

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 20th October 2015

Report of
Assistant Director, Planning,
Highways & Transportation

Contact Officer:
Andy Higham
Sharon Davidson
Ms Marina Lai

Ward:
Palmers Green

Ref: 15/03824/FUL

Category: Full Application

LOCATION: 291 Green Lanes, London, N13 4XS,

PROPOSAL: Demolish & rebuild exiting rear addtion by replicating exiting rear shell (mimicking the original roof slant _ levels) and erection of a two-storey side extension

Applicant Name & Address:

Mr ERTAN HURER
291 GREEN LANES
PALMERS GREEN
LONDON
N13 4XS
United Kingdom

Agent Name & Address:

Mr ERTAN HURER
291 GREEN LANES
PALMERS GREEN
LONDON
N13 4XS
United Kingdom

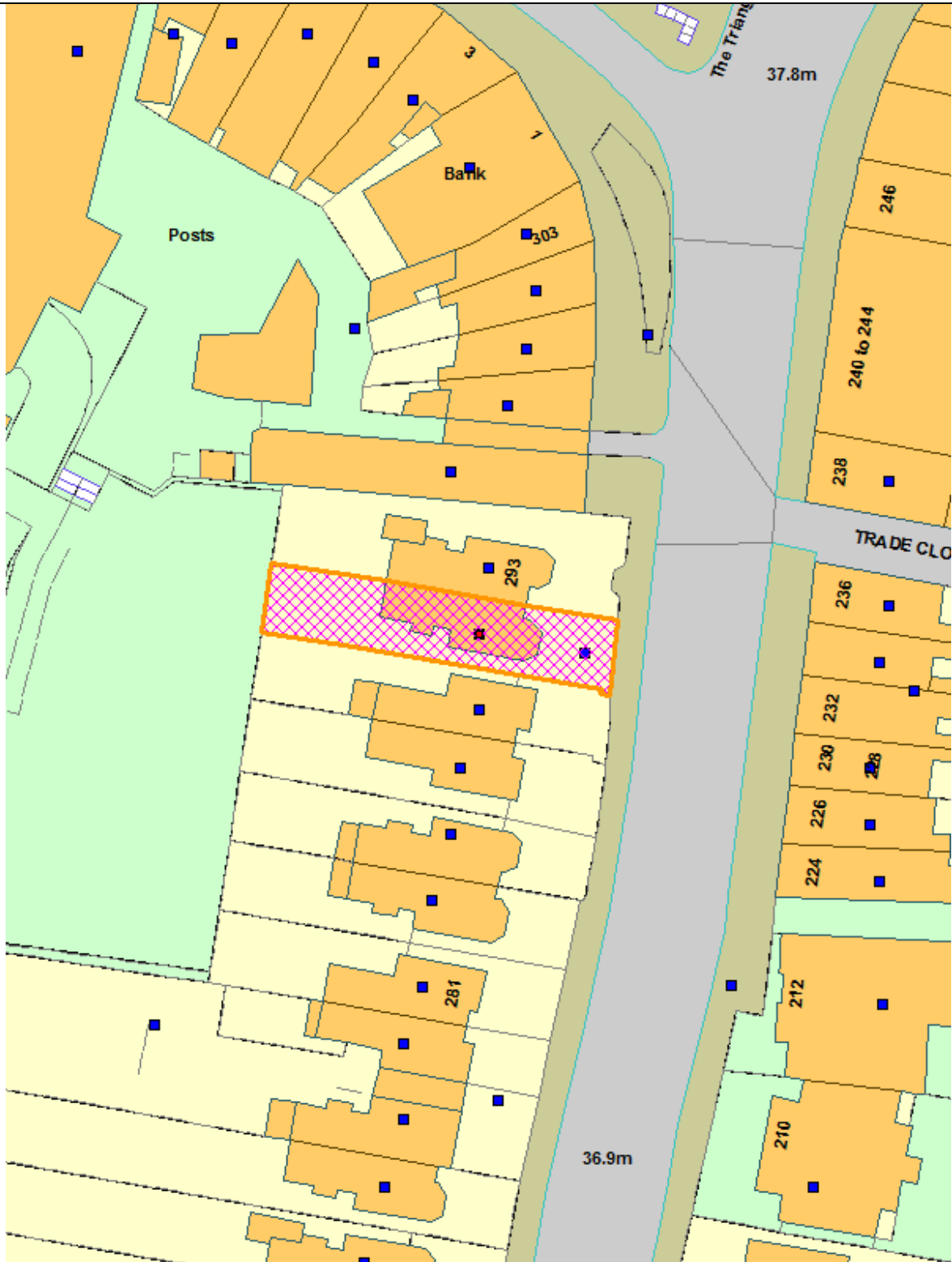
RECOMMENDATION:

That planning permission be **GRANTED** subject to conditions.

