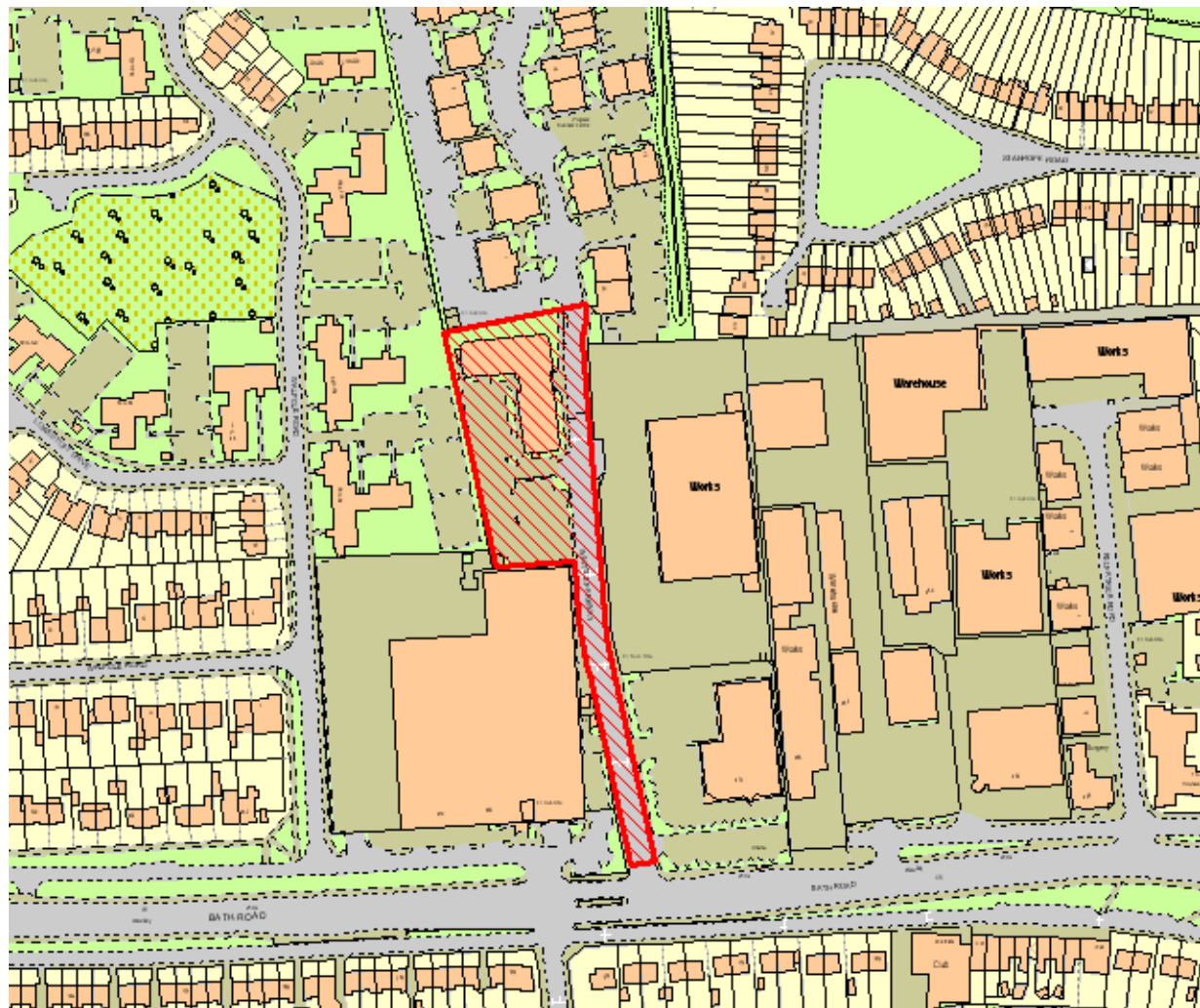


Registration Date:	15-Jul-2013	Applic. No:	P/00850/012
Officer:	Mr. J. Dymond	Ward:	Haymill
		Applic type:	Minor
Applicant:	Mr. Aqeel Lona, Abu Haneefa Educational Trust		
Agent:	Mr. Abdul Wajid, AwArchitecture 12, Waverly Road, Slough, Berkshire, SL1 4XN		
Location:	1, Whittle Parkway, Slough, SL1 6DQ		
Proposal:	CHANGE OF USE OF EXISTING OFFICE BUILDING (CLASS B1) TO A MULTI FUNCTIONAL COMMUNITY CENTRE AND PLACE OF WORSHIP (CLASS D1)		

**Recommendation:** Delegate to DM Lead Officer



## 1.0 **SUMMARY OF RECOMMENDATION**

- 1.1 Having considered the relevant policies, the comments received and all other relevant material considerations, it is recommended that the application be:

Delegated to the Development Management Lead Officer for further negotiations with the applicant with respect to highway and transport matters and final determination following completion of an agreement or otherwise pursuant to Section 106 of the Town and Country Planning Act 1990 and finalising of conditions.

In the event that the applicant fails to enter into an agreement or otherwise pursuant to Section 106 of the Town and Country Planning Act 1990, or that an acceptable scheme has not been negotiated in highway and transport terms, that the Development Management Lead Officer be given the option to refuse planning permission.

- 1.2 This application has been 'called in' to the Planning Committee for consideration at the request of Ward Councillor Wright, if officers were minded to recommend approval, on the following grounds:

- Traffic congestion;
- Parking;
- Noise;
- The lack of cohesion and integration within neighbourhood;
- Odour/environmental impact;
- Lack of information with respect to hours of operation.

