

# **PLANNING COMMITTEE** **8th May 2013**

THE FOLLOWING ALTERATIONS AND AMENDMENTS HAVE BEEN  
RECEIVED SINCE THE PLANNING OFFICER'S REPORT WAS  
PRESENTED TO MEMBERS

## **AGENDA ITEM 6**

S/00696/000 – St. Anthony’s Catholic Primary School, Farnham Road

The applicant has undertaken a tree survey and this has been submitted for consideration. The Council’s Tree Officer has been reconsulted. It has been commented that the tree loss is undesirable for the amenity of the users of the application site and the neighbours. It is considered that if the applicant is restricted by other considerations to using the proposed site the loss of the trees could in the long term be mitigated by new planting within the site, but the loss of screening cannot be solved by tree planting and would be best addressed by either, moving the units forward or planting a hedge along the boundary with the private gardens.

The Tree Officer has also commented that the largest trees to be removed are the poplars which are impressive but not suitable for the site, so should be removed in any case.

These comments are noted and the applicant has advised that they will contact their consultant with regard to screening.

Whilst trees would be lost and this loss is considered undesirable, this issue has to be balanced against other relevant issues such as the need to provide additional classrooms to address the demand for school places in the Borough whilst also seeking to limit encroachment towards the playing field at a school where the land available for accommodating additional classrooms of the size proposed is somewhat constrained.

It is therefore considered that there would be scope for mitigating the tree loss through new planting and in order to allow for details of proposed screening to be provided for consideration, the Officer recommendation therefore remains as set out in the officer report, to Delegate to Head of Planning Policy and Projects.

**NO CHANGE TO RECOMMENDATION**

## **AGENDA ITEM 7**

P/14515/005 – 234 Bath Road

1. In response to the comments from the Transport Engineer, the applicant has submitted further information to address the issues raised in section 7.1, page 30 – 33 of the Committee Report. The matters that have been resolved through the submission of additional information and amended drawings relate to the following:
  - Access in terms of internal vehicular circulation and egress from the site;
  - Visibility towards the Aberdeen Avenue / Leigh Road junction in light of the proposed siting of the multi storey car park.
  - Car parking lay-out in terms of the parking ratio and internal dimensions;
  - Improvement to cycle parking, shower, changing room and locker provision;
  - Vehicle tracking for parking spaces 6 and 7.

There are two outstanding matters that have been raised by the Transport Engineer which remain unresolved, relating to the shuttle bus service and the closure of the western service road. As part of Outline Application P/14515/003 for LRCC2, the access to the application site has been approved. The approved drawing 17563-410-019K indicated the stopping up of the footway on the

southern site boundary along the service road and the closure of the service road for all traffic, except for the provision of a cycle way and the diverted pedestrian footway. The approved drawing also includes all the other improvements that should be undertaken for the Bath Road / Leigh Road junction. However, there is a condition attached to the permission for LRCC2 that states a threshold of development that should be undertaken before the junction improvements are required. The office accommodation proposed by this application does not trigger the implementation of the junction improvement and in light of this, the Transport Engineer is attempting to find a suitable temporary solution in order to improve the situation until all the works are implemented.

The engineer has also stated that since the LRCC2, Section 106 Agreement has been agreed, the Council has been working with SEGRO on bringing forward a shuttle service to Slough railway station for A4 frontage occupiers and this includes occupiers to the west of 234 Bath Road as part of the LSTF programme. To date SEGRO has been unable to obtain agreement from occupiers to fund the scheme, although SEGRO has now indicated that the gap in funding can now be overcome. Given that O2 may become involved in this shuttle service, it is the Council's view that it would be premature at this stage to close the western service road to buses, as this could limit the effectiveness of the new service and would prevent it from serving the new development at 234 Bath Road.

The applicant has submitted two options for consideration by the Transport Engineer, which involves closing the service road as one option and the other is to retain it as a bus route only. It is considered that the submitted option to retain the service road as a bus route should be pursued, subject to minor changes, in order to provide an interim measure.

