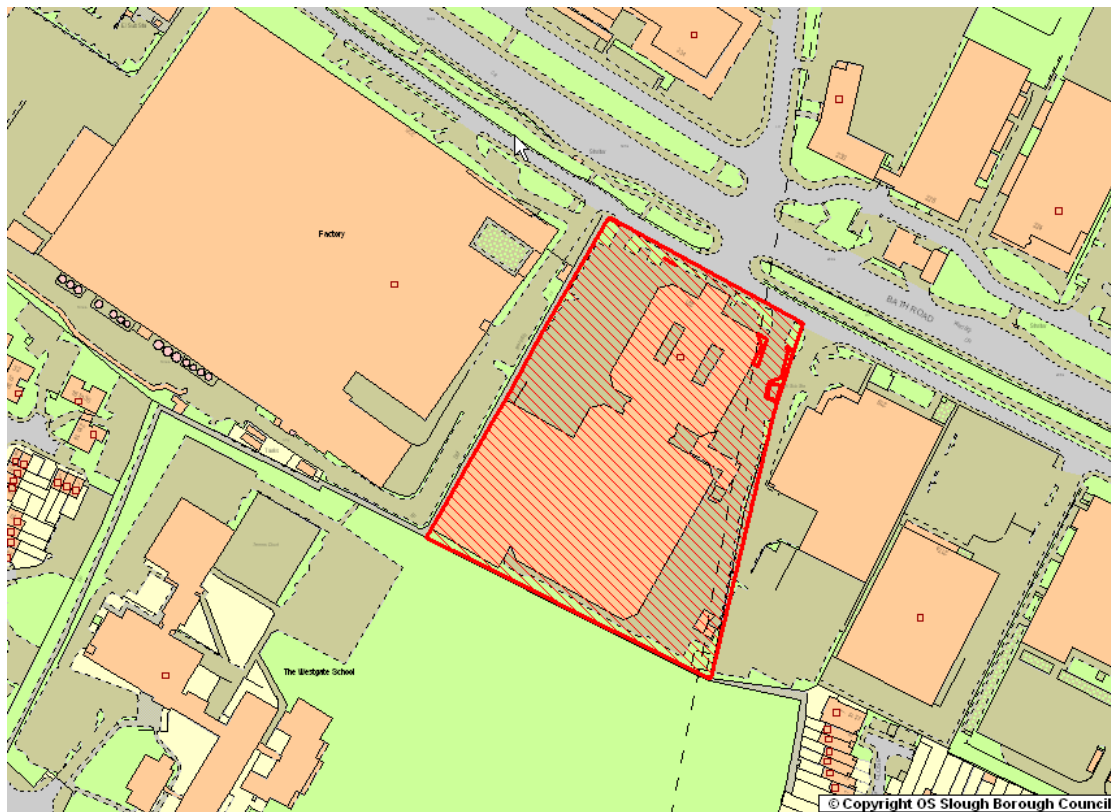


Registration Date:	06-Dec-2013	Applic. No:	P/00903/023
Officer:	Mr. J. Dymond	Ward:	Cippenham Meadows, Cippenham Green
Applicant:	Mr P Singh, Punjab House Associates Ltd		
Agent:	Mr Sundeep Bhavra, GA & A Design 59, Green Leys, West Bridgford, Nottingham, Nottinghamshire, NG2 7RX		
Location:	Citroen UK Ltd, 221, Bath Road, Slough, SL1 4BA		
Proposal:	CHANGE OF USE OF EXISTING BUILDING IN USE AS A CAR SHOWROOM, WORKSHOP AND OFFICES TO A MEDITATION/WORSHIP CENTRE WITH ASSOCIATED LANGUAGE SCHOOL, DAY CARE CENTRE, CHILDREN'S DAY CENTRE AND TRAINING WORKSHOPS AND ASSOCIATED FACILITIES (CLASS D1 NON-RESIDENTIAL INSTITUTION) WITH ASSOCIATED ALTERATIONS TO FRONT AND SIDE ELEVATIONS AND DOORS TO BUILDING.		

Recommendation: Delegate to Strategic Lead Planning Policy



1.0 SUMMARY OF RECOMMENDATION

- 1.1 This application has been referred to the Planning Committee for consideration as the application is for a major development.
- 1.2 Having considered the relevant policies set out below, the comments received and all other relevant material considerations, it is recommended that the application be delegated to Strategic Lead Planning Policy for formal determination following consideration of revised transport information and amended car parking provision and layout, completion of a Section 106 Agreement and finalising of conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 This application is for the proposed change of use of the existing building in use as a car showroom, workshop and offices to a meditation/worship centre with associated language school, day care centre, children's day centre and training workshops and associated facilities (Class D1 non-residential institution) with associated alterations to the front and side elevations and to the doors to building.
- 2.2 The applicant has revised the internal layout of the building following the submission of the application and provided additional information. The proposed use would provide the following uses within the building:

Ground Floor Level

1. Workshop that would cater for training in:
 - a. Plastering;
 - b. Plumbing;
 - c. Electrical;
 - d. Carpentry;
 - e. Bricklaying;
2. Day care centre for the elderly;
3. Children's day care/pre-school facility;
4. Punjabi music classes;
5. Meditation/worship hall.

First Floor Level

1. Canteen and restaurant;
2. Car deck;
3. Punjabi Language School including:
 - a. IT. suites;
 - b. Classes;
 - c. Associated library;
 - d. Teaching admin offices;
4. Administration centre for the building.