## **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 Class B1(a) office to a multi functional community centre and place of worship (Class D1).
- 2.2 The submitted floor plans show the following uses taking place within the building:
- 2.3
- Ground floor: Prayer hall, classrooms, a library, a cafeteria, mortuary, and;
  - First floor: Prayer hall, indoor play area/games hall, and a health and fitness centre.

- 2.4 The proposal has been the subject of pre-application discussions and advice has been provided.

3.0 **Application Site**

- 3.1 The site comprises an 'L-shaped' office building of two storeys in height.
- 3.2 The site is accessed off of Whittle Parkway. Whittle Parkway is a private road and serves surrounding commercial and business premises. The site is located within the Whittle Parkway-Kelpatrick Road Existing Business Area, the extent of which is shown on the Core Strategy Key Diagram.
- 3.3 There are also residential properties in the surrounding area. The nearest residential properties would appear to be situated beyond the western boundary of the site (nos. 36-154 Walpole Road). To the north west is 156-208 Walpole Road. These properties are flats and the buildings are three storeys in height. There are a number of residential properties in the surrounding area on Walpole Road, Lowestoft Drive to the west and Stanhope Road to the north east.
- 3.4 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%).
- 3.5 The site is not located within a Conservation Area, nor are there any listed buildings nearby which would likely be affected by the proposal.
- 3.6 There are no trees subject to a Tree Protection Order on the site.

4.0 **Site History**

- 4.1 There appear to be no recent planning applications relating to the site; however previous applications are as follows:

P/00850/011 RETENTION OF DOUBLE SIDED NON  
ILLUMINATED PANEL SIGN AT SITE ENTRANCE.

Approved with Conditions 26-Apr-1991

P/00850/010 CHANGE OF USE FROM A LIGHT INDUSTRIAL  
TECHNOLOGY CENTRE TO B1 BUSINESS  
USE.(AMENDED PLANS RECEIVED 14.3.89)

Approved with Conditions 22-Mar-1989

P/00850/009 ERECTION OF A TELECOMMUNICATIONS  
ANTENNA

Approved with Conditions 06-May-1988

P/00850/008 INSTALLATION OF ILLUMINATED HEADING  
SIGNS AND BOARD SIGN

Approved with Conditions 03-Oct-1986

With regard to nearby sites, the following recent applications are  
considered to be of relevance:

Land rear of, 470, Bath Road

P/00649/020 ERECTION OF CLASS B2 INDUSTRIAL BUILDING  
WITH ACCESS AND PARKING

Approved with Conditions 08-Sep-2009

470 Bath Road

P/00649/021 ERECTION OF A TWO STOREY EXTENSION WITH  
HIPPED AND PITCHED ROOF TO FRONT OF  
BUILDING TO PROVIDE ENLARGED SHOWROOM  
AND NEW CUSTOMER ENTRANCE, REMOVAL OF  
EXISTING KERB AND LANDSCAPING AND  
REPLACEMENT WITH BLOCK PAVING.

Approved with Conditions 21-Oct-2013

478-480, Bath Road

P/00649/021 ERECTION OF A TWO STOREY EXTENSION WITH  
HIPPED AND PITCHED ROOF TO FRONT OF  
BUILDING TO PROVIDE ENLARGED SHOWROOM  
AND NEW CUSTOMER ENTRANCE, REMOVAL OF  
EXISTING KERB AND LANDSCAPING AND  
REPLACEMENT WITH BLOCK PAVING.

Approved with Conditions; Informatives 21-Oct-2013

P/04296/016 EXTERNAL ALTERATIONS TO FRONT AND SIDE  
ELEVATIONS, SUBDIVISION OF THE EXISTING  
B1(C) / B8 UNIT TO CREATE A 2612 M2 UNIT

PLUS 160 M2 MEZZANINE, FOR CAR  
SHOWROOM WITH ANCILLARY MOT TEST  
FACILITY AND VALETING

Approved with Conditions; Informatives 25-Oct-2011

P/04296/015 EXTERNAL ALTERATIONS TO INSTALL GLAZED  
PANELS , CUSTOMER ENTRANCE AND LOADING  
BAY AND SUBDIVISION OF THE EXISTING B1 (C) /  
B8 UNIT TO CREATE TWO ADDITIONAL (612M2  
AND 805M2) UNITS FOR THE FOLLOWING  
POSSIBLE USES; GYMNASIUM; CAR  
SHOWROOM; TOOL AND EQUIPMENT HIRE  
PLACE; BUILDERS MERCHANT, WITH TRADE  
COUNTER; GENERAL SHOWROOM, WITH TRADE  
COUNTER; SALE OF OFFICE SUPPLIES AND  
ELECTRICAL GOODS

Approved with Conditions; Informatives 04-Jul-2011

P/04296/014 EXTERNAL ALTERATIONS TO INSTALL GLAZED  
PANELS , CUSTOMER ENTRANCE AND LOADING  
BAY AND SUBDIVISION OF THE EXISTING B1 (C) /  
B8 UNIT TO CREATE AN ADDITIONAL 1517M2  
UNIT FOR THE FOLLOWING POSSIBLE USES;  
GYMNASIUM; CAR SHOWROOM; TOOL AND  
EQUIPMENT HIRE PLACE; BUILDER'S  
MERCHANTS, WITH TRADE COUNTER; GENERAL  
SHOWROOM, WITH TRADE COUNTER; SALE OF  
OFFICE SUPPLIES AND ELECTRICAL GOODS

Approved with Conditions; Informatives 04-Jul-2011

P/04296/013 REFURBISHMENT OF EXISTING INDUSTRIAL  
BUILDING, INCLUDING REPLACEMENT OF  
GLAZED CURTAIN WALLING AT FIRST FLOOR  
WITH NEW FENESTRATION AND NEW LOADING  
BAY

Approved with Conditions; Informatives 19-Jan-2010

P/04296/012 REMOVAL OF CONDITION 3 (HOURS OF  
OPERATION) AND 4 (HOURS OF DELIVERIES) OF  
PLANNING PERMISSION P/04296/011, DATED  
30/09/2009, FOR THE CHANGE OF USE FROM B8,  
WITH ANCILLARY OFFICES TO B1 (C) AND B8,

WITH ANCILLARY OFFICES

Refused 19-Jan-2010

P/04296/011 CHANGE OF USE FROM B8 (STORAGE AND DISTRIBUTION), WITH ANCILLARY OFFICES TO B1 (C) LIGHT INDUSTRIAL AND B8, WITH ANCILLARY OFFICES.

