

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 14th December 2021

Report of
Head of Planning
- Vincent Lacovara

Contact Officer:
Andy Higham
Sharon Davidson
Jacob Ripper

Ward:
Upper Edmonton

Ref: 21/03375/RE4

Category: Full Planning Application

LOCATION: Garages 1 to 15, Rear of 101-132 Snell's Park Estate, Snell's Park, London, N18 2SY

PROPOSAL: Temporary change of use of the site to Workspaces (Class E, F2) and Bus Cafe (Class E(b)) involving new roof structures to existing garages and erection of two storey commercial units and erection of new canopy structure to courtyard.

Applicant Name & Address:

Sam Neal
London Borough of Enfield
Civic Centre
Silver Street
Enfield4EN1 3XA

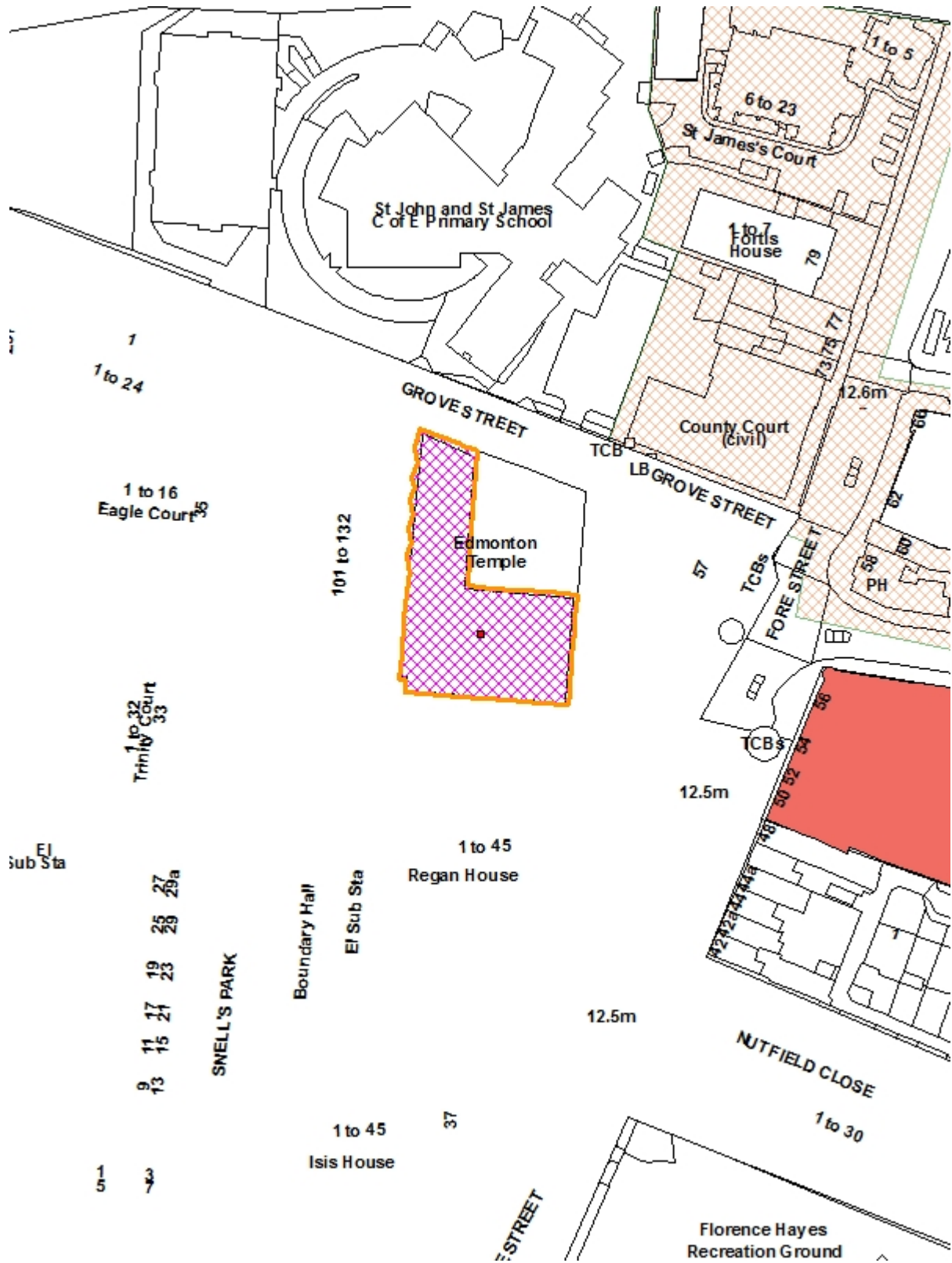
Agent Name & Address:

Mary Konstantopoulou
Jan Kattein Architects
227 New North Road
Ground Floor
London
N1 7AA

RECOMMENDATION:

In accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be **GRANTED** subject to conditions.

Ref: 21/03375/RE4 LOCATION: Garages 1 To 15, Rear Of, 101-132 Snell's Park Estate,, Snells Park



1. Note for Members

- 1.1 The application is reported to the Planning Committee because the applicant for the development is the Council and in accordance with the scheme of delegation, is reported to the Planning Committee for determination.

2. Recommendation:

- 2.1 That in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed granted subject the following planning conditions.

1. Limited Time Period Permission

This permission is granted for a limited period expiring at the end of 5 years from the date of this decision notice; when the use hereby permitted shall be discontinued.

Reason: To ensure the temporary use does not result in an impairment or obstruction to the wider regeneration of the estate.

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans as set out in the attached schedule which forms part of this notice.

A-001: Site Location Plan
A-020 Rev A: Existing Elevations
A-021 Rev A: Existing Elevations
A-022: Existing Elevations
A-100 Rev A: Existing Ground Floor Plan (duplicated drawing number)
A-100 Rev G: Proposed Ground Floor Plan (duplicated drawing number)
A-110 Rev E: Proposed Elevations
A-111 Rev. A: Proposed Elevations
A-112 Rev A: Proposed Elevations
A-120 Rev F: Proposed Sections
A-124 Rev E: Proposed Sections
SK055: Proposed SuDS Plan
Air Quality Note (19 Nov 2021)
Design and Access Statement Rev A (Nov 2021)
Schedule of External Material and Finishes (19 Nov 2021)

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Hours of Operation

The uses hereby approved shall only operate between the hours of 08:00 to 20:00 Monday through Sunday, and at no other times.

Reason: To protect the amenities of adjoining occupiers.

4. Locked Gates and Security

The site shall be enclosed in accordance with the approved plans. The two western gates shall be locked and secured at all times unless necessary for short term access or servicing. All gates including the three public access points shall be locked and secured at all times when the approved uses are not open to the public.

Reason: To ensure the safeguarding of the site and surrounding properties and to discourage anti-social behaviour.

5. Cycle Parking

Prior to operational commencement of the development, details and design of the short stay and long stay cycle parking spaces must be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed prior to operational commencement of the development and continuously retained for cycle parking throughout the duration of the temporary uses.

Reason: To ensure the provision of cycle parking in line with adopted Council and London Plan policies and design standards.

6. Landscaping, Planters, and Seating Details

Prior to operational commencement of the development, details of the planters that integrate seating (identified on drawing no. SK055 as Type 1 planters) and details of the vegetation to be planted, including details of biodiversity and ecological enhancements, must be submitted to and approved in writing by the Local Planning Authority. The approved planter details shall thereafter be installed prior to operational commencement of the use and continuously retained throughout the duration of the temporary use. The planting scheme shall be carried out in accordance with the approved details.

Reason: To ensure adequate additional seating and resting places are provided and ensure the soft landscaping offered on site provides biodiversity improvement and provides a satisfactory appearance.

7. SuDS and Landscaping Verification

Prior to operational commencement of the development, a verification report demonstrating that the approved drainage measures and plantings have been fully implemented must be submitted to and approved in writing by the Local Planning Authority. The report must include:

- Photos of the completed sustainable drainage system including the planters and downpipes
- Photos of plantings
- Relevant certificates (if any) from manufacturers/suppliers of drainage features
- A confirmation statement that the approved SuDS measures have been installed pursuant to the approved plans by the site manager (or person of similar capacity).

Reason: To ensure the landscaping/biodiversity measures are in place, and that the approved SuDS measures to manage surface water are properly installed and remain functional throughout the lifetime of the development.

3. Executive Summary:

- 3.1 The application site sits within the Joyce Avenue and Snell's Park Estates, west of Fore Street. In 2019 Enfield Council decided to progress the development of a masterplan for the regeneration of the wider estate to provide additional homes as well as retail, community, and amenity spaces.
- 3.2 The application seeks temporary planning permission for the redevelopment of disused garages and a laundry yard to provide approximately 600 sqm of affordable offices and workplaces for start-ups, artists/craftspeople, and other small businesses, along with a café within a repurposed double decker bus. The proposal would be a meanwhile use lasting 5 years, before the site is redeveloped as part of the wider regeneration of the Joyce and Snell's Estate.
- 3.3 The garages would have their existing doors replaced with new glazing and new doors, along with the flat roofs replaced with higher curved/barrel roofs. Five new two-storey buildings are proposed of a similar design to provide additional workspaces. One community space/meeting room is proposed. The walkways between the rows of workspaces will be sheltered by temporary timber and polycarbonate coverings.
- 3.4 The primary reasons for recommending approval are:
 - The development would provide affordable workspaces for start-ups, entrepreneurs, artists, craftspeople, and other small businesses.
 - It will bring people and activity to a disused site and thereby discourage antisocial behaviour.
 - It forms part of a wider proposal to enhance the local area, awarded funding by the Greater London Authority's Good Growth Fund, including improvements to the Fore Street Library, public realm and placemaking interventions, and clean air routes including the portion of Grove Street by the adjacent primary school.

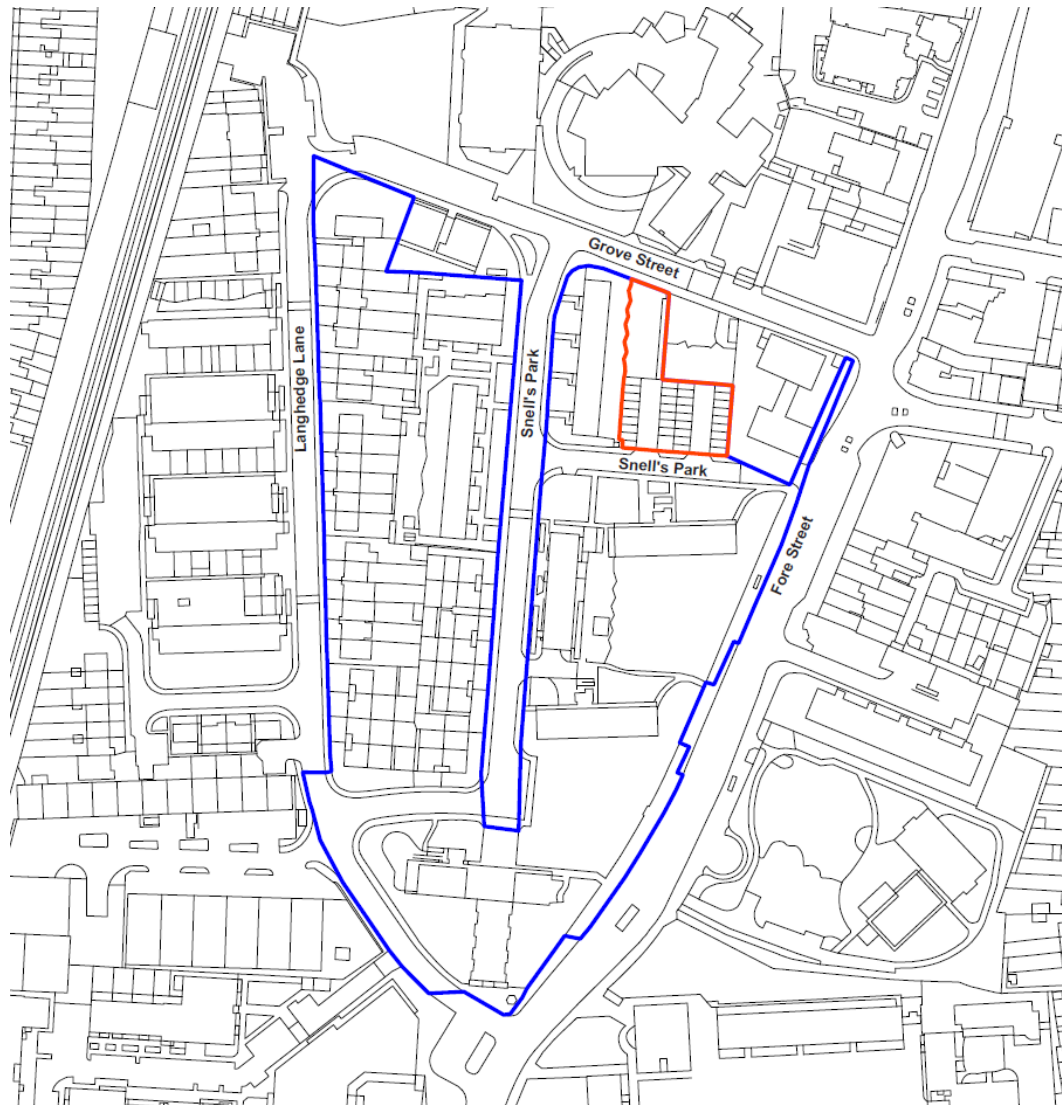
- It provides a beneficial meanwhile use whilst the proposals for the wider regeneration of Joyce Avenue and Snell's Park Estates are developed and progressed.
- 3.5 The project has been awarded funding from the GLA's Good Growth Fund, which makes this project possible. The materials used will firstly be based on maximising the existing structures and development, followed by using a design for disassembly and relocation of the new structures, and utilising reused, reclaimed, and recycled materials to the maximum extent possible.
- 3.6 The Applicant indicates an experienced workspace operator will be engaged to assist in operations, tenant recruitment, and management of the site.
- 3.7 On balance, the proposal is considered acceptable in particular, having regard to Policies GG1, GG2 & E2 of the London Plan, Policies CP13, 30 & 31 of the Core Strategy and Policies 24, 37 and 45 of the Development Management Document.

4. Site and Surroundings:

- 4.1. The subject site is owned by the London Borough of Enfield and is located west of Fore Street and bounded by Grove Street to the north and Snell's Park to the west and south. It contains existing garages and a laundry yard and is located within the Snell's Park Estate. Below is an aerial image showing the existing development on site. The surrounding area includes a mix of residential, commercial, educational, and religious uses.



- 4.2. The site is not within a conservation area but is located to the southwest of the relatively small South Fore Street Conservation Area which extends north along Fore Street for a short distance from Grove Street and Claremont Street. The site does not contain a listed building. However, the wider Joyce and Snells estate is identified as a non-designated heritage asset.
- 4.3. The site has a PTAL 3 designation, representing moderate access to frequent public transportation services. However, it is on the border of a PTAL 5 designation, representing very good access to transportation services. The site is within close proximity to Angel Edmonton, a designated District Centre.
- 4.4. The site is at very low risk from flooding from rivers (Flood Zone 1) and has a low risk of surface water flooding, whilst Grove Street and Snell's Park are at a low/medium risk of surface water flooding.
- 4.5. Below is the location plan with the estate outlined in blue and the application site outlined in red.



5. Relevant Planning History:

- 5.1 21/02269/LBEPRE – Pre-Application advice was sought for the proposed development. Officers were generally supportive of the proposals for the redevelopment of the site and provision of 600sqm for a cafe and workspaces, which was closed out on 06/08/2021.
- 5.2 Notable topics that were discussed in the pre-application meeting included transportation matters including street parking, cycling, and servicing, drainage/SuDS, carbon reduction, site contamination, and amenity impacts. Overall, the pre-application feedback was supportive with the caveat that several details, minor revisions, and reports be provided at application stage.
- 5.3 It was not considered necessary to present the scheme to the Design Review Panel, due to the project having already been reviewed by the GLA's own design

review panel, which was a requirement of the funding package secured from them by the applicant.

- 5.4 There is no other directly relevant planning history to the application site.

6 Consultation

Pre-application

- 6.1. The applicant engaged in a range of consultation activities to inform the design of the project(s) prior to receiving funding from the GLA's Good Growth Fund. These consultations occurred during 2017-2019 and included engagement with residents, businesses, workspace operators, and community groups, as well as holding community meetings, an exhibition, street-level canvassing, and through an online platform (Let's Talk Angel Edmonton).
- 6.2. As part of ongoing stakeholder engagement efforts, the proposed scheme was presented for public consultation at two events in 2021. These were outside the Fore Street Library, one being an indoor evening meeting and one being presented to passers-by outside on a different day.
- 6.3. As noted above, as part of the process for funding from the Good Growth Fund the applicant has been through a series of design review panel meetings with the GLA.

Public

- 6.4. Consultation letters were sent to 82 neighbouring properties (21 days expired 17 October 2021). Multiple site notices were also displayed around the perimeter of the site on 12 October 2021.
- 6.5. In response, one representation was received, objecting to the proposal. The comment is summarised below:
- More high-rise buildings blocking sunlight.
 - Overcrowding and less parking.
 - General crime and drug issues.

Officer's comments: The proposed development does not include high-rise or otherwise tall buildings. The existing garages will be fitted with new roofs and the tallest element would be the new two-storey workplace units. Parking and transportation issues are addressed in this report, and no objections have been raised by the Council's Transportation or Highways teams. The applicant has confirmed that all residents who had a garage space were offered alternative garages spaces off-site, or otherwise have already been provided with replacement spaces. Crime and drug issues are generally known to exist in the area and part of the proposal's intent is to deter anti-social behaviour by bringing activity and active surveillance into an underutilised and deteriorating area.

Overall, it is considered that the comments made have been sufficiently addressed and do not outweigh the justification for recommending approval.

Statutory and Non-Statutory Consultees:

6.6. *Cleansing:*

No response received.

6.7. *Environmental Health:*

No objections.

6.8. *SuDS:*

Initial objections were received. After meeting with the applicant and discussing flooding and drainage, an acceptable strategy has been agreed. The measures now proposed maximise the opportunity for sustainable drainage in the context of this being a temporary use and the Council's SuDS team have no further comments or objections.

6.9. *Transportation:*

No objections.

6.10. *Historic England:*

No objections.

7. Relevant Policies

7.1 Section 70(2) of the Town and Country Planning Act 1990 requires the Committee have regard to the provisions of the development plan so far as material to the application: and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.

7.2. London Plan (2021)

The London Plan is the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London for the next 20-25 years. The following policies of the London Plan are considered particularly relevant:

GG1: Building strong and inclusive communities

GG2: Making the best use of land

SD6: Town centres and high streets

SD7: Town centres: development principles and Development Plan Documents

SD9: Town centres: Local partnerships and implementation

SD10: Strategic and local regeneration
D3: Optimising site capacity through the design-led approach
D4: Delivering good design
D5: Inclusive Design
D8: Public realm
E1: Offices
E2: Providing suitable business space
E3: Affordable workspace
E8: Sector growth opportunities and clusters
HC1: Heritage conservation and growth
SI 1: Improving air quality
SI 2: Minimising greenhouse gas emissions
SI 7: Reducing waste and supporting the circular economy
SI 13: Sustainable drainage
T5: Cycling
T6: Car parking
T6.2: Office Parking
T7: Deliveries, servicing and construction

7.3. Core Strategy (2010)

The Core Strategy was adopted in November 2010 and sets out a spatial planning framework for the development of the Borough through to 2025. The document provides the broad strategy for the scale and distribution of development and supporting infrastructure, with the intention of guiding patterns of development and ensuring development within the borough is sustainable.

CP 13: Promoting Economic Prosperity
CP 17: Town Centres
CP 19: Offices
CP 24: The Road Network
CP 25: Pedestrians and Cyclists
CP 28: Managing Flood Risk Through Development
CP 30: Maintaining and Improving the Quality of the Built and Open Environment
CP 31: Built and Landscape Heritage

7.4. Development Management Document (2014)

The Council's Development Management Document (DMD) provides further detail and standard based policies by which planning applications should be determined. Policies in the DMD support the delivery of the Core Strategy. The following local plan Development Management Document policies are considered particularly relevant:

DMD 23: New Employment Development
DMD 24: Small Businesses
DMD 25: Locations for New Retail, Leisure and Office Development
DMD 32: Managing the Impact of Food and Drink Establishments
DMD 37: Achieving High Quality and Design-Led Development
DMD 39: The Design of Business Premises

DMD 40: Ground Floor Frontages
DMD 44: Conserving and Enhancing Heritage Assets
DMD 45: Parking Standards and Layout
DMD 47: Access, New Roads and Servicing
DMD 57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD 59: Avoiding and Reducing Flood Risk
DMD 61: Managing Surface Water

7.5. Other relevant Policy/Guidance

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
London Cycle Parking Standards – Chapter 8
Enfield Characterisation Study (2011)
Enfield Waste and Recycling Storage Planning Guidance EN20/V2 (2020)

8. Analysis

8.1. The main planning considerations of the development are the following:

- Principle of the development.
- Impact on heritage assets.
- Design.
- Neighbouring amenity.
- Transportation.
- Climate change, drainage, biodiversity and landscaping.

8.2. Principle of Development and Temporary Uses

Workspaces & Café

8.2.1. Policies E1, E2, E3, and E8 of the London Plan (2021) are supportive of proposals that would create new office spaces that are affordable, adaptable, and suitable for smaller businesses and start-ups. Policies CP 17 and CP 19 of the Core Strategy (2010) and Policies DMD 23, DMD 24, and DMD 25 of the Development Management Document (2014) support the creation of new space for small business and direct new development towards town centres.

8.2.2. Policy DMD 25 sets out criteria for locating new retail, leisure, and office development. Policy DMD 16 supports the development of community uses and facilities in appropriate locations and seeks to protect neighbouring amenities and control traffic generation.

8.2.3. Policy DMD 32 seeks to control new food and drink establishments by directing these uses towards town centres and requiring they demonstrate no adverse impacts to the character of the area, traffic, neighbouring amenities, and environmental quality.

- 8.2.4. Although the site is not directly within a designated town or local centre, it lies at the edge of the designated Angel Edmonton Large Local Centre. Relevant policy requirements encourage the location of uses such as the ones proposed within designated centres to ensure vitality and viability of the centres whilst having regard for public transport accessibility.
- 8.2.5. The proposed development seeks to deliver workspace units to provide opportunities to cater for a range of uses, where there is not adequate capacity within the local centre's boundary.
- 8.2.6. It is also noted that the workplaces are intended to be an "incubator" for new businesses, with the goal for future tenants moving out of the temporary workspaces once they are able to hire employees, become busier, and/or generally expand and need a different type of work environment. Most of the existing structures will be retained, with new roofing provided and several new two-storey units proposed. The two-storey units are proposed to ensure viability of the scheme and provide an alternative floor plan in order to serve a variety of business types.
- 8.2.7. The following scope of uses are proposed to allow for greater flexibility for future tenants:

Class E Commercial, Business, and Service

- E(b) Sale of food and drink for consumption mostly on the premises (bus café only, not to occur in individual workspaces)
- E(c) Provision of services
- E(g) Uses which can be carried out in a residential area without detriment to its amenity:
 - E(g)(i) Offices to carry out any operational or administrative functions,
 - E(g)(ii) Research and development of products or processes
 - E(g)(iii) Industrial processes

Class F2 Local Community

- F2(b) Halls or meeting places for the principal use of the local community (in the community space/meeting room)

- 8.2.8. The application site is in an accessible location and can be conveniently accessed from the nearby bus stops and Overground stations, as well as by cycle, on foot, or other sustainable transportation options. For these reasons, although the site is not directly located within a designated centre, the proposal would not cause harm to the vitality or viability of the centre and could in fact support it and bring more activity to and through the Angel Edmonton Large Local Centre.
- 8.2.9. It is considered therefore that the proposed development will be complementary to and supportive of the centre by increasing activity in the area, with an anticipated increase in footfall through the centre to the potential benefit of existing local businesses.

8.2.10 The application seeks permission for the use of the site for a temporary period only to ensure that the development does not prejudice the opportunity for wider estate regeneration.

8.3. Heritage

8.3.1. Policies D3, D4, and HC1 of the London Plan (2021), Core Policy 30 and Core Policy 31 of The Enfield Plan Core Strategy (2010) and Policies DMD 37 and DMD 44 of the Enfield Development Management Document (2014), accord with the NPPF in seeking to sustain and enhance the significance of heritage assets, which include non-designated heritage assets, through development which makes a positive contribution to local character and distinctiveness.

8.3.2. The site is part of the Joyce and Snell's Estates which in 2017 was identified as a non-designated heritage asset as part of a project commissioned by Enfield Council to review the heritage merits of post-war housing in the Borough.

8.3.3. There is some heritage value to the existing estate given links to Frederick Gibberd, who was an architect and town planner associated with post-war housing developments as well as civic and other institutional buildings. However, it is apparent the garages and laundry yard no longer serve their intended purposes and are beginning to deteriorate. At pre-application stage, the Council's Heritage and Conservation Advisor noted that any features that may be of merit, such as the concrete cast sculptural washing poles, could be integrated into the design. The applicant has proposed to retain one of these near the bus café.

8.3.4. Due to the distance to the designated conservation area and the site being screened from view from Fore Street by existing development, the development will not harm to the character or appearance of the conservation area.

8.3.5. In response to the current proposal, the proposed scheme retains much of the original fabric and layout and would not undermine the value of the non-designated estate as a whole. Therefore, it is considered there is no objection to repurposing the site for the new uses, in terms of heritage and conservation.

8.4. Design

Character

8.4.1. Policy CP 30 of the Core Strategy requires new development to be of a high-quality design and be in keeping with the character of the surrounding area. Policy DMD 37 sets out criteria for achieving high quality and design led development, and resists development that is inappropriate to its context or fails to have appropriate regard to its surroundings.

8.4.2. There is a modest height increase to the garage units due to the new roofs, and this pattern is replicated with the new two-storey units, providing some visual difference in elevations, which is seen as a positive. The surrounding blocks of flats are all taller than what is proposed, and heights would generally step down from the west to east towards Fore Street.

- 8.4.3. The overall project and especially providing a new pedestrian access through the site are seen as a positive. Increased footfall, surveillance, and generally activity is a welcome change to the disused site.
- 8.4.4. Some reference photos were provided for the types of new materials to be used, mainly timber and steel, which is generally acceptable for this temporary use (see excerpt below). An accompanying schedule of external materials was also supplied. Although contrasting with the surrounding architectural style and materials used for the estate, considering the different time periods, the lack of harm caused to heritage assets (both the non-designated estates and the conservation area), the temporary nature of the use, and that new development in the wider area is of a more contemporary design, no objections are raised to the materials proposed.



Site Layout and Standard of Accommodation

- 8.4.5. The proposal provides a good number of small units, along with several two-storey units, which is generally in alignment with the above listed relevant policies that require or encourage workspaces for micro and small businesses. It is noted that workspaces would be somewhat adaptable as well, allowing tenants some flexibility for floorplans to cater to different types of uses.
- 8.4.6. The new northern access gate, providing a pedestrian way through the site and connecting Grove Street to the offshoot of Snell's Park, is a welcome feature. The café would activate the north end of the site and presumably draw in pedestrians from Fore Street via Grove Street.
- 8.4.7. Planters have been added as a SuDS control measure, which is discussed in more detail below, but additional planters along the wall adjacent to the Jesus Mission to Nations will include features for seating. This will allow more opportunities for

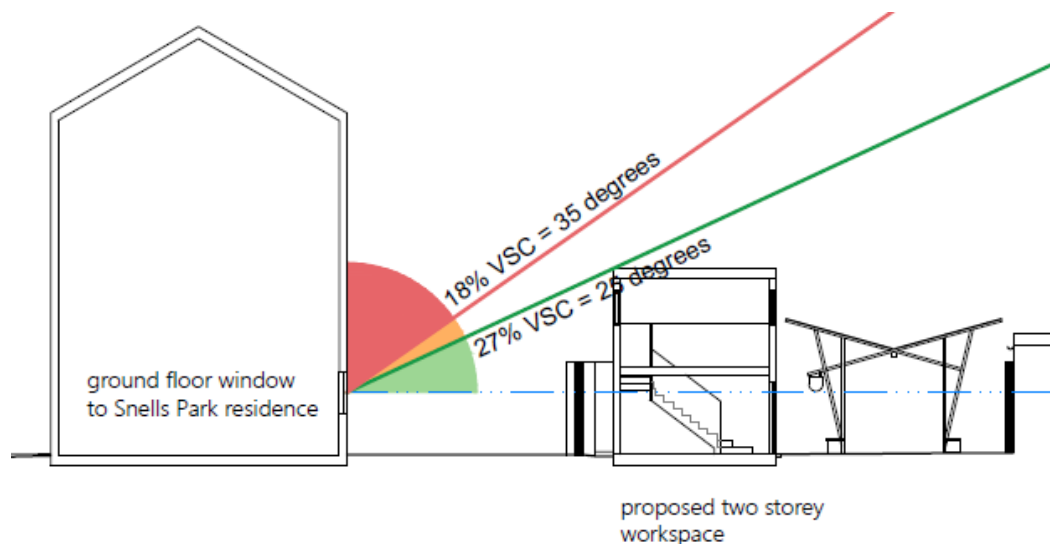
rest and encouraging customers and patrons to remain longer on-site, creating opportunity for more activity and engagement with the future businesses.

