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**HARROW CENTRAL MOSQUE, 24-34  
STATION ROAD, HARROW HA1 2SQ**

**Item: 1/04  
P/0338/09**

Ward MARLBOROUGH

RETENTION AND COMPLETION OF MOSQUE WITH VARIOUS RELATED  
ANCILLARY ACTIVITIES.

**Applicant:** Harrow Central Mosque & Islamic Centre

**Agent:** PA Architects Limited

**Statutory Expiry Date:** 21 May 2009

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## **RECOMMENDATION**

**GRANT** planning permission subject to conditions and completion of a legal agreement.

## **REASONS**

The decision to recommend **GRANT** of planning permission has been taken having regard to the following:

- 1) The acceptability of the development in principle through the planning permission granted in 2000 for a similar scheme; the external building envelope to which there is no significant deviation from the 2000 planning permission; the design and merit of this community facility, in the context of the need and the uses it offers, which outweighs any negligible impact on the amenity of the occupiers of neighbouring residential properties; and
- 2) The policies and proposals in The London Plan [2008] and the saved policies of Harrow's Unitary Development Plan [2004], and to all relevant material considerations, to meet the Vision of the Council in promoting a diverse community, which is celebrated and valued and create better cohesion, as detailed in Harrow's Sustainable Community Strategy [Mar 09], and any comments received in response to publicity and consultation.

### **National Planning Policy**

PPS1 Delivering Sustainable Development

PPS3 Housing

PPG13 Transport

PPG24 Noise

### **The London Plan [2008]**

3A.1 Increasing London's supply of housing

3A.2 Borough housing targets

3A.3 Maximising the potential of sites

3C.23 Parking strategy

4A.3 Sustainable design and construction

4A.4 Energy assessment

4A.6 Decentralised energy: heating, cooling and power  
4A.7 Renewable energy  
4A.11 Living roofs and walls  
4A.14 Sustainable drainage  
4B.1 Design principles of a compact city  
4B.5 Creating an inclusive environment  
4B.9 Tall buildings – location

**London Borough of Harrow Unitary Development Plan [2004]:**

S1 The form of development and pattern of land use  
EP25 Noise  
D4 The standard of design and layout  
D5 New residential development – amenity space and privacy  
T6 The transport impact of development proposals  
T13 Parking standards  
C2 Provision of social and community facilities  
C10 Community buildings and places of worship  
C11 Ethnic communities  
C16 Access to buildings and public spaces  
C17 Access to leisure, recreation, community and retail facilities  
R13 Leisure facilities

**Supplementary Planning Guidance and any other relevant guidance**

Harrow's Sustainable Community Strategy [Mar 09]  
The London Plan Supplementary Planning Guidance [Mar 2008]  
Sustainable Design & Construction: The London Plan Supplementary Planning Guidance [May 2006]  
Access For All Supplementary Planning Document [Apr 2006]  
Accessible Homes Supplementary Planning Document [Apr 2006]  
Supplementary Planning Guidance: Designing New Development [Mar 2003]

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**MAIN CONSIDERATIONS AND POLICIES [The London Plan 2008 & saved policies of Harrow's UDP 2004 and any other relevant guidance]**

- 1) **Principle of Development and Land Use**  
Harrow Unitary Development Plan [2004]  
S1
  
- 2) **Quality of Design and Accessibility**  
The London Plan [2008]  
4B.1, 4B.5, 4B.9  
  
Harrow Unitary Development Plan [2004]  
D4
  
- 3) **Neighbours Amenity**  
Harrow Unitary Development Plan [2004]  
EP25, D4, D5

**4) Provision of Community and Leisure Facilities**

Harrow Unitary Development Plan [2004]

C2, C10, C11, C16, C17, R13

**5) Highway Issues**

The London Plan [2008]

3C.23

Harrow Unitary Development Plan [2004]

T6, T13

**6) Other Planning Issues**

**7) Section 17 Crime & Disorder Act**

Harrow Unitary Development Plan [2004]

D4

**8) Consultation Responses**

**INFORMATION**

**a) Summary**

Statutory Return Type: Major Development

Site Area: 0.18ha

Floorspace 5,728m<sup>2</sup>

Car Parking: Standard: 1 space per 300-600m<sup>2</sup> net site area  
[community use]

Provided: 32

Council Interest: None

**b) Site Description**

- Situated on the east side of Station Road, at junction with Rosslyn Crescent.
- Two-storey residential properties [ground plus first] with rooms in the roofspace situated along Rosslyn Crescent immediately to the east of the site.
- Mosque building envelope near to completion.

