
Report of the Chief Planning Officer

PLANS PANEL SOUTH AND WEST

Date: 20th June 2013

Subject: PREAPP/12/00279 – Proposed redevelopment of former ice-packing factory to provide religious community centre, sports hall and catering business at 49 Barkly Road, Beeston, Leeds, LS11 7EW.

Electoral Wards Affected: Beeston and Holbeck

☐ Yes Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity ☐

Community Cohesion ☐

Narrowing the Gap ☐

RECOMMENDATION:

For Members to note the content of the report and presentation and to provide any comments on the proposals.

1.0 INTRODUCTION:

- 1.1 This presentation follows several months of pre-application discussions with the owners of the former Ice Pak factory site in Beeston, who propose to redevelop the site to provide a religious, community and education centre, a sports hall facility, and a catering business. The proposed development is a long-term project and intended to be brought forward in phases as funding allows. The discussions have covered various themes, including the proposed uses and operation of the building, its design, the parking and highway implications of the proposals, the phasing of the development, and its implications for the amenities of surrounding residents. Officers are advised that a public meeting has been arranged locally by the applicants, but further public engagement has been encouraged by officers and this presentation forms part of that process.

2.0 PROPOSAL:

- 2.1 According to details which have formed part of the pre-application discussions to date, the proposed development would provide around over 3080m² of floorspace,

including spaces for community use, a sports hall and changing areas, a learning centre and prayer facilities. In addition to this, a small self-contained unit, intended to house a small catering business, is also proposed.

2.2 The total floorspace includes the retention of parts of the existing buildings, together with a number of new-build extensions, although the full extent of demolition and extension required is understood to be subject to further survey work and has not yet been finalised. At this stage, it is most likely that the existing buildings in the north western part of the site would be retained and converted to provide the catering unit and the sports hall with community hall/youth training centre above, and that all other buildings would be demolished. The proposed learning centre and prayer hall would then be provided in a new build extension replacing the existing building in the south eastern part of the site, with the offices, sports centre changing facilities, ablutions areas and other ancillary functions, including the caretaker's accommodation, being housed in a new-build extension to the front (south west) of these buildings.

2.3 The various uses proposed are set out in the table below. This also includes proposed hours of operation and anticipated visitor numbers where known, however not all of these details have been received to date, and the applicants have been advised that these would need to be provided as part of an application:

Use	Area(s)	Uses and capacity and/or visitor/staff numbers	Frequency/hours of use
Sports Centre	<ul style="list-style-type: none"> • 619m² sports hall. • Male and female changing areas and admin office 	<ul style="list-style-type: none"> • Availability for sports such as badminton, cricket, basketball, football, 5-a-side etc. • Maximum number at peak times likely to be up to 20 playing and up to 50 spectators. • Maybe venue for local or regional tournaments – no further details provided of this. 	<ul style="list-style-type: none"> • 9am-9pm • 7 days a week • Peak period likely to be weekends.
Prayer facility	<ul style="list-style-type: none"> • 483m² ground floor prayer hall • Associated washing and ablutions facilities. • Use of part of this area for funerals. 	<ul style="list-style-type: none"> • Up to 20 people for morning and early afternoon prayers. • 20-40 on weekday evenings. • Up to 300 people on Friday lunchtimes. • 100-120 for morning prayers at Eid. • Up to 200 people for funerals. 	<ul style="list-style-type: none"> • Prayer times throughout the day. • Busiest periods likely to be evenings and Friday lunchtimes. • Larger functions and educational uses times so as not to coincide with 'peak' prayer times. • Funerals only anticipated once a week on average. 1-2pm.
Learning centre	<ul style="list-style-type: none"> • 437m² multi-functional hall, incorporating moveable partitions to enable flexibility in its use. • Use of ground floor prayer hall as part of learning centre use at certain times. 	<ul style="list-style-type: none"> • Supplementary education classes for children • Adult education • Likely to be 40-80 people at any one time – division of space using folding screens to divide up space. 	<ul style="list-style-type: none"> • 4 out of 5 weekday evenings. • Mainly 4.30-7.30pm. • Would be either children's or adults' classes – wouldn't have both taking place at the same time. Possibly alternate evenings.

