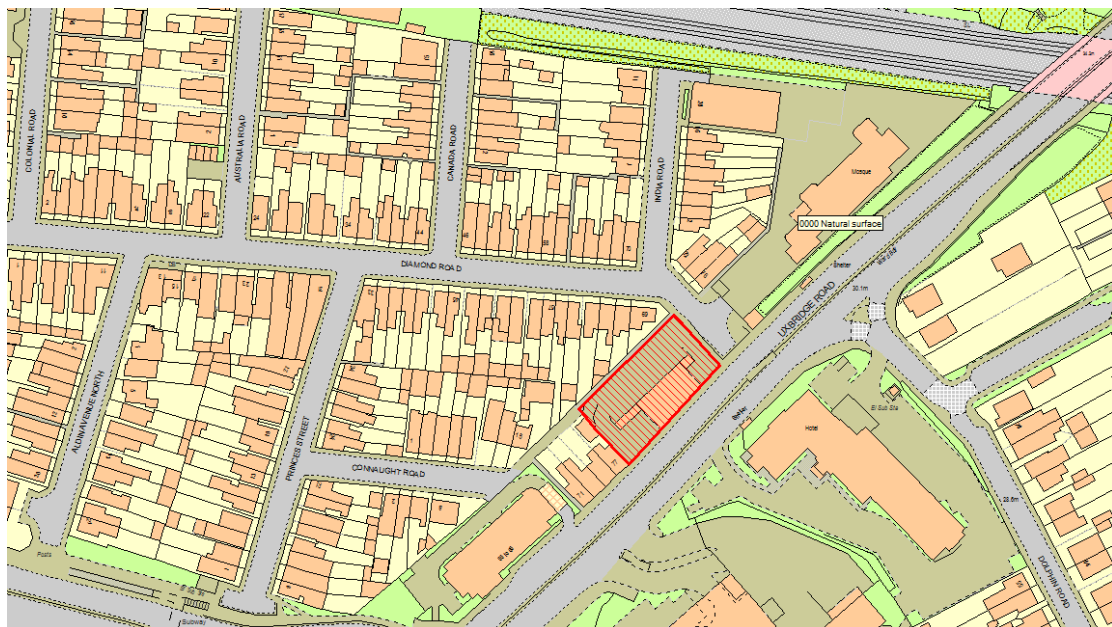


Registration Date:	28-Jan-2021	Application No:	P/01303/018
Officer:	Alex Harrison	Ward:	Central
Applicant:	Mr. M Afzal, Slough Islamic Trust	Application Type:	Major
		13 Week Date:	29 April 2021
Agent:	Mr. Robert Farr, Lines and Squares Ltd 107, Lansdowne Avenue, Stockwell, London, SW8 2PD		
Location:	79-83, Uxbridge Road, Slough, SL1 1SG		
Proposal:	Redevelopment of former Car Wash to provided a new building up to 4 storeys in height with additional accommodation in roof all to be used as a learning and non-residential institution, for, or in connection with, public worship or religious instruction (F1.f Use Class) with associated car parking to be used in conjunction with Diamond Road Mosque.		

Recommendation: Approve, subject to conditions



P/01303/002 – 79-83, Uxbridge Road, Slough, SL1 1SG

1.0 SUMMARY OF RECOMMENDATION

- 1.1 Under the current constitution this application is being brought to Committee for decision as the application is for major development.
- 1.2 Having considered the relevant policies set out below, the representations received from all consultees and neighbouring residents, as well as all other relevant material considerations, it is recommended that the application be approved subject to conditions.

