



NEXUS
PLANNING

**46 Brentmead Place, London,
NW11 9LJ**

Planning Statement

On behalf of Metro Properties Ltd

November 2021

Contents

- 1 Introduction..... 2**
- 2 Site Area and Description 4**
- 3 Planning History 7**
- 4 Development Proposals..... 11**
- 5 Planning Policy..... 12**
- 6 Planning Justification..... 14**
- 7 Conclusion..... 27**

1 Introduction

1.1 This Planning Statement is being submitted in support of a full planning application, made on behalf of Metro Properties Ltd ("the Applicant") at 46 Brentmead Place, London, NW11 9LJ ("the Site"). The application is being submitted for:

"The erection of a pair of two-storey semi-detached dwelling houses with rooms in the roof space, associated amenity space and cycle parking". ("The Proposed Development").

1.2 This application has been amended following refusal of a similar proposal in 2021, ref. 20/4235/FUL.

Application Documents

1.3 In support of this application, please find enclosed the following documents:

- Completed Application Form and Certificate A;
- CIL Form;
- Cover Letter prepared by Nexus Planning;
- Planning Statement by Nexus Planning;
- The following drawings prepared by:
 - Site Location Plan – ref. 03;
 - Proposed Site Plan – ref. 200 Rev M;
 - Proposed Ground Floor Plan – ref. 101 Rev M;
 - Proposed First Floor Plan – ref. 102 Rev M;
 - Proposed Sections – ref. 106 Rev A;
 - Proposed Elevations – ref. 106 Rev M;
- Flood Risk Assessment by Ambiantal Environmental Assessment;
- Sequential Assessment by Ambiantal Environmental Assessment;
- Preliminary Ecological Appraisal by Ambiantal Environmental Assessment;
- Construction Logistics Plan by Dublin & Waterford Contractors; and

- Transport Statement by Cotswold Planning.

2 Site Area and Description

The Site

- 2.1 The Site comprises a rectangular plot of land located on the North Circular Road (A406) in West Hendon, with a site area of around 0.03ha.



Figure 1 – Site Location

- 2.2 The site historically featured a bungalow, as shown by Figure 2 below.



Figure 2 – A Photograph of the Dwelling Historically Featured on the Site

- 2.3 Following the demolition of the residential dwelling on Site around 2014/15, which was granted through Prior Approval ref. H/02284/14, the Site currently lies vacant and comprises an area of hardstanding and vegetation and is fully enclosed.



Figure 3 – 46 Brentmead Place from the North Circular Road

- 2.4 The site is not statutorily listed, nor is it located within a conservation area.
- 2.5 The River Brent Site of Importance for Nature Conservation (SINC) is located at the end of the garden.
- 2.6 The site has a PTAL rating of 4, meaning it has good accessibility to public transport with links to Central London, including Brent Cross underground tube station (0.4 miles south east – 8 minute walk), as well as bus stops within walking distance of the site. The proximity of these transport links are indicated within Figure 4 below.



Figure 4 – Public Transport Links

- 2.7 The Environmental Agency's Flood Map identifies that the site is located within Flood Zones 1, 2 and 3. Flood Zone 1 has a low probability of less than 1 in 1000 (0.1%) chance of river flooding in any given year. Flood Zone 2 has a medium probability of between 1 in 1000 (0.1%) and 1 in 100 (1%) chance of flooding in any given year whilst Flood Zone 3 has a high probability of greater than 1 in 100 (1%) of river flooding in any given year.

The Surrounding Area

- 2.8 The Site sits within a row of two storey residential dwellings in a predominately residential area, including residential properties to the rear of the Site. The Site is bordered by the North Circular Road to the east and the River Brent to the west.
- 2.9 Brent Cross Shopping centre is located within close proximity to the Site, providing access to a wide array of retail, dining and leisure facilities. A number of schools are also located in area. The River Brent is located to the rear of the Site, a designated Site of Borough Importance for Nature Conservation. Hendon Park and Brent Park are also located near the Site, both of which are designated Metropolitan Open Land.