- 8.4.8. The applicant intends to apply for advertising consent for placemaking artwork and to direct pedestrians to the south end of the site, along a pathway from Fore Street. This indicative area is identified on plans; however, it is noted that it does not form a part of the proposed development as it is outside of the redline of the application.
- 8.4.9. Further details regarding gates and access to the rear of the two-storey units (W01.01.0 – W01.05.0) and the bus café were requested to discourage lingering and anti-social behaviour behind these features. The applicant submitted revised drawings indicating the area behind the café will be secured by two locked gates and the two access gates to the common area to the rear of Nos. 102-132 Snell's Park will be secured and locked at all times. All of these gates will have solid panels whilst the public entrance gates to the north and south of the site will be open mesh, providing both security and visual permeability.
- 8.4.10. There is a row of small stores along the northeast wall, which will be converted partially for secured and sheltered cycle storage and partially for general storage for future tenants.
- 8.4.11. Overall, it is considered that the proposal provides a good mix of workspaces and standard of accommodation for future tenants, as well as adequate facilities for customers and the public, and no objections are raised.

8.5. Impact on the Neighbouring Amenity

- 8.5.1. Relevant policies require neighbouring amenities to be protected, and not necessarily residential amenities only. The proposed hours of operation for all uses are Monday – Sunday (including Bank Holidays) from 08:00 to 20:00.
- 8.5.2. Using Appendix 5: Commercial Opening Hours within the Development Management Document (2014), which provides guidelines for hours of operation of commercial uses, the proposed closing hours are well within the limits for both district centres and businesses outside of town centres. The Monday – Saturday opening times are also in alignment with the guidelines, except that the Sunday opening time is one hour before the recommendation of 9:00am.
- 8.5.3. However, high levels of activities or disturbances are not anticipated within the workplaces on Sundays, with the exception of the café which would be serving tea, coffee, and pre-made snacks and meals. Considering the distance to neighbouring uses, and that the café could serve other complimentary uses (such as the adjacent church with Sunday morning services) it is considered that the proposed opening time of 8:00am is acceptable for the proposed temporary uses at this specific site.
- 8.5.4. There is a four-storey block of flats immediately west and a nine-storey block to the south of the site, a church abutting the site boundaries to the northeast, a primary school to the north, and a petrol station/convenience shop to the east.

- 8.5.5. Due to the nature of the proposed uses and distancing, no amenity impacts to the petrol station, church, or school are anticipated. In order for uses to fall under Class E(g), which includes offices to carry out operation/administration, research and development, or industrial processes, in a residential area they must be able to do so without detriment to the area's amenity.
- 8.5.6. The applicant has clarified that the types of activities would not cause vibration, dust, excess noise, or exhaust. Any sort of light manufacturing use must be able to be carried out without neighbouring amenity impact, otherwise that use would not fall under the category of use classes that are being proposed and recommended for approval. The café would not be preparing food on-site and would not require an extractor fan.
- 8.5.7. The Council's Environmental Health officer was consulted and raised no objection to the proposed development, particularly in terms of noise impacts.
- 8.5.8. The closest residential occupants would be expected to have the greatest sensitivity to impacts from the proposed development, being the ground floor residents in the block of flats to the west, closest to the proposed two-storey units. The two-storey units would reach a maximum height of 5.37m from ground level, measured to the top of the curved roofs, with a distance of approximately 7.8m between the rear of the units and the rear elevation of the flats to the west.
- 8.5.9. The applicant has submitted a diagram indicative of expected impacts to daylight/sunlight based on the visible sky component, demonstrating compliance with BRE Site Layout Planning for Daylight and Sunlight guidelines. It is noted the curved/barrel vaulted roofs will allow more light to reach the rear gardens and windows than the applicant's cross-section illustration demonstrates (see image below).



Overall, the relationship is considered acceptable.

8.6. Transportation

Access and Vehicle Parking

- 8.6.1. The London Plan requires adequate parking for the proposed uses to be provided and DMD 45 seeks to minimise car parking and to promote sustainable transport options. The Council recognises that a flexible and balanced approach needs to be adopted to prevent excessive car parking provision while at the same time recognising that low on-site provision sometimes increases pressure on existing streets. Policy DMD 45 states:

Car parking proposals will be considered against the standards set out in the London Plan and:

- a. The scale and nature of the development*
 - b. The public transport accessibility (PTAL) of the site;*
 - c. Existing parking pressures in the locality;*
 - d. Accessibility to local amenities, and the needs of the future occupants of the developments.*
- 8.6.2. Table 10.3 of the London Plan (2021) sets out parking standards for different land uses. The site has a Public Transport Accessibility Level (PTAL) of 3 which indicates that access to frequent public transport is moderate (but is near to PTAL 5). The maximum parking requirements for office use is 1 space per 100m² of GIA, resulting in a maximum provision of 6 parking spaces.
- 8.6.3. The proposal would be car-free. Given the moderate-to-good access to frequent public transport and being very close to a designated centre, this is to some extent encouraged by London Plan Policy T6.2(B), where the policy states “well-connected” areas would be supported for car-free development.
- 8.6.4. It has been confirmed that none of the existing garages are in use anymore, and the few residents that were using the garages have been reallocated spaces elsewhere. As such, no objection to loss of the existing parking is raised.
- 8.6.5. At pre-application stage, concerns were raised about loss of on-street parking bays and operational impacts to Grove Street, and a suggestion was made that a parking study may be required. It has been made clear in the application that the northern access to the site would be for pedestrians only, so no parking bays would need to be removed due to the proposal, and thus no loss of on-street parking would occur.
- 8.6.6. There is also an active project moving forward to convert Grove Street (where the northern pedestrian access is proposed) to a school street/clean air route with access limited to pedestrians and cyclists. The anticipated date for closure to general car traffic is understood to be summer of 2022. In light of this, it was determined that no parking study is required, and Transportation raised no objections.

8.6.7. All servicing, including deliveries and collections is proposed from the south, along the spur coming from Snell's Park. No objection is raised to this.

Cycle Parking

8.6.8. The London Plan (2021), Table 10.2 requires minimum cycle parking for different types of uses. The café does not meet the minimum floor area to require cycle parking. The London Plan requires 1 long-stay space per 150m² and 1 short-stay space per 500m² for the office and light manufacturing use, respectively. Therefore, the requirement would be 4 long-stay spaces and 1 short stay space.

8.6.9. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycle Design Standards (e.g. covered, secured, lit, etc.).

8.6.10. The applicant was encouraged at pre-application stage to provide cycle parking in excess of the minimum requirements, as it is to be a car-free development, meaning walking and cycling is strongly encouraged in order to be a sustainable form of development.

8.6.11. The proposal includes the repurposing of 4 pram sheds/storage areas for long-term secure and covered cycle parking spaces, along with 3 Sheffield-type stands capable of providing 6 short-term cycle parking spaces. This is considered acceptable, and no objections are raised. However, a condition is recommended that the applicant provide more details as cycle parking was indicated on the site plan, but complete details were not submitted demonstrating full compliance with technical standards.

Refuse and Recycling

8.6.12. Policy DMD 47 specifies that new development will only be permitted where adequate, safe, and functional provision is made for refuse collection. Policy DMD 57 requires all new development to make appropriate provision for waste storage, sorting and recycling, and adequate access for waste collection.

8.6.13. There is a central bin store provided, and the applicant states collection will be coordinated under a single contract for all uses to minimise the number of collections. The total size of 2,040L across all bins (40% for waste, 50% for recycling, and 10% for food compost) is considered acceptable. If adjustments are needed, this can be addressed by the applicant through the necessary commercial waste collection contract.

8.6.14. Relevant guidance states that bins should be available for collection within 10 metres of where collection vehicles would park. It is noted that the applicant has proposed that the café operator would be responsible for taking bins to the southern kerb for collection and returning them to the store after collection. This collection point would be within 10m from the parking location for service vehicles along the southern spur of Snell's Park. As such, there are no objections raised in terms of bin storage and collection.

8.7. Climate Change, Drainage, Biodiversity and Landscaping

Climate Change and Emissions

- 8.7.1. Policy DMD 49 states all new development must achieve the highest sustainable design and construction standards and include measures capable of mitigating and adapting to climate change to meet future needs having regard to technical feasibility and economic viability. Policy DMD 51 states further energy efficiency standards and that all developments will be required to demonstrate how the proposal minimises energy related CO₂ emissions which must adhere to the principles of the energy hierarchy in the policy.
- 8.7.2. This follows policy CP 20 of the Core Strategy which states that the Council will require all new developments, and where possible via retrofitting process in existing development to address the causes and impacts of climate change by: minimising energy use; supplying energy efficiently; and using energy generated from renewable sources in line with the London Plan and national policy. The adopted policies require that new developments achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. The above policies accord with London Plan (2021) Policies SI 1 and SI 2, which seek to improve air quality and minimise greenhouse emissions.
- 8.7.3. The applicant's primary focus is on reusing the existing structures and other development such as paving to the maximum extent possible for the temporary use in order to minimise the use of new materials and therefore reduce embodied carbon as much as feasible. Improvements to reduce operational carbon emissions such as insulation, using natural lighting and LED bulbs, air source heat pumps, and passive ventilation have been utilised in the design.
- 8.7.4. Policy SI 1 of the London Plan (2021) requires that development proposals control, and where possible improve, air quality within London. Part B(2) of the policy requires that at a minimum new development must be Air Quality Neutral. Although a full Air Quality Assessment is not required for this scheme, paragraph 9.1.10 of the supporting statements indicate achieving Air Quality Neutral will usually be enough to demonstrate compliance with Part B(1) of the policy.
- 8.7.5. The GLA has published draft guidance for achieving Air Quality Neutral. The guidance sets out a simplified methodology for assessing minor planning applications using two benchmarks – the Building Emissions Benchmark (BEB) and the Transport Emissions Benchmark (TRB). The applicant submitted a supplemental Air Quality Note which addresses these benchmarks.
- 8.7.6. The guidance specifies that it can be assumed that minor developments meet the BEB if the new heat source is a heat pump, which is what is being proposed. The guidance also specifies that it can be assumed that minor developments meet the TRB if new vehicle parking meets the maximum parking standards in the London Plan. The applicant is not proposing new parking and as such the maximum parking standards are met.
- 8.7.7. Using the simplified method in the GLA guidance, the scheme meets both the BEB

and TRB standards. Therefore, the proposed development implicitly complies with the London Plan (2021) requirements for minor development being Air Quality Neutral.

- 8.7.8. The Council's Environmental Health officer was consulted and raised no objection to the proposed development, particularly in terms of air quality.

Sustainable Drainage, Landscaping, and Biodiversity

- 8.7.9. Policies DMD 59, DMD 60, and DMD 61 address flooding and surface water management, and require all developments to demonstrate how measures to manage surface water as close to its source as possible will be achieved.

- 8.7.10. Policy DMD 81 requires development to provide landscaping that enhances the local environment, adds to the local character, benefits biodiversity, helps mitigate the impacts of climate change, and helps reduce water run-off.

- 8.7.11. These policies are presented together recognising the feasibility and viability for the temporary use. The current site is completely covered in hard surfacing and structures. Any proposed development, even that of a temporary nature, is required to provide an improvement in terms of sustainable drainage and flood control.

- 8.7.12. At pre-application stage, planters were suggested for both drainage control and to help soften the site and provide a more inviting appearance as the site currently contains no vegetation or landscaping.

- 8.7.13. Planters are proposed to capture rainwater runoff from the new canopies and the roofs in the central portion of the site. The total area of roof area draining to planters and the run-off ratio diverted to planters was increased during the application review process, resulting in meeting the minimum target percentage of roof area to drain into planters and the target run-off ratio of roof area to planter volume.

- 8.7.14. It was also determined and agreed during the application review that additional attenuation measures such as permeable paving and on-site storage tanks would not be feasible due to the short-term nature of the proposed uses and the future redevelopment of the site, keeping in mind the goal of reusing as much structure and existing paving as possible. It is considered that the SuDS measures proposed maximise the opportunities on site, in consideration of the limited duration of the uses proposed.

- 8.7.15. In addition, some of the planters will incorporate extensions to provide seating, satisfying a requested revision to provide additional seating and resting areas for visitors to the site.

- 8.7.16. All planters would incorporate vegetation, which will help to soften the site and add biodiversity value, where none exists today. Although there are no further revisions requested, conditions have been recommended regarding details of the planter seating along with verification that the SuDS measures and plantings have been installed prior to operation of the uses commencing.

8.8. Other Matters

- 8.8.1. Beyond possible impacts due to noise, dust, etc. mentioned in the amenity section above, it was advised at pre-application stage that the applicant include a site contamination statement with a future application, which has been done.
- 8.8.2. The Council's Environmental Health officer was consulted and raised no objection to the proposed development, particularly in terms of contaminated land.

10.0 **Community Infrastructure Levy**

- 10.1 In this case, due to the nature of the use, the proposed development would not be liable to pay the Council's CIL but would be liable for the Mayoral CiL of £60 per sq.m of net additional development.

11. **Conclusion**

- 11.1 The application seeks to provide low cost workspaces, public realm improvements, activation of the northern and southern boundaries, and provide a new north-south pedestrian route with active surveillance in order to discourage anti-social behaviour. These benefits are welcomed and the proposal is considered to be acceptable having regard to relevant policies within the local, regional, and national policies, guidelines, and framework but in particular Policies GG1, GG2 & E2 of the London Plan, Policies CP13, 30 & 31 of the Core Strategy and Policies 24, 37 and 45 of the Development Management Document.
- 11.2 The proposal is therefore recommended for approval subject to the recommended conditions.



Air Quality Note

185 Fore Street

19th November 2021

The GLA published a consultation draft of their guidance for achieving Air Quality Neutral in November 2021. This document sets out a methodology for assessing planning applications based on compliance with two benchmarks: the Building Emissions Benchmark (BRB) and Transport Emissions Benchmark (TEB).

Building Emissions Benchmark

Simplified procedure for the Building Emissions Benchmark (BEB)

3.1.1 Where minor developments include new heating systems, they can be assumed to meet the BEB if:

- the new heating system is a heat pump or other zero emission heat source;
- the new heating system is a gas boiler with NO_x emissions rated at less than 40 mg/kWh; or]
- the development is connecting to an existing heat network.

The proposals constitute a minor development using a full electric heating system and an air source heat pump, so it achieves the Building Emissions Benchmark by the simplified assessment procedure.

Transport Emissions Benchmark

Simplified procedure for the Transport Emissions Benchmark (TEB)

4.1.1 Where minor developments include new parking, they can be assumed to meet the TEB if the maximum parking standards set out in policies T6 and T6.1 to T6.5 of the London Plan are not exceeded. For land uses where maximum parking standards are not defined, a full calculation against the benchmarks should be carried out.

The proposed development does not include any new parking, and is thus by default below the maximum parking provision allowed by policy T6 of the London Plan for office use (up to 1 space per 100 sqm, outer London).

Conclusion

The proposed development meets and passes the simplified assessment criteria for both the BEB and TEB, and thus complies with the London Plan definition of Air Quality Neutral.

JAN KATTEIN ARCHITECTS

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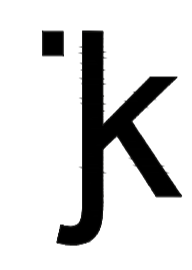
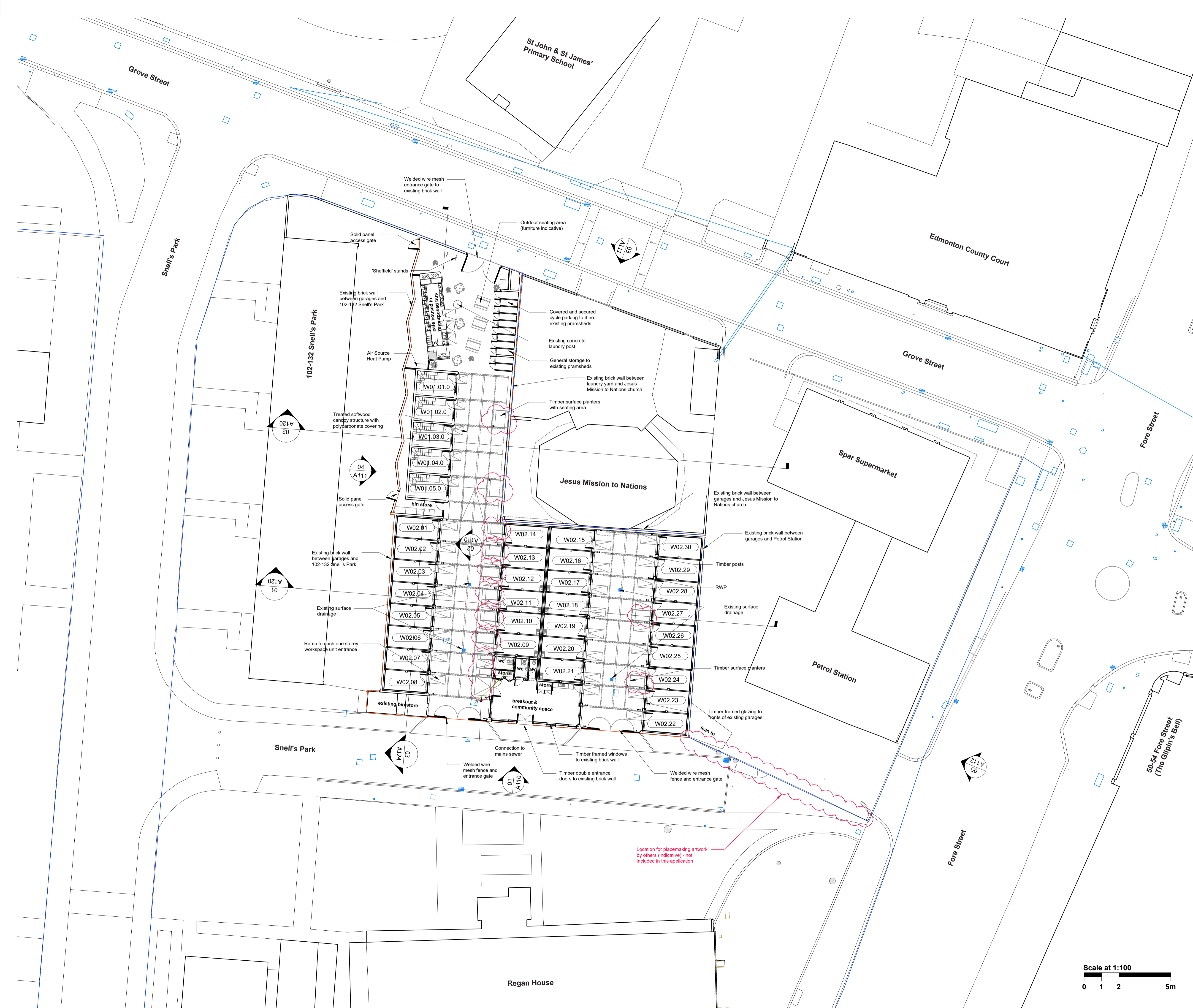


185 Fore Street

Schedule of external materials & finishes

19/11/21

Element	Material / Finish
External timber cladding	Vertical tanalised softwood battens (19x100 and 50x50mm) treated with clear wood stain to front face tinted stain to side of boards.
New roofs	Sinusoidal corrugated galvanized steel roof sheeting
New windows / doors	Factory painted timber windows and doors (Rationel Aura system)
External window sills	Painted timber
External timber posts	Treated softwood
New gutters / downpipes	Bright rolled natural Zinc finish
New site boundary fencing and gates to north and south site boundaries	Zinc coated welded 5mm wire mesh at 45x200mm spacing on galvanised steel posts
Bus	Painted metal finish
New fencing and gates to bin store and rear of bus	2 metres high, vertical tanalised timber boards on treated softwood posts
New gates to existing apertures in wall to 102-132 Snell's Park shared yard	Solid panel external timber doors
New external door threshold ramps	Galvanised steel checkerplate
New canopy structure	Tanalised softwood
New canopy covering	Recycled multiwall polycarbonate
Planters	Tanalised softwood
Existing external brick walls	As existing, cleaned
Existing external ground surfacing	As existing, cleaned



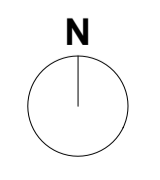
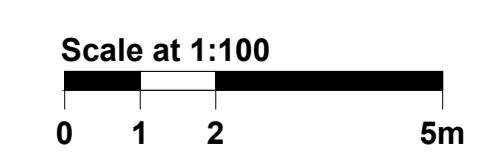
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Drawing number A-100	Scale 1:200	Revision G
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Drawn by MK	Checked by GW	

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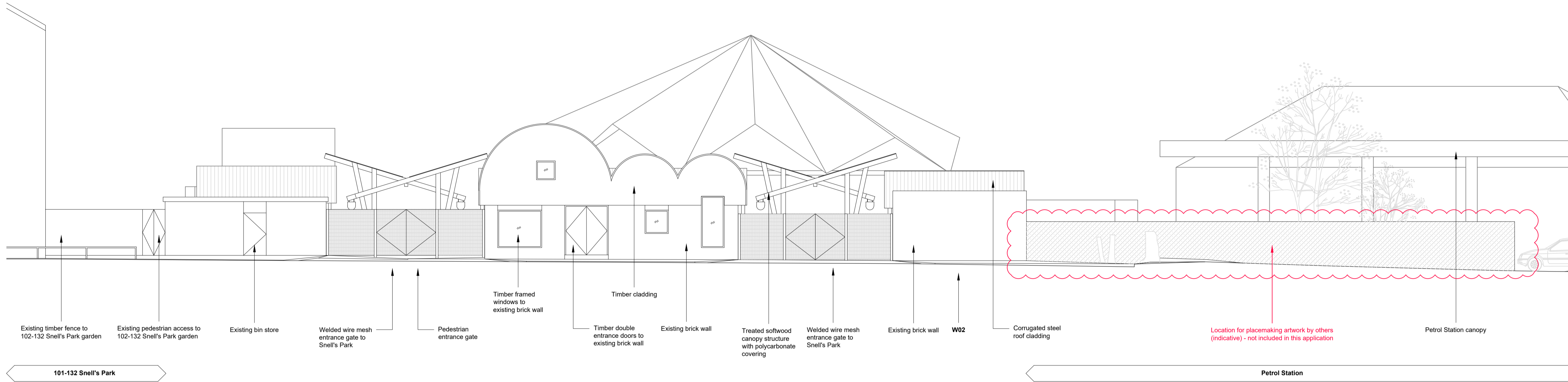
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- Rev B: Draft Issue - 07/06/21
- Rev C: Building Control Issue - 13/07/21
- Rev D: Design Team Coordination - 02/08/21
- Rev E: Planning Issue - 24/08/21
- Rev F: Design Team Coordination - 29/10/21
- Rev G: Planning Revision - 12/11/21

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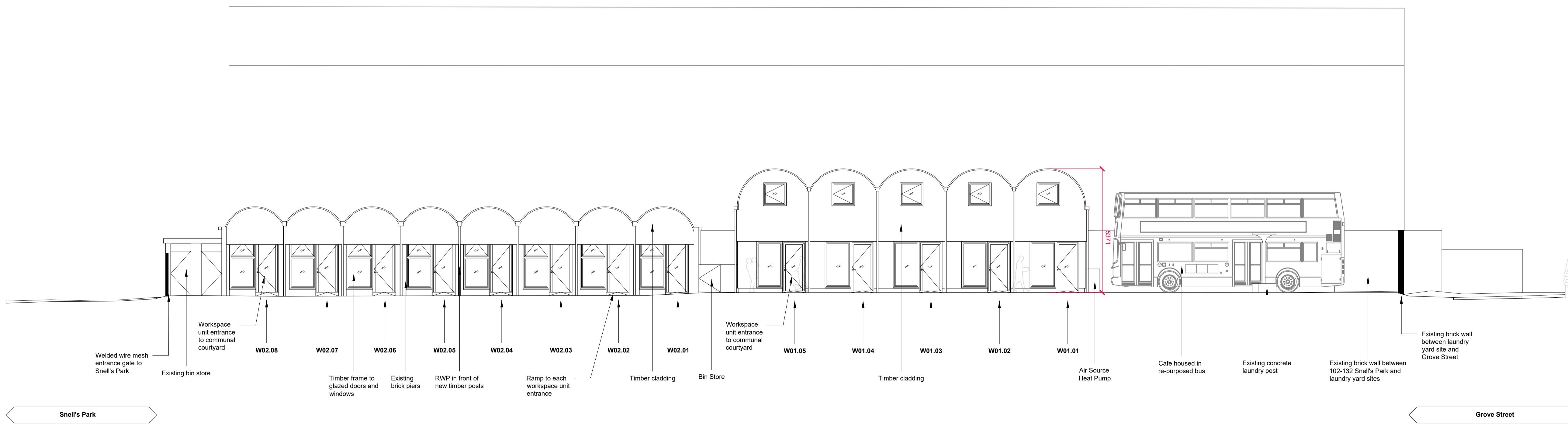
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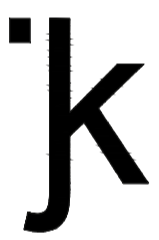
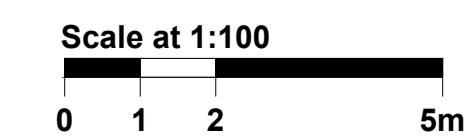
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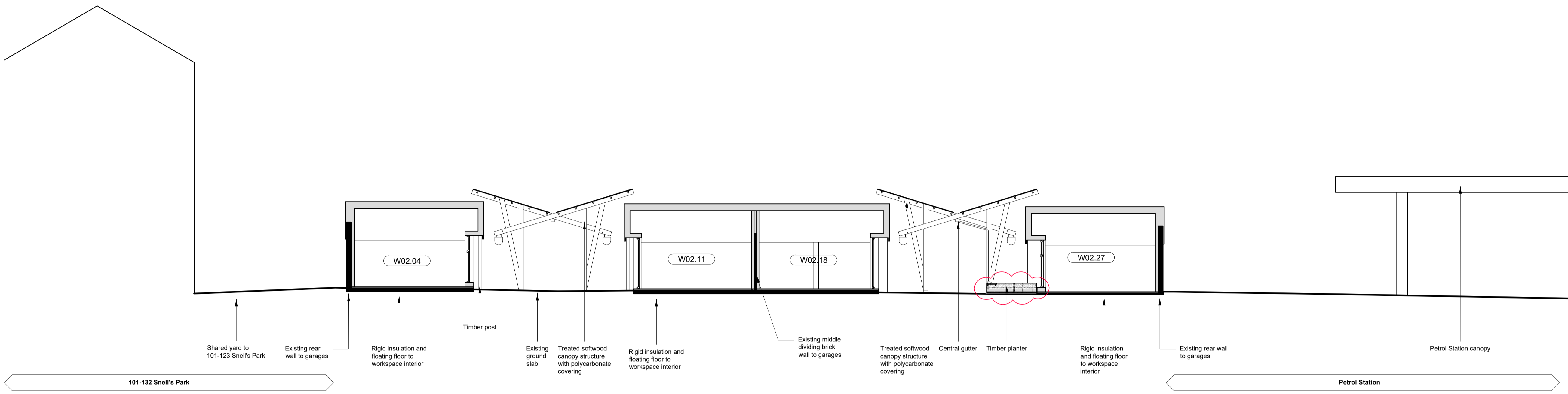
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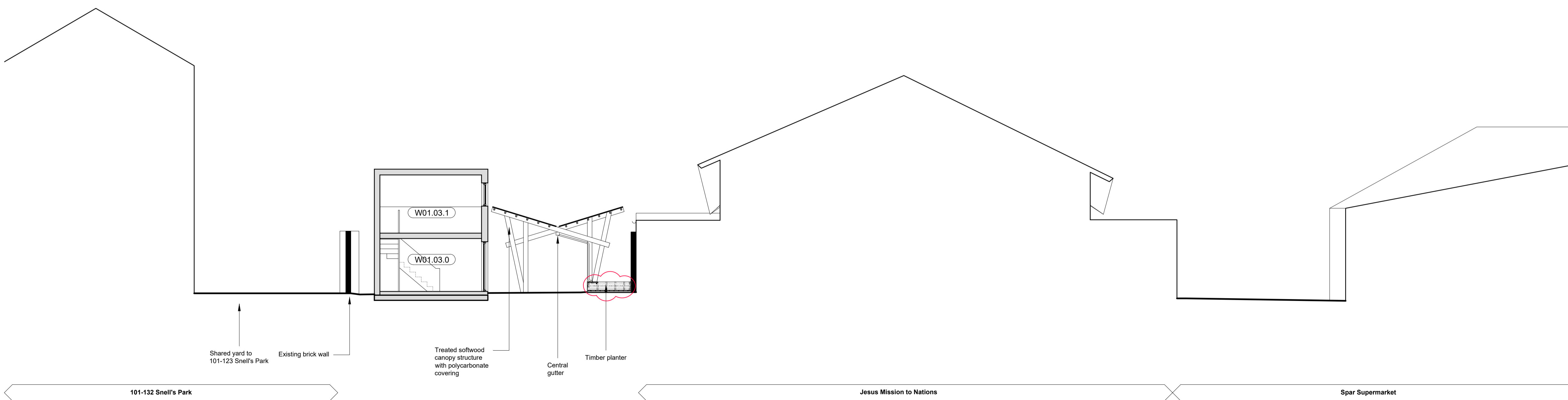
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Drawing name		
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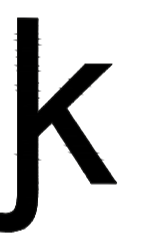
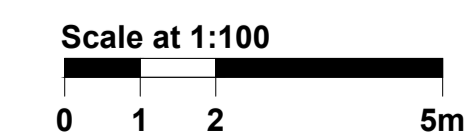
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- Rev B: Draft Issue - 07/06/21
- Rev C: Design Team Coordination - 02/08/21
- Rev D: Planning Issue - 24/08/21
- Rev E: Planning Revision - 12/11/21



proposed section 01: AA 1:100



proposed section 02: BB 1:100



Client		
London Borough of Enfield		
Project name	Project number	
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Drawing name		
Proposed Sections		
Drawing number	Scale	Revision
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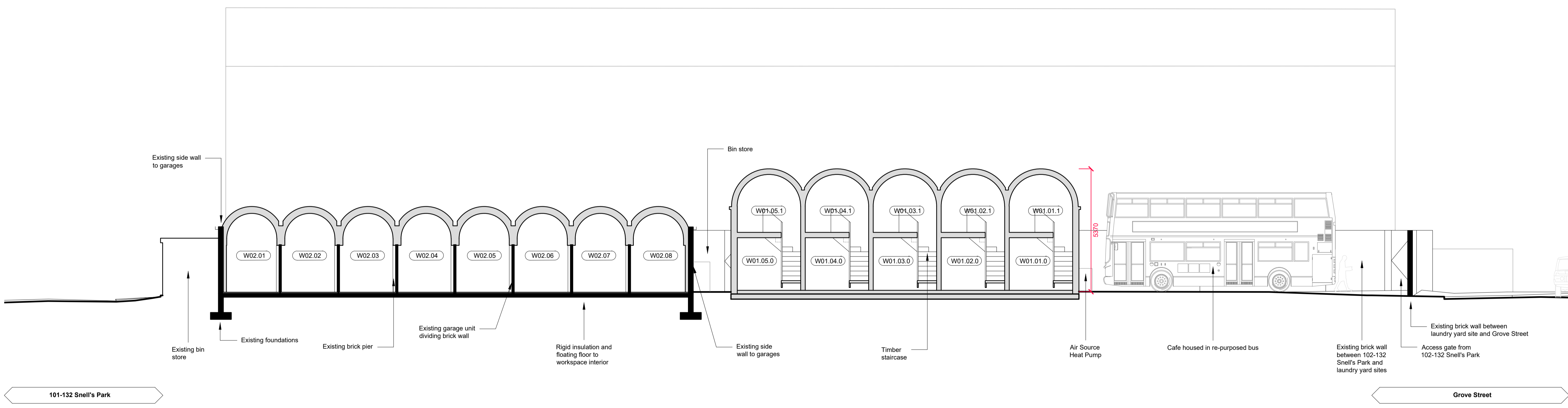
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- Rev D: Planning Issue - 24/08/21
- Rev E: Design Team Coordination - 29/10/21
- Rev F: Planning Revision - 12/11/21