- 2.3 The applicant has stated that the primary use of the premises will be for meditation/worship but, in parallel, the centre will provide education and training/re-training in language, music and technical skills to assist people of all ages to improve their opportunities at school or in the workplace. The teaching will supplement the education of children who will be in full-time education and provide opportunities for older student to gain additional skills and qualifications.
- 2.4 The nursery/toddler, child and elderly day-care facilities will provide support for staff and for those attending meditation/worship or for those attending classes or training. The applicant states that these groups are not mutually exclusive in that those attending the site for training may also attend for meditation, for example. Furthermore, it is submitted that the canteen would be available for all attending the centre, but would not cater for external visitors or functions.
- 2.5 The applicant has stated that the premises would not be used for wedding or banqueting functions.
- 2.6 Parking would be provided around the building at ground floor level, within the decked car park and at second floor level on the car deck within the building. Bin storage and cycle parking would also be located at ground floor level.
- 2.7 It is understood that that the future operator of the centre would be Meditation Centre Slough.
- 2.8 The applicant has stated that the site will have the potential to employ a total of up to 80 full and part time staff and to accommodate up to 500 people in the meditation room. The proposed meditation room would be 1000 square metres in area. The applicant has submitted that meditators require sufficient space in order to ensure that meditation can take place in a quiet, inspiring and calm manner and that a minimum area of 2 square meters per attendee is required.
- 2.9 The morning meditation sessions would commence on weekdays and Saturdays at 04:00 for two hours. On Sundays, meditation would commence at 10:00. Evening sessions, including the various schools would not extend beyond 21:00.
- 2.10 It is stated that the peak weekday usage of the site is therefore expected to be 150 people between 10:00 and 11:00 and on the weekend the expected peak usage of the site will be up to 500 people on Sunday between 10:00 and 13:00.
- 2.12 The proposal has been the subject of pre-application discussions and advice has been provided.

3.0 Application Site

- 3.1 The application site comprises an existing building, three deck car park and surrounding land located within the Westgate Existing Business Area. The site is located outside of Slough Trading Estate.
- 3.2 The current use of the existing building in planning terms is as a car showroom, workshop and offices. The existing building is 9 metres in height and comprises two

storeys. It is considered to have the appearance of a contemporary glazed office building when viewed from Bath Road.

- 3.3 There are two existing access points onto the Bath Road service road; these are situated towards the north eastern and north western corners of the site.
- 3.4 The site is broadly rectangular in shape, and is 1.6 hectares in area. The topography of the site is flat and the land surrounding the building is mainly hard surfaced.
- 3.5 The surrounding area is predominantly commercial in nature. To the north of the site, on the opposite side of Bath Road is Slough Trading Estate. Leigh Road and the surrounding area is identified in the Site Allocations Development Plan Document as an area for comprehensive regeneration. Outline planning permission has been granted for the Leigh Road Commercial Core (LRCC) and reserved matters approval was recently granted for a proposed five storey office building at 234 Bath Road.
- 3.6 To the east of the site is 219 Bath Road. This building is understood to be in use for office purposes. There is an associated car park to the rear of the building.
- 3.7 To the south of the site is Westgate School. The school buildings are grouped to the west of the school site and the land immediately to the rear of the application site is in use as playing fields.
- 3.8 To the west of the site is 225 Bath Road. A large factory unit occupies this site and there is an access road adjacent to the footpath and western boundary of the application site.
- 3.9 The nearest residential properties to the application site appear to be situated to the south east, on Hayling Close and Oakfield Avenue, and to the south west of the site on Egremont Gardens and Fotheringay Gardens.
- 3.10 The site is located within Flood Zone 1 and the site therefore is considered to comprise land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).
- 3.11 The site is not located within a Conservation Area, nor are there any listed buildings nearby which would likely be affected by the proposal.
- 3.12 There are no trees subject to a Tree Protection Order on the site.

4.0 Site History

- 4.1 Previous applications relating to the site of relevance are considered to be as follows:

P/00903/019 CONSTRUCTION OF A 3 LEVEL CAR DECK, CONVERT PART OF BUILDING TO RETAIL SHOWROOM, REFURBISHMENT OF EXISTING WORKSHOP, RELOCATION OF OFFICES AT FIRST FLOOR AND NEW EXTERNAL PARKING LAYOUT.

Approved with Conditions; Informatives 23-Jan-2008

P/00903/013 PROVISION OF ADDITIONAL MEZZANINE FLOOR VEHICLE DOORS AND USE OF BUILDING FOR B1(A) (B) AND (C) ACTIVITIES.

Approved with Conditions 31-May-1988

P/00903/012 RELAXATION OF CONDITION 3 OF PLANNING CONSENT P.903/7 DATED 8.8.83 AND CONDITION 3 OF PLANNING CONSENT P.903/8 DATED 26.2.85

Approved with Conditions 13-May-1986

P/00903/008 INSERTION OF MEZZANINE FLOOR PROVISION OF ADDITIONAL CAR PARKING SPACES. RELAXATION OF CONDITION 2 OF PLANNING CONSENT P. 903/07 DATED 08/08/83.

Approved with Conditions 26-Feb-1985

P/00903/007 ERECTION OF HIGH -TECHNOLOGY OFFICE (34 214 SQ FT) AND PRODUCTION (45 914 SQ FT) RESEARCH AND DEVELOPMENT AREAS (14 914 SQ FT).