3 Planning History

3.1 Table 1 below provides an overview of the relevant planning history at the site.

Reference	Description of Development	Decision	Date of Decision
H/02284/14	Prior approval for the demolition of the existing detached property.	Prior approval required and approved.	06 June 2014
18/7252/FUL	Erection of a pair of two-storey semi-detached dwelling houses with rooms in the roof space and basement. Associated amenity space, refuse storage and the provision of 4 no. off-street parking spaces.	Refused	05 February 2019
19/00093/AREF	Erection of a pair of two-storey semi-detached dwelling houses with rooms in the roof space and basement. Associated amenity space, refuse storage and the provision of 4 no. off-street parking spaces.	Appeal Dismissed	01 July 2019
20/4235/FUL	Erection of a pair of two-storey semi-detached dwelling houses with rooms in the roof space. Associated amenity space and off-street parking.	Refused	30 July 2021

Table 1 – Planning History

How the Revised Scheme Has Been Designed to Respond to the Reasons for Refusal

3.2 This application is a resubmission of application ref. 20/4235/FUL, which was refused by the Council on the 30 July 2021.

- 3.3 It's important to note that the Appellant has submitted an Appeal in relation to the planning application that was refused on the 30 July 2021 for the *"erection of a pair of two-storey semi-detached dwelling houses with rooms in the roof space. Associated amenity space and off-street parking"*, ref. 20/4235/FUL. It's important to note that the submission of this planning application is in no way, any agreement that the Council's previous reasons for refusal had, in our opinion, any merit. This planning application is submitted simply to provide the Local Planning Authority an option to approve this planning application that has been submitted with additional supporting information, ahead of the Planning Inspectorate's determination of the planning appeal.
- 3.4 Below we have outlined the four reasons for refusal and how this revised submission has addressed these reasons for refusal:

Reason 1

- 3.5 The proposed site is, in part, located within Flood Zone 2 and 3 and is classified as 'More Vulnerable' development. The submitted sequential test to support the application is insufficient and therefore it has not been possible to determine whether the proposed development could be delivered at a site with a lower risk of flooding. The application is therefore considered unacceptable and contrary to Policy DM04 of Barnet's Development Management Policies Document DPD (2012); Policy SI.12 of the London Plan (2021) and the requirements of the National Planning Policy Framework (2021).

Response to Refusal Reason 1

An updated Sequential Assessment has been prepared by Ambiental Environmental, which concludes that of the 65 sites reviewed within the Local Plan and the additional sites reviewed on RightMove, there are no reasonable alternative sites that adequately meet all 4 Conditions of the proposed development. Therefore, the proposal is located at a suitable location.

It's also important to note that only the garden is located within Flood Zone 2 and 3, the building is located within Flood Zone 1, which has the lowest risk of flooding.

Reason 2

- 3.6 The proposed development, by reason of its siting, would fail to respect the established front building line of Brentmead Place which would lead to an incongruous form of development out of keeping with the established pattern of development detrimental to the character and appearance of the street scene and surrounding area. The application is therefore considered unacceptable and contrary

to Policy CS5 of Barnet's Core Strategy DPD (2012), Policy DM01 of Barnet's Development Management Policies Document DPD (2012) and the Residential Design Guidance SPD (2016).

Response to Refusal Reason 2

There are plenty of buildings within the surrounding area which are set-back from the building line, as per our Appeal Statement. However, in the interests of seeking common ground, the building has been brought forward so it is in line with the neighbouring properties on either side, as shown by Figure 5 below.