2. In terms of the change to the proposed materials, as discussed in paragraph 13.5, the applicant has submitted additional computer generated images (CGI's) to illustrate the use of a lighter palette of colours and the change to the car park treatment. The CGI's did however indicate a change to the recessed area on the corner elevation, which has been indicated as a raised break-out area in the original submission CGI's and landscaping drawing. This is however not illustrated on the revised CGI's and officers need to clarify this element of the proposal, especially in light of the comments made in the section relating to the Layout (section 12 of the Committee Report) of the application site and the absence of a Bath Road entrance. Although it is acknowledged that the purpose of the CGI's is to give an indication of the final appearance of the building, it is considered that it should be as accurate as possible, in order to avoid a misrepresentation of the final product. In light of this discrepancy, the recommendation is changed in order to resolve this matter.

## **CHANGE TO RECOMMENDATION**

**Delegate to the Delegate to the Head of Planning Policy and Projects for resolution of the outstanding matters relating to changes to the highway, clarification relating recessed hinge elevation, finalising condition relating to drawings and final determination.**

## **AGENDA ITEM 9**

P/02523/011 – 27, Cheviot Road

Two further letters of objection received from the occupiers of The Bungalow, Foxborough School. One letter reaffirms the previous concerns as set out in a letter of objection submitted in relation to the previous planning application as withdrawn. That previous letter of objection raised concerns regarding, traffic and parking and noise and disturbance. The other letter raises the following matters:

- Issues of car parking. It is unrealistic to expect those attending to walk and the existing car park is very small.
- The areas surrounding the school are very congested particularly during school dropping off and picking up times. The application is incorrect when it states that the school is not used at weekends. Football teams use the playing fields on Saturdays and a church group uses the school on Sundays.
- It is not acceptable that users of the centre will use the existing car park in Parlaunt Road, where will shoppers park?
- Car parking at Harvey Park sports ground seems unrealistic as the car park is only open at weekends when the sports fields are being used.
- The opening hours are unacceptable, particularly the early opening at 6.00 am.
- The application makes no statement that the prayer room would be used only by those attending classes.
- Object to the use of the phrase “human rights”. The Village club is currently open to all members of the local community, this will not be the case once it becomes a “Muslim Centre”. What about the “human rights” of local residents. There is no suggestion that any other activities will be offered to the community as a whole.

A letter has been sent to all Foxborough Ward Councillors from a T. Khan of 245 Humber Way. In that letter he advises that both he and many other local residents would benefit from having a local Islamic Education Centre, but that this should not be at the expense of other residents. He further advises that he has had meetings with Dawat-e-Islami on behalf of local residents to make sure that the Council’s requirements are fully met. Attached to that letter are a number of questions raised by Glynis Higgins in her capacity of head of the Foxborough Residents Association and submitted to Dawat-e-Islami together with their responses given. These are set out below for Members information below (the questions are set out in normal type and the responses are set out in italics):

1 What guarantee can you give that people will not use their cars and people carriers to attend the venue

*“We have a signed undertaking from foxborough residents which clearly states that they want this facility and will walk to the centre. We have also handed a travel plan to the council which states we will encourage walking through a variety of methods. We will use the local car park on parlaunt road and provide a minibus service to and from the car park and the centre when required”.*

2 Will there be weddings at the venue, 27 Cheviot Road If so how many guests would the families anticipate attending and coming in their own vehicles

*“No weddings will take place at this facility”*

3 Special festivals, how many people do you anticipate will attend the venue, How do they come, do they all use their own cars.

*“Special festivals occur twice a year. We expect a maximum of 150 people to attend on these occasions. Currently the club has a licence to occupy 300 people. As we have an undertaking that residents will walk we believe local residents will walk and the services provided in question 1 will occupy an additional requirements if require”d.*

- 4 All festivals EID and Ramadan and any other that happen what times of day and night is the festival taking place we understand some times it will start at 5 am (We are very anxious about the numbers attending and the times the festivals take place.) It would be very disturbing for local people if the cars arrive very early in the morning, or leave late at night.