Note for Members:

Although an application of this nature would normally be determined under delegated authority, the application is reported to Planning Committee as the applicant is Councillor Ertan Hurer.

Ref: 15/03824/FUL LOCATION: 291 Green Lanes, London, N13 4XS,



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Scale 1:1250

North



Site and Surroundings

- 1.1. The application site is a two-storey semi-detached Victorian building located on the western side of Green Lanes, approximately 30m to The Triangle. The property has an existing two-storey rear addition and a paved courtyard to the front, and adjoins the parking area for ASDA to the rear.
- 1.2. The group of which this property forms a part (Nos: 281 – 293 Green Lanes), contains 8 x semi-detached dwellings of similar design and appearance, has been historically in use as office premises and forms part of shopping parades on this side of Green Lanes. The parent building (No.291 & 293 Green Lanes) abuts the southern boundary of the Palmer Green District Town Centre.
- 1.3. The surrounding area is predominately commercial in nature. The property is not listed, and doesn't fall in within a conservation area.

2. Proposal

- 2.1. Planning consent is sought for the demolition of the existing two-storey rear addition and the rebuild of a new rear extension of comparable scale, footprint and bulk and the erection of a new two-storey side infill extension.
- 2.2. The new side extension would be 2.2m in width x 7.7m in depth x 7.2m in height, constructed with a flat-roof that aligns with the existing eaves level of the rear addition. The rear addition would be 500mm deeper than the original back addition and the proposal would result in an additional internal floor space of 25.08 sqm (12.54 sqm on each floor).
- 2.3. The proposed development would also involve the enlargement and re-configuration of the existing rear and side openings, and creation of new side openings, featuring to the rear 2 sets of sliding doors on the ground floor, 2 x windows on the first floor and 1 x round window on the second floor, and additional side openings comprising one new window on each floor, 1 x new door and 2 x windows on the ground floor.
- 2.4. The proposed materials include locally sourced fired earth toned brick to match the existing and neighbouring buildings, double glazed UPVc windows and doors, and grey tile roof to match the existing.
- 2.5. The proposed development would retain the existing parking and refuse arrangements and vehicle access to the building.

3. Relevant Planning History

- 3.1 None of direct relevance

4. Consultations

4.1. Statutory and non –statutory consultees

4.1.1 Thames Water

No objections, informative only

4.1.2 Transportation

No objections raised to the application

4.1.3 **Public response**

4.2.1 Letters were sent to 17 adjoining and nearby residents. No objections were received.

5. Relevant Policies

5.1. London Plan

Policy 7.4: Local character

Policy 7.6: Architecture

5.2. Core Strategy

Core Policy 1: Strategic growth areas

Core Policy 26: Public transport

Core Policy 30: Maintaining and improving the quality of the built and open environment

5.3. DMD Policies

DMD 37: Achieving high quality and design-led development

DMD 39: The Design of Business Premises

5.4. Other Relevant Policy Considerations

Enfield Characterisation Study (C.III)

6. Analysis

Principle of Development

6.1. There is no objection to extensions to an existing office premises, provided that development is of a high standard of design, respects the character of its surroundings and does not adversely impact upon the amenity of existing and adjoining properties or residents in accordance with above mentioned development policies.

Design and impact on the character of the surrounding

6.2. Section 7 paragraph 56 of the NPPF states that good design is a key aspect of sustainable development, while paragraph 58 states that 'planning policies and decisions should aim to ensure that developments... respond to local character and history and reflect the identity of local surroundings and materials'.

