

**REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE**

<p><b>Reference No:</b> HGY/2011/2302</p> <p><b>Date received:</b> 13/12/2011</p> <p><b>Last amended date:</b> 08/02/2012</p>	<p><b>Ward:</b> Tottenham Hale</p>
<p><b>Address:</b> Aldi Store Ltd 570-592 High Road N17</p> <p><b>Proposal:</b> Redevelopment of site comprising of single storey food store with 88 vehicle parking spaces, 4 disabled bays and 8 cycle parking spaces (Option B) (AMENDED PLANS RECEIVED)</p> <p><b>Existing Use:</b> A1                                      <b>Proposed Use:</b> A1</p> <p><b>Applicant:</b> C/O Agent Aldi Stores Ltd</p> <p><b>Ownership:</b> PRIVATE</p>	
<p><b>DOCUMENTS</b></p> <p>Traffic Survey Dec 2011          Traffic Survey Document Dec 2011          Travel Plan Dec 2011          Vehicular Access Statement Dec 2011</p> <p><b>PLANS</b></p> <p>0712-100 REV B – Proposed Site Layout          0712-101 REV B – Proposed Floor Plan          0712-102 REV B – Proposed Elevations          0712 – CGI 01 REV B – Computer Image</p>	
<p><b>Case Officer Contact:</b>          Valerie Okeiyi          P: 0208 489 5120          E: <a href="mailto:valerie.okeiyi@haringey.gov.uk">valerie.okeiyi@haringey.gov.uk</a></p>	

**PLANNING DESIGNATIONS:**

Road Network: Classified Road

**RECOMMENDATION**

GRANT PERMISSION subject to conditions and subject to sec. 106 Legal Agreement

**SUMMARY OF REPORT:**

The application is for the redevelopment of the site comprising of single storey food store with 88 vehicle parking spaces, 4 disabled bays and 8 cycle parking spaces.

In terms of the principle of continued retail use as an Aldi store, this is supported through policy and is integral to the area, to address the vitality and viability of this part of the High Road

In design terms it is considered that the replacement store is an improvement on the previous building in that it is contemporary architecture which replaces the store that Aldi took over from the Co-Op. It is considered that, the widening of the space between the road and store would create an area of open space in front of the building which would improve the quality of the public realm.

The traffic and parking demand that will be generated by the proposed new replacement store will not generate a significant increase in traffic or parking demand when compared to the previous ALDI supermarket. The proposed relocated site access will not have any adverse impact on safety of the transportation and highways network.

