

Location The Lanterns; 23 - 25 Moss Hall Grove; London; N12 8PG

Reference:

	Received:	05.10.2022
22/4891/FUL	Accepted:	05.10.2022
Ward: West Finchley	Expiry	28.11.2022

Applicant:

Reicol Ltd

Proposal:

Demolition of existing garages and erection of a two-storey building to provide 2x 3-bed self-contained flats with 2 x no car parking spaces, bin and cycle storage, associated landscaping and boundary treatments.

Recommendation: Approve subject to conditions

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)

CONDITIONS

1. 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.

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

- Cover letter dated 3rd October 2022 bt dlp
- Site Location Plan: PL01 Rev v1
- Existing Block Plan: PL02 Rev v1
- Proposed block Plan PL03 Rev v1
- Demolition Plan PL06 Rev v2
- Hard and soft landscape: PL-001
- Proposed floor plans: PL10 Rev v4

- Proposed elevations: PL20 Rev V4
- Proposed Section PL30 Rev V4
- Proposed site plan: PL04 Rev v1
- Tree Protection Plan: NWATLP01
- Tree Protection Plan- Construction: NWATPP01 con
- Existing site plan: Tree Protection Plan Demolition NMAPPP01 Demo
- Area Schedule
- Planning, Design and Access Statement by dlp dated October 2022
- Tree Survey Schedule (ref: DEV220901-1003)
- Arboricultural Appraisal Report by NWA Arboricultural Limited dated 07.09.2022
- Daylight and Sunlight Assessment by L16 Design dated August 2022
- Computer Generated Images (CGI's)
- Preliminary Ecological Appraisal by tsa ecology dated September 2022
- Sustainable Appraisal and Energy Efficiency flexibility Study dated 13.09.2022 by Green Heat Ltd

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).

3. a) No development other than demolition works shall take place until 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 Policy D4 of the London Plan 2021.

4. 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 D4, D5, D8 and G7 of the London Plan 2021.

5. Prior to commencement of the development, a revised parking layout showing dimensions of the two proposed parking spaces shall be submitted to and approved in writing by the local planning authority. Thereafter, the 2 spaces shall be implemented in accordance with the approved plans used only as agreed and not for any purpose other than the parking and access/turning of vehicles in connection with approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet CS09 of the Core Strategy (2012) and policy DM17 of the Development Management Document (2012).

6. a) Before the development hereby permitted is first occupied, details of 4 x no cycle parking spaces and cycle storage facilities shall be 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 the spaces shall be permanently retained thereafter.

Reason: To ensure that cycle parking facilities are provided in accordance with the minimum standards, in the interests of promoting cycling as a mode of transport and to safeguard the visual amenities of the building and surrounding area, in accordance with Policy T5 and Table 10.2 of The London Plan (2021), Barnet's Local Plan Policies CS NPPF, CS1 and CS9 of Core Strategy (Adopted) September 2012, and Policies DM01 and DM17 of Development Management Policies (Adopted) September 2012.

7. Before the permitted development is occupied, details of refuse storage and collection arrangements shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved refuse storage and collection arrangements.

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.

8. No site works including demolition or construction work shall commence until a Construction Management and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the details approved under this plan. The Construction Management and Logistics Plan submitted shall include, but not be limited to, the following information:

1. details of the routing of construction vehicles to the site, hours of access, access and egress arrangements within the site and security procedures;
2. site preparation and construction stages of the development;
3. 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;
4. 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;
5. the methods to be used and the measures to be undertaken to control the emission of dust, noise and vibration arising from construction works;
6. 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;
7. noise mitigation measures for all plant and processors;
8. details of contractor's compound and car parking arrangements;
9. Details of interim car parking management arrangements for the duration of construction;
10. Details of a community liaison contact for the duration of all works associated with the development.
11. Provision of a competent banksman.

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and policies 5.3, 5.18, 7.14 and 7.15 of the London Plan.

9. Prior to occupation of the development, all off-site highway works shall be completed to the satisfaction of the local Highway Authority .

Reason: To ensure that the development provides adequate access for pedestrians and vehicular traffic in accordance with policy 6.13 of the London Plan.

10. The approved works shall be implemented in accordance with the ecological mitigation measures outlined within section 7.2 of the approved Preliminary Ecological Appraisal (TSA Ecology, September 2022) in regard to bat sensitive lighting and protection of nesting birds.

b) Prior to occupancy of works the following biodiversity enhancement measures shall be installed onto the newly constructed building and/or retained rear boundary trees nearby (as appropriate) in accordance with section 7.3 of the approved Preliminary Ecological Appraisal (TSA Ecology, September 2022) and 'Designing for Biodiversity A technical guide for new and existing buildings (RIBA):

i) 2 x Schwegler Nest Box 1B (or similar)

ii) 2 x Swift bricks

iii) 1 x Schwegler Sparrow Terrace (or similar)

iv) 2 x 2F Schwegler Bat Box (General Purpose) with or without Double Front Panel

Reason: To ensure ecological enhancement measures are in accordance with policy G6 of the London Plan (2021); policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), and policy DM16 of the Development Management Document (2012).