Approved with Conditions 08-Aug-1983

In addition to the above applications, there have been previous applications for the display of advertisements and for alterations to the building.

Other applications of relevance in the surrounding area are considered to be as follows:

Leigh Road Commercial Core (LRCC) and 234 Bath Road

P/14515/005 RESERVED MATTERS (LAYOUT, SCALE, APPEARANCE AND LANDSCAPING) PURSUANT TO CONDITION 3 OF PLANNING PERMISSION P/14515/3, DATED 18 JUNE 2012, FOR THE CONSTRUCTION OF B1(A) OFFICES (PLOT OB01) DECKED AND SURFACE LEVEL CAR PARK (PLOT CP01) CYCLE PARKING, LANDSCAPING AND ANCILLARY WORKS.

Approved with Conditions; Informatives 10-Sep-2013

P/14515/004 NON-MATERIAL AMENDMENTS TO AMEND THE APPROVED PARAMETERS PLAN PL/01/03, LISTED IN CONDITION 4 OF PLANNING PERMISSION P/14515/003, DATED 18TH JUNE 2012 (OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND

NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÉCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING, CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS).

Approved with Conditions; Informatives 23-Jan-2013

P/14515/003 OUTLINE APPLICATION FOR MEANS OF ACCESS (IN PART FOR CHANGES TO LEIGH ROAD/BATH ROAD JUNCTION, ACCESS AND RE-ALIGNMENT OF LEIGH ROAD, AND CHANGES TO AND NEW ROADS OFF LEIGH ROAD, CHANGES TO IPSWICH ROAD/BATH ROAD, GALVIN ROAD/BATH ROAD AND SERVICE ROAD AND EDINBURGH AVENUE/FARNHAM ROAD JUNCTIONS AND ACCESS), DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND REDEVELOPMENT OF THE LEIGH ROAD CENTRAL CORE, CONSISTING OF OFFICES (B1A), HOTELS (C1), RETAIL (A1), FINANCIAL AND PROFESSIONAL SERVICES (A2), RESTAURANTS (A3), DRINKING ESTABLISHMENTS (A4), HOT FOOD TAKEAWAY (A5), CONFERENCE FACILITIES, SKILLS AND LEARNING CENTRE, CRÉCHE (ALL D1) HEALTH CLUB/GYM (D2), TRANSPORT HUBS, NEW LEIGH ROAD BRIDGE, PARKING, HARD AND SOFT LANDSCAPING , CCTV, LIGHTING, STREET FURNITURE, BOUNDARY TREATMENT AND ALL ENABLING AND ANCILLARY WORKS.

Approved with Conditions; Informatives 18-Jun-2012

Artemis House, 219, Bath Road

P/01115/033 ERECTION OF A FIRST FLOOR FRONT EXTENSION OVER LOBBY AND A TWO STOREY SIDE EXTENSION AND ALTERATIONS TO PARKING LAYOUT

Approved with Conditions; Informatives 09-Nov-2000

Westgate School, Cippenham Lane

P/03977/025 ERECTION OF TWO STOREY INFILL EXTENSION

Approved with Conditions; Informatives 09-Jun-2011

P/03977/024 ERECTION OF TWO STOREY EXTENSION TO PROVIDE NEW SPORTS HALL, CHANGING ROOMS, CLASSROOMS AND ADMINISTRATION OFFICE. THE WORKS INCLUDE A TEMPORARY CONSTRUCTION COMPOUND

Approved with Conditions; Informatives 15-Jun-2010

P/03977/022 DEMOLITION OF EXISTING SINGLE STOREY TECHNOLOGY BLOCK AND THE CONSTRUCTION OF A TWO STOREY TEACHING BLOCK, WITH 2 NO. ADDITIONAL PARKING SPACES.

P/03977/020 PARTIAL DEMOLITION OF OLD SCHOOL AND ERECTION OF A TWO STOREY EXTENSION

Approved with Conditions; Informatives 21-Jul-2004

5.0 Neighbour Notification

5.1 225, BATH ROAD, SLOUGH, BERKS, SL1 4AU, The Westgate School, Cippenham Lane, Slough, SL1 5AH, Lonza Biologics Plc, 228-230, Bath Road, Slough, SL1 4DX, Artemis Management Systems Ltd, Artemis House, 219, Bath Road, Slough, SL1 4AA, 33, Oakfield Avenue, Slough, SL1 5AE, 234, Bath Road, Slough, Berkshire, SL1 4EE, 1, Hayling Close, Slough, SL1 5DE, 2, Hayling Close, Slough, SL1 5DE, 3, Hayling Close, Slough, SL1 5DE, 4, Hayling Close, Slough, SL1 5DE, 5, Hayling Close, Slough, SL1 5DE, 6, Hayling Close, Slough, SL1 5DE, 7, Hayling Close, Slough, SL1 5DE, 9, Hayling Close, Slough, SL1 5DE, 10, Hayling Close, Slough, SL1 5DE, 11, Hayling Close, Slough, SL1 5DE, 8, Hayling Close, Slough, SL1 5DE, 12, Hayling Close, Slough, SL1 5DE, 33a, Oakfield Avenue, Slough, SL1 5AE, 33b, Oakfield Avenue, Slough, SL1 5AE, 33c, Oakfield Avenue, Slough, SL1 5AE, 33d, Oakfield Avenue, Slough, SL1 5AE

In accordance with Article 13 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, a site notice was displayed at the site. The application was advertised in the 10th January edition of The Slough Express.

