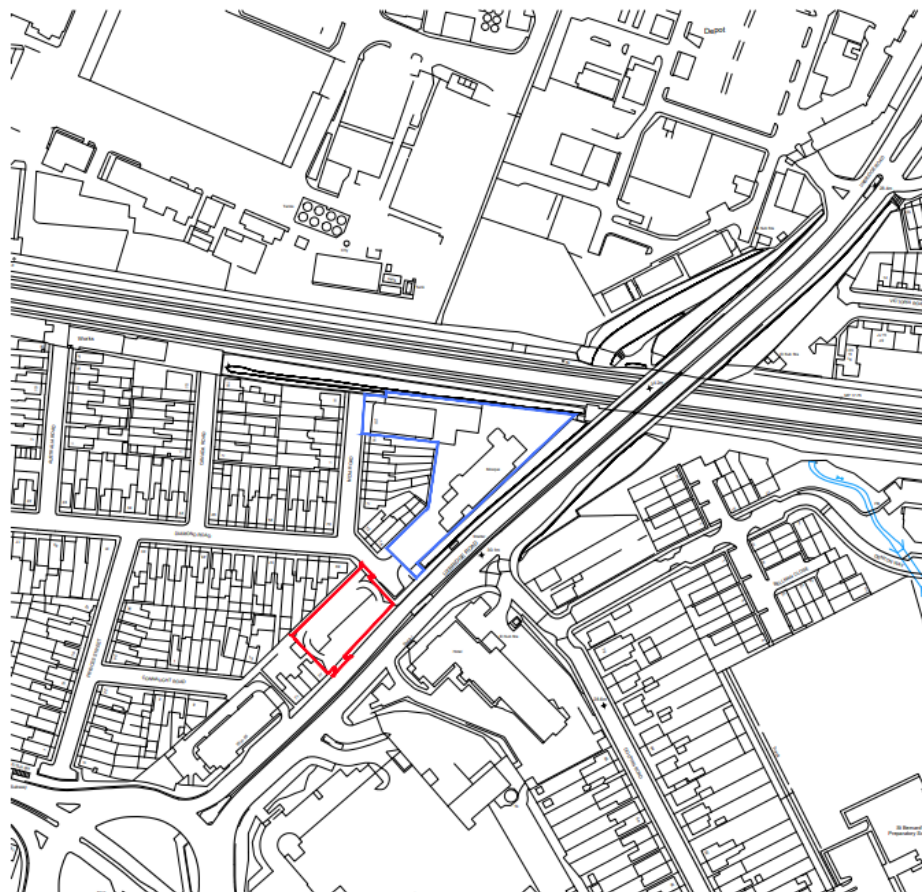


Registration Date:	04-Nov-2024	Application No:	P/01303/020
Officer:	Alex Harrison	Ward:	Upton Lea
Applicant:	Mr. M Afzel, Slough Islamic Trust	Application Type:	Major
		13 Week Date:	
Agent:	Mr. Robert Farr, Lines and Squares Ltd 107 Lansdowne Way, Stockwell, London, SW82PB		
Location:	79-83 Uxbridge Road, Slough, SL1 1SG		
Proposal:	Re-development of existing petrol station to provide community use and education facilities alongside additional overflow car parking for the adjacent Diamond Road Mosque		

**Summary of Recommendation:** Delegate to the Planning Manager to approve.



## **1.0 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 delegated to the Chief Planning Officer for approval 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 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 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.
- 2.4 The application is a resubmission of a scheme that was previously approved by Members at the Planning Committee meeting of 13 October 2021. The previous permission has expired without being lawfully commenced.

## **3.0 Application Site**

- 3.1 The application site is an area of previously developed land which formerly operated as a car wash. The site has been cleared, evelled and is currently hoarded. 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/01303/019  
Submission of details pursuant to condition 3 (Samples of materials), 6 (External Lighting), 7 (Boundary treatment) & 8 (Landscaping Scheme) of planning permission P/01303/018 dated 20/10/2021

Details complied with, 24 September 2024.

P/01303/018  
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.

Approved, subject to conditions 20/10/2021. This permission has now lapsed.

