would be adequate for the demand. It is noted that the peak demand times for both of the proposed uses do not occur at the same time.

9.18 Furthermore, the applicant has also made a comparison of this proposal with an existing GP surgery in the centre of Binfield. This surgery has around half the number of consulting rooms of the proposal but parking is only around 20 spaces. Whilst it is recognised that some parking off site does occur from this surgery, overall the level of parking provided for the proposal is felt to be sufficient for the GP use as well as providing some additional parking for the community centre use at the same time.

9.19 As there are two parking areas it is clear that some form of control will be required to maximise the use of the parking stock. It is advised that during the week staff associated with both the GP and community uses should park in the off site car park as that provides the greatest level of flexibility for the on site parking for patients to access the building. The parking demand for patients is also more fluid with more comings and goings during the day and this will also help keep the parking stock turning over for the community centre use as well. It is advised that a scheme of signage will be needed to direct users in the car park to follow the one way system as well as tell them where additional parking is located off site. It is also expected that visitors to the community centre and health centre will use the drop-off/visitor car park



outside the times when it would be used for school activities so that a clash would not occur. The proposed community/health hours for sharing the drop-off car park would be 9:30am to 2:30pm.

9.20 Disabled parking has been provided to the required level.

9.21 Electric vehicle parking provision has been included to the required standard and on this occasion half of the provision required will be active and thus ready for use when the centre is open. The remaining parking is located adjacent and could be expanded in due course.

9.22 Cycle parking to the required standard has been provided and this is located to the west of the building in secure stores.

#### Traffic impact

9.23 TRICS has been used to establish likely trip rates and vehicle movements at peak hours on the network and Wood Lane itself. This information considered both uses proposed but it should be recognised that the hybrid/outline application already consented for the overall site did contain the community centre use of a similar scale.

9.24 Around 68 two way trips would occur in the AM peak period and 47 two way trips would occur in the PM peak period for the GP surgery. The community centre would generate around 3-4 two way trips in either AM and PM peak periods.

9.25 It should be noted that the level of traffic entering the site in the AM peak period is split as 45 trips inbound and 23 outbound which is likely to correspond to staff arriving at site during the morning peak period. This is relevant as many of the staff would be expected to arrive before the peak school drop off demand period of 8:30 - 9am. School staff trips will also occur but typically this too occurs earlier than the network peak hour as staff need to be on site and ready to teach prior to the school day starting just before 9am. It is felt that this level of traffic combined with the use of the drop off facility and staff car park from the school site will not lead to operational issues on Wood Lane or on its junction with Temple Way during the morning peak period. The evening peak period, as set out above, is a lower level of trips than the morning peak and at that time the level of activity from the school site will be nominal and will mainly include staff trips leaving the school site. Such trips are spread out more evenly after the end of the school day.

9.26 The application is considered to be acceptable in highway terms.

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#### **iv Trees and Landscaping Issues**

9.27 There is no TPO that affects the subject trees nor any TPO in the near vicinity. The trees are not within, nor are they near, any Ancient Woodland.

9.28 The proposal does not affect a great number of trees nor any that are deemed to be of a high category (i.e. as per a BS5837 assessment).

9.29 In terms of impacts upon trees, the earth bank/slope, on which the subject trees are currently growing is of particular interest as a landscape feature which could be planted with trees to maintain and improve the landscape in mitigation of trees to be removed.

9.30 Four trees identified in the applicants AIA, trees T1 (Oak), T2 (Oak), T3 & T4 (both Cherry) are considered to be potentially affected by the proposed development and the formation of the additional car park on Wood lane.

9.31 Trees T1 (Oak) and T4 (Cherry) are not affected by the proposal. Tree T2 (Oak) is in such poor condition that its retention (especially adjoining the proposed car-park and public Highway) would be unwise and a management liability. Accordingly, there is no objection to its removal, subject to replacement planting.

9.32 Tree T3 (Cherry) is shown for retention but would be very close to the constructed edge of the proposed car-park. As the construction is so close to the nominal RPA of T3, any hard surface built that close would be liable to disruption by the surface roots of a growing & maturing Cherry. The recommendation would be to construct the 'Turning Space' and the first car parking bay using a no-dig construction (that could be readily repaired when disrupted by surface roots. The alternative would be to remove T3 and plant a replacement of a different species characteristic of the area. Both alternatives would be acceptable in tree terms and can be secured through conditions.