5.2 No representations received.

6.0 Consultation

6.1 Transport and Highways

The Council's Transport and Highways section have been consulted and the submitted information has been reviewed. Concerns have been raised and the applicant has provided additional/revised information regarding the proposed use and this is under assessment at the time of writing. An update will be provided on the Committee Amendments Sheet.

6.2 Environmental Protection

Note that a flood risk assessment has been submitted. Comments provided and standing advice referred to. A substantive response has been provided.

6.3 Planning Policy

No objections.

6.4 Thames Water

No objections.

6.5 Crime Prevention Design Advisor

No comments received.

PART B: PLANNING APPRAISAL

7.0 Policy Background

7.1 The following policies are considered most relevant to the assessment of this application:

The National Planning Policy Framework and the Technical Guidance to The National Planning Policy Framework

The Slough Local Development Framework, Core Strategy 2006 – 2026,
Development Plan Document

Core Policy 1 – Spatial Strategy

Core Policy 5 – Employment

Core Policy 6 – Retail, Leisure and Community Facilities

Core Policy 7 – Transport

Core Policy 8 – Sustainability and the Environment

Core Policy 11 – Social Cohesiveness

Core Policy 10 – Infrastructure

Core Policy 12 – Community Safety

The Local Plan for Slough, Adopted March 2004

Policy EMP2 – Criteria for Business Developments

Policy EMP12 – Remaining Existing Business Areas

Policy EN1 – Standard of Design

Policy EN3 – Landscaping Requirements

Policy EN5 – Design and Crime Prevention

Policy EN34 – Utility Infrastructure

Policy T2 – Parking Restraint

Policy T7 – Rights of Way

Policy T8 – Cycling Network and Facilities

Policy T9 – Bus Network and Facilities

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that

applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

The Local Planning Authority has published a self assessment of the Consistency of the Slough Local Development Plan with the National Planning Policy Framework using the PAS NPPF Checklist.

The detailed Self Assessment undertaken identifies that the above policies are generally in conformity with the National Planning Policy Framework. The policies that form the Slough Local Development Plan are to be applied in conjunction with a statement of intent with regard to the presumption in favour of sustainable development.

It was agreed at Planning Committee in October 2012 that it was not necessary to carry out a full scale review of Slough's Development Plan at present, and that instead the parts of the current adopted Development Plan or Slough should all be republished in a single 'Composite Development Plan' for Slough. The Planning Committee endorsed the use of this Composite Local Plan for Slough in July 2013.

Other Relevant Documents

Slough Local Development Framework, Site Allocations, Development Plan Document (adopted November 2010)
Slough Local Development Framework Proposals Map
Slough Borough Council Developer's Guide Parts 1-4

7.2 The main planning issues relevant to the assessment of this application are considered to be as follows:

- 1) Principle of development;
- 2) Design and Impact on the street scene;
- 3) Relationship with and potential impact on nearby properties;
- 4) Amenity space for residents;
- 5) Transport, parking and highway safety;
- 6) Flood risk;
- 7) Section 106 Heads of terms;
- 8) Other matters.

8.0 **Principle of Development**

8.1 Loss of Existing Use

8.2 The existing use of the building in planning terms is as a car showroom, workshop and offices. Citroën formerly utilised the site as their UK headquarters, however they are understood to have relocated this aspect of their operation to a site outside of the Borough. It is understood that only part of the building is now currently occupied by Citroën.

- 8.3 The site falls within the Westgate Existing Business Area. The extent of this area is shown on the Core Strategy Key Diagram.
- 8.4 Core Policy 5 of the Core Strategy states that there will be no loss of the defined Existing Business Areas to non-employment generating uses, especially where this would reduce the range of jobs available.
- 8.5 Policy EMP2 of the Adopted Local Plan sets out criteria for business developments and this states that proposals for business developments will only be permitted if they comply with relevant criteria. One such criterion requires that proposals should not significantly reduce the variety and range of business premises.
- 8.6 The building is of a substantial size and the application form indicates that it has a floor area of 12,257 square metres. In terms of the number of existing employees, the applicant has stated that there are 250 full time employees and 50 part time employees. Information submitted in connection with the planning application relating to the three deck car park in 2008 (P/00903/019) suggested that there would have been a total of 335 staff employed at the site following the erection of the car park that is in situ today. Taken together, this information therefore indicates that the existing use of the building in planning terms would have the potential to provide for a significant number of jobs.
- 8.7 However, as stated above, the building is understood to have been largely vacated and only part of the building is occupied by Citroën on a leaseback basis. It is understood that the site was recently marketed and the applicant has certified that they are the owner of the site.
- 8.8 There is considered to be no objection to the loss of this existing use as a result of a proposed change of use, providing that the proposed use does not lead to a loss of the defined Existing Business Areas to non-employment generating uses and would not significantly reduce the variety and range of business premises.
- 8.9 Proposed Use
- 8.10 The applicant has stated that the site is owned and would be managed by a charity, Punjab House Associates Ltd. The future operator of the centre would be Meditation Centre Slough. The applicant has submitted copies of letters of financial support from businesses relating to the proposed use. These letters state that it is expected that the centre will be self funded through visitors attending the centre and that financial support will be provided if the centre experiences a financial shortfall.
- 8.11 The applicant submits that the proposed use would be as a meditation/worship centre with both additional and ancillary community and social facilities.
- 8.12 The Core Strategy recognises that retailing, leisure, education, health and other service industries are an important source of jobs. As a result they are all classed as “employment” uses for the purposes of Core Policy 5.