Approved with Conditions; Informatives 30-Sep-2009

P/04296/010 CERTIFICATE OF LAWFULNESS FOR AN EXISTING USE B8 (STORAGE AND DISTRIBUTION) WITH ANCILLARY B1 OFFICE SPACE

Approved Grant CLU/D 08-May-2009

5.0 **Neighbour Notification**

5.1 FONTWOOD LTD, 15, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, A C P CHEMICALS LTD, 12, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, COOLTECH ENVIRONMENTAL LTD, 18, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, CROFT TELEVISION & GRAPHICS, Croft House, 17, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, DISCOMIX CLUB LTD, 3, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, D M C PUBLISHING LTD, 3, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, ELOQUENCE LTD, 4, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, 13, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, CORD PROMOTIONS, Cord House, 15, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, 21, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Carless & Adams Partnership, 6, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, 102, Walpole Road, Slough, SL1 6PG, 104, Walpole Road, Slough, SL1 6PG, 106, Walpole Road, Slough, SL1 6PG, 108, Walpole Road, Slough, SL1 6PG, 96, Walpole Road, Slough, SL1 6PG, 98, Walpole Road, Slough, SL1 6PG, 100, Walpole Road, Slough, SL1 6PG, 118, Walpole Road, Slough, SL1 6PG, 120, Walpole Road, Slough, SL1 6PG, 122, Walpole Road, Slough, SL1 6PG, 124, Walpole Road, Slough, SL1 6PG, 110, Walpole Road, Slough, SL1 6PG, 112, Walpole Road, Slough, SL1 6PG, 114, Walpole Road, Slough, SL1 6PG, 116, Walpole Road, Slough, SL1 6PG, 134, Walpole Road, Slough, SL1 6PG, 136, Walpole Road, Slough, SL1 6PG, 138, Walpole Road, Slough, SL1 6PG, 140, Walpole Road, Slough, SL1 6PG, 126, Walpole Road, Slough, SL1 6PG, 128, Walpole Road, Slough, SL1 6PG, 130, Walpole Road, Slough, SL1 6PG, 132, Walpole Road, Slough, SL1 6PG, 150, Walpole Road, Slough, SL1 6PG, 152, Walpole Road, Slough, SL1 6PG, 154, Walpole Road, Slough, SL1 6PG, 142,

Walpole Road, Slough, SL1 6PG, 144, Walpole Road, Slough, SL1 6PG, 146, Walpole Road, Slough, SL1 6PG, 148, Walpole Road, Slough, SL1 6PG, 162, Walpole Road, Slough, SL1 6PG, 164, Walpole Road, Slough, SL1 6PG, 166, Walpole Road, Slough, SL1 6PG, 168, Walpole Road, Slough, SL1 6PG, 156, Walpole Road, Slough, SL1 6PG, 158, Walpole Road, Slough, SL1 6PG, 160, Walpole Road, Slough, SL1 6PG, 178, Walpole Road, Slough, SL1 6PG, 180, Walpole Road, Slough, SL1 6PG, 182, Walpole Road, Slough, SL1 6PG, 184, Walpole Road, Slough, SL1 6PG, 170, Walpole Road, Slough, SL1 6PG, 172, Walpole Road, Slough, SL1 6PG, 174, Walpole Road, Slough, SL1 6PG, 176, Walpole Road, Slough, SL1 6PG, 194, Walpole Road, Slough, SL1 6PG, 196, Walpole Road, Slough, SL1 6PG, 198, Walpole Road, Slough, SL1 6PG, 200, Walpole Road, Slough, SL1 6PG, 186, Walpole Road, Slough, SL1 6PG, 188, Walpole Road, Slough, SL1 6PG, 190, Walpole Road, Slough, SL1 6PG, 192, Walpole Road, Slough, SL1 6PG, 202, Walpole Road, Slough, SL1 6PG, 204, Walpole Road, Slough, SL1 6PG, 206, Walpole Road, Slough, SL1 6PG, 208, Walpole Road, Slough, SL1 6PG, 7, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, 470, Bath Road, Slough, SL1 6BB, 42, Walpole Road, Slough, SL1 6PA, 44, Walpole Road, Slough, SL1 6PA, 46, Walpole Road, Slough, SL1 6PA, 48, Walpole Road, Slough, SL1 6PA, 36, Walpole Road, Slough, SL1 6PA, 38, Walpole Road, Slough, SL1 6PA, 40, Walpole Road, Slough, SL1 6PA, 58, Walpole Road, Slough, SL1 6PA, 60, Walpole Road, Slough, SL1 6PA, 62, Walpole Road, Slough, SL1 6PA, 64, Walpole Road, Slough, SL1 6PA, 50, Walpole Road, Slough, SL1 6PA, 52, Walpole Road, Slough, SL1 6PA, 54, Walpole Road, Slough, SL1 6PA, 56, Walpole Road, Slough, SL1 6PA, 74, Walpole Road, Slough, SL1 6PA, 66, Walpole Road, Slough, SL1 6PA, 68, Walpole Road, Slough, SL1 6PA, 70, Walpole Road, Slough, SL1 6PA, 72, Walpole Road, Slough, SL1 6PA, 84, Walpole Road, Slough, SL1 6PA, 86, Walpole Road, Slough, SL1 6PA, 88, Walpole Road, Slough, SL1 6PA, 90, Walpole Road, Slough, SL1 6PA, 78, Walpole Road, Slough, SL1 6PA, 80, Walpole Road, Slough, SL1 6PA, 82, Walpole Road, Slough, SL1 6PA, 92, Walpole Road, Slough, SL1 6PA, 94, Walpole Road, Slough, SL1 6PA, 76, Walpole Road, Slough, SL1 6PA, ASTRO MED INCORPORATED, Astro Med House, 11, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Freedom To Outsourcing Ltd, 8, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Fleetwood Architectural Aluminium Ltd, Fleetwood House, 480, Bath Road, Slough, SL1 6BB, 1, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, A B S-c B N Europe Ltd, 2, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, G C H Test & Computer Services Ltd, G C H House, 5, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Davies Associates Ltd, 8, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, G D A L Ltd, 8, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Technology Partners Ltd, 10, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, A G L I S, 14, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Ness Uk Ltd, 16, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Varta Microbattery Gmbh, Croft House, 17, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Intelco Ltd, 16, Progress