Client London Borough of Enfield		
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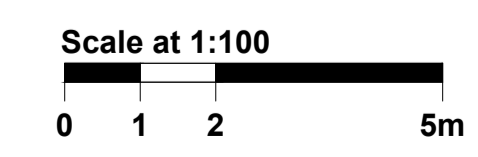
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- Rev C: Planning Issue - 24/08/21
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- Rev E: Planning Revision - 12/11/21



101-132 Snell's Park

Grove Street

proposed section 03: CC 1:100



Fore Street



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Fisher Cheng



PLANNING
APPLICATION
SUBMISSION

Revision A

Nov
2021

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Introduction

This document is submitted in support of our application for planning permission for the development of new affordable workspace to the rear of nos. 101-132 Snell's Park. The scheme comprises the conversion and extension of existing garages on the site, construction of new 2-storey structures and installation of new gates to the site boundaries.

This scheme forms part of a larger programme awarded funding by the GLA's Good Growth Programme, which also includes:

1. Refurbishment of Fore Street Library to create a 'Living Room Library' capable of hosting a wider range of community activities.
2. Public realm and place-making interventions to key gateways and alleyways leading to Fore Street
3. Creation of a clean air route by St. John + St. James' Primary School
- 4. Affordable workspace development to defunct garages and laundry yard to rear of nos. 101-132 Snell's Park.**

The Good Growth Fund project elements seek to achieve a transformative impact by highlighting and strengthening the existing identity of Angel Edmonton, and have been developed in direct response to community

engagement. Through the consultation process, ideas have developed to respond to specific stakeholder needs and aspirations but also pursue the wider regeneration objectives set out in the new Enfield Plan and Masterplan for the Joyce & Snells estate.

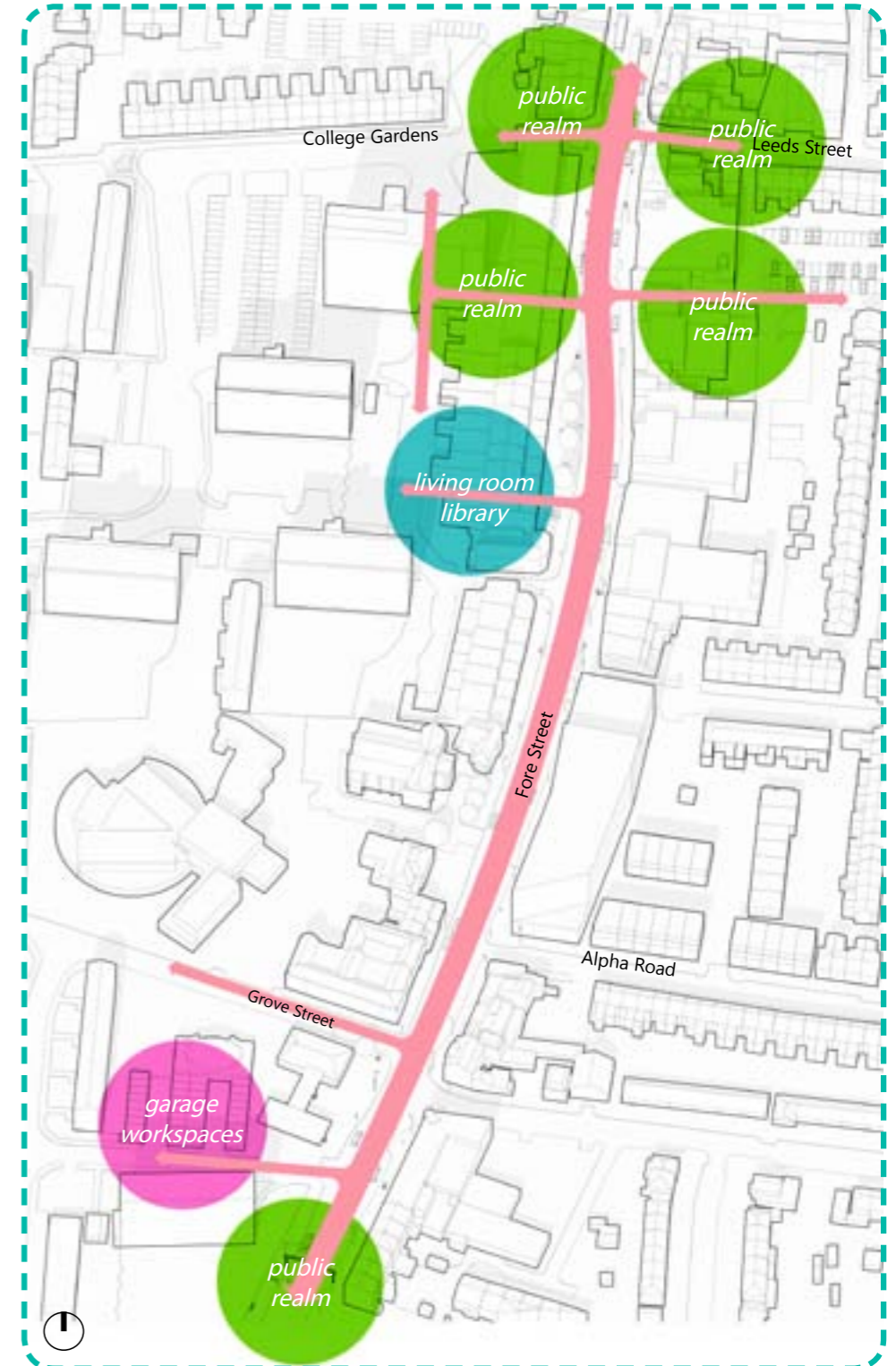
Our multilateral approach seeks to address a range of priorities identified in consultation including,

- addressing crime/ anti-social behaviour hot spots
- improving access to workspace
- increasing access to employment + training
- facilitating greater community cohesion
- empowering local people to contribute to the shaping of their environment
- improving air quality

Whilst complementary, each individual element is following a distinct delivery programme.

While making reference to the wider context of the Good Growth Fund project, this report and pre-application advice sought is in relation to element no. 4 only (workspace development to the rear of nos. 101-132 Snell's Park).

[Following commentary from LBE Development Control, additional comments and revisions to the text of this statement are indicated in blue.](#)



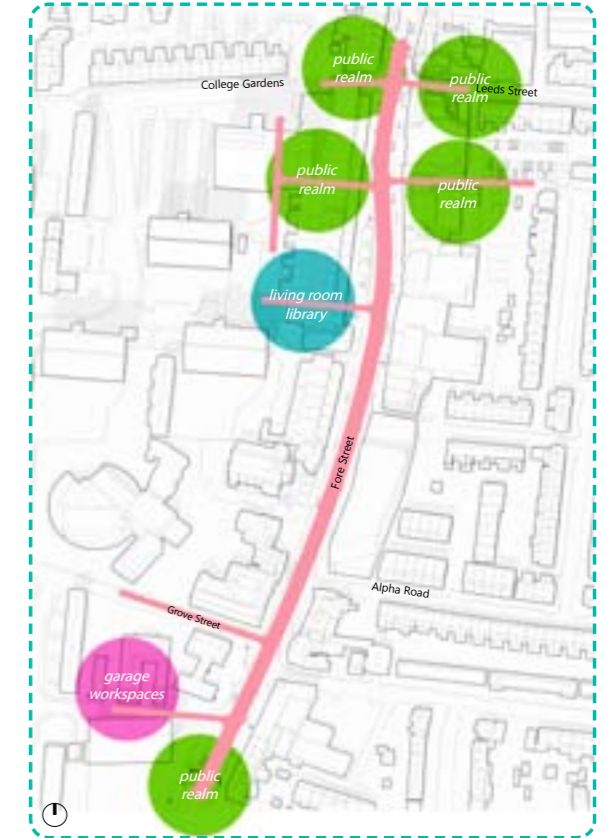
1. Living Room Library

This element proposes to retain the existing core use of Fore Street Library as a library and community hub, while also expanding its functions and operating hours to include hosting community and cultural events and activities, and encourage engagement with other local development plans.



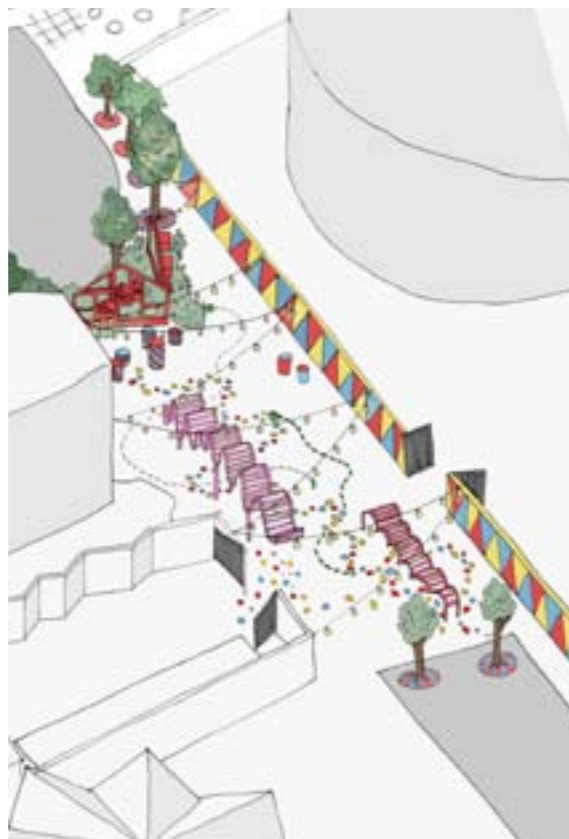
2. Public Realm

Public realm interventions proposed as part of this Good Growth Fund application are designed to signal regenerative change and will provide further opportunity for engagement with the local community, schools and businesses, focusing on areas of the high street that local people have identified as a key priority as well as areas that bind the workspace yard and living room library projects into the wider urban realm. The former comprises of a series of alleyways - currently crime hot spots - and the latter includes the connection between the workspace yard and the high street and the forecourt of the Living Room Library.



3. Clean Air Route

This project will remove cars from school gates on either a permanent basis, or during school opening and closing times. St. John & St. James' Church of England Primary School is sited on Grove Street. This project will deliver improved air quality at the school gates, improved road safety, increased levels of physical activity, enhanced public realm, improved access to the garage yard site and an educational campaign to encourage walking and cycling to school.



4. Affordable Workspaces

New workspaces which support young and innovative businesses through affordable rents on simple, flexible terms on the site of existing garages and a disused laundry yard adjoining Fore Street on the Joyce & Snells estate for the next five years.

The footprint of the individual garages is well-suited to creating modestly-scaled units with lower rents, which tend to work well for young and growing businesses. By keeping as much of the existing structure as possible, we will create spaces that are both economical and sustainable, while ensuring a safe and well-overlooked open space for the local community.



GG fund bid wins New London Architecture Award

The proposal, with its 4 elements outlined above, was awarded £1.1m Good Growth Funding from the Mayor of London in 2020 and is match funded with £1.1m of capital investment from Enfield Council. The proposals by Enfield Council and Jan Kattein architects **won a New London Architecture Award in the 2020 Meanwhile category.**

“A versatile ‘Urban Room’ on the high street, re-purposing existing garages as affordable work and studio space for local businesses, and place making through public realm improvements.”



WHAT'S ON INSIGHT PROJECTS NETWORK

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THE FORE STREET ANGEL EDMONTON GOOD GROWTH FUND PROJECT

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Winner of the New London Awards 2020 Meanwhile Category.

A versatile 'Urban Room' on the high street, re-purposing existing garages as affordable work and studio space for local businesses, and place-making through public realm improvements.

This year we are doing things a bit differently, with a **month-long digital celebration** of the best new and proposed architecture, planning and development from across the capital. Starting Tuesday November 3rd, winners will be announced daily, with video tours and interviews with winning project teams.

Good Growth Fund bid 2020 extract



Enfield is changing. We are delivering a long-term programme of major regeneration, making us one of the fastest growing London Boroughs. The Angel Edmonton community sits at the heart of our plans. It is located in close proximity to our Joyce & Snells regeneration programme, delivering 2,130 new homes and is only a short walk to Meridian Water, where we will deliver 10,000 new homes over the next 25 years. On the other side of the A406, we are working with Crosstree, the new owners of the Edmonton Green shopping centre, where they have plans for large-scale residential and commercial renewal. We are also pushing forward with the renewal of our industrial estate at Montagu Road. Vitally, these developments will all provide new opportunities for enterprise and employment.

The administration I lead is clear that we will put people at the heart of everything we do. A recent poverty and inequality¹ report captured the scale and complexity of the problem. The existing physical and socio-economic context remains a concern. The Angel Edmonton area suffers from historic underinvestment in social housing, fast population growth, high levels of serious crime and ASB, child poverty, poor health and wellbeing and a low wage, low skills economy - all of which impact negatively on quality of life and the ability of the community to access good quality jobs or start new enterprises.

If the community is going to realise the full longer-term benefits of regeneration, we are clear that we must start to tackle these issues now. This proposal

is designed to kick start that process. It seeks to address barriers that prevent people from reaching their full potential, from getting a good job and moving themselves and their families out of poverty. It looks to harness creativity and leverage cultural and ethnic diversity, to change perception and act as inspiration. It looks to provide a shop window for regeneration, through which they will be able to access a broad range of services, a new community hub and affordable workspace. These are crucial components for stimulating successful economic growth.

Recent open forum meetings I held with the businesses and the community clearly demonstrate that there is a lot of love for the high street but improvements are needed now. Since then, we have improved the street-scene by reviewing our cleansing regimes and we are working with the police and a range of community organisations to address crime and ASB. However, it is obvious the area is in desperate need for physical improvements and new facilities that will clearly signal our intent.

What we do here, in respect of both the residential renewal and the regeneration of the high street, will have a much wider impact than just the local area. The neighbourhood borders Haringey to the south and connects to Edmonton Green in the north. Our project seeks to deliver a long-term spatial plan that will, in effect, link the two and create a strategic growth corridor from the new Tottenham Football Club stadium in the south, to Edmonton

Green in the north. It is clear that in many ways the Londoners who live in this corridor, despite living in two boroughs, see themselves as part of the same community.

I am genuinely excited by the vision that we are presenting within this submission. Together with our residential renewal plans, I believe that it will play an important part in connecting us with the community, helping to move people out of poverty and deliver genuine good growth.

A handwritten signature in black ink, appearing to read 'Nesil Caliskan'. The signature is fluid and cursive, written over a white background.

Cllr Nesil Caliskan, Leader of Enfield Council

1. Enfield Poverty and Inequality Commission, "All things being equal", The final report and recommendations of the Enfield Poverty and Inequality Commission (EPIC), by the Smith Institute, commissioned by the Council, January 2020

Good Growth Fund aims + objectives

Facilitate community engagement and build capacity

The community who live and work in and around Angel Edmonton town centre face existing challenges and will experience significant future change.

This bid aims to nurture local engagement and build community capacity to help mitigate challenges and build resilience. We want to ensure both existing and new communities play a key role in shaping the area's future and benefit from new opportunities – with development that reflects the needs of the local community.

The area presents a range of complex and persistent socio-economic and physical issues (Upper Lee Valley OAPF, July 2013.) and is expecting to accommodate significant population growth. Most notably, the Joyce & Snells estate, which abuts Fore Street is earmarked for renewal with the delivery of 3,000 homes including the redevelopment of around a quarter of the high street, whilst Meridian Water located to the east will deliver 10,000 homes.

By focusing engagement activity on Fore Street, the aim is to integrate developments and communities, so we achieve a deep understanding of place – delivering regeneration that maximises social value and represents good growth.

Deliver employment and skills opportunities

In conjunction with the anticipated population growth, we want to ensure Angel Edmonton's economy provides opportunities for the existing community, ensuring that it is inclusive, diverse and resilient.

Angel Edmonton is located within the Upper Edmonton Ward which is the second most deprived ward in Enfield and within the 10% of most deprived wards in England (The Indices of Deprivation 2015). Additionally, Upper Edmonton has the third lowest average median household income in the borough, with 24.4% of the working population earning less than £15,000 and 15.2% claiming in work benefits (DWP Nov. 2017).

We propose to deliver new space on the high street that acts as a shop window for activity, providing opportunities for the community to access learning, find local employment or establish new enterprise. The design of employment and skills activity will focus on nurturing opportunities for the community that directly responds to the emerging commercial context. We will also pilot new approaches to business space on a small scale to identify opportunities to 'scale up' in later stages of the regeneration programme.

Provide the foundation for strategic spatial plan

Angel Edmonton is one of four district town centres in Enfield and is part of the A10/A1010 growth corridor identified by The Upper Lee Valley OAPF.

With significant regeneration schemes in the immediate vicinity and around a quarter of the high street set to be redeveloped as part of Joyce & Snells Masterplan, it is vital to establish a comprehensive approach to future development.

A spatial plan will co-ordinate larger schemes in the area and be directly linked to emerging town centre related planning policy. Early stage interventions will be used to provide a platform for co-designing the plan with communities and to have meaningful conversations around the developing future of the town centre for the local and emergent community.

An action plan which will seek to improve community safety and enhance council service delivery whilst making small physical placemaking interventions to inform a comprehensive and permanent future scheme proposed by the Liveable Neighbourhoods programme (Bid submission Nov'19).

Improving health and well-being

The A10 is one of London's main arterial roads connecting Enfield with key town centers to the south including Tottenham, Seven Sisters, Stoke Newington, Dalston, Shoreditch and the City. Traffic related air pollution is prevalent along the length of the high street with average NO2 levels reaching 55 microgrammes per metre cubed of air and problems compounding near the junction with the north circular road.

Enfield Council's Livable Neighbourhood Programme for Angel Edmonton is responding to people's concerns about the environmental quality of the neighbourhood.

To locally improve air quality, establish a borough-wide precedent and pre-empt forthcoming improvements forming part of the Livable Neighbourhoods Programme, we propose to permanently close a section of Grove Street and establish a school street in front of St John and St James' primary school, a local school located in immediate adjacency to Fore Street. An integrated public information campaign will encourage people to walk and cycle.

Location + context

Angel Edmonton is located at the south-eastern fringe of the borough of Enfield. Tottenham and the Haringey borough boundary demarcate the extent of the town centre in the south. In the east, the Meridian Water opportunity area borders the Lea Valley along the Waltham Forest borough boundary.

The north circular road and associated underpass dissect Fore Street near Silver Street Overground Station. Pymmes Park which had its' origin as the 6 acre estate of the Tudor mansion of Pymmes Park House is situated just north of Silver Street, North Middlesex Hospital is located to the west.

The closest station is Silver Street Overground Station with services to Liverpool Street, Cheshunt and Enfield Town. Meridian Water train station is 20 minutes walk east of Fore Street and is served by Greater Anglia Trains to Liverpool Street Station, Stansted Airport and Cambridge since June 2019. The planned Crossrail 2 station in Angel Road will improve linkage of the area to Central and South London in 10 years' time.

The Joyce & Snells Estate is owned by Enfield Council and borders the high street to the west. The estate provides a mixture of 795 rented and leasehold homes and a number of retail units facing Fore Street.

1. Map of Enfield's Town Centers

At Enfield Council's Cabinet meeting on 06 November 2019 a decision was made to progress the development of a masterplan for the redevelopment of the estate in close consultation with residents to provide some 2000 additional homes, new retail spaces, community spaces and amenity space. A residents' ballot will decide the progression of the project.

The Council plans to retain ownership of almost all of the homes in the scheme. The project will deliver hundreds of new council homes alongside hundreds of Council owned homes for rent, managed with long-term tenancies and a local lettings scheme. A proportion of homes will be allocated to key workers. North Middlesex Hospital is in dialogue with the council about housing nurses and doctors in some of the new homes.

Residents have been involved in developing initial proposals and inform the redevelopment vision. The council continues to seek views on how the development should proceed.



Urban context

1. Fore Street and Joyce & Snells Estate
2. Angel Edmonton aerial view

Fore Street runs North to South along the former route of the Roman Road parallel to the River Lea. Edmonton has a flat terrain. The high street is predominantly lined with small plot sizes which are at right angles to the street frontages. To the east of Fore Street there is mostly 19th century housing and to the west of Fore Street there are primarily post-war council estates owned by Enfield Council.

THE NORTH CIRCULAR ROAD

The North Circular Road divides Fore Street into two; Upper Edmonton to the North and Angel Edmonton to the South. There are visible urban layout differences between the two sides with arts and crafts buildings dominating upper Edmonton and 19th century terraces and the 1950s and 60s development dominating Angel Edmonton. The North Circular has a negative impact on the pedestrian experience of Fore Street as the urban scale and layout has been changed for the benefit of drivers which creates a barrier to pedestrian movement.

FORE STREET

Fore Street is a well-used local high street with a significant proportion of independents whose diverse offer reflects the cultural diversity of the neighbourhood. The vacancy rate is low and during the day, Fore Street is a lively high street that provides well for the local community. Yet, Fore Street is ill equipped to respond to the changing consumer behaviour affecting high streets nationwide.

ARCHITECTURAL STYLES

Fore Street is predominately made up of early 19th century two and three storey stock brick terraces combined with post-war blocks and infill development from various time periods. The late Georgian terraces refer back to Edmontons suburban history where the current bungalow shop front extensions were formerly residential front gardens. The geographic center of Angel Edmonton is defined by the Joyce Avenue & Snells Park Estates which resolves in low-rise blocks with retail frontages at ground level where it abuts Fore Street.

THE JOYCE AVENUE & SNELLS PARK ESTATES

The Joyce Avenue & Snells Park Estates were constructed in the 50s/60s and are situated to the west of Fore Street. The estates have substantially larger plot sizes in comparison to the terraces and are surrounded by open green space. The three and five storey Fore Street Commercial block and the three storey Cordwain House block form a section of the Fore Street shop frontages on the West elevation.

Bridport House is notably the tallest building in the area at fifteen storeys which dominates its substantially smaller scale, primarily three storey, surroundings. Bridport House is a visible landmark on Fore Street due to its height, scale and close proximity to the street.

PROWSE COURT

An eight storey brick building designed in 2015 by Hawkins/Brown is visually dominant along the eastern street front, counterbalancing Bridport House in the west and, giving the high street a distinct urban character. There is a notable scale difference to the adjacent three storey 19th century buildings which dominate the high street's eastern hinterland.



1.



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Existing site

The site comprises four parallel rows of garages in brick and blockwork, with the two central rows running back to back. At the south end of the westernmost row sits a bin store, which is understood to be in use. At the south end of the central rows sits a caretaker welfare office, which is no longer used for its intended purpose.

To the north of the garages sits a disused laundry yard, which has historically served the residents of nos. 101-132 Snells Park.

Among local residents, the site has become notorious for anti-social behaviour and crime, and detracts from a feeling of safety on their own doorsteps.



Site Location Plan



Scale at 1:1250
0 10 20 50m



Existing site

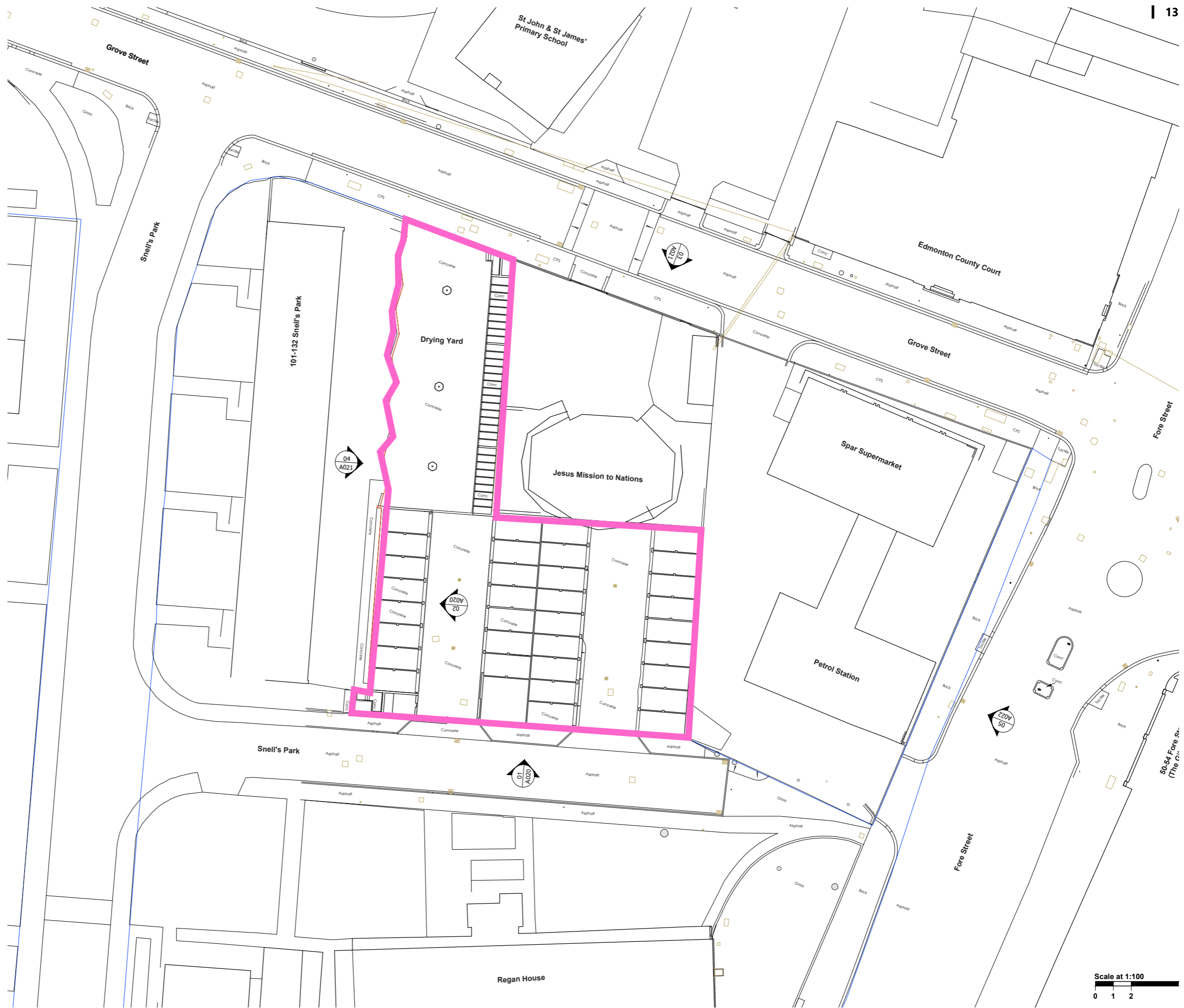
The garages are generally constructed with brick walls to the rear and ends of terrace, with brick piers at the front between adjacent garage doors. Dividing walls between garages are generally in 80mm blockwork, with a central brick pier for stability.