**c) Proposal Details**

- Retention and completion of mosque with various related ancillary activities.
- Ancillary activities involve:
  - Car parking, lift, cycle storage, workshop, plant room, mortuary and store, gym / WC / office [basement];
  - Kitchen and store, lift, function hall, WC, office, café, shop [ground floor];
  - Male prayer hall, lift, female prayer, crèche, WC, lobby, office [first floor];
  - Nursery, lift, WC, male prayer hall, office / meeting room / storage

- [second floor]; and
- Minor operations room, lift, WC, female prayer hall, meeting room, library [third floor].

**d) Relevant History**

- Planning permission EAST/965/98/FUL for 'Mosque and ancillary facilities including resident permit restricted flats on four floors over basement car parking with dome and minaret' granted on 1 June 2000.
- Various minor amendments to the approved scheme agreed since then.
- Amendments subsequent to 27 May 2004 could not be treated as minor amendments, hence the submission of this planning application to regularise the planning status of the project. This application incorporates all the changes to the exterior and to the internal planning of the scheme, which are detailed at Appendix A.

**e) Pre Application Discussion**

- Discussions on the changes have taken place between representatives of the Mosque and with the Local Planning Authority. It was considered that the submission of a planning application would be required as the alterations to the original scheme were material and therefore, could not be treated as minor amendments.

**f) Applicant Statement**

- There is a greater emphasis on the Mosque not only as a devotional institution, but a social, recreational, educational and community centre.
- Activities will reflect the needs and interests of the young, the family and encouraging inter-denominational interaction and understanding.
- The proposals incorporate and reflect a new emphasis upon the internal planning of the project. These are to make spaces multifunctional, apart from core areas reserved for devotional purposes. Spaces are to be flexible in size by including in the design the provision of sound proofing folding partitions.
- The flexibility would encourage the use of the premises for activities such as meetings, debates, counselling and support, viewing TV and films, reading, learning, listening to music, studying, art, exhibitions, displays, IT, breakfast / lunch clubs, keeping fit, recreation, etc.

**g) Consultations:**

Greater London Authority: The proposal does not raise any strategic planning issues.

Harrow Civic Residents Association: Object to the proposal:

- Loss of parking from 39 to 32 spaces;
- Extending hours of operation of the development from 2130hrs to 2300hrs;
- Increase in height of dome;

- Ensure the provision for affordable housing at 36-38 Station Road as per the 2000 permission;
- Ensure the development meets Fire Regulations;
- Noise from the development, collection and deliveries; and
- There should be free use of the community facilities.

**Notifications:**

Sent: 357

Replies: 19

Expiry: 24 March 2009

**Summary of Responses:**

18 representations [including one petition with 16 signatories] received objecting to the proposal on the following grounds:

- Insufficient parking, leading to parking problems on surrounding residential streets after 2030hrs [when CPZ is not in force];
- Hours of operation to 2300hrs;
- Dome / finial / minaret height increase from 2000 permission;
- The uses contained within the development;
- Noise / disturbance;
- Opposed to any extractor equipment relating to the café; and
- Scale and design in appropriate.

1 representation received supporting the proposal on the following grounds:

- Design;
- Promotes education; and
- Encourages social cohesion and integration.

