



PLANNING COMMITTEE REPORT

TO: Planning Committee North

BY: Head of Development and Building Control

DATE: 7th March 2023

DEVELOPMENT: Change of use from residential building to a mixed-use scheme, comprising of a community centre and an associated residential unit. Erection of a rear/side extensions with associated alterations. Alteration to the existing site entrance and formation of a formal car parking area with associated external works and landscaping.

SITE: Stafford House Bonnetts Lane Ifield Crawley West Sussex RH11 0NX

WARD: Colgate and Rusper

APPLICATION: DC/21/2733

APPLICANT: **Name:** Mrs Kazmi **Address:** C/O Agent - Folkes Architects The Old Forge
6 Church Street Storrington, West Sussex RH20 4LA

REASON FOR INCLUSION ON THE AGENDA: More than eight persons in different households have made written representations within the consultation period raising material planning considerations that are inconsistent with the recommendation of the Head of Development and Building Control.

RECOMMENDATION: To approve planning permission subject to appropriate conditions

1. THE PURPOSE OF THIS REPORT

1.1 To consider the planning application.

DESCRIPTION OF THE APPLICATION

1.2 Planning permission is sought in respect of a material change of use, alterations and extensions to Stafford House to form a mixed use residential unit and meeting centre serving the religious and social needs of the Shia Muslim community.

1.3 The application site is subject of an extant planning permission under planning reference DC/20/0882 for the change of use to a mixed-use comprising community centre and associated residential unit, along with extensions and alterations and the formation of a car parking area.

1.4 The current proposal seeks to amend the scheme with the enlargement and redesign of the approved extension and the enlargement of the permitted residential unit from 1-bedroom to 3-bedrooms. The proposal also seeks amendment to the formal parking area to the front and

side of the building. This will create a dedicated car park for 33no. vehicles and 2no. disabled bays. 4no. electric vehicle charging points would also be provided.

DESCRIPTION OF THE SITE

- 1.5 The application site comprises of Stafford House, a detached two-storey property occupying a generous plot situated to the east of the junction between Charlwood Road and Bonnetts Lane. The site benefits from a pre-existing access onto Charlwood Road, with vegetated boundaries (mainly within the highway verge) against Charlwood Road and Bonnetts Lane. A single dwelling (Daisy Cottage) is found to the adjacent north-east of Stafford House, with open-field land to the south and east of the site in addition to opposite across Charlwood Road.
- 1.6 The site is close to the administrative boundary of Horsham District, which lies some 150m to the south-east, and is found within proximity to the neighbourhood of Langley Green within Crawley Borough. The site is found beyond a defined built-up area, as such, constitutes a countryside location in planning policy terms.

PLANNING HISTORY

- 1.7 The application site has been subject to several applications in the preceding decade, with a previous use of the site for combined community and residential use considered pursuant to reference DC/11/1350. As outlined within the Committee Report dated 6 December 2011, this application sought permission for the use of the ground floor of the existing residential dwelling for occasional, low-key use, up to three days per week, for approximately 30 people. The supporting statement outlined that, in addition to the normal residential use of the premises (which would consist of the Imam's residence), the weekly events would comprise of Sunday School classes for children between 9am and 12pm one day per week, and two weekday events for families on Tuesdays and Thursdays between 6pm and 9pm. As described within the supporting documentation, it was stated that an additional meeting may occur during 6pm and 9pm for special events and two one-day events during the months of Muharram and Ramadam within the Islamic calendar.
- 1.8 In connection with application reference DC/11/1350 it was concluded that the site was appropriately located relative to services and infrastructure within Crawley Borough, notwithstanding the remoteness to services and amenities within Horsham District, in a location appropriate to serve the Shia Muslim community. It was recommended, therefore, that permission be granted, subject to a legal agreement restricting the number of events, timing of events and number of attendees. This legal agreement was not signed, however, with the application being withdrawn.
- 1.9 Planning permission was subsequently sought under application references DC/17/1827 and DC/18/1854 for a comparable mixed residential-community use, though, with extensions to Stafford House and increases in the number and frequency of events relative to those considered in connection with reference DC/11/1350. The later of these applications (reference DC/18/1584) sought to overcome the stated reasons for refusal in connection with reference DC/17/1827 through the submission of additional documentation, including the submission of a Noise Survey and Assessment report (NSA).
- 1.10 Planning permission sought in respect of reference DC/18/1584 was refused on the following grounds:
"The change of use of the property as proposed, when considered in totality alongside the proposed extension, would result in an intensification of the use of the site to the detriment of the amenity of occupiers of the neighbouring properties and the rural character and nature of the locality. The proposal would therefore be contrary to policies 2, 25, 26, 32 and 33 of the Horsham District Planning Framework (2015)."

- 1.11 In dismissing the subsequent appeal the Inspector considered that insufficient justification, including the consideration of alternative sites, had been provided for an intensification of use in this location with reference to the limited harm considered to local character (Paragraph 24 of the appeal decision letter). The Inspector, further, considered that there were unresolved issues with judgements made by the appellant from the findings of the submitted Noise Survey and Assessment (NSA), and therefore insufficient justification in relation to noise impact had been provided (Paragraph 46 of the appeal decision letter). Overall, notwithstanding the recognised social and religious benefits to the Shia Muslim community, it was not considered such considerations would outweigh the degree of resultant harm, therefore, warranting the appeal to be allowed. (Paragraph 48 of the decision letter).
- 1.12 Following the dismissal of the appeal made pursuant to reference DC/18/1584, an enforcement notice has been served (reference EN/19/0433) requiring the cessation of the use of Stafford House as a meeting centre and place of worship, together with associated paraphernalia, and the return of the premises to use as a single dwellinghouse.
- 1.13 A later application under DC/20/0882 was submitted to the Council which provided further commentary as to the methods of acoustic assessment and analysis, in addition to providing clarification as to consideration given to alternative premises. This was considered at Planning (North) Committee where the application was approved subject to a number of conditions. Conditions 3 and 4 of this planning approval required the submission and approval of additional details comprising mitigation measures to address noise emanating from the site and a Noise Management Plan. Application reference DISC/21/0070 included these details, and following amendments, these details have been approved.
- 1.14 The application site benefits from an extant planning permission under DC/20/0882 for the change of use from residential dwelling to mixed-use purposes comprising a residential living unit and as a community meeting facility. Demolition of existing structures and erection of part single storey, part two-storey rear extension with associated internal alterations and two-storey meeting hall with glazed link to proposed extension. Alterations to existing access and proposed car parking. This is a material consideration of significant weight.
- 1.15 The current application seeks to amend the scheme, with the enlargement and repositioning of the proposed extension, along with internal changes to the existing building. The proposal also seeks to enlarge the residential flat to the first floor from 1-bedroom as approved to 3-bedrooms. A formal parking arrangement is also proposed.