The roofs are generally in poor condition, and are known to contain asbestos. The existing internal head height, while sufficient for a garage, is inadequate for other accommodation.

The caretaker's welfare accommodation unit occupies a double bay at the south end of the central row of garages.



Existing plan



Previous engagement

1. councillor Nesil Caliskan Edmonton walkabout
2. one to one consultation - Abdul @ Fore Street Library
3. Pavement consultation
4. one to one consultation - Celina @ R.E.A.C.T, residents of Edmonton Angel community together

Prior to receiving Good Growth funding, the proposals were initially informed by community priorities that emerged from a range of consultation events carried out by Enfield Council, partner organisations and Enfield’s consultation consultant, Engage Communicate Facilitate (E.C.F) since 2017.

The following engagement activities have directly informed the design brief:

- resident engagement on the Joyce & Snells estate on 15, 18 + 25 July 2017
- public engagement at the Angel Community Centre, Enfield Grammar School, Ikea Edmonton; Albany Park Fun Day, Edmonton Green Library between August and September 2019
- interviews with 40 high street businesses along Fore Street between August and September 2019
- a Joyce & Snells Steering Group meeting on 18 October 2019
- open community meeting at Boundary Hall on 26 October 2019 hosted by Councillor Caliskan, Leader of Enfield Council
- walk-around and individual meetings with business owners conducted by Enfield Council officers and Councillor Caliskan
- launch of the digital engagement platform Let’s Talk Angel Edmonton (www.letstalk.enfield.gov.uk/angedmonton)
- interviews with high street businesses during January 2019

- individual meetings with four workspace operators during January 2019 (two local and two with London-wide operations)
- meetings with community groups including R.E.A.C.T during January 2019
- an exhibition of GGF proposals in Fore Street library during January 2019

The ambition was to understand business profiles, histories and their experience on Fore Street, particularly in terms of concerns with the high street, relationships with other businesses, customer bases, challenges, future ambitions and appetite for change.

Involving stakeholders as early as possible was done to ensure that they were able to have a meaningful and demonstrable input. Findings from the consultation have provided local social context and insight in to the initial design process and enriched the brief. In addition the findings have helped to frame future conversation that were had with local residents and visitors.

The result of engagement and surveys carried out with residents demonstrates a strong support for interventions to mitigate the challenges identified in Angel Edmonton. All businesses surveyed gave their full support for the proposed interventions, citing crime and youth anti-social behaviour to be the most negative aspect of the area and suggested the provision of a community hub as a possible remedy. All indicated

a willingness to work with the Council to transform the area. Both the Leader of the Council and senior officers fully support the project.

The information from the consultation has ensured that the proposals respond specifically to the needs of the locals and directly informed the content of our proposals for Fore Street.

Consultation with Angel Edmonton locals is important to the success of the project and will continue to take place. Dates have been set for further engagements.



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Local Concerns



"There's nowhere to shop here except for poundshops, there's nothing good on this high street. People here are poor so there are no decent shops around. If it were more like the Kings Road, or just more upmarket, I might have a reason to shop here. Detour is the only decent store but it's the only one and there is no other choice, and I can buy the stuff they sell elsewhere"

- Trevor, local resident

"They always start works but never finish... I want to see improvements quickly"

"Benches are not a good idea here because people will just sleep on them, they are better suited near the arch"

- De Sa, local resident



"The strange thing I have noticed, usually in places you will see couples, families and kids out and about but there are none here. By 7pm, the high street is dead and there are only homeless people, drug dealers and prostitutes on the streets."

- Dean, lives in Streatham, works on Fore Street.

"Anything would be an improvement!"

"People steal things from the shop and run through the alleyway"

"When my daughter visits with her baby, we want to go out but there is nowhere to go on the high street"

"It reminds me of Hackney in 1989. There is a lot of potential for the high street, I can see it gentrifying, not in a bad sense, we need a mix of people but it needs to improve for everyone. Everyone deserves a nice place."

- Catherine, local resident, works on Fore Street.



"Since I moved here 11 years ago, the only change I have seen is for the worse. It has only gotten worse over time not better."

"I don't go out after 7pm, it's really scary."

"My 6 year old daughter asks me why the women on the street are standing there going from car to car... what can I say to her?"

- Sev, local resident, works on Fore Street.

"I live nearby and usually hang out with my friends round their houses. If I come to the high street it's to get food and hang out on the street or in McDonalds as there's not really anywhere for us to go."

- Chariff and Emrah, local residents and Year 11s at Oasis Academy



"Every morning there is urine and more in the alleyway. We have to clean it with bleach and water every day before the children come in the afternoon."

The hidden corner causes problems and is used as a toilet and by prostitutes and drug users.

- Mohammed Nahoor Chairman of Muslim Cultural Society Mosque, Fore Street.

Ongoing stakeholder engagement

Fore Street Action Days was a public consultation event held by Jan Kattein Architects, Fisher Cheng and LBE Council, which took place on two consecutive days on 21st and 22nd May 2021.

On Friday 21st May the proposed scheme was shown outside Fore Street Library during the day. Approximately 70 people of varying ages and backgrounds attended the event, the majority of which engaged in detailed conversations regarding the Living Room Library, affordable workspaces and public realm proposals.

The action day on Saturday 22nd May was the first public presentation of the emerging proposals for the public realm interventions. Approximately 65 people engaged in conversations around the proposals. 10 people attended the scheduled night walk along Fore Street on the same day. Prior to the Action Days, the team sent email copies of the flyer highlighting the event to Fore Street Library and other local businesses, as well as inviting the residents of Snells Park, the St James and St John community and the Church who are neighbours to this site.

Proposals were generally well received and consultees felt the proposals would make a positive impact on the area. There was a significant minority of neutral or apathetic comments.

1. Fore Street Action Day consultation, Joyce and Snell's alleyway, May 22nd
2. Fore Street Action Day consultation, Trafalgar Place alleyway, May 22nd
3. Grove street Play Street event consultation, July 23rd

The library site was highlighted as a community hub and attendees responded positively to its hours being extended to provide natural surveillance and its uses diversified to accommodate broader community needs. Numerous consultees [several retired local residents], were keen to be involved in any type of volunteering at the Library, to first support the Library and find a meaningful occupation.

The affordable workspaces were positively received and the consultees engaged in detailed discussions about future involvement of local businesses and community groups. Several attendees were identified at the event as potential tenants in need of small affordable workspaces for their businesses.

Some attendees reacted positively to the site being opened up as a new safe link to the adjacent school, as well as the provision of a safe and secure social space for community use during the day.

No respondents opposed the affordable workspace proposals, however, many were interested to hear more about how the proposals could be designed to promote security in the surrounding public realm and residential access routes.

"It would be really nice and useful for the neighbourhood"

"This would be amazing for young people trying to open up a business"

"It'll be quite nice to come out here every day and there's something going on."

-Joseph, Snell's Park resident

A further opportunity to consult with local residents arose during a 'play street' event with St John and St James Primary School. Neighbours from Snell's Park and the management of the adjacent Church received the plans positively. While the residents we spoke to were keen to see the site activated to mitigate current anti-social behaviour, the Church liked the idea of a cafe space which could provide a place for members of the congregation to linger and socialise after services.



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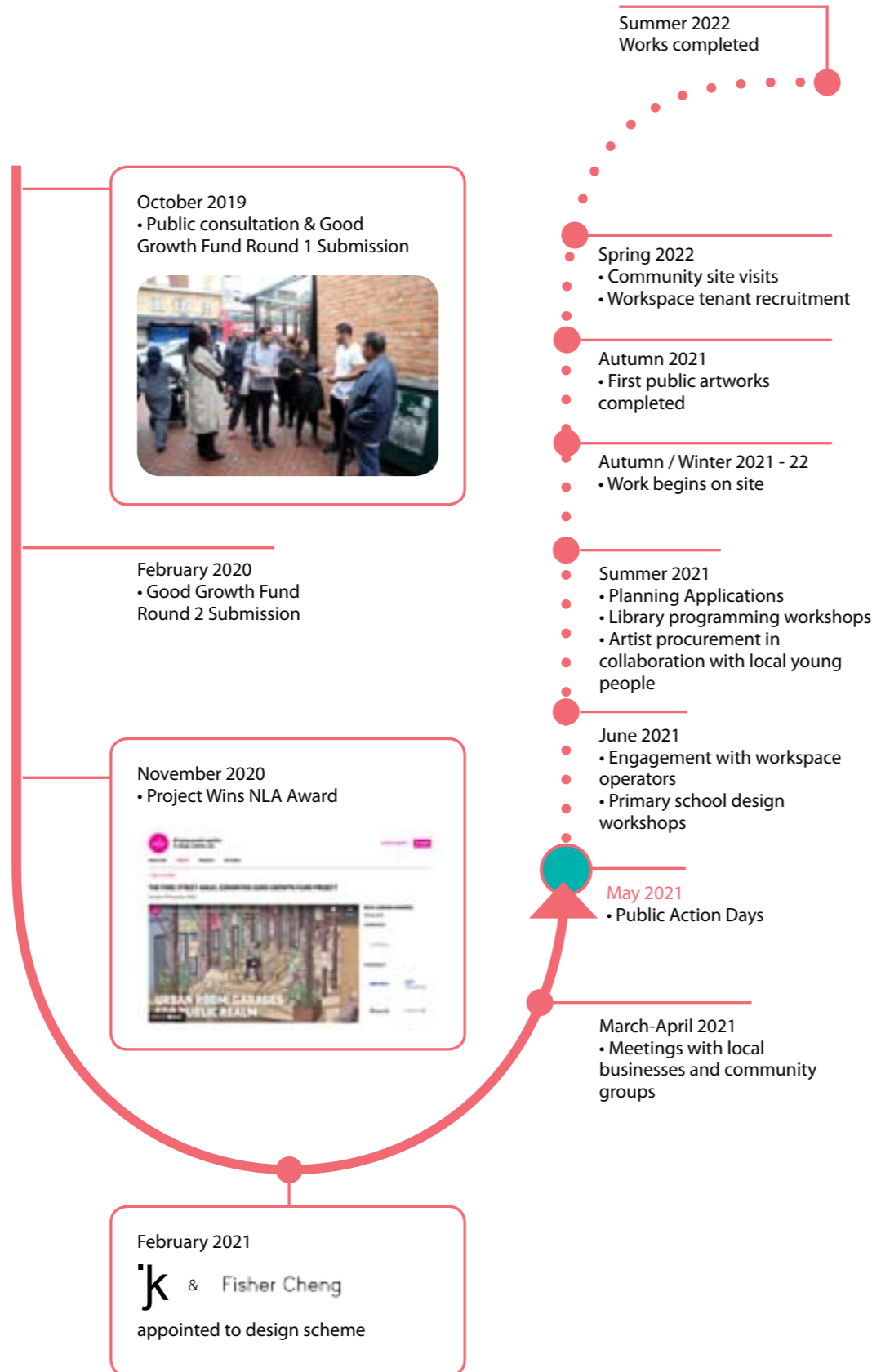
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Ongoing stakeholder engagement

The team will continue to speak with local stakeholders, including St John & St James Primary School and Snell's Park residents, as the Good Growth Fund projects progress.

As well as keeping the public informed through online and email updates, we will be actively involving young people in delivery of public realm artwork, designing elements of the clean air route in collaboration with primary school students and working with residents on programming for the new Living Room Library.

These conversations will provide an opportunity to informally discuss progress on the affordable workspaces. In addition, we propose to organise a site visit with local young people during the construction phase to build interest in construction careers and foster a sense of local ownership over the garage site.



- 4. Fore Street night walk, May 22nd Action Day
- 5. Fore Street night walk, May 22nd Action Day
- 6. (three of) 'The Magnificent Seven' and their mentor, Edmonton Community Partnership



4.



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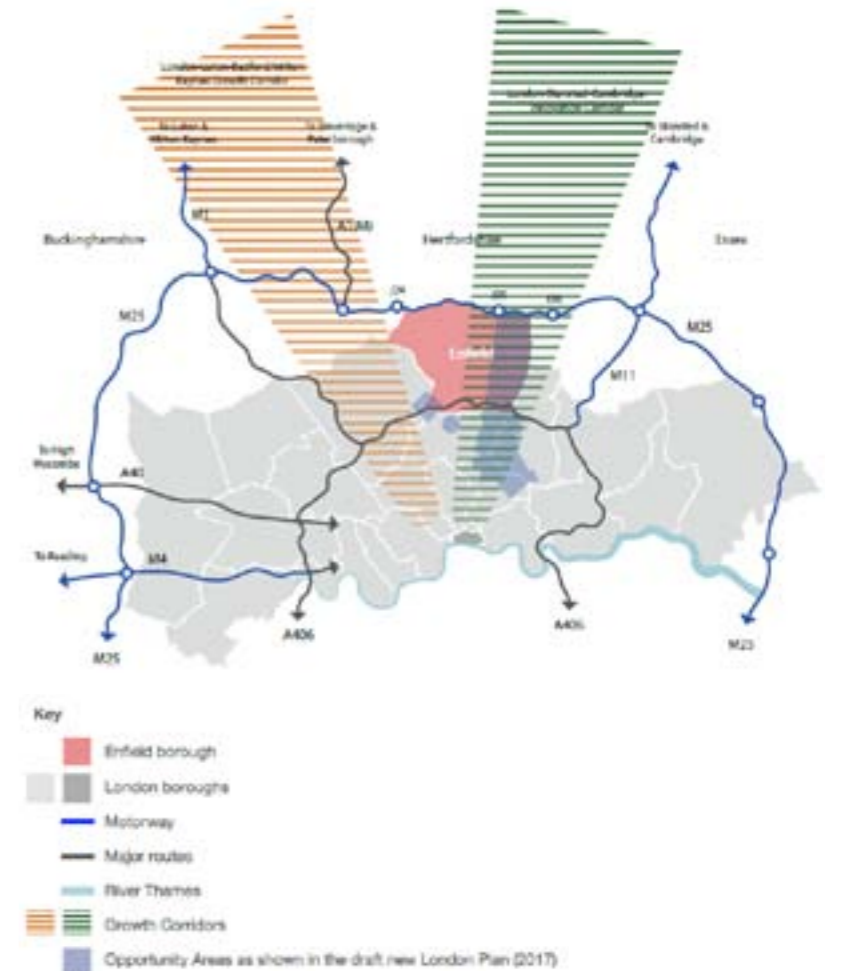
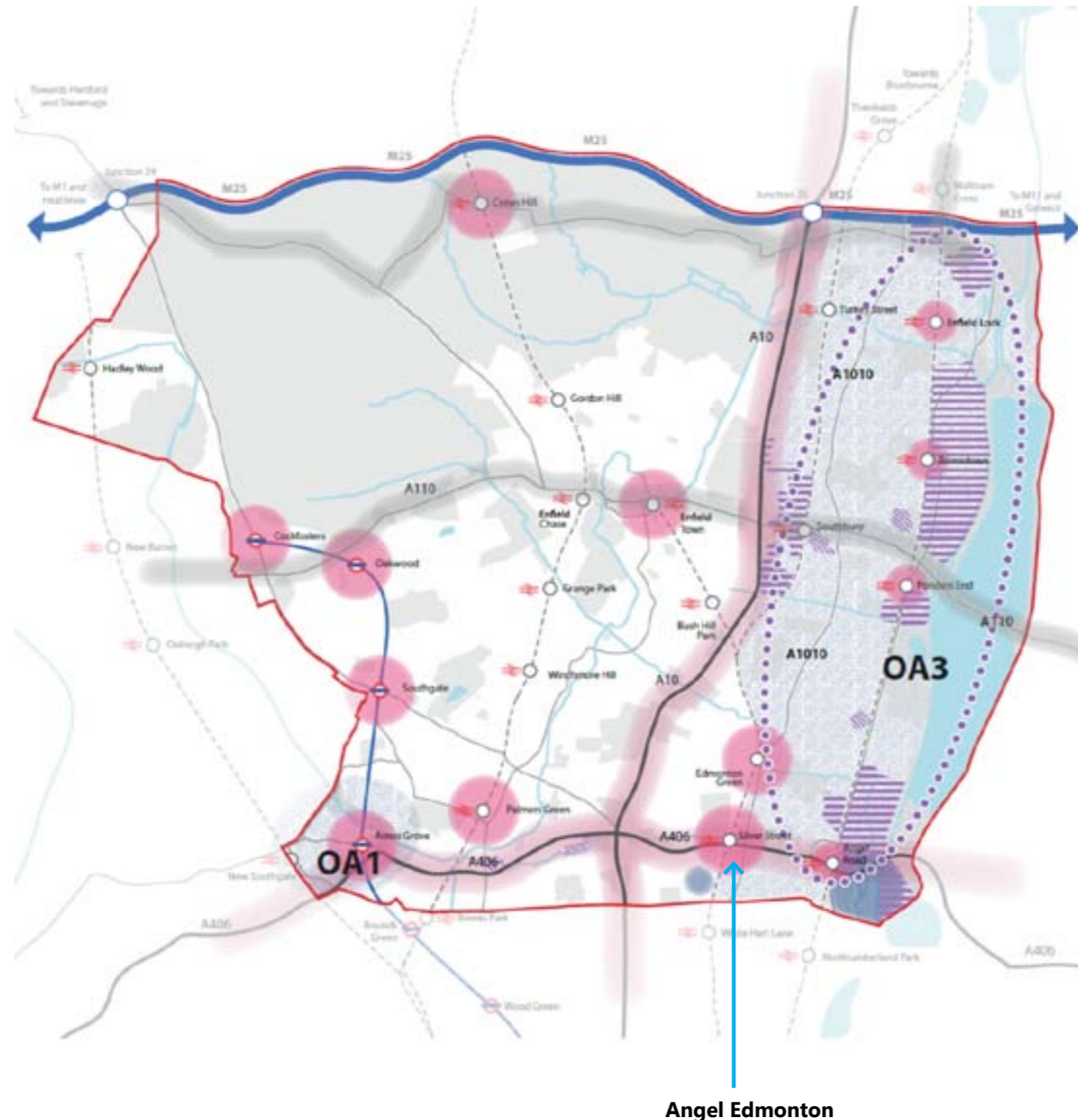
Planning policy context

This section outlines compliance with key adopted and emerging planning policy: the New London Plan (2021) and Enfield's Draft Local Plan 2036. Relevant policies within the draft Enfield City Plan are also reviewed as material consideration, including the National Planning Policy Framework (NPPF, 2019).

There are a number of policies within Enfield's Draft Local Plan and the New London Plan that highlight the importance of sustainable development, economic growth and meanwhile use development in areas adjacent to identified town centres, to ensure building a strong economy and ensuring the vitality of town centres, promoting healthy and safe communities and achieving well-designed places.

Angel Edmonton is identified as a District Centre in Enfield's Draft Local Plan 2036, and lies within the London Growth Corridors and the site is adjacent to identified New London Plan Opportunity Areas.

“**District Centres have a more localised role and are intended to complement Enfield Town. Each centre has its own characteristics we can enhance and celebrate.**
New Enfield Local Plan



Planning policy context

Economic growth

Start-ups / small businesses

Enfield Draft Local Plan (2036)

Policy D4 regarding business and job growth states that growth will be achieved through “encouraging small-scale, start-ups and/or creative workspace to our town centres and growth and investment areas”.

This is also stated in Policy E4 regarding supporting small business supporting “the provision of a range of unit sizes, that are flexible, suitable for subdivision and configuration for new uses and activities, including for occupation by small or independent commercial enterprises”.

In addition, policy E7 regarding the creative enterprise zone will support “existing businesses and the development of spaces that are suitable, attractive and affordable for the creative industries, taking into account the particular requirements of established and emerging creative businesses” and encourage “the temporary use of vacant buildings and sites for creative workspace and industries where they contribute to the achievement of wider objectives in the Plan such as economic vitality and diversity of a town centre”.

New London Plan (2021)

Policies E1, E2 and E3 support low-rent, affordable, new workspace proposals, which are flexible, adaptable and diverse, suitable for meeting the needs of local micro / small / medium size businesses and for supporting firms withing to start-up or expand near town centres. This is also to ensure sustaining “a mix of business or cultural uses which contribute to the character of an area”.

Policy E8 regarding sector growth opportunities and clusters also supports the evolution of “start-up, incubation and accelerator space for micro, small and medium-sized enterprises”, affordable and “flexible workspace such as co-working space”, to create “a distinct and attractive business offer and public realm”.

The proposal improves the disused garages site which is situated in the district centre of Angel Edmonton, providing affordable, small sized, customisable units which can be rented at flexible terms below market prices. The meanwhile use is suited to small and emerging local businesses. The provision of a flexible larger unit for community use and the design of an outdoor communal space usable throughout the year, will improve the quality of the space. Different sizes of units can also accommodate a range of requirements by businesses working in a range of sectors, including creative and start-up businesses.

Community involvement

New London Plan (2021)

Policy GG1 regarding building strong and inclusive communities encourages “early and inclusive engagement with stakeholders, including local communities, in the development of proposals, policies and area-based strategies”, as well as ensuring “changes to the physical environment to achieve an overall positive contribution to London”. This is also included in Policy D5 regarding inclusive design, supporting “high quality people focused” developments that “are designed to facilitate social interaction and inclusion”.

Additionally this policy stresses the importance of well-planned developments that create safe and comfortable spaces which give local community groups a sense of belonging in a space where they “can develop and thrive”.

The meanwhile use proposal will be designed to meet local needs, through engagement with local businesses and individuals, following the appointment of a workspaces operator. The project has already been shown in multiple public consultation events held in the area, and response has been positive with people already expressing interest in the proposal. See above summary of prior and ongoing stakeholder engagement.

Meanwhile / flexible uses

Affordable spaces

Enfield Draft Local Plan (2036)

Policy TC1 regarding town centres states that proposals for town centre uses will be supported ‘where they provide meanwhile uses’. Policy TC2 regarding successful town centres states that this will be achieved through ‘diversifying uses, encouraging innovation and flexibility, meanwhile uses’, “and facilities so that uses can expand and/or change between uses classes’, as well as through ‘promoting town centres as places for business and networking and supporting initiatives and enterprises that encourage this’.”

Policy TC3 regarding meanwhile uses also states that “the Council will support proposals for meanwhile uses, where they contribute to regeneration and enhance the character and vitality of the area”.

The proposal directly addresses this policy through an innovative meanwhile use that will bring enterprise and community benefits to its immediate surroundings.

Enfield’s Development Management Document Adopted (November 2014)

DMD 24 regarding small businesses also favours proposals for small business premises, “as part of proposals for the redevelopment of an existing employment-generating site”, and policy DMD 23 regarding new employment development supports accommodation which is “flexible and suitable to meet future needs and requirements of businesses and small firms”.

Supporting paragraph 4.8.1 highlights that “over 90% of businesses in Enfield employ less than 20 staff. Small businesses play an important role in Enfield and contribute towards a diverse economy.”

The project is proposed as a meanwhile use space with an anticipated 5-year lifespan. The current site is disused and attracts antisocial activities. Providing a range of flexible workspace units at affordable rents below the market rates, as well as adaptable indoor and outdoor space for community use, can accommodate the growth of a range of micro, start-up and other local businesses of diverse needs and sectors. Public realm will also be enhanced with the inclusion of a new safe and well-overlooked link to St. John and St. James’ CE Primary School which will also function as a communal outdoor courtyard with a new meanwhile cafe.

Planning policy context

Design

Enfield Draft Local Plan (2036)

Policy D1 regarding achieving design excellence states that “ensuring that all developments” “facilitate local movement, public access through the site, sustainable transport choices and easy way-finding” and “ensuring that all new non-residential developments” positively address “the public realm through means of enclosure” “and the appropriate location and design of” “servicing, and clearly delineating public from private space;”.

New London Plan (2021)

Policy D3 regarding optimising site capacity through the design-led approach supports active travel, new cycling and pedestrian routes and legible entrances to buildings, as well as “clearly defined public and private environments”. In addition, efficient servicing “that minimises negative impacts on the environment, public realm and vulnerable road users” is encouraged.

The same policy states the importance of providing “active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest”.

Enfield’s Development Management Document Adopted (November 2014)

DMD 36 regarding the design of business premises states that development will be permitted granted that it “facilitates movement through the provision of suitably located, safe, naturally lit and publicly accessible routes”, with the inclusion of prominent entrances, the design of which should create a “pleasant and safe environment for pedestrians” and cyclists. It also proposes locating servicing to the rear of the development, “to mitigate the potential for negative impacts on surrounding uses, including consideration of access arrangements for different uses within the site and wider area”

The development proposes to demolish the existing wall of the laundry yard site, and create a new overlooked, covered public access route to the school throughout the site’s operating hours. The communal flexible use unit is designed to address the street and entrance to the site from the south, while the new bus-cafe creates an open public use space to the north entrance. The workspace units, although mostly private in use, will be designed to have fully glazed frontages to provide activity and interest to the communal covered courtyard, enhancing the development’s natural surveillance. All servicing will be kept to Snell’s Park on the south to avoid servicing on the school street and maintain a clean air route to the school.

Sustainability

Enfield Draft Local Plan (2036)

Policy D4 regarding designing for a sustainable, safe and inclusive borough states that the council will “ensure that all developments are designed for the long-term, are flexible and adaptable for different uses over their lifetime; or designed for easy deconstruction and reconstruction or relocation, in line with the circular economy principles” and it is expected that proposals “maximise possibilities for the reuse of materials and minimise waste generated during the construction of development”.

Policy SUS1 regarding sustainable living and working states that developments will be expected to “incorporate appropriate transport management and where possible car free development” “specifically to combat and reduce pollution and emissions from current levels”.

Retaining as much of the existing structures as possible to reduce waste during construction, and circular economy principles will be pursued for this meanwhile use development. During their 5-year lifespan, the units are proposed to be flexible and adaptable to suit a range of uses.

The current site accommodates 30 garage units. The proposal will reduce current pollution and emissions levels, turning the garage sites into workspaces, and providing cycle parking spots. This will be a car-free development with no car parking proposed on site.

Proposed scheme

Enfield Council is committed to creating workspace that supports young and innovative businesses through affordable rents, co-location and business support on simple, flexible terms.

The proposal includes the retro-fitting of all of the existing garages and construction of five new two storey structures to create a total of ca. 600 sq/m of workspace.

Enfield Council understands the garage yard workspace will act as an incubator space to promote and support innovative business and build their capacity to move into permanent commercial space delivered as part of the regeneration of the area. The existing garages' terraced typology provides the opportunity to create flexible workshop, office, studio or retail spaces arranged along two well-overlooked streets.

Enfield Council will engage an experienced workspace operator to input in the emerging design from an operational perspective, recruit tenants and manage the space. Tenant businesses will be offered support from partners.

As part of our sustainability strategy, we are retaining the existing spine walls and back walls of the garages, and replacing the damaged roofs with new arched roofs to increase head height and consequently accommodate a greater diversity of trades.

The garage doors will be replaced with double-glazed units and internal dry-lining and insulation will ensure compliant thermal performance.

Two timber-framed polycarbonate roof structures covering the streets encourage activities to spill out into the public realm, giving tenants the opportunity to engage with the public by running workshops or open studio events.

Towards the northern end of the site a repurposed double decker bus can serve as a cafe with hot-desking workspace on the upper deck. Outside seating and planting complement the bus cafe's offer during the warmer months.