PART A: BACKGROUND

2.0 Proposal

- 2.1 Planning permission is sought for the redevelopment of the site to provide a 3/4 storey building fronting Uxbridge Road that would provide 'support services' for the Slough Islamic Trust mosque. The accommodation will consist of 4 classrooms and two larger communal teaching spaces, ancillary breakout spaces and other facilities such as toilets and a small kitchenette. It is anticipated that the classrooms will be used by between 6 and 12 people with up to 18 people in the larger communal teaching spaces some, the estimated numbers of people in the building being around 80 people at any one time.
- 2.2 From the Uxbridge Road frontage the building reads as a 2-3 storey structure however given the site levels the Diamond Road frontage will see it as a 4 storey building. The lower ground and ground floor are proposed to provide parking with 46 spaces provided in total. The parking will provide overflow spaces for the mosque. Access is to be gained from Diamond Road and egress will be made onto Uxbridge Road.
- 2.3 The building will be faced with brickwork on the elevations and the roof covering will be zinc.
- 2.4 Following discussions with the applicant it has been advised that the mosque is used more greatly than it used to be and notable there is an increased requirement for funerals which has resulted in compromised space for the education aspect of the mosque and the proposal will provide that facility.

3.0 Application Site

- 3.1 The application site is an area of previously developed land which is currently vacant and last operated as a car wash. The site is located on Uxbridge Road in Slough, one of the main routes running into the centre of the town. Access can be gained to the site via Uxbridge Road and also at the end of Diamond Road to the west of the site.
- 3.2 The site slopes from southeast to northwest and land levels are established with two principal flat areas stepped with a retaining wall and sloped vehicles access

either side. The site is unused currently and has structures relating to its last use as car park on it.

3.3 The wider character of the area is relatively mixed. The predominant use is residential with established housing to the east but there are also services such as retail units, a supermarket and hotel nearby also. The mosque, to which this application is associated with, is to the immediate northeast of the site.

4.0 Site History

4.1 The following accounts for the planning history of the site:

4.2 P/01303/017

Retention of hand car wash and valeting (sui generis) with associated buildings and access.

Never formally registered

4.3 P/01303/016

Change of use to hand car wash and valeting (Use Class Sui Generis). Erection of fabric canopy for car washing and valeting and portable cabin for office and waiting area.

Refused 18/02/2018

4.4 P/01303/015

Lawful development certificate for the use of the site as a car park.

Approved 01/07/2017

4.5 P/01303/014

Change of use to hand car wash and valeting (Use Class Sui Generis). Erection of fabric canopy for car washing and valeting and portable cabin for office and waiting area

Approved 18/07/2017

4.6 P/01303/013

Erection of a three / four storey block comprising mosque office and storage at loft level, 12 no two bedroomed flats, 1 no. One bedroom and student accommodation (7 no. Rooms plus communal facilities) at first and second floor level, 2 retail units security office and 17 no. Parking spaces and cycle parking at ground floor level, 25 no. Parking spaces (including 1 disabled), retail service bay, refuse storage and cycle parking at basement level and ramped access between Parking levels with storage space under, and limited vehicular egress on to uxbridge road.

Approved 30/09/2010

4.7 P/01303/012

Erection of part four storey/ part two storey block comprising 8no. Two bedroom flats and 6no. One bedroom flats, 3 retail units together with parking for 25 cars at lower ground floor level and limited vehicular egress onto Uxbridge road.

Approved 15/11/2005

4.8 P/01303/011

Erection of part four storey/ part three storey block comprising 10 no. Two bedroom flats and 5 no. One bedroom, 3 no. Retail units and underground parking

for 25 no. Cars
Withdrawn

4.9 P/01303/009
Change of use from petrol filling station to sale of second hand tyres and tyre fitting
Approved 30/05/1996

5.0 Neighbour Notification

5.1 In accordance with Article 15 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) a site notice was displayed outside the site on 02/02/21. The application was advertised as a major application in the The Slough Express

5.2 26 letters of objection were received, with 1 letter subsequently being withdrawn. The planning objections raised are summarized as follows:

- Significant parking problems in the area that will be made worse.
- Additional traffic will cause congestion on nearby streets and affecting nearby shops.
- There is no need to expand the mosque.
- Will lead to increased population in the area.
- Overlooking to 1 India Road and the general area
- Noise pollution from activities and vehicles.
- The building is out of character with the area and overly tall.
- No clarification of opening hours are a concern
- No details of how waste will be managed.
- No details of how foul sewage will be dealt with.
- Use of the building will not be available for the whole community.

