

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

8 February, 2023
04
22/3256

SITE INFORMATION

RECEIVED	20 September, 2022
WARD	Queensbury
PLANNING AREA	Brent Connects Kingsbury & Kenton
LOCATION	646C Kingsbury Road, London, NW9 9HN
PROPOSAL	Change of use of the ground floor from professional services to place of worship (Use Class F1(f)) and community hall (Use Class F2(b)) and replacement of windows with doors to front elevation
PLAN NO'S	Please refer to condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_161943</p> <p><u>When viewing this as an Hard Copy</u> .</p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "22/3256" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to:

That the Head of Planning is delegated authority to issue the planning permission and impose conditions and attach the following informatives in relation to the following matters:

Conditions


1. Three year commencement rule
2. In accordance with approved plans
3. Parking and Cycling
4. No amplified equipment
5. Use class restriction
6. Hours of Operation
7. Car Management Plan
8. Noise impact assessment

Informatives

1. Fire Statements

1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

SITE MAP



Brent Planning Committee Map

Site address: 646C Kingsbury Road, London, NW9 9HN

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This map is indicative only.

PROPOSAL IN DETAIL

Change of use of the ground floor from professional services to place of worship (Use Class F1(f)) and community hall (Use Class F2(b)) and replacement of windows with doors to front elevation.

EXISTING

The site is 2 storey commercial building located at the rear of 642 to 660 Kingsbury Road. The site is within the boundary of Kingsbury Town Centre but lies outside the Primary Shopping Frontage. The site is not located within a conservation area and there are no listed buildings within the sites curtilage. The site is located within an Air Quality Management Area.

AMENDMENTS SINCE SUBMISSION

Amendments sought during the course of this application are as follow

- The proposed car park and fire exist doors open inwards rather than outwards based on the initial drawings.
- The Ownership Certificate of the site has been changed from A to B which are not the sole owners and 21 day notices were served to all the freeholders/owners of the site within the red edge boundary.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

Representations Received: A significant number of representations have been received. These include 125 objections, 1 neutral comment and 27 support comments. In summary the nature of the objections relates to impact on neighbouring amenity, parking demand, traffic congestion and highway safety concerns, negative impact on business within Kingsbury Town Centre, and already sufficient number of place of worship in the locality. The support comments highlight the need for a place of worship and that this would be a good location within a town centre that is within a sustainable location. These are set out below and discussed in the report.

Principle of Development: The site is within Kingsbury Town Centre, however not primary shopping frontage. The general principle of change of use is supported in this location, contributing towards the Brent's Social infrastructure.

Highway impacts: The proposed place of worship would retain the existing 6 parking spaces and cycle parking on the service road adjacent to the site, meeting parking and cycling standards. Consideration has also been given to submission of a car park management plan on site and car park enforcement measures to ensure parking associated with the proposed use does not result in highway safety problems in the area. Moreover, the town centre location and the good access to public transport services means that the site is well located in transport terms, with plenty of alternatives to car use. Overall it is not considered likely that the proposal would result in significant transport impacts.

Residential amenity: The proposal would be within a Town Centre location, however the building is near to the flats above the commercial premises fronting Kingsbury Road and a condition is attached to this application for a noise impact assessment to the nearby residential units and any mitigation measures that would need to be carried out to minimise any disturbance that can arise from the use.

Design and appearance: The proposal is considered not to result in harmful impact on the character and appearance of the local area.

RELEVANT SITE HISTORY

21/4171 - Refused on 07/01/2022

Change of use of the ground floor from professional services to place of worship (Use Class F1(f)) and meeting hall (Use Class F2(b)) and replacement of window with entrance door to front elevation

CONSULTATIONS

140 nearby properties were consulted on 23rd of September 2022.

125 objections were received along with 27 support comments and 1 neutral comment. A summary of the comments received is discussed below:

Reference is made in some comments to a letter which was circulated. Officers are not aware of any pamphlets that has been circulated / posted to residents within Kingsbury and cannot comment on this point. This was not a part of the formal planning application consultation.