2. INTRODUCTION

STATUTORY BACKGROUND

- 2.1 The Town and Country Planning Act 1990.

RELEVANT PLANNING POLICIES

- 2.2 The following Policies are considered to be relevant to the assessment of this application:

2.3 **National Planning Policy Framework**

2.4 **Horsham District Planning Framework (HDPF 2015)**

- Policy 1 - Strategic Policy: Sustainable Development
- Policy 2 - Strategic Policy: Strategic Development
- Policy 3 - Strategic Policy: Development Hierarchy
- Policy 11 - Tourism and Cultural Facilities

Policy 15 - Strategic Policy: Housing Provision
 Policy 16 - Strategic Policy: Meeting Local Housing Needs
 Policy 24 - Strategic Policy: Environmental Protection
 Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
 Policy 26 - Strategic Policy: Countryside Protection
 Policy 31 - Green Infrastructure and Biodiversity
 Policy 32 - Strategic Policy: The Quality of New Development
 Policy 33 - Development Principles
 Policy 35 - Strategic Policy: Climate Change
 Policy 36 - Strategic Policy: Appropriate Energy Use
 Policy 37 - Sustainable Construction
 Policy 38 - Strategic Policy: Flooding
 Policy 39 - Strategic Policy: Infrastructure Provision
 Policy 40 - Sustainable Transport
 Policy 41 - Parking
 Policy 42 - Strategic Policy: Inclusive Communities
 Policy 41 - Community Facilities, Leisure and Recreation

RELEVANT NEIGHBOURHOOD PLAN

2.5 **Rusper Neighbourhood Plan 2018 - 2031**

RUS1 – Spatial Plan
 RUS3 – Design
 RUS5 – Green Infrastructure and Biodiversity
 RUS6 – Walking, Cycling and Equestrian Routes
 RUS8 – Landscape Character and Local Gaps
 RUS9 – Community Facilities
 RUS11 – Dark Skies
 RUS12 – Promoting Sustainable Transport

PLANNING HISTORY AND RELEVANT APPLICATIONS

RS/37/58	Residential development at 2 houses per acre (From old Planning History)	Application 12.11.1958	Refused	on
RS/35/93	Erection of annexe Site: Stafford House Bonnetts La Ifield	Application 20.09.1993	Refused	on
RS/8/94	Erection of 2 polytunnels and a farm store Site: Stafford House Bonnetts La Ifield	Application 18.05.1994	Permitted	on
RS/72/00	Variation of condition 4 of rs/8/94 to allow a garden/farm shop Site: Stafford House Bonnetts Lane Ifield	Application 06.12.2000	Refused	on
RS/11/01	Conversion of buildings to dwelling & garage retention of access removal of hardstanding to form paddock Site: Stafford House Bonnetts Lane Ifield	Application 11.04.2001	Permitted	on
RS/33/03	Double garage and workshop Site: Stafford House Bonnetts Lane Ifield	Application 27.06.2003	Permitted	on
DC/04/0227	Conversion and extension of building to form dwelling	Application 22.04.2004	Refused	on
DC/05/0689	Change of use to HMO (used for rent to low income persons who rent a single room with ensuite facilities together with communal kitchen and eating facilities) and 2-storey extension.	Application 18.05.2005	Refused	on
DC/05/1429	Change of use of land to airport parking for 55 cars	Application 01.09.2005	Refused	on

DC/05/2354	Retention of entrance gates	Application Refused on 30.11.2005
DC/17/1827	Change of use from residential dwelling to mixed used residential unit, religious meeting hall and place of worship. Erection of part single storey part two storey rear extension with associated internal alterations and two storey meeting hall with glazed link to proposed extension. Alterations to existing access and proposed landscaping.	Application Refused on 11.01.2018
DC/18/1584	Change of use from residential dwelling to mixed-use residential unit, religious meeting hall and place of worship. Demolition of various existing structures and erection of part single storey, part two storey rear extension with associated internal alterations and two storey meeting hall with glazed link to proposed extension. Alterations to existing access and proposed car parking	Application Refused on 09.11.2018
DC/20/0882	Change of use from residential dwelling to mixed-use purposes comprising a residential living unit and as a community meeting facility. Demolition of existing structures and erection of part single storey, part two-storey rear extension with associated internal alterations and two-storey meeting hall with glazed link to proposed extension. Alterations to existing access and proposed car parking.	Application Permitted on 10.12.2020

3. OUTCOME OF CONSULTATIONS

- 3.1 Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk

INTERNAL CONSULTATIONS

- 3.2 **HDC Environmental Health:** The site is considered to be in a quiet, residential area. This department has received several allegations of statutory nuisance in regard to smoke and noise being emitted from Stafford House since it's apparent occupation and operation in October 2017. This demonstrates that this is a sensitive area.

Conditions are recommended relating to hours of use, occupation of the residential unit in connection with the use of the building, hours of construction, asbestos assessments, waste debris and construction waste removal, control of dust, details of extract/ventilation equipment for the kitchen and any mechanical ventilation required for the community hall, details of air source heat pump, sound amplification, no live, recorded or amplified music.

OUTSIDE AGENCIES

- 3.3 **WSCC Highways:** No Objection

The site is located on Charlwood Road, which has a 40mph speed limit. The existing site layout provides an access 2.5m in width which traverses a disused spur, and originally formed part of the 'Y' junction with Bonnets Lane (to the west of the site) and Charlwood Lane.

As part of the proposals this access will be upgraded to 4.1m in width and the existing access road surface repaired up to the granite sets where it meets the carriageway edge. The new 33 space car park will also provide a space for the parking and turning of vehicles so these can exit in forward gear.

Visibility splays for this improved access have been provided based on a traffic volume and speed survey undertaken by Reeves Transport Planning. The results suggest the current speeds are 38mph northbound and 40mph south bound, in line with the posted speed limit. As splays of 105m to the south and 114.1m to the north are proposed these have been checked against DMRB standards and are accepted by WSCC.