5.3 In addition, 3 letters of support have been received raising the following points:

- Will provide a useful facility
- Additional parking will help the area
- The design will blend well with its surroundings.

6.0 Consultations

6.1 Transport and Highways

Following the receipt of additional information:

Vehicular Access

It is proposed to provide access via Diamond Road utilising the existing crossover. A one-way system is proposed, with vehicles exiting onto Uxbridge Road via the retention of an existing access with Uxbridge Road. It is proposed no vehicles will enter the site from Uxbridge Road.

At the request of SBC Highways and Transport, the applicant has provided Drawing No.SP01-Rev-A which demonstrates the kerb alignment for the proposed

access will prevent cars entering the site from the Uxbridge Road. The applicant should provide details of signage directing vehicles to turn left when departing the site at detailed design stage, which should be provided in accordance with the TSRGD.

Drawing No. SK-03-Rev-A demonstrates that a visibility splay of 2.4 metres x 40 metres is available looking to the right along the Uxbridge Road from the existing site access junction. The visibility splay of 2.4m x 40m is appropriate for vehicle speeds of 29mph. It is understood that this existing site access currently serves as both as ingress/egress for the existing site and there is no recorded accident problem associated with vehicles exiting the site using the existing level of visibility from the access.

The applicant's transport consultant has stated that if the setback distance is reduced to 2m, then emerging drivers would have full visibility to the A412 Uxbridge Road / A4 Wellington Street Roundabout. No plan has been provided which demonstrates this level of visibility is available.

It has been agreed that a Stage 1 Road Safety Audit for the proposed access and layout will be completed post determination, with the audit completed in accordance with DMRB GG119. The audit will be completed by an independent safety auditor.

The proposed access arrangement removes traffic entering the site from Uxbridge Road and removes the possibility of vehicles queueing on the Uxbridge Road to enter the site, which is considered an improvement compared to the existing situation.

Therefore SBC Highways and Transport have no objection to the proposed vehicular access arrangements for the proposed development.

Pedestrian Access

The existing pedestrian provision on Diamond Road will be retained, with no changes to the footways or pedestrian ramp to Uxbridge Road.

It has been demonstrated that pedestrian visibility splays of 2.4m x 2.4m can be provided from the proposed vehicular access for the site.

Access by Sustainable Travel Modes

The site benefits from a reasonable level of accessibility by sustainable travel modes. The nearest bus stop to the site is the northbound bus stop on the Uxbridge Road which is approximately 70m from the site. Slough Railway Station is approximately 1100m (14 minutes' walk) from the site.

Trip Generation and Traffic Impact

The Transport Consultant (Cotswold Transport Planning) has provided a calculation of the trip generation for the site's previous use as a hand car wash to understand the net impact of the site's redevelopment on trip generation. The calculation is based on survey data of similar hand car wash sites from TRICS, the national trip generation database. It is estimated that the existing hand car wash generated 7 two-way vehicle trips during the AM Peak Hour and 15 two-way trips during the PM Peak Hour and 244 two-way trips during a 12-hour day (0700 –

1900).

The Transport Statement states that the proposed building will be occupied by 40 users of the teaching facility. It is assumed that 25% of users will travel by non-car modes, which would equate to 10 trips, while the remaining 30 users would travel by car, with 50% of users from the same families car sharing.

As a result, the TS concludes the site will generate 15 vehicle trips on weekday evenings when teaching will take place. This is based on 40 users during the evening and 25% of users travelling by non-car modes. The TS details that the proposed space could accommodate upto 80 users and that even if the building were 100% occupied, this would equate to 30 one-way vehicle trips during an evening of teaching. The facility is expected to generate fewer vehicle trips than the estimated 244 two-way vehicle trips generated by the existing hand car wash.