## 10. CONCLUSIONS

10.1 It is considered that the proposed development complies with Development Plan Policies SALP Policy SA7 and CP1, CSDPD Policies CS1, CS2 and CS7, BFBLP 'Saved' Policy EN1, EN2, EN20 and M9, and the NPPF.

## 11. RECOMMENDATION

That the Assistant Director: Planning be authorised to **APPROVE** the application subject to the following conditions amended, added to or deleted as the Assistant Director: Planning considers necessary:-

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 approved plans received by the Local Planning Authority on 18.05.2021, 25.05.2021 and 08.06.2021.

CMU-21145 REV A  
001241-ADP-00-ZZ-DR-A-1202/S2P2  
001241-ADP-00-ZZ-DR-A-1201/S2P4  
001241-ADP-00-ZZ-DR-A-1200/S2P4  
001241-ADP-00-01-DR-A-1026/S2P15  
001241-ADP-00-00-DR-A-1025/S2P16  
001241 - ADP-00-ZZ-DR-A-1301 REV S2 P2  
001241 - ADP-00-ZZ-DR-A-1300 REV S2 P2  
001241 - ADP-00-ZZ-DR-A-1211 REV S2 P2  
001241 - ADP-00-00-DR-L-1901 REV S2 P1  
001241 - ADP-00-00-DR-L-1900 REV S2 P1  
001241 - ADP-00-00-DR-A-1025 REV S2 P14  
001241 - ADP-00-00-DR-A-0904 REV D1P9

001241 - ADP-00-00-DR-A-0902 REV S2 P2  
001241 - ADP-00-00-DR-A-0900 REV S2 P2  
CD0321 - CRD-ZZ-XX-DR-E-7201 REV D1-P02

Arboricultural Impact Assessment May 2021

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

03. No development shall take place until samples of the materials to include bricks, roof tiles, canopy treatment, cladding and louvres to be used in the construction of the external surfaces of the development hereby permitted 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 visual amenities of the area.  
[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

04. No development (other than the construction of the access) shall take place until the access has been constructed in accordance with the approved plans 001241 - ADP-00-00-DR-A-0904 REV S2 P8

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

05. No part of the building shall be occupied until a means of access for pedestrians and cyclists has been constructed in accordance with the approved plans 001241 - ADP-00-00-DR-A-0904 REV S2 P8.

REASON: In the interests of accessibility and to facilitate access by cyclists and/or pedestrians.  
[Relevant Policies: BEBLP M6, Core Strategy DPD CS23]

06. No part of the building shall be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all times.

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]

07. The building provided by the carrying out of the development shall not be occupied until 30 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]

08. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:

- (a) Parking of vehicles of site personnel, operatives and visitors
- (b) Loading and unloading of plant and vehicles
- (c) Storage of plant and materials used in constructing the development

(d) Wheel cleaning facilities  
(e) Temporary portacabins and welfare for site operatives  
and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (e) above without the prior written permission of the Local Planning Authority.  
REASON: In the interests of amenity and road safety.

09 The development hereby permitted shall not be occupied until a detailed scheme of proposed tree planting to replace trees to be removed has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following comprehensive details of all trees to be planted: - [  
a) Full planting specification.  
b) Positions of all proposed species.  
c) Comprehensive details of ground preparation.  
d) Staking/tying method/s.  
e) 5 year post planting maintenance schedule.

All tree-planting shall be carried out in full accordance with the approved scheme in the nearest planting season (1st October to 31st March inclusive) to the completion of the approved development, or as may be otherwise agreed in writing by the Local Planning Authority. The quality of all approved landscape works shall be in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees included within the approved scheme shall be healthy, well formed specimens with single leading shoots and shall be of a minimum quality compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees which within a period of 5 years from the completion of all tree planting die, are removed, uprooted are significantly damaged, become diseased or malformed shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved, unless the Local Planning Authority gives written consent to any variation.

REASON: - In the interests of good landscape design and the visual amenity of the area.  
[Relevant Policies: BFBLP EN2 and EN20, CSDPD CS7]

10 The development hereby permitted shall not be occupied 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 or as may otherwise be agreed in writing by the Local planning Authority.

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

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)

