



PLANNING STATEMENT

In respect of

Lynx House, 12-22 Falkland Avenue, Finchley, N3 1QR

On behalf of

DH Commercial Properties Ltd

Prepared by: **Samuel Conalty / Wilf Foster**

*Authorised
by:* **Alun Evans**

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*Project
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1. INTRODUCTION

- 1.1 This Planning Statement has been prepared by ROK Planning on behalf of DH Commercial Properties Ltd ('the Applicant'), in support of a full planning application at Lynx House, 12-22 Falkland Avenue, Finchley, N3 1QR ('the Site').
- 1.2 This description of development ('the Proposed Development') for this planning application is as follows:

“Change of Use from storage facility (Use Class B8) to light industrial/office (Use Class E) including associated cycle and refuse storage.”

Planning Application Submission

- 1.3 This Planning Statement should be read and considered in conjunction with the other documents, planning drawings and technical studies submitted in support of this planning application as set out below:
- Planning Application Forms (including Ownership Certificates), prepared by ROK Planning;
 - Drawings (Plans, Sections and Elevations), prepared by Guy Logan
 - Highways Technical Note, prepared by Motion;

Structure of Planning Statement

- 1.4 This Planning Statement is structured as follows:-
- Section 2 – Application Site, Context and Planning History
 - Section 3 – Proposed Development
 - Section 4 – Planning Policy Context
 - Section 5 – Planning Assessment
 - Section 6 – Conclusions

2. APPLICATION SITE, CONTEXT & PLANNING HISTORY

- 2.1 The Site is located immediately south of Lovers Walk and to the West of Adams Close. It comprises approximately 0.07 hectares and is currently occupied by a warehouse building used for storage (Use Class B8).
- 2.2 The immediate area is predominantly residential, comprising two-storey dwellings. Finchley Church End Town Centre is located a short distance to the south-east, which accommodates a wide range of services and amenities as well as a range of building types.

Site Constraints (Heritage and Environmental Considerations)

- 2.3 Located within Flood Zone 1, the proposal is considered to have a low probability of flooding from fluvial sources. With regard to surface water flooding, the EA's flood mapping confirms that this site has a "very low risk".
- 2.4 In relation to heritage, the Site is not located within a conservation area and does not contain any statutorily or locally listed buildings. However, 10m to the east of the site is the Grade II Listed Cornwall House (list entry 1188559). This listed building is separated from the Site by Lovers Walk and surrounding vegetation.

Accessibility

- 2.5 With a Public Transport Accessibility Level (PTAL) of 4, the Site has a "good" level of accessibility by public transport. The closest railway station is Finchley Central Station (Northern Line) located 600m south of the Site (approximately a 10-minute walk).
- 2.6 Bus stops are located along Ballards Lane providing regular services to Archway, North Finchley, Brent Cross and Victoria.

Planning History

- 2.7 A search of LB Barnet's online planning records identified the following relevant planning history at the subject site:

App Ref	Description	Determination
C06035D	Storage building (including office)	Granted 03/12/1980
C06035E	Retention of single storey storage building	Refused 11/08/1982
C06035G	Continued use of storage building without complying with Condition 2 of planning permission C6035E.	Granted 30/10/1985
C06035H	Alterations to flank elevation.	Granted 31/10/1985
C06035J	Continued use as wholesale warehouse without complying with Condition 1 of planning permission C6035G dated 30/10/1985 (Use for the storage of toys only).	Granted 10/02/1988
C06035K	Use as offices (Use Class B1).	Unlawful 17/02/1988
20/2620/FUL	Demolition of existing warehouse (Use Class B8) and erection of a two-storey residential block to provide eight flats (Use Class C3), with associated amenity space, landscaping works, cycle parking and refuse storage.	Refused 21/08/2020 Appeal (21/00146/ AREF) dismissed 09/12/2021

2.8 The most recent application ref. 20/2620/FUL was refused for the following reasons:

- The proposed development would lead to a loss of existing employment space in an edge-of-centre location and would be contrary to Policy DM14 of the Barnet Local Plan (Development Management Policies DPD).
- The proposed development did not provide adequate levels of private outdoor amenity space and poor quality of outlook.
- The scale, placement of windows and balconies and proximity to neighbouring residential uses would lead to an unacceptable overbearing impact and sense of overlooking onto gardens and habitable windows.
- Lack of off-street parking and insufficient information provided to demonstrate that the proposal would not result in an unacceptable increase in parking stress.
- Insufficient information provided on the impact upon the existing trees on site.
- No ecological survey provided.