SBC Highways and Transport have no objection to the proposed development due to the site's vehicular trip generation or due to it's impact on highway capacity.

Layout

At the request of SBC Highways and Transport it has been confirmed that the car park will have a minimum overhead clearance of 2.25m throughout the car park and a maximum ramp gradient of 1:13.

At the request of Highways and Transport, the transport consultant for the proposed development has provided swept path analysis using a large car measuring 5.1m long on Drawing CTP-20-467 SK01 and SK02 Rev D which demonstrate that a large car can ingress and egress the end parking spaces.

All car parking spaces bounded by a wall have been widened by 300mm to measure 2.7m x 4.8m to ensure space for car doors to be opened where they cannot be opened over an adjacent space.

SBC Highways and Transport have no objection to the parking layout for the proposed development.

Car Parking

A total of 48 parking spaces are proposed to support the proposed development, with 24 spaces on the ground floor of the proposed car park and 24 parking spaces on the upper deck of the proposed car park. 3 of the proposed spaces will be designed to an accessible standard. The Mosque benefits from 25 existing parking spaces located behind the mosque and accessed from Diamond Road.

The proposed parking will offer overflow parking for the Diamond Road Mosque during peak periods of usage. Given the teaching activities already take place on site, the proposed facility and proposed parking are expected to relieve the existing parking pressures on Diamond Road.

Cycle Parking

8 cycle stands will be provided providing parking for 16 cycles. SBC accept the proposed cycle parking provision.

Servicing and Refuse Collection

At the request of SBC Highways and Transport, it has been confirmed that the bins would be sited on the lower level and there would be a maximum gradient of 1:40 in between the bin store and the road. SBC require the applicant to clarify the gradients between the bin store and kerbside collection point.

Summary and Conclusions

Subject to the applicant providing the requested information to allay my concerns, I confirm that I have no objection to this application from a transport and highway perspective.

6.2 Thames Water

Waste Comments

With the information provided, Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for FOUL WATER drainage, but have been unable to do so in the time available and as such, Thames Water request that the following condition be added to any planning permission. "No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

Water Comments

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Supplementary Comments

We require confirmation on where the Foul Water discharge will connect to the network, and whether it will connect via gravity or pumped. Also, confirmation on whether Surface Water is intended to enter the public network and, if so, at what discharge rate?

6.3 Contamination officer

No comments received to date.

6.4 Environment Agency

We regret that Thames Area Sustainable Places is unable to provide a detailed response to this application at this time. We are currently only providing bespoke responses to the highest risk cases. The advice below constitutes our substantive response to the consultation under the terms of the Development Management Procedure Order 2015.

We have checked the environmental constraints for the location and have the following guidance:

The proposal is for/includes a learning and non-residential institution, for, or in connection with, public worship or religious instruction and the environmental risks in this area relate to :

- Groundwater Protection
- Other consents

Groundwater Protection

If infiltration drainage is proposed then it must be demonstrated that it will not pose a risk to groundwater quality. We consider any infiltration SuDS greater than 3m below ground level to be a deep system and generally not acceptable. All infiltration SuDS require a minimum of 1m clearance between the base of the infiltration point and the peak seasonal groundwater levels. All need to meet the criteria set out in our Groundwater Protection publication. In addition, they must not be constructed in ground affected by contamination.

Other Consents

As you are aware we also have a regulatory role in issuing legally required consents, permits or licences for various activities. We have not assessed whether consent will be required under our regulatory role and therefore this letter does not indicate that permission will be given by the Environment Agency as a regulatory body.

6.5 Lead Local Flood Authority

We have reviewed the following information in relation to the above planning application:

- DRAINAGE DESIGN Version 1.0 RAB: 2689B23/03/2021

The submitted information addresses our requirements and we have no further comments.