11. Prior to commencement of all works including ground preparation and clearance: a) Details of the location of at least 2 x hedgehog highways (13cm x 13cm gaps) at the base of the boundary fencing are to be submitted and approved by the local planning authority.

b) Prior to first occupancy the approved hedgehog link must be installed in the base of the boundary fencing to ensure continued access for commuting hedgehogs through the garden. Photographs of the hedgehog gaps are to be submitted as evidence of compliance which shall be approved by the local planning authority.

Reason: Pursuant to section 197 of the Town and Country Planning Act 1990 in accordance with local planning policy DM01 & DM16. Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G5, G6 & G7 of the London Plan.

12. Prior to the first occupation of the units, copies of Pre-completion Sound Insulation Test Certificates shall be submitted to the Local Planning Authority, confirming compliance with Requirement E of the Building Regulations 2010 (or any subsequent amendment in force at the time of implementation of the permission).

Reason: To protect the amenities of future and neighbouring residential occupiers in accordance with Policies DM02 and DM04 of the Development Management Policies DPD (adopted September 2012) and the Sustainable Design and Construction SPD (adopted April 2013).

13. a) The site shall not be brought into use or first occupied until details of the means of enclosure, including 1.8m high fencing panels would be erected along the boundaries to the rear of the site, have been submitted to and approved in writing by the Local Planning Authority.

b) The treatment of boundaries should be permeable to species such as hedgehogs (*Erinaceus europaeus*) and common toad (*Bufo bufo*), with the introduction of a minimum of 1no 13 x 13cm ground level access 'hedgehog hole' between the application site and each neighbouring piece of land to enable connections and prevent the fragmentation of habitat

c) 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, DM16, 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).

14. a) All work comprised in the approved scheme of hard and soft landscaping works as shown on drawing no: PL-0001 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.

b) Any existing tree shown to be retained or trees or shrubs 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 G5 and G7 of the London Plan.

15. a) The applicant shall enter into a s184 Agreement with the Council's Local Highways Authority to reinstate the existing access to the site.

b) Prior to the first occupation of the development, all off-site highway works are completed to the satisfaction of the Local Highway Authority.

Reason: To ensure that the proposed development does not prejudice access to the permitted points in the interest of the flow of traffic and conditions of general road and highway safety on the adjoining highway in accordance with Policies DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS9 of the Local Plan Core Strategy (adopted September 2012).

16. a) The applicant shall enter into a s184 Agreement with the Council's Local Highways Authority to reinstate the existing access to the site.

b) Prior to the first occupation of the development, all off-site highway works are completed to the satisfaction of the Local Highway Authority.

Reason: To ensure that the proposed development does not prejudice access to the permitted points in the interest of the flow of traffic and conditions of general road and highway safety on the adjoining highway in accordance with Policies DM17 of the Development Management Policies DPD (adopted September 2012), and Policies CS NPPF and CS9 of the Local Plan Core Strategy (adopted September 2012).

17. 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).

Informatives

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.

We believe that your development is liable for 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 first adopted a CIL charge on 1st May 2013. A new Barnet CIL Charging Schedule applies from 1 April 2022 (<https://www.barnet.gov.uk/planning-and-building/planning/community-infrastructure-levy>) which applies a charge to all residential (including sui generis residential), hotel, retail and employment uses.

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.

3. 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.

4. The applicant is advised that the provisions of The Party Wall etc. Act 1996 may be applicable to this scheme. This relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. Further information can be found at <https://www.gov.uk/party-wall-etc-act-1996-guidance>.
5. Applicants and agents are advised that this development should be designed to achieve an average water consumption target of 105 litres per head per day.
6. 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.

7. Demolition should be carried out by an approved contractor and residents notified at least seven days before commencement.
8. Bats and lighting- No artificial lighting near to or shining onto any boundary trees and shrubs is to occur pre/during and post development. Any artificial lighting scheme should be designed to minimize the impact it has on potential bat roosting and commuting. Lighting should be in line with the BCT lighting guidelines (Bats and Lighting in the UK (Bat conservation trust, 2018)

<https://www.theilp.org.uk/documents/guidance-note-8-bats-and-artificial-lighting/>. Any such artificial lighting should be of low level, be on downward deflectors and ideally be on PIR sensors. Using LED directional lighting can also be a way of minimizing the light spill affecting the habitat. No up-lighting should be used. This will ensure that the roosting and commuting resources that the bats are likely to be using is maintained.

9. Non-native plant species

Any invasive non-native plant species are that discovered within red line boundary (e.g., cotoneaster or buddleia) during the approved works shall be reported to the project ecologist. Should such species be required to be removed the action is to be undertaken by a trustworthy third-party invasive plant removal specialist who belong to a trade body such as the Property Care Association (PCA) Property Care Association or the Invasive Non-Native Specialist Association View Our Members - INNSA. An invasive species removal specialist would be responsible for the secure removal/treatment, transposition and disposing of "controlled waste" under the Environment Protection Act 1990 (EPA 1990). Controlled waste is defined as any plant material or contaminated soil under the Environment Protection Act 1990.