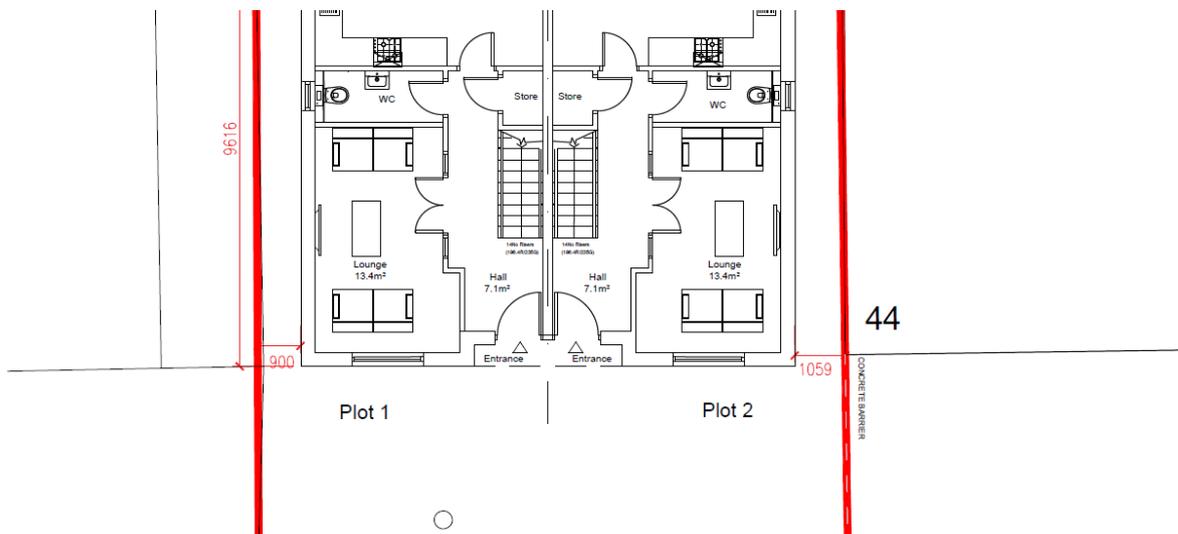


Figure 5 – Proposed Site Plan

Reason 3

3.7 The proposed parking arrangement leads to vehicles from Plot 2 reversing across the driveway of Plot 1 and vehicles from both units manoeuvring on the footway/carrageway, which would have a detrimental impact on highway and pedestrian safety and the free flow of traffic. In the absence of a parking survey the applicant has failed to demonstrate that there is sufficient on street parking capacity for the potential parking overspill caused by the proposed development were it to be brought forward as car free. The application is therefore considered unacceptable and contrary to Policies T4 and T6.1 of the London Plan (2021) CS9 of the Local Plan Core Strategy (2012) and Policy DM17 of the Local Plan Development Management Policies DPD (2012).

Response to Refusal Reason 3

A car-free development is proposed at the site; therefore, there will no longer be vehicles reversing onto the highway. A Transport Statement has been prepared by Cotswold Transport Planning which includes a street car parking survey. Overall, the report concludes that the parking surveys demonstrate that there is adequate capacity to accommodate the predicted demand for car parking and that there are no highways and transport reasons why the proposed development cannot be granted planning permission.

Reason 4

- 3.8 The proposed dwellings, by reason of the restricted head height at first floor level and as each dwellinghouse contains two bedspaces, would fail to provide at least one double (or twin) bedroom or the required gross internal floor area for the units as a whole. As such, the proposal would fail to meet the minimum standards for residential accommodation and will result in a sub-standard form of development, to the detriment of the residential amenity of future occupiers, contrary to Policy D6 of the London Plan 2021 Policy CS5 of the Barnet's Local Plan (Core Strategy) DPD and Policies DM01 and DM02 of the Barnet's Local Plan (Development Management Policies) DPD (both adopted September 2012), Barnet SPD: Sustainable Design and Construction (Adopted 2016), Barnet SPD: Residential Design Guidance (Adopted 2016).

Response to Refusal Reason 4

In line with Policy D6 in the London Plan (2021), 82% of the GIA within each dwelling has a floor to ceiling height of 2.5m or more. The proposals also provide sufficient internal and external amenity space, in line with Table 3.1 of the London Plan (2021).

4 Development Proposals

4.1 The proposal seeks full planning permission for the provision of 2 no. dwellings (use class C3).

4.2 The full description of development is as follows:

"The erection of a pair of two-storey semi-detached dwelling houses with rooms in the roof space, associated amenity space and cycle parking".

4.3 The Proposed Development will provide the following key elements:

- The proposals will provide an additional 2 no. two bedroom residential dwellings;
- All dwellings achieve the minimum floor space standards and provide functional habitable rooms;
- Each dwelling has been designed to meet the standards as set out in Policy D6 (Housing Quality and Standards) in the London Plan (2021);
- Each dwelling would have access to private amenity space in the form of a rear garden;
- A car-free development;
- The provision of 4 no. cycle parking spaces (2 spaces per dwelling);
- Refuse stores; and
- Areas of improved hard and soft landscaping.

5 Planning Policy

- 5.1 This section of the Planning Statement provides an overview of the key planning policies and other material considerations relevant to the Proposed Development.
- 5.2 Section 38 (6) of the Planning & Compulsory Purchase Act 2004 requires that, when making a determination under the Planning Acts, determination shall be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.3 The relevant Local Development Plan documents against which the proposals are to be considered comprise of:
- London Plan (2021);
 - Barnet Local Plan – Core Strategy (2012);
 - Barnet Local Plan – Development Management Policies (2012);
 - Mill Hill East Area Action Plan;
 - Colindale Area Action Plan; and
 - North London Waste Plan.
- 5.4 The National Planning Policy Framework (2021), Residential Design Guidance SPD (2016) and Sustainable Design and Construction SPD (2016) are also material considerations in the determination of this application.