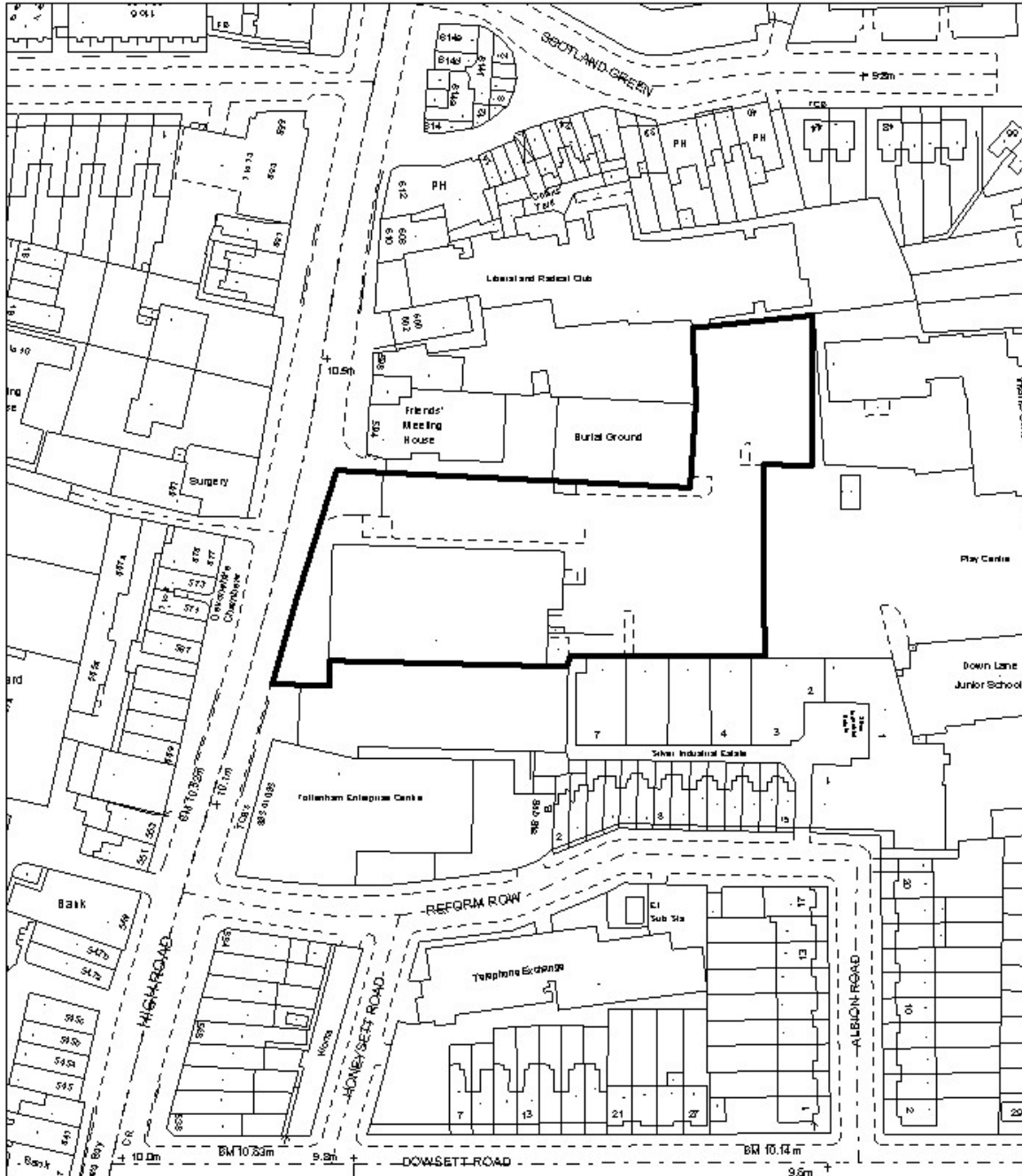
The proposed development, positively responds to the need for a sustainable form of development.

In determining this application, officers have had regard to the Council's obligations under the Equality Act 2010.

On balance it is considered that the scheme is largely consistent with planning policy and that subject to appropriate conditions and s106 contributions it is recommended that the application be granted planning permission.