7.0 **Policy Background**

7.1 Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies:

- Core Policy 1 – Spatial Strategy
- Core Policy 6 – Retail Leisure and Community Facilities
- Core Policy 7 – Transport
- Core Policy 8 – Sustainability and the Environment
- Core Policy 9 – Natural and Built Environment
- Core Policy 10 – Infrastructure
- Core Policy 11 – Social Cohesiveness
- Core Policy 12 – Community Safety

Local Plan for Slough March 2004 policies:

- EN1 – Standard of Design
- EN3 – Landscaping Requirements
- EN5 – Design and Crime Prevention
- T2 - Parking Restraint
- T8 - Cycling Network and Facilities

Slough Local Development Plan and the NPPF

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 revised version of the National Planning Policy Framework (NPPF) was published in July 2021. Planning Officers have considered the proposed development against the revised NPPF which has been used together with other material planning considerations to assess this planning application.

The NPPF states that decision-makers at every level should seek to approve applications for sustainable development where possible and planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

7.2 Slough Local Development Plan and the NPPF

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8.0 Planning Considerations

8.1 The planning considerations for this proposal are:

- Principle of the proposal
- Design and impact on the character and appearance of the area
- Impact on neighbouring amenity
- Highways and transport
- Contamination
- Trees and ecology
- Drainage Considerations

9.0 Principle of Development

9.1 The revised NPPF, in general terms, supports the redevelopment of previously developed land and states, in para 119, that planning decisions should promote and effective use of land in meeting the need for homes and other uses.

9.2 Core Policy 6 of the Core Strategy only addresses community facilities in respect of their retention rather than provision. The pre-amble to the policy states that the provision of new community facilities to meet local needs will be encouraged.

9.3 The application site is in a relatively central location and has been vacant for a relatively long period. Its previous use as a car wash was granted temporary consent but was not considered acceptable in planning terms to be granted permanently.

9.4 Objection was received over the extent of the community that would benefit from the proposal. As stated above the applicant has advised that the proposal is required to re-provide the education aspect of the religion. Management of the building would be with the applicant and it would appear that the facility would be used by the Islamic Trust community rather than the wider community. In planning terms there is no requirement that a community facility is available for all, and likewise, there is nothing to say that a community proposal that is for the benefit of a particular group is unacceptable.

9.5 The redevelopment proposal in this application will result in a permanent use for the site and is one that, in principle terms, can be supported by planning policies. However the overall principle of development is dependent on the detailed considerations to come in this report.

10.0 Design and Impact on Appearance and Character of the area

10.1 Policy EN1 of the Local Plan outlines that development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of scale, height, massing, layout, siting, building form and design, architectural style, materials, access points, visual impact, relationship to nearby properties, relationship to mature trees, and relationship to water course. Poor designs which are not in keeping with their surroundings and schemes that overdevelop the site will not be permitted.

10.2 Core Strategy Policy 8 states that all development in the borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change. Core Policy 8 outlines:

'All development will:

- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;*
- b) Respect its location and surroundings;*
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and*
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.'*

10.3 The building is proposed as a 3 storey structure when viewed from Uxbridge Road. The design from this perspective shows a balanced design with a commercial/civic character to it in respect of window spacing and detailing. From the rear the building reads as a four storey structure to accommodate the land levels although the access ramp screens the lower floor parking area. The design of the building proposes windows on the site elevations ensuring there are no blank elevations and the design incorporates false windows where there may be amenity impacts to provide visual interest.

10.4 The scale of the building is higher than the general scale of dwellings to the west of the site however it has a comparable scale to the existing building to the southeast, on the other side of Uxbridge Road, this building houses the Premier Inn and is 4 storeys in height which would make it higher than this scheme when viewed from Uxbridge Road. The form of the proposal is also comparable to this adjacent building and means that it should sit comfortably in the street scene. The propose building would also sit comfortably next to the existing buildings on the same side of Uxbridge Road. It is noted that these are two storey but the varying scales means that the proposal will not be out of character.