10. Nesting Birds

Avoid all vegetation clearance and demolition during the active nesting bird season. If this cannot be reasonable avoided and any tree / vegetation clearance required to be removed during the active nesting bird season and cannot reasonable be avoided, then a nesting bird check must be conducted prior to commencement of clearance by a suitably qualified ecologist. Any active birds' nest that are discovered are to have an appropriate 5m protective buffer is to be place around the nest and the nest is to be retained until such time that the chicks have fledged.

There is a risk that nesting birds maybe negatively impact by the proposed demolition works should the works commence during the active nesting bird season. Nesting birds and their active birds' nests are protected from damage of disturbance under the Wildlife and Countryside Act 1981, as amended (section 1). Generally, trees, buildings and scrub may contain nesting birds between 1st March and 31st August inclusive. It is considered that nesting birds are likely to be present between the above dates. You are advised to seek the advice of a competent ecologist prior to undertaking any works which could affect nesting birds during the period outlined above.

11. Species rich plantings and seeding

It is recommended that the soft landscaping for the amenity lawn consist of species rich seed mix or turf. This mix should consist of a ratio of 70/30 native grass to flowering plants as such flowering plant species and grasses provide high value to pollinating insects including bees, butterflies. An example of a potential species rich meadow seeding mix includes Boston Seed Dual Purposed Wildflower Meadow Seed Mix BSXM 70/30 and for the amenity lawn Emorsate Seed Strong Lawn Grass Mixture EG22.

Night scented plants should also be incorporated into a detailed planting schedule where feasible. An extensive list of suitable plant species can be found on the RHS advice page <https://www.rhs.org.uk/advice/pdfs/plants-for-bats.pdf>. The provision of bat friendly planting is in Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy G6 of the London Plan.

12. The developer is informed that hoarding, scaffolding, crane and skips on or abutting the public highway require a licence. To make an application for these licenses please contact the council's Highways Licence Team on 0208 359 3555 for any necessary Highways Licenses or email highwayscorrespondence@barnet.gov.uk
13. Please note existing public highways shall not be used as sites for stock piling and storing plant, vehicles, materials or equipment without an appropriate licence. Any damage to the paved surfaces, verges, surface water drains or street furniture shall be made good as directed by the Authority. The Applicant shall be liable for the cost of reinstatement if damage has been caused to highways. On completion of the works, the highway shall be cleared of all surplus materials, washed and left in a clean and tidy condition.
14. Various trees, shrubs and hedging are protected as they are shown to be retained or planted as part of the landscaping condition of the planning permission granted for the development of the site. This landscaping condition specifies that any trees or shrubs removed, dying, becoming severely damaged

or becoming diseased within five years of the completion of the development are to be replaced with trees or plants of appropriate size and species.

Officers Assessment

Site Description

The site is located to the southwest of Moss Hall Grove. It is located to the rear of an existing block of flats known as "The Lanterns". Building. The application site is currently used for garages to the rear of the site which are used for storage purposes by the owners/tenants of the garages. The site is accessed via the existing driveway to the right of the block of flats which would be retained as the access to the new build development.

The surrounding area is predominantly characterised by two to three storey residential developments.

The site is not located within a conservation area and there are no statutory listed buildings within the immediate vicinity of the site.

The site is located approximately 300m to the south of North Finchley Town Centre and is located within an area of Public Transport Accessibility Level 3 which means it has moderate access to Public Transport.

Site History

Ref no: C02460AC/01

Proposal: Addition of a new floor level within a mansard roof, comprising 4 no two-bedroom flats. Creation of two rear balconies at third floor level

Decision: Approved subject to conditions

Decision date: 13 March 2002

Ref no: C02460AC/01

Proposal: Addition of a new floor level within a mansard roof, comprising 4, two-bedroom flats. Creation of two rear facing balconies at third floor level.

Decision: Approved subject to conditions

Decision date: 13 March 2002

Ref no: C02460AD/04

Proposal: Erection of a detached chalet bungalow

Decision: Finally disposed

Decision date: 07 January 2005

Ref no: C0246AF/07

Description of development: Erection of a three-storey building comprising of 9 no flats, with 9 no associated parking spaces.

Decision: Refused

Decision date: 06 July 2007

Ref no: F/00593/08

Description of development: Demolition of the existing garage block at rear and erection of new two storey building comprising 8 no flats with associated refuse store, cycle store and off-street parking

Decision: Refused

Decision date: 27 May 2008

Proposal

The proposed development is for the demolition of the existing garage block and the erection of a two-storey building to provide two x 3-bedroom semi-detached dwellings; and ancillary private amenity space to the rear of the houses. The proposal makes provision for 2 x no car parking spaces, one space for each dwelling.

Public Consultation

140 consultation letters were sent to neighbouring properties on 25th October 2022 A site notice was erected on 13th October 2022

6 responses have been received, comprising 6 letters of objection, including an objection on behalf of the Finchley Society.