London Plan (2021)

- Policy GG2 – Making the Best Use of Land;
- Policy GG4 – Delivering the Homes Londoners Need;
- Policy T4 - Assessing and Mitigating Transport Impacts;
- Policy T5 – Cycling;
- Policy T6 – Car Parking;
- Policy SI 12 - Flood Risk Management;
- Policy D4 – Delivering Good Design;

- Policy D6 - Housing Quality and Standards;
- Policy H1 – Increasing Housing Supply;
- Policy H2 – Small Sites;
- Policy G1 – Green Infrastructure;
- Policy G7 – Trees and Woodlands.

Barnet Local Plan – Core Strategy (2012)

- Policy CS NPPF – National Planning Policy Framework – Presumption in Favour of Sustainable Development;
- Policy CS4 – Providing Quality Homes and Housing Choice in Barnet;
- Policy CS5 – Protecting and Enhancing Barnet’s Character to Create High Quality Places;
- Policy CS9 – Provide Safe, Effective and Efficient Travel;

Barnet Local Plan – Development Management Policies (2012)

- Policy DM01 – Protecting Barnet’s Character and Amenity;
- Policy DM02 – Development Standards;
- Policy DM04 – Environmental Considerations for Development;
- Policy DM16 – Biodiversity;
- Policy DM17 – Travel Impact and Parking Standards.

Residential Design Guidance SPD (2016)

- 5.5 This SPD sets to provide guidance for new housing within Barnet, to help architects and developers to formulate design proposals which are appropriate to Barnet’s suburban context.

Sustainable Design and Construction SPD (2016)

- 5.6 This SPD sets out the principles and requirements for development to deliver sustainable design and construction.

6 Planning Justification

6.1 In this section we describe the main policy issues associated with the Proposed Development and provide an explanation as to how these issues have, or would be addressed in order to comply with the aims, objectives and requirements of the policies set out in the Development Plan, whilst taking into account other material considerations. We consider the main material considerations of relevance to fall under the following headlines aligned to the National Planning Policy Framework:

6.2 The key issues identified above are addressed in the following paragraphs with reference to the Proposed Development and the relevant national and local planning policies.

- The principle of development;
- Design quality;
- Flood risk;
- Transport and parking;
- Housing quality;
- Conserving and enhancing the natural environment;
- Planning obligations and CIL; and
- Benefits of the scheme.

The Principle of Development

Planning Policy

6.3 Policy GG2 (Making the Best Use of Land) in the London Plan (2021) seeks development to make the best use of land by enabling development on brownfield land (Part A) and prioritise sites which are well-connected by existing or planned public transport (Part B).

6.4 Policy GG4 (Delivering the Homes Londoners Need) in the London Plan (2021) seeks to create a housing market that works better for all Londoners, and those involved in planning and development must ensure that more homes are delivered (Part A).

- 6.5 Policy H1 (Increasing Housing Supply) in the London Plan (2021) sets the ten-year targets for net housing completions that each local planning authority should plan for, Barnet Council have a ten year housing target of 23,640 dwellings between 2019/20 to 2028/29 (Part A). To meet this target housing delivery on appropriate brownfield sites with the following sources of capacity: sites with a PTAL rating of 3 – 6 or small sites (Part 2).
- 6.6 Policy H2 (Small Sites) states that boroughs should proactively support well-designed new homes on small sites (defined as below 0.25ha) in order to significantly increase the contribution of small sites to meeting London’s housing needs, diversify the sources, locations, type and mix of housing supply, support small and medium-sized house builders and meet Barnet’s target of 4,340 new homes on small sites over a 10-year period.
- 6.7 Policy CS NPPF (National Planning Policy Framework – Presumption in Favour of Sustainable Development) in the Barnet Local Plan Core Strategy (2012) states that the Council will take a positive approach that reflects the presumption in favour of sustainable development.

Planning Analysis

- 6.8 The National Planning Policy Framework (2021) sets a presumption in favour of sustainable development (Paragraph 11) for both plan making and decision making. For decision making this means approving development proposals that accord within an up-to-date development plan without delay.
- 6.9 This is reinforced at Paragraph 11.1.1 of the London Plan (2021) which states that the purpose of planning is the delivery of sustainable development.
- 6.10 The proposal will provide 2 no. residential dwellings (use class C3) on previously developed land in a sustainable location as it’s in close proximity to a number of facilities, services and transport links, which should carry substantial weight in favour of the proposal and is supported by Policies GG2 (Making the Best Use of Land) and H1 (Increasing Housing Supply) in the London Plan (2021).
- 6.11 The London Plan (2021) supports residential development on small sites, which are defined as being smaller than 0.25ha. The site is 0.03ha in size; therefore, the principle of residential development on the site should be actively supported, Policy H2 (Small Sites) in the London Plan (2021).
- 6.12 In addition the provision of 2 no. residential dwellings will assist the Borough meeting the 10 year housing targets as set out in Policy H1 (Increasing Housing Supply) in the London Plan (2021).