Business Centre, Whittle Parkway, Slough, SL1 6DQ, Rustumer Care Co, Intelco House, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Milesfield Commercial Funding Ltd, Milesfield Longriver, 16, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, 19-20, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Nesstra Services (uk) Ltd, 22-23, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, D W S Bodyworks, Whittle Parkway, Slough, SL1 6FE, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ, Longriver Holdings Ltd, 16, Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ

5.2 The following objections to the proposed development have been received:

No address provided – object on the following grounds in summary:

- There is an inconsistency with the application – the application incorrectly states there are no trees. There are 10 mature trees that are maintained by the Burnham Gate Estate and it is intended that they are kept fully mature.

No address provided – object on the following grounds in summary:

- The Ofsted report for the current location of the Madini Institute at 339-341 Bath Road confirms that the current premises provides secure teaching accommodation that is fit for purpose, well maintained and provides effective learning for the current and proposed age range. Moving to the new site will not improve the current Ofsted report but diminish its current glow through the lack of PE facilities, for example;
- The use as a community centre/place of worship for some 400 people would have a major impact on the surrounding area. For instance, traffic turning right at the junction of St Andrews Way/Walpole Road on the Bath Road is a test in it's self at the moment. If more traffic were to begin to turn right into Whittle Parkway then this part of the Bath Road and surrounding areas will become even more congested. As regards the "Green Travel Plan" this holds no substance, the majority of people will not walk/car share;
- Furthermore, there is only one footpath leading up to 1 Whittle Parkway which travels 150 yards into the Business Park some 400 people every day passing in and out will cause a major safety issue. The road is currently scattered with cars parked up both sides of this road. This is mainly due to Slough's largest Fiat Dealership to one side, Europe's largest Mini Dealership to the other on the Bath Road and 2 body repair centres in the immediate location.



- There is a locked gate to the west of the site which opens up onto Walpole Road, if this were to be accessed then encouragement for parking in Walpole Road/Lowestoft Drive a residential area will be a reality. Having said this, due to the location of Walpole Road/Lowestoft Drive its residential parking will be used anyhow and this I find wholly unacceptable.
- I feel the location of Whittle Parkway which encompasses Progress Business Centre is surrounded by residential properties the Walpole Road/Lowestoft Drive Estate (more commonly known as Burnham Gate) has around 300 Flats and 100 Houses with an estimated population of more than 700 people, having a community centre/place of worship on the proposed site will impact greatly on the local environment – neighbour impact, traffic, noise and parking etc.

Occupier of 48 Walpole Road – object on the following grounds in summary:

- No need for another school as there are five in Wexham and Burnham;
- Noise;
- Traffic and children on a busy road like Bath Road is not wise.

Occupier of 6 Progress Business Centre – object on the following grounds in summary:

- The applicant does not own Whittle Parkway or the area of Progress Business Centre;
- There is no proposal to include the already difficult access arrangements;
- The description of the application does not refer to the school, which is one of the primary uses stated in the design and access statement. This will affect the access difficulties as a significant number of children will be accessing the building and there is no external area for play;
- The plans show a mortuary and this is not an appropriate use on the site;
- The forms say that the pedestrian access from the public highway is to be altered but no details are shown and this area is not in their ownership;
- Access along Whittle Parkway is already an issue and the increase in both vehicle and pedestrian movements is a significant concern. The risk of accidents will be increased which will affect the running of businesses currently accessed via this road;
- The pedestrian access is not at present continuous and the

apparent crossing point shown on the drawing does not exist. This situation is dangerous and it will affect the businesses on the Progress Business Centre;

- The loss of an employment use is a concern. There is no evidence to show that the building has been marketed;
- No disabled parking spaces are shown;
- There are no details of the new bike store;
- Confirmation is requested regarding cooking on site or what extract ventilation will be provided.

Occupier of 16 Progress Business Centre – object on the following grounds in summary:

- The Transport Statement demonstrates that there will be a total increase in two way traffic;
- Access to Progress Business Centre is gained via Whittle Parkway, a private road owned by DWS Bodyworks and provides parking for DWS Bodyworks and the Thames Fiat dealership. This reduces access to a single lane and the proposal would increase the potential for accidents. There have been accidents caused by cars leaving Whittle Parkway and being stuck behind traffic on the A4;
- The parking demand of 70 spaces is based on the assumption that users will be willing to car share. Demand for spaces will be considerably higher if users do not car share;
- The additional spaces on Bath Road will unlikely be used and users may enter Progress Business Centre.