- 2.9 The reasons for refusal are not considered to be relevant to the current planning application, given that a change of use to an alternative employment use is proposed, with no impact to neighbouring residential occupiers or adverse impact to surrounding highways. This is detailed further in the following section.

3. PROPOSED DEVELOPMENT

- 3.1 Planning permission is sought on behalf of DH Commercial Properties Ltd for the following Proposed Development:

“Change of Use from Storage (Use Class B8) to light industrial/office (Use Class E) including associated cycle and refuse storage.”

Massing & Floorspace

- 3.2 The proposed development does not include any alterations to the massing and floorspace of the existing building. The existing building has a total floorspace of 468.22 sqm and this figure will remain as such.

Design

- 3.3 The existing building is rectangular in shape with a total height of 5.4 metres.
- 3.4 There are no external changes proposed to the existing building, the only alterations relate to the proposed refuse and cycle parking within the forecourt of the building.

Access, Transport & Servicing

- 3.5 Pedestrian and vehicular access onto the site will be from Adam Close, which is accessed via Falklands Avenue.
- 3.6 The Site currently has 3no parking spaces, all of which will be retained as part of this proposal. 1no Sheffield short-stay cycle stand is proposed adjacent to the parking bays and 2no long stay cycle spaces are being proposed internally. This will help to encourage further use of sustainable means of travel.
- 3.7 The existing refuse point will also be retained outside the existing building. Collection will be made from Falkland Avenue, as per the existing arrangement.

4. PLANNING POLICY CONTEXT

- 4.1 Section 38(6) of the 2004 Planning and Compulsory Purchase Act (as amended) and Section 70(2) of the Town and Country Planning Act 1990 state that the determination of planning applications should be made in accordance with the Development Plan unless material considerations indicate otherwise. This requirement is reiterated within the National Planning Policy Framework (NPPF).

National Planning Policy and Guidance

National Planning Policy Framework (NPPF)

- 4.2 The National Planning Policy Framework (NPPF) sets out national planning policy. The NPPF was originally published in 2012 and replaced all previous planning policy statements and guidance notes. The revised NPPF was published in December 2023.

- 4.3 At the heart of the NPPF is the presumption in favour of sustainable development, including building competitive economics, strong, vibrant and healthy communities and contributing to, protecting and enhancing the natural, built and historic environment.

National Planning Policy Guidance (NPPG)

- 4.4 In addition to the NPPF, the Department for Communities and Local Government (DCLG) published the National Planning Policy Guidance (NPPG) in March 2014. The NPPG is a web-based resource which delivers planning procedures and practical guidance in an accessible format and is continually updated when necessary.

- 4.5 Both the NPPF and NPPG are material considerations in the determination of a planning application but do not form part of the Development Plan.

Development Plan

- 4.6 The Development Plan documents relevant to this planning application comprise:

- The London Plan (2021)
- Barnet Local Plan (Core Strategy 2012)
- Barnet Local Plan (Development Management Policies 2012)

Other material considerations

- 4.7 The following supplementary planning document (SPD) provides additional guidance:
- Sustainable Design and Construction SPD (2016)
- 4.8 The GLA has also published several guidance documents and notes which are material considerations in the assessment of this application.

5 PLANNING ASSESSMENT

- 5.1 This section assesses the Proposed Development against relevant national, regional and local planning policy and guidance, and any other relevant material considerations.

Principle of Change of Use

- 5.2 The existing use of the Site is for storage (Use Class B8) and currently employs between 1-2 people. When compared to the existing use, the proposal for office/light industrial use is anticipated to roughly double the number of employees to between 3-4. As such, the existing employment use will be retained and enhanced.
- 5.3 Paragraphs 8 and 86 of the NPPF seek to achieve sustainable development through helping to build a “*strong, responsive and competitive economy*” and creating conditions in which “*businesses can invest, expand and adapt*” taking into account both “*local business needs and wider opportunities for development*”.
- 5.4 The proposal will support the local economy and ensure that the existing employment floorspace is retained in its most viable use, in accordance with the NPPF paragraphs cited above.