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# 1.0 PROPOSED SITE PLAN



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## Site plan

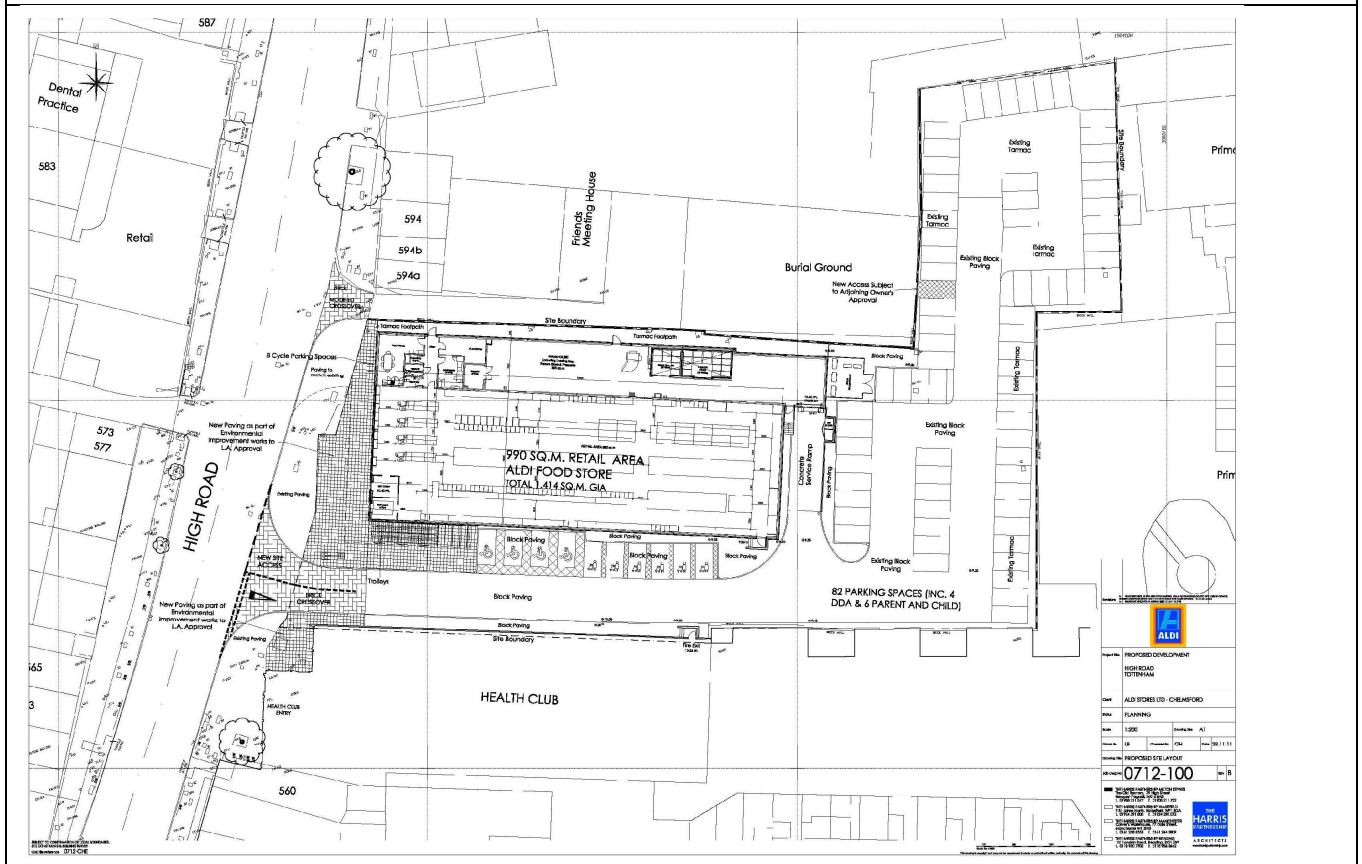
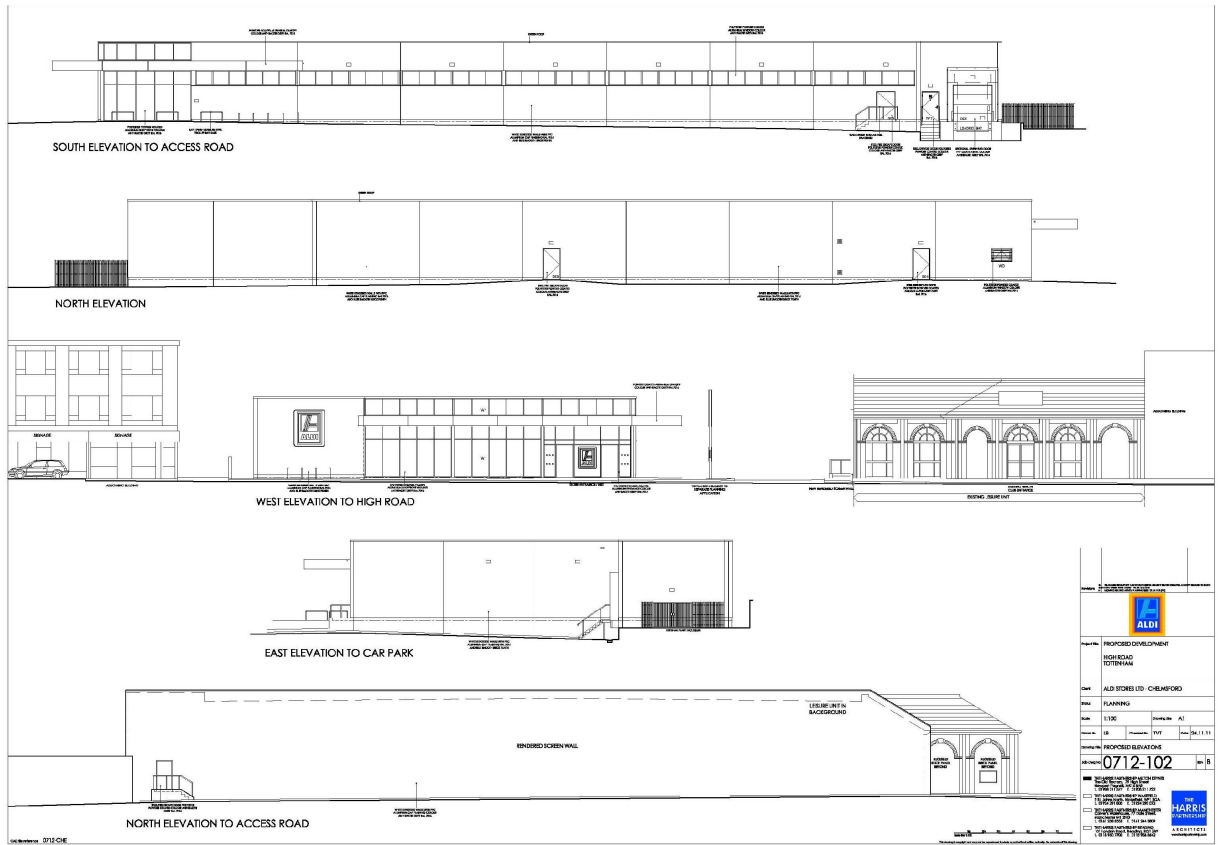
**Aldi Store Ltd, 570-592, High Road, N17**