Nature of Objection	Officer response
Overspill of parking within the area and neighbouring streets. The parking availability on the roads in the surrounding area is at capacity at all times. On Kingsbury Road people regularly park on the pavement illegally.	This is discussed within paragraphs 15-27 within the remarks section below.
No adequate parking proposed on site for 40 worshipers. Other comments refer to 60 or 100 visitors	This is discussed within paragraph 15-18 within the remarks section below.
This would have negative impact on the businesses and their livelihood in long term as it would not be a convenient shopping place for people due to lack of parking and additional traffic.	The premises has 6 parking spaces and there would be parking management condition attached to this application for managing car park for the proposal. Moreover, the proposal is within Town Centre with good public transport rating of 4
Given the population the attendees will exceed the 41 people within the application and there is no ways to restrict the flow of worshipers especially at prayer times and Fridays	It is set out within the submission that maximum occupancy would be 41 people and the submitted drawings show the extent of the main room that would be used with this number of people. A condition to restrict the maximum level of occupancy would be difficult to enforce. However, the size of the rooms is such that the level of occupancy is not likely to be excessive for a town centre location even if the specified maximum level was exceeded.
Generate more traffic especially at the Kingsbury Circle	The proposal is within Town Centre with good public transport and attendees can access the centre via foot and public transport.
The traffic generated would slow down the emergency vehicles such as ambulances	It is not considered likely that the proposal would lead to a material increase in traffic congestion.
The entrance of the flats to the rear and service driveways for the shops can be blocked by the additional influx of the cars	This is an existing situation on site with the 6 parking spaces, however a car parking management would be secured through condition.
Emergency fire or ambulance access to the shops and residential flats to the rear would be a problem by the parking. Moreover, the rear Aldi car park can be blocked by shoppers and gym users effecting the fire service access to the premises. The dustbin collection 2-3 times a week would also create hazard for flats and emergency service access.	This is also the existing situation of site and the 6 parking spaces are present and no additional parking space has been proposed on site.
The assembly point shown on the Fire Map on Kingsbury can have potential hazard with large number of people on busy street compromising the pedestrian safety.	The wide pavements within Kingsbury Road are likely to be sufficient for the anticipated number of users.
The narrow passage for access would be congested with additional footfall making safety issue and COVID-19 issues especially for elderly population.	The passage currently serves customers using the car park and is an existing situation on site. The passage narrowest point is only a short section at the start which widens towards the car park and the premises entrance.
The attendees should share the facility with other	The applicant has provided a statement stating that,

places of worship within the area. There are mosques within Hendon or Fatwa mosque or other centres.	<p>there are no communal prayer facilities or community halls for the wider public and surrounding residents. The closest places of Islamic worship and community halls to the application site are at the following locations:</p> <ul style="list-style-type: none"> - Hendon Mosque and Islamic Centre – 2.1 Miles or a 42 minutes walk. - Fatwa Council Mosque – 1.4 Miles or a 29 minutes walk. - Kingsbury Islamic Centre – 1.3 Miles or a 28 minutes walk. <p>It was stated that the local Muslim population are in need for a place of worship and community hall facility as the closest facilities are situated a significant away and would require a sizeable commute.</p> <p>This has been reviewed by Brent's policy team and is discussed within paragraph 7.</p>
The places of worship should not be within Town centres and should be within areas of ample parking or proximity and as such inappropriate location.	Brent's Local Plan policy BSI1 required community centres to be within town centres. This is discussed under paragraph 4-9.
More pollution and chaos as part of the traffic and attendees	The proposal is within Town Centre with good public transport and has been stated that most of the attendees are within proximity of the site and would access the site by foot.
Would Cause noise and disturbances to the residents and shoppers in the vicinity	This is discussed within paragraph 29-30 within the remarks section below.
The plans does not show women facilities such as toilets or babies children changing area	The plans show two toilets, including one disabled WC. Planning policy does not require separate facilities for women and children.

The 27 support comments has been summarised as below

Nature of Support	Officer comments
The majority of the worshippers live within proximity and walking distance of Kingsbury and most shop keepers are Muslim that can use this facility by foot.	Noted
The traffic in Kingsbury is an existing situation and a place of worship would not make this substantially worse.	Noted
Kingsbury has several halal shops, restaurants, takeaways and businesses therefore already attracts a large population of Muslims. Having a mosque in Kingsbury would be a convenient spot for those people to pray locally and not having to travel to faraway mosques.	Noted
Kingsbury has good public transport with several buses and transport links	Noted
Local businesses will only benefit from more people coming to the High Street, hence can be positive traffic to the businesses. In fact the parking space of 6 should be dedicated to disabled badge holders.	Noted
A mosque will create local diversity of culture as there are temples, synagogues and churches at close proximity but no mosques.	Noted
The facility can bring peace in community and positive changes on the youths and children.	Noted
The proposal is like airport style prayer room and	.Noted

slightly bigger and not a multi story mosque to be of concern.	
The are no mosque within Kingsbury and local residents would have to travel to Harrow or Hendon for such facilities.	Noted
If people chose to live above shops in town centre there are likely to experience more noise and activity than normal residential street. Town centre by nature meant to be busy till late due to pubs and restaurants etc. The proposed mosque would be much less quite the other late night uses allowed in town centre	Noted

POLICY CONSIDERATIONS

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of this application should be in accordance with the development plan unless material considerations indicate otherwise.