**APPRAISAL**

**1) Principle of Development and Land Use**

Policy S1 of Harrow's UDP [2004] states:

*'The Council seeks to secure a form and pattern of development in the borough that accords with the principles of sustainable development, and achieves the following:*

- A) *Development that reduces the need to travel and facilitates and encourages travel by more sustainable modes;*
- B) *Full and effective use of land and buildings;*
- C) *Conservation and enhancement of natural resources;*
- D) *Development that minimises waste and reduces pollution; and*
- E) *Increased social inclusion.'*

In addition to the above Planning Policy Statement 1 [PPS1] states:

*'The Government is committed to development strong, vibrant and sustainable communities and to promoting community cohesion in both urban and rural areas. This means meeting the diverse needs of all people in existing and future communities ...'*

And;

*'Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted'*

Furthermore;

*'Development plan policies should take account of environmental issues such as:*

*- The potential impact of the environment on proposed developments by avoiding new development in areas at risk of flooding and sea-level rise.'*

The principle of development for a mosque including ancillary activities is acceptable as a similar scheme was granted planning permission in 2000 [EAST/965/98/FUL],

## **2) Quality of Design and Accessibility**

The building design is essentially as per the 2000 scheme. Some elevation refinements have been incorporated to improve the appearance of the building. The building provides a symbolic presence, and a counterbalance to the Civic Centre. The external envelope uses quality brickwork and detailing, polished reconstituted stone, powder-coated aluminium windows, gutters and fascias. The powder-coated aluminium cladding at third floor level enhances the appearance of the building by breaking up the perception of its scale. The copper-coloured dome and minaret gives scale, presence and contrast to the building.

The building provides level access in the form of lifts on all levels. Pedestrian entrances are provided from stepped platforms connecting roadside footpath to level thresholds. Entrances are located on Station Road and Rosslyn Crescent. Disabled wheelchair access is provided by ramped connection between the back edge of the pavement to level platform outside entrances. This platform connects to the level door thresholds. Consequently, the proposal complies with the requirements set out in the Disability Discrimination Act 1995 and accords with Policies 4B.1, 4B.5 and 4B.9 of the London Plan [2008] and Policy D4 of Harrow's UDP [2004].

## **3) Neighbours Amenity**

The building envelope is essentially identical to the 2000 planning permission therefore, there are no significant alterations to the scheme that would materially affect the amenity of occupiers of the neighbouring residential properties.

Condition 19 of the 2000 planning permission restricts the hours of operation of the development to 0730hrs-2130hrs. The applicant has requested this be

extended to 0600hrs-2300hrs. The earlier operating hours is required for morning prayers, which is considered acceptable. The later operating hours is considered acceptable, up to 2200hrs, by reason of the potential effect of a later closing time on the amenities of the occupiers of neighbouring residential properties.

A Heads of Term is recommended as part of any legal agreement for the use of the mosque for prayer and worship outside the hours stated, which would be permitted subject to notification in writing by the applicant to the Director / Head of Planning of Harrow Council of the religious calendar and the hours of use required, on a prior year basis. This shall be approved in writing by the Local Planning Authority prior to the commencement of the religious calendar year. Any changes to the hours during the religious calendar during which it is in operation would require the agreement in writing of the Local Planning Authority.

Accordingly, the proposal complies with Policies EP25, D4 and D5 of Harrow's UDP [2004].

#### **4) Provision of Community and Leisure Facilities**

One of the six key visions of Harrow's Sustainable Community Strategy (Mar 2009) is that:

*'Harrow will be known for its diverse community, which we celebrate, and value. There will be better cohesion and a greater focus on communities working together to help themselves and provide support to vulnerable and at risk groups. People will feel safer and be treated with dignity and respect. There will also be a balance between universal and separate services for our different communities.'*

Some of the short term objectives to help deliver this vision include improving the sense of cohesion in Harrow, supporting activities that celebrate and promote Harrow's diverse community and promote inter-cultural dialogue and engagement. The community facility would provide a modern multi-use building with a variety of uses. The development is therefore considered acceptable.

The applicant has demonstrated [through the existing mosque at 36-38 Station Road], that there is a need for a larger facility to accommodate the number of people using.

Policy C10 of Harrow's UDP [2004] states:

*'The Council will seek to maintain and retain existing premises used by community or religious groups in the borough. In considering proposals for new facilities, the Council will ensure that the proposed development:*

- A) Is located in the catchment population it serves;*
- B) Is accessible ...;*
- C) Has no significant adverse impact on neighbouring properties and does not detract from the visual amenity of the area;*

D) ... would not have an adverse effect on highway safety.'

