

Location **Woodside Park Underground Station, Station Approach London N12 8SE**

Reference: **19/1809/FUL** Received: 27th March 2019
Accepted: 9th April 2019

Ward: Totteridge Expiry 9th July 2019

Applicant: Pocket Living Woodside Limited

Proposal: Redevelopment of site to provide 86 affordable self-contained flats (Use Class C3) within 2 x five storey blocks including roof terraces with associated amenity space, hard and soft landscaping, refuse storage and cycle parking

Recommendation: Approve subject to s106

AND the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice- Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee)

RECOMMENDATION I:

That the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

1. Paying the council's legal and professional costs of preparing the Agreement and any other enabling agreements;
2. All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
3. Affordable units

All units shall be affordable adhering to the following obligations below:

- Eligible Persons Priorities List with the Council prior to first marketing and for first three months of initial sales; followed by a further three months of marketing to those that live or work within the Borough. After this point (i.e. after six months following first marketing) it will then be offered without further restriction to those who need the London-wide eligibility criteria as set out in the London Housing Strategy.
- Marketing Plan with the Council prior to first marketing and initial sales;
- The sale of dwellings to eligible persons for no more than 80% open market value;
- Restriction to those who live or work in the Borough.

4. Travel Plan and Monitoring

Within 3 months of occupation, a Residential Travel Plan that meets the criteria of the current Transport for London Travel Plan guidance, currently 'Travel Planning for new development in London incorporating deliveries and servicing' and Itrace or TRICS compliant surveys shall be submitted to and approved in writing by the Local Planning Authority. The document shall set out the transport policy to incorporate measures to reduce trips by the private car especially single occupancy and single passenger journeys and encourage non-car travel modes such as walking, cycling and public transport and to reduce, consolidate or eliminate delivery trips. The Travel Plan Statement should include the appointment of a Travel Plan Champion, SMART targets and a clear action plan for implementing the measures. The Travel Plan should be reviewed, updated and resubmitted in writing for approval in years 1, 3 and 5 in accordance with the targets set out in the Plan.

Contribution of £5,000 towards monitoring of Travel Plan.

5. Employment and Enterprise

The applicant would be required to enter into a Local Employment Agreement with the Council.

Alternatively, the applicant may wish to make a financial contribution in lieu of the employment outcomes outlined above. Such a contribution would be commensurate with the number of outcomes secured and in line with SPD guidance.

6. Carbon Off-set contributions

A carbon offset contribution of £70,601.89

7. Monitoring of legal agreement

Section 106 monitoring contribution of £2,646.06

RECOMMENDATION II:

That upon completion of the agreement specified in Recommendation I, the Service Director – Planning and Building Control or Head of Strategic Planning approve the planning application subject to the following conditions and any changes to the wording of the conditions considered necessary by the Service Director – Planning and Building Control or Head of Strategic Planning:

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

0001 (Site Location Plan)
0002 (Existing Site Plan)
0003 (Block Plan)
0200 (Proposed Ground Floor Plan)

0201 (Proposed 1st - 4th Floor Plan)
0202 (Proposed Roof Plan)
0301 (Proposed Floor Plans Building A)
0302 (Proposed Floor Plans Building B)
0500 (Contextual Sections)
1400 (Building A Elevations West)
1401 (Building A Elevations North & South)
1402 (Building A Elevations East)
1403 (Building B West)
1404 (Building B Elevations North & South)
1405 (Building B Elevations East)
1406 (Proposed Contextual Elevations 1)
1407 Proposed Contextual Elevations 2)

PLL-WPB HTA-L 00 DR 0904 (Levels and Falls Plan)
31114/AC/020 (Swept path analysis of 10.5m refuse vehicle turning within site)
C-001 P01 (Flood Flow Paths)
Greenfield runoff estimation for sites
Storm Sewer Design

Aboriginal Impact Assessment and Method Statement
Air Quality Assessment
Contamination Assessment
Daylight & Sunlight Report (Neighbouring Properties)
Daylight & Sunlight Report Addendum (Neighbouring Properties)
Daylight and Sunlight Study (within Development)
Design and Access Statement
Drainage Statement
Energy Statement
Landscape Masterplan
Noise and Vibration Assessment
Parking Note
Planning Statement
Planting Strategy
Preliminary Ecological Appraisal
Travel Plan
Tree Report

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

2 This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

3 a) Before the relevant part of the works are begun, details of the materials to be used for the external surfaces of the building(s), and hard surfaced areas hereby approved have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the materials as approved under this condition.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policies 1.1, 7.4, 7.5 and 7.6 of the London Plan 2016.

4 a) No development or site works shall take place on site until a 'Construction Management and Logistics Plan' has been submitted to and approved in writing by the Local Planning Authority. The Construction Management and Logistics Plan submitted shall include, but not be limited to, the following:

- i. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
- ii. site preparation and construction stages of the development;
- iii. details of provisions for recycling of materials, the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials;
- iv. details showing how all vehicles associated with the construction works are properly washed and cleaned to prevent the passage to mud and dirt onto the adjoining highway;
- v. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
- vi. a suitable and efficient means of suppressing dust, including the adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance;
- vii. noise mitigation measures for all plant and processors;
- viii. details of contractors compound and car parking arrangements;
- ix. details of interim car parking management arrangements for the duration of construction;
- x. details of a community liaison contact for the duration of all works associated with the development.

For major sites, the Statement shall be informed by the findings of the assessment of the air quality impacts of construction and demolition phases of the development.

b) The development shall thereafter be implemented in accordance with the measures detailed within the statement.

Reason: In the interests of highway safety, noise and good air quality in accordance with Policies DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 5.21, 5.3, 5.18, 7.14 and 7.15 of the London Plan (2016).

5 Development shall not commence until a detailed surface water drainage scheme for the site, based on the agreed Drainage Strategy prepared by Whitby Wood (ref: P4500195-REP-001) dated February 2019 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

- 6 a) No development shall take place until details of the levels of the building(s), road(s) and footpath(s) in relation to the adjoining land and highway(s) and any other changes proposed in the levels of the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with the details as approved under this condition and retained as such thereafter.

Reason: To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies CS NPPF, CS1, CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policies DM01, DM04 and DM17 of the Development Management Policies DPD (adopted September 2012), and Policies 7.4, 7.5, 7.6 and 7.21 of the London Plan 2016.

- 7 a) The submitted Air Quality Assessment shows that the site does not conform to the air quality neutral benchmark for building emissions. A scheme to mitigation to offset the excess emissions of 17.3 kgNO_x/yr shall be submitted to and approved by the Local Planning Authority prior to commencement of the development.

b) The approved measures shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and Policies 3.2, 5.3 and 7.14 of the London Plan 2016.

- 8 a) No development other than demolition works shall commence on site in connection with the development hereby approved until a report has been carried out by a competent acoustic consultant that assesses the likely noise impacts from the development of the ventilation/extraction plant, and mitigation measures for the development to reduce these noise impacts to acceptable levels, and has been submitted to and approved in writing by the Local Planning Authority.

The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

b) The measures approved under this condition shall be implemented in their entirety prior to the commencement of the use/first occupation of the development and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policy DM04 of the Development Management Policies DPD (adopted September 2012), the

Sustainable Design and Construction SPD (adopted April 2016) and Policy 7.15 of the London Plan 2016.

- 9 The level of noise emitted from ventilation/ extraction plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with Policies DM04 of the Development Management Policies DPD (adopted September 2012) and 7.15 of the London Plan 2016.

- 10 Part 1

Before development commences other than for investigative work:

a) A desktop study (Preliminary Risk Assessment) shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study (Preliminary Risk Assessment) and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

c) If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

d) Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that

provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with Policy CS NPPF of the Local Plan Core Strategy DPD (adopted September 2012), DM04 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 5.21 of the London Plan 2016.

- 11 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reasons: In the interest of good air quality in accordance with London Plan policies 5.3 and 7.14.

- 12 a) A scheme of hard and soft landscaping, including details of existing trees to be retained and size, species, planting heights, densities and positions of any soft landscaping, shall be submitted to and agreed in writing by the Local Planning Authority prior to the occupation of the hereby approved development.
- b) All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.
- c) Any existing tree shown to be retained or trees to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012), the Sustainable Design and Construction SPD (adopted October 2016) and 7.21 of the London Plan 2016.

- 13 a) No development shall take place until details of the location, extent and depth of all excavations for services (including but not limited to electricity, gas, water, drainage and telecommunications) in relation to trees on and adjacent to the site have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall thereafter be implemented in accordance with details approved under this condition.