Progress Business Centre, TSS Group and DWS Bodyworks (on behalf of the owners of the 23 Units on Progress Business Centre, the Thames Fiat Dealership and DWS Bodyworks) – object on the following grounds in summary:

- Concerned about traffic implications. Progress Business Centre owns the road from beyond the barrier to the railway line. Whittle Parkway from the A4 to the barrier is owned by DWS Bodyworks. This provides parking for DWS Bodyworks and the Fiat dealership, allowing their clients to park onsite. This reduces access to a single lane. There is already a problem when leaving the site, particularly at lunchtime and the end of the working day. Parking on either side of Whittle Parkway abuts the A4 and the junction is dangerous;
- Highly concerned about access to sites by car transporters and emergency vehicles if the proposal goes ahead. Great difficulty is envisaged in particular in accessing Progress Business Centre which sits at the end of Whittle Parkway by fire

appliances and ambulances and restricted access to car transporters to DWS Bodyworks and the Thames dealership. There are doctors working in one of the units and it is vital they have free access to and from the site and the A4;

- It is noted that the centre will be used seven days a week for prayer and that up to 50 children will be attending Monday to Friday 4.15 pm to 6.30 pm and that up to 60 children will be taught between the hours of 8 am to 2.15 pm Monday to Friday. 200 to 400 people are expected to attend Friday lunchtime prayers. There will be a concentrated arrival and departure of this traffic over short periods of time;
- We feel that it is highly unlikely that the additional 46 offsite spaces will be used due to the walk to Whittle Parkway along the busy A4, particularly with children. Participants will drive onto Whittle Parkway and, if unable to park in one of the 72 spaces, will enter through the barrier and park in Progress Business Centre, possible blocking use of the barrier. We are extremely concerned about a possible influx of 200 to 400 worshippers at midday on Fridays;
- We are aware of the fact that unauthorised marshals are used at 339-341 Bath Road to stop the traffic on the A4 to allow access to the site. We are concerned that any parking restrictions put on the use of the building will be exceeded over a period of time. We understand that there are parking issues at both the Montem Road and Diamond Road sites;
- As a place of worship it is highly likely that marriages would be conducted during the week and at weekends. Again, we can only reiterate that Whittle Parkway would be unable to cope with guests over a period of perhaps one or more days;
- As a place of worship it is highly likely that marriages would be conducted during the week and at weekends. Again, we can only reiterate that Whittle Parkway would be unable to cope with guests over a period of perhaps one or more days.
- Concerned at the impact on location of businesses to the site. Some of our units are owner occupied and other units are rented to businesses. We envisage this change of use having a detrimental effect on attracting businesses to Progress Business Centre and creating employment on the park. We have a particular business, which is considering expanding on site, but this proposed expansion will depend upon the outcome of the planning application;
- Concerned about the impact of visitors to the site on the security of businesses on Progress Business Centre, DWS Bodyworks and the Dealership. We have worked closely with Slough Business Watch, who monitors the site, and we have reduced our onsite incidents to virtually nil.

Occupier of 3 Progress Business Centre – object on the following grounds in summary:

- Whittle Parkway is a private road connecting the A4 to Progress Business Centre. It is already congested and often proves difficult to join the main carriageway which is already posing a risk to safety. The additional traffic generated on even a normal day would increase the volume of vehicles substantially and create severe congestion and increase safety risks;
- Understand there are regular meetings on Friday afternoons which attract between 200 and 400 persons at one time. In their current location on Bath Road, they control the traffic with individuals wearing high visibility jackets which causes major disruption;
- Although 1 Whittle Parkway does contain a large parking area, it cannot cater for the volume of vehicles expected for the Friday events nor any special arranged functions such as weddings or other celebrations, this will result in vehicles being left on Whittle Parkway itself which will gridlock the Business Park. Unlikely off-site car parking will be utilised which could result in parking throughout the business park and even on the A4 itself;
- Businesses would not appreciate the influx of individuals for privacy or security reasons;
- Celebratory events which are held which contain live or recorded music would be a disturbance to businesses.

Occupier of 21 Progress Business Centre – object on the following grounds in summary:

- Experienced problems on a daily basis with congestion and parked cars. There is a constant flow of traffic both on and off the estate and on many occasions we have had to reverse to enable cars to pass safely. The proposed increase to traffic flow in such a small area would be dangerous and unmanageable;
- It will be easy for vehicles and pedestrians to gain access beyond the barrier and add to parking pressures and affect CCTV. The suggestion that people will walk to the site is neither proven nor guaranteed.

22/23 Progress Business Centre – object on the following grounds in summary:

- A high increase in traffic could be expected;
- Access to the Business Estate is already restricted due to cars being parked on either side of Whittle Parkway;

- The applicant expects to fill all 72 no. car parking spaces and estimates an overspill of cars onto surrounding streets. The parking spaces and access roads are not sufficient for the increase in visitor numbers;
- Given the business nature of the area around 1 Whittle Parkway, a daily traffic delivery of vehicles such as vans and lorries is taking place which cannot be in the interest of a community centre looking after elderly visitors or children;
- The community centre will have an affect on the development of this business.

Occupier of Astro-Med House, Progress Business Centre – object on the following grounds in summary:

- The traffic implications on the grounds of volume and safety for all concerned cannot be ignored. Access to businesses by employees, visitors and emergency vehicles would be seriously affected;
- The parking available on the site is insufficient to support the volumes of visitors who would come to the site should this proposal go ahead. Unrealistic to expect them to use the parking facility which is situated some way away;
- We are owner occupiers on this site, others rent. Leases are due for renewal and they will not renew if this proposal goes ahead. This will not enhance the appeal of moving to this estate. The security implications cannot be ignored.