Community use and youth skills centre	<ul style="list-style-type: none"> • 614m² multi-functional hall serving as a community hall and youth skills centre. 	<ul style="list-style-type: none"> • Young people aged between 15-24 – vocational education in subjects which may include business and trades such as architecture. • Up to 24 students per day on weekdays. • Availability of hall for 'general community use' at other times. No further details provided in this respect. 	<ul style="list-style-type: none"> • Youth skills training 9am-8pm, but with majority of classes taking place early evening – 5-6pm. • Available for community use 10am-10pm, although availability of hall for community uses would depend on whether it was being used for classes.
Functions	<ul style="list-style-type: none"> • To be held in community/youth skills hall. 	<ul style="list-style-type: none"> • To include weddings and other functions, parties etc. • Capacity of hall could accommodate several hundred people. 	<ul style="list-style-type: none"> • Weekends only. • 1-10pm • No other prayer/educational uses to take place at the building during these times. • Applicants have advised that these would be arranged so as not to coincide with match days at Elland Road, although details of how this would be managed have not been provided.
Larger events	<ul style="list-style-type: none"> • Once or possibly twice a year. • Would use ground floor and first floor of learning centre (483m² prayer hall and 437m² learning centre), and other spaces within the centre. 	<ul style="list-style-type: none"> • Annual event currently held at John Charles Centre. • Likely to be attended by between 1200-1500 people. • Applicants have advised that visitors from outside local area would be encouraged to use public transport, or transferred to the site by shuttle bus/coach. 	<ul style="list-style-type: none"> • Would take place on a weekend day. • Scheduled so don't coincide with a match day at Elland Road.
Offices and ancillary facilities	<ul style="list-style-type: none"> • Offices • Caretaker's accommodation • Toilets, washing areas etc. 	<ul style="list-style-type: none"> • Offices for charities that the applicant works with to use as a local base. • Ancillary offices for administration of sports hall, learning centre etc. • No details provided as to nature of caretaker's accommodation – i.e. whether a flat or just offices/storage. 	<ul style="list-style-type: none"> • Charity drop-in office open 9am-6pm Monday to Friday. • Staff in offices between 4-8 people.
Catering business	<ul style="list-style-type: none"> • 156m² floor area. • Separate access from Firth Road to rear. • 10 parking spaces 	<ul style="list-style-type: none"> • Catering for events at the centre and off the premises. • 4-6 people during the week. Maybe up to 10 people at weekends. 	<ul style="list-style-type: none"> • 9am-9pm.

- 2.4 Parking is proposed in the south western part of the site, where a number of the existing buildings are to be demolished. The most recent site plan indicates the provision of 74 spaces in this part of the site, including disabled parking bays, together with three coach parking bays, although some discussion regarding the layout and logistics of circulation within this area is still ongoing with highways and these numbers may change. These spaces would provide parking for all aspects of the proposed use with the exception of the catering unit. Two vehicular access points and one pedestrian access point are proposed to be retained/created onto Barkly Road, and landscaping is proposed along the site frontage and around the boundaries.
- 2.5 Access to the proposed catering unit would be taken from a separate existing vehicular entrance from Firth Road to the east. 10 parking spaces are proposed in this part of the site. The applicants have confirmed that deliveries to and from the unit would be carried out by smaller delivery vehicles such as transit vans, rather than involving larger lorries for example.

Design

- 2.6 The larger sports and community/prayer hall areas are to be provided within the area towards the rear of the site, where parts of the existing industrial buildings are to be retained and any new sections replaced in similar materials, including brickwork and metal cladding. Some alterations to introduce fenestration into blank elevations of these buildings and rooflights in the roof are proposed.
- 2.7 A new part two storey, part three storey extension is proposed to the front (south west) of these hall areas, housing the ancillary areas such as the offices, toilets, caretaker's flat etc. This is proposed to be constructed in brick, with sections of Ashlar or facing blockwork. A 16m high minaret is also proposed in the southern part of this extended section, which the applicant has confirmed is a decorative feature, and is not intended to be used for calls to prayer. A further extension to the community use part of the building is proposed to the rear (north east) of the proposed prayer and community hall areas, to provide a second staircase to the rear of the building. This is also to be constructed in brick with Ashlar or facing blockwork panels.
- 2.8 The proposed catering unit would occupy an existing building in the rear (north eastern) part of the site, attached to the rear of the proposed sports hall unit. Some alterations to the design and fenestration on this part of the building are proposed, in particular to remove the existing large warehouse delivery door in the south eastern elevation and replace this with smaller roller shutter doors of a scale more appropriate to the size of the smaller delivery vehicles now anticipated. Details of any flues and other extraction and ventilation equipment associated with this use have been requested from the applicant, but have not been received to date.