The proposed development complies with the criteria of Policy C10 above. With regard to A) the development would be for the use of the community as a whole and is appropriately located near to the town centre and transport hubs. With regard to B) the site is well sited to public transport links. Regarding point C) The development is similar in size to the 2000 permission. On point D), the proposal is not considered to have an adverse effect on highway safety in a location where there is generally slow-moving traffic, with the positioning of traffic signally outside the site.

Accordingly, the development accords with the principles of Policy C10 of Harrow's UDP [2004] and Harrow's Community Strategy [Mar 2009].

## **5) Highway Issues**

The development now provides 32 car parking spaces, which represents a loss of seven spaces from the 2000 permission. A revised Travel Plan has been produced, which aims to provide for 50% of the patronage utilising non-private car / sustainable transport modes in perpetuity.

Harrow's Highways Engineer considers this an acceptable target figure based on an annual monitoring regime. This reduction is also supported by the good public transport accessibility of the site together with robust on-street parking controls in the vicinity. Outside peak hour periods and during weekends, car park capacity is also available at the Civic Centre. Sustainable travel will also be encouraged, via a permit system, by priority use of the on-site parking spaces by patrons who make a commitment to car-share.

The 50% target figure conforms to sustainable travel principles and the reduction in parking provision is in line with Policy 3C.23 of the London Plan and Policies SC1 and T13 of Harrow's UDP [2004].

In addition, the applicant has agreed to a financial contribution of up to £15,000 towards the implementation of a 24-hour CPZ in Rosslyn Crescent to safeguard the amenities of the occupiers along this street.

Cycle parking will be provided in a secure location within the basement with the initial provision of 20 spaces. As part of the Travel Plan monitoring process, this provision will be reviewed and potentially increased once the Travel Plan is fully established.

## **6) Other Planning Issues**

Sustainable Design / Renewable Energy Considerations – In accordance with London Plan policies, the applicant will investigate the opportunity to use less energy by adopting sustainable design and construction measures. This can be provided as an Energy Strategy Report, secured by a planning condition.

Landscaping – A landscaping scheme was approved for the 2000 permission.



The applicant has stated that the revised proposals will be similar. The current design team is in the process of obtaining details of the same scheme before finalising the proposals. Accordingly, a condition is recommended to illustrate details of landscaping for the development.

Refuse – The recycling of waste will be encouraged by providing separate bins within the building and at collection points. The use of disposable materials and utensils will be discouraged. Space has been allocated in a screened level compound for brown, blue and green bins of sufficient size, as illustrated on the submitted drawings.

## **7) Section 17 Crime & Disorder Act**

It is considered that the proposal would not have any detrimental impact upon community safety and is therefore acceptable on these grounds. On the contrary, the development will bring communities together, in accordance with Harrow's Sustainable Community Strategy [Mar 2009].

The development follows the basic principles and practices of Secured by Design and Safer Places.

## **8) Consultation Responses**

In addition to the points raised above, which have been addressed, this planning application, as part of the consultation process was referred to the Greater London Authority [GLA] under Category 1C of the Town and Country Planning (Mayor of London) Order 2008 as the development is over 30m in height. The GLA concluded that the development does not raise any strategic planning issues, in particular given that it is only a minor change to the existing permission. Accordingly, the GLA under Article 5(2) of the Order 2008 does not need to be consulted further on this application and that London Borough of Harrow may proceed to determine the application without future reference to the GLA.

The GLA did advise that Transport for London [TfL] should be consulted on any amendments to the Travel Plan prior to completion, which can be secured by a planning condition, which should include an event day management plan for the special prayer days.

The Travel Plan also states that the number of cycle spaces will be monitored and if demand increases, additional spaces will be provided. TfL would also request that this secured by condition.

## **CONCLUSION**

For all the reasons considered above, and weighing up the Development Plan policies and proposals, and other material considerations, including any comments received in response to publicity and consultation, as set out above, this application is recommended for **GRANT** subject to the following conditions; and completion of a legal agreement.