6.3. Policy DMD 39 (The Design of Business Premises) states that all new business premises must make efficient use of land and maximise their contribution to the urban environment. Having regard to viability and the operational requirements of the proposed use, development must meet the following criteria and will only be permitted if it:

- a) Facilitates movement through the provision of suitably located, safe, naturally lit and publicly accessible routes.
- b) Positively addresses the public realm: publicly accessible and more active areas should front the public realm and be located close to the site entrance. Building entrances should be prominently located and clearly indicated through the architecture and/or massing of the building. The amount and location of fenestration, landscaping, means of enclosure, architectural detailing and lighting should all help to create a pleasant and safe environment for pedestrians, cyclists and vehicles at all times of the day;
- c) Clearly differentiates between public and private areas and respects any appropriate, existing building lines. In the absence of such a feature, the development should establish one;
- d) Provides inclusive access arrangements and encourages commuting via cycle and foot, and where possible provide supporting facilities such as showers and lockers;
- e) Wherever possible, locates servicing, parking and refuse to the rear, sensitively locating and screening these where visible from the public realm;
- f) Is flexibly designed so as to be suitable for a number of different businesses and to facilitate conversion to alternative uses, subdivision and/or amalgamation of units;
- g) Through layout, landscaping and other site features, helps to mitigate the potential for negative impacts on surrounding uses, including consideration of access arrangements for different uses within the site and wider area;
- h) Ensures that the massing and facades of buildings are made visually interesting through architectural detailing, height variation and fenestration. Consideration will need to be given to how the development will appear when viewed from the surroundings and in long views;
- i) Respects the grain and character of the surrounding area, for example by wrapping larger buildings in smaller units to maintain activity, character and visual interest;
- j) Uses materials that are high quality and considers how, through the use of local materials and those used in surrounding buildings, a distinct character and area identity can be created, enhanced or preserved.

6.4. No alterations are proposed to the existing frontage and façade of the building and therefore the development would have no effect on the character of the existing street scene.

6.5. The enlarged rear addition would be 500mm deeper than the primary building on the site. Given the main building is 8.88m deep, the increased depth as a result of the development would be hardly noticeable from the public domain.

6.6. Given the scale and massing, the new side extension is not considered to dominate the host building, or detract from the character of the neighbouring properties.

6.7. The materials proposed, brickwork to match existing, are considered appropriate to the local context.

Amenity impact

- 6.8. The application site adjoins the two-storey Victoria buildings to its north and south that are in use of office premises, and a supermarket to its rear. Given this the development is unlikely to have a detrimental impact on the neighbouring properties.

Transport impact

- 6.9. The site abuts the Palmer Green Town Centre, and has an existing vehicular access from Green Lanes (classified highway) leading to the rear of the property via the side of the building. The proposed development would reduce the access width from existing 2m to approximately 1.5m.
- 6.10. The narrowing of the side access would prevent the rear parking spaces being accessible and thus displace the vehicles using the spaces onto the surrounding roads. The minimum pinch point will be 1.50m which is below the width of most vehicles. However the intensity of the use of the building as a result of the extension will not be increasing to a point where additional vehicles will be visiting to the site, and therefore Traffic and Transportation are satisfied that the existing spaces available to the front of the site are sufficient for the development.
- 6.11. It is noted that whilst the width would prevent most vehicles accessing the rear, cycles would be able to gain access, and therefore some cycle parking can be provided. The requirement is four spaces, to help complement the Mini Holland cycle scheme, which will run outside the site on Green Lanes. A condition is therefore recommended requesting the details of cycle storage to be provided

Community Infrastructure Levy (CIL)

- 6.12. The Community Infrastructure Levy (CIL) Regulations 2010 (as amended) allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012, the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm.
- 6.13. Since the proposal would generate additional office space less than 100 sqm, it would not be liable for Mayoral CIL.

7 Conclusion

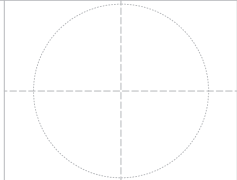
- 7.1 Having regard to the above assessment, the proposed development is not considered to adversely impact on the amenity of the adjoining occupiers, and by virtue of scale, massing and bulk, would be appropriate to its local context.