[This development will be temporary as dialogue continues \(separately\) around the regeneration of the Joyce & Snells Estate. This application seeks permission for a development lifetime of 5 years.](#)

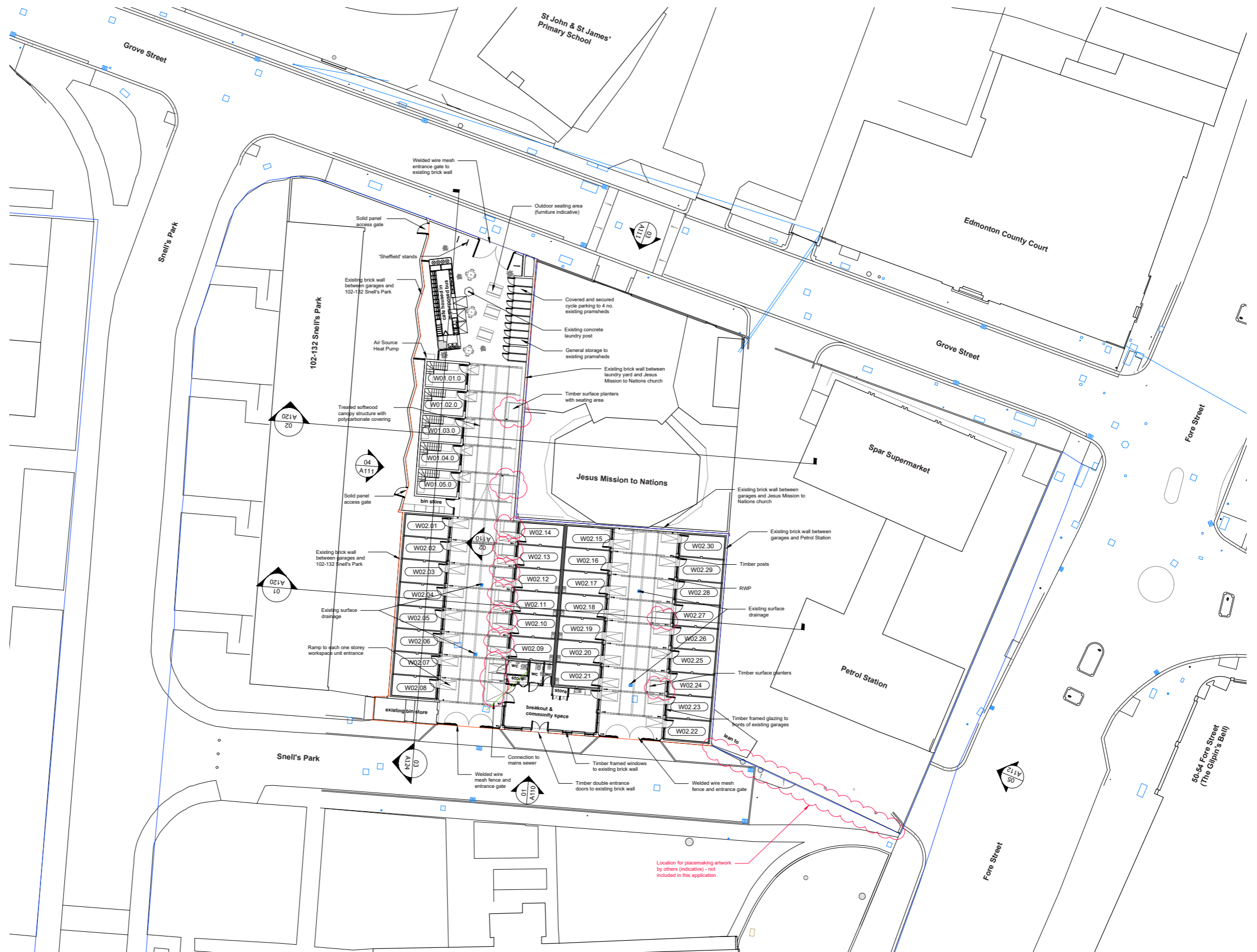


Proposed ground floor plan

Part-demolition of two boundary walls will create a new north-south link and bind the project into the surrounding street pattern, creating a useful shortcut to St. John and St. James' CE Primary School. Gates to all site entrances will help to prevent recurrence of the crime and anti-social behaviour which currently afflict the site. The gates will be managed by the workspace operator or anchor tenant and will be locked outside of the cafe operating hours during the evening and night-time.

Following comments from LBE's urban design and SuDS teams, the scheme has been revised to include an increased number of surface planters to retain rainwater discharge from new roofs. In the northern part of the site, opposite new build two storey workspaces, seating will be integrated on the planter edges.

Additionally the access gates to the south of the site have been changed to open into the site. Double doors have been added to the west elevation of the community space, re-locating the primary access into the space to accommodate wheelchair users.

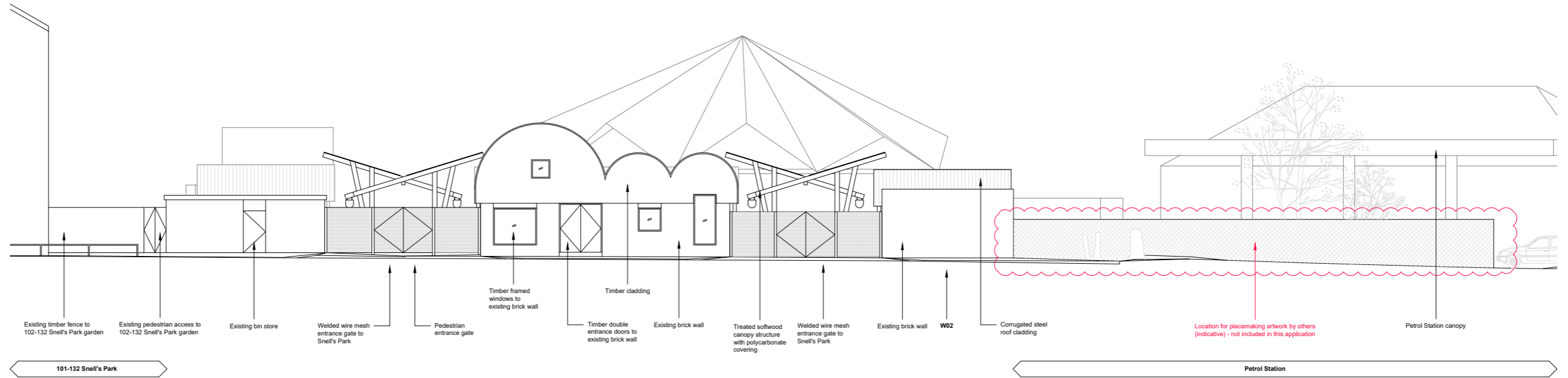


Schedule of proposed uses

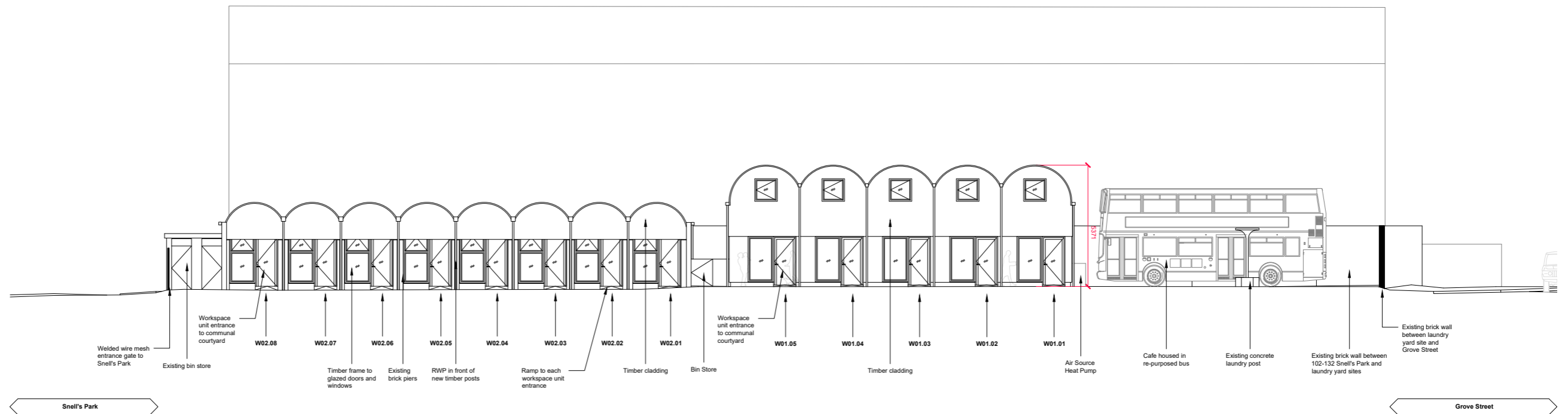
- Workspace (1 storey):** 415m²
- Workspace (2 storey):** 130m²
- Communal Space:** 55m²
- Bin Store:** 10m²
- Toilets/ BOH:** 12m²
- Cafe:** 24m²
- External Seating:** 100m²
- External Canopy:** 425m²
- ← → Pedestrian Routes**



Proposed elevations



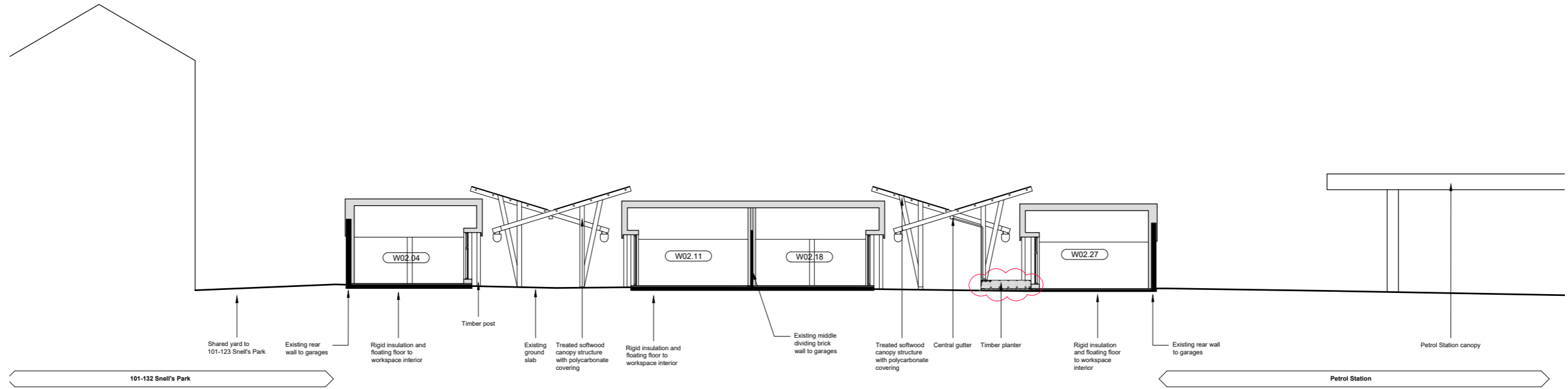
proposed elevation 01: South 1:100



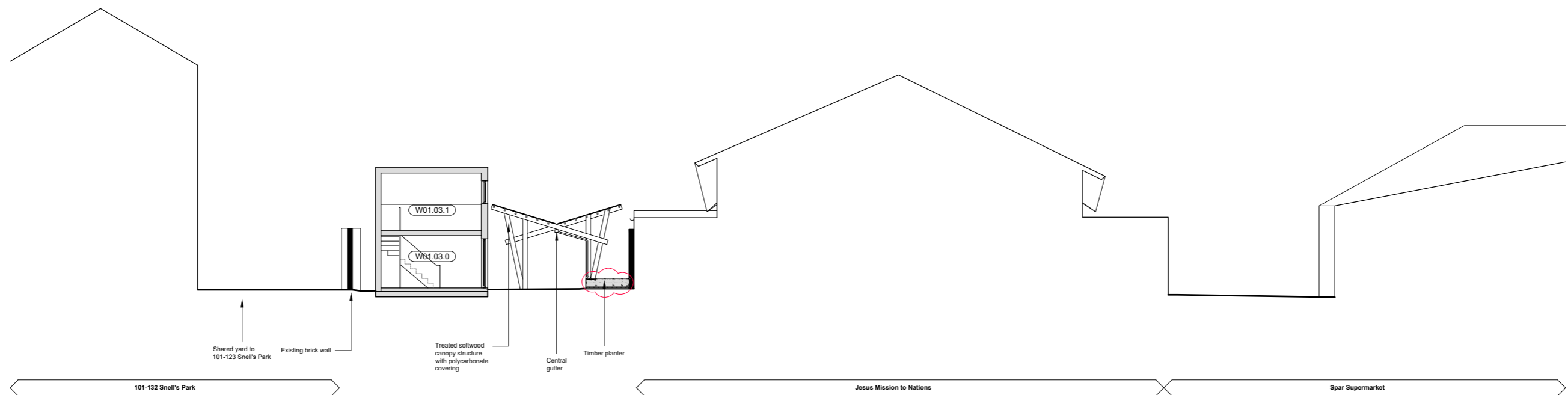
proposed elevation 02: East 1:100

Scale at 1:100
 0 1 2 5m

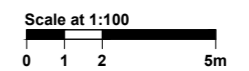
Proposed sections



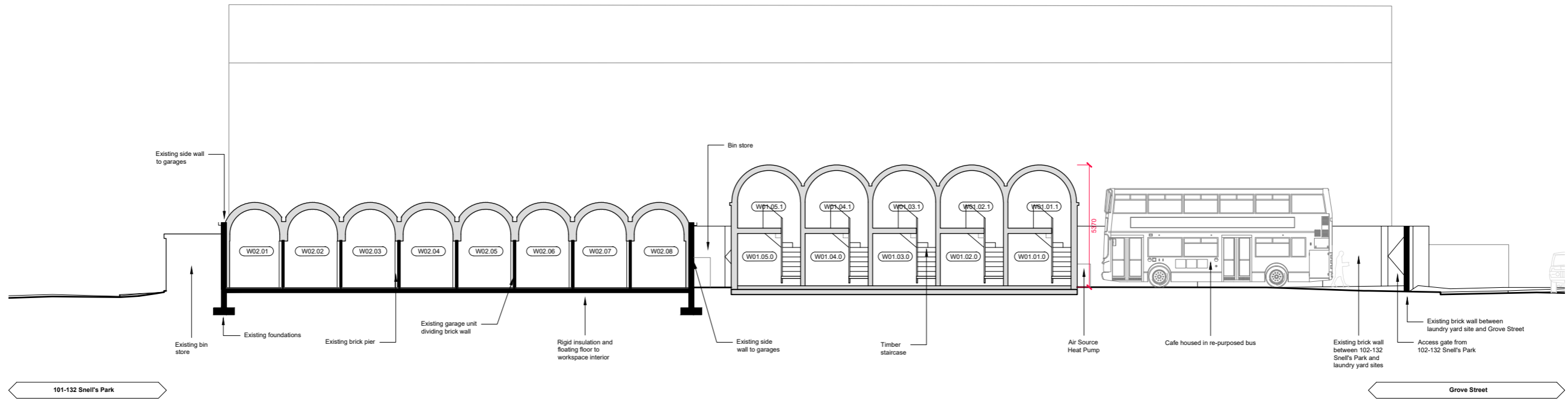
proposed section 01: AA 1:100



proposed section 02: BB 1:100



Proposed sections



proposed section 03: CC 1:100

Scale at 1:100
0 1 2 5m

Material palette

- 1. Pensthorpe Play Barn, Adam Khan
- 2. Timber Fin house, Walthamstow
- 3. The Lee Centre, Fielden Fowles
- 4. The Belvue school, Studio Weave
- 5. Gruff Architects
- 6. Converted pig barn
- 7. House no. 7, Denizen Works

Facade - linear timber, glazed openings



1.



2.



3.



4.

Canopy - timber frame



5.

Roof - curved corrugated steel



6.



7.

Access & Security

Access

Each of the ground floor workspace units, the ground floors of the two-storey units and the communal workspace unit will be individually accessed via level thresholds from within the communal courtyard. A 1:21 sloped metal ramp will negotiate the minor level difference between interior and exterior required to insulate the existing floor.

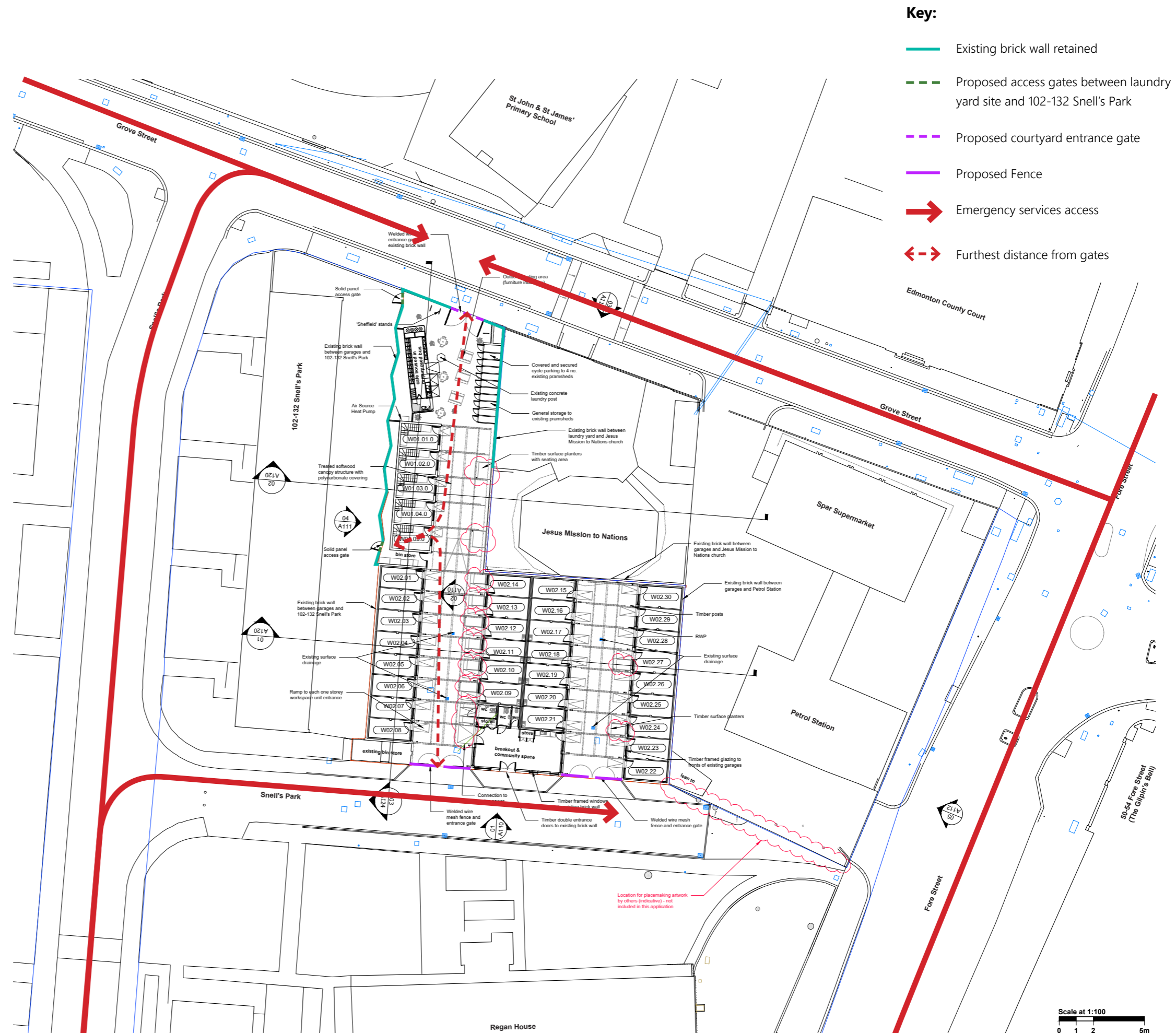
First floor access will be via stairs within each of the individual two-storey units. Uses at first floor level will be B1 only, with no access to the general public.

The new bus cafe external space will also feature level access from the communal courtyard, with a service hatch to the exterior.

Maintenance access to spaces to the rear of the bus will be restricted by means of a 2m timber fence panel to the north, and a 2m hinged timber gate to the south between the bus and the 2-storey workspaces.

A section of the existing brick wall to the north of the site will be demolished to create a new fob controlled pedestrian access gate from Grove St. New welded wire mesh fencing with fob controlled access gates with pedestrian sections will be installed on both routes into the site from Snell's Park to the south.

No vehicle access will be available into the site. Large gates are designed to be secured open during opening hours to create a welcoming pedestrian route through the site, but will be secured shut after hours with fob



Scale at 1:100
0 1 2 5m

Access & Security

1. Welded wire mesh gates

access via smaller pedestrian gates.

New site boundary fencing and gates are proposed in zinc coated wire mesh on galvanised steel posts. Mesh is proposed with a 50x200mm spacing to provide good security while allowing good visibility into the site.

The new gates to 102-132 Snell's Park shared yard will be solid panel external doors fitted within the existing gaps in the existing brick wall which will be securely closed and locked at all times.

Currently, vehicles can approach the site from the south via Snell's Park and from the north via Grove Street. However, as noted above, the Good Growth Fund project suite includes proposals for a new School Street on Grove Street. While these proposals are not included in this application, this premise informs the design intent to create a safe and welcoming north-south pedestrian route between the primary school and Boundary Hall community hall.

Delivery of a school street, which will close Grove Street to traffic between the junction with Snells Park and the existing vehicle entrance to Jesus Mission to Nations is anticipated in summer 2022.

Re-development of the Joyce & Snells Estate is subject to a resident ballot. If residents vote for re-development, this is anticipated



1.

to take place in the 5-10 year timeframe. As a result, it is not anticipated that there will be a conflict between service access to the development and construction access to the Regan House site within the lifetime of the development within this application.

Security & Legibility

The glazed frontages to each unit on the ground floor and windows of the community space will bring natural surveillance onto the public courtyard and Snell's Park to the south of the site during their hours of operation. Low energy LED outdoor lighting to the public courtyard will contribute to the creation of a space that feels lively, bright and well overlooked.

Emergency Vehicles

The site is immediately accessible from Grove Street north of the site and Snell's Park to the south. Emergency vehicles will not be allowed through the gates. The furthest distance from the gates is 33m.

While the creation of a school street on Grove Street will exclude most vehicle access from the north, emergency vehicle and cycle access along Grove Street will be maintained.

Servicing Strategy

Refuse and recycling collection

Workspaces (A1/B1/D1) are anticipated to require 2,500L refuse storage per 1,000m². It is expected that 1,500L total refuse storage capacity will be sufficient for 600m² proposed workspace unit floor space. Restaurants (A3) are expected to need approximately 4,000L per 1,000m². The proposed café with an area of 24m² is expected to be adequately accommodated by 96L of refuse storage capacity. It is anticipated that any food sold in the proposed cafe will be prepared off site.

Of the total bins provided, at least 50% are proposed to accommodate recycling waste. Waste collection will be coordinated under a single contract across all uses to minimise the number of collections.

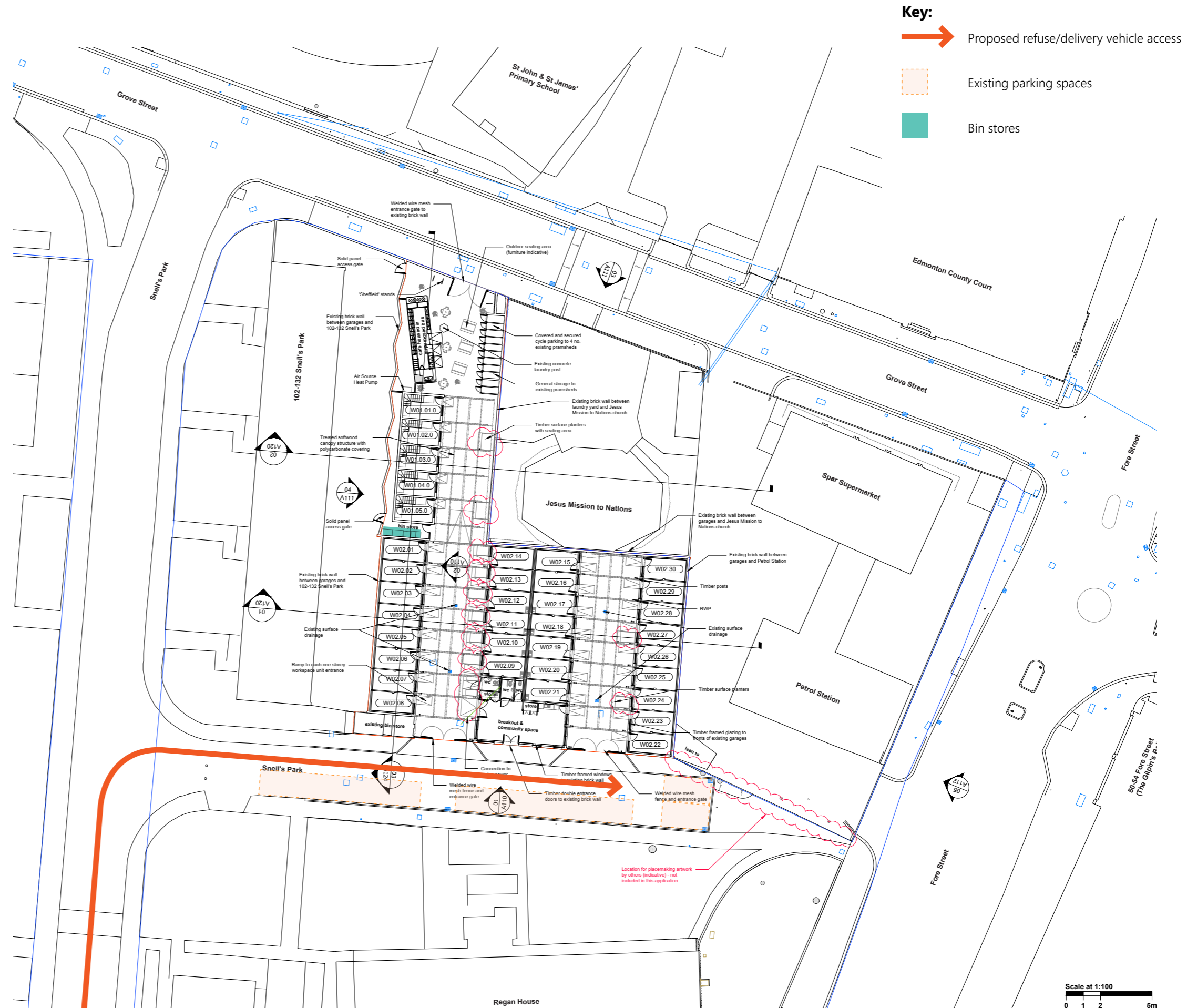
The site will provide:

- 1x 660 litre and 1x 240 litre wheelie bin for general waste (40%)
- 1x 660 litre and 1x 360 litre wheelie bin for recycling (50%)
- 1x 240 litre wheelie bin for food waste (10%)

This totals to 2,040L waste storage in excess of the expected required capacity for the proposed uses. Service access is proposed via Snell's Park south of the site only to avoid service introducing vehicles near St John and St James' Primary School.

Deliveries

As no vehicle access into the site is proposed, all deliveries will take place from Snell's Park to the south of the site (double yellow line) and wheeled the remaining distance into the site by hand (max. 50 metres to the bus cafe). *As noted above, it is not anticipated that the development lifetime will coincide with the redevelopment of Regan House and any associated construction site or access requirements.*



Transport Statement

The existing garages site comprises of 30 disused garage units which are currently empty, but have been partially in use within the past 2 years. The garage units previously served the residents of 1the Joyce and Snell’s Estate. The existing laundry yard is, to the best of our knowledge, currently disused, but previously served residents of 102-132 Snell’s Park.

No new car parking spaces are proposed. It is anticipated that tenant recruitment will prioritise offering workspaces to local residents and businesses. Tenants and attendees are expected to come on foot, by bicycle or public transport. Both covered and secured, and short-stay bicycle parking will be proposed as part of the scheme.