Reason: To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016).

14 a) No site works or development (including any temporary enabling works, site clearance and demolition) shall take place until a dimensioned tree protection plan in accordance with Section 5.5 and a method statement detailing precautions to minimise damage to trees in accordance with Section 6.1 of British Standard BS5837: 2012 (Trees in relation to design, demolition and construction - Recommendations) have been submitted to and approved in writing by the Local Planning Authority.

b) No site works (including any temporary enabling works, site clearance and demolition) or development shall take place until the temporary tree protection shown on the tree protection plan approved under this condition has been erected around existing trees on site. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas at any time. The development shall be implemented in accordance with the protection plan and method statement as approved under this condition.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

15 The completed schedule of site supervision and monitoring of the arboricultural protection measures as approved in condition 17 shall be submitted for approval in writing by the Local Planning Authority within 28 days from completion of the development hereby permitted. This condition may only be fully discharged on completion of the development, subject to satisfactory written evidence of compliance through contemporaneous supervision and monitoring of the tree protection throughout construction by a suitably qualified and pre-appointed tree specialist.

Reason: To safeguard the health of existing trees which represent an important amenity feature in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy 7.21 of the London Plan 2016.

16 Prior to the first occupation of the development, the proposed cycle parking and cycle storage facilities shall be installed in accordance with the approved plans and such spaces shall be permanently retained thereafter.

Reason: In the interests of promoting cycling as a mode of transport in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

- 17 Before the permitted development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012

- 18 a) Notwithstanding the details submitted with the application and otherwise hereby approved, the development shall not be occupied until details of (i) A Refuse and Recycling Collection Strategy, which includes details of the collection arrangements and whether or not refuse and recycling collections would be carried out by the Council or an alternative service provider, (ii) Details of the enclosures, screened facilities and internal areas of the proposed building to be used for the storage of recycling containers, wheeled refuse bins and any other refuse storage containers where applicable, and (iii) Plans showing satisfactory points of collection for refuse and recycling, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented and the refuse and recycling facilities provided in full accordance with the information approved under this condition before the development is first occupied and the development shall be managed in accordance with the information approved under this condition in perpetuity once occupation of the site has commenced.

Reason: To ensure a satisfactory appearance for the development and satisfactory accessibility; and to protect the amenities of the area in accordance with Policy CS14 of the Local Plan Core Strategy (adopted September 2012), Policy DM01 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 19 a) The site shall not be brought into use or first occupied until details of the means of enclosure, including boundary treatments, have been submitted to and approved in writing by the Local Planning Authority.

b) The development shall be implemented in accordance with the details approved as part of this condition before first occupation or the use is commenced and retained as such thereafter.

Reason: To ensure that the proposed development does not prejudice the appearance of the locality and/or the amenities of occupiers of adjoining residential properties and to confine access to the permitted points in the interest of the flow of traffic and conditions of general safety on the adjoining highway in accordance with Policies DM01, DM03, DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS1 of the Local Plan Core Strategy (adopted September 2012).

- 20 Prior to the occupation of the development, an External Lighting Assessment shall be submitted to and approved in writing by the Local Planning Authority detailing the type, design, lux levels of proposed external lighting as well as measures to control glare. The External Lighting Assessment submitted shall detail the existing and proposed average night time luminance and light spread levels across the application site at night, identify the levels of light pollution received at the windows to both neighbouring residential properties as well as residential properties within the

proposed development and, where appropriate, identify the measures to be used to mitigate the impacts of light pollution on the future occupiers proposed dwellings. Any light pollution mitigation identified in the External Lighting Assessment shall be implemented in full prior to first occupation.

Reason: To ensure the development provides adequate amenities of neighbouring residential properties as well as the future occupiers of the proposed dwellings and to accord with policy DM01 of the Barnet Local Plan.

- 21 Prior to the erection and installation of photovoltaic panels, details of the size, design and siting of all photovoltaic panels to be installed as part of the development shall be submitted and approved in writing by the Local Planning Authority. Calculations demonstrating the additional carbon emission reductions that would be achieved through the provision of additional panels shall also be submitted. The development shall be carried out and constructed in accordance with the approved details.

Reason: To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies CS5 and DM01 of the Barnet Local Plan and policies 1.1, 7.4, 7.5 and 7.6 of the London Plan.

- 22 The development shall proceed and be carried out in strict accordance with the findings and recommendation of the Preliminary Ecological Appraisal submitted in support of the application (The Ecology Consultancy, 04.10.18) and the details of ecological enhancements contained within shall be incorporated into the finished scheme.

Reason: To ensure that nature conservation interests are not prejudiced by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

- 23 a) Prior to the occupation of the hereby approved development, details of a Landscape Management Plan for all landscaped areas for a minimum period of 25 years have been submitted to and approved in writing by the Local Planning Authority.

b) The Landscape Management Plan shall include details of long term design objectives, management responsibilities, maintenance schedules and replacement planting provisions for existing retained trees and any new soft landscaping to be planted as part of the approved landscaping scheme.

c) The approved Landscape Management Plan shall be implemented in full in accordance with details approved under this condition.

Reason: To ensure a satisfactory appearance to the development in accordance with Policy DM01 of the Development Management Policies DPD (adopted September 2012), Policies CS5 and CS7 of the Local Plan Core Strategy (adopted September 2012) and Policy 7.21 of the London Plan 2016.

- 24 Prior to the first occupation of the new dwellinghouse(s) (Use Class C3) hereby approved they shall all have been constructed to have 100% of the water supplied to them by the mains water infrastructure provided through a water meter or water meters and each new dwelling shall be constructed to include water saving and

efficiency measures that comply with Regulation 36(2)(b) of Part G 2 of the Building Regulations to ensure that a maximum of 105 litres of water is consumed per person per day with a fittings based approach should be used to determine the water consumption of the proposed development. The development shall be maintained as such in perpetuity thereafter.

Reason: To encourage the efficient use of water in accordance with policy CS13 of the Barnet Core Strategy (2012) and Policy 5.15 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 25 Notwithstanding the details shown in the drawings submitted and otherwise hereby approved, prior to the first occupation of the new dwellinghouse(s) (Use Class C3) permitted under this consent they shall all have been constructed to meet and achieve all the relevant criteria of Part M4(2) of Schedule 1 to the Building Regulations 2010 (or the equivalent standard in such measure of accessibility and adaptability for house design which may replace that scheme in future). The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure the development meets the needs of its future occupiers and to comply with the requirements of Policies 3.5 and 3.8 of the March 2016 Minor Alterations to the London Plan and the 2016 Mayors Housing SPG.

- 26 Prior to the first occupation of the development hereby approved it shall be constructed incorporating carbon dioxide emission reduction measures which achieve an improvement of not less than 37% in carbon dioxide emissions when compared to a building constructed to comply with the minimum Target Emission Rate requirements of the 2010 Building Regulations. The development shall be maintained as such in perpetuity thereafter.

Reason: To ensure that the development is sustainable and minimises carbon dioxide emissions and to comply with the requirements of policies DM01 and DM02 of the Barnet Development Management Policies document (2012), Policies 5.2 and 5.3 of the London Plan (2015) and the 2016 Mayors Housing SPG.

- 27 No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm pm on other days.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Development Management Policies DPD (adopted September 2012).

- 28 a) Prior to carrying out above grade works of each building or part of any new building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such parts of a building can achieve full Secured by Design' Accreditation.
- b) Prior to the first occupation of the residential building a 'Secured by Design' accreditation shall be obtained for the building.

The development shall only be carried out in accordance with the approved details.

Reason: To protect the amenity of the area in accordance with Policies DM01 and DM04 of the Barnet Development Management Policies (adopted) September 2012.

29 a) Prior to the commencement of the development hereby permitted, a reptile survey shall be undertaken by an appropriately qualified person and a survey report shall be submitted to, for the written approval of, the local planning authority, which shall include details of mitigation measures in the event that reptiles are found.

b) Mitigation shall be carried out, where necessary, in accordance with the approved details.

Reason: To ensure that nature conservation interests are not prejudiced by the development in accordance with Policy DM16 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted October 2016).

Informative(s):

1 In accordance with paragraphs 38-57 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.

2 The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100 sq m. Details of how the calculations work are provided in guidance documents on the Planning Portal at www.planningportal.gov.uk/cil.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £60 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The London Borough of Barnet adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development in its area of authority. All other uses and ancillary car parking are exempt from this charge.

Please note that Indexation will be added in line with Regulation 40 of Community Infrastructure Levy.