P/01303/017  
Retention of hand car wash and valeting (sui generis) with associated buildings and access.  
Never formally registered

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 18/02/2019

P/01303/015  
Lawful development certificate for the use of the site as a car park.  
Granted, lawful 13/02/2018

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, subject to conditions 18/07/2017

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, subject to conditions 30/09/2010

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, subject to conditions 15/11/2005

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, 27/07/2005

P/01303/009

Change of use from petrol filling station to sale of second hand tyres and tyre fitting.

Approved, subject to conditions 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 13/11/2024. The application was advertised as a major application in The Slough Express on 14/02/2025.

5.2 No letters have been received

## **6.0 Consultations**

### **6.1 SBC Local Highway Authority:**

No final comments received to date and Members will be updated. For info, comments on the previous scheme provided below:

#### 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 regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167, 168 & 169 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk) .

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

### 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](http://thameswater.co.uk/buildingwater).

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.

6.3 **Land Contamination Officer**

No comments received, Members to be updated.

6.4 **Environment Agency**

Made no comments

6.5 **SBC Lead Local Flood Authority**

Requested a Drainage Technical Note to assess impacts.

6.6 **Thames Valley Police**

I have significant concerns with the proposed design of the development from a designing out crime perspective. I therefore submit a holding objection, and request that the following matters are addressed through a revised plans submission prior to the determination of the application:

Entrances

It is noted that a one-way system through the site appears to be proposed with the entrance proposed on Diamond Road and the exit proposed on to Uxbridge Road. Plans show gates at both exit and entrance and this is considered appropriate to restrict unwarranted access. The gates should be to the same height and security specification as the boundary treatment (at least 2m, and to LPS 1175 Issue 7 SR1 or equivalent, see below). The security of the entrance/exit points should also be further reinforced with rising bollards to PAS 68 standard to provide hostile vehicle mitigation. How the gates and bollards are managed and operated to provide the appropriate level of security will be subject to how the facility is to be used and the amount of visitors intended to visit the site at any time. It is therefore suggested that information is provided by the applicant on how the boundary security would be operated to ensure security measures work with the proposed function of building. Access control into the building itself, both from within the site (the undercroft) and from the site frontage with Uxbridge Road should also be confirmed. Entrance doorsets should be to a minimum standards of LPS 1175 Issue 8 B3+ or equivalent.

Boundary Treatment

Metal railings, or a mixture of brick wall and metal railings are proposed as the boundary treatment for the development. It is considered that the height of the boundary should be increased to 2m to provide added security. Where brick wall and railings are proposed, the boundary treatment needs to be designed in such a way to ensure that the wall element does not provide a climbing opportunity. The boundary treatment should be to a security standard of LPS 1175 Issue 7 SR1 or equivalent.

Undercroft and Basement Parking

Undercroft and basement parking is a particular concern with the proposed development. Access to the undercroft and basement must be able to be restricted and controlled. At present it appears that open access is available once within the site which does not create a safe and secure environment. It is therefore recommended that entrances into the basement and undercroft parking areas are



secured through roller shutter doors or gated. The entrance to the undercroft should include height restrictors so no large vehicles can gain access.

The purpose of the additional stairwell in the southern corner of the site is unclear and could be difficult to appropriately secure. It is therefore recommended that this is removed, unless required for fire/emergency access.

Generally, it will need to be ensured that the lower levels are well lit and covered by CCTV (see further comment below).

#### Active Ground floor Frontage

As proposed, the building provides very limited activity at ground floor level, which would significantly reduce natural surveillance of the street and reduce people's feelings of safety. This is particularly apparent on the frontage to Diamond Road, with a blank frontage to the footpath leading down from Uxbridge Road. Blank frontages can present opportunity for crimes such as graffiti, antisocial behaviour or inappropriate loitering. Opportunities to provide more activity at the ground floor level of the building should be considered.

#### CCTV

The site will need to be covered by CCTV and the proposed system will need to be considered in tandem with the proposed lighting scheme. Details of proposed coverage and management of the scheme should be provided. I would recommend an Operational Requirement Study is undertaken to enable the CCTV system to be used to its best ability, ensuring that it is fit for purpose. This could be conditioned on any approval.

## **7.0 Policy Background**

### **7.1 Slough Local Development Plan and the National Planning Policy Framework (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 current version of the National Planning Policy Framework (NPPF) was published on December 2024. Significant weight should be attached to the policies and guidance contained within the NPPF particularly where the policies and guidance within the Development Plan are out-of-date or silent on a particular matter. Relevant paragraphs of the NPPF are outlined below. However, before doing so officers first identify the relevant policies in the Development Plan which is the starting point of an assessment of the application consistent with the statutory test in section 38(6) as above. The weight to be attached to the key Development Plan policies, and an assessment of the proposal against them, is set out within this report.