*“No eid festival or Ramadan Prayers start at 5am. The earliest eid prayers will be at 8am which is only twice year. Ramadan prayers are in the evening after 7.30 pm”.*

- 5 Have you made enquiries about other places for car parking ie Harvey Park and the shopping centre car park on Parlaunt Road. These are fully used by shoppers and football teams on a regular basis

*“The clubs car park is more than sufficient for all normal weekdays and the weekend. additional people may attend on friday lunch time prayers. The parlaunt road car park has been monitored and it has been seen that on friday lunch times this is virtually empty. We are in contact with the council regarding the harvey park car park which is also empty on friday lunch times. We are waiting for a reply from the council and we are optimistic that we will be allowed to use this car park”.*

- 6 Have you any suggestions as to where extra cars could park if you are not able to use the above mentioned car parking spaces

*“The parlaunt road car park is a free car park which any member of the public can use which has 32 car parking spaces and has sufficient space when required”.*

- 7 Apart from the problem of cars one of the residents asked about the external speakers that you have mentioned for calling people to prayer. Of course this is not connected with our main concern which as you know is traffic and parking facilities but it is worth mentioning

*“We can confirm that no external speakers will be installed”.*

*“We have addressed all queries and concerns in our letter to the council which can be viewed online by the link below:*

*[http://www.sbcplanning.co.uk/test/slough01/planapp/P2523-11\(2\)/P2523-11\(2\).pdf#pagemode=thumbs](http://www.sbcplanning.co.uk/test/slough01/planapp/P2523-11(2)/P2523-11(2).pdf#pagemode=thumbs)*

*Please can anyone who has any concerns view the information online. If there is still any concerns or additional information required we are more than happy to answer any questions. We would like to work with the local community and address any issues and provide local residents with a much required facility. We would like to thank the local community for raising the concerns which has enabled us to positively reassess our plans to address the communities concerns. We look forward to working with the local community and addressing the needs of all members of the community”.*

Thames Valley Police have responded with verbal comments, raising no objections on the grounds that the proposed centre, will simply be replacing one community facility with a different one.

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Since publication of the agenda, there have been further discussions with the applicant with respect to the draft Heads of Terms for a Section 106 Planning Obligation Agreement, which are set out on page 80 of the officer's report. The applicant has confirmed that:

*We are ready to agree to the head of terms as mentioned on the below email. However we do have one more request:*

*We fully intend to use only the first floor as a prayers hall but as we have not yet bought the building we are not sure how many people can fit in the upstairs hall*

*We would like to request if we can also use the down stairs occasionally on Fridays if the upstairs hall is full*

*As mentioned earlier what do we do if the hall only occupies 100 people and we have an extra 20 or 30 people who turn up on Fridays? We cannot send people away and deny them access. Please can you allow us to use the downstairs occasionally on Fridays as well.*

*Also I can confirm we have been given permission to use the Harvey park car park on Fridays and are now in discussion with the asset management department to finalise the terms of the contract*

#### Officer's Response

The willingness of the applicants to enter into a section Agreement on the basis of the draft heads of terms as set out is to be welcomed. Officers consider it important that prayers be confined to the first floor only, except on the two special days when the whole building can be used, to ensure that the Council is able to maintain control over any future intensification of the use of the building for prayer use and the pressures that this might place on the local area as a result of significant increase in the number of users.

The Heads of Terms only set out the broad principles and there will need to be substantial further discussion and negotiation to establish the detail. Officers will be working closely with the Head of Legal Services in this regard.

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Since publication of the agenda, a parking beat survey has been undertaken by the Council's transport consultants.

The results are summarised below. The detailed data, in the form of spread sheets will be available will be available at the Meeting.

The area surveyed was within a radius of 200m of 27 Cheviot Road and several key roads just beyond this distance were also included. The capacity and parking levels at both the site car park and the health centre were also recorded.

The survey was undertaken on Friday 26th April between the hours of 13:00 and 15:00, to reflect the time of Friday Prayers. The weather was dry and sunny and there were no abnormal circumstances.

In the event that planning permission was to be granted, the information provided by the survey would provide a base line against which it would be possible to assess the impact of the proposed centre in terms of additional on street car parking.

The survey identified 250 standard on street parking spaces within the area surveyed. The number of free standard on street parking spaces, assuming the number of health centre users parked on street to be 11, has been calculated to be 135 no. spaces.