## **RECOMMENDATION**

INFORM the applicant that:

1. The proposal is acceptable subject to the completion of a legal agreement within six months of the date of the Planning Committee [22 July 2009], to include the following:
  - i) Cease use of 36-38 Station Road as a Mosque: Prior to completion of the development, 36-38 Station Road shall cease to operate as a mosque.
  - ii) Removal of single-storey projection to the rear of the single-storey extension at 36-38 Station Road: Within eight weeks of the cessation of 36-38 Station Road operating as a mosque, to remove the single-storey rear projection / structure to the rear of the single-storey rear extension at 36-38 Station Road.
  - iii) Affordable housing: Within one year of the date of this permission, that 36-38 Station Road is brought into use for affordable housing [as defined in the London Plan 2008 and Harrow's Unitary Development Plan 2004], whether by conversion or redevelopment [to be approved through the submission of a planning application], to be managed by a Registered Social Landlord, subject to a nomination agreement with Harrow Council.
  - iv) Hours of operation: The premises shall not be used for any other function or assembly before 0600hrs and after 2200hrs other than in accordance with an annual programme for opening to respond to the requirement for prayer and worship in line with the religious calendar. The programme shall be submitted to and approved in writing by the Director of Planning on an annual basis prior to the commencement of that religious calendar. Any changes to the hours of opening during the religious calendar during which it is in operation would require the agreement in writing of the Director of Planning.
  - v) A contribution of up to £15,000.00 towards the cost of the implementation of a 24-hour CPZ in Rosslyn Crescent;
  - vi) Legal fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.
  - vii) Planning administration fee: Payment of £750.00 administration fee for the monitoring of and compliance with this agreement.
2. A formal decision notice to GRANT permission for the development described in the application and submitted plans, subject to conditions will be issued upon completion by the applicant of the aforementioned legal agreement.

## **CONDITIONS**

1. The development hereby permitted shall be completed within three years from the date of this permission.

REASON: To ensure the development is completed in its entirety and in the interest of visual amenity.

2. The development hereby permitted shall be completed in accordance with the approved plans unless otherwise agreed in writing by the local planning authority.

REASON: To ensure a satisfactory form of development.

3. Prior to completion of the development, a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to and approved in writing by the local planning authority. The boundary treatment shall be completed before completion of the development and shall be carried out in accordance with the approved details and thereafter permanently retained.

REASON: To safeguard the amenity of neighbouring residents.

4. The 32 car parking spaces shall be permanently marked out and used for no other purpose at any time.

REASON: To ensure satisfactory provision of parking areas and in the interest of highway safety.

5. The premises shall be used for the purposes specified on the application and for no other purpose including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order with or without modification).

REASON: To safeguard the amenity of neighbouring residents.

6. The premises shall not be used for any function or assembly outside the hours of 0600hrs to 2200hrs on any day without the prior written permission of the local planning authority.

REASON: To safeguard the amenities of adjoining properties.

7. Prior to completion of the development, any external lighting of the building shall be submitted to and approved in writing by the local planning authority.

REASON: To safeguard the amenities of adjoining properties.

8. Prior to completion of the development, details of on and off site drainage works shall be submitted to and approved in writing by the local planning authority.

REASON: To ensure adequate drainage facilities are provided.

9. Prior to completion of the development, a plan indicating the frontage of the site to Station Road between the building and the footway has been laid out and landscaped in accordance with details to be submitted to and approved in writing by the local planning authority.

REASON: To provide a setting for the building and in the interests of visual amenity.

10. Prior to completion of the development, Transport for London will be consulted on any amendments to the Travel Plan, to include an event day management plan for the special prayer days.

REASON: To ensure an adequate Travel Plan is provided for the development in the interest of pedestrian and highway safety.

11. The number of cycle spaces will be monitored and if demand increases, additional spaces will be provided, details which shall be submitted to and approved in writing by the local planning authority.

REASON: To ensure sufficient cycle parking provision.

12. Prior to completion of the development, details of sustainability measures for the scheme beyond the requirements set out under Part L of the Building Regulations shall be submitted to and approved in writing by the local planning authority. Such details as approved shall be implemented prior to first use of the development and shall thereafter be permanently retained.