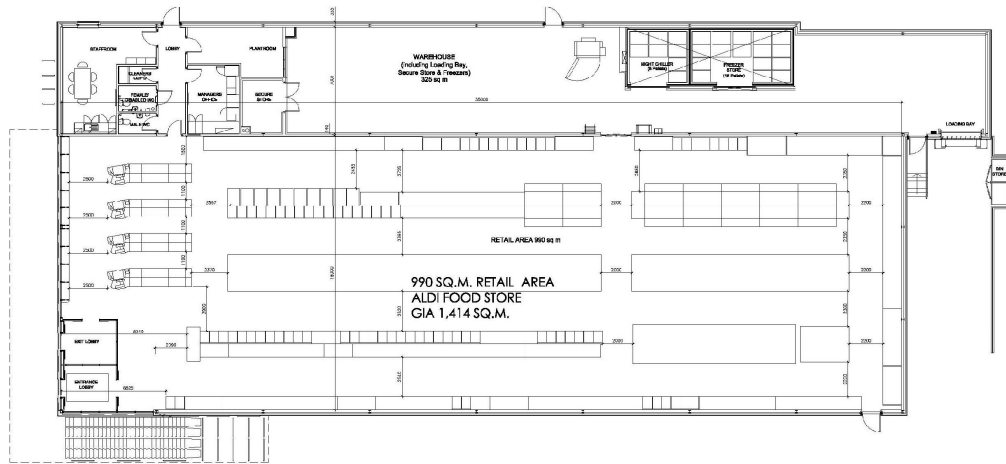
**Directorate of  
Place &  
Sustainability**