Phasing of the development

- 2.9 The applicants have confirmed that, in the event that permission is granted for the scheme, it is not intended to bring all aspects of the development forward straight away. Instead, the development is likely to be phased in some way, with parts of the existing buildings such as the existing office block at the front of the site being retained and used for a temporary period whilst other parts of the development are carried out and brought into use, and ultimately demolished and their functions being relocated as funding becomes available to allow the later stages of the development to progress. The details of this phasing have not yet been finalised,

although it is likely that the catering unit and sports hall – which would occupy retained buildings – are likely to commence at an earlier stage, with the extended sections following later. The applicants have been advised that as part of any application for the proposed development, they would need to provide a more detailed phasing schedule, setting out anticipated timescales for each phase of the works, details of the uses taking place at the site during each phase, and information as to how parking would be provided for those uses within the site – taking into account the possible need to accommodate construction access as well as access for visitors to the centre.

Submitted documents

- 2.10 In addition to plans and elevations showing the proposed development, the applicants have also provided a draft Transport Assessment and Travel Plan for the development, which have been reviewed by highways officers, and which are the subject of ongoing discussions in terms of their scope and level of detail.

3.0 SITE AND SURROUNDINGS:

- 3.1 The proposals relate to a former ice-packing factory on Barkly Road in Beeston, which is made up of a number of buildings of varying sizes and functions, including large two and three storey metal clad industrial buildings in the rear parts of the site and a two storey brick-built office building to the front. The buildings have been vacant for some time, and following safety concerns parts of the central section of buildings which connected the rear sections to the office building have now been demolished.
- 3.2 The site has 2 vehicular entrances from Barkley Road to the front (south west) and a third from the corner of Firth Road and Wooler Drive in the rear (eastern) part of the site. The buildings are surrounded by hardstanding, and the site is enclosed by a mix of brick walls to the front, with metal and wire mesh fencing to the sides and rear, although there are some areas of boundary planting including a row of high conifer trees alongside the public footpath which runs to the north west of the site.
- 3.3 The surrounding area is mixed in character and includes residential and commercial uses. There are other industrial premises either side of the site, similar in character to those on the site. These include a factory to the south west made up of a series of predominantly single storey brick and blockwork industrial buildings with a two storey office block to the front of the site, and a single storey commercial garage and other single and two storey workshop buildings to the north west. To the north west of the rear part of the site, on the opposite side of the public footpath, are the playing fields of St Anthony's primary school, whose entrance is around 70m further along Barkly Road from the application site.
- 3.4 The site is also surrounded to the front and rear by a mix of detached and semi-detached houses, and some terraced housing on Firth Road to the east. The nearest residential properties to the site are those on Wooler Avenue to the rear, the closest of which is around 4m from the proposed catering unit. The nearest properties to the front part of the site are on the opposite side of Barkly Road around 20m from the site boundary to the south west.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 Prior approval was sought in late 2011 for the demolition of the buildings on the site, and a determination was issued in December 2011 confirming that such works could take place (application 11/04760/DEM). Whilst this grants approval for the

demolition of all buildings on the site, some are to be retained and converted as part of the proposals.