Liability for CIL will be recorded to the register of Local Land Charges as a legal charge upon your site payable should you commence development. Receipts of the Mayoral CIL charge are collected by the London Borough of Barnet on behalf of the Mayor of London; receipts are passed across to Transport for London to support Crossrail, London's highest infrastructure priority.

You will be sent a 'Liability Notice' that provides full details of the charge and to whom it has been apportioned for payment. If you wish to identify named parties other than the applicant for this permission as the liable party for paying this levy, please submit to the Council an 'Assumption of Liability' notice, which is also available from the Planning Portal website.

The CIL becomes payable upon commencement of development. You are required to submit a 'Notice of Commencement' to the Council's CIL Team prior to commencing on site, and failure to provide such information at the due date will incur both surcharges and penalty interest. There are various other charges and surcharges that may apply if you fail to meet other statutory requirements relating to CIL, such requirements will all be set out in the Liability Notice you will receive. You may wish to seek professional planning advice to ensure that you comply fully with the requirements of CIL Regulations.

If you have a specific question or matter you need to discuss with the CIL team, or you fail to receive a 'Liability Notice' from the Council within 1 month of this grant of planning permission, please email us at: cil@barnet.gov.uk.

Relief or Exemption from CIL:

If social housing or charitable relief applies to your development or your development falls within one of the following categories then this may reduce the final amount you are required to pay; such relief must be applied for prior to commencement of development using the 'Claiming Exemption or Relief' form available from the Planning Portal website: www.planningportal.gov.uk/cil.

You can apply for relief or exemption under the following categories:

1. Charity: If you are a charity, intend to use the development for social housing or feel that there are exception circumstances affecting your development, you may be eligible for a reduction (partial or entire) in this CIL Liability. Please see the documentation published by the Department for Communities and Local Government at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6314/19021101.pdf

2. Residential Annexes or Extensions: You can apply for exemption or relief to the collecting authority in accordance with Regulation 42(B) of Community Infrastructure Levy Regulations (2010), as amended before commencement of the chargeable development.

3. Self Build: Application can be made to the collecting authority provided you comply with the regulation as detailed in the legislation.gov.uk

Please visit <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil> for further details on exemption and relief.

3 A Planning Obligation under Section 106 of the Town & Country Planning Act 1990 (as amended) relates to this permission.

- 4 The applicant is advised that any development or conversion which necessitates the removal, changing, or creation of an address or addresses must be officially registered by the Council through the formal 'Street Naming and Numbering' process.

The London Borough of Barnet is the Street Naming and Numbering Authority and is the only organisation that can create or change addresses within its boundaries. Applications are the responsibility of the developer or householder who wish to have an address created or amended.

Occupiers of properties which have not been formally registered can face a multitude of issues such as problems with deliveries, rejection of banking / insurance applications, problems accessing key council services and most importantly delays in an emergency situation.

Further details and the application form can be downloaded from: <http://www.barnet.gov.uk/naming-and-numbering-applic-form.pdf> or requested from the Street Naming and Numbering Team via street.naming@barnet.gov.uk or by telephoning 0208 359 4500.

- 5 The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.
- 6 The submitted Construction Method Statement shall include as a minimum details of:
- o Site hoarding
 - o Wheel washing
 - o Dust suppression methods and kit to be used
 - o Site plan identifying location of site entrance, exit, wheel washing, hoarding, dust suppression, location of water supplies and location of nearest neighbouring receptors. Explain reasoning if not applicable.
 - o Confirmation whether a mobile crusher will be used on site and if so, a copy of the permit and indented dates of operation.
 - o Confirmation of the following: log book on site for complaints, work in accordance with British Standards BS 5228-1:2009+A1:2014 and best practicable means are employed; clear contact details on hoarding. Standard construction site hours are 8am-6pm Monday - Friday, 8am-1pm Saturday and not at all on Sundays and Bank Holidays. Bonfires are not permitted on site.
 - o For major developments only: provide a copy of an asbestos survey; For smaller developments -confirmation that an asbestos survey has been carried out.

o For major developments only: confirmation that all Non Road Mobile Machinery (NRMM) comply with the Non Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999.

The statement shall have regard to the most relevant and up to date guidance including: Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, January 2014.

7 In complying with the contaminated land condition parts 1 and 2, reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents (including CLR11 'Model Procedures for the Management of Land Contamination');
- 2) National Planning Policy Framework (2012) / National Planning Practice Guidance (2014);
- 3) BS10175:2011 - Investigation of potentially contaminated sites - Code of Practice;

4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH;

5) CIRIA report C665 - Assessing risks posed by hazardous ground gases to buildings;

6) CIRIA report C733 - Asbestos in soil and made ground: a guide to understanding and managing risks.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

8 The applicant is advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The Council's Sustainable Design and Construction Supplementary Planning Document requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate:

1) BS 7445(2003) Pt 1, BS7445 (1991) Pts 2 & 3 - Description and measurement of environmental noise;

2) BS 4142:2014 - Method for rating industrial noise affecting mixed residential and industrial areas;

- 3) BS 8223: 2014 - Guidance on sound insulation and noise reduction for buildings: code of practice;
- 4) Department of Transport: Calculation of road traffic noise (1988);
- 5) Department of Transport: Calculation of railway noise (1995);
- 6) National Planning Policy Framework (2012)/ National Planning Policy Guidance (2014).

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

- 9 The Air Quality reports required under the Environment Act 1995 have highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out so habitable rooms are sited away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint by siting further away from source of poor air quality.

For developments that require an air quality report; the report should have regard to the air quality predictions and monitoring results from the most recent Review and Assessment report available from the LPA web site and Air Quality England. The report should be written in accordance with the following guidance : 1) Environmental Protection UK and IAQM Guidance: Land-Use Planning and Development Control: Planning for Air Quality, (Jan 2017); 2) Environment Act 1995 Air Quality Regulations; 3) Local Air Quality Management Technical Guidance LAQM.TG(16); 4) London Councils Air Quality and Planning Guidance (2007); 5) Mayor of London's Supplementary Planning Guidance for Sustainable Design and Construction (2014); 6) Section 6.2 of the Technical Guidance Note D1 (Dispersion) 'Guidelines on Discharge Stack Heights for Polluting Emissions' 7) The control of dust and emissions from construction and demolition, Best Practice Guidance London Councils, 2006; 8) The Control of Dust and Emissions during construction and demolition supplementary planning guidance July 2014; 9) Air Quality Neutral Planning Support Update April 2014 and 10) Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, January 2014

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

RECOMMENDATION III:

That if the above agreement has not been completed or Section 106 agreement has not been submitted by 30.09.2019, unless otherwise agreed in writing, the Service Director for Planning and Building Control REFUSE the application under delegated powers for the following reason(s):

The proposed development does not include a formal undertaking to meet the costs of provision of affordable housing. The proposal would therefore not address the impacts of the development, contrary to Policy CS15 of the Local Plan Core Strategy (adopted September 2012), and the Planning Obligations SPD (adopted April 2013).

The proposed development does not provide a legal agreement to mitigate the impacts of the proposed development and it is therefore considered that it would have a detrimental impact on the free flow of traffic and parking provision contrary to policy CS9 of the Adopted Core Strategy and policy DM17 of the Adopted Development Management Policies DPD.

The proposed development does not include a formal undertaking to meet the costs of the required carbon off-set provision. The proposal would therefore not address the impacts of the development, contrary to Policy 5.2 of the London Plan (2016), Policy CS9 of the Local Plan Core Strategy (adopted September 2012) and Policy DM04 of the Adopted Development Management Policies DPD.

1. Site Description

The proposal site is located on a narrow section of land to the south-west of Woodside Park London Underground Station. It measures approximately 0.25 hectares (Ha) and was previously used as a storage facility with a number of shipping containers and other storage. The southern part of the site was previously occupied by 2no single storey buildings and were utilised and occupied by St Barnabas Church. The site has now been cleared and the buildings removed.

The site is accessed via Station Approach, off Holden Road to the north of the site. The eastern boundary of the site is bounded by the underground tracks, with the western boundary backing onto the back gardens of Holden Road and the former St Barnabas Church building.

The topography of the site is such that level falls by 4 metres from north to south and falls from the eastern boundary where the railway line is elevated by approximately 3 metres.

The site has a Public Transport Accessibility Level (PTAL) of 3 and is located adjacent to Woodside Park Station (underground/ TfL). North Finchley Town Centre is located approx. 500 metres to the east.