- 8.13 The applicant has stated that the proposal would provide employment for 50 full time and 30 part time employees.
- 8.14 Whilst the proposed use would therefore result in a reduction in the number of people employed at the site when compared with the existing lawful use of the site in planning terms, it is not considered that the proposed use would result in the loss of the defined Existing Business Areas to non-employment generating uses.
- 8.15 It should also be noted that the Council's Economic Development Strategy identifies the need for better education and training in order to equip the resident work force with new skills.
- 8.16 The proposed use includes the provision of education and training facilities which will contribute towards the provision of facilities to improve skills. Having regard to Core Policy 5 of the Core Strategy and Policy EMP2 of the Adopted Local Plan, it is considered that the proposal would be acceptable in terms of employment and the impact on the variety and range of business premises.
- 8.17 Core Policy 11 of the Core Strategy is also considered to be of relevance. This policy states that the development of new facilities which serve the recognised diverse needs of local communities will be encouraged.
- 8.18 It is considered that the proposed development would comply with this policy.

9.0 Design and Impact on the Street Scene

- 9.1 No significant external alterations are proposed to the building and the appearance of the building would generally remain as existing.
- 9.2 Minor changes are proposed to the building including alterations to the position of doors. The proposal is not considered to have an adverse impact on the appearance of the area or the street scene.
- 9.3 With regard to crime prevention, no significant changes are proposed to the general layout of the site in terms of the position of entrances and the location of car parking. The location of the car park and relationship with the use of the building is considered to provide suitable security. The proposed cycle storage facility would be sited adjacent to an entrance to the reception atrium and it is considered that the location of this would allow for convenient access and surveillance.
- 9.4 The proposal is therefore considered to comply with Core Policies 8 and 12 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and Policies EN1 and EN5 of The Adopted Local Plan for Slough, 2004.

10.0 Relationship with and Potential Impact on Nearby Properties

- 10.1 As noted above, the nearest residential properties to the application site appear to be situated to the south east, on Hayling Close and Oakfield Avenue, and to the south west of the site on Egremont Gardens and Fotheringay Gardens.

- 10.2 It is considered that the main areas for consideration in relation to the potential impact on neighbouring occupiers would be with respect to the number of persons present at the centre, the hours of operation and use of internal and external areas.
- 10.3 Core Policy 8 of the Core Strategy states that development will respect its location and surroundings, and respect the amenities of adjoining occupiers.
- 10.4 Policy EMP2 of the Adopted Local Plan states that proposals for business developments will only be permitted if there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, and overlooking.

Centre Capacity

- 10.5 With regard to the capacity of the centre, the applicant has stated that the site will have the potential to employ a total of up to 80 full and part time staff and to accommodate up to 500 people in the meditation room.
- 10.6 The submitted Transport Statement sets out that the expected usage would be as follows:
- 10.7 Weekdays
- 04:00 to 06:00 – 50 Meditators;
 - 10:00 to 11:00 – 20 Workshop training staff, 30 admin staff and 100 trainees;
 - 12:00 to 15:00 – 10 Baby/toddler group staff and 20 children, 5 elderly day care staff and 10 attendees; and
 - 19:00 to 21:00 – 50 Meditators, 25 Punjabi School, 15 Music School.

Saturday

- 04:00 to 06:00 – 50 Meditators;
- 10:00 to 13:00 – 100 Punjabi School, 30 Music School; and
- 19:00 to 21:00 – 50 Meditators.

Sunday

- 10:00 to 13:00 – up to 500 Meditators; and
- 19:00 to 21:00 – 50 Meditators.

- 10.8 It is stated that the peak weekday usage of the site is therefore expected to be 150 people between 10:00 and 11:00 and on the weekend the expected peak usage of the site will be up to 500 people on Sunday between 10:00 and 13:00.
- 10.9 It is not considered that the usage of the site by the anticipated number of visitors would have the potential to have an unacceptable adverse impact on the amenity of properties nearby.

Hours of Operation

- 10.10 With regard to hours of operation, the applicant has stated that the centre would open as follows:

10.11	Monday to Friday Start: 04:00 End: 22:00	Saturday Start: 04:00 End: 22:00	Sunday and Bank Holidays Start: 10:00 End: 22:00
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10.12 It is not considered that the use of the centre during these times would have the potential to give rise to an unacceptable adverse impact on amenity.

Use of Internal and External Areas

10.13 The proposed workshop area at ground floor level would provide facilities for carpentry, plastering, bricklaying, plumbing and electrical training. There would be external doors to this workshop area on the east elevation, towards the south eastern corner of the building.

10.14 The separation distance between this corner and the nearest residential property on Hayling Close which could potentially be affected is around 86 metres.

10.15 It is not considered that these activities would have the potential to have an unacceptable adverse impact on the amenity of nearby occupiers.

10.16 In conclusion, it is therefore considered that the proposal would have no significant adverse impact on the amenity of nearby residential occupiers.

10.17 It is considered that matters relating to the number of persons present at the centre, the hours of operation and use of external areas can be adequately controlled. Conditions can also be recommended regarding the use of public address systems, the use of external areas and noise breakout from the site in the interests of limiting the potential for future noise and adverse amenity impacts.

10.18 Subject to these controls, the proposed development is considered to comply with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and Policy EMP2 of The Adopted Local Plan for Slough, 2004.