- 4.2 Outline permission for residential development on the site has previously been granted, in August 2006 (21/366/05/OT) and in March 2011 (10/03010/OT).
- 4.3 Application H21/57/84/, approved in May 1984, granted permission for extensions to form a cold store, plant room, dispatch and delivery bays in the rear part of the site. This permission was subject to a condition restricting hours of work (including the loading and unloading of vehicles) to between 8am and 6pm Monday to Friday and 8am – 12 midday on Saturdays, and preventing any works on a Sunday. A separate condition prevented refrigerated vehicles from operating their refrigeration motors whilst parked on the site outside these approved hours of work.
- 4.4 All other relevant history relates to smaller extensions and alterations to the factory premises but are not of specific relevance to the consideration of the current proposals.
- 4.5 During the operation of the former B2 factory use, there were records of complaints received by the local planning authority in relation to non-compliance with the relevant conditions regarding the hours of works on site, and the parking of delivery vehicles on surrounding streets while awaiting their allotted delivery times.

5.0 HISTORY OF NEGOTIATIONS AND PUBLIC CONSULTATION:

- 5.1 Since discussions regarding the proposals originally commenced in March 2012, numerous meetings have been held with the applicant and their agent, involving planning, highways and design officers, and detailed advice has been provided on various aspects of the proposals. The design and layout of the buildings has evolved considerably over this period to reflect the aspirations of the applicants and the advice provided by design officers, and further information has been sought at various points regarding the proposed use of the buildings, access arrangements, visitor numbers, hours of use, and travel planning measures. More recently a draft transport assessment and travel plan for the proposed centre have been submitted. These have been reviewed by highways officers, and it is likely that further information in these respects would be required as part of an application.
- 5.2 The applicants are understood to have held two meetings locally in January 2013 to display and discuss the proposals, one which they chaired themselves and one which was carried out with the Beeston Forum, however officers and Ward Members were not available to attend on the dates these were held. This presentation forms part of this pre-application consultation process. Members' advice as to whether they feel that further local consultation should be carried out, and the format that this might take, would be appreciated.
- 5.3 Several letters have been received from local residents living near the site raising concerns, including:
- Site should be used for residential development – previous permissions granted for this use. Affordable housing in particular would be supported, or at least some part of the site should be dedicated to providing affordable housing.
 - There should be no vehicular or pedestrian access onto the site from Wooler Avenue, Wooler Drive or Firth Road (to the rear).
 - Highway safety – traffic and parking.

- Air pollution resulting from increased traffic.
- Noise from proposed uses.
- Concern about impact of business or leisure uses on existing businesses – South Leeds Sports Centre closed on grounds that it was financially unviable, therefore question need for a new sports centre.
- Safety and security of the site at present, including in relation to removal of asbestos from buildings and whether site would be suitable for proposed use after carrying out of these works.
- Works have been taking place at the site – query as to whether these works have planning permission.

6.0 CONSULTATIONS RESPONSES:

- 6.1 Whilst detailed pre-application discussions with the applicants have primarily been with planning, highways and design officers, comments have also been sought from other consultees, and are summarised below.

Highways

- 6.2 Highways have noted that the factory which previously occupied the site was gradually extended over the years to such a degree that it eventually came to fill most of the site meaning that most of the staff parking associated with the use took place on surrounding streets. They also note that the previous use generated a large number of complaints from residents relating to large refrigerated vehicles arriving at the site early in the morning and parking on-street until their allotted delivery times. Whilst assessing the current proposals and their parking and access requirements on their own merits, it is also necessary to have some regard to the existing lawful use of the site when considering the implications of the proposed use for highway safety in the locality.

- 6.3 A draft Transport Assessment and Travel Plan have been provided by the applicants. These have been reviewed by highways officers, who have advised that additional details and clarification are still required on a number of matters before a comprehensive assessment and review of the proposals and their likely implications can be carried out and a view reached as to whether the multiple uses proposed can be accommodated without detriment to local highway safety. These include:

- Details of works to improve access along the public footpath alongside the site's north western boundary to make it more useable and inviting. These may include cutting back vegetation and improving lighting in this area.
- Changes to the parking layout in the front part of the site to ensure that coaches can access the coach parking bays and travel through the site, and that appropriate access is provided for pedestrians.
- Further assessment of the parking requirements for the proposed centre based on the floorspaces proposed and justification for the levels of parking proposed.
- Queries regarding the comparability of the site to other uses cited by the applicants, some of the figures quoted in the submitted documents and the methodologies used in making predictions regarding the proposed use, and how survey data of existing similar uses was collected.