The site is located with the ward of Totteridge and is not located within a conservation area not within the setting of a listed building. The site is located in Flood Zone 1. There are two Locally Listed Buildings adjacent to the site; Woodside Park Tube Station to the north-east and St Barnabas Church to the south-west.

There is 1no tree on the corner of the proposed new access point and Station road which is safeguarded under a Tree Preservation Order (TPO).

2. Site History

No previous planning history.

3. Proposal

Planning permission is sought for the erection of 2no. five storey buildings comprising 86 one bedroom one person residential units (Use Class C3), with associated communal and private amenity space, cycle store and refuse and recycling stores.

The proposed scheme is classified as affordable housing under the National Planning Policy Framework (NPPF) and will be delivered by Pocket Homes, who are a private developer providing intermediate affordable housing. The Pocket model will be explained in further detail in the affordable housing section of the report.

The proposal comprises of two buildings (A and B) which would both be 5 storeys in height, with the top storey being slightly recessed. The building would be constructed from predominately red brick with a light pink metal cladding on the recessed top floor and vertical stair cores of both buildings. Large floor to ceiling windows would be provided to serve the living area and bedrooms of each unit and to the communal areas. Juliet balconies would be provided only along the northern elevation facing onto Station Road.

The development proposes a series of communal outdoor spaces through a central courtyard between the buildings and separate roof terraces on top of each building. In addition, new and improved landscaping is proposed along the east and western boundaries.

The site entrance to the north would be retained and improved, leading down to the central courtyard where the entrances to both buildings are located. The necessary plant and refuse stores are located to the east façade to provide as much active frontage to the entrance and courtyard.

The scheme would be car-free and bike stores accommodating 90 cycle spaces would be provided.

4. Public Consultation

Consultation letters were sent to 322 neighbouring properties.

38 responses have been received, comprising 19 letters of objection and 18 letters of support.

The objections received can be summarised as follows:

- Overdevelopment and density out of scale;
- Excessive height which is not in keeping with the surrounding area;
- Design and external appearance is not reflective of surrounding area;
- Overprovision of flats in this area;
- Greater need for larger family flats;
- Impact on the setting of the locally listed St Barnabas Church and Woodside Park Station.
Loss of view of the church from the station;
- Concerns raised with the Pocket model and long-term affordability and retention in perpetuity;
- Loss of neighbouring amenity;
- Loss of outlook;
- Reduction of daylight / sunlight levels;
- Increased noise and pollution;
- Cumulative impact with nearby developments under construction;
- Holden Road is already at capacity in terms of parking, access and thoroughfare;
- Traffic is a constant problem with restrictive street parking;
- Disruption construction period;
- Additional congestion;

- Impact on local wildlife; and
- Impact on existing large tree at the site entrance.

In addition to the above, a letter of objection has been received from **Theresa Villiers MP**. The letter states:

“This planning application has been drawn to my attention by constituents...The objections centre on the fact that the proposed development is out of style and character with the surrounding area, given its height and appearance. A major concern is the lack of parking space being provided. It is very unlikely that the residents of such a development will not own cars and therefore will need to find parking spaces. There are already parking pressures in the local vicinity because of the resident and commuter parking. The addition of possibly 86 new vehicles in the area will greatly intensify these problems. Some objectors recognise the need for new housing in our area and this is a view that I also take. However, I believe this proposal is an overdevelopment of the site and that if a smaller scale development were to be proposed, with car parking, this may be more acceptable to my constituents.”

The letters of support received can be summarised as follows:

- Take advantage of the underused and unkempt land beside the station;
- Proposed height takes into account the slope of the land and is comparable with the height of buildings nearby;
- Provision of much needed affordable housing;
- Buildings are in keeping and use of red brick allows them to fit in with buildings nearby;
- Pocket homes are built to a high standard;
- Difficult for first time buyers in the borough. As Pocket homes are only available to local people and sold at a discount, they help many people into homeownership;
- Too often the voices of first time buyers like me, who are ineligible for social housing and suffer from an unaffordable private housing sector, are not heard in the planning process; and
- Allow people on moderate incomes to stay in the borough.

Responses from External Consultees

Thames Water

With regard to Foul Water sewage network capacity, we would not have any objection to the planning application.

Transport for London

Response 1

Noise and Vibration

The site adjoins Woodside Park Underground Station, which is served by the northern line. Draft London Plan Policy D12 makes reference to the Agent of Change principle, which places responsibility for mitigating the impacts from existing noise-generating activities or uses on proposed new noise-sensitive development with the applicant/developer. TfL cannot be responsible to the tenant or anyone using the land for any nuisance, disturbance,

annoyance or inconvenience (howsoever caused) arising in consequence of or in relation to the operation of the Transport Undertaking or anything arising from this station. Therefore, the applicant will need to demonstrate to TfL how this development will comply with this policy.

It is noted that there are a number of bedrooms which will face the adjoining railway, TfL are concerned about the impact that the noise of the track will have on residential amenity. This should be mitigated through the design of the building, using the revised Noise and Vibration assessment.

Car Parking

The proposed scheme is car-free, which is welcomed. In line with draft London Plan policy, residential development delivering ten or more units should ensure that for three per cent of dwellings there is at least one designated disabled persons parking bay available from the outset. For 86 dwellings this is equivalent to the 3 spaces. The applicant should submit a Parking Design and Management Plan which shows how an additional seven per cent of dwellings could be provided with a designed disabled persons parking space in the future upon request. Car parking spaces must be provided with infrastructure for electric or Ultra-Low Emission Vehicles.

Cycle Parking

TfL notes that 86 long-stay and 4 short-stay cycle parking spaces are to be provided. This is in accordance with draft London Plan policies and is welcomed. All cycle parking on this site should be designed in accordance with London Cycling Design Standards (LCDS), with at least 5 per cent of spaces being able to accommodate larger cycles.

Updated Response 2

Our comments with respect to disabled parking for the M4 (2) wheelchair adaptable units are based on draft London Plan (policy LP T6.1 H (1)). We have suggested that the scheme should provide one blue badge space, noting the policy requirement for 3%, recognising that the site is constrained. We also note that Woodside Park station is not currently step free; access to southbound platform would be via a footbridge or a 800m detour. This site is not directly served by buses either as the nearest route is also on the western side of the railway line.

The weight given to this matter is for the local planning authority. Though we consider you could take one of two options

- Accept that it will not provide a blue badge space and the merits of providing affordable housing on this site outweigh the lack of such provision (having regard to the probable occupier profile)
- Insist upon at least one space been provided, suggest adapting the turning area to the south of the site, within LU ownership could resolve that. That could be secured by condition

Responses from Internal Consultees

Arboricultural Officer

No objection following the submission of details relating to the foundation structure. This ensures that the root protection area of the TPO tree will be safeguarded and allow for future growth.

Affordable Housing

The development is supported by the Council's Director of Growth and Head Of Housing Strategy, Growth & Development and therefore the development is supported from an affordable housing basis.

Drainage / SUDS

No objection subject to a condition requiring the submission of a surface water drainage scheme.

Environmental Health

Air Quality

Due to the size of the site it is necessary to have a number of extra air quality conditions.

The site is next to a busy tube line railway. It is relatively far away from road traffic and other noise/ air sources of pollution. The taxi rank Abetta cars does operate all night and has received complaints of noise. A noise report is conditioned.

I have read the air report. This has been carried out already and the scheme has been found to be compliant with benchmarks for travel but exceeding benchmark for heating; therefore, a detailed scheme of mitigation is advised within the report' conclusion, but not provided in detail. Otherwise, the report is acceptable. Therefore, I am still including a condition for air quality neutrality assessment because although the results are available there has been no detailed mitigation which will need to be added to the updated report. I have also included a condition for the CHP assessment and air quality report but this does not need to be updated.

Noise

Conditions will be attached to ensure the concerns relating to noise in the vicinity from the trains are addressed.

Conservation Officer

Objection on the basis that the proposal would harm the setting of St Barnabas Church, a Locally Listed Building.

Highways and Development

Concerns raised about a car free scheme and non-provision of disabled parking spaces.

Highways and Development – Travel Plan

The Travel Plan for the proposal is acceptable and as a result is considered satisfactory for use. The applicant will be required to provide a £5K Travel Plan Monitoring Fee to be secured under section 106 agreement.

5. Planning Considerations

5.1 Policy Context

National Planning Policy Framework and National Planning Practice Guidance

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The National Planning Policy Framework (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

The NPPF states that 'good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2016

The London Development Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2050. It forms part of the development plan for Greater London and is recognised in the NPPF as part of the development plan.