11.0 Transport, Parking and Highway Safety

11.1 Core Policy 7 of the Core Strategy sets out the Planning Authority's approach to the consideration of transport matters. The thrust of this policy is to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel. The policy states that there will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes.

11.2 Policy T2 of The Adopted Local Plan seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards.

11.3 Policies T7, T8 and T9 of the Adopted Local Plan are also considered to be of relevance. Policy T7 relates to rights of way. This policy states that an enhancement

of the right of way network will be sought where this is needed as a result of new development.

- 11.4 Policy T8 relates to cycling network and facilities. This policy states that permission will not be granted for proposals which do not include suitable cycle access to and through the site and cycle parking racks and other facilities for cyclists as an integral part of the development. Where major developments would result in increased demand for travel, appropriate improvements to the cycleway network may be sought.
- 11.5 Policy T9 relates to bus network and facilities. This policy states that where a proposed major development served by an existing and/or proposed bus route would result in increased demand for travel, the Council will seek a financial contribution by way of agreement towards and/or require by condition(s), appropriate improvements to public transport facilities.
- 11.6 The main issues with respect to transport, parking and highway safety matters are considered to be as follows:
- Trip generation;
 - Parking provision and car park layout;
 - Vehicular access;
 - Pedestrian access;
 - Cycle storage;
 - Servicing;
 - Travel plan.
- 11.7 The applicant has submitted a revised Transport Statement and a Travel Plan in support of their application. This information is under assessment at the time of writing and an update will be provided on the Committee Amendments Sheet.

Trip Generation

- 11.8 Additional information has been provided with respect to existing and proposed trip generation. It is considered essential to be able to compare peak hour trip generation and daily trip generation between the existing and proposed uses of the development.
- 11.9 The applicant considers that the nature of the use is such that the peak travel demand would occur outside of the peak commuter periods. An update will be provided on the assessment of trip generation.

Parking Provision and Car Park Layout

- 11.10 It is understood that there are around 410 no. spaces at the site. The applicant is proposing to utilise the parking at ground floor level, within the multi-storey car park and at first floor level within the building. It is considered that there should be no overall increase in the number of parking spaces at the site. The acceptability of this level of provision is under consideration.

- 11.11 Within the multi-storey car park, there are separate up and down ramps, though the initial ramp that leads into the car park from ground floor level requires a one-way shuttle use.
- 11.12 With regard to the management of the car park, it is proposed that the at grade car parking areas on the site will be utilised for staff parking and for users of the site not partaking in meditation. It is proposed that mediators should be informed that they should use the multi-storey car park first, then the decked parking area within the first floor of the building if necessary as overflow, and that the spiral access ramp at the eastern side of the building is available as an additional exit from the car park.
- 11.13 An update will be provided regarding the acceptability of the proposed parking provision having regard to relevant Adopted Local Plan standards.

Vehicular Access

- 11.14 The site is accessed via a service road which runs parallel to Bath Road. A footway is provided on the southern side of the service road on the site frontage and a length of footway/cycleway is provided to the north of the service road and runs parallel to Bath Road.
- 11.15 The service road links to Bath Road at the signal controlled junction with Leigh Road. There are two vehicular access points: one to the north east of the site frontage to the service road which provides access to service area parking and one to the north west which provides access to the sales area and the decked car park. It is proposed to retain these existing points of access onto the service road. It is understood that the Council is considering the possible closure of this service road in the future.

Pedestrian Access

- 11.16 There are a total of four main pedestrian access points to the building as set out on the floor plans, ensuring that the building is conveniently accessible on foot from the various car and cycle parking areas and for those walking to the site. Level access routes and step free access routes are provided to cycle parking and disabled car parking areas. Lift access is available within the building.
- 11.17 There is an alleyway adjacent to the western boundary of the site. This alley way leads from Bath Road to Cippenham Lane. It is understood that the Council has been improving this alley to provide a better connection between this part of the A4 to the residential areas of Cippenham. It is considered that the path would benefit from the dedication of land along the western boundary to enable it to be widened. It is acknowledged that this is not possible along the whole length of the site due to the existence of the multi-storey car park. It is understood that the applicant is agreeable in principle to this and the dedication of land to the Local Highway Authority to allow the widening of this alley may be sought through a Section 106 Agreement to improve pedestrian access to the site.

Cycle Storage

- 11.18 The applicant is proposing to provide a bike storage area to provide space for 52 no. cycles. This cycle store would be sited to the east of the building, adjacent to an entrance which leads directly into the reception atrium at ground floor level. It is stated that the proposed store would be covered, positioned under the existing canopy area and the proximity to the building entrance would allow for convenient access and surveillance.
- 11.19 A location adjacent to this store has been identified for the provision of a second storage facility to be provided if necessary. This could result in a total of 104 no. cycle storage spaces being provided.
- 11.20 An update will be provided regarding the acceptability of this cycle storage provision having regard to relevant Adopted Local Plan standards.

Servicing

- 11.21 It is proposed to locate a bin store within the building. This would be accessed from the east and swept paths have been provided demonstrating that a large refuse vehicle can turn within the site.

Travel Plan

- 11.22 The applicant has submitted a revised travel plan. This travel plan seeks to put in place the management tools that are necessary to enable visitors and staff to make informed decisions about their travel to the Meditation Centre Slough. These aims will seek to minimise the adverse impacts of travel to / from the site on the environment by setting out a strategy for eliminating barriers which keep visitors and staff from making use of sustainable modes.
- 11.23 It is proposed to appoint a Travel Plan Coordinator. A number of sustainable travel measures are proposed and the travel plan contains targets relating to modal shift to increase the mode share for active modes and reduce vehicle trips. An update will be provided regarding the acceptability of the proposed Travel Plan measures.