The development plan is comprised of the
London Plan 2021
Brent Local Plan 2019-2041

Key policies include

London Plan 2021

S1: Developing London's Social Infrastructure
D12: Fire Safety
T5: Cycle Standards

Brent Local Plan 2019-2041

DMP1: Development Management General Policy
BD1: Leading the Way in Good Design
BSI1: Social Infrastructure and Community Facilities
BE3: Local employment sites and work-live
BSUI4: On Site Water Management and Surface Water Attenuation
BGI1: Green and Blue Infrastructure
BT1: Sustainable Travel Choice
BT2: Parking and Car Free Development
BT3: Freight and Servicing

Other material considerations include:

National Planning Policy Framework 2021
Supplementary Planning Document 1 "Brent's Design Guide" 2018

DETAILED CONSIDERATIONS

Context:

1. The application proposes the change of use of the ground floor of 646C Kingsbury Road from financial and professional services (E(c)(ii)) use class order September 2020 to a place of worship (F1(f)) and F2(b) and community hall for locals. The application identifies the existing use as being a professional services (A2 use class), and therefore falling under use class (E(c)(ii)), however, the only granted relevant planning history (02/1245) for changes to the office building in B1 use class. This would consequently result in the change of use from an office within use class (E(g)(i)) instead rather than the professional services the application form refers to. Nevertheless, the applicant refers to offices within parts of their statement.

2. Furthermore, based on google 2021, the building is likely to be an office as was confirmed to be previously in use by an accountancy firm. As such this application would be assessed based on the change of use from an office space use class E(g)(i) based on September 2021 use class order changes and as stated within their application form under section 'existing and proposed uses'.

Background:

3. Previous application for similar proposal was refused under planning reference 21/4171 on 4 grounds as below. The applicant has resubmitted in an effort to overcome and remedy these reasons for refusal.

1. *The proposal due to lack of information and additional evidence as to the local need, and consideration for the potential use of facility more intensively outside of the identified hours by the local community and lack of drafting a Community Use Agreement for a wider use of the building would be contrary to BS11 of Brent's Local Plan.*

2. *The proposal would result in increased pedestrian activity to the site with inadequate provision of safe pedestrian and cyclist access to the premises to the rear of the service road to the detriment of pedestrian and highway safety contrary to policy T5 of London Plan 2021, policies DMP1 and BT1 of Brent's Local Plan.*

3. *Due to insufficient information on the maximum capacity of the site including number of staff and attendees and lack of travel plan to help mitigate any overspill of parking in the area as well as any potential loss of access to existing servicing provision for the retail units along this service road would also be contrary to DMP 1, BT2 and BT3 of Brent's Local Plan.*

4. *The submission fails to demonstrate that the proposed development will achieve an appropriate standard of fire safety and the proposal is therefore contrary to Policy D12A of the London Plan (2021).*

Principle of development:

4. Policy S1 of the London Plan 2021 states that development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be supported. New facilities should be easily accessible by public transport, cycling and walking. It recognises that social infrastructure plays an important role in developing strong and inclusive communities and it can provide opportunities to bring different groups of people together, contributing to social integration and the desirability of a place. Shared use and co-location of facilities should be encouraged, in order to align service provision, use land more efficiently and facilitate opportunities for different groups of people to come together, encouraging further inclusion and community participation.
5. As it was identified above, the premises was last in use as an office falling within use class E(g)(ii). Such a use of the site would be considered to be a local employment site, and the proposal would result in the loss of the office floorspace at ground floor level. Policy BE3 requires the protection and enhancement of Local Employment sites. It would be expected that release of these premises for non-employment uses would only be allowed should it be demonstrated that the existing use is no longer wholly viable. The applicant has not submitted any information to demonstrate compliance with this policy. However, the application is for a social infrastructure (a place of worship) and the applicant has demonstrated that there is a need for this type of use within the local area, the benefits associated with this provision is considered to outweigh the absence of information relating to the continued use as an office.
6. The existing unit is located to the rear of 642-660 Kingsbury Road which is part of Kingsbury town centre. The unit is a separate premises which is not ancillary to one of the units within the Kingsbury Road frontage. As such, while it is in the Kingsbury Town Centre, it is not within the designated Primary Shopping Frontage. Therefore its change of use would not compromise the on-going sustainability of the town centres core retail function, and is considered acceptable in principle.
7. Brent's Local Plan policy BS11 requires proposals for new social infrastructure, such as that which is being proposed here, to meet all of the following criteria:

e) easily accessible by public transport, walking and cycling, preferably in town centres or Growth Areas;