8 Recommendation

8.1 That planning permission be GRANTED subject to the following conditions

- 1 Materials to match
- 2 Time limited permission
- 3 Approved plans
- 4 Cycle parking

KEY:
 - - - - - WALL BOUNDARY WITH NO. 293
 - - - - - ROOF GRADIENT



SCALE BAR:

10m
9m
8m
7m
6m
5m
4m
3m
2m
1m
0m

SITE:
 HSCALTD
 291 GREEN LANES
 LONDON
 N13 9NS

TITLE:
 EXISTING PLANS

SCALE: 1:200
 SIZE: A1

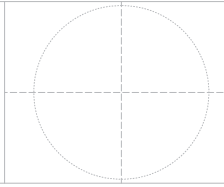
DRAWING NO:
 E007/HSCAL15

DATE: 15.08.2015



KEY: SECTION NUMBER ELEVATION NUMBER

WALL BOUNDARY WITH NO. 293 ROOF GRADIENT



SCALE BAR: 10m, 9m, 8m, 7m, 6m, 5m, 4m, 3m, 2m, 1m, 0m

SITE: HSCALTD, 75 GERRARD LANE, LONDON, N13 4XS

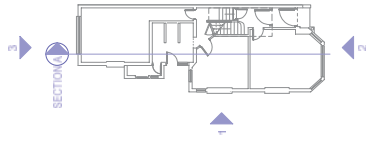
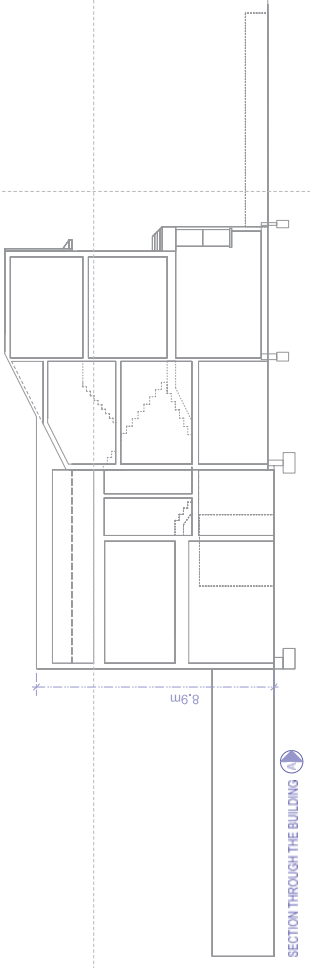
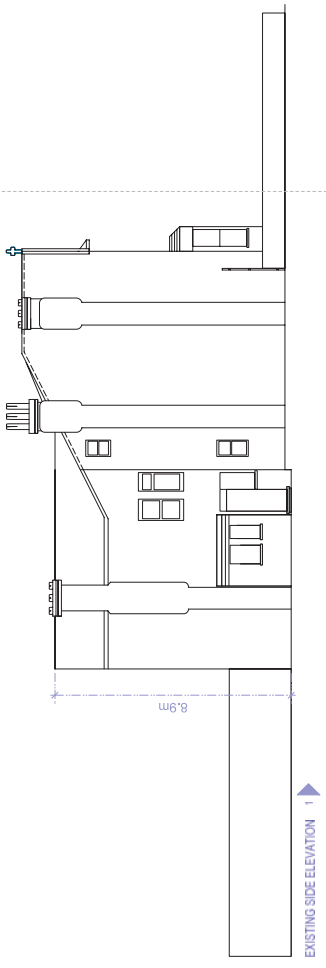
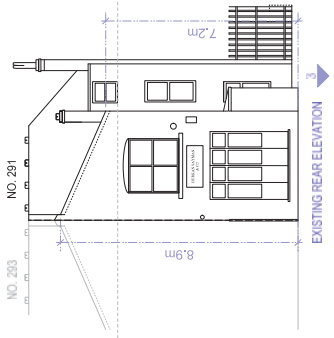
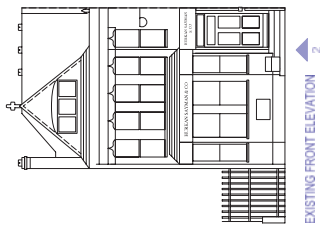
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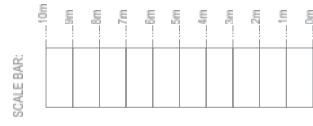
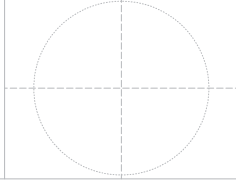
DRAWING NO: E022/HSCAL15

DATE: 15.08.2015



KEY:

- SHADED AREAS TO REMAIN AS EXISTING
- - - WALL BOUNDARY WITH NO. 286
- - - ROOF GRADIENT



SITE:	HSCALTD 75-77, BERN LINES LONDON N13 4NS
TITLE:	PROPOSED PLANS
SCALE:	1:200
SIZE:	A1
DRAWING NO.:	PROJ/HSCA15
DATE:	15.08.2015