10.5 The proposal will sit higher than the existing dwellings to the west of the site as there are predominantly two storey. It would have a visual relationship with the dwellings on Diamond Road however this would be limited to the southeastern end of the road at which point the character transitions away from terraced residential to a more open and mixed character. The building would also be visible

from the public realm areas of Connaught Road but, again, this would be at a point where the character is mixed and other 3 storey buildings are prominent. As a result the building would not look out of character.

10.6 In principle the proposed materials palette is considered acceptable, approval of specific details is proposed to be secured by condition. The redevelopment of the site will amount to an enhancement of the built form in this area. The site has, to date, had a temporary character to it and the redevelopment will establish permanent built form which will improve the urban character of the area.

10.6 On the basis of the considerations above, it is considered that the proposed development will accord with policies EN1 of the Local Plan and CP8 of the Core Strategy and the requirements of the NPPF 2019.

11.0 Impact on neighbouring amenity

11.1 Policy CP8 of the Core Strategy requires that the design of all new development should respect the amenities of adjoining occupiers. The proposed development does not include any extensions to the building or any additional openings. The replacement of external cladding will have no harmful impact on the amenities of neighbouring occupiers and the proposed development is therefore considered to comply with policy CP8 of the Core Strategy and the requirements of the NPPF 2019.

11.2 The building is a 3/4 storey structure and will increase the prominence of built form on the site. The existing residential community is located to the northwest of the application site.

11.3 Objection has been received on the grounds of overlooking and loss for privacy to specifically, 1 India Road and more generally to the wider area. The layout of the proposal is such that there will be windows on the second and third floor that face northeast, towards residential units on Diamond Road, namely 59-69 Diamond Road. The nature of the proposed use is such that there would not be the type of perceived impact that would be associated with a residential use however the arrangement of windows are such that there would be a perception of overlooking to the immediate neighbours. It is noted that a landscape screen is proposed on the common boundary with these properties but the scale of the building is such that it is unlikely to provide a suitable screen that would remove overlooking impacts.

11.4 It is considered that the concerns raised above can be addressed through requiring the relevant windows to be installed with obscure glazing which would remove the ability to overlook to the rear.

11.5 Taking account of the adjacent land uses it is considered that there would not be any overlooking impacts from the front elevation or either side elevation. Having regard to the location of the site and its relationship with 1 India Road, it is considered that this property is not immediately adjacent to the site and is at such a distance from the site that there would be no direct overlooking impact that would cause a significant adverse impact.

11.6 The siting of the proposed building is such that there is not considered to be any overbearing impact on neighboring residents due to offset nature of dwelling layouts and the distances to these sites.

- 11.7 Objections are received on the grounds of increased noise impacts from the use. As stated above the proposed development is required to accommodate the existing users of the mosque and as a result there is no concern over noise impacts from any increased number of people. In respect of noise from the existing use, the application cannot be used to address pre-existing matters on the other site. Therefore consideration is limited to noise impact resulting from activities associated with the proposed building itself. The proposed uses as outlined in the report are not the type that would be associated with excessive noise impacts and therefore there are no concerns with this impact as a result.
- 11.8 Related to this point, objection was also raised over the lack of clarity over the opening hours from the proposal. It is considered that this is a justified concern and with the building being located at the edge of a residential area, inappropriate opening hours can potentially have an adverse impact on amenity. As a result it is considered reasonable to limit operating hours in the interests of neighbouring amenity and the recommendation includes a condition that limits operating hours to between 0800-2200 daily.
- 11.9 As a result of the above assessment, the proposal is considered to be acceptable in light of Core Policy 8 of the Local Development Framework Core Strategy and Policies EN1 and EN2 of the Adopted Local Plan.