6.13 Therefore, it is considered that the principle of development should be considered entirely acceptable and complies with Policies GG2 (Making the Best Use of Land), GG4 (Delivering the Homes Londoners Need), H1 (Increasing Housing Supply) and H2 (Small Sites) in the London Plan (2021) and Policy CS NPPF (National Planning Policy Framework – Presumption in Favour of Sustainable Development) in the Barnet Local Plan Core Strategy (2012).

Design Quality

Planning Policy

6.14 Policy D4 (Delivering Good Design) in the London Plan (2021) sets the design principles for new development within London.

6.15 Policy CS5 (Protecting and Enhancing Barnet’s Character to Create High Quality Places) in the Barnet Local Plan Core Strategy (2012) sets the design principles for new development within Barnet. All development should respect the local context and distinctive local character creating places and building of high quality design. Developments should:

- Address the principles, aims and objectives set out in the following national design guidance: By Design, Secured by Design, Safer Places, Inclusive Design, Lifetime Homes and Building for Life;
- Be safe, attractive and fully accessible;
- Provide vibrant, attractive and accessible public spaces;
- Respect and enhance the distinctive natural landscapes of Barnet;
- Protect and enhance the gardens of residential properties;
- Protect important local views from places within Barnet (as set out in Map 8);
- Enhance the borough’s high quality suburbs and historic areas through the provision of buildings of the highest quality that are sustainable and adaptable.

6.16 Policy DM01 (Protecting Barnet’s Character and Amenity) in the Barnet Local Plan Development Management Policies (2012) states that all proposals should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets

(Part B), retain outdoor amenity space having regard to its character (Part G) and include hard and soft landscaping (Part J).

Planning Analysis

- 6.17 This planning application is supported by a Design and Access Statement, which demonstrates the design concept of the proposal.
- 6.18 In response to Reason for Refusal 2 within the application ref. 20/4235/FUL, the building line has been brought forward to line up with the building line of the neighbouring buildings and reflect the character of the surrounding area.
- 6.19 The neighbouring properties along the North Circular Road predominately feature two-storey dwellings. Please see below (Figures 6 and 7) for photographs of the dwellings on either side of the site, 46 and 48 Brentmead Place. It is clear that two-storey dwellings with accommodation within the roof space is prominent within this area. The proposed development would be 2 storeys in height and the roof line reflects the neighbouring roof heights; therefore, it is considered to be a suitable height within this area.



Figure 6 – 46 Brentmead Place



Figure 7 – 48 Brentmead Place

6.20 Figure 8 below clearly demonstrates that the proposal has been designed to reflect both the design, scale, mass and height of the neighbouring properties along the North Circular Road, to align with the neighbouring properties and to reflect the existing character and street scene,



Figure 8 – Proposed Elevations

6.21 The street scene has no clear character, with a range of façade types, roof lines and heights. It is therefore considered that the proposed development provides a high-quality proposal that fits into surrounding area.

6.22 It has been shown that the proposal has been designed to a high-standard that will reflect the character and context of the surrounding area. Therefore, it is considered that the proposal complies with Policy D4 (Delivering Good Design) in the London Plan (2021), Policy CS5 (Protecting and Enhancing Barnet's Character to Create High Quality Places) in the Barnet Local Plan Core Strategy (2012) and Policy DM01 (Protecting Barnet's Character and Amenity) in the Barnet Local Plan Development Management Policies (2012).

Flood Risk

Planning Policy

- 6.23 Policy SI 12 (Flood Risk Management) in the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed (Part C).
- 6.24 Policy DM04 (Environmental Considerations for Development) in the Barnet Local Plan Development Management Policies (2012) states that development should demonstrate compliance with the London Plan water hierarchy for run off especially in areas identified as prone to flooding from surface water run-off. All new development in areas at risk from fluvial flooding must demonstrate application of the sequential approach set out in the NPPF (paras 100 to 104) and provide information on the known flood risk potential of the application site.