Marc Dorfman  
Assistant Director  
Planning, Regeneration & Economy

	Drawn by	AA
	Scale	1:1250
	Date	12/03/2012

# 2.0 IMAGES





**ALDI**

PROPOSED DEVELOPMENT  
 HIGH ROAD  
 TOTTENHAM

CLIENT: ALDI STORES LTD - CHELSEA/FORD

DATE: 13/02

SCALE: 1:500

PROJECT NO: PROPOSED FLOOR PLAN

REF: 0712-101

DATE: 13/02/2013

PROJECT: ALDI STORES LTD - CHELSEA/FORD

DESIGNER: HARRIS PARTNERSHIP

SCALE: 1:500

0712-01E



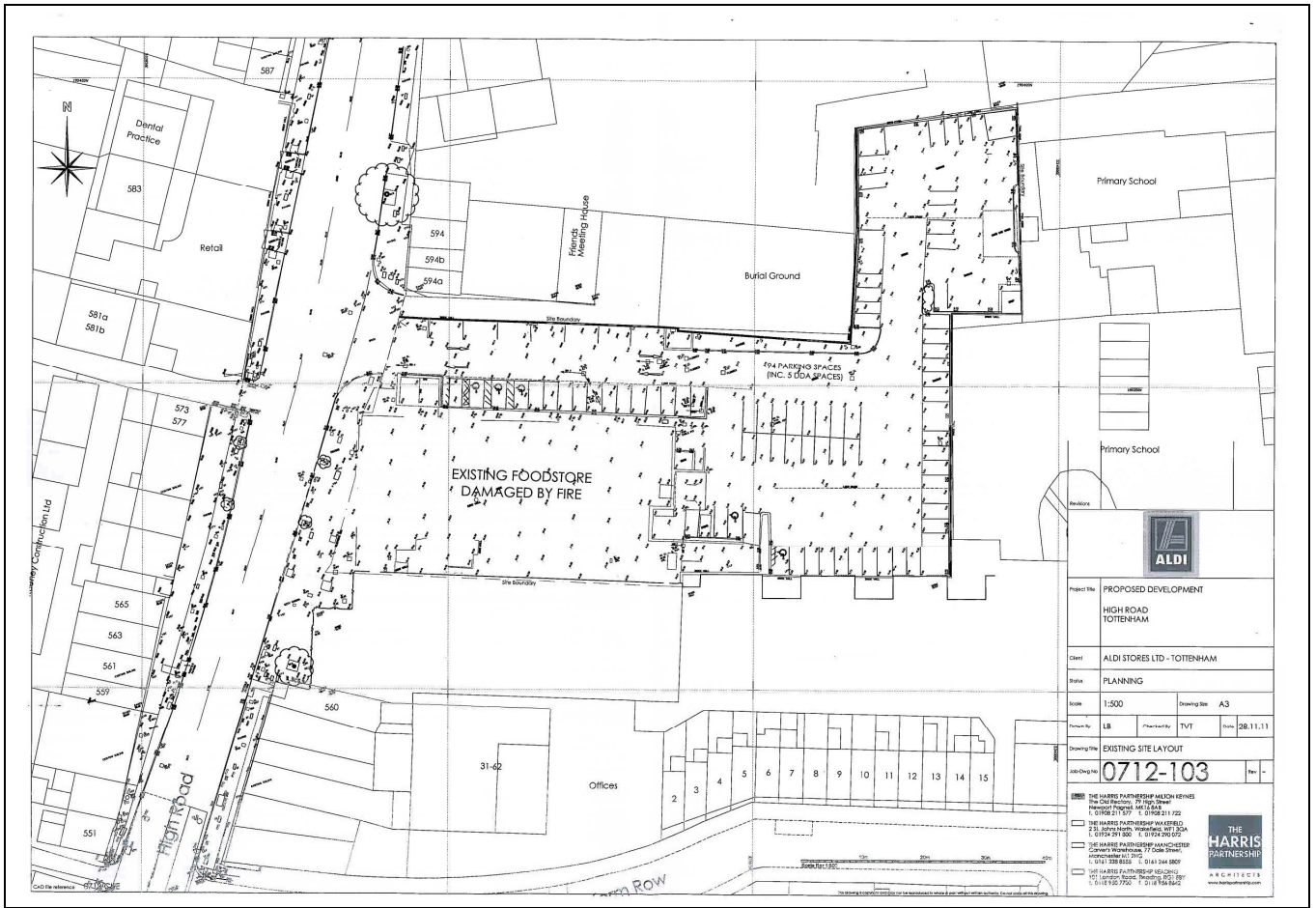
Proposed Foodstore - High Road, Tottenham

Client: Aldi Stores Limited  
 Date: 14/02/13  
 Job/Dwg: 0712CHE-01E  
 Scale: 1:500