Impact on Amenity of Neighbouring Occupiers

- 5.5 Policy DM01 of Barnet’s Local Plan states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.
- 5.6 The proposals do not involve any external changes. The only alterations to the property include a minor alteration to the front façade and the inclusion of cycle parking and refuse storage. All of which will not impact the amenity of the neighbouring properties.
- 5.7 The proposed development is not anticipated to generate additional noise when compared to the existing use. There will be no new plant proposed and the proposed light industrial/office use (Use Class E) will not generate any material additional noise impacts. Indeed, it is highlighted that an industrial use which could be detrimental to the amenity of a residential area would by definition fall within Use Class B2 (general industrial), not Class E, and therefore would not be permitted.

- 5.8 Therefore, no existing neighbouring residents will be harmed by the proposed works in terms of loss of light, outlook or privacy or an increased sense of overlooking. Likewise, there will be no adverse noise impacts arising from the proposed use. As such, this proposal is consistent with Local Plan Policy DM01 and NPPF Paragraph 135 and so is considered acceptable.

Transport & Servicing

- 5.9 The NPPF states planning proposals and decisions should consider opportunities to promote sustainable modes of transport, safe and suitable access to the site for all users and that any significant impacts from the development on the transport network or on highway safety can be mitigated to an acceptable degree.
- 5.10 Policy DM17 of Barnet's Local Plan states that "the council will expect development to provide parking in accordance with the London Plan standards, except in the case of residential development".
- 5.11 While there are no formal standards within the London Plan for the existing storage use, nor the proposed light industrial use, it is stated at Policy T6.2 of the London Plan that car parking provision for these uses should have regard to the office parking standards.
- 5.12 The existing use benefits from 3no parking spaces within the forecourt of the building. The proposed development would retain these spaces.
- 5.13 The supporting Transport Technical Note by Motion provides an assessment of likely trip generation arising from the proposed use compared with the existing storage use. This concludes that the proposal will "likely result in an almost identical trip profile by car". As such, it is not considered that there would be any material increase in activity or parking requirement as a result of the proposed development.
- 5.14 In addition, the Note provides vehicle tracking demonstrating that the Site can be accessed by various vehicles entering and exiting in forward gear. Given that there will be no material intensification of the existing access, the continued use of the access is considered to be acceptable.

- 5.15 With regards to cycle parking, it is calculated that the proposed use will generate a demand for 2 long-stay cycle parking spaces and 1 short-stay space. The long-stay spaces will be accommodated within the building, while it is proposed to provide a Sheffield stand adjacent to the building entrance, providing 2no short-stay spaces. This is consistent with the requirement for cycle parking as set out in the London Plan.
- 5.16 Overall, the proposals will not have any adverse impacts on surrounding highways or public safety, in accordance with Policy DM17.

6 CONCLUSION

- 6.1 This Planning Statement has been prepared by ROK Planning on behalf of DH Commercial Properties Ltd to support the change of use of the existing self-storage (Use Class B8) site at Lynx House, 12-22 Falklands Avenue, Finchley, N3 1QR to provide an office/light industrial use with associated cycle parking and refuse storage.
- 6.2 It is considered that the Proposed Development is in accordance with the adopted and emerging national, regional and local planning policy and guidance as it demonstrates that:
- The proposal seeks to make effective use of the Site by changing the use of the building to a light industrial/office use that will better meet the needs of local businesses and support the local economy.
 - Existing employment will be retained and enhanced (uplift of approx. 2no FTE jobs).
 - No external changes to the existing building are required to facilitate the change of use and so there will not be any adverse impact upon neighbouring amenity, with particular regard to noise, daylight, sunlight, privacy and outlook.
 - The proposed use will not result in a material increase in parking demand, nor increased trip generation and therefore will not adversely impact on surrounding highways.
 - The proposal will provide dedicated, secure cycle parking for long-stay and short-stay users, encouraging sustainable forms of transport.