The National Planning Policy Framework 2024 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.

Planning Officers have considered the revised National Planning Policy Framework 2024 which has been used together with other material planning considerations to assess this planning application.

## 7.2 Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies (adopted 2008):

- 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

## 7.3 National Planning Practice Guidance (NPPG)

The NPPG was first published in 2014 and is iterative web-based guidance that is designed to complement the NPPF across a range of topics.

## 7.4 The Proposed Spatial Strategy (Nov 2020)

Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This sets out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in Slough.

The consultation document contained a revised Local Plan Vision which supports the Council's vision for Slough as a place where people want to "work, rest, play and stay."

It should be noted that the consultation document for the Proposed Spatial Strategy does not contain any specific planning policies or allocate any sites. It made it clear that the existing planning policy framework for Slough would remain in force until replaced by new Local Plan policies in the future. Nevertheless, it sets out the most up to date statement of the Council's position with regards to strategic planning issues.

## 7.5 Equality Act

In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals as set out in Section 24 of this report.

## 8.0 **Planning Considerations**

8.1 The planning considerations for this proposal are:

- Principle of development
- Design and impact on the character and appearance of the area
- Impact on neighbouring amenity
- Highways and Transport
- Drainage and Flooding
- Land Contamination
- Trees and Ecology
- Equalities Considerations
- Neighbour representations
- Presumption in favour of sustainable development

## 9.0 **Principle of Development**

9.1 The revised NPPF, in general terms, supports the redevelopment of previously developed land and states, in para 124, 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 With the original application (P/01303/018), an 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. It should be noted that at the time of writing this report, no objections have been received, notwithstanding this, for the previous application which considered the same proposal (ref: P/01303/018), a number of objections were received, and reference is made to these in the sections relevant sections below.

## **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 proposed 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 Core Policy 8 of the Core Strategy and the requirements of the NPPF 2024.

### **11.0 Impact on neighbouring amenity**

11.1 Core Policy 8 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 Core Policy 8 of the Core Strategy and the requirements of the NPPF 2024.

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 An objection was received on the original application on the grounds of overlooking and loss for privacy to specifically, No. 1 India Road and more generally to the wider area. Although no objections have been received for this application, given that the scheme is the same, Officers have sought to provide information to ensure that neighbouring amenity has been considered. 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 No's. 59-69 Diamond Road, the closest property would be No. 69 Diamond Road at approximately 10 metres from the proposed building. 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. To the west the nearest property is No. 77 Uxbridge Road which is sited approximately 25 metres from the proposed building with no windows facing the site.

11.4 It was previously concluded that the concerns raised above could be addressed through requiring the relevant windows to be installed with obscure glazing which would remove the ability to overlook to the rear and this is still pertinent with the resubmitted scheme, a condition has been recommended to address this concern.

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 located approximately 17 metres from the proposed building 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 in spite of its prominence due to offset nature of dwelling layouts and the distances to these sites.
- 11.7 Objections were also previously 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 sites. 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 previously received 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 08:00-22:00 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 116 of the National Planning Policy Framework states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'*.
- 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 were 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 previously 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 and Flooding**

- 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 however the drainage proposals are the same as previously considered acceptable with the initial application. As the proposals were already considered acceptable under application Ref: P/01303/018, there is no requirement for additional information and the details are acceptable in planning terms.

### **14.0 Land 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 The NPPF 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 (para 195). The site has no existing habitat and is therefore exempt from BNG.

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 at the site were previously approved under Ref: P/01303/019. This approved scheme has been submitted as part of this application and can be included as part of the approved plans. As a result, there are no objections in respect of landscaping and ecology impacts.

## **16.0 Thames Valley Police Comments**

Comments were received raising a number of concerns over the proposal. Some points are made without considering the previous decision, or without awareness of these. The boundary treatments were approved under the previous consent and are considered to be appropriate. The comments are noted but in this instance the boundary treatments are considered acceptable. Comments were also made on a need to provide active frontage to Uxbridge Road and again these comments are noted but the provision of active ground floor frontage would require a redesign of the proposal and result in a loss of parking. There is no adverse impact from a lack of active frontage.