The objections received can be summarised as follows:

1. The site is constrained and the proposed development would be detrimental to the character of the area.
2. Unacceptable loss of outlook. Increased sense of enclosure.
3. Lack of privacy
4. Exacerbate difficulties with on streetcar parking
5. Potential overheating, especially in summer.
6. Loss of trees
6. Pollution especially to the adjacent schools
7. Difficulties for fire engine access causing potential hazards
8. Additional pressure on local infrastructure
9. Safeguarding: The plans indicate a 2nd storey balcony and windows that directly overlook and look into school classrooms. This is a potential safeguarding risk. The application does not illustrate how the boundary wall would be screened at height to prevent overlooking.
10. Children's play space at The Lanterns will be impeded during the proposed construction period and subsequently. There may be a safety risk during construction to residents including children.
11. Increase of vehicles parking in the area.
12. The proposed development would not be affordable for families trying to afford living in this area.

All planning matters raised in the objections have been considered and addressed as part of the decision-making process and are available to view on the Councils website should Committee Members wish to read them in full. All representations have been summarised in the Officers report.

Statutory Consultees

Highways Team

LBB Highways do not raise any formal objections, subject to the following conditions:

1. Details of a revised parking layout showing dimensions of the two parking spaces
2. Details of a minimum of 4 (long stay) cycle spaces
3. Details of Refuse and Recycling collection facilities
4. Construction Management Plan

The above would be secured by way of a conditions to ensure that the proposed development does not prejudice the amenities of occupiers of adjacent residential properties in the interest of highway and pedestrian safety; and to provide adequate access for pedestrians and vehicular traffic.

LBB Ecology

The proposed works are considered to have an acceptable impact on ecology subject to the following ecological mitigation and enhancement measures conditions:

1. The approved works shall be implemented in accordance with the ecological mitigation measures in regard to bat sensitive lighting and protection of nesting birds
2. Biodiversity enhancement measures to be installed within the site boundary to include: 2 x Schweiger Nest Box 1B (or similar); 2 x Swift bricks; 1 x Schweiger Sparrow Terrace (or similar) and 2 x 2F Schweiger Bat Box (General Purpose) with or without Double Front Panel
- 3a Details of the location of at least 2 x hedgehog highways (13cm x 13cm gaps) at the base of the boundary fencing. Prior to first occupancy the approved hedgehog link must be installed in the base of the boundary fencing to ensure continued access for commuting hedgehogs through the garden.

The above would be secured by way of condition as set out in the report.

LBB Arboricultural Officer

LBB Arboricultural Officer has reviewed the submission and raises no objections to the details provided within the Tree Location and Protection Plan, and the Arboricultural Appraisal Report. The applicant would be required to implement the development in accordance with these plans and documents.

Planning Considerations

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 revised National Planning Policy Framework (NPPF) was published on 19th February 2019. 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, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this'. 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 2021

The London Plan 2021 was adopted on 02 March 2021 and is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.

The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.

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 relevant London Plan (2021) policies are as follow:

- GG1 (Building strong and inclusive communities)
- GG2 (Making the best use of land)
- GG3 (Creating a healthy city)
- GG4 (Delivering the homes Londoners need)
- GG6 (Increasing efficiency and resilience)
- D3 (Optimising site capacity through the design-led approach)
- D4 (Delivering good design)
- D5 (Inclusive design)
- D6 (Housing quality and standards)
- D7 (Accessible housing)
- D12 (Fire safety)
- D14 (Noise)
- H1 (Increasing housing supply)
- H2 (Small sites)

H10 (Housing size mix) requires
S1 13 (Sustainable Drainage)
T5 (Cycling)
T6 (Car parking)
T6.1 (Residential parking)
T7 (Deliveries, servicing, and construction)
SI 1 Improving air quality
SI 2 Minimising greenhouse gas emissions
SI 3 Energy Infrastructure
SI 4 Managing Heat Risk
SI 5 Water Infrastructure
SI 8 Waste capacity and net waste self sufficiency
SI 12 Flood Risk Management

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, CS4, CS9, CS14
- Relevant Development Management Policies: DM01, DM02, DM03, DM04, DM08, DM16, DM17

The Council's approach to extensions as set out in Policy DM01 is to minimise their impact on the local environment and to ensure that occupiers of new developments as well as neighbouring occupiers enjoy a high standard of amenity. Policy DM01 states that all development should represent high quality design and should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining occupiers. Policy DM02 states that where appropriate, development will be expected to demonstrate compliance to minimum amenity standards and make a positive contribution to the Borough. The development standards set out in Policy DM02 are regarded as key for Barnet to deliver the highest standards of urban design.

Supplementary Planning Documents

- 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:

- Whether the design would cause harm to the openness of the site and character of the area
- Impacts on amenity of neighbouring residential amenity
- The standard and quality of accommodation
- Ecology and Impact on Trees
- Impacts on the local highway

Whether the design would cause harm to the openness of the site and character of the area

High quality design underpins the sustainable development imperative of the NPPF and policies D1, D5, D6, D7 and D8 of the London Plan (2021). Policy CS5 of Barnet's Core Strategy (2012) seeks to ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high-quality design. Policy DM01 of Barnet's Development Management Policies Document DPD (2012) states development proposals should be based on an understanding of local characteristics. Proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces, and streets.