The London Plan provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life.

The London Plan is currently under review. Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the adopted London Plan

Barnet's Local Plan (2012)

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents. Both were adopted in September 2012.

- Relevant Core Strategy Policies: CS NPPF, CS1, CS4, CS5, CS9, CS12, CS13, CS14, CS15.
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM10, DM16, DM17.

Supplementary Planning Documents

- Affordable Housing (2008)
- Delivering Skills, Employment, Enterprise and Training (SEET) from development through S106 (2014)
- Green Infrastructure (2017)
- Planning Obligation (2013)
- Residential Design Guidance SPD (adopted October 2016)
- Sustainable Design and Construction SPD (adopted October 2016)

Main issues for consideration

The main issues for consideration in this case are:

- Principle of development;
- Provision of affordable housing;
- Whether harm would be caused to the character and appearance of the existing site, the street scene and the wider locality;
- Whether harm would be caused to the living conditions of neighbouring residents;
- Provision of adequate accommodation for future occupiers;
- Highways and parking; and
- Other material considerations.

5.3 Assessment of proposals

Principle of development

Whilst the site was previously used for a series of ancillary uses (storage and parking), the surrounding area is predominantly residential with a variety of detached and semi-detached properties as well as purpose built flatted buildings. Taking into account the predominate residential character of the area, it is considered that subject to relevant planning policy considerations, the principle of new residential development as the land use is acceptable on this site.

Housing Tenure and Mix

Barnet Policy CS4 aims to maximise housing choice providing a range of sizes and types of accommodation that can meet aspirations and increase access to affordable and decent new homes.

Policy DM10 requires 40% of housing provision to be affordable from all new sites providing 10 units. In line with the Core Strategy the tenure mix of affordable housing which will be sought is 60% social rented and 40% intermediate.

All the units proposed would be one bedroom and all offered at intermediate tenure for discounted sale. It is recognised and acknowledged that the proposal does not comply with policy DM10, however Officers have been in dialogue with the Council's Housing team who have confirmed that the model proposed by Pocket would be acceptable to the Council as affordable housing, as well as the proposed tenure mixture.

Pocket homes are all designed to be one bedroom units for first time buyers. Taking this into account, the proposal would make a contribution to the Borough's housing stock and would consist of 100% affordable housing which is a significant positive aspect of the scheme. In addition, it is considered that one bed units would be appropriate in this location, adjacent to the underground station.

It is recognised that policy 3.8 of the London Plan concerning housing choice requires that 10% of new housing should be designed as wheelchair or easily adaptable for wheelchair users. Within the proposed scheme this would equate to the provision of 8 wheelchair units, however Pocket has advised it is not proportionate to the evidenced level of demand. Within the submitted Planning Statement, it states that Pocket has provided a number of wheelchair units in the majority of its developments, however, no Pocket units in all developments to date, have been sold to a wheelchair user despite best efforts in the marketing process. Pocket consider that this is principally due to the demographic of typical Pocket purchasers which is between 25 and 40; in this age range the requirement for part M4(3) wheelchair user dwellings is at lowest. Nevertheless, all the proposed units would be finished to M4(2) accessible and units can be altered in the future should the circumstances change in the future. Both buildings would be step free and have internal lift access to all levels.

Affordable Housing

As stated earlier, Pocket are a business dedicated to the provision of affordable homes in London. Pocket is a private developer that provides intermediate affordable housing delivering homes for first time buyers on an average wage in London.

Pocket builds an innovative form of affordable housing in London which does not require public subsidy. Housing affordability is secured in perpetuity through a Section 106 legal agreement requiring purchasers to demonstrate that their income is below the eligibility threshold designated by the Mayor of London for intermediate affordable housing. Pocket

units are by definition affordable housing in accordance with the definition contained within Annex 2 of the NPPF. Pocket builds principally one bedroom apartments that are designed specifically for single occupiers who want to own their homes outright. A 20% discount to the open market price for comparable flats in the same area is applied on the initial sales of Pocket homes. Pocket homes are sold to local people who either work or live in the Borough in the first instance.

Unlike conventional shared ownership and shared equity products whereby buyers increase their stake by 'stair-casing'. Pocket buyers own 100% of the equity and the value of their home from day one. Pocket's homes are restricted on resale to buyers with eligible household income (as designated by the Mayor of London) through Pocket's bespoke Section 106 legal agreement and this restriction is also enshrined in lease covenants. Priority is given to those who already live or work in the relevant borough; people on any intermediate nominations list operated by the Council; or who are otherwise approved by the Council. Pocket's homes therefore remain part of the intermediate housing stock in perpetuity.

On resale the Section 106 covenants require a vendor to sell the Pocket home to an 'eligible person' this is a person with an income below which the Mayor of London has deemed should be afforded the opportunity to buy intermediate affordable housing. The administrator supervises the sale and certifies that the purchaser is an eligible person. There are also restrictions on renting out the units; these restrictions mean that the units can only be bought by eligible persons and also effectively mean that the price at which they are bought and sold is below the price at which they would otherwise reach on the open market.

Pocket homes therefore qualify as affordable housing under both the current NPPF and London Plan and the draft London Plan because the homes satisfy the three key criteria contained within the definition of affordable housing:

- Restricted Eligibility;
- Provision to remain at an affordable price; and
- Cost Below Market Level

Restricted Eligibility

All buyers must have a household income below the Mayor's maximum household income threshold (currently £90,000). However, the average Pocket purchaser has a household income of £42,000. For resales the restriction on eligibility remains in place through the S106 agreement.

Provision to Remain at an Affordable Price

The lease for all Pocket homes includes conditions that oblige owners to follow the same eligibility rules when selling (or in exceptional circumstances renting) their home. Mortgage providers will not release their security to allow a sale to proceed unless Pocket, as Administrator, has issued a legal certificate confirming that the buyer is 'eligible'. This

condition is relaxed only in the event the property has not been sold within 6 months of first marketing, and the eventual buyer is bound by the same restrictions on resale. In practice, all re-sales of Pocket's units to date have been to qualified eligible buyers, and Pocket considers that referrals from Councils' Housing Departments will ensure that this applies to most if not all future sales.

Through these conditions Pocket will ensure its homes remain affordable in perpetuity. It is anticipated that only rarely will the units be sold on the open market; however this has not occurred once to date. This on-going requirement distinguishes these units from shared equity or shared ownership homes, whose buyers can over time acquire additional equity (so-called "stair-casing") until they own 100% and are no longer subject to any resale restrictions. In those circumstances any grant is repaid or eventually recycled by the original developer or Registered Provider but those homes, unlike Pocket's units, are forever lost to the intermediate housing stock.

Cost Below Market Levels

Pricing for the units is agreed with a valuer before they are released onto the market. Pocket commit to a discount of 20% to the local open market value for equivalent homes on the first sale. The open market value is set by an independent valuation assessing the local market values and can be supported by further valuations by other surveyors if queries are raised. Secondary sales do not include a fixed discount; however, the aforementioned restrictions imposed on the sale do remain in perpetuity. When an owner decides to sell their home, they appoint a valuer to determine the sale price. The valuer will have regard to the restrictions ensuring the units sell for below market value.

Restrictions to Borough Residents

Whilst not a formal requirement of meeting the definition of affordable housing, Pocket often applies a further restriction on the sale of its homes which is that in agreement with a LPA it will apply a restriction on the sale of its home to local residents or people who work in the borough. Thus applicants must also either live or work in Barnet to be eligible for a Pocket homes.

The key benefit of this restriction is that it reduces demand on local transport, health and community infrastructure.

Design, Layout and height

The proposal comprises of two roughly rectangular footprints with a centralised landscaped courtyard. The buildings would occupy a large proportion of the site but it is considered that there is sufficient space between the adjacent boundaries to provide appropriate setting for the proposal. In addition, there is sufficient space for considerable new landscaping along all the site's boundaries.

At ground floor level, the majority of rooms which would face onto the entrance ramp and central courtyard, comprise of main habitable rooms which provides an active frontage.

Areas of plant and refuse storage, as well as cycle storage are mainly located to the eastern façade facing on the underground tracks. Overall the proposed layout and siting of the proposed buildings are considered to be acceptable.

The topography of the site and surrounding area is such that the land slopes down from east to west. When viewing the east-west context in terms of built form, there is a gradual and consistent rise of building height and form. The buildings would be expressed as five storeys each with the top level having a small set back from all elevations. The applicants have undertaken and provided wider street sections which illustrate the heights and scale of the streetscene along Woodside Park Road and Holden Road. Reviewing this, the proposal fits appropriately within the gradual rise of the area and the proposal is considered to respect this context and would not appear out of scale with the surrounding area.