As the access will see an increase in use WSCC have interrogated our RTCC database to ensure there are no patterns in traffic incidents which may need addressing as part of this intensification of use. Over the last 5 years there have been 4 recorded incidents which have all been related to driver error and judgement. Therefore, WSCC raise no concerns over the safety of the highway in this location. The improvements will assist in the safe entry and exit of vehicles visiting and leaving the site simultaneously.

All parking spaces should be provided as a minimum of 2.4m x 4.8m and all disabled spaces haven been given additional space around the sides; and rear to accommodate a wheelchair. These have also been located close to the main entrance. As the number of spaces are site specific the applicant has submitted a green travel plan, this plan will support car sharing amongst the Shia community, and the location of the bus stop on Charlwood Road, and provision of cycle storage will support sustainable travel to the site.

It is not clear where electric vehicle charging points will be provided. WSCC EVC policy requires at least 37% (11) spaces to be connected with the remaining spaces provided in a passive capacity for connection later.

3.4 Gatwick Airport (Aerodrome Safeguarding response dated 17.01.2022): The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to a landscaping condition. We note that bird boxes are proposed, we would ask that they be for the smaller species only such as Sparrows, Wrens, Blue tits etc.

3.5 Gatwick Airport (response dated 23.03.2022): Objection

The site to which the application relates lies wholly within the 2014 extended boundary for the Gatwick Safeguarding area as shown in the 'Gatwick Masterplan' published in July 2019.

National policy requires land around Gatwick to be safeguarded for an additional runway and associated facilities in the future. The government's requirement to safeguard land at Gatwick is derived from the Air Transport White Paper (ATWP) 2003. The ATWP required that land should be safeguarded for the potential future development of a wide spaced runway and associated facilities at Gatwick. In addition, the Aviation Policy Framework (2013) sets out Government's support for the need to safeguard land.

The purpose of safeguarding is to protect land from development that would be incompatible with the bringing forward of proposals for an additional runway in the future. The Horsham District Planning Framework (2015) Policies Map does not identify the Gatwick Safeguarded Land. However, Policy 44 of the Regulation 18 draft Horsham District Local Plan 2019-36 does acknowledge Gatwick Airport Safeguarded Land. While it is noted that Local Plan preparations have paused, it is considered that significant weight should be given to this matter when having regard to the local and national planning policy context.

While GAL are not actively pursuing an additional runway to the south at Gatwick it remains in the national interest to continue with this strategy of land safeguarding. If realised such a runway scheme would be a major infrastructure development of national importance. The safeguarding of land will preserve the option of facilitating important national infrastructure through the building of an additional runway to meet the future airport capacity gap that the Government's forecasts indicate will occur beyond 2030. GAL considers that the proposed development at Stafford House would result in significant intensification of development on the site including new permanent structures (circa 500 sq.m. GIA) to accommodate the enlarged community centre, an additional dwelling and approximately 60 car parking spaces. As such the proposed works are not 'minor' in nature and would be incompatible with

expansion of the airport and would act as an additional constraint including increased cost and complexity to the development and operation of an additional runway.

Planning permission should therefore be refused in accordance with national policy for the safeguarding of land at Gatwick.

3.6 **Gatwick Airport (Aerodrome Safeguarding response dated 16.01.2023):** The proposed additional information and the development as a whole has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to a landscaping condition.

3.7 **Natural England (response received 03.11.2022):** No Objection subject to appropriate mitigation being secured. Natural England notes that the Local Planning Authority, as competent authority, has undertaken an appropriate assessment of the proposal in accordance with regulation 63 of the Conservation of Species and Habitats Regulations 2017 (as amended). Natural England is a statutory consultee on the appropriate assessment stage of the Habitats Regulations Assessment process.

The appropriate assessment concludes that the authority is able to ascertain that the proposal will not result in adverse effects on the integrity of any of the sites in question. Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, Natural England concurs with the assessment conclusions, providing that all mitigation measures are appropriately secured in any planning permission given.

PUBLIC CONSULTATIONS

3.8 **Rusper Parish Council:** Strong Objection

- Water neutrality does not appear to have been demonstrated
- The scale of the new building would have a significant visual impact on the countryside landscape
- Not an appropriate site for the size and scale of planned visitors and growth planned
- Increase traffic in the rural locality at an inadequate junction
- Working times would not be suitable in this rural location
- Overdevelopment in a countryside location which would have negative environmental impacts
- Detrimental impact on neighbouring property

3.9 32 letters of support were received from 31 separate households, and these can be summarised as follows:

- Similar to other community facilities in the area
- Benefits the site
- Benefits to the community
- Meets the needs of the local community
- No impact on highway safety
- No impact on noise
- Does not impact the wider surroundings
- Adequate parking
- Proposed layout and new sound system will address noise
- Better than the approved scheme
- No overshadowing
- No wildlife impact
- Well enclosed

3.10 17 letters of objection were received from 16 separate households, and these can be summarised as follows:

- Impact on Gatwick safeguarding
- Increased activity and opening hours
- Loss of privacy
- Insufficient parking
- Water neutrality issues
- Unacceptable noise
- Noise Management Plan unacceptable
- Out of character
- Increased traffic
- Overdevelopment
- No need
- Inappropriate site
- Overbearing
- Impact on countryside
- Impact on biodiversity

4. HOW THE PROPOSED COURSE OF ACTION WILL PROMOTE HUMAN RIGHTS AND EQUALITY

- 4.1 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the same Act, which sets out their rights in respect to private and family life and for the home. Officers consider that the proposal would not be contrary to the provisions of the above Articles.
- 4.2 The application has also been considered in accordance with Horsham District Council's public sector equality duty, which seeks to prevent unlawful discrimination, to promote equality of opportunity and to foster good relations between people in a diverse community, in accordance with Section 149 of the Equality Act 2010. In this case, the proposal is not anticipated to have any potential impact from an equality perspective.

5. HOW THE PROPOSAL WILL HELP TO REDUCE CRIME AND DISORDER

- 5.1 It is not considered that the development would be likely to have any significant impact on crime and disorder.

6. PLANNING ASSESSMENTS

- 6.1 The application seeks full planning permission for the change of use from residential building to a mixed-use scheme, comprising of a community centre and an associated residential unit. Erection of a rear/side extensions with associated alterations. Alteration to the existing site entrance and formation of a formal car parking area with associated external works and landscaping.
- 6.2 The application seeks amendments to the scheme as approved under planning reference DC/20/0882, including the redesign and enlargement of the extension and the provision of a dedicated parking area.