REASON: To ensure a sustainable form of development.

13. The refuse bins and storage shall be situated at all times, other than on collection days, in the designated refuse storage area, as shown on the approved drawing.

REASON: To safeguard the appearance of the locality.

14. No hot food shall be cooked on the premises without the prior written permission of the local planning authority.

REASON: To safeguard the amenities of neighbouring residents.

## **INFORMATIVES**

### **1. INFORMATIVE:**

INFORM40\_M – Reasons for Grant of Planning Permission

The London Plan [2008] Policies:

3A.1 Increasing London's supply of housing

3A.2 Borough housing targets

3A.3 Maximising the potential of sites

3C.23 Parking strategy

4A.3 Sustainable design and construction

4A.4 Energy assessment

4A.6 Decentralised energy: heating, cooling and power  
4A.7 Renewable energy  
4A.11 Living roofs and walls  
4A.14 Sustainable drainage  
4B.1 Design principles of a compact city  
4B.5 Creating an inclusive environment  
4B.9 Tall buildings – location

The London Borough of Harrow UDP [2004] Polices:

S1 The form of development and pattern of land use

EP25 Noise

D4 The standard of design and layout

D5 New residential development – amenity space and privacy

T6 The transport impact of development proposals

T13 Parking standards

C2 Provision of social and community facilities

C10 Community buildings and places of worship

C11 Ethnic communities

C16 Access to buildings and public spaces

C17 Access to leisure, recreation, community and retail facilities

R13 Leisure facilities

2. INFORMATIVE:

INFORM23\_M

3. INFORMATIVE:

INFORM26\_M

4. INFORMATIVE:

INFORM32\_M

5. INFORMATIVE:

INFORM45\_M

Plan Nos: 600-100, 600-101, 600-102, 600-103, 600-104, 600-105, 600-106, 600-107, 600-108, 600-109, 600-110, 600-111, 600-112, 600-113, 600-114, and 600-115.

## APPENDIX A



# LIST OF PROPOSED CHANGES OF CURRENT APPLICATION FROM THE 2000 PLANNING APPROVAL

**PROJECT:** HARROW CENTRAL MOSQUE,  
24 – 34 STATION ROAD, HARROW, MIDDLESEX

**APPLICATION:** RETENTION AND COMPLETION OF BUILDING FOR USE  
AS MOSQUE WITH VARIOUS RELATED ACTIVITIES

### PLANNING HISTORY:

- Original Planning permission EAST/965/98/FUL was granted on 1<sup>st</sup> June 2000.
- Minor amendments were agreed 16 September 2003 on drawing nos: A1B/200 – 210.
- Minor amendments agreed 27 May 2004 on drawings EV1143 010, 011, 012, 013. At meeting minor amendments were agreed including reduction from 2 to 1 dome and re-siting of minaret to north of previously agreed position.
- Pre-commencement Conditions were subsequently discharged.
- Pre-occupation Conditions were not discharged.
- Changes subsequent to 27 May 2004 have not been accepted as minor amendments.
- In accordance with the advice of the Planning Authority a 'retrospective planning application' is hereby submitted to regularise the planning status of the project. This application incorporates all the changes to the exterior (whether accepted as minor amendments or not) and the internal planning of the scheme.

### EXTERNAL CHANGES

- The overall Gross External Area of the building is reduced by 17.00 m<sup>2</sup> (from 5728.00m<sup>2</sup> to 5745.00m<sup>2</sup>)

- Changes to the external envelope of the building have been fully described elevation by elevation in the Design & Access Statement submitted with the application.
- The small dome has been omitted.
- The proposed dome including the finial is 24.340meters high from the ground.
- The dome has been raised to include a strip of windows to bring light into the building.
- The previous dome without the finial was 20.500 meters from the ground
- The minaret has repositioned to line on top of the male lift shaft.
- The Minaret including the finial is 0.916 meters higher measured from the ground floor level (40.883 meters compared to 39.967 meters previously).