Councillor Wright, Ward Councillor for Haymill – object on the following grounds in summary:

- Traffic congestion: Traffic turning right from Bath Road into Walpole Road is already unmanageable. If 400 worshippers, 120 school pupils and their parents' cars plus 100 pupils at Quran classes turn into Whittle Parkway there will be grid lock and major delays on the A4. Additionally, any deliveries will have to enter the existing Whittle Parkway access creating even worse grid lock;
- Parking space: The applicant has accommodation for 72 existing parking spaces knowing full well that the number of people will exceed the capacity of the parking. The applicant estimates that there will be more than 600 people coming in and out and staying. The rest of cars will be parked on residential roads blocking peoples' driveways. The Fleetwood company and Mini car showroom is already blocking all possible free parking spaces;
- Noise: The increased noise of prayers and religious activities

- will be unacceptable for residents for 7 days a week;
- The lack of cohesion and integration within neighbourhood: The proposed multifunctional community centre would provide religious and educational facilities and ancillary functions - the proposed community centre would be used to serve the Muslim community and therefore will prevent any integration or cohesion within the existing community. In a little town like Slough we already have at least 8 Mosques/community centres. Slough Borough Council is building new community centres e.g. Britwell or the Curve for all communities in town in an aim to promote cohesion and integration. Additionally in Chalvey there is already a centre that is allocated in the heart of Muslim community where all residents, not only the Muslim community can enjoy the social side of life. This application on 1 Whittle Parkway is simply not needed. If it is approved it will only bring this place into decline.
  - Odour /environmental impact: The submitted floor plans include a cafeteria/lounge at ground floor level. As we do not know what food will be served there is a possibility of increased smell coming from food preparation, and also additional disposal of fats, oils and grease.
  - Lack of opening hours of the place of worship and multifunctional community and timing with respect to deliveries: The application does not state opening hours or the timing for deliveries. This is unacceptable.

Councillor Brooker, Ward Councilor for Haymill – object on the following grounds in summary:

- Concerns have been expressed about increase in traffic in the area, especially during Friday prayers and school start and finish times, parking and that the venue will be open late.

5.3 Those matters that are considered to constitute material planning considerations are assessed and considered against relevant development plan policies below.

6.0 **Consultation**

6.1 **Transport and Highways**

Object and reasons for refusal recommended, however will withdraw objection if the applicant is willing to agree to the implementation of a package of mitigation measures.

6.2 Environmental Protection

No comments received.

6.3 Thames Water

No objections.

6.4 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 Planning Practice Guidance

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 for 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) Transport, parking and highway safety;
  - 5) Section 106 Heads of terms;
  - 6) 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 Class B1(a) office.

8.3 The site falls within the Whittle Parkway-Kelpatrick Road 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 understood to have been vacant for some time. The applicant has submitted a copy of a letter dated January 2013 from Haslams Chartered Surveyors. This letter states that Haslams have been marketing the premises since November 2012, prior to which Lambert Smith Hampton had the premises on the market for at least 2.5 years. It is understood that both marketing campaigns were focused on letting the building for Class B1 office use.

8.7 It is submitted that despite the marketing efforts undertaken, letting or selling the site for office purposes has not been possible and consideration has therefore been given to alternative uses to facilitate re-occupation.

8.8 Having regard to this, 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 centre would be self-financed based on charitable contributions from the local community. The

applicant is the owner of the site.

- 8.11 The proposal includes education uses. It is understood that the applicant currently runs a secondary school called the Madni Institute. The applicant is understood to operate the site at 339-341 Bath Road. Whilst this site is understood to be currently utilised both as a place of worship and for education purposes, it is understood that the Bath Road site would be used only for education purposes were this application be successful.
- 8.12 The Core Strategy recognises that education 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 submitted application form states that the proposal would provide employment for 5 full time and 20 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 and would not significantly reduce the variety and range of business premises.
- 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. Having regard to the supporting information received, the proposal is considered to comply with this policy as it would contribute towards serving the diverse needs of local Communities.
- 8.18 It is considered that the proposed development would be acceptable in principle and would comply with the above policies.

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 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. Amendments have been sought with respect to the location of cycle parking and it is considered that this can be dealt with by condition.
- 9.3 It was noted that the submitted application form did not contain accurate information with respect to trees. This has been raised with the applicant and amended details have been provided. It is considered that the proposed change of use would be acceptable in tree and landscaping terms.
- 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 immediately to the west, at 36-94 and 96-154 Walpole Road. These properties are flats and the buildings are three storeys in height. The separation distance between the flank elevation of 1 Whittle Parkway and the rear elevation of 96-154 Walpole Road is 22 metres.
- 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 and the potential for noise breakout. These matters are assessed below.
- 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 5 full time and 20 part time employees, 120 pupils attending the school and, following negotiations, to accommodate up to 300 people attending the site to worship.
- 10.6 It is considered that the usage of the site by the anticipated number of attendees would not have the potential to have a significant and unacceptable adverse impact on the amenity of properties nearby and it should be noted that conditions could be recommended regarding the protection of the noise climate of the area and the use of loudspeakers and public address systems.

#### *Hours of Operation*

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

10.8	Monday to Friday	Saturday	Sunday and Bank Holidays
	Start: 07:00am End: 08:50pm	Start: 07:00am End: 08:50pm	Start:07:00am End: 08:50pm

- 10.9 It is considered that the use of the centre during these times would not have the potential to give rise to an unacceptable adverse impact on amenity.