Principle of Development

- 6.3 The application site is located beyond a defined built-up area, constituting a countryside location for the purposes of planning policy. Sporadic residential, commercial and community development can be identified to the north and north-west of the site along Bonnetts Lane

and Charlwood Road respectively, with an increase in built-development to the near south-east marking the urban-rural transition at the fringe of Crawley.

- 6.4 Policy 26 of the Horsham District Planning Framework (HDPF) seeks protect the countryside against inappropriate development. Proposed development must be essential to its countryside location, and in addition, support the needs of rural enterprise, promote quiet informal recreational use or enable the sustainable development of rural areas. Development proposals must not, either individually or cumulatively, result in a significant intensification of overall activity in the countryside and protect key features and characteristics of its respective landscape setting.
- 6.5 Policy 42 of the HDPF seeks to promote positive measures in support of a socially inclusive and adaptable environment, allowing for users to meet their long-term needs. Particular account will be given to the need to address the specific needs of minority, faith and community groups in addition to the needs of young people.
- 6.6 Policy 43 of the HDPF provides that new or improved community facilities will be supported to meet the identified needs of local communities. Policy 43, further, provides that sites located outside of defined built-up areas will be supported where this is the only practicable option and where a suitable site well-related to an existing settlement exists.
- 6.7 Policy 1 of the Rusper Neighbourhood Plan defines the built-up area for Rusper. Policy RUS2 of the Neighbourhood Plan states that proposals for the development of new business, commercial, community uses and flexible start-up business accommodation outside the built-up area boundary of Rusper will be supported provided they adhere to other policies of the development plan.
- 6.8 Paragraph 92 of the NPPF provides that planning policies and decisions should positively plan and seek to satisfy community needs through the provision of social, recreational and cultural facilities, including, meeting places and places of worship, in order to enhance the sustainability of communities and residential environments
- 6.9 The application site is subject of an extant planning permission under planning reference DC/20/0882 relating to the change of use from residential dwelling to mixed-use purposes comprising a residential living unit and as a community meeting facility. Demolition of existing structures and erection of part single storey, part two-storey rear extension with associated internal alterations and two-storey meeting hall with glazed link to proposed extension. Alterations to existing access and proposed car parking. The conditions requiring the submission and approval of additional information have been approved under reference DISC/22/0070, with no other conditions requiring formal discharge. It is therefore considered that there is a real intention and ability to implement the planning permission as approved. This is considered to represent a fallback position, which is considered a material consideration of significant weight.
- 6.10 The proposed development seeks to amend the scheme as approved, with the enlargement and alterations to the design of the approved extension and the provision of a designated parking area. The residential dwelling above is also proposed to be enlarged from the approved 1-bed unit to a 3-bed unit. The supporting information outlines that the changes in the application are necessary in order to meet religious guidelines, provide separate toilet facilities outside of the prayer rooms, and allow greater space for physical distancing. It is also outlines that the 1-bed unit had made it difficult to find an Iman since those suitable had family members and were unable to reside at the property. The proposal has therefore been redesigned to a 3-bed property to meet the needs of an Iman and their family.
- 6.11 While acknowledged that the extension would be enlarged, there is no evidence to suggest that this would result in a greater intensification in use of the premises. Rather, the proposal seeks to improve the quality of accommodation for users and the relationship with the nearest

residential property. The proposal would result in no greater intensification of use above that permitted under the extant planning permission, and is not considered to result in a greater level or intensity of activity within the countryside location than that previously approved. The extant planning permission represents a fallback position, with the proposed development considered to represent an improvement over the permitted scheme. For these reasons, the principle of development is considered acceptable, subject to all other material considerations.

Visual Impact

- 6.12 Policies 32 and 33 of the HDPF require development to be of a high standard of design and layout. Development proposals must be locally distinctive in character and respect the character of their surroundings. Where relevant, the scale, massing and appearance of development will be required to relate sympathetically with its built-surroundings, landscape, open spaces and to consider any impact on the skyline and important views.
- 6.13 Policy RUS3 of the Rusper Neighbourhood Plan states that proposals for new development, including extensions to existing buildings, must be of the highest design standards and will be required to reflect the character and scale of surrounding buildings.
- 6.14 The application site is enclosed by 1.8m high fencing and vegetation along the boundary with the highway which offers a significant degree of screening from both Bonnetts Lane and Charwood Road, with the site set back from the public highway. The proposal seeks to reinforce this boundary through the provision of 2m high fencing and additional planting.
- 6.15 It is recognised that the proposed development would represent a greater footprint than that approved under planning reference DC/20/0882, with the ridgeline of the extension extending to match the height of the existing building. The proposal would utilise a pitched roof with 3no. flat roof dormers extending from the eaves, with a flat roof link provided between the existing building and the proposed extension.
- 6.16 While recognised that the proposed extension would be of a greater scale and massing than the approved scheme, the proposal has been designed to break up the massing and provide visual relief through the 3no. individual dormers. This provides visual interest and is considered to result in a better quality addition. The proposed extension is considered to be sit comfortably within the confines of the site, and could be accommodated appropriately.
- 6.17 The proposal also involves the provision of a formal parking arrangement which would replace the existing grassed area to the east of the site. It is recognised that the formal arrangement as proposed would remove the amenity area and result in a large expanse of hardstanding to the front and side of the site. It is however acknowledged that additional planting is proposed along the entrance to the parking area which would mitigate views of the hardstanding when seen from the public highway. The proposal also offers an improved parking and access arrangement, with the use of hardstanding also likely to improve noise arising from vehicle movements entering and exiting the site when compared with the former 'unmade' arrangement as approved. These benefits are considered of weight in the planning assessment.
- 6.18 It is acknowledged that the Inspector's decision relating to planning reference DC/18/1584, raised concerns with respect to the visual impact of the parking arrangement and its effect on the semi-rural character of the site and surroundings. The extant planning permission did however conclude that the parking arrangement would not be detrimental to the visual amenities of the surroundings. This is a material consideration of significant weight.
- 6.19 The approved parking arrangement involved a plastic membrane surfacing which was to be infilled with shingle and grass seed. The purpose of this surfacing was to limit the visual impact of the parking area so that it retained its appearance as an amenity space. It is

acknowledged that the current proposal would result in a large extent of tarmac, with dedicated parking bays arranged around landscaped areas.