12.0 Flood Risk

- 12.1 The National Planning Policy Framework states that a site-specific flood risk assessment is required for proposals of 1 hectare or greater in Flood Zone 1. The applicant has submitted a flood risk assessment in support of their application and consultation has been undertaken with the Environment Agency.
- 12.2 The flood risk assessment identifies that the site is located within Flood Zone 1 and this area therefore has a low probability of flooding from watercourses. The site is situated on the edge of a reservoir inundation area. With regard to groundwater, flood risk mapping indicates that the site lies within an area that falls within the second of four bands of groundwater susceptibility ($\geq 25\%$ $< 50\%$) and as such, flows would flow around and through the site as opposed to pooling on the site to hazardous depths.
- 12.3 With regard to overland flow and runoff, mapping indicates that some surface water

pooling in the general area around the site is possible however this would unlikely result in a chance of significant or unmanageable flooding at the site. Furthermore, it is submitted that the surface water sewers in the vicinity of the site are relatively significantly sized. It is therefore stated that the proposals are not considered to be liable to significant or unmanageable flooding from sources identified in the Flood and Water Management Act.

- 12.4 The Environment Agency have provided comments on the proposal and have referred to guidance. The proposed development is for the proposed change of use of the existing building involving mainly internal alterations and as stated in the submitted flood risk assessment, there are no changes proposed which would result in the creation of additional impermeable cover at the site. As such, as stated in the submitted flood risk assessment, it is not considered that drainage rates and volumes would be increased and based on the information submitted; it is considered that the proposal would comply with the National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework, Core Policy 8 of the Core Strategy and Policy EN34 of the Adopted Local Plan relating to utility infrastructure.

13.0 Section 106 Heads of Terms

- 13.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable. Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. Policy EMP2 requires that appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements.
- 13.2 As noted above, a revised Transport Statement and Travel Plan has been received and this information is under assessment. Whilst an update will therefore be provided as to the precise nature of the obligations to be secured under an Agreement pursuant to Section 106 of the Town and Country Planning Act 1990, it is anticipated that matters including the following could be covered: Definition of use and controls as to centre capacity/floor space limitations; Travel Plan implementation and monitoring fee; dedication of land to the Local Highway Authority to allow the widening of the adjacent alleyway.
- 13.3 Based on the information assessed to date, such obligations would be considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 in that the obligations are considered to be:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.

The need for relevant obligations will be reviewed in light of the additional information under assessment and an update will be provided on the Committee Amendments Sheet.

14.0 Other Matters

- 14.1 The applicant has stated that the proposed use would provide facilities for meditation, worship and ancillary cultural and educational activity predominantly for the Sikh population. It is stated that there are a significant number of Sikh people who live and work in Slough who will benefit from this facility.
- 14.2 In reaching this recommendation, officers have had due regard to the provisions of Section 149 of the Equality Act 2010 and have sought to seek a positive outcome to this application to meet the needs of a local community group in accordance with Core Policy 11 (Social Cohesiveness) of the Core Strategy. At the same time officers have sought to protect the amenities of the locality and appropriate conditions and planning obligations have been recommended.

15.0 Process

- 15.1 In dealing with the application, the Local Planning Authority has worked with the applicant in a positive and proactive manner. The applicant sought pre-application advice and this was provided. The applicant has provided additional information through the planning application process and the development is considered to be sustainable and in accordance with the requirements of the National Planning Policy Framework.

16.0 Summary

- 16.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received, and all other relevant material considerations.
- 16.2 Having considered the relevant policies set out above, the comments received and all other relevant material considerations, it is recommended that the application be delegated to Strategic Lead Planning Policy for formal determination following consideration of revised transport information and amended car parking provision and layout, completion of a Section 106 Agreement and finalising of conditions.

PART C: RECOMMENDATION

17.0 Recommendation

- 17.1 Delegate to Strategic Lead Planning Policy for formal determination following consideration of revised transport information and amended car parking provision and layout, completion of a Section 106 Agreement and finalising of conditions.

PART D: LIST OF CONDITIONS

CONDITIONS:

1. The development hereby permitted shall be commenced within three years from the date of this permission.

REASON To prevent the accumulation of planning permissions, and to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

TBC

REASON To ensure that the site is developed in accordance with the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

3. All new external work shall be carried out in materials that match as closely as possible the colour, texture and design of the existing building at the date of this permission.

REASON To ensure a satisfactory appearance of the development so as not to prejudice the visual amenities of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004.

4. Notwithstanding the provisions of Schedule 2, Part 3 of The Town and Country Planning (General Permitted Development) Order 1995 (as amended), the development shall only be used as a meditation/worship centre with associated language school, day care centre, children's day centre and training workshops and associated facilities falling within Class D1 of the Town and Country Planning (Use Classes) Order 1987 (and in any provision equivalent to the Class in any statutory instrument revoking or re-enacting that order) and for no other purpose.

REASON In the interests of the amenities of the area in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

5. Meditation/worship shall only be carried out within the Meditation Hall at ground floor level as shown on Drawing No. TBC, Dated TBC, Recd On TBC. The floor area of the meditation hall shall not exceed 1000 square metres.