The massing of the buildings is broken up with the incorporation of bays and levels which are repeated along the facades. Each bay predominately relates to an individual unit on each floor. Each bay consists of a vertical coursing brickwork defining the base level with a change to vertical brick coursing at first to third floor levels in the middle level. The top level is expressed through a stepped footprint and the use of a separate distinct metal cladding. The building entrances are clearly defined by their recessed footprint, use of glazing and incorporation of metal cladding.

The use of red brick is acceptable and can be widely seen within the wider context. The proposal incorporates the use of variances in the brick such as colour and orientation to help break up the massing and provide visual interest. In addition, the incorporation of a light pink metal cladding on the upper level is considered to further provide visual distinction.

It should be noted that the proposed development is supported by the Council's Urban design team.

St Barnabas Church and Woodside Park Station are both Locally Listed Buildings. In assessing the potential impact, Barnet Policy DM06 states that there will be a presumption in favour of retaining all Locally Listed Buildings. In this case, the proposal does not involve the loss of any locally listed buildings as they are located on adjacent sites. Therefore, any assessment is restricted to the potential impact on their setting. Paragraph 197 of the NPPF states that "The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."

The Council's Conservation Officer has raised concerns that the setting of the church when viewed from the platforms of Woodside Park Station, for passengers on passing trains and from Holden Road will be lost. They consider that the height of proposed Block B is over dominant and that the proposed external appearance conflicts with the church.

In considering the loss of view of the rear elevation from Woodside Park Station, Officers consider that this rear view is only available from short-distance views of the surrounding area. The only available public views of the rear of the church are experienced from users of Woodside Park Station from the platform and on the tube. There are limited views of the rear of the church from outside the station. Given the very limited view of the church and that it's only experienced from users of the Station, the loss of this view is not considered to be significant.

In terms of the scale and height of proposed block B, Officers have worked with the applicant regarding the design and scale to ensure that it is respectful of the surrounding area. When you view the streetscene elevations from Holden Road, the height of Block B would not exceed the height of the church. Officers consider the proposal does not appear over prominent or dominating to the church in particular. From Holden Road, Officers consider that the principle view of St Barnabas will be maintained and will not be adversely affected by the proposed development in the background. Adjacent to the site, the site is under development for the erection of a large flatted building. This will have considerable impact on the current view experienced along Holden Road. Whilst the proposed scheme will be sited further back and will be screened by the existing and proposed landscaping. It is acknowledged that view of the proposed development will be visible between sites and will introduce a new visual element to the surrounding area. When experiencing the views of St Barnabas Church along Holden Road, it is considered that the Church still maintains its prominence within the streetscene and the views of the proposal will only be experienced in between buildings. In accordance with the NPPF, a balanced judgement has been taken by Officers and the provision of affordable housing is considered to outweigh the minor harm to the setting of the St Barnabas Church.

A concern was also raised in relation to the blocking of views of St Barnabas Church from Woodside Park Station. Officers have undertaken a site visit and consider that this view is very limited and only a transitional view from users exiting the station building. In addition, the existing trees and vegetation currently provide considerable screening of this view which is not considered as prominent as the Conservation comments advise. As such this impact is considered to be minimal. In terms of weighing any potential harm, the harm is considered to be minimal but in this case, is considered to be outweighed by the provision of affordable housing.

In summary the proposed layout, height, scale and bulk and external appearance have been carefully considered in terms of the site's constraints, wider context and urban form. Overall, the proposal is considered to be of a high quality in terms of form and detailed appearance.

Impact on the amenity of adjacent occupiers and surrounding area

Barnet policy DM01 states that proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining users. Schemes which significantly harm the amenity of neighbouring occupiers will be refused planning permission.

Privacy, overlooking and outlook

Barnet's Residential Design Guidance SPD states that there should be a minimum distance of about 21m between properties with facing windows to habitable rooms to avoid overlooking, and 10.5m to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justification justifications.

The site is located within a residential area with a variety of building forms. In terms of potential impact there are existing residential properties to the east and west of the site.

To the east there are purpose built flatted buildings (Winterberry, Carolina and Silver Bell Court) which vary in height. However, their main orientation is north-south with only a row of single windows along the west elevation facing towards the proposal. In addition, these buildings are located across the underground tracks, with a distance varying between 28-31m and therefore Officers are satisfied that they would not be harmfully affected by the proposed development in terms of overlooking.

To west of the site lie the rear gardens of the residential properties of Holden Road. To the west of building A are two pairs of semi-detached properties, a detached property comprises of flats in the middle and St Barnabas Church to the west of Building B. Officers acknowledge that St Barnabas Church is currently being converted to flats and the adjoining site at No.42 is currently under construction. No.44 also benefits from a recent permission to demolish the existing building and erect a new flatted building. It is noted along this western boundary that there are areas of significant and mature planting which will help limit or screen views towards the sites. In terms of separation distances, there would be varying distances of between 6m to 8m from the western elevations of the buildings and the boundary. In terms of window-to-window distances between the properties at Nos. 42-52 Holden Road, there would be approximate distances of 35m to 50m. In terms of direct overlooking, the proposal would comply and exceed the window-to-window requirements. Whilst there would be shorter window to boundary distances, Officers consider that the existing mature trees and dense vegetation along the boundary would provide significant screening and help mitigate any perceived levels of overlooking from neighbouring gardens.

At the southern end, the separation distances between the proposal and the St Barnabas scheme are much less, with proposed windows facing onto the site. There would be approximately 6m to the boundary and 16m to the rear elevation of St Barnabas. Within the submitted Design and Access statement, the applicant has undertaken detailed analysis of the potential impact of the converted church units. It has been analysed that a number of proposed windows serve as secondary windows. Officers have also assessed the potential impact and consider that the impact will not be significantly detrimental. In addition, it is noted that new landscaping is proposed along the western boundary which may help reduce the potential impact.

In summary, Officers are satisfied that the proposed development will safeguard the residential amenity of the neighbouring occupiers along Holden Road and the future occupiers of the development under construction.

Residential amenity within the proposed development

In terms of the amenity for future occupiers, the Planning Authority expects a high standard of internal design and layout in new residential development to provide an adequate standard of accommodation. The London Plan and Barnet's Sustainable Design and Construction SPD sets out the minimum space requirements for residential units.

All the units proposed are one-bedroom units measuring 38sqm. A number of design principles are incorporated into all Pocket schemes in order to maximise space, comfort and sustainability. This includes floor-to-ceiling windows, a low ratio of circulation spaces to liveable space, high quality sound proofing, built in storage and high quality internal and external amenity spaces. All of the units would exceed the 37sqm national minimum requirement.

The majority of units would be single-aspect, which is not an issue in principle, as none of the units would be north facing. Each unit would benefit from floor to ceiling windows to increase the level of daylight and sunlight received into each unit. The applicant has submitted a Daylight and Sunlight Study, to assess the whether the proposed habitable rooms will receive satisfactory levels of daylight and sunlight. The study demonstrates that all of the proposed habitable rooms would receive a high level of both daylight and sunlight and would exceed BRE targets by significant margins.

As the site is located adjacent to the underground tracks, a Noise and Vibration Assessment has been undertaken and submitted in support of the application. The assessment advises that with a well-built building fabric and good quality double-glazed windows, both these elements would contribute towards a significant reduction of ambient noise levels. In terms of vibration, the assessment states that there is a low probability of adverse impact from future occupiers. The Council's Environmental Health Officers have raised no objections.

Overall, Officers are satisfied that that high standard of accommodation would be provided for future occupiers.

In terms of outdoor amenity space, Barnet's Sustainable Design and Construction SPD sets out the minimum standards for outdoor amenity space provision in new residential developments. Flats are expected to provide 5sqm of usable outdoor communal or private amenity space per habitable rooms. All of the ground floor units within both buildings would benefit would be provided with private amenity spaces. In addition, the proposed would provide 860sqm of external communal amenity space on the roofs of both buildings and within the courtyard and south western linear garden. The provision of external spaces is therefore compliant with Barnet requirements but Officers are satisfied that the proposed spaces would be useable and available throughout the year and would help create a sense of community within the development.

Highways and parking

Policy CS9 of the Barnet Core Strategy identifies that the Council will seek to ensure more efficient use of the local road network and more environmentally friendly transport networks, require that development is matched to capacity and promote the delivery of appropriate transport infrastructure. Policy DM17 of the Barnet Development Management Plan document sets out the parking standards that the Council will apply when assessing new developments.