The application site is within a town centre and as such is considered to be easily accessible via sustainable transport modes, and is appropriately located along with other infrastructure and amenities.

f) located within the community they are intended to serve;

Developments proposing new social infrastructure will need to provide evidence of its local need. With regards to the lack of evidence towards local need as per previous refusal reason, the applicant has submitted a petition with 465 signatories from the local community to demonstrate the demand for the proposed facility. Alongside this, they have identified the density of the Muslim population, and the relative absence of Islamic prayer facilities compared to facilities for other religious groups. Given the difficulty in demonstrating the need for such facilities due to no 'standard' methodology, it is considered that this presents a strong argument for the need for the proposed facility. As such, the application is considered to satisfy this previously outstanding policy requirement.

g) provided in flexible and adaptable buildings;

The only proposed internal alterations are to insert toilet and ablution facilities. The remainder of the premises will remain as a single room for the purposes of worship. Therefore there is an inherent flexibility in the building's potential use for other community groups.

h) ideally co-located with other social infrastructure uses;

the proposed site is located within a town centre area and as such considered to be acceptable in terms of its location.

(i) maximising wider community benefit, through if necessary, requiring formal community use agreements.

The previous application noted that the premises would be open between 4-8pm and prayer times, however no specific time was given within the application documents or reports and it was assumed that the premises would be closed for most of the day and as a result it was required for the infrastructure to provide opportunities for public access through a Community Use Agreement (CUA). However, in this re-submission, it is set out within the Planning Statement that while the premises is limited in size and would therefore have limited benefit to the wider local community, the applicant would be willing to enter into a Community Use Agreement (CUA) if necessary. It is set out in the noise statement that the use would operate between 12pm to 9pm Monday to Sunday. As such, it is likely that the premises would be used for significant portions of the day each week and as such, there would be limited capacity to secure wider community use through a CUA. The proposed change of use is considered to be appropriate without a Community User Agreement in this instance.

8. In summary, the proposal is considered acceptable in principle and additional evidence as to the local need has been submitted as part of this application and would be in compliant with Brent's BSI1 policy points discusses above.

Character and appearance:

9. DMP 1 asserts that development will be accepted provided it is; 'of a location, use, concentration, siting, layout, scale, type, density, materials, detailing and design that provides high levels of internal and external amenity and complements the locality.
10. The proposal within this application would not alter the massing of the building but would replace one ground floor window to door for fire exist use as well as widening of the existing door that serves as separate access for cyclists and people parking within the service Road. These changes are acceptable in terms of character and appearance given the location at the rear of a service road and overall building appearance.

Security and safety considerations:

11. Chapter 8 'Promoting Healthy and Safe Communities of the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life.
12. The proposal on the plan shows two ways of access to the internal ground floor prayer area. The main pedestrian entrance to the place of worship and community hall would be via the covered pedestrian passage from Kingsbury Road next to Aldi that connects the store to its car park. This route provides a safe and convenient link to Kingsbury Road. This information would also alleviate the reason for refusal per previous application due to lack of clarity for access routes which would no longer

be of concern. The secondary access to the southern elevation would provide entry to those arriving by car and bicycle only. As the site will predominantly serve the local community, and combined with the highly accessible location, the vast majority of visitors would travel to the site by foot or public transport using the side passage next to Aldi supermarket. As such, in conclusion the proposal is compliant with DMP 1 paragraph f of Brent's Local Plan policy 2019-2041 providing well-used routes for pedestrian users.