Planning Analysis

- 6.25 A Flood Risk Assessment has been prepared by Ambiental Environmental Assessment. The report concludes that the proposed development is considered to be suitable and appropriate mitigation measures have been proposed (including adequate warning procedures), which can be maintained for the lifetime of the development.
- 6.26 In line with Policy DM04 (Environmental Considerations for Development) in the Barnet Local Plan Development Management Policies (2012) a Sequential Test Assessment has been undertaken by Ambiental Environmental. The Sequential Test has identified 65 similar sites, and full details of these sites can be found within Appendix D and E of the report. The sites have been selected from the Sites Approvals and Allocations in the London Strategic Housing Land Availability Assessment, the draft Barnet Local Plan (2021) and Rightmove. All identified sites failed the 4 conditions, which included: Flood Zone; size; capacity/yield and availability and suitability. As a result, the Sequential Test

Assessment concludes that there are no sites within the London Borough of Barnet which would be suitable as an alternative site for the proposed development.

- 6.27 It's also important to note that the private amenity space is located within Flood Zones 2 and 3; however, the dwellings are located at the highest part of the site within Flood Zone 1, which has the lowest probability of flooding.
- 6.28 During the application ref. 18/7252/FUL the EA objected to the proposal as the building was located within 8m of the River Brent. Within this application the buildings are located between 10.84m – 14m from the River Brent., which is considered a sufficient distance from the watercourse.
- 6.29 Therefore, it has been shown that the proposal is located within a suitable location and will not increase the flood risk, complying with Policy SI 12 (Flood Risk Management) in the London Plan (2021) and Policy DM04 (Environmental Considerations for Development) in the Barnet Local Plan Development Management Policies (2012).

Transport and Parking

Planning Policy

- 6.30 Policy T4 (Assessing and Mitigating Transport Impacts) in the London Plan (2021) requires development proposals to ensure that impacts on the capacity of the transport network are fully assessed through the submission of a Transport Statement (Part A), the cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated (Part E) and development proposals should not increase road danger (Part F).
- 6.31 Policy T5 (Cycling) in the London Plan (2021) requires dwellings with 2+ bedrooms to provide 2 cycle parking spaces per dwelling.
- 6.32 Policy T6 (Car Parking) in the London Plan (2021) states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport.
- 6.33 Policy CS9 (Providing Safe, Effective and Efficient Travel) in the Barnet Local Plan Core Strategy (2012) states that the Council will ensure that development is matched to capacity and promote key

transport infrastructure proposals in our town centres and regeneration areas to support Barnet's growth.

- 6.34 Policy DM17 (Travel Impact and Parking Standards) in the Barnet Local Plan Development Management Policies (2012) requires development to take into account the safety of all road users and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users (Part A), require proposals for new development to be supported by a Transport Statement (Part D) and require development to be located and designed to make the use of public transport more attractive for all users by providing improved access to existing facilities (Part F). Part G states that residential development with no parking outside a CPD may be acceptable where it can be demonstrated through a survey that there is sufficient on street parking capacity.

Planning Analysis

- 6.35 In line with Policy T4 (Assessing and Mitigating Transport Impacts) in the London Plan (2021) and Policy DM17 (Travel Impact and Parking Standards) in the Barnet Local Plan Development Management Policies (2012) a Transport Statement has been prepared by Cotswold Transport Planning.
- 6.36 The proposal is for a car-free development, which is supported by Policy T6 (Car Parking) in the London Plan (2021). No parking is also supported within the Policy DM17 (Travel Impact and Parking Standards) in the Barnet Local Plan Development Management Policies (2012) subject to a parking capacity survey demonstrating that there is sufficient capacity. A parking survey has been undertaken and is enclosed within Section 5 of the Transport Statement. The survey concludes that there is sufficient capacity to accommodate the forecast demand for car parking from the proposed residents without resulting in a detrimental impact on highways safety.
- 6.37 A total of 4 no. cycle parking spaces are provided within secure facilities, complying with the requirements set within Policy T6 (Car Parking) in the London Plan (2021).
- 6.38 Overall, the Transport Statement concludes that the proposal will not result in an unacceptable impact on highway safety and the residual cumulative impact on the road network will not be severe such that there are no highways and transport reasons why the proposed development cannot be granted planning permission. Therefore, the proposal complies with Policies T4 (Assessing and Mitigating Transport Impacts), T5 (Cycling) and T6 (Car Parking) in the London Plan (2021), Policy CS9 (Providing Safe, Effective and Efficient Travel) in the Barnet Local Plan Core Strategy (2012) and Policy

DM17 (Travel Impact and Parking Standards) in the Barnet Local Plan Development Management Policies (2012).