#### *Use of Internal and External Areas and the Potential for Noise Breakout*

- 10.10 It is considered that the use of the internal areas as shown on the submitted plans would not have the potential to have an unacceptable adverse impact on the amenity of nearby occupiers.
- 10.11 In conclusion, it is therefore considered that the proposal would have no significant adverse impact on the amenity of nearby residential occupiers.
- 10.12 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.

- 10.13 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 and pedestrian access;
- Cycle storage;
- Servicing;
- Travel plan;
- Mitigation.

11.7 The assessment of these issues is set out below. In summary, an objection was initially raised by the council's Transport consultant on the following grounds:

- The development fails to provide car parking in accordance with the Parking Standards contained within the Adopted Local Plan for Slough;
- The pedestrian links between the site and the highway are not suitable and in the absence of such links, there is a danger to pedestrians walking to or from the proposed development;
- By reason of the lack of controls to prevent parking on the Whittle Parkway access at junction with the A4, the access is inadequate to serve the proposed development with safety and convenience.

11.8 A package of mitigation measures was however identified and it has been commented that if the developer was willing to agree to the package, then this objection would be withdrawn.

11.9 Negotiation has taken place regarding this recommended package and the obligations are set out in the mitigation section below.

#### *Trip Generation*

11.10 The applicant's Transport Statement includes information regarding proposed trip rates from three sources. These sources are as follows: TRICS database, a survey undertaken in 2009 of the Abu Haneefa Trust when operating in the Cippenham Community Centre and a travel survey undertaken in 2013 by the Abu Haneefa Trust based on those attending 339-341 Bath Road on 12<sup>th</sup> April 2013.

11.11 It has been commented that there are considered to be some significant weaknesses with the survey information relating to the

proposed place of worship. In summary, these concerns relate to the size of the dataset given the weight these are given in the applicant's Transport Statement. If the surveys are not representative of the actual modal split, it is considered that the impact of the proposal could be considerable. Turning to the proposed education use, there are concerns regarding the modal split presented and staff trips.

#### *Parking Provision and Car Park Layout*

- 11.12 Core Policy 7 states that there will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes unless this is required for local road safety or operational reasons.
- 11.13 Policy T2 of The Adopted Local Plan for Slough seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards. The supporting text to Policy T2 of the Adopted Local Plan for Slough acknowledges that the lack of adequate off-street parking provision can cause congestion or road safety problems and can lead to unofficial parking taking place in locations where this detracts from the overall appearance or the amenities of an area.
- 11.14 There are 72 no. car parking spaces on the site, including 4 no. disabled bays.
- 11.15 The applicant has stated that they are also proposing to utilise off-site car parks. These are situated at 397 Bath Road and 339-341 Bath Road respectively. Details of these proposed off-site car parks is as follows:
- 11.16
- 20 no. spaces would be provided at 397 Bath Road, which is situated 600 metres from the site (7.5 minute walk);
  - 26 no. spaces would be provided at 339-341 Bath Road, which is situated 1000 metres from the site (12.5 minute walk).
- 11.17 The Council's transport consultant does not consider that these off-site car parks would be suitable. It is noted that the site at 397 Bath Road does not have planning permission for use as a car park and neither site is considered to be within reasonable walking distance.
- 11.18 The application has therefore been assessed on the basis of the 72 no. spaces on the site.

- 11.19 Reference has been made to the parking standards contained within the Adopted Local Plan. Relevant standards would be as follows:
- 11.20
- A primary school would require a minimum of 1 no. space per members of staff plus three additional spaces (total 23 no.), and;
  - A D1 place of worship requires a minimum of 1 space per 10 square metres of floor space.
- 11.21 On the ground floor, there is a prayer space measuring 148 metres squared.
- 11.22 On the first floor there are two large spaces both measuring 290 square metres, one of these is shown as a prayer hall and the second as an indoor play area/games hall.
- 11.23 If all three spaces were used as prayer halls, there would be a combined total space of 728 square metres. It is considered that this would require 72 no. spaces to be provided having regard to the above standards.
- 11.24 As the school would also be operating at the same time, there could potentially be a shortage of 23 no. car parking spaces, however it is considered unlikely that the lower prayer hall would be in use when the school was at full capacity and as such, the overall parking demand may be for 81 no. spaces.
- 11.25 Based on the Slough Parking Standards, it would therefore appear that there would be a shortfall in the provision of parking at the site.
- 11.26 Whittle Parkway is a private road and parking along both sides of this road was observed during a site visit. To the north of the site is Progress Business Centre and access to this area is controlled by an access barrier. If overspill parking is to occur, it is therefore considered that this would likely take place in local residential streets around the development or on Kilpatrick Road.
- 11.27 In order to address this, the Council's transport consultant recommended that the capacity of the prayer hall should be limited to 200 no. persons. The applicant responded to this requested stating that whilst the applicant wished to maintain 400 no., they were agreeable to a limitation of 300 no. persons. The Council's Transport consultant considers that this is acceptable.
- 11.28 Having regard to these comments and the above development plan



policies, it is considered that this limitation would provide mitigation to address potential issues regarding overspill parking and associated congestion or road safety problems.

#### *Vehicular and Pedestrian Access*

- 11.29 There is a 1.8 metres wide pedestrian footway along the eastern side of Whittle Parkway, but this is not continuous as there is a site access to 470 Bath Road which is no longer used. It has been observed that vehicles park across this access which prevents pedestrians using this stretch of footway.
- 11.30 It is considered that this is an issue which will need to be addressed. In the absence of this, pedestrians and children attending the proposed use may have to walk on the road which is considered to be unacceptable in highway safety terms.