<b>Project:</b>	27 Cheviot Road Travel Plan	<b>To:</b>	Chris Smyth
<b>Subject:</b>	27 Cheviot Road parking beat survey	<b>From:</b>	Laura Wells / Viv Vallance
<b>Date:</b>	02 May 2013	<b>cc:</b>	

### Background

The site at 27 Cheviot Road, Langley, Slough, SL3 8LA, has been put forward for planning permission for a change of use from a licensed members' social club (sui generis) to Islamic community and teaching centre and place of worship (D1) – Slough Borough Council (SBC) planning reference P/02523/011. The application is currently being determined by SBC, with a decision on application due by members at the May 2013 planning committee. The applicant has produced a travel plan to accompany the application, and SBC (Laura Wells) – have been working with the applicant to produce a travel plan of acceptable quality. Subject to planning approval, the applicant will be bound to the travel plan which will include transport surveys at the site. One of the required surveys will be a parking beat survey. In order to ascertain the current situation, a parking beat survey has been undertaken.

### Methodology

The area within a 200m radius of the site was surveyed. Also included were several key roads just beyond this distance. For a map showing the area covered by the survey, plus categorisation within the survey area, see: [Area categorisation map.pdf](#)

Each section of on-street parking was measured with a trundle wheel in order to determine the number of available parking spaces. For parking bays dimensions for each parallel parking bay would be 6m x 2m and 90 degree bays would be 4.8m x 2.4m was assumed for the purpose of the survey. As well as space available, number of cars parked in each area at the time of the survey was also recorded. Disabled spaces were categorised separately.

The capacity and parking levels at both the site car park and the health centre car park were also recorded.

Private car parking (parking which is not on the public highway) was not recorded in this survey bar the above exceptions, which were recorded separately to the on-street parking.

The survey was undertaken on Friday 26<sup>th</sup> April from 1300 to 1500 hours, to reflect the time surrounding the Friday prayers (1330 – 1430 hours), and each area was surveyed once. The weather was dry, sunny and warm at the time of the survey and there were no abnormal circumstances or observations.

Survey data can be found in the following document: [Cheviot Road parking beat survey 260413.xls](#)

### Findings

#### On-street parking

On-street parking	Number of available spaces	Number of cars parked	Number of free spaces	Parking stress
Standard	250	104	146	42%
Disabled	11	2	9	18%

## Off-street parking

Off-street parking	Number of available spaces	Number of cars parked	Number of free spaces	Parking stress
Site car park (27 Cheviot Road) - disabled spaces	2	0	2	0%
Site car park (27 Cheviot Road) - standard spaces	33	13	20	39%
<b>TOTAL - site</b>	<b>35</b>	<b>13</b>	<b>22</b>	<b>37%</b>
Health Centre car park - standard spaces	6	4	2	67%
Health Centre car park - disabled spaces	2	0	2	0%
Health Centre car park - staff spaces	21	15	6	71%
<b>TOTAL - health centre</b>	<b>29</b>	<b>19</b>	<b>10</b>	<b>66%</b>