- 6.4 On the basis of the details submitted, highways have advised that for some of the larger events and functions which the applicants advise may take place on a weekly basis, around 125 vehicles would be expected, which would result in up to 50 vehicles parking on-street. For the even larger annual events, the numbers could

potentially be significantly higher at around 300 vehicles parking on-street. Further details have been requested as to how such events would be managed to minimise any impact on local residents. It is understood that initial investigations have been carried out into the possibility of using other nearby sites – including Elland Road – to provide additional parking for larger events, with shuttle buses bringing visitors to the site. The applicants have also indicated that larger events would not coincide with larger sporting events such as home games at Elland Road, however it is unclear how this would be managed in practice.

- 6.5 On the basis of the submitted details regarding the availability of on-site parking, it appears that the parking requirements associated with funerals and Friday lunchtime prayers could be accommodated within the parking area proposed on site.
- 6.6 Some off-site highway works may be necessary as part of the proposals, and further advice in this respect has been sought from the Traffic team.

Environmental Health

- 6.7 Although there are other industrial units adjacent to the site, the area is predominantly a relatively quiet residential area, with large areas of housing close by. On the basis of the mix of uses proposed, there is potential for the development to cause disturbance to nearby residents as a result of activities including vehicular and pedestrian movements late at night, particularly if the building is to be used as a place of worship and open late during periods such as Ramadan for example. Similarly, the proposed sports centre use, if open late into the evening, has the potential to generate noise and disturbance. The proposed catering unit may cause disturbance from early or late deliveries, or from activities taking place within the unit, as well as noise and odour from extraction equipment. Further details in respect of these matters would be required as part of an application.

Police Architectural Liaison Officer

- 6.8 Advice is provided regarding the detailed design of various aspects of the proposals from a security point of view. The footpath alongside the site's northern boundary is raised as a particular concern, and this would need to be landscaped to ensure that it is wide, open and well-lit and provided with as much overlooking and informal surveillance as possible to ensure that it is safe and attractive to use.

7.0 PLANNING POLICIES:

Development Plan

- 7.1 The development plan for Leeds is the Unitary Development Plan (Review) 2006 (UDP). The site is unallocated in the UDP, and the following policies would be relevant to the consideration of any application for the proposed use:

GP5 – General planning considerations, including amenity.

GP7 – Planning obligations

GP11 – Sustainable design principles

N13 – Design and new buildings

N25 – Development and site boundaries

E7 – Loss of employment land to other uses

T2 – Highway safety

T2B – Requirement for Transport Assessment

T2C – Requirement for a Travel Plan

T2D – Requirement for public transport contribution where necessary

T5 – Provision for pedestrians and cyclists
T6 – Provision for disabled people and those with mobility problems
T7A & T7B – Cycle and motorcycle parking guidelines.
T24 – Parking requirements
BD3 – Provision of suitable disabled access to public buildings
BD5 – New development and amenity
LD1 – Landscaping

Core Strategy

- 7.2 The Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. On 26th April 2013 the Council submitted the Publication Draft Core Strategy to the Secretary of State for examination and an Inspector has been appointed. It is expected that the examination will commence in September 2013.
- 7.3 As the Council has submitted the Publication Draft Core Strategy for independent examination some weight can now be attached to the document and its contents recognising that the weight to be attached may be limited by outstanding representations which have been made which will be considered at the future examination.

Relevant supplementary guidance/documents

- 7.4 The following Supplementary Planning Documents (SPDs) are relevant to the consideration of the proposals:

Street Design Guide SPD
Public Transport and Developer Contributions SPD
Travel Plans SPD
'Building for Tomorrow Today': Sustainable Design and Construction SPD.

Government Planning Policy Guidance/Statements

- 7.5 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and replaces previous Planning Policy Guidance/Statements in setting out the Government's planning policies for England and how these are expected to be applied. One of the key principles at the heart of the Framework is a presumption in favour of Sustainable Development.
- 7.6 The introduction of the NPPF has not changed the legal requirement that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The policy guidance in Annex 1 to the NPPF is that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The closer the policies in the plan to the policies in the Framework, the greater the weight that may be given.