Transport and highways:

13. The site is located with good public transport with rating of PTAL 4 .
14. Parking and servicing standards are stipulated in Appendices 4 and 5 of Brent's adopted Local Plan.
15. For the existing offices, this requires compliance with the standards set out in Table 10.4 of the London Plan, which allow one space per 100m² for offices in Outer London. For servicing, the Local Plan requires access for 8m rigid vans.
16. The existing building would therefore be allowed one parking space and would require an 8m loading bay. The existing provision of six parking spaces exceeds maximum allowances, whilst no space is specifically identified for delivery vans. As the site has a good PTAL rating, any parking for the proposed use of the ground floor as a prayer hall and meeting room would need to be justified through a Transport Assessment.
17. In this case, although a Transport Assessment has not been provided for the application, greater detail on the scale of the use has been provided. This confirms that the prayer hall would be able to accommodate up to 40 worshippers at a time, plus the Imam.
18. The application does not set out detail on likely attendance figures through the week, but it is understood that attendance for a Muslim place of worship tends to be focussed on certain specific times, such as Friday lunchtimes. At those periods, demand for parking can be quite intense.
19. As such, whilst any new parking would be resisted, there would be some justification for retaining the six parking spaces for the building (one of which is proposed to be retained for the first floor office), although public car parking is also available in the area within the pay and display bays along Kingsbury Road and within the public town centre car parks.
20. However, it is also important that parking at peak times is well managed and that worshippers do not park along the private access road and obstruct access to other premises. The centre should be prepared to take action against any persistent offenders in this regard.
21. Based on this a car parking management condition is recommended to be secured to any forthcoming consent. This would require the provision of information on car parking enforcement measures and monitoring the operation of the plans and any further funding for additional signage and parking enforcement in the event that parking problems arise along the rear service road. It should be noted that the car park and access to the car park does not fall within the public highway .
22. Otherwise, the town centre location and the good access to public transport services means that the site is well located in transport terms, with plenty of alternatives to car use. The overall transport impact is not therefore likely to be significant.
23. The London Plan would require a minimum of two bicycle parking spaces for the prayer hall, plus a space for the retained offices on the first floor. A bicycle shelter on the western side of the building for seven bicycles is now proposed and this is more than sufficient to meet standards.
24. Finally, concerns were raised on an earlier application for this use regarding the lack of safe pedestrian access to the site via the rear service road. Pedestrian access arrangements have now been clarified, with the prayer hall to be accessed via the existing footpath for the adjoining supermarket, which links the store to its car park. This route provides a safe and convenient link to Kingsbury Road, so pedestrian access is no longer a concern.
25. A condition limiting the maximum number of users would not be enforceable and this cannot be restricted through condition. Furthermore, the proposal would allow use as a place of worship and a community hall. This is not unusual for places of worship. However, community hall use has the potential to allow

greater levels of occupancy. Nevertheless, given the town centre location and good public transport accessibility, this is not considered to change the conclusions that have been discussed above.

Residential Amenity

26. The proposed place of worship would be within a Town Centre environment and would be operational Monday-Sunday on prayer times and 12:00 to 21:00 p.m daily which appear to be in keeping with the times of use for surrounding units within the town centre. The applicant has provided a noise statement and has mentioned that due to the town centre location of the site and significant number of commercial units that are open substantially later than the use proposed and their associated extraction flues, machinery and plant, the proposed place of worship and community hall would have a considerably lesser noise output. The applicant has also indicated that they would accept a condition requiring a formal noise impact assessment and by further restriction condition, that no amplified sound or machinery/plant to be installed on the site. With these conditions in place, is considered likely that the level of noise generated by site would be nominal.
27. There are residential units above 642,646, 648,650,652,654,656, 658 and 660 Kingsbury Road close to the site at first floors. The proposal to the east would comprise of Aldi supermarket and Gym and seven flats at 632 Kingsbury Road.
28. The statement has been reviewed by Council's Environmental Health officers recommending a condition restricting the operating hours as well as submission of a more detailed noise assessment in line with BS4142 and BS8233 with noise insulation measures if required as a result of the assessment be attached to this consent. The noise impact should consider the noise from proposed activities at the place of worship and community hall on nearby properties.

Fire Safety:

29. Policy D12A of the London Plan now requires all development proposals to achieve the highest standard of fire safety and requires submissions to demonstrate that they:

- 1) *identify suitably positioned unobstructed outside space:*
 - a) *for fire appliances to be positioned on*
 - b) *appropriate for use as an evacuation assembly point*
- 2) *are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures*
- 3) *are constructed in an appropriate way to minimise the risk of fire spread*
- 4) *provide suitable and convenient means of escape, and associated evacuation strategy for all building users*
- 5) *develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in*
- 6) *provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.*

30. The applicant has submitted a fire statement addressing the London Plan Policy D12A which includes means of escape, fire equipment and building structural elements. It has been also stated that the fire services can access the building from the rear car park and from Kingsbury Road for laying hose. A Fire Safety Manual would also be produced as part of the requirements as stated within their statement.
31. The information would be acceptable to meet the requirements of policy D12a and that any proposal would still be subject to building regulation approval.