**THE HARRIS PARTNERSHIP**

www.harrispartnership.com  
 01273 833999







**View North along High Road**



**View of the site from High Road post demolition**



### **3.0 SITE AND SURROUNDINGS**

- 3.1 The application site is located to the east of High Road, Tottenham in between the junctions with Scotland Green and Reform Row within Tottenham Town Centre. The site was formally occupied by an Aldi supermarket, associated car parking, incorporating a hand car wash and the adjoining fitness first. The former building which was severely damaged and destroyed by arson during the riots of August 2011 was a double height single storey property fronting the High Road with a two storey section at the rear. The building was mainly of yellow stock brickwork with feature panels within arches, red brick arch headers, light buff keystones and proud piers in red brickwork. The shopfront to the adjoining unit (not part of this application) is formed in red framed windows with arches formed within the framing. The roof is hipped and covered with dark grey tiles. For reasons of safety, the part of the building previously occupied by Aldi has now been demolished.
- 3.2 It was originally built in the 1980s as a Co-Op and operated as an Aldi supermarket from this location since it opened in 1998 in a subdivided building with an adjoining Fitness First leisure unit, which most of whose section survived the riots. This site had their part of the building on a long lease from Aldi, partitioned through a wall. The leisure unit portion of the building remains and is currently vacant and in need of repair. Adjoining the north boundary of the site is a hairdressers with residential above. A feeder access runs alongside the hairdressers and boundary wall to the rear which leads to a 'Friends Meeting House' and burial ground. The stretch of High Road surrounding the site is a mixture of building heights from double height single-storey to five-storey and comprises of a mixture of commercial and residential units.
- 3.3 The site sits outside but adjacent to the currently designated Tottenham High Road Conservation Area. In terms of architecture, the surrounding area (within 250m) is an eclectic mix of ages from the early 18<sup>th</sup> century to present and even before the riots some of the properties were boarded up and either derelict or vacant. The majority of the buildings to the south of the site along High Road are locally listed and built between 1837 to 1945. To the north of the site they are mainly built after 1946 or between 1837 to 1900. The buildings immediately adjacent to the site are locally listed but the properties directly across the street from the existing vehicular access to the site are Grade II and Grade II\* Listed which include the surgery and two semi-detached villas (581, 583 and 585 High Road) including listed walls and railings. At the junction of Scotland Green and High Road is the old Blue school which sits as a one and two-storey property alongside High Road and was built in the 19<sup>th</sup> century. Adjoining and to the rear of the site is a recently built four storey rendered building with timber balcony detail.
- 3.4 Other notable buildings close to the site along the High Road are the terrace of buildings between Reform Row and Dowsett Road (numbers 554 to 552) and the property across the road (number 549). To the east of the site along Parkhurst Road is Mulberry Primary School which forms a collection of buildings ranging from two storey to four storey.

## **4.0 PLANNING HISTORY**

### **4.1 Planning Application History**

HGY/2991/0269

Display of shop fascia signs, entrance signs, car park signs, erection of company tower sign. GTD-08-07-91

HGY/1991/1102

570-592 High Road London -Erection of free-standing pole - mounted sign.REF-01-11-91

HGY/1998/0376

570-592 High Road London -Change of use of part of ground floor to (D2) leisure use, minor shop front alteration and car parking improvements. GTD-09-06-98

HGY/1998/1144

Approval of details pursuant to conditions 3, 5 and 6 attached to planning permission HGY/54658 in respect of materials, disabled parking bays, and cycle parking stands. GTD-25-05-99

HGY/1998/1152

Erection of 1 x 3 metre high internally illuminated post sign and 1 x wall mounted internally illuminated sign. GTD-10-11-98

HGY/1998/1446

Installation of neon tubing roof mounted panel sign. GTD-08-12-98

HGY/1999/1462

Approval of details to condition 7 (car park management system) attached to planning permission HGY/54658. GTD-21-12-99

HGY/2002/1442

Display of internally illuminated fascia sign and projecting box sign. GTD-12-11-02

HGY/2004/2238

Partial change of use of car park to hand car wash service. REF-21-12-04

HGY/2005/0669

Continuation of partial change of use of car park to hand car wash service. GTD-31-05-05

HGY/2007/2243

Continuation of partial change of use of car park to hand car wash service. GTD-18-12-07

HGY/2009/0740

Display of 1 x free standing, internally illuminated advertising panel and public payphone attached to the reverse side of the panel REF-23-06-09

#### 4.2 Planning Enforcement History

CUO-2004-00513

The operation of a car wash in the car park – case closed-21-12-05

UCU/2007/00675

Planning application to renew expired time limited permission for use of car park as hand car wash service not received as expiry date of 03-06-07-case closed-04-04-08

### 5.0 PROPOSAL DESCRIPTIONS

- 5.1 This current application is for the redevelopment of the Aldi site which was destroyed by arson during the August 2011 riots. The proposal includes the erection of a single-storey, double height, flat roof store.