8.0 MAIN ISSUES

1. Principle of development
2. Visual amenity and landscaping
3. Highways
4. Residential amenity
5. Planning obligations

9.0 APPRAISAL

Principle of development

- 9.1 Whilst situated within a predominantly residential area, the site's immediate surroundings are characterised by a greater range of uses, including industrial and workshop units as well as other community buildings such as the nearby school. Within this context, close to large areas of housing and public transport routes, the principle of providing a sports, religious and educational facility is considered acceptable. With regard to the proposed food preparation/catering unit, the site has an established lawful use for industrial purposes, and is situated adjacent to other industrial and commercial units. Subject to detailed consideration of the proposed mix of uses and the design of the proposed development in terms of matters such as visual and residential amenity and highway safety therefore, the principle of the proposed development is considered to be acceptable.
- 9.2 Although the site has previously received outline permission for residential development, and it is noted that some local residents have expressed a preference for residential development rather than the mixed use development proposed, the fact that the site has permission for a particular use does not preclude the submission of applications for other uses, which must be considered on their own merits.
- 9.3 **What are Members' thoughts regarding the principle of developing a community, religious, sporting and educational facility and a catering/food preparation business on the site, and on the mix of uses proposed?**

Visual amenity

- 9.4 The area around the site is characterised primarily by two storey residential properties, with single storey and two storey commercial and workshop buildings on the neighbouring sites to either side. The majority of the existing buildings on the site, including the office building at the front and some of the partially-demolished industrial buildings behind, are of a similar single/two storey scale, although there are other buildings towards the rear of the site which are higher.
- 9.5 It is proposed to retain some sections of these higher buildings as part of this scheme, including the rear section where the catering unit is proposed, and the building in the north western part of the site which is intended to house the sports centre. Other parts of the buildings are to be demolished and rebuilt, including those to the south east of the proposed sports hall, where it is more likely that the existing building would be replaced to house the majority of the proposed community, religious and education use. Whilst this section would provide two levels of accommodation, the nature of the spaces in this part of the building, which would be large communal hall areas, is such that their internal heights and thus their external elevations would be higher across these two storeys than those associated with a two storey residential property for example. However, in discussion with design officers, the roof of this section has been designed in order to minimise its impact as far as possible, with a very shallow roof slope tying into the higher eaves of the adjoining sports centre building, providing a change of pitch and a break in the visual massing of the roof at this point.
- 9.6 The proposed extensions to the front of these buildings, which are intended to house various ancillary amenities including offices, changing rooms, toilets and washing facilities, would be predominantly two storey in design, stepping up to provide a higher three storey central section. A 2½ storey internal stair tower feature is also proposed to the rear to provide a second staircase to the upper floors.

- 9.6 As a result of the design and nature of the proposals as outlined above, the resultant building will have a relatively large footprint, and some sections that are higher than surrounding buildings. However, some of the highest sections are existing buildings which are to be retained as part of the proposals, and because of the level of demolition proposed, the overall footprint of buildings on the site would be reduced, and the building would be set back considerably further from the site frontage than is the case at present. These reductions and alterations to the layout of the buildings would serve to reduce their presence within the streetscene, and to provide a greater degree of space around them, together with the opportunity to incorporate enhanced landscaping as part of creating a wider setting for the development and softening and screening its appearance. On this basis, it is considered that the site is capable of accommodating a building of the size proposed, subject to detailed landscaping proposals and further details showing how the development would relate to neighbouring properties – including streetscene and section drawings – which the applicants have been asked to provide as part of an application.
- 9.7 The detailed design of the proposed buildings in terms of materials, fenestration etc has also been the subject of ongoing discussions with design officers, and various changes have been incorporated in this respect. Some further minor changes to have been suggested in terms of details such as window details for example, and it is understood that the applicants intend to incorporate these as part of a detailed application for the proposed development.
- 9.8 **What are Members' views on the scale and design of the proposed building, and do Members feel that any further information would be necessary as part of an application to allow its impact to be fully understood and assessed in this respect?**
- Highways
- 9.9 On the basis of the details submitted, highways officers have advised that the level of parking proposed within the site is likely to be sufficient to cater for 'peak' weekday periods such as Friday lunchtime prayers for example. However, they have raised significant concerns about the potential traffic generation of other larger events and activities proposed at the site such as weekend weddings and other functions, and the large annual events referred to, which have the potential to generate considerably higher visitor numbers, and associated implications for traffic and parking on local streets.
- 9.10 Some information regarding the mix of uses and how these larger events would operate has been provided in the applicants' draft transport assessment, however the highways officer has raised a number of queries regarding some of this information and concerns that this is still lacking in certain respects and still does not allow a comprehensive understanding or assessment to be made as to the likely impacts arising from these larger events in particular. Their comments in this respect have been provided to the applicants, who have been advised that these matters would need to be addressed as part of an application, and discussions on this matter are likely to be ongoing.
- 9.11 **What are Members' thoughts regarding the impacts of the proposed development on the local highway network, and the adequacy of the proposed on-site parking arrangements, and are there particular issues which Members would like additional information or clarification on in this respect as part of any forthcoming application?**