It is estimated that the maximum site attendance of the site during a community event in working hours will be as follows:

- 44 workspace occupants (2 no. per unit)
- 30 attendees to community event in community/breakout space
- 20 customers at the cafe

total = 94 people

In practice, it is anticipated that peak hours for the cafe and community space will be at evenings and weekends, i.e. outside peak hours for the workspaces. During a typical weekday, likely attendance would be:

- 33 workspace occupants (75% capacity)
- 10 customers at the cafe

total = 43 people

Site & Area Audit

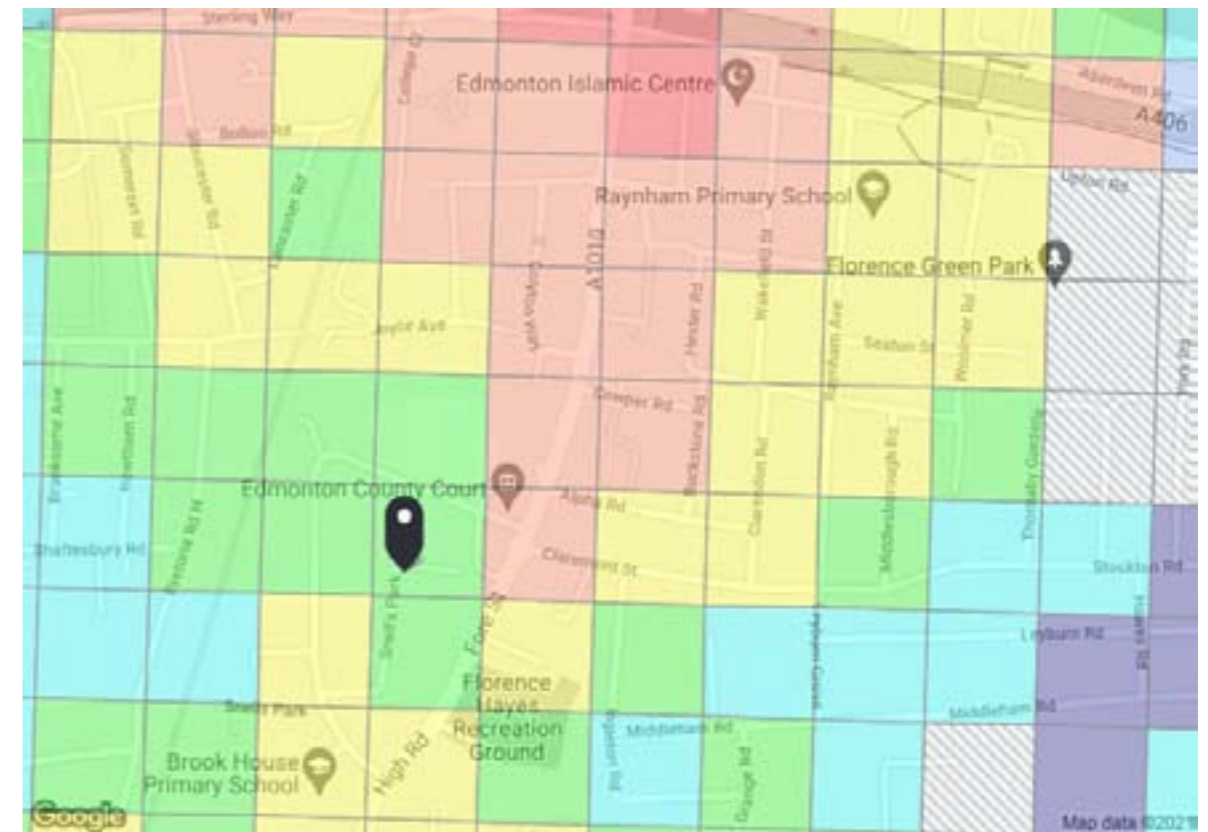
The site is located just 20 metres to the west of Fore Street, a busy local high street which forms the spine of the Angel Edmonton town centre, and is well served by public transport options. The site has vehicular access from Snell’s Park, which soon links back to Fore Street via Grove Street and Langhedge Lane. An additional pedestrian only link to Fore Street is available to the southeast of the site.

Public Transport Access

The site itself has a PTAL 3 designation, However, it directly borders a PTAL 5 designation, representing very good access to transportation services.

Silver Street station is a 700m walk to the north of the site, and offers frequent services to Liverpool Street and Enfield Town. White Hart Lane, on the same line, is just 800m to the south and offers step free access.

A bus stop is available just 50 metres to the southeast of the site on Fore Street, served by the 149, 259, 279, 349 and N279 routes, giving direct transport links to London Bridge, Kings Cross, Stamford Hill, Manor House, Waltham Cross and Ponders End.



PTAL output for Base Year
3

102 Snell's Park, London N18 2SY, UK
Easting: 533926, Northing: 191914

Grid Cell: 141711

Report generated: 24/05/2021

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus ReliabilityFactor	2.0
LU Station Max. Walk Access Time (mins)	12
LU ReliabilityFactor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail ReliabilityFactor	0.75

Transport Statement

Pedestrian, Wheelchair and Cycle Access

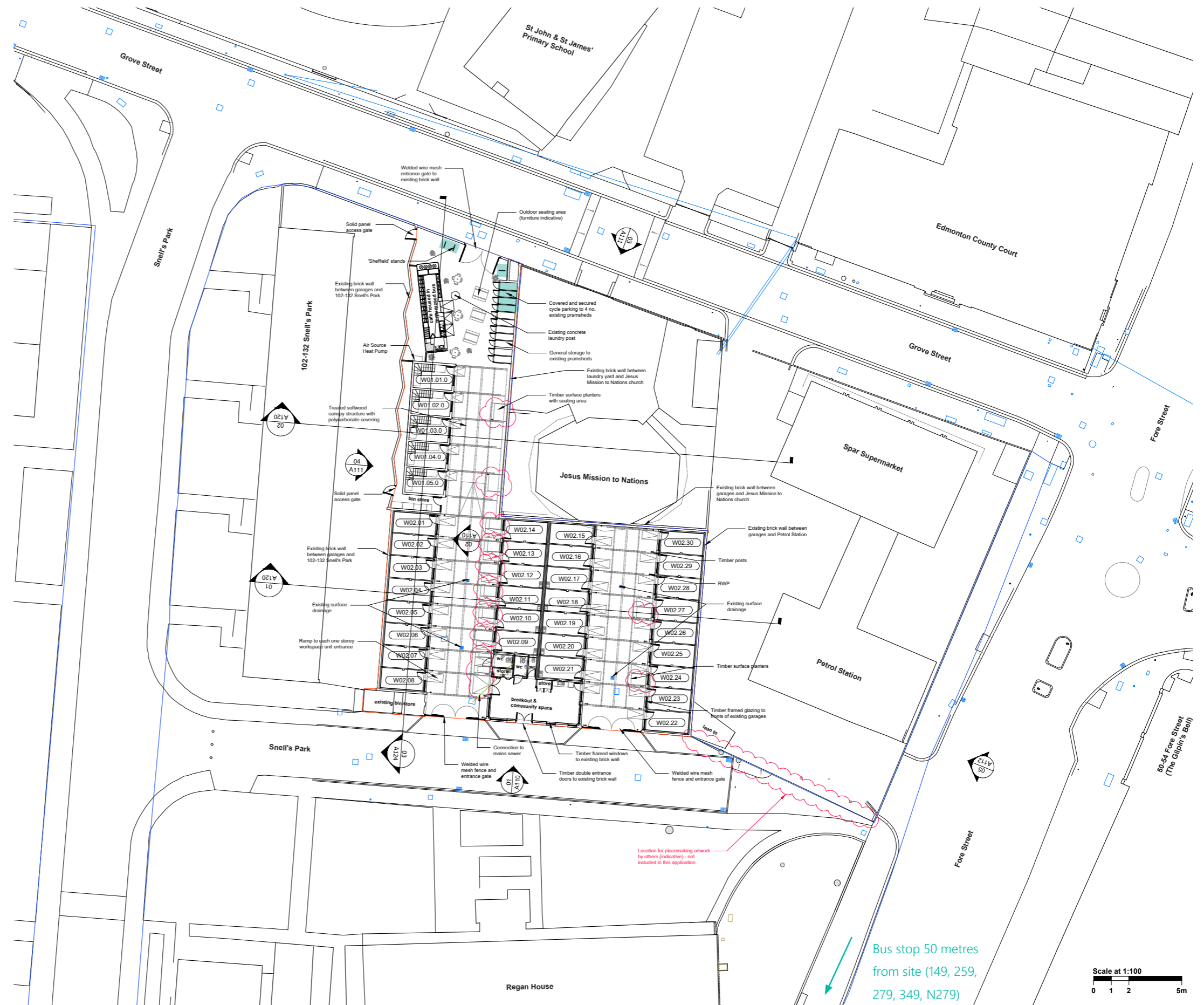
Pedestrian access to the site is provided from Fore Street, Grove Street and Snell's Park. At local junctions, dropped kerbs are provided to aid pedestrian crossing. A 'zebra' crossing is located 200m south of the site on High Road/Fore Street. Full signal-controlled pedestrian crossing facilities are provided 200m to the north of the site at the junction between Cowper Road and Fore Street. There is on-street cycle parking at the junction of Fore Street and Alpha Road where three stands are provided.

The completed scheme will include 3 total sheffield stands resulting in 6 cycle parking spaces, as well as 4 covered cycle spaces in the existing pramsheds in the courtyard to the north of the site. This totals to 10 cycle parking spaces, in excess of the thresholds required for 600sqm of B1 use under the New London Plan (1 space per 150sqm and 1 visitor space per 500sqm).

The café, meanwhile, falls below the 100sqm New London Plan threshold for supplying cycle parking spaces. However, café visitors will be able to make use of any of the hoops unoccupied by workspace users.

Key:

 Cycle Parking



Transport Statement

Trip Generation & Impact

As noted above, the site currently contains 30 garage spaces, which are currently vacant but were in use in recent years. These garages were used by residents from across the Joyce and Snell's Estate, bringing some car driver trips to the site which were not associated with immediately adjacent residents.

As the site is currently disused, its activation will result in a net increase of (licit) trips to the site. However, there will be a net reduction in car trips to the site relative to its recent use as a garage, as workspace occupants will not be able to park on site. In a 'worst case scenario,' the site's previous use as garages could have generated 32 car journeys during AM and PM peak hours (8:00-09:00 and 17:00-18:00) for a total of 64 car journeys.

The site is proposed to provide 35 affordable workspace units. As noted above, the maximum occupancy of the development is estimated at 94 people. Based on TfL's data on modal shares of transport methods, and factoring in that parking will not be available on site, we forecast the following arrivals as a 'worst case scenario' during AM and PM peak hours (8:00-09:00 and 17:00-18:00).

walk (38.5%) - 36
 bus (21.5%) - 20
 rail (17%) - 16
 tube (17%) - 16
 cycle (3%) - 3
 taxi (1.5%) - 2
 motorcycle (1.5%) - 2

In practice, these journeys will be spread out across the development's opening hours. In addition, it is anticipated that the community space and the cafe will attract a highly localised custom, with a high proportion of visitors arriving by foot.

Parking, Layout & Servicing

Site restrictions, good local public transport connections and the close proximity of amenities and services means that no provision for on-site car parking has been made. It should be noted that at the time of application, the garages are no longer used, and, where necessary, residents have already been allocated alternative parking spaces elsewhere. As a result, the proposed scheme does not affect existing car parking provision.

The proposed temporary use would not be expected to generate large amounts of refuse (see above servicing strategy section). It is suggested that waste would be collected at a maximum of twice a week as part of current local commercial refuse collection schedules.

In addition to refuse collection there may be a small number of ad-hoc delivery of supplies, however it is expected that this will generate an insignificant level of vehicle trips, well below the 'worst case scenario' associated with the site's previous garage use.

SUDS

The site is currently covered in its entirety by concrete surfacing. As a result, it is not anticipated that the proposals will direct any additional surface water into mains drainage systems.

Extensive excavation for SUDS would compromise the strategy for re-use of the existing concrete slabs, and is expected to prove prohibitively expensive relative to the project's abbreviated lifespan.

In order to improve the site's surface water retention above its existing capacity, surface planters will be located strategically to receive rainwater runoff downpipes from the courtyard canopy structure and garage roofs.

Target percentage of roof area to drain into surface planters: 70%

Total roof area of new built units, garage workspaces and canopy: 1,015m²

Roof area draining into proposed surface planters: 720m²

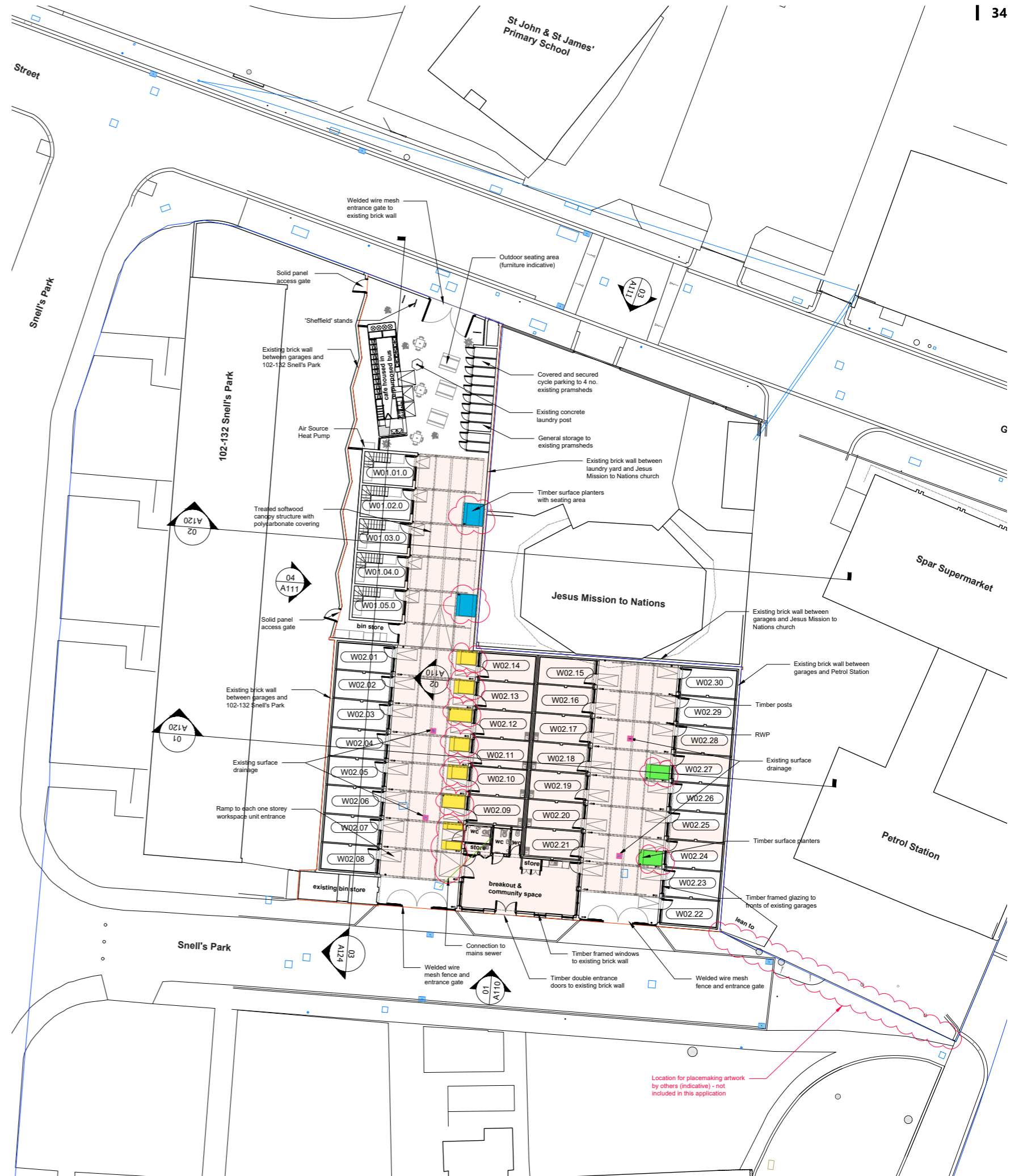
Percentage achieved: 71%

Target run-off ratio of roof area to planter volume: 50:1

Proposed surface planter volume:
 surface planter type 1 x 2 = 6.5m³
 surface planter type 2 x 7 = 5.3m³
 surface planter type 3 x 2 = 2.5m³
 Total = 14.3m³

Run-off ratio achieved: 50:1

- surface planters type 1 (2mx1.9mx0.85m)
- surface planters type 2 (1.3mx1.3mx0.45m)
- surface planters type 3 (2.1mx1.3mx0.45m)
- existing surface gullies
- roof area draining into surface planters



Ground contamination

While the petrol station immediately to the east comprises a risk of ground contamination, it should be noted that the proposed construction strategy of retaining existing floor slabs and structures to the existing garages will ensure that new routes for contaminants from the ground to the interior are not created.

New build structures, which will entail local removal of the existing concrete slab, are positioned some 30 metres away from the petrol station.

In order to assess the residual risk and inform design development, a combined geotechnical and ground contamination status assessment was commissioned by the client in July 2021. This report is appended in full (see 'P15216 R14937 Combined Report'). However, we would highlight here the following extracts from page 14 of the report:

"None of the samples recorded concentrations of heavy metals, PAH compounds or petroleum hydrocarbons in excess of their respective SSV."

"No suspected asbestos materials were noted within any of the exploratory holes undertaken at the site. None of the samples recorded the presence of any asbestos materials."

"No unacceptably high concentrations of contaminants have been recorded within the made ground soils that would pose unacceptable risks in the context of the development."



R14937

6. GROUND CONTAMINATION STATUS

6.1 Introduction

A detailed ground contamination risk assessment of the site^{14,15} was beyond the scope of this investigation. It is noted that the preliminary ground contamination risk assessment identified very low risks to human health associated with the historical garage in the north eastern part of the site and the existing petrol station immediately to the east of the site. There were not considered to be any viable pollutant linkages associated with made ground that might be present, as no areas of soft landscaping are to be provided as part of the development.

The ground investigation works, which were specified by the client, did not specifically target the eastern or north eastern parts of the site where the likelihood of encountering contamination associated with the above sources would be greatest, but samples of the shallow made ground soils encountered at the exploratory hole positions were obtained and tested for a range of commonly occurring contaminants; heavy metals, polycyclic aromatic hydrocarbon (PAH) compounds, petroleum hydrocarbons and asbestos.

The results of the testing have been compared with published soil screening values comprising the 'Suitable For Use Levels' (S4UL)¹⁶ or, in lieu of an S4UL being developed for lead, the Category 4 Screening Level (C4SL)¹⁷. These are collectively referred to as soil screening values (SSV). The SSV utilised in this assessment are those calculated for the generic "Commercial" land use¹⁸.

6.2 Comment on Laboratory Test Results

None of the samples recorded concentrations of heavy metals, PAH compounds or petroleum hydrocarbons in excess of their respective SSV.

No suspected asbestos materials were noted within any of the exploratory holes undertaken at the site. None of the samples recorded the presence of any asbestos materials.

It should be noted that, due to the heterogeneity of made ground, there will always remain the potential for localised asbestos materials to be encountered during construction works, though the likelihood of this is considered to be very low.

The asbestos survey confirms that a number of garages have chrysotile asbestos cement roofs, and removal is recommended. The removal of the asbestos must be undertaken appropriately by licensed contractors and asbestos materials disposed of in accordance with legal requirements prior to any demolition or other works at the site.

On the basis of the testing undertaken to date, no unacceptably high concentrations of contaminants have been recorded within the made ground soils that would pose unacceptable risks in the context of the development.

¹⁴ Land Contamination Risk Management (LCRM), Environment Agency, Published 8th October 2020

<https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm>

¹⁵ BS 10175:2011+A2:2017, Investigation of potentially contaminated sites. Code of practice. BSI, December 2017

¹⁶ Nathanail, C.P., et al., The LQM/CIEH S4ULs for Human Health Risk Assessment, 2015, Land Quality Press, Nottingham. Copyright Land Quality Management Limited reproduced with permission; Publication Number S4UL3071.

¹⁷ SP1010: Development of Category 4 Screening Levels for Assessment of Land Affected by Contamination. Final Project Report, published by DEFRA, 2014.

¹⁸ As defined within Science Report SC050021/SR3, January 2009, with the amendments discussed in the LQM/CIEH report.

Conservation Area

The proposal is not expected to be visible from a conservation area. The site itself sits outside conservation area boundaries.

Trees

No trees lie within the boundary of proposed development or will be affected by proposed works.

Noise

The workspaces proposed are insulated interior spaces. It is not anticipated that any industrial machinery will be used on site.

The proposed cafe's operating hours will be limited to avoid noise disruption to the adjacent Snell's Park estate.

A single air source heat pump will be required to supply the new build two storey workspace structures. The external condenser to this system will be positioned at the north end of the structure, below the level of the existing dividing wall between the laundry yard and the existing rear garden, which will minimise sound transmission to existing residences.

Retail Impact Assessment

The proposal will accommodate small businesses which are expected to conduct a minimal amount of direct sales on site. It is not anticipated that these will compete with high street retailers.

Air Quality Statement

The site was previously used as parking space for 30 cars. The proposed conversion of those garages into workspace units results in a car-free development which promotes cycling by providing covered and secure cycle spaces.

The proposal does not include gas installation, as all heating will be via electrical means. No air extraction is proposed, and it is not anticipated that any businesses requiring such plant will occupy the buildings. No on site food preparation is proposed to the cafe.

These factors, together with the overall reduction in vehicle trips envisaged to the site (see above transport statement) mean that no adverse impact on air quality is anticipated.

Light Report

Natural light

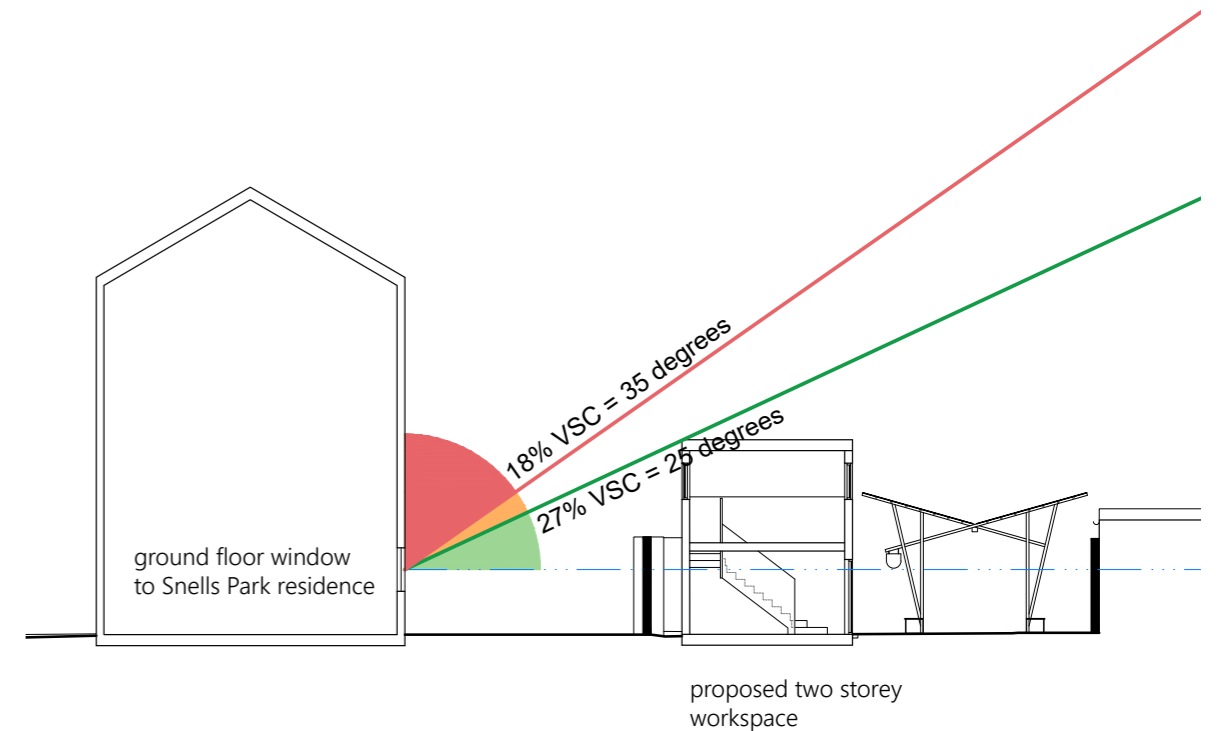
The proposed single storey structures comprise a modest increase in height above existing site boundary walls, and are not anticipated to adversely effect incoming daylight of neighbouring properties. Analysis of neighbouring properties has identified the ground floor rear windows to Snell's Park residences to the rear of the proposed new build two storey workspaces as the most vulnerable to impact on existing daylighting.

The BRE Site Layout Planning for Daylight and Sunlight guidance document, paragraph 2.2.5, states that if the drawn angle from a plane perpendicular to the centre of an "affected main window of the existing building" "is less than 25° for the whole of the development then it is unlikely to have a substantial effect on the diffuse skylight enjoyed by the existing building".

By this method of analysis (see diagram right), it can be seen that, drawing a section through the tallest point of the proposed two storey workspace units, the development complies with the BRE guidance. In practice, the barrel vault of the roof form will allow significantly more daylight to ground floor residences.

External Lighting

The proposal's opening hours will be restricted to avoid light pollution after daylight hours.



Sustainability strategy

1. Graph showing interaction between operational and embodied carbon throughout the lifetime of a building - LETI Climate Emergency Design Guide - <https://www.leti.london/cedg>

Together with many other local authorities, Enfield Council declared a climate emergency in 2019. What status environmental action should take amidst the sometimes competing priorities of the post COVID economic and social recovery is yet to be determined. Yet, in terms of sustainability, design choices for temporary projects deserve particularly thorough environmental scrutiny. At a time of climate change, dwindling natural resources and an increasing public awareness around environmental issues it simply is not acceptable for a local authority to design for a finite, 5 year lifespan.

The tools (BREEAM or Passivhaus) often used to determine the environmental credentials of buildings are not appropriate for temporary buildings because they were designed to primarily assess their environmental performance whilst in-use. Post-use impact and carbon embodied in building materials are paramount considerations for temporary buildings.

There is a unique opportunity for the Fore Street GGF project to trial and showcase a radical approach to sustainability. The sustainability strategy is based upon the LETI Climate Emergency Design Guide, which focuses on reducing whole life carbon, which includes both embodied carbon and operational carbon.

Embodied carbon

Embodied carbon includes products, transport, construction, maintenance and replacement, and end of life disposal.

Strategy to **reduce** embodied carbon:

- **Circular economy** principle of reuse and refurbish instead of new build ('retro first') Renovation and reuse projects typically save between 50 and 75 percent of the embodied carbon emissions compared to constructing a new building. Re-use and retention, in particular of high carbon components such as foundations and brick walls of garages and public realm elements has been adopted as a key priority within the scheme.

New build elements (two-storey workspace structures) are proposed as essential to the economic sustainability of the scheme by providing a 'critical mass' of floorspace. This will ensure a viable operation that will, in turn, allow affordable rents to support and nurture a local business ecosystem.

- **'End of life'** emissions reduced (demolition, disassembly waste processing and disposal of any parts of product or building and any transportation relating to the above)

As noted above, the extent of demolition will be minimised by retaining as much of the existing fabric of the garages as possible.

- Design for **disassembly and relocation,**

so that components can be reused. This is particularly important given the 5 year lifespan of the meanwhile project.

The design of the external canopy structure and the bus cafe will allow for their redevelopment elsewhere when the sites come forward for long-term redevelopment.

- Made from **re-used, reclaimed and recycled materials**

The design will make use of reclaimed timber, surplus construction materials, and materials with a high recycled content wherever possible. In addition, a reclaimed vehicle is proposed for the café structure. The extensions to existing garages will avoid the use of composite materials to make them easy to recycle.

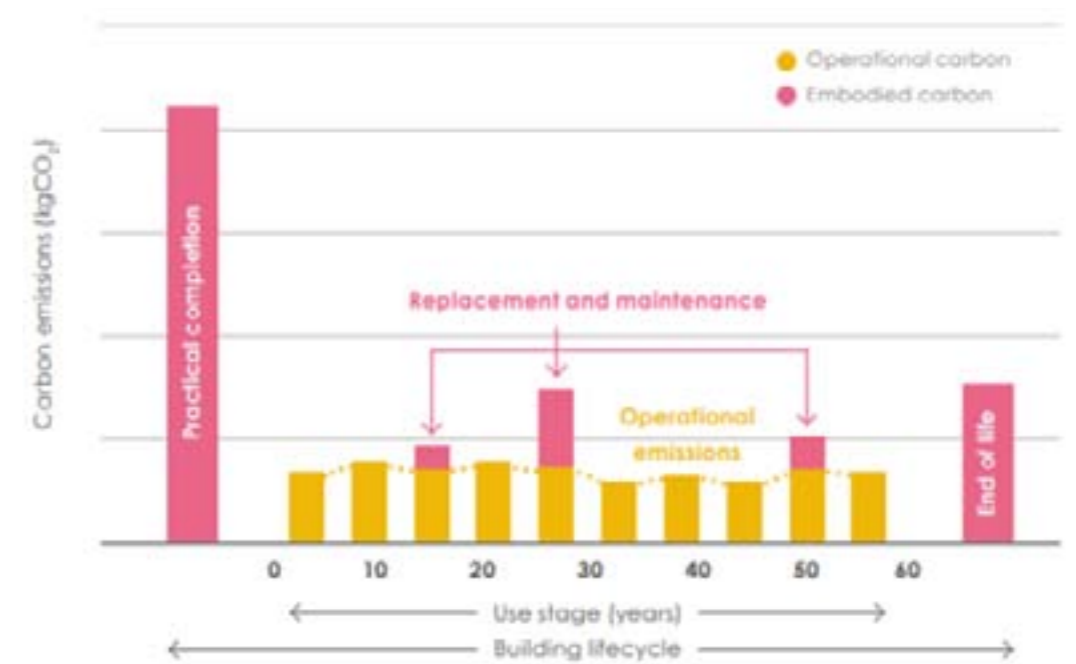
- Use of construction materials with **low carbon footprints**

The design will make extensive use of FSC certified timber as a renewable resource with minimal embodied carbon. Timber will be prioritised for structural elements, doors, glazing and external cladding.