#### *Mitigation*

- 11.31 The Council's Transport consultant has raised an objection to the proposal, however it has been stated that they would be willing to withdraw their objection if a Section 106 package was agreed to.
- 11.32 The applicant has been informed of the recommended package and this has been the subject of negotiations. Following these discussions, the following mitigation measures have been agreed to:
- 11.33
- Limit capacity of prayer hall to 300 no. persons. It is considered that this must be secured as a planning obligation and if this number is exceeded, then the site shall cease use;
  - Travel Plan including targets and TRICS compliant surveys;
  - Travel Plan monitoring contribution of £6,000;
- 11.34 In order to address the issues with respect to the vehicular and pedestrian access to the site, it is considered that improvements to Whittle Parkway are necessary. These improvements will improve accessibility and assist in facilitating sustainable travel to the site and improve the safety of the access. Based on the representations received, it is understood that the applicant does not own the access road. As such, it was commented that the applicant would have to undertake negotiations with the owner in order to implement the necessary improvements.
- 11.35 The applicant has requested that the Council invoke its powers

under the Highways Act 1980 to carry out works in the street to bring it up to an acceptable standard. It is understood that it would be necessary to secure a contribution to meet the entire cost of the work through this planning application in order that there would be a nill apportionment to other frontagers of the street. There is a separate consultation process under this procedure.

11.36 The financial contribution has been calculated as being £67,637.90 (plus 3% uplift as this figure is based on the Council's contractor's 2013/12 rates).

11.37 The improvements would include the following:

- Provide a continuous footway along Whittle Parkway across the southern access to 470 Bath Road and implementation of dropped crossings across the northern access to 470 Bath Road;
- Provide a build-out on both sides of the carriageway of Whittle Parkway to allow safe pedestrian crossing;

Dedication of land within the Whittle Parkway widening line to the local highway authority to be maintained at the public expense, as this would allow parking restrictions to be implemented on Whittle Parkway at the junction with A4 Bath Road to the benefit of all users of Whittle Parkway.

11.38 A condition regarding cycle parking provision is also considered necessary.

## 12.0 **Section 106 Heads of Terms**

12.1 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. In this case, these matters are considered to be as follows:

- 12.2
- Limit capacity of prayer hall to 300 no. persons;
  - Define the size of the prayer hall;
  - Limit the capacity of the education use;
  - Travel Plan including targets and TRICS compliant surveys;
  - Travel Plan monitoring contribution of £6,000;

- Either negotiate with the owner of the access road to undertake necessary improvements to the access or pay a financial contribution of £67,637.90 (plus 3% uplift) to fund the works were the Council to undertake these.

12.3 Based on the submitted information and the comments received from consultees and other interested parties, 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.

#### 13.0 **Other Matters**

13.1 The applicant has stated that the proposed use would provide facilities mainly for the Muslim community. The main purpose of the centre has been stated as providing educational, social, cultural moral and spiritual guidance and support to the local Muslim community.

13.2 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 the local highway network and it is considered that appropriate conditions and planning obligations have been recommended.

#### 14.0 **Process**

14.1 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.

15.0 **Summary**

15.1 The proposal has been considered against relevant development plan policies, and regard has been had to the comments received and letters of objection received from residents living near the site, and all other relevant material considerations.

15.2 It is considered that the proposed development is acceptable in terms of the principle of development; design and Impact on the street scene; and relationship with and potential impact on nearby properties. With respect to transport, parking and highway safety, mitigation is considered necessary to make the development acceptable in planning terms.

**PART C: RECOMMENDATION**

16.0 **Recommendation**

16.1 **Delegate to the Development Management Lead Officer for further negotiations with the applicant with respect to highway and transport matters and final determination following completion of an agreement or otherwise pursuant to Section 106 of the Town and Country Planning Act 1990 and finalising of conditions.**

**In the event that the applicant fails to enter into an agreement or otherwise pursuant to Section 106 of the Town and Country Planning Act 1990, or that an acceptable scheme has not been negotiated in highway and transport terms, that the Development Management Lead Officer be given the option of refusing planning permission on the following grounds:**

- 1) The development fails to provide car parking in accordance with the Parking Standards contained with the Adopted Local Plan for Slough 2004 and if permitted is likely to lead to additional on street car parking to the detriment of highway safety and convenience. The development is contrary to 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 (incorporated in the Composite Local Plan for Slough 2013) and the National Planning Policy Framework.**
- 2) The development fails to provide suitable pedestrian links**

between the proposed multi functional community centre and place of worship and the highway. In the absence of such links, there is a danger to pedestrians walking to or from the proposed development. The development is contrary to Core Policy 7 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 (incorporated in the Composite Local Plan for Slough 2013) and the National Planning Policy Framework.

- 3) A holding objection is raised on the grounds that the developer has failed to enter into an agreement or otherwise pursuant to Section 106 of the Town and Country Planning Act 1990 for the purposes of highway, transport and other mitigation necessary to make the development acceptable in planning terms. In the absence of such an agreement or otherwise, the development would have an unacceptable impact on highway safety and convenience and is contrary to Policy T2 of The Adopted Local Plan for Slough 2004 and Core Policies 7 and 10 of The Slough Local Development Framework, Core Strategy 2006 – 2026, Development Plan Document, December 2008 (incorporated in the Composite Local Plan for Slough 2013) and the National Planning Policy Framework.

#### **PART D: LIST OF CONDITIONS – HEADINGS**

1. Three year time limit
2. approved plans
3. Materials to match
4. Definition of use
5. Gym to be used in connection with centre only
6. Hours of use
7. Hours of deliveries
8. Loading and unloading to take place within 1 Whittle Parkway only
9. Number of car parking spaces, turning and access to be kept free from obstruction
10. Cycle parking
11. No external speakers
12. Details of site lighting
13. No marquees or moveable structures in car park
14. No goods, materials or plant shall be deposited or stored outside of the building
15. Protection of the existing noise climate
16. Details of boundary treatment
17. Details of plant and machinery