Policy DM17 sets out parking standards as follows for the residential use:

One bedroom units	0.0 to 1.0 space per unit
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Based on the PTAL of the site, a policy compliant scheme would necessitate a range of between 0 and 86 parking spaces for the 86 residential units. The scheme is proposed to be car free with no on-site parking provision.

The Council's Traffic and Development service has reviewed the application and associated documents. They comment that the proposal is for a car free development, with an adequate quantum of cycle parking and internal servicing arrangements. The site is marketed as a pocket living site and will mainly comprise studio/1 bed units. The justification for proposing a car free scheme is a survey of another similar site in London shows minimal car ownership. The Highways Officer has taken into account the proximity to Woodside Park Station, access to buses and the type of accommodation proposed (pocket living) but have raised concerns regarding a car free scheme at this location given that the site is not located with a CPZ. Concerns are also raised about the non-provision of disabled parking provision. The Highways Officer requested that a parking day and night-time beat survey is undertaken on a weekday and weekend to determine occupancy rates within a 200m distances of the site in roads without CPZ restrictions.

In response to justifying a car free development, Pocket schemes are designed from the outset as car-free. The car free nature of the development reflects the low parking demand expected from future occupants which comprises solely one bedroom one person Pocket homes. Owners of Pocket homes are typically young professionals and first time buyers who travel to work by sustainable modes of transport and do not tend to have the desire or need to own a private vehicle. Future residents of the proposed development are highly unlikely to own a car given they are within close walking distance of Woodside Park tube station, with its direct and frequent links to central London via the northern line.

As requested by the Highways Officer, a car parking day and night-time beat survey has been undertaken and the results submitted. The parking stress survey was undertaken on Wednesday 15th May 2019 and Saturday 18th May between the hours of 05:00 and 21:00. The survey area included all roads within a 200m walking distance from the site.

Within a 200m walk of the site, the survey showed that there are 67 parking spaces without a restriction, 25 resident permit only bays (restrictions apply from Monday to Friday between

14:00-15:00) and 11 resident permit or pay by phone bays (restrictions apply from Monday to Saturday between 09:00-17:00). The resident permit holders only and the resident permit / pay by phone bays are located to the east of the site and railway line.

Tables 1 and 2 provide a summary of the findings along the local roads for Wednesday and Saturday respectively. The full survey results are provided at Appendix A.

Table 1: Parking survey results – Wednesday

		05:00	07:00	09:00	11:00	13:00	15:00	17:00	19:00	21:00
Unrestricted	Parked	33	53	60	63	58	57	57	39	39
	Spare	34	14	7	4	9	10	10	28	28
	Stress %	49%	79%	90%	94%	87%	85%	85%	58%	58%
Resident Only	Parked	12	20	23	23	22	20	19	18	14
	Spare	13	5	2	2	3	5	6	7	11
	Stress %	48%	80%	92%	92%	88%	80%	76%	72%	56%
Resident / Pay by phone	Parked	4	7	9	9	9	9	8	7	5
	Spare	7	4	2	2	2	2	3	4	6
	Stress %	36%	64%	82%	82%	82%	82%	73%	64%	45%

Table 1 indicates that a spare parking capacity of 54 spaces was recorded on Wednesday at 05:00. The parking demand increased and remained high for the remainder of the day. The peak demand was recorded at 11:00 when the number of available spaces reduced to 8. In the evening, parking demand ranged between 58-64 vehicles with a respective spare capacity of 39-45 spaces.

The spare parking capacity on unrestricted spaces on Wednesday was recorded to be 34 at 05:00. The capacity decreased during the day as a result of the increase in parking demand. In the evening, the spare capacity was recorded to be 28 at 19:00 and 21:00.

Table 2: Parking survey results – Saturday

		05:00	07:00	09:00	11:00	13:00	15:00	17:00	19:00	21:00
Unrestricted	Parked	34	37	46	49	46	48	43	46	47
	Spare	33	30	21	18	21	19	24	21	29
	Stress %	51%	55%	69%	73%	69%	72%	64%	69%	70%
Resident Only	Parked	8	10	14	18	18	19	18	18	20
	Spare	17	15	11	7	7	6	7	7	5
	Stress %	32%	40%	56%	72%	72%	76%	72%	72%	80%
Resident / Pay by phone	Parked	2	2	1	2	2	2	2	4	3
	Spare	9	9	10	9	9	9	9	7	8
	Stress %	18%	18%	9%	18%	18%	18%	18%	36%	27%

Table 2 indicates that a spare parking capacity of 59 spaces at 05:00 on Saturday. The parking demand throughout the day varied with the highest demand recorded at 21:00 resulting in a spare parking capacity of 33 spaces.

The spare parking capacity on unrestricted spaces on Saturday was recorded to be 33 at 05:00. The capacity slightly decreased during the day, ranging between 18-24 between 09:00-21:00. However, the average spare capacity throughout Saturday was higher than the capacity on Wednesday.

The results of the parking survey indicate that there is ample spare parking capacity overnight on resident permit bays, resident permit / pay by phone bays and unrestricted parking spaces on both Wednesday and Saturday. A spare parking capacity of 54 and 59 was recorded at 05:00 on Wednesday and Saturday respectively, indicating that there is space available on-street to accommodate some potential parking demand associated with the proposed development should this arise.

The parking demand on both Wednesday and Saturday increased throughout the day with the majority of vehicles parking on unrestricted parking spaces located to the west of the site.

To determine the proposed multimodal trips, the person trips have been distributed by mode share using the 2011 Census “Method of travel to work” data for the Barnet 012B Lower Layer Super Output Area. The modal split excludes categories such as “working from home” and “unemployed” and indicates a car mode share of 29%. The tenants of residential developments undertaken by Pocket Living are typically young professionals and first time buyers who travel to work by sustainable transport. This has been confirmed by a survey of

Pocket buyers' travel patterns which show that these are very sustainable with a car driver mode share of approximately 3%. Hence, the car mode share has been adjusted from 29% to 3% and its value has been redistributed pro-rata across the other modes.

In terms of potential trip generation, the proposals are also expected to generate one trip by car during the AM peak and two trips by car during the PM peak. This is expected to have minimal impact on the local highway network. In order to undertake a more robust assessment, the original 29% car mode share has been utilised to estimate the number of car trips that the proposed development would generate if it adopted the local travel trends. This would result in 15 vehicle movements (two arrivals and 13 departures) during the AM peak and 13 vehicle movements (eight arrivals and five departures) during the PM peak. This uplift is also expected to have minimal uplift on the local highway network.

It is therefore anticipated that the potential demand for car ownership associated with the residents of the proposed development would be low.

In justifying the non-provision of disabled parking spaces, despite best endeavours during the marketing process, Pocket have never sold a flat (both on initial sales and resales) to a wheelchair user. Unlike when a wheelchair user purchases a standard flat, purchasers of Pocket homes have additional eligibility criteria to meet such as either living or working within Barnet; not owning another property and earning less than the Mayor's income threshold. Wheelchair users would also need to comply with these additional eligibility criteria and to date, despite extensive marketing across London, Pocket have never sold a property to a wheelchair user. As such, the proposed development will not provide any wheelchair accessible units and as a result no disabled car parking is proposed. An absence of wheelchair parking has been accepted by other Local Planning Authorities and the GLA at various Pocket developments as they appreciate the bespoke product offered by Pocket. This includes Mapleton Crescent in Wandsworth; Cowleaze Road in Kingston; Varcoe Road, in Southwark; Astra House in Lewisham; and Sail and Juxton Street in Lambeth.

The tenants of residential developments undertaken by Pocket Living are typically young professionals and first time buyers who travel to work by sustainable transport. This has been confirmed by a survey of Pocket buyers' travel patterns which show that these are very sustainable with a car driver mode share of approximately 3%. Sustainable transport is a key Pocket Living initiative whereby cycling is a popular mode of transport for buyers. All developments include policy-compliant secure cycle parking and Pocket buyers have a cycle mode share of 17% which is significantly higher than the general population of London.

In light of the above, Officers have already accepted the non-provision of wheelchair units and therefore for the same reasons are prepared to accept that the proposal will not provide disabled parking spaces. This conflict is considered to be outweighed by the significant positive of the scheme providing 100% affordable housing. In addition, Officers consider that this is a highly sustainable location which a car free development is seen as acceptable to officers. Pocket have undertaken a parking survey of the surrounding area as request by Highways which reveals that there is capacity within the surrounding network. The survey highlights that a large proportion of the parking spaces are used by commuters of the

Underground station. However, Officers are in further discussions with Highways regarding whether a review of the surrounding streets for the implementation of a CPZ would be welcomed and supported by the Highways service. In which event, a financial contribution towards the review can be sought and future occupiers could be restricted from obtaining parking permits. An update on this will be provided before the committee.