Housing Quality

Planning Policy

6.39 Policy D6 (Housing Quality and Standards) in the London Plan (2021) requires housing development to be of a high quality design and provide adequately-sized rooms (Part A) and sets the minimum gross internal floor areas for new residential dwellings (Part 1), including:

- A dwelling with two or more bed spaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide (Part 2);
- A 1 bed space single bedroom must have a floor area of at least 7.5 sqm and be at least 2.15m wide (Part 3);
- A 2 bed space double (or twin) bedroom must have a floor area of at least 11.5 sqm (Part 4);
- The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling (Part 8);
- Where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m (Part 9).

Number of Bedrooms	Number of Bed Spaces	2 Storey Dwellings	Built-in Storage
2 bedroom	3 person	70 sqm	2 sqm

Table 2 – Minimum Internal Space Standards for New Dwellings

6.40 Policy CS4 (Providing Quality Homes and Housing Choice in Barnet) in the Barnet Local Plan Core Strategy (2012) requires new development to provide a range of dwelling sizes and types of housing including family and lifetime homes that meets our identified housing priorities and does not undermine suburban character or local distinctiveness.

6.41 Policy DM02 (Development Standards) in the Barnet Local Plan Development Management Policies (2012) sets the design standards for new development, Part 6 requires proposals to meet the minimum floor standards as set out in the London Plan and the outdoor amenity space as set in the Sustainable Design and Construction SPD.

Planning Analysis

6.42 Each dwelling has a total area of 82sqm, which exceeds the minimum standards of 70 sqm for this type of dwelling set within the London Plan (2021).

6.43 The GIA of both bedrooms exceeds 11.5 sqm (Bedroom 1 – 13.5 sqm and Bedroom 2 – 15.3 sqm), complying with Parts 2, 3 and 4 of Policy D6 (Housing Quality and Standards) in the London Plan (2021).

6.44 82% of the floor area of each dwelling has a floor to ceiling height that is greater than 2.5m in height, exceeding the 75% requirement of Part 8 of Policy D6 (Housing Quality and Standards) in the London Plan (2021).

6.45 Each dwelling has access to private outdoor amenity space in the form of a rear garden, exceeding the requirements set out in Part 9 of Policy D6 (Housing Quality and Standards) in the London Plan (2021).

6.46 Therefore, it has been shown that the proposal complies with Policy D6 (Housing Quality and Standards) in the London Plan (2021), Policy CS4 (Providing Quality Homes and Housing Choice in Barnet) in the Barnet Local Plan Core Strategy (2012) and Policy DM02 (Development Standards) in the Barnet Local Plan Development Management Policies (2012).

Conserving and Enhancing the Natural Environment

Planning Policy

6.47 Policy G1 (Green Infrastructure) in the London Plan (2021) requires development proposals to incorporate appropriate elements of green infrastructure.

6.48 Policy G7 (Trees and Woodlands) in the London Plan (2021) requires existing trees of value to be retained. The planting of additional trees should be included in new development.

- 6.49 Policy DM16 (Biodiversity) in the Barnet Local Plan Development Management Policies (2012) states that when considering development proposals the council will seek the retention and enhancement, or the creation of biodiversity.

Planning Analysis

- 6.50 A Preliminary Ecological Appraisal has been prepared by Ambient Environmental Assessment. The report identifies that no protected species were identified at the site; however, habitats within the proposed development area were assessed as being of value to wildlife with the local vicinity with potential to support badgers, breeding birds and reptiles. These species may pose a constraint to works. As a result, a precautionary approach to site clearance is advised. In order to protect any potential protected species, mitigation measures have been proposed such as bird and bat boxes.
- 6.51 In line, with Policy DM16 (Biodiversity) in the Barnet Local Plan Development Management Policies (2012) the applicant has sought to retain as many trees on site as possible and 3 no. trees will be retained along the River Brent border; however, in order to facilitate the development a number of trees are proposed to be removed, particularly along the North Circular Road elevation. The removal of these trees was considered acceptable during the application ref. 18/7252/FUL by the Council's Landscape Officer, as they were considered to be of low quality or within close proximity to the neighbouring residential properties. Although the trees were considered to provide some visual amenity, officers considered this insufficient in order to merit special protection. Therefore, their removal should be considered entirely acceptable.
- 6.52 Around 226 sqm of private amenity space in the form of garden is proposed to the rear of the dwellings. Additional soft landscaping is proposed in order to maintain and enhance the green infrastructure at the site, Policy G1 (Green Infrastructure) in the London Plan (2021). In line with Policy G7 (Trees and Woodlands) in the London Plan (2021) additional tree planting is proposed to the rear of the property. It is considered that the provision of hard and soft landscaping can be dealt with via a suitably worded condition.
- 6.53 Therefore, it is considered that the proposal complies with Policies G1 (Green Infrastructure) and G7 (Trees and Woodlands) in the London Plan (2021) and Policy DM16 (Biodiversity) in the Barnet Local Plan Development Management Policies (2012).