Residential amenity

- 9.12 In terms of the physical impact of the proposed building on neighbouring residents in terms of its potential for overlooking, overshadowing and overdominance, it is noted that the sections closest to neighbouring residential properties to the rear are predominantly existing buildings which are to be retained, and that the front sections of the building would be set back over 35m from the site frontage, some distance from the houses on the opposite side of Barkly Road to the south west. Further details in the form of streetscene drawings and site sections have been requested as part of an application to allow the impact in terms of the building's relationship to surrounding dwellings to be fully assessed.
- 9.13 Consultation has been carried out with environmental health officers regarding the potential impact of the proposed development on the amenities of neighbouring residents in terms of its potential to generate noise and disturbance. The proposed opening hours of the centre have not yet been confirmed, although times of 8am-10pm have been indicated. Further clarification has been sought by environmental health regarding the potential for parts of the centre such as the prayer facilities to be open later at certain periods such as Ramadan, when larger numbers of people could potentially be present at the site much later in the evening, and about how any such opening would be managed to prevent disturbance for neighbouring residents. The operation of the premises during larger weekend events and functions etc, including the potential for noise and disturbance as a result of the traffic volumes and on-street parking associated with such events, is also a matter which would need to be further understood as part of the consideration of an application. As has been requested by highways, further information will be needed in this respect to allow a comprehensive assessment of the potential implications of such events for the amenities of neighbouring residents. Further information has also been requested regarding the hours of operation and delivery associated with the proposed catering business, and details of any extraction equipment, including noise assessments and measures to reduce odour from the cooking process, which would need to be provided as part of an application.
- 9.14 **Do Members have any particular concerns regarding any aspect of the proposals in terms of the potential impact on neighbouring residents, and are there other aspects of the proposals not covered above on which Members feel further details are needed?**