- 6.20 While the proposed parking arrangement would formalise the site and result in a large expanse of hardstanding within the site, it is recognised that the arrangement would improve accessibility throughout the site and would incorporate a surface that would reduce noise emanating from vehicle movements. These are considered to be material considerations that weigh in favour of the proposed arrangement. When coupled with the additional planting proposed, and in considering the conclusions of the extant permission, it is considered on balance that the proposal would not result in significant adverse harm to the character and visual amenity of the surroundings to justify a reason for refusal.

Amenity Impacts

- 6.21 Policy 32 of the HDPF states that development will be expected to provide an attractive, functional, accessible, safe, and adaptable environment that contribute a sense of place both in the buildings and spaces themselves. Policy 33 continues that development shall be required to ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land.
- 6.22 Paragraph 174 of the NPPF states that decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Paragraph 185 continues that decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions, and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so, they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development, and avoid noise giving rise to significant adverse impacts on health and the quality of life. Paragraph 188 outlines that the focus of planning decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions. Planning decisions should assume that these regimes will operate effectively.
- 6.23 The application site is subject of an extant planning permission for the change of use to mixed-use purposes comprising a residential living unit and as a community meeting facility, along with the extension of the building and landscaping alterations under planning reference DC/20/0882. This approval included conditions relating to noise mitigation measures (which have been subject of approval under a later DISC application) and conditions relating to hours of use, no public address equipment, amplified music, etc and restrictions on outdoor activities.
- 6.24 The current application seeks to enlarge the approved extension, with an internal redesign of the existing building to accommodate smaller rooms within proximity to the nearest residential dwelling known as Daisy Cottage.
- 6.25 The proposed extension would accommodate Prayer Rooms to both the ground and first floor of the proposed extension, which would be set away from the nearest residential property known as Daisy Cottage. Although noted that the existing building would be used for community purposes, the internal arrangement has been altered to retain smaller rooms which would offer further noise attenuation, with all existing openings along the northern elevation blocked up. The existing conservatory would be removed, which has previously been identified as contributing to the noise emanating from the site, with double doors provided. In totality, this arrangement is considered result in some noise attenuation improvements when compared with the extant planning permission. In addition, a fence would be erected to the north and west of the building, with the supporting information outlining that this would be locked with restricted access. The proposed redesign would

relocate the main activity away from the nearest residential property, and this is considered to result in a better relationship that would result in some amenity improvement.

- 6.26 Stafford House will operate for community between the hours of 12:00 and 22:00 Monday to Friday and 10:00 to 22:00 Saturdays, Sundays, Bank and Public Holidays. A maximum of 5 people will be present an hour before these times for preparation. As considered under the extant planning permission, a number of 'special events will be held outside of these hours, comprising 2 Eid Prayers starting at 8:00 and 2 Muharram overnight vigils. Eid Prayer will start at 8:00 and consist of between 70-90 community members. The event consists of Eid prayer and sermon which can last up to 2 hours. The two overnight vigils during Muharram will have between 15-40 attendees. Most of the attendees leave after morning prayers. Any out of hours events (referred to as 'Special Events') will be planned ahead to ensure the least impact on neighbours and appropriate highway safety management.
- 6.27 The submitted Noise Management Plan confirms that letters would be sent to nearby residents informing them in advance of these events. The Noise Management Plan also confirms that the outside area will be restricted and limited to authorised individuals only, with no outdoor events or activities taking place. It also confirms that all windows and doors would be closed during prayers and all other events, with signage provided within the building and car park to ensure attendees leave the premises quietly. Details of the speaker system to be used, which would be programmed to be inaudible from the nearest residential receptor has been provided, with confirmation that these speakers would be positioned to face away from the northern boundary.
- 6.28 The application site is subject of an extant planning permission for the use of the site as a community meeting facility and 1no. residential flat. While recognised that the proposal would enlarge the footprint of the approved extension, and would thereby increase the floor area serving the community facility, there is no evidence that the proposal would result in a greater intensification of use above that previously considered. The amended scheme has been redesigned to take better account of the constraints of the site, and most particularly the amenity of the nearest residential property.
- 6.29 The proposed parking layout would formalise the site through the provision of a tarmac-ed and designated parking arrangement. This is not considered to give rise to any further noise or disturbance than that previously considered, with the submitted Noise Management Plan confirming that the parking area would be managed by Wardens and sign posted to reduce speeds and limit noise/activity when entering and exiting. These measures are considered to limit noise and disturbance, with the proposal result in no further harm to residential amenity than the extant planning permission.
- 6.30 On the balance of these considerations, the proposal is considered to result in no further harm to the amenities of neighbouring properties than the extant planning permission.
- Highways Impacts
- 6.31 Policy 40 of the HDPF states that transport access and ease of movement is a key factor in the performance of the local economy. The need for sustainable transport and safe access is vital to improve development across the district.
- 6.32 Policy 41 of the HDPF stipulates that development must provide adequate parking and facilities to meet the needs of anticipated users, with consideration given to the needs of cycle parking, motorcycle parking and electric/low emission vehicles. Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for development overrides the loss of parking and where necessary measures are in place to mitigate against the impact.

- 6.33 The proposal would make use of a widened pre-existing access and seek to provide enhanced parking facilities within the site through the provision of a tarmacked hardstanding and allowing for the parking of 35no. vehicles to the south-east of Stafford House.
- 6.34 A Green Travel Plan has been submitted seeking to encourage sustainable modes of travel to the site and car-sharing. The submitted plans detail the provision of cycle-parking facilities and indicate that a total of 4no. electric vehicle charging points would be provided. This is considered to represent a sufficient provision of electric vehicle charging points for anticipated needs. It is also noted that Stafford House have entered into an informal agreement with Crawley Gurdwara which allows the community to use their site for parking should the car park at Stafford House become full.
- 6.35 The Local Highways Authority (LHA) has reviewed the proposal and have raised no objection on highways grounds. The LHA considered that the proposal would not unacceptably impact on highway safety or result in a severe cumulative effect on the operation of the highway network. Off-street parking capacity for the proposed development is considered acceptable, subject to conditions as recommended by the LHA, which would secure the implementation and delivery of electric vehicle charging points, a Green Travel Plan and cycle storage. As such, the proposal is considered to accord with Policies 40 and 41 of the HDPF and it is not considered that the Authority could substantiate a reason for refusal on highways grounds.