## Adjusted baseline – on-street parking

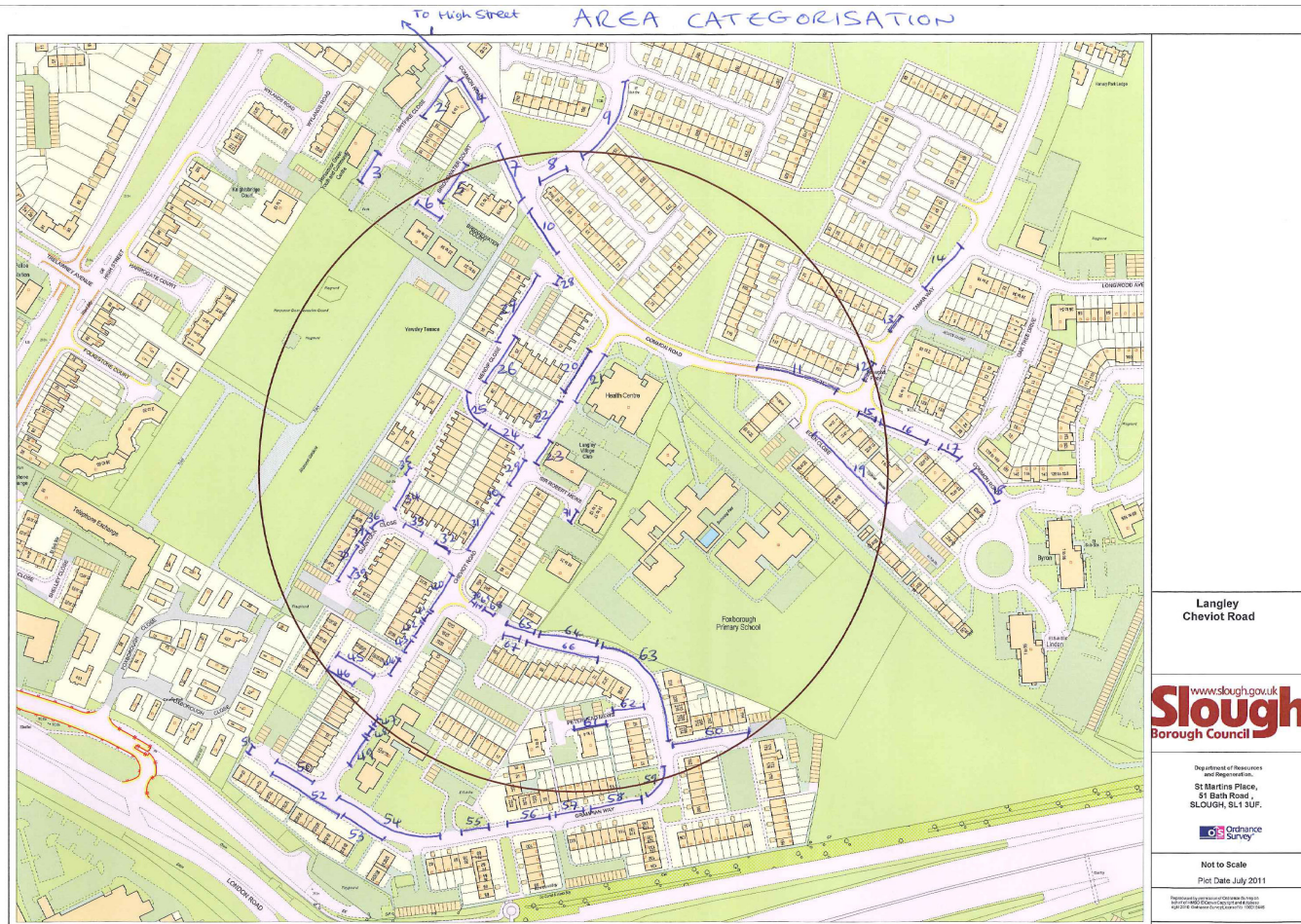
During the survey it was observed that users of the health centre are currently using the 27 Cheviot Road car park. It is assumed that this is taking place because there are currently no occupiers in the building, and no visible controls on car park use, and its proximity to the health centre makes it desirable for users. If we assume that in future - should the site gain planning permission - the health centre users will no longer be able to use this car park as there will be active controls in place, the displaced users will use the on-street parking after the health centre car park is full (NB the split between staff and user parking at the health centre – there are relatively few spaces for users).

The following situation is therefore the realistic baseline:

Observed number of free standard bays on-street on Friday lunchtime	146
Total number of health centre users assumed to be parking on street in future	11
Assumed number of free on-street bays in the area on Friday lunchtime	135
Assumed available parking percentage on Friday lunchtimes (baseline – standard spaces)	54%
<b>Assumed parking stress (baseline – standard on-street spaces)</b>	<b>46%</b>
<b>Assumed parking stress (baseline – disabled on-street spaces)</b>	<b>18%</b>



Using the above assumptions it is therefore concluded that the baseline parking stress for the area is 46% for standard parking and 18% for disabled.



**There is no change to the recommendation**

**AGENDA ITEM 10**

P/09547/003 – 96 and 96a Upton Road

**This application has been withdrawn**