

<p><u>MEETING</u></p> <p>PLANNING COMMITTEE</p>
<p><u>DATE AND TIME</u></p> <p>MONDAY 22ND JUNE, 2020</p> <p>AT 6.00 PM</p>
<p><u>VENUE</u></p> <p>VIRTUAL MEETING</p>

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
1.	ADDENDUM (IF APPLICABLE)	3 - 10

mainplanning.committee@barnet.gov.uk

To access the live stream of the meeting please click the link below:

This page is intentionally left blank

22 June 2020

**ADDENDUM TO SERVICE DIRECTOR OF DEVELOPMENT MANAGEMENT AND
BUILDING CONTROL'S REPORT**

Application: 20/0510/FUL
Victoria Park Market
Pages 9 to 101 of the Agenda

Additional Planning History

Reference: 17/7610/S73

Address: Victoria Park, Ballards Lane, London,

Decision: Approved subject to conditions

Decision Date: 06 April 2018

Description: Variation of condition 7 (Expiration Date) pursuant to planning permission 17/1030/FUL dated 12.07.2017 for Use of land for weekly food market on Sundays to change the date to commence on the 13th of May 2018 and to end on the 13th of May 2019 (AMENDED DESCRIPTION)

20/0276/FUL

Beaufort Park, Aerodrome Road, London, NW9 5JH

Conditions

Condition 2 to be updated to include the following drawing references:

- Consented Sitewide Masterplan 1 PTA-ZZ-ZZ-DR-A-01002-P4
- Site Location Plan 190010 - PTA-ZZ-ZZ-DR-A-01002-P5
- Wheelchair Adaptable Homes Reference Plan - PTA-ZZ-ZZ-DR-A-03200-P5
- Site Landscape Plan - PTA-ZZ-ZZ-DR-A-03500-P3
- Podium Landscape Plan - PTA-ZZ-ZZ-DR-A-03501-P4

- Ground Floor Site Plan - PTA-ZZ-ZZ-DR-A-03100-P6
- Lower Ground Floor Plan - PTA-ZZ-ZZ-DR-A-03101-P17
- Ground Floor Plan - PTA-ZZ-ZZ-DR-A-03102-P19
- First Floor Plan - PTA-ZZ-ZZ-DR-A-03103-P20
- Second Floor Plan - PTA-ZZ-ZZ-DR-A-03104-P18
- Third Floor Plan - PTA-ZZ-ZZ-DR-A-03105-P18
- Fourth Floor Plan - PTA-ZZ-ZZ-DR-A-03106-P14
- Fifth Floor Plan - PTA-ZZ-ZZ-DR-A-03107-P15
- Sixth Floor Plan - PTA-ZZ-ZZ-DR-A-03108-P14
- Seventh Floor Plan - PTA-ZZ-ZZ-DR-A-03109-P17
- Eighth Floor Plan - PTA-ZZ-ZZ-DR-A-03110-P17
- Ninth Floor Plan - PTA-ZZ-ZZ-DR-A-03111-P16
- Tenth Floor Plan - PTA-ZZ-ZZ-DR-A-03112 -P13
- Eleventh Floor Plan - PTA-ZZ-ZZ-DR-A-03113-P13
- Twelfth Floor Plan - PTA-ZZ-ZZ-DR-A-03114-P16
- Thirteenth Floor Plan - PTA-ZZ-ZZ-DR-A-03115-P13
- Fourteenth Floor Plan - PTA-ZZ-ZZ-DR-A-03116-P12
- Fifteenth Floor Plan - PTA-ZZ-ZZ-DR-A-03117-P12
- Sixteenth Floor Plan - PTA-ZZ-ZZ-DR-A-03118-P12
- Seventeenth Floor Plan - PTA-ZZ-ZZ-DR-A-03119-P12
- Eighteenth Floor Plan - PTA-ZZ-ZZ-DR-A-03120-P12
- Nineteenth Floor Plan - PTA-ZZ-ZZ-DR-A-03121-P12
- Twentieth Floor Plan - PTA-ZZ-ZZ-DR-A-03122-P13
- Roof Plan - PTA-ZZ-ZZ-DR-A-03123-P11
- East Elevation - PTA-ZZ-ZZ-DR-A-05003-P10
- South Elevation - PTA-ZZ-ZZ-DR-A-05004-P11
- West Elevation - PTA-ZZ-ZZ-DR-A-05005-P10
- Courtyard Elevation - West - PTA-ZZ-ZZ-DR-A-05007-P11
- Courtyard Elevation - North - PTA-ZZ-ZZ-DR-A-05008-P10
- Courtyard Elevation - East - PTA-ZZ-ZZ-DR-A-05009-P8