Trees, landscaping and ecology

Trees

The application is accompanied by an Arboricultural Impact Assessment & Method Statement (25/03/2019). The site comprising of trees of varying values, age and categories. There are also a number of mature trees along the western boundary. The very large Horse Chestnut tree adjacent to the north-west corner of the site has been recently safeguarded under a Tree Protection Order (TPO). Proposed tree removals are proposed within the site and the scheme proposes suitable protection fencing and bespoke construction measures to ensure that the existing western trees are protected during construction and in the future once the development is completed.

The application has been reviewed by the Council's Arboricultural Officer and further information and details has been provided in relation to the foundations in the north-west area. The revised plans illustrate that the building is to be built of pile and beam foundations which will reduce the risk of harming tree roots and would retain space for tree root growth. Officers are therefore satisfied the proposed measures are satisfactory and protected TPO tree and western sited trees will be appropriately safeguarded.

Landscaping

The proposed landscape design seeks to deliver a high-quality resident focused environment through the provision of well-considered spaces and carefully identified planting and materials. The primary entrance to the site is at the northern boundary where the aim is create a safe and functional access arrangement for all users, providing a pedestrian focussed paved space leading down the western part of the site. Within the central part of the site, there will be a courtyard created between the two blocks with new ornamental trees, to help create a space where the residents of both blocks can meet. Along the western boundary, a linear community garden is proposed, with seating and sensory planting.

The two roof terraces will offer additional areas of amenity space for residents. The terraces will primary comprise of raised planting areas, pergola structures and seating.

Ecology

The application is supported by a Preliminary Ecological Appraisal (October 2018) undertaken by ACD Environmental Ltd. The appraisal comprised of a desk study and an Extended Phase 1 Survey. The report advises that the site primarily comprises of scrub and ephemeral/short perennial grassland. The results of the survey have advised that

neighbouring trees on the adjacent land have ecological value. These trees will not be affected by the proposed development but a number of mitigation and enhancement measures are proposed during the construction phase and will remain once the development is constructed.

Sustainability

London Plan Policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in new developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayors targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy.

The application is accompanied by an Energy Statement from TUV SUD (February 2019) which sets out how the development accords to the London Plan energy hierarchy.

Be Lean

Passive design measures included within the development to reduce energy demand would include the following:

- energy efficient building fabric and insulation to all heat loss floors, walls and roofs;
- high efficiency double-glazed windows throughout;
- efficient building services including high efficiency heating systems;
- low energy lighting throughout the building.

These measures are assessed as providing a 1% reduction in regulated CO2 emissions.

Be Clean

At the present date, there is no decentralised heating network in close proximity of the site. However, the scheme shall be future proofed with space allocated in the plantroom for heat exchangers and pump sets to enable future connection. The proposal seeks to install a

Combined Heat and Power (CHP) due to the energy demands of the site. The CHP is assessed as providing a 24% reduction in regulated CO2 emissions.

Be Green

The applicant has investigated the feasibility of range of low and zero carbon technologies for the development and is proposing to install roof mounted solar photovoltaic panels.

The installation of PV panels will result in a reduction of 11% reduction in regulated CO2 emissions.

Summary

All of the measures outlined above combine to give the following site wider regulated carbon dioxide emissions:

	Total Regulated Emissions (Tonnes per year)	CO2 Savings (Tonnes per year)	Percentage saving
Part L Baseline	356	-	
Be Lean	344	62	1%
Be Clean	326	47	24%
Be Green	326	39	12%
		CO2 Savings off set	
Off-set		39	
Cash in lieu		£70,601.89	

An on-site reduction of 39 tonnes of CO2 per year in regulated emissions compared to a 2013 Building regulations compliant development is expected for the development, equivalent to an overall saving of 37%. The carbon dioxide savings exceed the on-site target set within policy 5.2 of the London Plan.

New residential developments are required to meet the zero-carbon target. The applicant is therefore required to mitigate the regulated CO2 emissions, equating to a financial contribution of £70,601.89 to the Borough's offset fund.

Flood Risk and SUDS

Policy CS13 of the Barnet Core Strategy states that "we will make Barnet a water efficient borough and minimise the potential for fluvial and surface water flooding by ensuring development does no cause harm to the water environment, water quality and drainage systems. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order

to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels”.

The application is accompanied by a Drainage Strategy Report from Whitby Wood Limited (February 2019). This has been assessed by the Council’s appointed drainage specialists who, following the submission of further details, have raised no objection to the development. If permission were granted, a condition securing the submission of a surface water drainage scheme would be attached.

5.4 Response to Public Consultation

Design, scale and height – This is considered and addressed within the report. Officers consider that the design is of a high quality, responding appropriately to the levels of the site and surrounding area and incorporates a predominate red brick which is appropriate to the site’s context.

Overprovision of flats in this area and greater need for larger family flats – Officers consider that 1-bed units are highly appropriate for this highly accessible location and that family units would not be suitable. Taken into account the targeted demographic of Pocket users, this location is ideally located, particularly for young, single professionals or those who struggle to afford elsewhere in the Borough.

Impact on the setting of the locally listed St Barnabas Church and Woodside Park Station. Loss of view of the church from the station – This is thoroughly assessed within the report. Officers have taken a balanced judgement that the provision of a high quality development that provide 100% affordable housing would outweigh any adverse effect on the non-designated heritage asset.

Concerns raised with the Pocket model and long-term affordability and retention in perpetuity – The affordable housing will be secured in perpetuity through a legal agreement. Further details of the Pocket model is provided within the submitted Planning Statement.

Impact on neighbouring amenity – This has been assessed within the report. Officers consider that the proposal would not detrimentally harm the residential amenity of neighbouring occupiers. The application is supported by a Daylight and Sunlight Assessment which demonstrates that recommended BRE requirements would be met. Officers consider that there is sufficient separation distances between neighbouring properties and that existing and enhanced landscaping will help mitigate any potential overlooking / overbearing impact.

Highways and parking – Concerns have been raised about the non-provision of on-site parking spaces. However, evidence has been provided to justify that there is a very low car ownership of Pocket buyers and a parking survey has been undertaken which demonstrates there is capacity within 200m of the site.

Impact on trees and ecology – This has been assessed within the report and by the Council's Arboricultural Officer. The proposal is considered to adequately protect trees and ecology on and around the site.

6. Equality and Diversity Issues

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- "(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it."

For the purposes of this obligation the term "protected characteristic" includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

A potential negative impact will be the non-provision of any specific wheelchair adaptable units with the proposal. However, Pocket have provided justification for not providing on-site M4(3) units which is based on evidence gathered from all other Pocket developments. To date, Pocket advise that no wheelchair unit has been sold to a wheelchair user. Whilst no wheelchair adaptable units will be provided on-site, Pocket advise that units can be altered should circumstances change in the future. Nevertheless, the development will be fully constructed to M4(2) standards including step-free pedestrian access to all levels. On balance, whilst this is identified as a negative impact, Officers considered that there is acceptable justifying reasons to deviate from planning policy in this instance.

It is considered by Officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

7. Conclusion

In order to make a recommendation on the application, it is necessary to take a balanced judgement based on all the issues identified as discussed within this report. It is noted that the site's location adjacent to the underground tracks, as well with the site levels pose challenging constraints. In addition, concerns have been raised by the Council's Heritage service that the proposal would affect the settings of the Locally Listed buildings of Woodside Park Tube Station and St Barnabas. However, it is considered that the design approach and unit typology bring a number of benefits including a high-quality design and the provision of 100% affordable housing. The typology of 1-bed units, adjacent to the tube station is considered to be very appropriate. The scale, height and massing is considered to be acceptable and has been progressed, in conjunction with Officers, as a direct response to the site constraints. These factors including the use of red brick are considered to help the proposal integrate successfully within the surrounding area.

Having taken all material considerations into account, the application proposed the redevelopment of a highly accessible and under-utilised small site and will provide 86no. affordable units which will provide a significant benefit to the Borough and its housing supply. Subject to mitigation, measure relating to noise, contamination, air quality transport impact and sustainability will be secured via S106 obligations and relevant conditions.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions as set out above.