REASON In the interests of the local highway network and to ensure the provision of adequate parking spaces within the site in the interests of road safety in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

6. The capacity of the meditation hall hereby approved shall not exceed 500 persons.

REASON In the interests of the local highway network and to ensure the

provision of adequate parking spaces within the site in the interests of road safety in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008.

7. The use hereby permitted shall not be open to members of the public / customers outside the hours of 04:00 hours to 22:00 hours on Mondays - Fridays, 04:00 hours to 22:00 hours on Saturdays, and 10:00 hours to 22:00 hours on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

8. There shall be no commercial deliveries visiting the site outside the hours of 08:00 hours to 18:00 hours on Mondays - Fridays, 09:00 hours to 17:00 hours on Saturdays, and at no times on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

9. All loading and unloading shall take place within the site and there shall be no unloading on the public highway.

REASON In the interests of highway safety and convenience in accordance with Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and the National Planning Policy Framework.

10. Notwithstanding the terms and provisions of the Town and Country Planning general Permitted Development Order 1995 (or any order revoking or re-enacting that Order), Schedule 2, Part 4, no marquees, or other moveable structures shall be erected constructed or placed on the site without the express permission of the Local Planning Authority.

REASON To prevent an intensification of the use of the site, leading to further pressures on parking and impact on the amenities of surrounding residential occupiers in relation to Core Policies 7 and 8 of the Slough Local Development Framework Core Strategy (2006 – 2026) Development Plan Document December 2008 Policy T2 of the Adopted local Plan for Slough 2004 and the National Planning Policy Framework.

11. No goods, materials or plant shall be deposited or stored outside of the building.

REASON To safeguard the visual amenities of the locality, and the privacy and amenities of the adjoining properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026,

Development Plan Document, December 2008.

12. No amplified public address systems, sound systems or loudspeakers shall be used in the open air at the site at any time.

REASON In the interests of safeguarding the amenities of nearby properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

13. The existing noise climate of the surrounding area must be protected so that the equivalent continuous noise level (leq) in dB (A) as measured outside the nearest noise sensitive building over a 5 minute period with the use taking place does not exceed the equivalent continuous noise level (leq) in dB(A) measured over a comparable period from the same position with no such use taking place and the building unoccupied.

REASON To limit the impact of the development on nearby noise sensitive uses and buildings to accord with Core Policy 8 of the Slough Local Development Framework Core Strategy (2006 - 2026) Development Plan Document December 2008 and the National Planning Policy Framework.

14. The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise there from does not, at any time, increase the ambient equivalent noise level when the plant, etc. is in use at any adjoining or nearby buildings in separate occupation.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

15. All plant, machinery and equipment (including refrigeration and air conditioning systems) to be used in conjunction with the development hereby approved shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration into any neighbouring buildings.

REASON To protect local residents from nuisance caused by excessive noise in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

16. No additional external plant or equipment shall be installed or used without the prior written consent of the Local Planning Authority. Any external plant designed for use in connection with the building must have provided with it the sound mitigation measures necessary to ensure that the amenity of occupiers of neighbouring buildings is protected.

REASON To protect local residents from nuisance caused by odours in

accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

17. No additional lighting shall be provided on site until such time as details of the lighting has been submitted to and approved in writing by the Local Planning Authority including details of the lighting units, levels of illumination and hours of use. No additional lighting shall be provided at the site other than in accordance with the approved details. Light sources adjacent to the highway must be shielded such that they are not directly visible to motorists using the public highway.

REASON In the interests of safeguarding the amenities of nearby properties in accordance with Core Policy 8 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008, and the National Planning Policy Framework.

18. No development shall commence until a plan showing a comprehensive car parking, turning and manouvering layout has been submitted to the Local Planning Authority and approved in writing. The approved layout shall be provided on site prior to first occupation of the development and retained in that form at all times in the future for the parking of cars in association with the use hereby approved and for no other purpose. The parking spaces and turning areas shall be made available for the parking of cars in association with the use at all times and kept free from obstruction.

REASON To ensure that adequate on-site parking provision is available to serve the development and to protect the amenities of the area in accordance with Policy T2 of The Adopted Local Plan for Slough 2004 and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

19. The number of car parking spaces at the site shall not exceed TBC spaces.

REASON In the interests of parking restraint in order to meet the requirements of Core Policy 7 The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 and Policy T2 of The Adopted Local Plan for Slough 2004.

20. The development hereby approved shall not be occupied until such time as a Car Park Management Plan has been submitted to the Local Planning Authority and approved in writing. Once approved, the management of the car park shall be carried out in accordance with the approved Car Park Management Plan and not subsiquently altered unless otherwise agreed in writing with the Local Planning Authority.

REASON To minimise danger, obstruction and inconvenience to users of the adjoining highway in accordance with Policy T2 of The Adopted Local Plan for Slough 2004, Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 - 2026, Development Plan Document, December 2008, and the

National Planning Policy Framework.

21. No development shall be begun until details of the cycle parking provision (including location, housing and cycle stand details) have been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in accordance with these details prior to the occupation of the development and shall be retained at all times in the future for this purpose.

REASON To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, and Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008.

INFORMATIVE(S):

1. The applicant is reminded that an Agreement under Section 106 of the Town and Country Planning Act 1990 has been entered into with regards to the application hereby approved.
2. It is the view of the Local Planning Authority that the proposed development does improve the economic, social and environmental conditions of the area for the reasons given in this notice and it is in accordance with the National Planning Policy Framework.