The Councils adopted Supplementary Planning Documents Residential Design Guidance SPD (2016) sets out information for applicants to help them design developments which would receive favourable consideration by the Local Planning Authority.

Policy DM01 states, 'development proposals should be based on an understanding of local characteristics and should respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets'.

The existing garage building appears dilapidated and has limited visual aesthetic merit, which neither contribute to the character and appearance of the immediate area. The applicant has advised they are no longer fit for purpose. As such, the demolition of the existing building is acceptable onsite.

The application site is located to the rear of the existing three storey residential block of 'The Lanterns'. The nearby buildings are predominantly two and three storeys in height. The proposed two storey building, at approximately 6.1 metres is acceptable and broadly in keeping with the prevailing building heights of buildings within the immediate vicinity of the site.

The scale and footprint of the development is site appropriate and reflects the local character of the area. The surrounding residential buildings, are in part, characterised by a mix of roof typologies, including mansard and flat roof forms. As such, the proposed flat roof to the building would be in keeping with the character of the area.

With reference to bulk and mass, the proposed use of high quality, permeable and durable materials including a variety of shades of brickwork to the side elevations, heaving use of glazing at both ground and first floor levels to the front and rear elevations, successfully articulates the facades whilst reducing the overall perception of bulk and mass to the building. The variety of materials also adds to the visual interest and design quality of this contemporary building. Moreover, the development includes a split to the façade on the first floor which identifies each dwelling separately, and thereby further reduces the perception of bulk to the development, which is supported.

Overall the height, siting, scale, bulk, massing, bulk and appearance of the building would be of high design quality, which would have a positive impact on the character

and appearance of the site and the area. The applicant would be required to submit full details, including sample specifications of all materials proposed, to be approved by the Local Planning Authority and implemented and retained thereafter. This would be secured by way of a condition.

Landscaping, including boundary treatment

The proposal provides an opportunity to improve the communal external amenity area and security for the existing residents who occupy "The Lanterns" Building. These landscaping and public realm works include communal play space for existing occupiers at Lanterns Court; planting of new trees; improvements to soft and introduction of hard landscaping; inclusion of timber gate to access rear gardens; post/high tensile wire fence for security. LBB Design and Landscaping Officers support the proposed landscaping works onsite.

By way of a planning condition, all work comprised in the approved scheme of hard and soft landscaping works as shown on drawing no: PL-0001 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. Any existing tree shown to be retained or trees or shrubs 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 would be replaced with trees or shrubs of appropriate size and species in the next planting season. This would be to ensure the satisfactory appearance to the development.

Moreover, full details of the means of enclosure, including 1.8m high fencing panels would be erected along the boundaries to the rear of the site, have been submitted to and approved in writing by the Local Planning Authority. The treatment of boundaries should be permeable to species such as hedgehogs (*Erinaceus europaeus*) and common toad (*Bufo bufo*), with the introduction of a minimum of 1no 13 x 13cm ground level access 'hedgehog hole' between the application site and each neighbouring piece of land to enable connections and prevent the fragmentation of habitat. Further, 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. This is 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 ensure the security of the Moss Hill Junior school would not be compromised.

Impacts on amenity of neighbouring residential amenity

Amenities of Neighbouring and Future Residents Part of the 'Sustainable development' imperative of the NPPF 2019 is pursuing improvements to amenity through the design of the built environment. Policies CS5, DM01, DM02 and DM04 of the Barnet Development Management Policies DPD seeks to manage the impact of new developments to ensure that there is not an excessive loss of amenity in terms daylight/sunlight, outlook and privacy for existing residential occupiers or gardens.

The Residential Design Guidance SPD advises that in new residential development privacy can be safeguarded by achieving minimum window to window or window to balcony distances between buildings of 18-21m between facing habitable room windows, and 10.5 m to a neighbouring garden. These distances relate particularly to typical two-storey development, where first floor windows can overlook neighbouring properties.

Privacy

The proposed building would be located some 40m away from the existing building (The Lanterns to the north onsite) and would therefore result in undue loss of privacy or overlooking to flats at The Lanterns.

A separation distance of approximately 40m has been retained from the front elevation of the proposed block and the existing rear elevation of the Lanterns. In addition, the separation distance from the proposed front elevation to the rear elevation of Pamela Court is approximately 42m from the proposed two houses. Further, the proposal would not include windows to elevations which have aspect to Burnbrae Close and therefore would not result in any loss of privacy to these properties.

Daylight and Sunlight to nearby residential properties

A Daylight and Sunlight Assessment was submitted to the LPA to establish and assess that the proposal would not result in an unacceptable overshadowing, loss of daylight and sunlight to neighbouring properties at The Lanterns; 29-32 Burnbrae Close; Bramley Cottage; and Pamela Court.

The main criteria used in this analysis to show compliance are the Vertical Sky Component for daylight impacts and Annual and Winter Probable Sunlight Hours for sunlight impacts. The Vertical Sky Component has been calculated for each of the 35 assessed windows for both the existing and proposed conditions.