12.0 Highways and Parking

- 12.1 The National Planning Policy Framework states that planning should seek to development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and pedestrians. Where appropriate local parking standards should be applied to secure appropriate levels of parking. This is reflected in Core Policy 7 and Local Plan Policies T2 and T8. Paragraph 32 of the National Planning Policy Framework states that 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.
- 12.2 The application process has required the applicant to provide additional information in relation to highways impacts. The initial concerns related to the use of the existing access onto Uxbridge Road as part of the scheme as there were concerns with vehicle speeds on this road and visibility achieved at the access for people leaving the site. Following the submission of the additional information it was confirmed that there were no highways objections to the scheme.
- 12.3 In respect of parking the scheme provides 46 parking spaces which is considered to be acceptable. Significantly the parking provision will be able to be used by worshippers at the mosque which should ease parking pressures on the surrounding residential streets. The objections on parking grounds are noted but as the proposal is a building to accommodate existing users of the mosque there is no significant increase in vehicle numbers associated with the mosque there should be a reduction in any parking issues on these streets and therefore the scheme benefits the area in this respect.
- 12.4 There are also objections received on the grounds of increased congestion. The redevelopment of the site will open it up and bring an existing egress point onto

Uxbridge road back into use. This allows for users of the mosque and proposed building to leave the area via Uxbridge road and therefore this would serve to ease any congestion on the surrounding neighbouring streets. Also it will not be possible to enter the site from Uxbridge Road which ensures the reopening of this access can be done safely.

12.5 Cycle parking provision is provided in the lower ground floor area which would be accessible and secure.

12.6 Objection was received in respect of how the waste management operations would take place at the site. No details are provided with this application although it is noted the site is in an accessible location and there would be no concerns over waste collection in principle. A condition is included as part of the recommendation to require management details to be approved.

12.7 On the basis of the considerations made above, there are no highways impacts that would result in significant and demonstrable harm and the proposal has the potential to improve circumstances in the area. As a result there are no objections in highway terms.

13.0 Drainage

13.1 The site is located within flood zone 1 and therefore flood risk is minimal. The site is previously developed and was last used as a car wash which would have subjected it to significant levels of surface water.

13.2 There has been no objection from Thames Water or the Environment Agency over the scheme, The Lead Local Flood Authority has asked for a set of information to determine the impact on flood risk and after the provision of this it was confirmed that there is no objection on drainage grounds. The recommendation will include the conditions requested by Thames Water and ensure drainage proposals are implemented as proposed.

14.0 Contamination

14.1 Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.

14.2 At the time of drafting this report no comments have been received and Members will be updated.

15.0 Landscape and Ecology.

15.1 Paragraph 17 of the NPPF 2019 states that when determining planning applications, if significant harm to biodiversity cannot be avoided or adequately mitigated or as a last resort compensated for then planning permission should be refused. It also states that opportunities to incorporate biodiversity improvements in and around the developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

15.2 The site is currently devoid of natural features outside of weeds and the proposed development includes a landscape strip on the northwestern boundary. While the

principle purpose of this is to provide a screen from neighbouring properties, it will also result in the provision of biodiversity enhancements on the site, albeit on a small scale. It would however result in a net gain in biodiversity which is acceptable in planning terms.

- 15.3 The detail of the landscaping scheme can be approved by condition and therefore as a result there are no objections in respect of landscaping and ecology impacts.

16.0 Process

- 16.1 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.

17.0 PART C: RECOMMENDATION

- 17.1 Having considered the relevant policies set out above, comments from consultees and neighbours representations as well as all relevant material considerations it is recommended the application be **approved** subject to the following conditions.

18.0 PART D: CONDITIONS

The following conditions are recommended.

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:

- (a) Drawing No. P10 Rev A, undated, Recd On 22/09/2021
- (b) Drawing No. P8 Rev A, undated, Recd On 16/09/2021
- (c) Drawing No. P7, undated, Recd On 11/01/2021
- (d) Drawing No. P9, undated, Recd On 11/01/2021
- (e) DRAINAGE DESIGN Version 1.0 RAB: 2689B, dated 23/03/2021

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 Local Plan for Slough 2004.