Equalities:

32. In line with the Public Sector Equality Duty, the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).

Conclusion:

33. The proposal is considered to accord with the development plan, and having regard to all material planning considerations, should be approved subject to conditions as set out within this report. The proposal would deliver a social infrastructure playing a vital role in supporting Brent's diverse community, helping to promote social inclusion and cultural wellbeing within a sustainable location.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 22/3256

To: Mr Poptani
Sterling Town Planning
The Backyard Co
23 Oaklands Road
London
NW2 6DL

I refer to your application dated **20/09/2022** proposing the following:

Change of use of the ground floor from professional services to place of worship (Use Class F1(f)) and community hall (Use Class F2(b)) and replacement of windows with doors to front elevation

and accompanied by plans or documents listed here:
Please refer to condition 2

at **646C Kingsbury Road, London, NW9 9HN**

The Council of the London Borough of Brent, the Local Planning Authority, hereby **GRANT** permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date: 03/02/2023

Signature:

Gerry Ansell
Head of Planning and Development Services

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with the:-

National Planning Policy Framework 2021
The London Plan 2021
Brent Local Plan 2019-2041

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

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

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

646C/01/02/03/04 A/05 A/06
646C/07
646C/08

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The parking and cycle parking layout hereby approved shall be implemented in full prior to the commencement of the approved use and retained in its approved form thereafter.

Reason: To ensure adequate parking and cycle parking facilities in accordance with Brent's adopted Local Plan Policies.

- 4 The use of amplified sound or music shall not take place within the premises hereby approved at any time.

Reason: In the interests of the amenities of nearby residential occupiers.

- 5 The development hereby approved shall be carried out in accordance with the layout shown on the approved plans, the premises shall not be used for any purposes other than a Place of Worship within Use Class F1 or as a community hall within Use Class F2, notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification).

Reason: In the interests of proper planning and to ensure appropriate, to control the operation of the site in the interest of residential amenity and highway safety.

- 6 The premises shall not be used except between the hours of:-

12:00 p.m. and 21:00 p.m.

Reason: To ensure that the proposed development does not prejudice the amenities of nearby neighbouring occupiers.

- 7 The use hereby permitted shall not commence until such time as a Car Parking Management Plan has been submitted to and approved by the Local Planning Authority. The Plan shall set out arrangements for:-
- (i) the booking and allocation of parking spaces within the site, with priority given to Blue Badge holders and car sharers;
 - (ii) car parking enforcement measures for the car parking spaces to ensure they are only used by authorised drivers;
 - (iii) the provision of information to staff and visitors at the site highlighting that only authorised vehicles may use the allocated parking spaces and that other vehicles that have not pre-booked spaces must not access or park in the service road to the rear of 642-660 Kingsbury Road and will run the risk of a parking fine if they do;
 - (iv) the provision of information to staff and visitors highlighting the alternative options for car parking in the area (e.g. Aldi car park, Kingsbury station car park, on-street pay & display parking bays) and alternative options for public transport access;
 - (v) monitoring of the operation of the Plan with a view to funding additional signage and parking enforcement in the event that parking associated within the use results in parking problems along the rear service road.

The use hereby permitted shall not operate other than in full accordance with the Car Park Management Plan.

Reason: To ensure that parking associated with the proposed use does not result in highway safety problems in the area.

- 8 Prior to the first occupation of the premises hereby approved, an assessment of the expected noise levels shall be carried out in accordance with BS8233:2014 and BS4142:2014 and any mitigation measures necessary to achieve the required noise levels shall be submitted to and approved in writing by the Local Planning Authority and all mitigation measures within the approved assessment shall be implemented in full prior to first occupation and maintained in accordance with the approved details for the lifetime of the development.

Reason: To protect neighbours living conditions and ensure acceptable local noise levels, to comply with Policy DMP1.

INFORMATIVES

- 1 The submission/approval of the Fire Safety Statement does not replace the need for building regulation approval in relation to fire safety, nor does it convey or imply any approval under those regulations.

Any person wishing to inspect the above papers should contact Mahya Fatemi, Planning and Regeneration,
Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 2292