All windows retain 80% of their current daylight and sunlight values. The scheme is therefore compliant with BRE recommendations in relation to daylight and sunlight impacts. As such, the proposal would not have an unacceptable impact or result in undue loss of daylight and sunlight to any nearby properties.

Impacts on the Moss Hall Junior and Infant Schools

The proposed first floor rear elevation, which have glazed doors to bedrooms would have access to small private balconies. The rear elevation is located approximately 10 metres from the common boundary shared with Moss Hall Junior School. Along the boundary there is a stretch of mature landscaping which provides a visual screen between the proposed development and the Junior School.

The existing trees south of the site would provide a natural buffer between the school and the proposal. Furthermore, evergreen landscaping is being introduced to the revised scheme to provide more screening of view from the proposal into the school; minimising any overlooking impact into the school's classrooms.

Further, 1.8m high fencing panels will be erected along the boundaries of the site. This would be supplemented by additional landscaping comprising of three native trees as

well as native shrubbery along the rear boundary. These measures would aid in the additional screening of the site from the Junior School whilst providing a natural privacy screen for prospective occupants of the site with particular regards to the rear balconies and windows at first floor level.

The standard and quality of accommodation

Dwelling mix

Policy H10 of the London Plan (2021) requires new residential development to provide a suitable and varied dwelling mix which meets local needs. Moreover, policy DM08 of the Local Plan (2012) relates to dwelling mix and requires all new residential development to provide a mix of dwelling sizes and types to cater for a range of housing needs in the area. LBB set a dwelling size mix requirement for new development in the borough with homes of 3 bedroom or more the priority.

The proposed makes provision for 2 x 3 bedroom semi-detached houses. The provision of two storey x two family homes is welcomed by Officers.

Room size standards and layouts

The Planning Authority would expect a high standard of internal design and layout in new residential development in order to provide an adequate standard of accommodation. The proposal habitable rooms all meet minimum room size standards. Further, the proposal rooms would receive good outlook and generous daylight and sunlight provision to the habitable rooms.

Housing standards are set out in the Nationally Described Space Standards (NDSS), the London Plan and London Housing SPG and Barnet's Sustainable Design and Construction SPD. Table 3.3 in the London Plan provides a minimum gross internal floor area for different types of dwelling, as set out in the below table, which shows the areas relevant to the unit types in this proposal.

Table 2.2: Internal layout and design requirements of Barnet's Sustainable Design SPD (Oct 2016) states that bedrooms should meet the following requirements.

- o Single bedroom: minimum area should be 7.5 m² and is at least 2.15m wide;
- o Double/twin bedroom: minimum area should be 11.5 m² and is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.

The proposal would exceed the minimum size standards for a 3 bed (6 person) 2 storey house, in accordance with the Councils adopted SPD on Residential Design Guidance as set out below:

- House 1: 1 x 3 bed houses (6 person) Minimum requirement 93sqm
Proposed 150sqm
- House 2: 1 x 3 bed house (6 person) Minimum requirement 93sqm
Proposed: 150sqm

Private amenity space

The Council's adopted Supplementary Planning Document entitled Residential Design Guidance requires the provision of 40 m² of private amenity space for up to four habitable rooms; and 55 m² of space for up to five habitable rooms (5 habitable rooms).

Both houses provide four large habitable rooms, and both houses well exceed the minimum private amenity space requirement. The proposed development provides private balconies of 9m² for both two x 3-bedroom dwelling houses. Both houses provide private rear gardens that are The Lanterns bounded and screened by 1.8m high timber fences, with House 1 providing 309m² and Unit 2 providing 183m² of private rear garden amenity space. The proposal therefore exceeds the minimum requirements as set out below:

- House 1: Minimum Policy Requirement: 40m² Proposed total : 193sqm
- House 2: Minimum Policy Requirement: 40sqm Proposed total: 183sqm

Ecology and Trees

The importance of trees, ecology and landscape is recognised at every policy level, Nationally NPPF chapter 15; regionally London Plan policy G5, G6 & G7 of the London Plan (2021) and locally within Barnet Council's adopted policies DM01, DM04, DM15 & DM16 all require developers to consider, trees, ecology and landscape which builds biodiversity. In addition, the following references are also considered; Circular 06/2005: Biodiversity and Geological Conservation - Statutory Obligations and their Impact within the Planning System, ODPM, 2005, London Biodiversity Action Plan, London Plan, 2016, London Regional Landscape Framework, Natural England, 2010.

Policy DM01 of the adopted Barnet Development Management advises that trees should be safeguarded. When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate. Where trees are located on or adjacent to a site the council will require the submission of a tree survey with planning applications indicating the location, species, size, and condition of trees. Trees should be retained wherever possible, and any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified appropriate replacement should consider both habitat creation and amenity value.

Ecology

LBB Ecology Officer has reviewed the submitted Preliminary Ecological Appraisal Report (PEA) and have concluded that the proposal would not have a significant impact on protected and notable species, habitats that cannot be reasonable mitigated against.