- **Locally sourced materials** to reduce carbon emissions from transport

- Reduce use of plastic and concrete

The structural strategy minimised the extent of new concrete foundations through re-use of existing structures, and by the use of lightweight timber structures to reduce the size of foundations. Mineral or rockwool



1.

insulation will be prioritised as an alternative to plastic-based insulation.

Operational carbon

Operational energy is the energy consumed by a building associated with heating, hot water, cooling, ventilation, and lighting systems, as well as equipment such as fridges, washing machines, TVs, computers, lifts, and cooking. As the lifetime of the proposed structures is very limited, wherever there is a trade-off between achieving a reduction in operational carbon on the one hand, and a significant reduction in embodied carbon while maintaining compliance with Building Regulations Part L compliance, the reduction in embodied carbon will be prioritised.

Strategy to reduce operational carbon:

- Improve thermal performance of the existing garages with additional insulation and high-performance double glazing
- Prioritise passive ventilation and cooling strategies
- Optimise natural lighting where possible
- Minimise enclosed heated areas by leaving circulation spaces open to the air
- Use of air source heat pump to new build elements optimise electrical efficiency

Sustainable Design and Construction Statement

A. Energy Statement

See above notes on operational carbon.

The proposal will be fitted with low energy LED light bulbs throughout. For the new-build two storey workspaces, the use of Air Source Heat Pumps will eliminate the need for fossil fuels for heating purposes. Passive ventilation and cooling strategies will be implemented throughout. Natural lighting through fully glazed frontages to the units' facades facing the public courtyard to maximise daylight. Ventilation panels have been provided to the rear of workspaces where possible to provide for cross ventilation.

B. Water Efficiency

The site features an existing water supply, which will be upgraded as part of the works.

C. Design

See design notes above. There is no new hard standing proposed. The project is located in flood zone 1, an area with a low probability of flooding.

The new two storey units are essential for the viability of the scheme by activating the north of the site, i.e. the currently disused laundry yard and providing an alternative typology in order for the site to accommodate a diverse range of businesses. The new units will furthermore provide additional natural surveillance on the new route created through the site.

D. Waste Management and Construction

See notes on retention of existing structures above. The existing roofs are known to contain asbestos, which will be properly disposed of.

E. Materials and Green Procurement

See notes on materials above.

The main material proposed for the two storey units is timber, which will be used for both cladding and structural elements, therefore minimising the overall embodied carbon of the scheme.

The load of an extra storey on top of the existing garage walls would exceed their load bearing capacity and compromise their structural stability. Therefore, in order to retain as much of the existing structural elements as possible and ensure minimal demolition of the existing site, the new units are proposed to be erected to the north of the garages, within the laundry yard site.

Offering a programme of business, employment and skills opportunities

The Living Room Library and Affordable Workspaces are intrinsically linked to deliver a programme of business, employment and skills opportunities for the local community. The Living Room Library will act as a shop window for an employment and skills centre being developed on Meridian Water, as well as offering a programme run by partners of the 'Build Enfield' programme.

The affordable workspaces will be integrated into business support offered by partners including Start Up Step Up and will be promoted as potential workspaces for recipients of the Productive Valley Fund offering loans to refurbish space, upgrade equipment all in support of business growth.

Businesses and beneficiaries of the project will also benefit from the wider borough offer with a range of business support delivered via a number of pan borough and London initiatives. This support ranges from start up advice, including a target initiative for women start ups and a women's growth programme, to support for established businesses offering expert specialists in growth, investment, social media and HR. The council is also part of Local London's 'eBusiness for Growth' programme empowering businesses to harness opportunities presented by digital and web based technology. Additionally the 'Supply Chain and Winning Business Project' delivered by WPS Compliance Consulting supports local businesses to be included in the supply chain of construction developments in Enfield.

F. Health and Wellbeing

The 5-year proposal provides affordable small workspace units which can be customised by each individual tenant and business owner. This is much needed in the particular area as currently there is no other space that provides the same flexibility of

use and rent.

The proposal improves the use and quality of a disused site which currently attracts antisocial activity. Due to the project's 5 year proposed lifespan, as well as the retention of existing structures wherever possible, this is not achievable in this particular site.

G. Surface Water Run-off and Flood Risk:

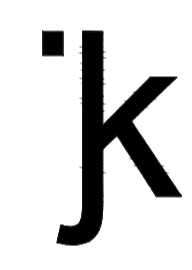
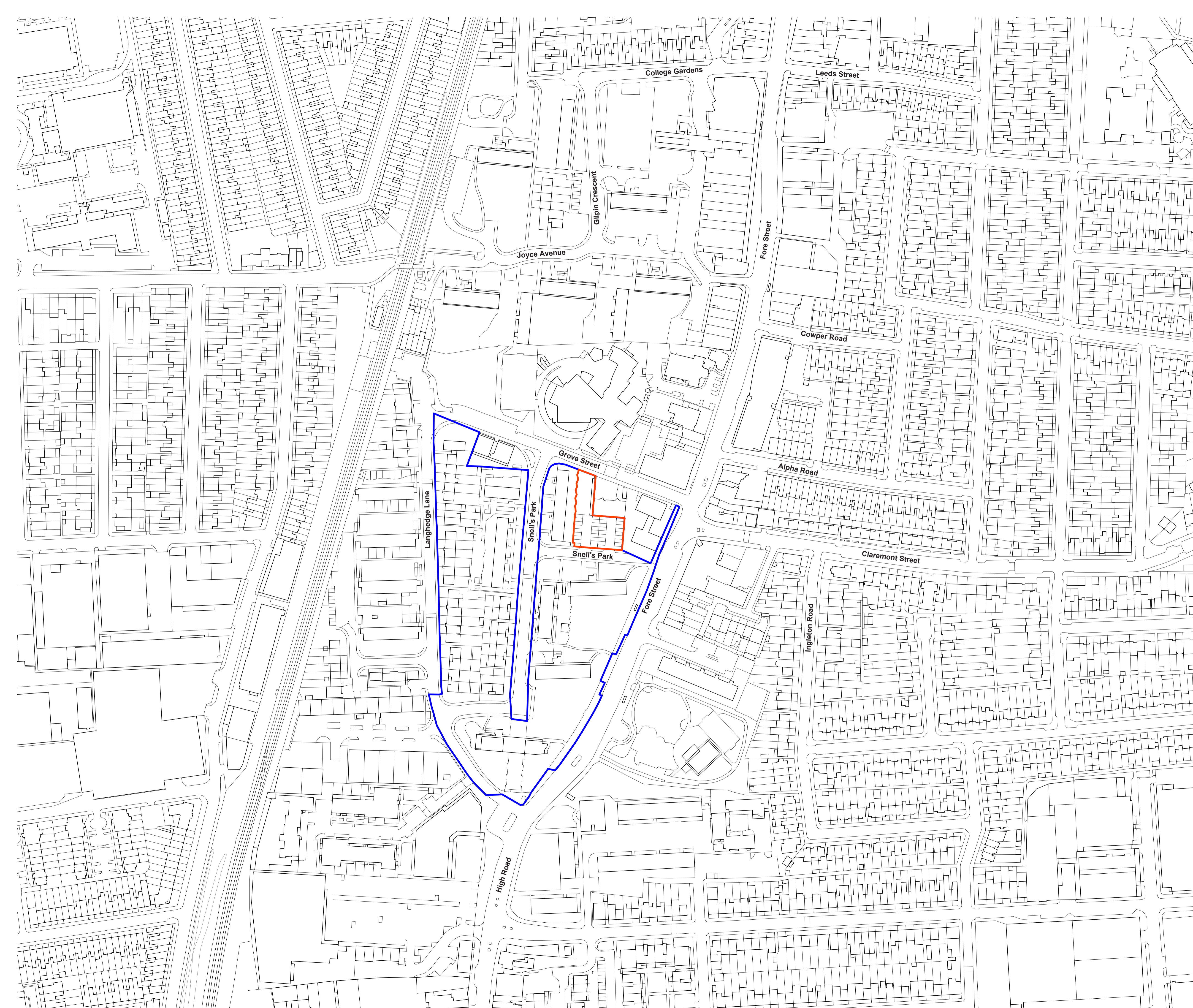
There is no new hard standing proposed within the scheme. See notes above on SUDS. Rainwater from the proposed courtyard canopy and part of the proposed roofs will be channelled into new surface planters. The project is located in flood zone 1, an area with a low probability of flooding.

H. Ecology and Green Infrastructure:

The site includes concrete slabs across its entire expanse. New above ground timber planters will provide an opportunity for greening. Green roof systems would introduce additional weight, compromising the current strategy of re-using existing structures and footings.

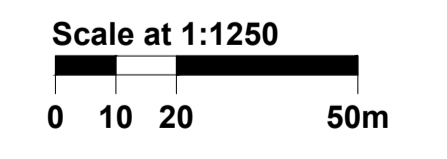
I. Travel:

The proposal includes no car parking spaces. 10 cycle parking spaces are provided, in excess of the requirements set out in the London Plan Cycle Parking Standards.

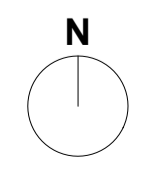


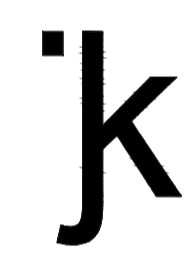
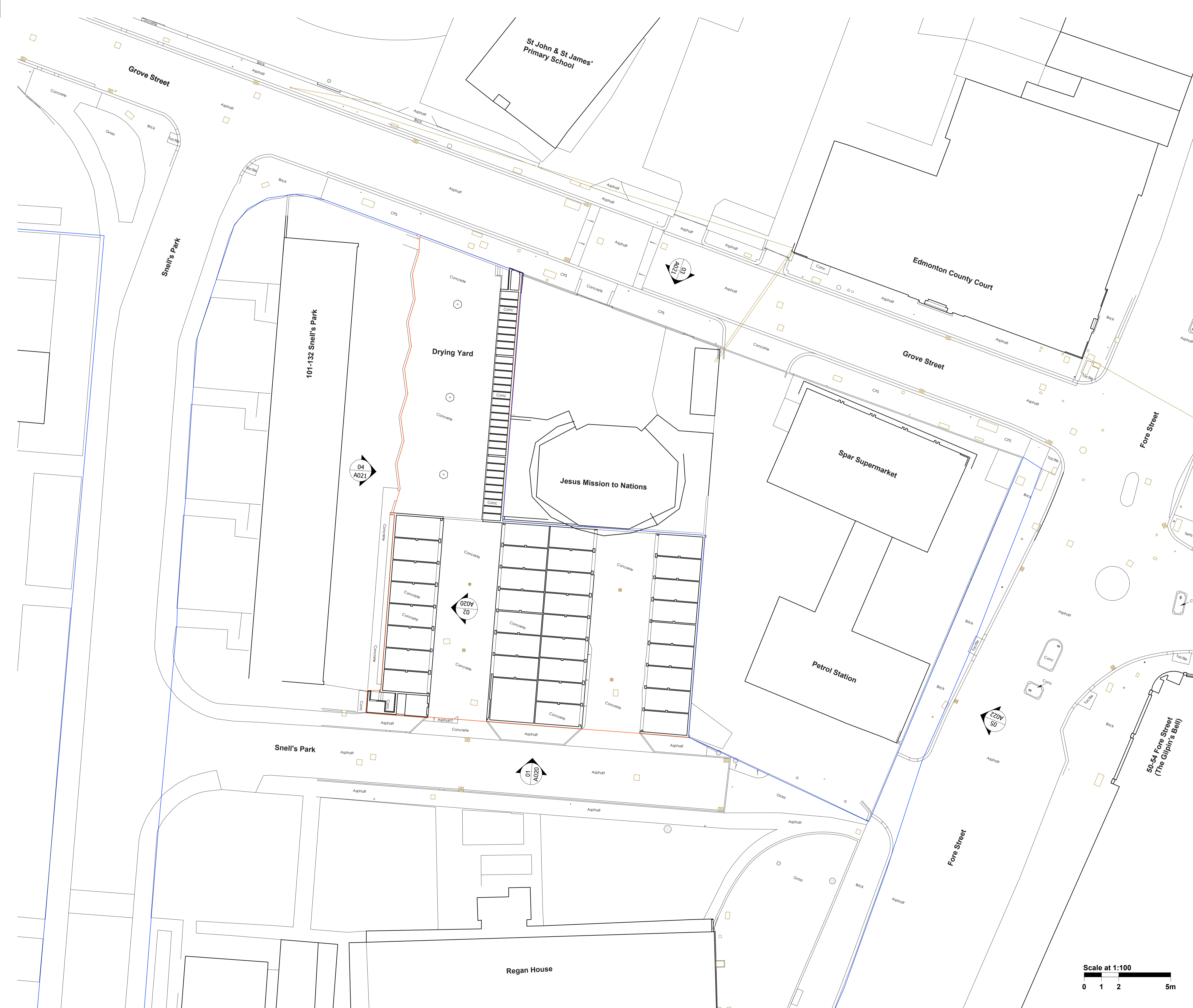
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London Borough of Enfield		
Project name	Project number	
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Drawing name		
Site Location Plan		
Drawing number	Scale	Revision
A-001	1:1250	-
Drawing status	Page size	Date
Planning	A1	07 05 21
Drawn by		Checked by
MK		GW

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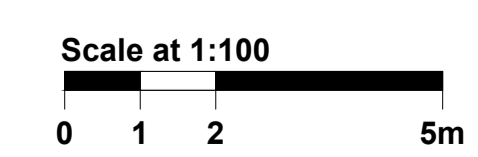
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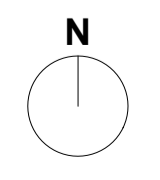


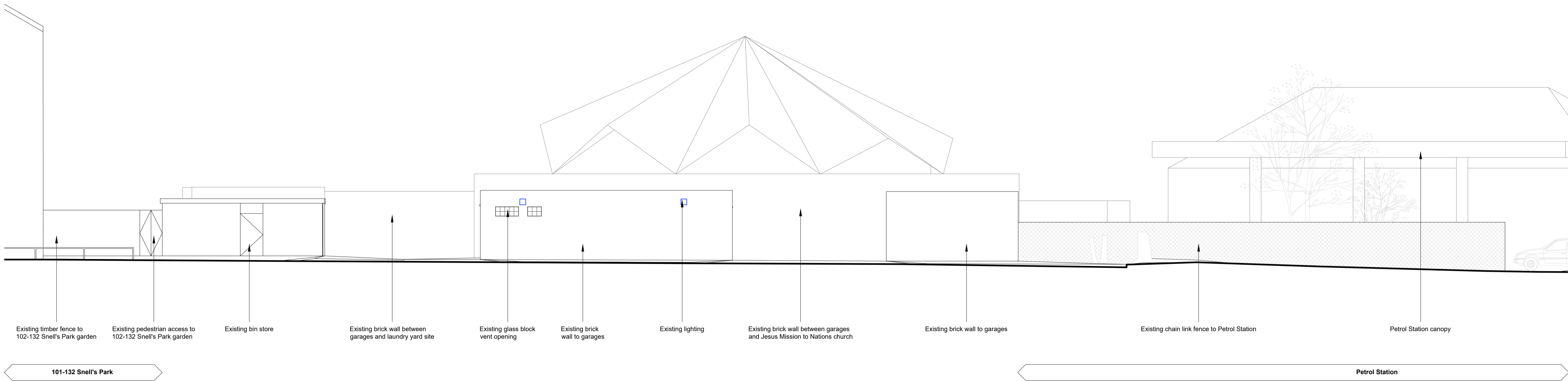
Client London Borough of Enfield		
Project name Fore Street GGF Workspaces	Project number 185	
Drawing name Existing Ground Floor Plan		
Drawing number A-100	Scale 1:200	Revision A
Drawing status Planning	Page size A1	Date 30 04 21
Drawn by MK	Checked by GW	

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 Rev A: Planning Issue - 24/08/21

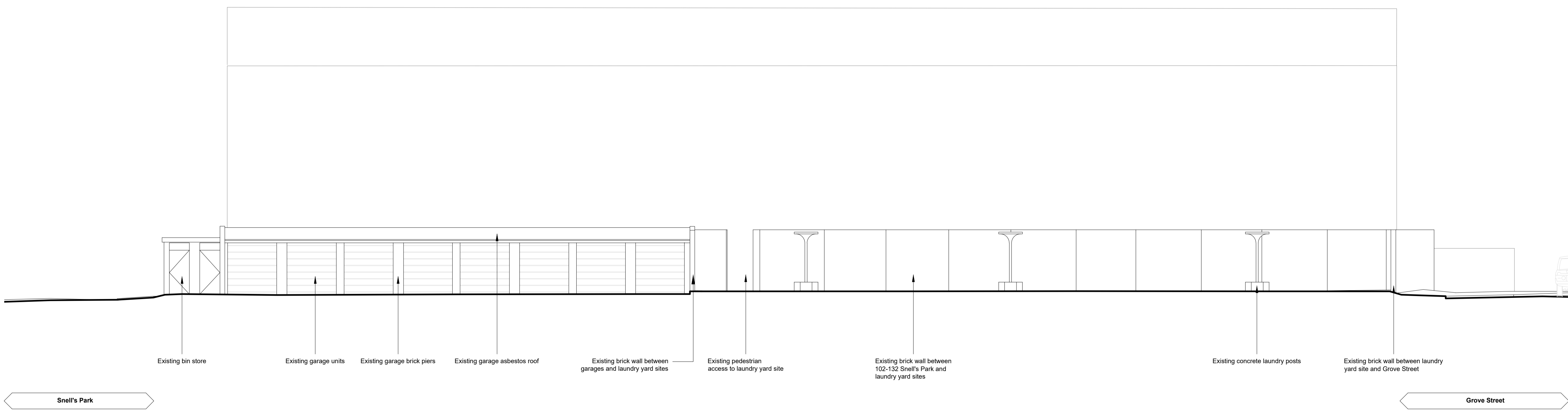


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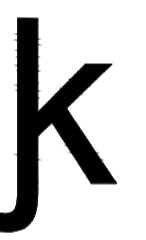




existing elevation 01: South 1:100



existing elevation 02: East 1:100

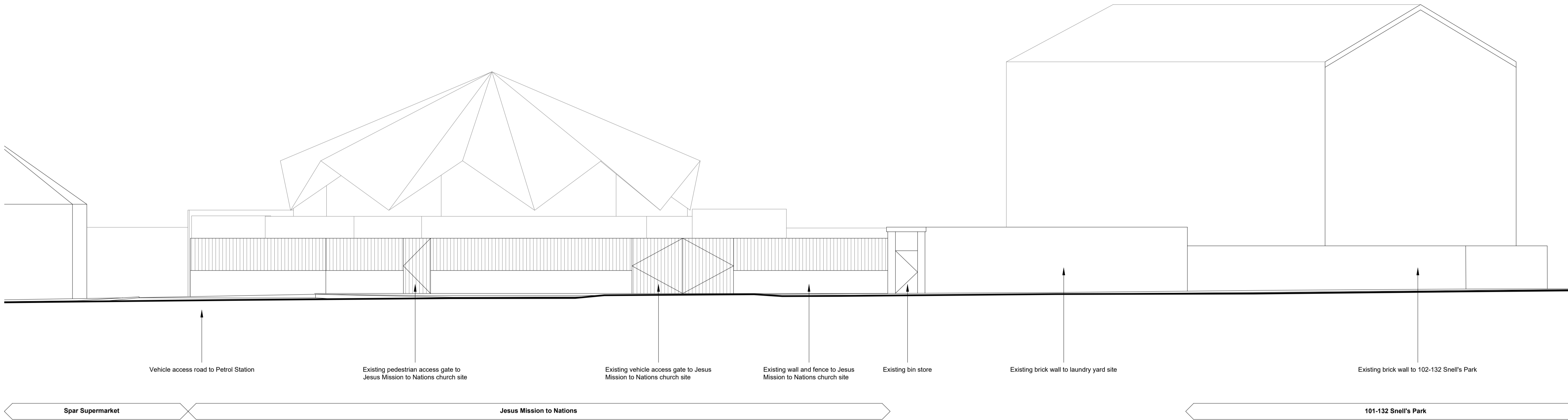


Client		
London Borough of Enfield		
Project name	Project number	
Fore Street GGF Workspaces	185	
Drawing name		
Existing Elevations		
Drawing number	Scale	Revision
A-020	1:100	A
Drawing status	Page size	Date
Planning	A1	30 04 21
Drawn by		Checked by
MK		GW

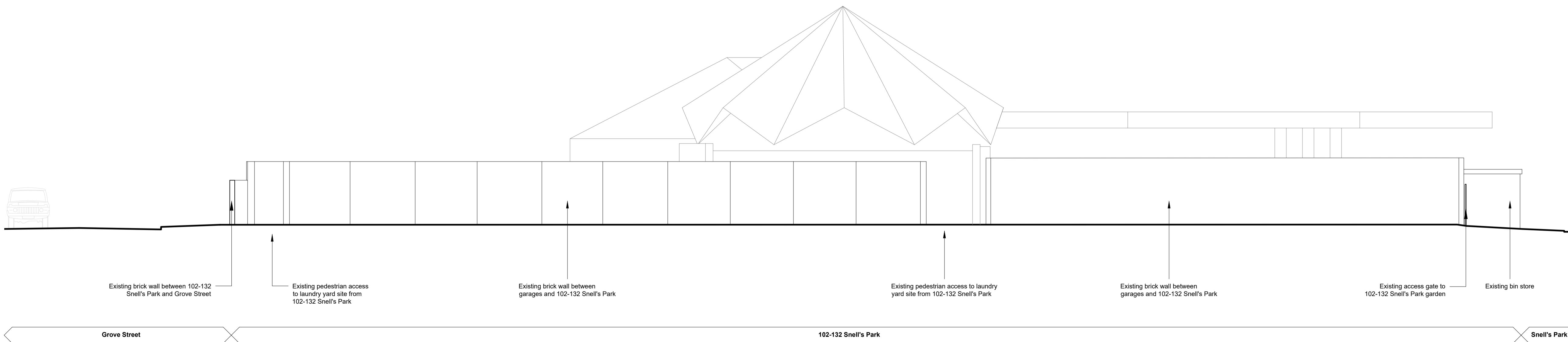
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existing elevation 03: North 1:100



existing elevation 04: West 1:100

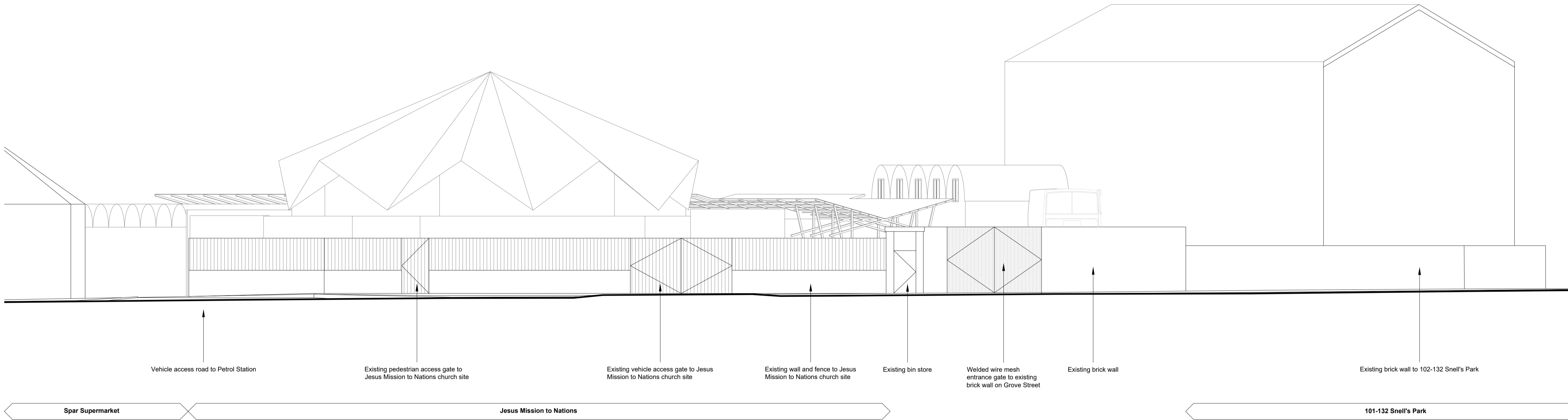


Client		
London Borough of Enfield		
Project name	Project number	
Fore Street GGF Workspaces	185	
Drawing name		
Existing Elevations		
Drawing number	Scale	Revision
A-021	1:100	A
Drawing status	Page size	Date
Planning	A1	07 05 21
Drawn by		Checked by
MK		GW

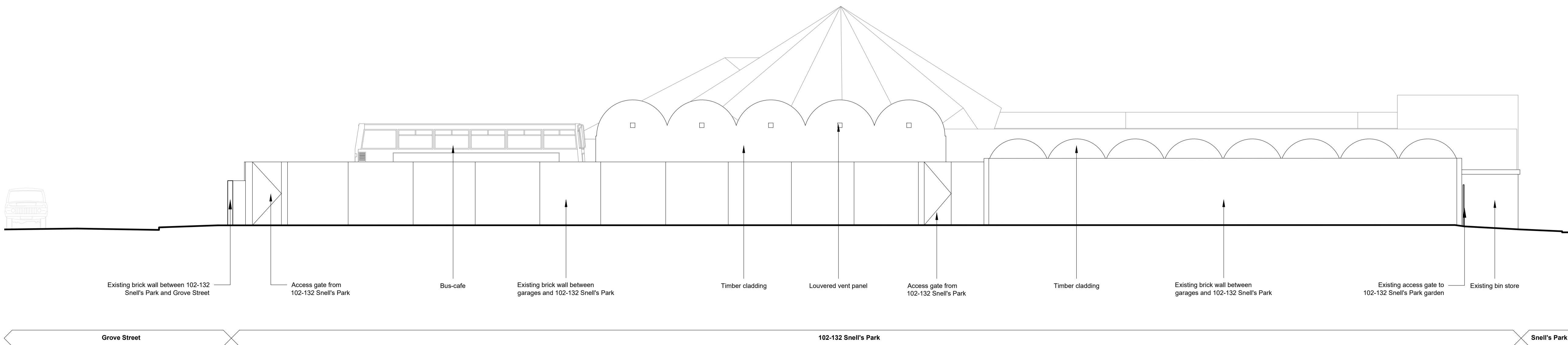
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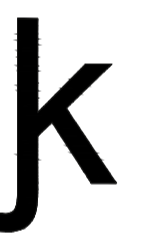
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proposed elevation 03: North 1:100



proposed elevation 04: West 1:100



Client
London Borough of Enfield

Project name
Fore Street GGF Workspaces

Project number
185

Drawing name
Proposed Elevations

Drawing number	Scale	Revision
A-111	1:100	A
Drawing status	Page size	Date
Planning	A1	02 08 21

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Client
London Borough of Enfield

Project name
Fore Street GGF Workspaces

Project number
185

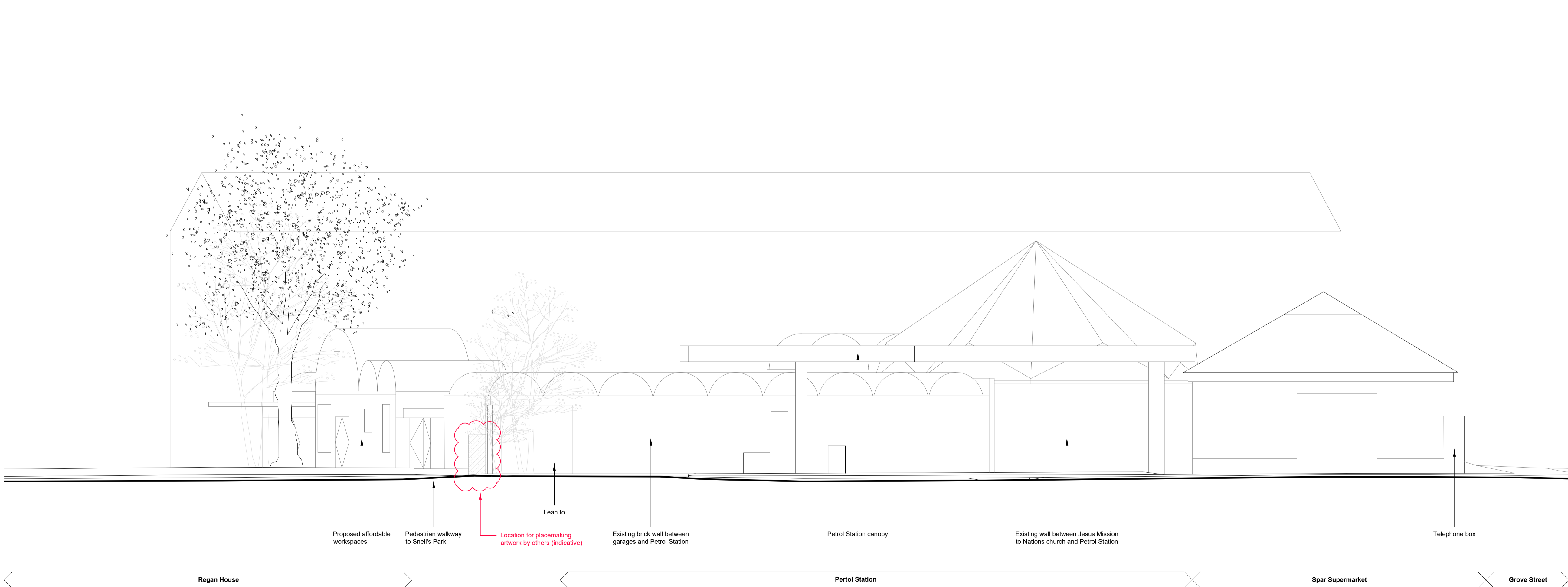
Drawing name
Proposed Elevations

Drawing number	Scale	Revision
A-112	1:100	A
Drawing status	Page size	Date
Planning	A1	02 08 21

Drawn by	Checked by
MK	GW

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Rev A: Planning Issue - 24/08/21



proposed elevation 05: East (Fore Street) 1:100

Scale at 1:100
 0 1 2 5m

Community Infrastructure Levy (CIL) Calculation

The Community Infrastructure Levy (CIL) is a charge on new development and will be used to fund improvements to infrastructure required in the local area. Enfield Council is the Collecting Authority for developments in the Enfield Council Local Plan area. Use the online calculator for an indication of how much CIL you will be liable to pay for a development.