- 5.2 The building proposed after amendments will be contemporary in style. It will have curtain wall glazing in an anthracite grey frame to three quarters of the elevation facing the High Road and wraps around the corner of the building alongside the new access. The remaining elevations are mainly formed using crisp white rendered panels. On the south elevation alongside the new site access, the elevation is provided with high level anthracite framed glazing to bring natural light into the retail space. No high level windows have been provided to the northern or eastern elevations. A cantilevered canopy runs alongside the glazing on the west elevation facing High Road and wraps round the building to the south elevation for three bays. The maximum height of the proposed foodstore will be 5.46m. The unit will have a maximum depth of 61.2m and width of 25.9m, with a canopy which projects 3.1m from the front and side façades. 2 No. solid shutters will be installed over the entrance doors only. The shutters will have a maximum height of 2.2m and width of 1.3m that fit only over the door opening and will be powder coated to match the glazing system.
- 5.3 The car park area which is a mixture of block paving and tarmac will be retained. The layout of the site has been reorganised from its format prior to demolition. The new proposed A1 retail unit has been relocated fronting High Road but alongside the North boundary for the site. The new vehicular and pedestrian accesses have been repositioned further south along High Road, to run between the adjoining leisure unit and the new proposed retail unit. A new external gable wall is proposed for the existing adjoining leisure unit, which does not form part of the planning application. The existing trolley bay structure will be removed and the trolleys repositioned to the southern side of the store. 88 car parking spaces which include 4 disabled bays and 8 cycle parking spaces are proposed.

## **6.0 RELEVANT PLANNING POLICY**

6.1 The planning application is assessed against relevant National, Regional and Local planning policy, including relevant;

- National Planning Policy Guidance
- National Planning Policy Statements
- The London Plan 2011 (Published 22 July 2011)

Following consultation in 2008, the Mayor decided to create a replacement Plan rather than amend the previous London Plan. Public consultation on the Draft London Plan took place until January 2010 and its Examination in Public closed on 8 December 2010. The panel report was published by the Mayor on 3<sup>rd</sup> May 2011. The final report was published on 22<sup>nd</sup> July 2011. The London Plan (July 2011) is now the adopted regional plan.

- Haringey Unitary Development Plan (Adopted 2006)
- Haringey Supplementary Planning Guidance and Documents

- Haringey Local Development Frameworks Core Strategy & Proposals Map

(Published for Consultation May 2010; Submitted for Examination March 2011)

Haringey's draft Core Strategy submitted to the Secretary of State in March for Examination in Public (EiP). This EiP commenced on 28<sup>th</sup> June and concluded on 7<sup>th</sup> July with the binding Inspector's report expected in October/November 2011. As a matter of law, some weight should be attached to the Core Strategy policies which have been submitted for EiP however they cannot in themselves override Haringey's Unitary Development Plan (2006) unless material considerations indicate otherwise.

- Haringey Draft Development Management Policies

The consultation draft of the Development Management DPD (DM DPD) was issued in May 2010 following the responses received. The proposed submission draft will be published in summer 2011. The DM DPD is at an earlier stage than the Core Strategy and therefore can only be accorded limited weight at this point in time.

6.2 A full list of relevant planning policy can be found in Appendix 2.

## **7.0 CONSULTATION**

7.1 The Council has undertaken wide consultation including Statutory Consultees and Internal Consultees, Ward Councillors, Residents Groups and Local Residents. A list of Consultees is provided below.