16.1 Comments were made in respect to confirming gate details with the proposal in the interests of security and this can be secured by condition. Concern was also raised over the inclusion of basement and undercroft parking, advising that it should be secured (which would be done so through the entrance gates) through including roller shutter doors or gates and questioning the southern stairwell. At the same time it is recommended that the site is subject to a CCTV network for security interests. It is considered that the implementation of controlled entrance gates and CCTV will provide suitable security for the site which would negate the need for any additional gates or roller shutter doors. However given the comments amount to an objection it is considered that this can be addressed by requiring the submission and approval of a security plan that would detail measures to be implemented in light of the comments received. Subject to this condition, the comments are noted but no adverse impact is identified.

## **17.0 Neighbour Representations**

17.1 No letters have been received as a result of this application. Officers are cognisant of the fact that the previous application resulted in objections being received and



the report has reviewed the impacts in light of these previously raised objections in the interests of consistency in decision making.

## **18.0 Equalities Considerations**

- 18.1 The Council is subject to the Public Sector Equality Duty in section 149 of the Equality Act 2010, which (amongst other things) requires the Council to have due regard to the need to eliminate discrimination/harassment/ victimisation, advance equality of opportunity between people who share (and do not share) a protected characteristic and foster good relations between people who share (and do not share) a protected characteristic.
- 18.2 Having due regard to the need to advance equality of opportunity between persons who share (and do not share) a relevant protected characteristic involves having due regard, in particular, to the need to: (i) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (ii) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and (iii) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 18.3 Having due regard to the need to foster good relations between persons who share (and do not share) a relevant protected characteristic involves having due regard, in particular, to the need to: (i) tackle prejudice; and (ii) promote understanding.
- 18.4 The protected characteristics referred to in the Act are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The PSED is a continuing duty to have regard to the objectives identified in the Act as opposed to requiring the Council to achieve any particular outcome.
- 18.5 Throughout this report, regard has been had to the needs of individuals with these protected characteristics, as required by the Act in order to understand the likely impact of the development proposal on them. Given that the duty is an ongoing one the Council will continue to have regard to it throughout the detailed design stage of this development proposal in due course.
- 18.6 The proposal would provide new community facilities. Access from the public footway to the building is considered appropriate and units can be safely accessed directly from the parking spaces in the basement via a lift.
- 18.7 In relation to the car parking provisions, the plans show the provision of disabled spaces that are closely located to access points to the building. Internal corridors are designed to accommodate the needs of users and visitors with disabilities
- 18.8 It is considered that there would be temporary (but limited) adverse impacts upon all individuals with protected characteristics, whilst the development is under construction, by virtue of the construction works taking place. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly

residents/visitors. It is also considered that noise and dust from construction would have the potential to cause nuisances to people sensitive to noise or dust. However, measures can be incorporated into the construction management plan to mitigate the impact and minimise the extent of the effects. This could be secured by condition should the scheme be acceptable.

18.9 In conclusion, it is considered that the needs of individuals with protected characteristics have been fully considered by the Local Planning Authority exercising its public duty of care, in accordance with the 2010 Equality Act.

## **19.0 Planning balance**

19.1 The application has been evaluated against the Local Development Plan and the National Planning Policy Framework 2024 (NPPF) and the Local Planning Authority (LPA) has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development.”

19.2 The proposed development will provide modern community facilities that will benefit the public. The development will make efficient and appropriate use of previously developed land. The report has not identified any significant adverse impacts.

19.3 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.

## **20.0 PART C: RECOMMENDATION**

20.1 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 delegated to the Chief Planning Officer for approval subject to conditions.

## **21.0 PART D: RECOMMENDED CONDITIONS**

21.1 CONDITIONS:

Time Limit

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. Approved Plans

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. LS548 P02 , undated, Recd On 04/11/2024
- (b) Drawing No. LS548 P7 , undated, Recd On 04/11/2024
- (c) Drawing No. LS548 P08A , undated, Recd On 04/11/2024
- (d) Drawing No. LS548 P09, undated, Recd On 04/11/2024
- (e) Drawing No. LS548 P10B , undated, Recd On 04/11/2024
- (f) Drawing Number LS548 - C30 - A, undated, received 04/11/2024
- (g) Drawing Number 52155/50 Rev P1, dated 05/2023, received 04/11/2024
- (h) Drawing Number 52155/51 Rev P1, dated 05/2023, received 04/11/2024
- (i) Drawing Number 52155/60 Rev P1, dated 05/2023, received 04/11/2024