- Home Type 9 - PTA-ZZ-ZZ-DR-A-70309-P5
- Home Type 14 - PTA-ZZ-ZZ-DR-A-70314-P5
- Home Type 21 - PTA-ZZ-ZZ-DR-A-70321-P8
- Home Type 22 - PTA-ZZ-ZZ-DR-A-70322-P5
- Home Type 23 - PTA-ZZ-ZZ-DR-A-70323-P5
- Home Type 24 - PTA-ZZ-ZZ-DR-A-70324-P5
- Home Type 25 - PTA-ZZ-ZZ-DR-A-70325-P5
- Home Type 26 - PTA-ZZ-ZZ-DR-A-70326-P5
- Home Type 27 - PTA-ZZ-ZZ-DR-A-70327-P5
- Home Type 30 - PTA-ZZ-ZZ-DR-A-70330-P13
- Home Type 31 - PTA-ZZ-ZZ-DR-A-70331-P9
- Home Type 32 - PTA-ZZ-ZZ-DR-A-70332-P5
- Home Type 34 - PTA-ZZ-ZZ-DR-A-70334-14
- Home Type 35 - PTA-ZZ-ZZ-DR-A-70335-P5
- Home Type 36 - PTA-ZZ-ZZ-DR-A-70336-P5
- Home Type 37 - PTA-ZZ-ZZ-DR-A-70337-P5
- Home Type 38 - PTA-ZZ-ZZ-DR-A-70338-P5
- Home Type 40 - PTA-ZZ-ZZ-DR-A-70340-P5
- Home Type 41 - PTA-ZZ-ZZ-DR-A-70341-P11
- Home Type 42 - PTA-ZZ-ZZ-DR-A-70342-P10
- Home Type 43 - PTA-ZZ-ZZ-DR-A-70343-P9
- Home Type 26 M4(3) - PTA-ZZ-ZZ-DR-A-70904-P4
- Home Type 31 M4(3) - PTA-ZZ-ZZ-DR-A-70906-P4
- Home Type 24 M4(3) - PTA-ZZ-ZZ-DR-A-70908-P2
- Home Type 101 M4(3) - PTA-ZZ-ZZ-DR-A-70909-P2
- Home Type 102 M4(3) - PTA-ZZ-ZZ-DR-A-70910-P2
- Home Type 105 M4(3) - PTA-ZZ-ZZ-DR-A-70911-P1
- Home Type 100 - PTA-ZZ-ZZ-DR-A-70500-P7
- Home Type 101 - PTA-ZZ-ZZ-DR-A-70501-P7
- Home Type 102 - PTA-ZZ-ZZ-DR-A-70502-P7

- Home Type 103 - PTA-ZZ-ZZ-DR-A-70503-P7
- Home Type 104 - PTA-ZZ-ZZ-DR-A-70504-P8
- Home Type 105 - PTA-ZZ-ZZ-DR-A-70505-P8
- Home Type 106 - PTA-ZZ-ZZ-DR-A-70506-P8
- Home Type 107 - PTA-ZZ-ZZ-DR-A-70507-P4

Heads of Terms

For clarity, the affordable housing mix that members are being asked to consider is set out below. The proposed mix differs from that set out in the committee report in that the affordable rented units are broken down into London Affordable Rent and Affordable Rent:

Tenure	No. of Homes	Percentage of Affordable Provision (hab room)
London Affordable Rent	35	30.22%
Affordable Rent	41	35.44%
Shared Ownership	49	34.34%
Total	125	-

Residential Travel Plan (RTP)

- Residential Travel Plan monitoring fee of £10,000
- Car club – 1 space to be provided on site with a mechanism to add further vehicles if usage is recorded at 75% or above

Transport/Highways and Public Realm

In line with the iTP London Plan Healthy Streets Approach, the applicant shall commit to delivering Active Travel Zone measures to include some or all of the following

- shade and shelter points
- green infrastructure, soft landscape planting, trees and places to rest

The final scope of works shall be agreed with the Council and TfL and a commensurate financial contribution based upon a costed scheme of improvements shall be made to the Council.

Carbon Offset Contribution

The figure to be amended to £370,156.

Additional Representations

It should be noted that since the publication of the committee report, further representations have been received from the GLA. The GLA have confirmed that the proposed north facing single aspect units are acceptable on the basis that these units have been provided with enlarged amenity spaces. GLA/TfL have also raised concern at the parking ratio of 0.55 spaces per unit which they consider should be lower.

The following additional representation was received from Cllr Weeden-Sanz:

"I am writing to object to the above planning application in Beaufort Park on Aerodrome Road.

It is a madness that St George are continuing to pursue this application during the current global pandemic. They appear to have learnt nothing from our predicament which proves that tower blocks like the one proposed are not remotely suitable places for people to be living in in the 21st century and an age of lockdowns and self isolation. We are still yet to see the full repercussions of Covid-19 play out. They are doubtless going to have to result in a rethink of how society operates and will have tremendous implications on planning policies which are now based on out of date assumptions. We need to pause and wake up to the new reality.

There reasons why this application should not be appropriate are numerous. Primarily the 21 storey tower block is totally out of keeping with the rest of Beaufort Park. It will change the nature, appearance and mid-rise character of the estate by creating a 1960s prison in the sky.

It won't just be Beaufort Park which will be affected by this application, the whole of Aerodrome Road will have its character changed by having such a tall tower on it and the view of Beaufort Park from Aerodrome Road and also from Lismore Gardens will be negatively impacted. It will overshadow and block natural light from the surrounding properties as well as loom over the community park on Beaufort Square making it a much less appealing place for the residents to enjoy.

The whole application goes against the original Master Plan which was created for Beaufort Park and what was originally agreed. The huge increase in height of the development along with the density of this proposal would cause a huge overdevelopment of both Aerodrome Road but also the wider neighbourhood where the local infrastructure is already struggling to cope in terms of schools, GPs, roads and hospitals. Particularly given the increase of development and homes in the rest of Colindale and particularly in the regeneration area. It is especially worrying when considered alongside the application for an additional 26 storey tower and 1,200 units in Colindale Gardens. The area simply cannot cope.

The original plan did not include high rise living or units being so densely packed and this would unacceptably increase the number of units with the development.

This proposal would also go against the guidelines for parking provision, with parking already being strictly limited and a widespread issue across Colindale. If approved the parking space ratio would be reduced to lower than the suggested level and there is no additional parking for visitors, care givers or family.

Please confirm receipt of this email.

Yours faithfully,

Cllr.R.Weeden-Sanz”

This page is intentionally left blank