Water Neutrality

- 6.36 The application site falls within the Sussex North Water Supply Zone as defined by Natural England which draws its water supply from groundwater abstraction at Hardham. Natural England has issued a Position Statement for applications within the Sussex North Water Supply Zone which states that it cannot be concluded with the required degree of certainty that new development in this zone would not have an adverse effect on the integrity of the Arun Valley SAC, SPA and Ramsar sites.
- 6.37 Natural England advises that plans and projects affecting sites where an existing adverse effect is known will be required to demonstrate, with sufficient certainty, that they will not contribute further to an existing adverse effect. The received advice note advises that the matter of water neutrality should be addressed in assessments to agree and ensure that water use is offset for all new developments within the Sussex North Water Supply Zone.
- 6.38 The application site is subject of an extant planning permission for the change of use of the site to a mixed-use as a community facility and 1no. residential flat under planning reference DC/20/0882. The Applicant has provided written confirmation within the Water Neutrality Statement that the extant permission would be implemented in the event that the current proposal was not approved, with all relevant details reserved by condition attached to planning reference DC/20/0880 approved under reference DISC/21/0070. These circumstances are considered to establish the extant consent as a realistic fallback, together with the scale of mains-water usage which would be expected in the event that planning permission were not granted in this instance.
- 6.39 The main material change in respect of water-use associated with the proposed development, and relative to the extant development, is in respect of the ancillary residential unit featured within the development. This was previously approved as a 1-bedroom unit, with a 3-bedroom unit now proposed. It is considered that the increase in the scale of accommodation is likely to support a greater residential occupancy and resultant demand for the use of mains-water comparative to the approved development in the absence of any mitigating measures.
- 6.40 The submitted WNS models water-use associated with the extant approved development at 524.7 litres/day. This comprises of 346.5 litres/day usage associated with the community component of the approved use and 178.2 litres/day usage associated with the occupancy

of the 1-bed ancillary residential unit. Usage associated with the community component of the approved use has been calculated on the basis of primary data of actual usage obtained from a comparable facility for the Shia community in Coventry. This recorded usage has been applied to the per-person occupancy expected from the proposed development as derived from regular prayer sessions (55x persons). Usage associated with the occupancy of the ancillary residential unit has been calculated pursuant to Part G of the Building Regulations and with regard to average occupancy rates within the District extrapolated from Census data.

- 6.41 The physical scale of the community centre is not considered to influence the intensity of its use, as the intensity of use is predominantly derived from the size of the existing Shia community. It is not anticipated, therefore, that the proposed development would increase occupancy rates associated with the community component of the proposed use, and resultant mains-water use, notwithstanding the increased size of the proposed prayer room. The predominant change considered in this instance, comparative to the extant consent, is therefore only considered to be the change in usage characteristics associated with the residential component of the proposed use.
- 6.42 As the water use associated with the community use aspect of the proposals can be excluded given the extant fallback consent, the relevant baseline consumption is for the 1-bed dwelling aspect of the consented scheme only, which amounts to 178.2 litres/day. The proposed 3-bed dwelling would result in a water consumption of 333.45 litres/day, resulting in a net increase of 155.25 litres/day.
- 6.43 In order to reduce water-use within the proposed development the proposed development would incorporate efficient installations as specified within the submitted Water Neutrality Statement. Those associated with the community component of the proposed use are specified at Appendix D to the WNS, while those associated with the residential component of the proposed use are specified at Appendix A. Residential usage, prior to servicing by harvested rainwater, is calculated at 110.72 litres/person/day and is deemed easily achievable as broadly in-line with the optional requirement for 110 litres/person/day set-out at Part G to the Building Regulations. This creates a water demand of 273.48 litres/day which is still above the target 178.2 litres/day used by the permitted 1-bed flat.
- 6.44 The submitted WNS advances that a standard of 68.63 litres/person/day can be achieved within the proposed 3-bed dwelling through the incorporation of rainwater-harvesting utilised to service W/Cs and washing machines. This is evidenced by calculations undertaken pursuant to Part G of the Building Regulations at Appendix A. This provision, therefore, would reduce total water-use in respect of the proposed ancillary residential unit to 169.51 litres/day, and crucially below the level of usage anticipated in conjunction with the ancillary unit featured within the previously approved and extant development.
- 6.45 In total a saving of 163.94 litres/day is considered in respect of the proposed ancillary residential unit through the incorporation of rainwater harvesting and the respective servicing of specific installations. This exceeds the target saving of 155.25 litres/day. It is noted that the large volume of collectable rainwater from the building as a whole (which includes the roof to the adjoining community hall) is such that an estimated further saving of 72.56 litres/day could be achieved by using this rainwater to service toilets within the community hall.
- 6.46 The proposed mitigations can be embedded within the development and will be secured as part of any planning consent by way of planning condition. These measures are considered sufficient to avoid adverse effects on the integrity of the interest features of the Arun Valley SPA, SAC & Ramsar site from the development either alone or in combination with other plans and projects. Natural England concurs with the assessment conclusions, providing that all mitigation measures are appropriately secured in any planning permission given.

Climate change

- 6.47 Policies 35, 36 and 37 require that development mitigates to the impacts of climate change through measures including improved energy efficiency, reducing flood risk, reducing water consumption, improving biodiversity and promoting sustainable transport modes. These policies reflect the requirements of Chapter 14 of the NPPF that local plans and decisions seek to reduce the impact of development on climate change. Should the proposed development be approved, the following measures to build resilience to climate change and reduce carbon emissions would be secured by condition:
- Requirement to provide full fibre broadband site connectivity
 - Dedicated refuse and recycling storage capacity
 - Cycle parking facilities
 - Electric vehicle charging points
- 6.48 Subject to these conditions, the application will suitably reduce the impact of the development on climate change in accordance with local and national policy.