### **INTERNAL CHANGES – REDUCTIONS & OMISSIONS**

- Reduction in Basement Car parking provision by 7 nos.(32 from 39)  
Reduction of 112.05m<sup>2</sup> (1029.82m<sup>2</sup> from 1141.87m<sup>2</sup>).  
*Please refer to revised 'Travel Plan' dated May 2009 and submitted on 11 May 2009 by Mr Nigel Moor.*
- Reduction in Storage of 15.7m<sup>2</sup> (23.0m<sup>2</sup> from 38.7m<sup>2</sup>).
- Reduction in Female Toilet provision of 110.00m<sup>2</sup> ( 129.80m<sup>2</sup> from 239.90m<sup>2</sup>).
- Reduction in Function Hall of 21.20m<sup>2</sup> ( 632.30m<sup>2</sup> from 653.50m<sup>2</sup>).
- Reduction in Female Prayer Hall of 289.90m<sup>2</sup> (191.60m<sup>2</sup> from 481.50m<sup>2</sup>).
- Reduction in Minor Operations of 31.40m<sup>2</sup>(20.00m<sup>2</sup> from 51.40)
- Omission of IT Room (75.40m<sup>2</sup>).
- Omission of Residential Flat (78.00m<sup>2</sup>)

### **INTERNAL CHANGES – INCREASES**

- Increase in Plant/Plant Room of 24.7m<sup>2</sup> (28.60m<sup>2</sup> to 53.30m<sup>2</sup>).
- Increase in Ducts & Risers of 5.8m<sup>2</sup> (22.50m<sup>2</sup> to 28.30m<sup>2</sup>).
- Increase in Mortuary/Store of 19.90m<sup>2</sup> (29.50m<sup>2</sup> to 49.40m<sup>2</sup>).
- Increase in Gymnasium/Toilets/Changing of 96.60m<sup>2</sup> ( 84.40m<sup>2</sup> to 181.00m<sup>2</sup>).
- Increase in Workshop of 2.50m<sup>2</sup> (11.00m<sup>2</sup> to 13.50m<sup>2</sup>).
- Increase in Kitchen/Store /Lobby of 11.80m<sup>2</sup> (79.20m<sup>2</sup> to 91.00m<sup>2</sup>).
- Increase in Shop/Store/WC of 69.00m<sup>2</sup> (28.00m<sup>2</sup> to 97.00m<sup>2</sup>).
- Increase in Offices of 23.50m<sup>2</sup> (29.00m<sup>2</sup> to 52.50m<sup>2</sup>).
- Increase in Male Toilets of 122.00m<sup>2</sup> (70.80m<sup>2</sup> to 192.80m<sup>2</sup>).
- Increase in Toilet for Disabled of 9.90m<sup>2</sup> (4.50m<sup>2</sup> to 14.40m<sup>2</sup>).
- Increase in Nursery/Quiet Area of 116.48m<sup>2</sup> (68.00m<sup>2</sup> to 184.48m<sup>2</sup>).
- Increase in Male Prayer Hall of 4.90m<sup>2</sup> (968.50m<sup>2</sup> to 973.40m<sup>2</sup>).
- Increase in Library/ Meeting Room of 234.50m<sup>2</sup> (128.50m<sup>2</sup> to 363.00m<sup>2</sup>).
- Increase in Meeting Room/Seminar Room of 38.40m<sup>2</sup> (67.30m<sup>2</sup> to 105.70m<sup>2</sup>).
- Add Café with a floor area of 88.30m<sup>2</sup>.
- Add Creche with a floor area of 18.00m<sup>2</sup>.
- Add Cleaners Rooms with a floor area of 13.60m<sup>2</sup>.
- Add Bicycle Storage for 20 no. bicycles.

## **VARIATIONS TO THE USES**

The increase in areas and addition of others have been provided for

- Physical and religious welfare and well- being of men, women and children.
- Holding spiritual and educational and organizational meetings
- Holding Debates
- Counselling & Support for social and psychological needs.
- Providing preliminary medical advice, assistance and care.
- Viewing TV & Films.
- Listening to Music and appreciation
- Studying
- Practice and Art appreciation
- Holding Displays & Exhibitions
- Study and use of Information Technology
- Provision of facilities for school homework
- Breakfast /Lunch Clubs
- Recreation & Keeping Fit