The LPA welcomes the provision to have a suitable experienced person conduct a nesting bird check prior to any vegetation or building removal (if occurring during the active nesting bird season March 1st to August 31st inclusive). Providing this measure is adhered to the risk of damaging or disturbing nesting birds will be effectively avoided.

The LPA anticipates that provision both species rich planting to compensate the loss of individual trees and shrubs, and the inclusion of species enhancement measures would be sufficient to provide a net benefit to biodiversity. The proposed works are considered to have an acceptable impact on ecology subject to the following ecological mitigation and enhancement measures conditions:

1. The approved works shall be implemented in accordance with the ecological mitigation measures outlined within section 7.2 of the approved Preliminary Ecological Appraisal (TSA Ecology, September 2022) in regard to bat sensitive lighting and protection of nesting birds.

2. The following biodiversity enhancement measures would included on the building and without the site boundary: a) 2 x Schwegler Nest Box 1B (or similar) b) 2 x Swift bricks; c) 1 x Schwegler Sparrow Terrace (or similar); & 2 x 2F Schwegler Bat Box (General Purpose) with or without Double Front Panel. Full Details on the specifications, location, aspect, and position of these species' enhancement measures shall be submitted by the applicant for approval by the Local Planning Authority, prior to the occupation onsite.

3a Prior to commencement of all works including ground preparation and clearance details of the location of at least 2 x hedgehog highways (13cm x 13cm gaps) at the base of the boundary fencing are to be submitted and approved by the local planning authority. Further, the approved hedgehog link must be installed in the base of the boundary fencing to ensure continued access for commuting hedgehogs through the garden. Photographs of the hedgehog gaps are to be submitted as evidence of compliance which shall be approved by the local planning authority.

Trees

The site contains few trees but has a number located closely adjacent. The most significant are T3 and T4, which are both of indifferent quality but do provide screening benefits. TG2 is located on adjacent land to the rear. This also provides some screening benefits but is again of low Arboricultural quality.

A total of eight individual trees, four tree collections and one hedge were recorded during the survey. Three category C trees would need to be removed to accommodate development with one further tree subject enabling works, also a category C.

LBB Arboricultural Officer has reviewed the Arboricultural Report and Tree Protection Plan and has confirmed they do not raise any formal objections. The proposal must be implemented in accordance with the Arboricultural Method Statements specified in this report, to ensure the development works would not be detrimental to the retained trees.

Impacts on the local highway

The site has a Public Transport Accessibility Level of 3, which meaning it has moderate access to public transport (PTAL 1 being very poor and 6b being excellent access to public transport. 5 bus routes can be accessed from stops within approximately 5 minutes walking distance of the site and West Finchley tube station is approximately within a 10 minutes walking distance of the site.

The site is not located within a Controlled Parking Zone.

Car parking

Car parking - London Plan standards

Policy T6.1 of the London Plan 2021 Residential Parking standards requires that new residential development should not exceed the maximum parking standards. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category. Parking spaces within communal car parking facilities (including basements) should be leased rather than sold. All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

For outer London sites with PTAL ratings of 2-3, the following is required:

- o 1-2 bed units: Up to 0.75 spaces per dwelling
- o 3 bed units: Up to 1 space per dwelling

Car parking -Local Plan

Policy DM17 states that the council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:

- i. 2 to 1.5 spaces per unit for detached and semi-detached houses and flats (4 or more bedrooms);
- i. 1.5 to 1 spaces per unit for terraced houses and flats (2 to 3 bedrooms); and
- iii. 1 to less than 1 space per unit for development consisting mainly of flats (1 bedroom).

The proposal should make provision for 2-3 car parking spaces. The proposal makes provision for 2 x no car parking spaces onsite. Given the site PTAL score of 3, LBB Highways would accept the provision of 2 x no car parking spaces. The applicant proposes to install electric vehicle charging points, which is supported by Officers.

Prior to commencement of the development, a revised parking layout showing dimensions of the two proposed parking spaces shall submitted to and approved in writing by the local planning authority. As such, the 2 car parking spaces shall be implemented in accordance with the approved plans used only as agreed and not for any purpose other than the parking and access/turning of vehicles in connection with approved development. Details of the upgraded site access are to be submitted to and approved in writing by the local highway authority and a s184 licence for upgrading the existing access is required. This would be secure by way of a condition to ensure that adequate and satisfactory provision is made for parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic.

Cycling Parking

Policy T5 Cycling of the London Plan (2021) requires that "cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people".

Table 10.2 of the London Plan (2021) sets out the Minimum cycle parking standards for residential uses. the following cycle storage provision would be required:

- o 1 space per studio or 1 person 1 bedroom dwelling
- o 1.5 spaces per 2-person 1 bedroom dwelling
- o 2 spaces per all other dwellings

Prior to occupation of the development, full details of cycle parking including the type of stands, gaps between stands, location and type of cycle store proposed shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, before the development hereby permitted is occupied, a minimum of 4 (long stay) cycle parking spaces in accordance with the London Plan Cycle Parking Standards and London Cycle Design Standards shall be provided and shall not be used for any purpose other than parking of vehicles in connection with the approved development. This would be secured by way of a planning condition to ensure that adequate and satisfactory provision is made for the parking of bicycles onsite.