Other Matters

- 6.49 Paragraph 106 of the NPPF states that planning policies should provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so, they should take account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements. Planning policies should recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time, taking into account their economic value in serving business, leisure, training and emergency service needs.
- 6.50 The Aviation Policy Framework (March 2013) states that local authorities are required to have regard to policies and advice issued by the Secretary of State, highlighting that this includes the Aviation Policy Framework and that it may also be a material consideration in planning decisions depending on the circumstances of a particular application. The Government sets out the importance of safeguarding land for future airport development, commenting that land outside existing airports that may be required for airport development in the future need to be protected against incompatible development until the Government has established any relevant policies and proposals in response to the findings of the Airport Commission.
- 6.51 The Government is currently developing its long term Aviation Strategy to 2050. The Government reiterates the importance of safeguarding land for growth, stating that several airports safeguard land for future developments. The safeguarded land can be a mix of airport, council and private ownership, depending on the individual airport's circumstances. It is prudent to continue with a safeguarding policy to maintain a supply of land for future national requirements and to ensure that inappropriate developments do not hinder sustainable aviation growth. The National Planning Policy Framework has restated the government's commitment to "identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice". The government believes that this provides sufficient guidance for local authorities to consider the future needs of airports and their associated surface access requirements, when developing local plans
- 6.52 The Aviation Policy Framework (March 2013) suggested that the safeguarding of land would only be required until the findings of the Airports Commission were published. These findings were published in 2015, where it was unanimously concluded that a new North-West Runway at Heathrow Airport was the strongest option for an additional runway in the South-East of

England. On 25 October 2016 the Government formally announced that this option, combined with a significant package of supporting measures, was its preferred scheme to deliver additional airport capacity in the South-East of England.

- 6.53 In 2019, Gatwick Airport Limited (GAL) published its Gatwick Airport Master Plan 2019 which set out three scenarios for growth of the airport: (Scenario 1) for the airport to remain as a single runway operation using the existing main runway; (Scenario 2) where the existing standby runway is routinely used together with the main runway; and (Scenario 3) where GAL continues to safeguard land for an additional runway to the south. GAL acknowledges the Government's support for expansion of Heathrow, and states that it is not currently pursuing a scheme to deliver a second runway to the south of the airport. GAL does however, consider that land should be safeguarded as "it is in the national interest to preserve this opportunity".
- 6.54 The application site is located in the south-western extent of the area marked for safeguarding within Gatwick Airport's Masterplan 2019. Gatwick Airport have commented on the planning application where an objection has been raised on the grounds that the development would result in a significant intensification of development on the site, which would be incompatible with the expansion of the airport and would act as an additional constraint, including increased cost and complexity to the development and operation of an additional runway. It is however recognised in the response that GAL are not actively pursuing an additional runway to the south of the airport.
- 6.55 The HDPF does not contain any policies relating to the safeguarding of land for Gatwick Airport, albeit that it is recognised that the importance of safeguarding land is recognised within the NPPF. It is however noted that the Regulation 19 Draft Local Plan includes Policy 43 specific to Gatwick Airport Safeguarding. This policy states that land identified on the Policies Map will be safeguarded for development which would be incompatible with expansion of the airport to accommodate the construction of an additional wide spaced runway (if required by national policy) together with a commensurate increase in facilities that contribute to the safe and efficient operation of the expanded airport. Minor development within this area, such as changes of use and small-scale building works, such as residential extensions, will normally be acceptable. Where appropriate, planning permission may be granted on a temporary basis. The Regulation 19 Local Plan has not however progressed to Full Council, with limited weight afforded to this policy.
- 6.56 The proposed development relates to a material change of use to provide a community hall for a faith community, alongside an associated residential dwelling. The proposal would meet the long term and specific needs of the faith group, and would provide social and public benefits in this regard. This is considered to be of significant weight. While the objection from Gatwick Airport is acknowledged, it is recognised that the Airport are not currently pursuing development of a southern runway, where the development is not considered to adversely impact the long-term growth of Gatwick Airport.
- 6.57 It is noted that the Gatwick Safeguarding Team has requested the imposition of a condition in regard to landscaping. It is noted that the extant permission approved soft and hard landscaping in accordance with a specific plan. The current proposal includes details on landscaping on the submitted Site Plan reference 2.02, and these details comprise the planting of native trees. This is considered acceptable provided no fruit trees are planted. A condition requiring that soft and landscaping be carried out in accordance with this plan is therefore considered reasonable and recommended.

Conclusion

- 6.58 The application site is subject of an extant planning permission under reference DC/20/0882 for the change of use of the site to a mixed-use as a community facility and 1no. residential flat, with associated extensions and formation of a car park. Confirmation has been provided

that the extant permission would be implemented in the event that the current proposal was not approved, with all relevant details reserved by condition attached to planning reference DC/20/0880 approved under reference DISC/21/0070. These circumstances are considered to establish the extant consent as a realistic fallback.

- 6.59 The proposed development seeks to enlarge and redesign the approved extensions, with the enlargement of the associated residential dwelling to 3-bedrooms. The proposal would result in no greater intensification of use above that permitted under the extant planning permission, and is not considered to result in a greater level or intensity of activity within the countryside location than that previously approved. For these reasons, the principle of development is considered acceptable, subject to all other material considerations.
- 6.60 The proposal is considered to result in no further harm to the amenities of neighbouring properties than the extant permission, with the proposed extensions considered to be of greater visual interest that would result in no further visual impact that then approved scheme. In addition, the proposal is considered to provide sufficient parking for anticipated needs and would not result in harm to the function and safety of the highway network.
- 6.561 Subject to the mitigation measures proposed within the Water Neutrality Statement, the proposed development would not result in a significant impact on the Arun Valley SAC, SPA and Ramsar sites, either alone or in combination with other plans and projects. The grant of planning permission would not therefore adversely affect the integrity of these sites or otherwise conflict with policy 31 of the HDPF, NPPF paragraph 180 and the Council's obligations under the Conservation of Habitats and Species Regulations 2017.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 6.62 Horsham District Council has adopted a Community Infrastructure Levy (CIL) Charging Schedule which took effect on 1st October 2017.
- 6.63 **It is considered that this development constitutes CIL liable development.**

Use Description	Proposed	Existing	Net Gain
All Other Development	571.97	0	571.97
District Wide Zone 1	89.61	145.3	0
		Total Gain	
		Total Demolition	

- 6.64 Please note that the above figures will be reviewed by the CIL Team prior to issuing a CIL Liability Notice and may therefore change.
- 6.65 Exemptions and/or reliefs may be applied for up until the commencement of a chargeable development.
- 6.66 In the event that planning permission is granted, a CIL Liability Notice will be issued thereafter. CIL payments are payable on commencement of development.

7. RECOMMENDATIONS

- 7.1 To approve the application subject to the following conditions.

Conditions:

- 1 **Approved Plans**

- 2 **Standard Time Condition:** The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

- 3 **Pre-Occupation Condition:** The development hereby permitted shall be undertaken in full accordance with the water neutrality strategy as detailed within the Water Neutrality Statement by Folkes Architects reference Revision D dated August 2022 and received 25.10.2022). The dwelling hereby permitted shall not be first occupied until evidence has been submitted to and been approved in writing by the Local Planning Authority that the approved water neutrality strategy for that dwelling has been implemented in full. The evidence shall include the specification of fittings and appliances used, evidence of their installation, and completion of the as built Part G water calculator or equivalent. The installed measures shall be retained as such thereafter.