Terms of use

This calculator will give you an indication of the CIL charge payable on a chargeable development, given the parameters you supply. The calculator is based on the formula set out in regulation 40 of the CIL Regulations (2010) as amended, and the CIL rates set by Enfield Council.

It is not intended as a final representation of your total liability, and does not constitute legal advice. You should not rely on the calculator when making decisions which depend on the CIL charge amount. Formal determination of the CIL liability will be made by Enfield Council when a Liability Notice is issued after a CIL liable application is approved.

Areas

Proposed	Retained	Liable	Schedule / Rate	Total Relief	Total Charge
157.00	459.00	0.00	All Other Uses - £0	nan	nan
			Mayoral CIL 2 - £60	0.00	0.00

CIL Charge Breakdown

LBE

Gross Charge £nan

TFL

Gross Charge £0.00

Less Social Housing Relief	£nan
Total Net Charge	£nan

Less Social Housing Relief	£0.00
Total Net Charge	£0.00

Site Totals

Site Area Totals (sqm)

Gross Proposed Area (sqm)	157.00
Existing Area To Be Retained (sqm)	459.00
Existing Area To Be Demolished Area (sqm)	0.00
Net Chargeable Area (sqm)	0.00
Social Housing Relief Area (sqm)	0.00
Social Housing Relief Area - Area To Be Retained (sqm)	0.00

Site Area Totals (£)

Total Gross Charge	£nan
Total Social Housing Relief	£nan
Net Chargeable	£nan

Paying CIL in Instalments

Enfield Council has a CIL Instalments policy in place and CIL charges will be payable in accordance with this policy. In cases where a Enfield Council charge is less than £49,999.99 the whole amount will be payable within 90 days of the commencement of the development. Where a Enfield Council CIL charge is £50,000.00 or more, the amount will be payable in two, three or four instalments. The payment of CIL in instalments should be taken into account in any viability assessments, as this will assist with cash flow.

Phased Development

Where a development has been permitted in phases, each phase is treated as separate development for the purposes of CIL, and each phase should be entered into a separate calculator. The phasing of payments should be taken into account in any viability assessments, as this will assist with cash flow.

Relief and Exemption from CIL

If the development is not eligible for social housing relief, there are other reliefs and exemptions that may apply.

In addition to social housing relief for affordable housing provision, a development may be eligible for relief or exemption from the CIL charge where it involves:

- Development where the owner of a material interest in the relevant land is a charitable institution and the development will be used wholly (or mainly) for charitable purposes;
- A self build annex or extension, or
- A self build dwelling.

Charitable relief is granted based on the charitable owner's share of the CIL charge, rather than the floorspace of the development. Self build exemption will apply to the floorspace of the annex/extension or dwelling.

Relief must be claimed by submitting the relevant relief claim form prior to the commencement of the development.

Further information on relief and exemption from CIL can be found on the National Planning Practice Guidance website at:

<http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/relief/>

Final CIL Liability

Formal determination of the CIL liability will be made by Enfield Council when a Liability Notice is issued after a CIL liable application is approved.

Please note that the CIL charges produced by the calculator may be subject to change and may differ to the final calculation of CIL liability.

The final calculation of the CIL chargeable amount will be based on the final gross internal area (GIA) floorspace figures proposed as part of the approved development, and will depend on the following:

- Is the floorspace of existing buildings to be demolished or retained eligible for deduction from the CIL chargeable amount?
- Is the development eligible for relief or exemption from CIL?

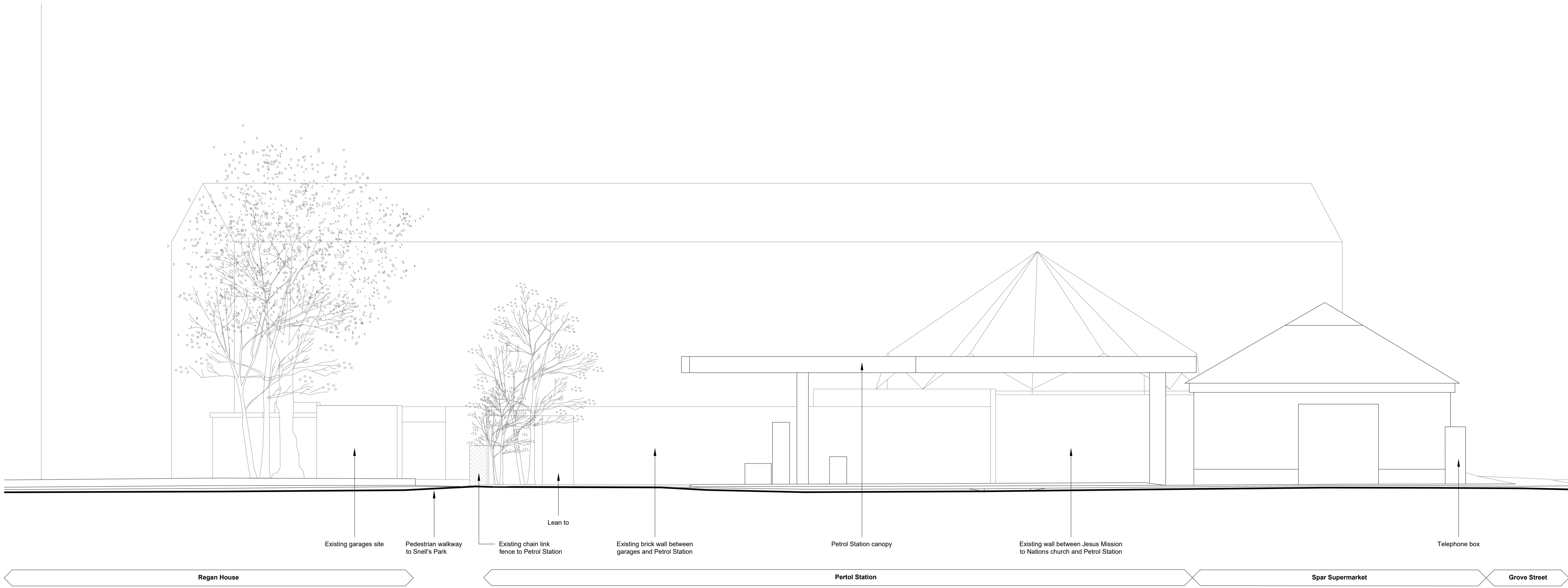
- Has indexation been applied?
- Have any surcharges or late payment interest been applied?

Further Information

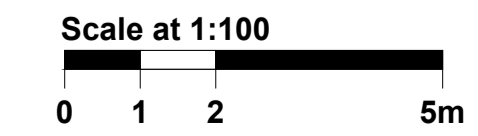
Further information and all CIL forms are available on the Enfield Council website at <http://www.enfield.gov.uk/article/27023/CIL-administration-and-collection>, and the **Planning Portal website** at www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil.

Guidance on the Community Infrastructure Levy can be found on the Planning Practice Guidance website at: <http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/>.

For further information or advice on CIL please contact the Planning Policy Team at cil@enfield.gov.uk.



existing elevation 04: East (Fore Street) 1:100



Client London Borough of Enfield		
Project name Fore Street GGF Workspaces	Project number 185	
Drawing name Existing Elevations		
Drawing number A-022	Scale 1:100	Revision -
Drawing status Planning	Page size A1	Date 02 08 21
Drawn by MK	Checked by GW	

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PO Box 53, Civic Centre,
Silver Street, Enfield,
EN1 3XE
TEL: 020 8379 1000
FAX: 020 8379 3811

Email: development.control@enfield.gov.uk

For office use only

Applic. No.	<input type="text"/>	Date Received	<input type="text"/>
Fee	<input type="text"/>	Receipt No.	<input type="text"/>

Application for Planning Permission,
Town and Country Planning Act 1990

Publication of applications on planning authority websites.

Please note that the information provided on this application form and in supporting documents may be published on the Authority's website. If you require any further clarification, please contact the Authority's planning department.

1. Site Address

Number	<input type="text"/>
Suffix	<input type="text"/>
Property name	<input type="text"/>
Address line 1	<input type="text"/>
Address line 2	<input type="text"/>
Address line 3	<input type="text"/>
Town/city	<input type="text"/>
Postcode	<input type="text"/>

Description of site location must be completed if postcode is not known:

Easting (x)	<input type="text" value="533966"/>
Northing (y)	<input type="text" value="191938"/>

Description

Garages and courtyard outside garages to the east of 102-132 Snell's Park Estate, including caretaker's accommodation accessed from Snell's Park, and 102-132 Snell's Park Estate's laundry yard site and pramsheds accessed from Grove Street.

2. Applicant Details

Title	<input type="text"/>
First name	<input type="text" value="Sam"/>
Surname	<input type="text" value="Neal"/>
Company name	<input type="text" value="London Borough of Enfield"/>
Address line 1	<input type="text" value="Civic Centre Silver Street"/>
Address line 2	<input type="text"/>
Address line 3	<input type="text"/>
Town/city	<input type="text" value="London"/>

2. Applicant Details

Country	<input type="text"/>
Postcode	<input type="text" value="EN1 3XA"/>
Are you an agent acting on behalf of the applicant?	<input checked="" type="radio"/> Yes <input type="radio"/> No
Primary number	<input type="text" value="07734236076"/>
Secondary number	<input type="text"/>
Fax number	<input type="text"/>
Email address	<input type="text" value="sam.neal@enfield.gov.uk"/>

3. Agent Details

Title	<input type="text"/>
First name	<input type="text" value="Mary"/>
Surname	<input type="text" value="Konstantopoulou"/>
Company name	<input type="text" value="Jan Kattein Architects"/>
Address line 1	<input type="text" value="277 New North Road"/>
Address line 2	<input type="text" value="Ground Floor"/>
Address line 3	<input type="text"/>
Town/city	<input type="text" value="London"/>
Country	<input type="text" value="United Kingdom"/>
Postcode	<input type="text" value="N1 7AA"/>
Primary number	<input type="text" value="07943060449"/>
Secondary number	<input type="text" value="02077040604"/>
Fax number	<input type="text"/>
Email	<input type="text" value="mary@jankattein.com"/>

4. Site Area

What is the measurement of the site area? (numeric characters only).	<input type="text" value="1220.00"/>
Unit	<input type="text" value="Sq. metres"/>

5. Site Information

Title number(s)

Please add the title number(s) for the existing building(s) on the site. If the site has no title numbers, please enter "Unregistered"

Title Number	<input type="text" value="EGL352633"/>
--------------	--

Energy Performance Certificate

5. Site Information

Do any of the buildings on the application site have an Energy Performance Certificate (EPC)?

Yes No

Public/Private Ownership

What is the current ownership status of the site?

Public Private Mixed

6. Description of the Proposal

Please note in regard to:

- Fire Statements - From 1 August 2021, planning applications for buildings of over 18 metres (or 7 stories) tall containing more than one dwelling will require a 'Fire Statement' for the application to be considered valid. There are some exemptions. View government planning guidance on fire statements or access the fire statement template and guidance.
- Permission In Principle - If you are applying for Technical Details Consent on a site that has been granted Permission In Principle, please include the relevant details in the description below.
- Public Service Infrastructure - From 1 August 2021, applications for certain public service infrastructure developments will be eligible for faster determination timeframes. See help for further details or view government planning guidance on determination periods.

Description

Please describe details of the proposed development or works including any change of use.

New roof structures to existing garages and erection of two storey new build units. Installation of repurposed bus-café. Erection of new canopy structure to courtyard. Change of use of the site to Workspaces (Class E, F2) and Café (Class E(b)).

Has the work or change of use already started?

Yes No

7. Further information about the Proposed Development

Are the proposals eligible for the 'Fast Track Route' based on the affordable housing threshold and other criteria?

Yes No

Do the proposals cover the whole existing building(s)?

Yes No

Current lead Registered Social Landlord (RSL)

If the proposal includes affordable housing, has a Registered Social Landlord been confirmed?

If the proposal does not include affordable housing, select 'No'.

Yes No

Details of building(s)

Please add details for each new separate building(s) being proposed (all fields must be completed). Please only include existing building(s) if they are increasing in height as part of the proposal.

Building reference	New two story workspace units
Maximum height (Metres)	5.4
Number of storeys	2

Building reference	Existing garage workspace units
Maximum height (Metres)	3.85
Number of storeys	1

Building reference	Existing caretaker's accommodation
Maximum height (Metres)	5.92
Number of storeys	1

Loss of garden land

Will the proposal result in the loss of any residential garden land?

Yes No

Projected cost of works

Please provide the estimated total cost of the proposal

Up to £2m

8. Vacant Building Credit

Does the proposed development qualify for the vacant building credit?

Yes No

9. Superseded consents

Does this proposal supersede any existing consent(s)?

Yes No

10. Development Dates

Please add the expected commencement and completion dates for all phases of the proposed development. If the entire development is to be completed in a single phase, state in the 'Phase Detail' that it covers the 'Entire Development'.

Phase Detail	Commencement Month	Commencement Year	Completion Month	Completion Year
Entire Development	January	2022	August	2022

11. Scheme and Developer Information

Scheme Name

Does the scheme have a name?

Yes No

Please enter the scheme name

Affordable Workspaces (Good Growth Fund)

Developer Information

Has a lead developer been assigned?

Yes No

12. Existing Use

Please describe the current use of the site

Disused laundry yard of 102-132 Snell's Park and defunct garage units.

Is the site currently vacant?

Yes No

If Yes, please describe the last use of the site

Laundry yard of 102-132 Snell's Park and garages.

When did this use end (if known)?
DD/MM/YYYY

01/04/2021

Does the proposal involve any of the following? If Yes, you will need to submit an appropriate contamination assessment with your application.

Land which is known to be contaminated

Yes No

Land where contamination is suspected for all or part of the site

Yes No

A proposed use that would be particularly vulnerable to the presence of contamination

Yes No

13. Existing and Proposed Uses

Please add details of the Gross Internal Area (GIA) for all current uses and how this will change based on the proposed development. Details of the floor area for any proposed new uses should also be added.

Following changes to Use Classes on 1 September 2020: The list includes the now revoked Use Classes A1-5, B1, and D1-2 that should not be used in most cases. Also, the list does not include the newly introduced Use Classes E and F1-2. To provide details in relation to these, select 'Other' and specify the use where prompted. View further information on Use Classes. Multiple 'Other' options can be added to cover each individual use. If the 'Other' option is not displayed, please contact our service desk to resolve this.

13. Existing and Proposed Uses

Use Class	Existing gross internal floor area (square metres)	Gross internal floor area lost (including by change of use) (square metres)	Gross internal floor area gained (including change of use) (square metres)
OTHER E(b)	0	0	26
OTHER E	525	0	525
OTHER F2(b)	55	0	55
Total	580	0	606

14. Materials

Does the proposed development require any materials to be used externally?

Yes No

Please provide a description of existing and proposed materials and finishes to be used externally (including type, colour and name for each material):

Walls	
Description of existing materials and finishes (optional):	Brick, concrete
Description of proposed materials and finishes:	Timber cladding, brick

Roof	
Description of existing materials and finishes (optional):	Corrugated cementious sheeting
Description of proposed materials and finishes:	Corrugated galvanised steel

Windows	
Description of existing materials and finishes (optional):	Glass blocks
Description of proposed materials and finishes:	Painted Timber frame double glazed windows

Doors	
Description of existing materials and finishes (optional):	
Description of proposed materials and finishes:	Painted timber framed double glazed doors

Boundary treatments (e.g. fences, walls)	
Description of existing materials and finishes (optional):	
Description of proposed materials and finishes:	Welded wire mesh fence and gates

Are you supplying additional information on submitted plans, drawings or a design and access statement?

Yes No

If Yes, please state references for the plans, drawings and/or design and access statement

185_A_001_site location plan, 185_A_010_existing plan Rev A, 185_A_020_existing elevations Rev A, 185_A_021_existing elevations Rev A, 185_A_022_existing elevations, 185_A_100_proposed plan Rev E, 185_A_110_proposed elevations Rev D, 185_A_111_proposed elevations Rev A, 185_A_112_proposed elevations Rev A, 185_A_120_proposed sections Rev D, 185_A_124_proposed sections Rev C, 185_A_Fore Street Garages_DAS_210826

15. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicular access proposed to or from the public highway? Yes No

Is a new or altered pedestrian access proposed to or from the public highway? Yes No

Are there any new public roads to be provided within the site? Yes No

Are there any new public rights of way to be provided within or adjacent to the site? Yes No

Do the proposals require any diversions/extinguishments and/or creation of rights of way? Yes No

If you answered Yes to any of the above questions, please show details on your plans/drawings and state their reference numbers

185_A_110_proposed plan Rev E, 185_A_110_proposed_elevations Rev D, 185_A_111_proposed_elevations Rev A, 185_A_120_proposed_sections Rev D, 185_A_Fore Street Garages_DAS_210826

16. Vehicle Parking

Does the site have any existing vehicle/cycle parking spaces or will the proposed development add/remove any parking spaces? Yes No

17. Electric vehicle charging points

Do the proposals include electric vehicle charging points and/or hydrogen refuelling facilities? Yes No

18. Trees and Hedges

Are there trees or hedges on the proposed development site? Yes No

And/or: Are there trees or hedges on land adjacent to the proposed development site that could influence the development or might be important as part of the local landscape character? Yes No

If Yes to either or both of the above, you may need to provide a full tree survey, at the discretion of your local planning authority. If a tree survey is required, this and the accompanying plan should be submitted alongside your application. Your local planning authority should make clear on its website what the survey should contain, in accordance with the current 'BS5837: Trees in relation to design, demolition and construction - Recommendations'.

19. Assessment of Flood Risk

Is the site within an area at risk of flooding? (Check the location on the Government's Flood map for planning. You should also refer to national standing advice and your local planning authority requirements for information as necessary.) Yes No

If Yes, you will need to submit a Flood Risk Assessment to consider the risk to the proposed site.

Is your proposal within 20 metres of a watercourse (e.g. river, stream or beck)? Yes No

Will the proposal increase the flood risk elsewhere? Yes No

How will surface water be disposed of?

Sustainable drainage system

Existing water course

Soakaway

Main sewer

Pond/lake

20. Biodiversity and Geological Conservation

Is there a reasonable likelihood of the following being affected adversely or conserved and enhanced within the application site, or on land adjacent to or near the application site?

20. Biodiversity and Geological Conservation

To assist in answering this question correctly, please refer to the help text which provides guidance on determining if any important biodiversity or geological conservation features may be present or nearby; and whether they are likely to be affected by the proposals.

a) Protected and priority species:

- Yes, on the development site
 Yes, on land adjacent to or near the proposed development
 No

b) Designated sites, important habitats or other biodiversity features:

- Yes, on the development site
 Yes, on land adjacent to or near the proposed development
 No

c) Features of geological conservation importance:

- Yes, on the development site
 Yes, on land adjacent to or near the proposed development
 No

21. Open and Protected Space

Will the proposed development result in the loss, gain or change of use of any open space?

Yes No

Will the proposed development result in the loss, gain or change of use of a site protected with a nature designation?

Yes No

22. Foul Sewage

Please state how foul sewage is to be disposed of:

- Mains Sewer
 Septic Tank
 Package Treatment plant
 Cess Pit
 Other
 Unknown

Are you proposing to connect to the existing drainage system?

Yes No Unknown

If Yes, please include the details of the existing system on the application drawings. Please state the plan(s)/drawing(s) references.

185_A_110_proposed plan Rev E, 185_A_Fore Street Garages_DAS_210826

23. Water Management

Please state the expected percentage reduction of surface water discharge (for a 1 in 100-year rainfall event) from the proposal

0

Are Green Sustainable Drainage Systems (SuDS) incorporated into the drainage design for the proposal?

Yes No

Please state the expected internal residential water usage of the proposal (litres per person per day)

0.00

Does the proposal include the harvesting of rainfall?

Yes No

Does the proposal include re-use of grey water?

Yes No

24. Trade Effluent

Does the proposal involve the need to dispose of trade effluents or trade waste?

Yes No

25. Residential Units

Does this proposal involve the loss or replacement of any self-contained residential units or student accommodation (including those being rebuilt)? Yes No

Does this proposal involve the addition of any self-contained residential units or student accommodation (including those being rebuilt)? Yes No

26. Non-Permanent Dwellings

Please add details of any non-permanent dwellings (if used as main residence e.g. caravans, mobile homes, converted railway carriages, etc...), traveller pitches/plots or houseboat moorings that this proposal seeks to add or remove

27. Other Residential Accommodation

Please add details of any non self-contained accommodation, based on the categories in the drop down menu, that this proposal seeks to add, remove or rebuild.

Provision for older people

Please specify the number of proposed rooms, of the types listed below, to be specifically provided for older people

Older persons care home accommodation - Residential care homes (Use Class C2)

Older persons supported and specialised accommodation - Hostel (Sui Generis Use)

28. Waste and recycling provision

Does every unit in this proposal (residential and non-residential) have dedicated internal and external storage space for dry recycling, food waste and residual waste? Yes No

29. Utilities

Water and gas connections

Number of new water connections required

Number of new gas connections required

Fire safety

Is a fire suppression system proposed?

 Yes No

Internet connections

Number of residential units to be served by full fibre internet connections

Number of non-residential units to be served by full fibre internet connections

Mobile networks

Has consultation with mobile network operators been carried out?

 Yes No

30. Environmental Impacts

Community energy

Will the proposal provide any on-site community-owned energy generation?

 Yes No

Heat pumps

Will the proposal provide any heat pumps?

 Yes No

Total Installed Capacity (Megawatts)

Solar energy

30. Environmental Impacts

Does the proposal include solar energy of any kind? Yes No

Passive cooling units

Number of proposed residential units with passive cooling

Emissions

NOx total annual emissions (Kilograms)

Particulate matter (PM) total annual emissions (Kilograms)

Greenhouse gas emission reductions

Are the on-site Greenhouse gas emission reductions at least 35% above those set out in Part L of Building Regulations 2013? Yes No

Green Roof

Proposed area of 'Green Roof' to be added (Square metres)

Urban Greening Factor

Please enter the Urban Greening Factor score

Residential units with electrical heating

Number of proposed residential units with electrical heating

Reused/Recycled materials

Percentage of demolition/construction material to be reused/recycled

31. Employment

Are there any existing employees on the site or will the proposed development increase or decrease the number of employees? Yes No

Existing Employees

Please complete the following information regarding existing employees:

Full-time

Part-time

Total full-time equivalent

Proposed Employees

If known, please complete the following information regarding proposed employees:

Full-time

Part-time

Total full-time equivalent

32. Hours of Opening

Are Hours of Opening relevant to this proposal? Yes No

Please add details of the of the Use Classes and hours of opening for each non-residential use proposed.

Following changes to Use Classes on 1 September 2020: The list includes the now revoked Use Classes A1-5, B1, and D1-2 that should not be used in most cases. Also, the list does not include the newly introduced Use Classes E and F1-2. To provide details in relation to these or any 'Sui Generis' use, select 'Other' and specify the use where prompted. Multiple 'Other' options can be added to cover each individual use. View further information on Use Classes.

If you do not know the hours of opening, select the Use Class and tick 'Unknown' in the popup box.

32. Hours of Opening

Use	Monday to Friday	Saturday	Sunday and Bank Holidays	Unknown
Other E(b)	Start Time: 08:00 End Time: 20:00	Start Time: 08:00 End Time: 20:00	Start Time: 08:00 End Time: 20:00	
Other E	Start Time: 08:00 End Time: 20:00	Start Time: 08:00 End Time: 20:00	Start Time: 08:00 End Time: 20:00	
Other F2(b)	Start Time: 08:00 End Time: 20:00	Start Time: 08:00 End Time: 20:00	Start Time: 08:00 End Time: 20:00	

33. Industrial or Commercial Processes and Machinery

Does this proposal involve the carrying out of industrial or commercial activities and processes? Yes No

Is the proposal for a waste management development? Yes No

If this is a landfill application you will need to provide further information before your application can be determined. Your waste planning authority should make it clear what information it requires on its website

34. Hazardous Substances

Does the proposal involve the use or storage of any hazardous substances? Yes No

35. Site Visit

Can the site be seen from a public road, public footpath, bridleway or other public land? Yes No

If the planning authority needs to make an appointment to carry out a site visit, whom should they contact?

- The agent
- The applicant
- Other person

36. Pre-application Advice

Has assistance or prior advice been sought from the local authority about this application? Yes No

If Yes, please complete the following information about the advice you were given (this will help the authority to deal with this application more efficiently):

Officer name:

Title

First name

Surname

Reference

Date (Must be pre-application submission)

Details of the pre-application advice received

37. Authority Employee/Member

With respect to the Authority, is the applicant and/or agent one of the following:

- (a) a member of staff
- (b) an elected member
- (c) related to a member of staff
- (d) related to an elected member

It is an important principle of decision-making that the process is open and transparent.

Yes No

For the purposes of this question, "related to" means related, by birth or otherwise, closely enough that a fair-minded and informed observer, having considered the facts, would conclude that there was bias on the part of the decision-maker in the Local Planning Authority.

Do any of the above statements apply?

If yes, please provide details of their name, role, and how they are related:

Sam Neal, Consultant Project Manager Good Growth Fund, member of staff

38. Ownership Certificates and Agricultural Land Declaration

CERTIFICATE OF OWNERSHIP - CERTIFICATE A - Town and Country Planning (Development Management Procedure) (England) Order 2015 Certificate under Article 14

I certify/The applicant certifies that on the day 21 days before the date of this application nobody except myself/the applicant was the owner* of any part of the land or building to which the application relates, and that none of the land to which the application relates is, or is part of, an agricultural holding**

* 'owner' is a person with a freehold interest or leasehold interest with at least 7 years left to run. ** 'agricultural holding' has the meaning given by reference to the definition of 'agricultural tenant' in section 65(8) of the Act.

NOTE: You should sign Certificate B, C or D, as appropriate, if you are the sole owner of the land or building to which the application relates but the land is, or is part of, an agricultural holding.

Person role

- The applicant
- The agent

Title

First name

Surname

Declaration date (DD/MM/YYYY)

Declaration made

39. Declaration

I/we hereby apply for planning permission/consent as described in this form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them.

Date (cannot be pre-application)



Target percentage of roof area to drain into surface planters: 70%

Total roof area of new built units, garage workspaces and canopy: 1,015m²

Roof area draining into proposed surface planters: 720m²

Percentage achieved: 71%

Target run-off ratio of roof area to planter volume: 50:1

Proposed surface planter volume:
 surface planter type 1 x 2 = 6.5m³
 surface planter type 2 x 7 = 5.3m³
 surface planter type 3 x 2 = 2.5m³
 Total = 14.3m³

Run-off ratio achieved: 50:1

- surface planters type 1 (2mx1.9mx0.85m)
- surface planters type 2 (1.3mx1.3mx0.45m)
- surface planters type 3 (2.1mx1.3mx0.45m)
- existing surface gullies
- roof area draining into surface planters



Client		
London Borough of Enfield		
Project name	Project number	
Fore Street GGF Workspaces	185	
Drawing name		
Proposed ground floor plan - SuDS		
Drawing number	Scale	Revision
SK055		
Drawing status	Page size	Date
DRAFT		10 11 21
Drawn by		Checked by
MK		GB

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