Refuse and recycling facilities

Policies S1 8 of the London Plan (2021) and CS 14 of the Core Strategy (2012) seek to ensure that adequate waste and recycling provision is made for all developments in secure; and accessible locations for days of collection.

Refuse storage and servicing arrangements would continue as existing and refuse storage for the new dwellings/residents of the Lanterns are shown on the plan and is considered to be acceptable.

Prior to the occupation of the two semi-detached dwellings, full details of refuse storage and collection arrangements shall be submitted to and approved in writing by the Local Planning Authority. The development thereafter shall only be operated in accordance with the approved refuse storage and collection arrangements. This would be secured by way of a planning condition in the interest of highway safety.

Response to Public Consultation

All planning matters raised in the objections have been considered and addressed as part of the decision-making process and are available to view on the Councils website should Committee Members wish to read them in full. All representations have been summarised in the Officers report.

Impact Upon Character and Appearance

The proposed development is contemporary and would contribute to the enhancement of the character and appearance of the site and the wider area. With the creation of two new 'family sized' dwellings, the proposals include usable communal space for

young families to utilise. The proposed play space would be surfaced with bark chippings, offering a permeable and 'natural' appearance to the area. This would also be enhanced by additional planting to offer screening and contribute to an enhanced appearance of the site. As such, it is considered that the proposed development would, in fact, have a positive impact upon the site and its surroundings.

Impact upon outlook, daylight, privacy and amenity

The Daylight and Sunlight Assessment which was submitted with the full planning application . concluded that the proposed position of the building within the site and the proposed fenestrations would not have an adverse impact upon the levels of daylight and sunlight enjoyed by the neighbouring properties and that the scheme is compliant with BRE guidelines.

A separation distance of approximately 40m has been retained from the front elevation of the proposed block and the existing rear elevation of the Lanterns. In addition, the separation distance from the proposed front elevation to the rear elevation of Pamela Court is approximately 42m from the proposed two houses.

As such it is considered that the proposed development would not adversely impact the existing properties at the Lanterns and Pamela Court in terms of overlooking, outlook, loss of privacy or other amenity issues.

In terms of the potential impact of the scheme upon the existing residents of the Lanterns and those residing in Pamela Court, it is considered that the proposed development has been positioned on site such that acceptable separation distances would be retained.

Transport and Parking Issues

The nine existing garages to the rear of the lanterns are in a poor condition and are used by third parties for storage purposes rather than for the parking of vehicles associated with the Lanterns building.

The proposed provision of two spaces for the new housing is considered appropriate, given the good accessibility of the site.

There are a number of facilities within walking and cycling distance, meaning that the comparative reduced car parking provision can be justified. In terms of transport and accessibility, the proposed development can be considered to be in keeping with local and national planning policy and guidance as the provision of two car parking spaces plus cycle spaces is in accordance with local guidance.

Large service vehicle including fire engines and refuse vehicles.

Large vehicles can safely access and leave the site in forward gear. As detailed in the transport statement that has been submitted in support of the application, it has been demonstrated that vehicles can safely manoeuvre within the site.

Impacts Upon Adjacent Moss Hall Junior and Infant schools.

The proposed residential block is positioned to the rear of the site, with the rear elevation located approximately 10 metres from the common boundary shared with Moss Hall Junior School. Along the boundary there is a stretch of mature landscaping which provides a visual screen between the proposed development and the Junior School. The proposals include additional planting offering screening between the school and the application site, minimising any overlooking impact into the school's classrooms.

It is not considered necessary to obscure the glazing to the balconies, as it is not considered that the development would compromise the safety of students and the boundary treatment is robust and secure. There are several examples of residential developments which overlook and have views to school grounds. This is not uncommon, and a reason for refusal on this ground could not be sustained.

Further, 1.8m high fencing panels would be erected along the boundaries of the site. This would be supplemented by additional landscaping comprising of three native trees as well as native shrubbery along the rear boundary. These measures would aid in the additional screening of the site from the Junior School whilst providing a natural privacy screen for prospective occupants of the site with particular regards to the rear balconies and windows at first floor level.

In addition, concerns have been raised with regards to the impact of the proposed development on noise, odour and dust generation during the construction phase of the development upon the adjacent school. The applicant would be required to submit a Construction Management and Logistics Plan would be submitted for approval to the Local Planning Authority and implemented during the course of construction. This would contain the provisions and measures to minimise the impact of the construction works in terms of noise and air pollution on adjacent neighbouring properties including Moss Hall Junior School.

Equality and Diversity Issues

The proposal does not conflict with either Barnet Council's Equalities Policy or the commitments set in the Equality Scheme and supports the Council in meeting its statutory equality responsibilities.

Conclusion

Having taken all material considerations into account, it is considered that subject to compliance with the attached conditions, the proposed development would have an acceptable impact on the character and appearance of the application site, the street scene, and the locality. The development is not considered to have an adverse impact on the amenities of neighbouring occupiers. This application is therefore recommended for approval, subject to conditions.

Site Location Plan