Reason: To ensure the development is water neutral to avoid an adverse impact on the Arun Valley SACSPA and Ramsar sites in accordance with Policy 31 of the Horsham District Planning Framework (2015), Paragraphs 179 and 180 of the National Planning Policy Framework (2021), its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), and s40 of the NERC Act 2006 (Priority habitats & species).

- 4 **Pre-Occupation Condition:** Soft and hard landscaping associated with the development hereby approved shall be implemented strictly in accordance with plans and details indicated on plan reference 2.02. New native planting (excluding any fruit trees) shall be fully implemented in accordance with the approved details within the first planting season following the commencement of the community use hereby approved, unless otherwise agreed in writing by the Local Planning Authority prior to the first commencement of the community use hereby approved. Any approved planting, which within a period of 5 years, dies, is removed, or becomes seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of visual amenity in accordance with Policies 25 and 33 of the Horsham District Planning Framework (2015).

- 5 **Pre-Occupation Condition:** The approved parking areas (as detailed on plan reference 2.02 shall be constructed and made available for use prior to the commencement of the community use hereby approved.

Reason: To ensure that there is adequate provision for the parking of cycles in accordance with Policies 40 and 41 of the Horsham District Planning Framework (2015).

- 6 **Pre-Occupation Condition:** Prior to the commencement of the community use hereby approved, the Applicant shall implement the measures incorporated within the submitted Green Travel Plan (Folkes Architects received 08.12.2021). These measures shall subsequently be adhered to for the duration of the use hereby approved, unless the Local Planning Authority consents to any variation in writing.

Reason: To encourage and promote sustainable transport and in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 7 **Pre-Occupation Condition:** Prior to the commencement of the community use hereby approved, the cycle parking facilities detailed on plan reference 2.02 shall be constructed and made available for use. Cycle parking facilities shall, thereafter, be retained for the duration of the use hereby approved, unless the Local Planning Authority consents to any variation in writing.

Reason: To ensure that there is adequate provision for the parking of cycles in accordance with Policy 40 of the Horsham District Planning Framework (2015).

- 8 **Pre-Occupation Condition:** Prior to the commencement of the community use hereby approved, the electric vehicle parking facilities detailed on plan reference 2.02 shall be constructed and made available for use. The electric vehicle parking facilities shall, thereafter, be retained for the duration of the use hereby approved, unless the Local Planning Authority consents to any variation in writing.

Reason: To ensure that there is adequate provision for the parking of electric vehicles in accordance with Policies 35 and 41 of the Horsham District Planning Framework (2015).

- 9 **Pre-Occupation Condition:** No part of the development hereby permitted shall be occupied until the necessary in-building physical infrastructure and external site-wide infrastructure to enable superfast broadband speeds of 30 megabits per second through full fibre broadband connection has been provided to the premises.

Reason: To ensure a sustainable development that meets the needs of future occupiers in accordance with Policy 37 of the Horsham District Planning Framework (2015).

- 10 **Pre-Occupation Condition:** No internally and/or externally located plant, machinery equipment or building services plant, including kitchen extractor and any mechanical ventilation, shall be operated until an assessment of the acoustic impact arising from the operation of all such equipment has been undertaken and has been submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken in accordance with BS 4142:2014 and shall include a scheme of attenuation measures to mitigate any adverse impacts identified in the acoustic assessment and ensure the rating level of noise emitted from the proposed building services plant is no greater than background levels. The scheme as approved by the Local Planning Authority shall be fully installed prior to first operation of the plant and shall be retained as such thereafter.

Reason: To safeguard the amenities of the neighbouring residential property of Daisy Cottage and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 11 **Regulatory Condition:** No works for the implementation of the development hereby approved shall take place outside of 08:00 hours to 18:00 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays nor at any time on Sundays, Bank or public Holidays.

Reason: To safeguard the amenities of adjacent occupiers in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 12 **Regulatory Condition:** The materials to be used in the development hereby permitted shall strictly accord with those indicated on plan reference 2.04 rev A.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 13 **Regulatory Condition:** The premises, with the exception of the residential unit and the body preparation room, shall not be used for community purposes except between the hours of 12:00-22:00 Monday to Friday and 10:00-22:00 on Saturdays, Sundays, bank and public holidays. The premises is authorised for use until 23:00 where events organised as per the Islamic Lunar Calendar are scheduled to finish by 23:00 or 23:30 on the approved Prayer Times Calendar (received: 11.05.2020), on two Eid days between 08:00-23:00, between

09:00-23:00 on 10th Muharram and for two overnight vigils per calendar year as an exception to the hours of use referenced above.

Reason: To safeguard the amenities of neighbouring residential occupiers in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 14 **Regulatory Condition:** The residential unit hereby approved at first floor level shall be occupied solely for purposes connected with the use of the remainder of the premises as a community and religious facility and shall not be severed to form an independent unit.

Reason: To safeguard the amenities of future occupants and in the interests of control In accordance with Policies 32 and 33 of the Horsham District Planning Framework (2015).

- 15 **Regulatory Condition:** The use hereby approved shall be carried out in accordance with the management practices as detailed within the Noise Management Plan dated 03.01.2023 and received 10.02.2023.

Reason: In the interests of amenity of adjacent occupiers and to ensure the use of the site does not have a harmful environmental effect and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 16 **Regulatory Condition:** No public address equipment, live, recorded or amplified music shall be played or used exterior of the existing building or extensions hereby approved.

Reason: To safeguard the amenities of neighbouring residential occupiers in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 17 **Regulatory Condition:** No prayer meetings or associated activities shall take place outdoors and such activities shall only take place inside the premises.

Reason: In the interests of residential amenity of adjoining occupiers and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 18 **Regulatory Condition:** No external lighting or floodlighting shall be installed other than with the permission of the Local Planning Authority by way of formal application.

Reason: In the interests of the amenities of the locality and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 19 **Post-Occupation Condition:** Upon the first commencement of the community use hereby approved the existing storage shed, car-port and conservatory indicated on plan reference 2.02 shall be demolished and all materials removed from the site.

Reason: In the interests of residential amenity of adjoining occupiers and in accordance with Policy 33 of the Horsham District Planning Framework (2015).