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. Materials

The development hereby approved shall be undertaken in accordance with the following details, unless otherwise approved in writing by the Local Planning Authority:

- a) Materials Schedule Rev A, undated, received 04/11/2024
- b) Raynaers Aluminium windows data sheet CS77, undated, received 04/11/2024
- c) Ibstock Leicester Weathered Red brick data sheet, undated, received 04/11/2024
- d) Alumasc Rainwater Systems data sheet, undated, received 04/11/2024
- e) Kalzip Standing Seam Roof system data sheet, undated, received 04/11/2024

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. Windows - obscure glass

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.

REASON To protect the privacy of adjoining occupiers.

5. No windows

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. External lighting

External lighting shall be installed in accordance with the details submitted in Drawing Number RH-63-00-001 Rev A01, dated 26/07/2024, received 14/11/2024 and Drawing Number RH-63-LG-001 Rev A01, dated 08/08/2024, received 14/11/2024 and shall thereafter be retained unless otherwise agreed in writing with the Local Planning Authority

REASON In the interests of the neighbouring property in accordance with Core Policy 8 of the Core Strategy 2006-2026.

7. Landscaping

Landscaping shall be providing as part of the development hereby approved in accordance with Drawing Number ART273.01.0, dated 03/2024, received 14/11/2024.

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.

8. Hours of work – construction

During the demolition / construction phase of the development hereby permitted, no work shall be carried out on the site outside the hours of 08:00 hours to 18:00

hours Mondays - Fridays, 08:00 hours – 13:00 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.

#### 9. Security

The development hereby approved shall not be brought into use until details have been submitted to and approved in writing by the Local Planning Authority of a proposed security plan that will demonstrate how the site will be secured and monitored in light of the comments received from Thames Valley Police dated 19 December 2024. Works shall be undertaken in accordance with the approved details and thereafter be retained.

REASON: To ensure the site is secure and managed in the interests of security and safety in accordance with Policy 8 of the Core Strategy 2006-2026.

#### 10. Hours of operation

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 EN2 of The Adopted Local Plan for Slough 2004.

#### 11. New means of access

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.

#### 12. Waste Management

The development hereby approved shall not be brought into use until details have been submitted to and approved in writing by the Local Planning Authority of a Waste Collection Management Plan for the site. The site shall be operated in accordance with the approved details.

REASON: To ensure the site, one operational, is appropriately serviced in terms of waste collection in the interests of holistic development and Policy 8 of the core Strategy 2006-2026.

#### 13. Parking and manoeuvring

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.

#### 14. Car parking spaces

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'.

#### 15. Visibility splays

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.

#### 16. Use

The proposed development hereby approved shall be occupied and use in conjunction with The Slough Islamic Trust, 78 Diamond Road, Slough and shall not be sub divided or be subject to occupation or use by another organization.

REASON: To ensure the use of the building does not result in adverse impact on highways safety and convenience in the interests of Core Policy 7 of the Core Strategy 2006-2026 and Policy T2 of The Local Plan for Slough 2004.

### **INFORMATIVE(S):**

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.

2. The applicant will need to apply to the Council's Local Land Charges on 01753 875039 or email to 0350SN&N@slough.gov.uk for street naming and/or numbering of the unit/s.

The development shall not commence until a Stage 1 Road Safety Audit has been completed by an independent road safety auditors and agreed with the Local Highways Authority as the Overseeing Organisation.

No water meters will be permitted within the public footway. The applicant will need to provide way leave to Thames Water Plc for installation of water meters within the site.

The development must be so designed and constructed to ensure that surface water from the development does not drain onto the highway or into the highway drainage system.

The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the Environment Agency will be necessary.

The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority.

The applicant must apply to the Highway Authority for the implementation of the works in the existing highway. The council at the expense of the applicant will carry out the required works.

The applicant will need to take the appropriate protective measures to ensure the highway and statutory undertakers apparatus are not damaged during the construction of the new unit/s.

Prior to commencing works the applicant will need to enter into a Minor Highway Works Agreement with Slough Borough Council for the implementation of the works in the highway works schedule. The applicant should be made aware that commuted sums will be payable under this agreement for any requirements that burden the highway authority with additional future maintenance costs.

3. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk)

