

Agenda Item 04

Supplementary Information Planning Committee on 10 July, 2024

Case No.

23/3187

Location	Land at 370 High Road and 54-68 Dudden Hill Lane, London, NW10
Description	Demolition of existing buildings and redevelopment to provide six mixed use blocks, comprising residential dwellings (Class C3); the provision of industrial floorspace, gym floorspace, retail floorspace and flexible commercial floorspace; associated vehicular access; car and cycle parking spaces; refuse storage; amenity space; substation and landscaping.

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Amendments to main report

- Following further representations received from Transport for London, paras. 207 and 208 are amended to read as follows:

'207. The London Plan does also allow amended standards for retail parking where there is clear evidence that the usual standards in Table 10.5 would result in a significant reduction in the viability of mixed-use redevelopment proposals in a town centre area. The site is not located within a town centre area, but within a Growth Area and intensification corridor, where it would be expected for more larger-scale amenities including supermarkets to be located. In addition, the supporting justification to Policy BT2 of the Local Plan (para. 6.8.17) outlines that parking provision is a balance between a number of factors, one of which is including making development viable. Paragraphs 4.6.12-4.6.15 of the Transport Assessment make it clear that the supermarket is a key element of the proposal that supports the viability of the rest of the development. It also states that the proposed supermarket operator has struggled to operate stores elsewhere in London without parking, having recently closed a 'car-free' store in Camden. Brent highways officers therefore accept that an element of car parking is vital to the viability of the supermarket in order to assist with the transport of large, bulky shopping and by extension, is necessary to support the viability of the development as a whole.

208. In terms of the volume of car parking proposed, the number of standard width spaces equates to one space per 70m² retail floor area, which is below the maximum amount of parking that would be permitted if the site had a slightly lower PTAL rating of 4. Therefore, while TfL's concerns are noted, at a local level Brent officers consider the number of proposed spaces to be reasonable and justified in supporting the viability of the overall scheme.'

In addition, within the summary of key issues section, the 'transport' paragraph is amended to read as follows:

'...Brent officers consider the long-term viability of the retail use, and therefore the scheme as a whole, would be compromised without the provision of this car parking and this is supported by Local Plan policies.'

Recommendation: Officers continue to recommend that permission is granted, subject to the same conditions and heads of terms set out in the original committee report.

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