Planning Obligations and CIL

Planning Obligations

6.54 In accordance with Community Infrastructure Regulations (CIL Regulations) (Regulation 122), Section 106 legal agreements must demonstrate that they are:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

6.55 Following a review of the Planning Obligations SPD (2013), it is not considered that the proposal will be liable to any planning obligations; therefore, a S106 Agreement is not required.

Community Infrastructure Levy

6.56 The development is CIL liable and therefore, a contribution of £42,851.56 will be required;

- Barnet CIL - £201.29 x 164 sqm = £33,011.56;
- Mayoral CIL - £60 x 164 sqm = £9,840.

Benefits of the Scheme

6.57 Paragraph 8 of the NPPF identifies that there are economic, social and environmental dimensions to sustainable development, and that to achieve sustainable solutions, economic, social and environmental gains should be delivered simultaneously. The proposed development will perform a positive role against all three dimensions of sustainable development as set out below.

Economic Role

6.58 The proposal has a number of economic benefits, including:

- Delivering 2 no. new dwellings, which will contribute to economic growth and jobs locally;
- Delivering development in a sustainable brownfield location, which will reduce the need to travel and the economic and environmental costs associated with it;
- Generating construction jobs and further additional jobs in the supply chain;

- Generating economic activity associated with the construction process;
- Generating additional household expenditure from the scheme bringing investment and economic growth the additional footfall to the town centre; and
- Generating further economic activity in the local area by future residents of the development.

6.59 It is therefore considered to meet the economic objective of achieving sustainable development.

Environmental Role

6.60 The proposal has a number of environmental benefits, including:

- The enhancement of biodiversity;
- Promoting sustainable travel;
- Developing a site not affected by any statutorily environmental designations; and
- Developing a previously developed site.

6.61 It is therefore considered to meet the environmental objective of achieving sustainable development.

Social Role

6.62 The proposal has a number of social benefits, including:

- Creating a well-designed building comprising high-quality materials that reflect the character of the surrounding area; and
- The redevelopment of a vacant plot.

6.63 Therefore, it is considered to meet the social objectives of achieving sustainable development.

7 Conclusion

7.1 This Planning Statement has been prepared in support of a planning application at 46 Brentmead Place, London, NW11 9LJ for the Proposed Development of:

"The erection of a pair of two-storey semi-detached dwelling houses with rooms in the roof space, associated amenity space and cycle parking".

7.2 It is considered that this application has successfully responded to the Council's reasons for refusing application ref. 20/4235/FUL. Whilst that refusal is the subject of a separate planning appeal, and this planning application is in no way an acceptance of the merits of any of the reasons for refusal, we are hopeful that through the revision of the proposal and submission of additional technical reports, the Council be able to accept this proposal in the meantime.

7.3 The site is previously developed land (PDL), as the site historically featured a detached dwelling that was demolished around 2014, ref. H/02284/14. The site is currently enclosed by hoarding and detracts from the character of the area, due to the overgrown nature of the site. The proposal seeks to provide 2 no. two bedroom semi-detached dwellings. The proposal is of a high-quality and has been designed to reflect the context and character of the surrounding area. The redevelopment of the PDL / vacant site will be a significant improvement on the sites current condition.

7.4 The proposal is for a car-free development, which is supported by the London Plan (2021), is located in a sustainable location (PTAL rating of 4) and provides sufficient cycle parking facilities.

7.5 The proposal includes a number of economic, social and environmental benefits, as detailed within this Statement, and will provide a positive contribution to the achievement of sustainable development.

7.6 The application is supported by a number of technical reports demonstrating that the development is compliant with the relevant planning policy.

7.7 Overall, it is considered that the development complies with the relevant national and local planning policies; therefore, it is respectfully requested that planning permission is granted accordingly.

Nexus Planning

London

Holmes House
4 Pear Place
London SE1 8BT

T: 020 7261 4240

nexusplanning.co.uk