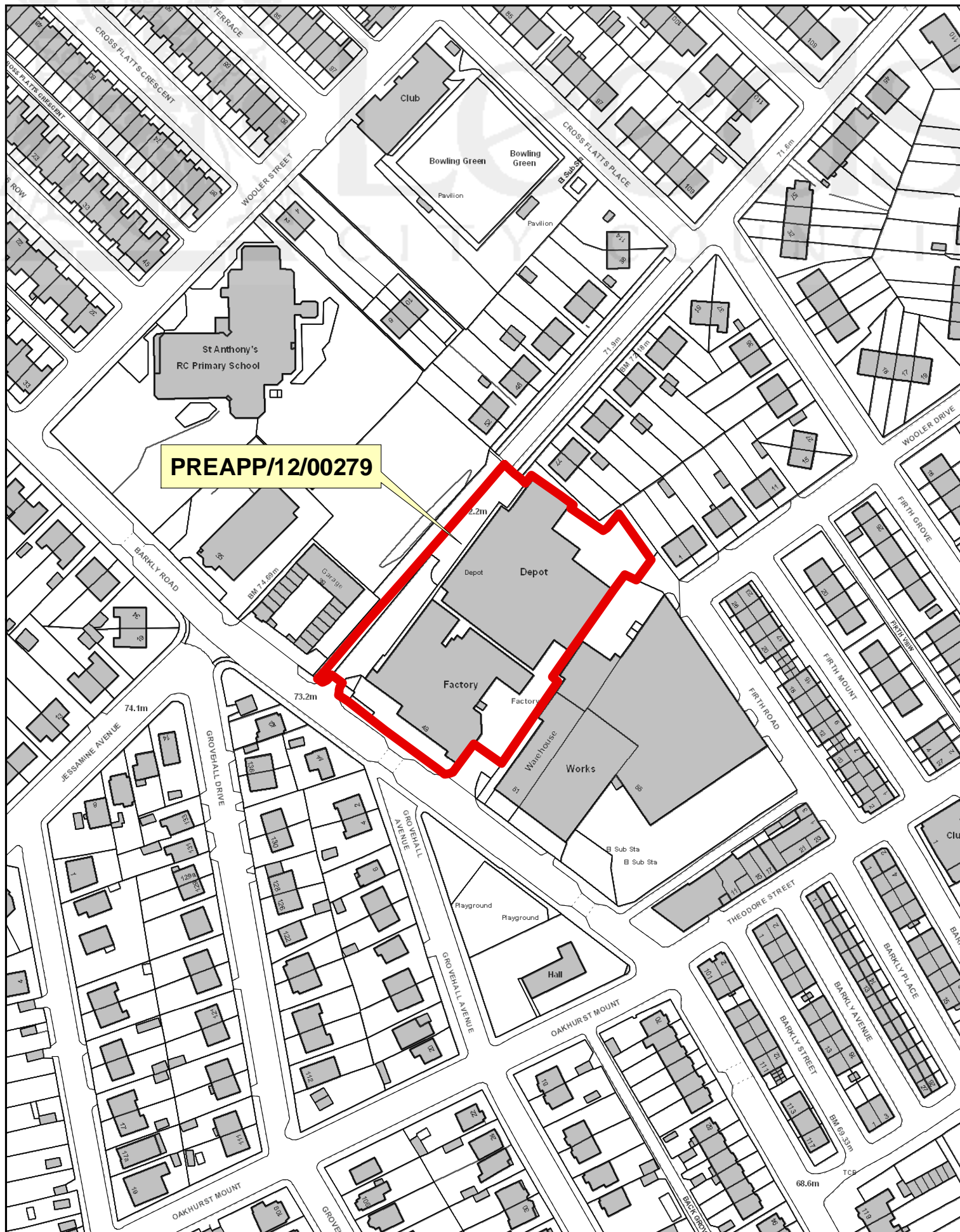
Planning obligations and other issues

- 9.15 Because of the size of the floorspace proposed, the development would exceed the thresholds above which a travel plan and public transport contribution may be necessary, in accordance with the relevant SPDs on these matters. A draft travel plan has been provided, and is being reviewed. This, together with the need for a public transport contribution, will need to be assessed as part of an application based on full details of the proposed uses – some details of which are still required – and taking into account the nature of visitor travel to the site.
- 9.16 In addition to the details referred to above, advice has been provided to the applicants regarding the nature and level of information which would be required in order to validate and consider any application for the proposed development, including contaminated land report for example.
- 9.17 **Do Members feel that any further information, other than those details referred to above, would be required as part of an application?**

10.0 CONCLUSION

10.1 Members are asked to note the contents of the report and the presentation, and are invited to provide feedback on the issues outlined below:

- 1. What are Members' thoughts regarding the principle of developing a community, religious, sporting and educational facility and a catering/food preparation business on the site, and on the mix of uses proposed?**
- 2. What are Members' views on the scale and design of the proposed building, do Members feel that any further information would be necessary as part of an application to allow its impact to be fully understood and assessed in this respect?**
- 3. What are Members' thoughts regarding the impacts of the proposed development on the local highway network and the adequacy of the proposed on-site parking arrangements, and are there particular issues which Members would like additional information or clarification on in this respect as part of any forthcoming application?**
- 4. Do Members have any particular concerns regarding any aspect of the proposals in terms of the potential impact on neighbouring residents, and are there other aspects of the proposals not covered above on which Members feel further details are needed?**
- 5. Do Members feel that any further information, other than those details referred to above, would be required as part of an application?**



SOUTH AND WEST PLANS PANEL

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