3. No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority of the proposed external facing materials on the dwellings hereby approved. The development shall be carried out in accordance with the details approved unless otherwise agreed in writing with the Local Planning Authority.

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

4. The windows on the rear northwest facing elevation at first and second floor levels of the development hereby approved shall be glazed with obscure glass in accordance with a sample to be first submitted to and approved in writing by the Local Planning Authority and any of these that are opening windows shall be at a high level (above 1.8m) only, and shall be so maintained unless prior written approval has been obtained from the Local Planning Authority.

REASON To protect the privacy of adjoining occupiers.

5. No window(s), other than those hereby approved, shall be formed in the flank or rear elevations of the development without the prior written approval of the Local Planning Authority.

REASON To minimise any loss of privacy to occupiers of adjoining residential properties.

6. The uses hereby approved shall not commence until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. The approved details shall be implemented prior to any uses commencing and no lighting shall be provided at the site other than in accordance with the approved scheme.

REASON In the interests of the neighbouring property.

7. No development shall commence on site until details of the proposed boundary treatment including position, external appearance, height and materials have been submitted to and approved by the Local Planning Authority. Before the development hereby permitted is occupied, a suitable means of his boundary treatment shall be implemented on site prior to the first occupation of the development and retained at all time on the future.

REASON In the interests of the visual amenity of the area.

8. No development shall commence on site until a detailed landscaping and tree planting scheme has been submitted to and approved in writing by the Local Planning Authority. This scheme should include the type, density, position and planting heights of new trees and shrubs along the rear boundary.

The approved scheme shall be carried out no later than the first planting season following completion of the development. Within a five year period following the implementation of the scheme, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size as agreed in the landscaping tree planting scheme by the Local Planning Authority.

REASON To protect the amenity of residents to the rear of the site and in the interests of the visual amenity of the area.

9. During the demolition / construction phase of the development hereby

permitted, no work shall be carried out on the site outside the hours of 0800 hours to 1800 hours Mondays - Fridays, 0800 hours - 1300 hours on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON To protect the amenity of residents within the vicinity of the site.

10. No development shall be occupied until confirmation has been provided that either:-
1. Capacity exists off site to serve the development, or
 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason - Network reinforcement works may be required to accommodate the proposed development.

11. The use hereby permitted shall not be open to members of the public / customers outside the hours of 08:00 hours to 22:00 hours on Mondays- Thursdays, 08:00 hours to 22:00 hours on Fridays and Saturdays, and 08:00 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 Policy EN26 of The Adopted Local Plan for Slough 2004.

12. The development shall not commence until the new means of access has been constructed in accordance with the approved drawing and constructed in accordance with Slough Borough Council's Design Guide.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

13. No part of the development shall be occupied until the redundant means of access has been removed and the footway re-instated and laid out in accordance with the plans to be submitted to and approved in writing by the local planning authority and the works constructed in accordance with Slough Borough Council's Design Guide.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

14. The scheme for parking and manoeuvring indicated on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

REASON: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

15. Prior to the development hereby approved first being brought into use, 48 no. car parking spaces shall be provided and made available for use in connection

with the religious use and maintained for the parking of cars thereafter. The car parking spaces shall not be used for any separate business, commercial, or residential use.

REASON: In the interests of ensuring that the use benefits from satisfactory car parking provision in the interests of the amenities of the area in accordance with Core Policy 7 of the Slough Local Development Framework, Core Strategy 2006-2026, Development Plan Document, December 2008'.

16. No other part of the development shall be occupied until the visibility splays shown on the approved drawings have been provided on both sides of the access and the area contained within the splays shall be kept free of any obstruction exceeding 600 mm in height above the nearside channel level of the carriageway.

REASON: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.