### 7.1.1 Statutory Consultees

- London Fire Brigade
- Crime Prevention Officer

### 7.1.2 Internal Consultees

- Haringey Building Control
- Haringey Design and Conservation
- Haringey Transportation
- Haringey Tottenham Regeneration Team
- Haringey Waste Management

### 7.1.3 External Consultees – Ward Councillors, Residents Groups and other Stakeholders

- T&WGn Friends of the Earth
- Ward Councillors
- Tottenham CAAC



- Paul Finch – Tottenham Task Force
- Design Panel

#### 7.1.4 Local Residents

- 282 local residents were consulted
- A Development Management Forum was held on the 7th February 2012 at the Pembury House Nursery School & Children's Centre, The minutes are attached as Appendix 3

7.2 A summary of statutory consultees and residents/stakeholders supporting comments and objections can be found in Appendix 1. raised the following

Consultation responses raised the following support issues:

- Design
- Employment
- Amenity
- Accessibility

Consultation responses raised the following objection issues;

- Design
- Sustainability
- Use
- Viability
- Access

7.3 Attendees of the Development Management Forum raised the following issues.

- Design
- Sustainability
- Viability
- Parking
- Materials

7.4 Planning Officers have considered all consultation responses and have commented on these both in Appendix 1 and within the relevant sections of the assessment in part 8 of this report.

7.5 While the statutory consultation period is 21 days from the receipt of the consultation letter, the planning service has a policy of accepting comments right up until the Planning Sub-Committee meeting and in view of this the number of letters received is likely to rise further after the officer report is finalised but before the planning application is determined. These additional comments will be reported verbally to the planning sub-committee.

#### Design Panel

- 7.6 The scheme was presented to the Haringey Design Panel in January 2012. The minutes of the meeting are attached in Appendix 4.
- 7.7 The panel recognised the overall need for redevelopment. It had the following concerns:
- The design didn't return to the original street line
  - The building needs to be taller
  - Excessive glazing to the High Road
  - Inactive frontage at car park entrance
  - Need to consider sustainability more
  - Needs to have rooflights
  - Needs to consider viability of a larger development on the site incorporating residential and other uses
- 7.8 Officers views on these comments are:
- The widening of the space between the road and store can create benefits that an area of open space may bring
  - The principle of a single storey building is appropriate
  - A glazed façade will look attractive on the street frontage and create an active frontage
  - Conditions will be attached to ensure the scheme is sustainable
  - The building will receive good light
  - A larger development on the site incorporating residential and other uses has been considered but the applicant have considered that further uses on the site would not be viable.

#### Applicants consultation

- 7.9 The applicant has undertaken their own community consultation after the submission of this application.
- 7.10 Consultation on the Aldi scheme comprised of a draft newsletter that was sent out to 3,000 local residents and businesses. A public exhibition was held on 13<sup>th</sup> of January 2012 at Stringer Hall, Mitchley Road, Tottenham N17 to give residents an opportunity to find out more about the proposal and help shape the scheme. Member of the project team were available to answer any questions on the day. A freephone information line and email service was also available.

## **8.0 ANALYSIS / ASSESSMENT OF THE APPLICATION**

The main issues in respect of this application are considered to be:

- 8.1 Principle of Retail Development
- 8.2 Design and built form of new building
- 8.3 Impact on the adjacent Conservation Area
- 8.4 Layout/Access
- 8.5 Transport and Parking
- 8.6 Lighting
- 8.7 Residential Amenity
- 8.8 Waste Management
- 8.9 Secure by Design
- 8.10 Landscaping
- 8.11 Energy and Sustainability
- 8.12 Planning Obligations - Section 106 and Heads of Terms

### **8.1 Principle of Retail Development**

8.1.1 The proposed development comprises of approximately 1,414 sqm of retail floorspace that will include 990sqm net retail space, 325sqm warehouse, 90sqm amenity area and associated parking and servicing in the Tottenham Town Centre. The floor space found within the unit prior to its demolition was greater than the current application. In considering retail applications, PPS4 sets out that the 'sequential' approach should be used to assess the suitability of a site for a given retail development. This approach sets out the following classifications for sites:

- In centre
- Edge-of-centre
- Out-of-centre

In summary, the sequential test sets out a preference for locating a particular development first within a given centre, then, if no sites exist in edge-of-centre sites and finally out-of-centre sites.

8.1.2 The site falls entirely within the Tottenham Town Centre and has accommodated a supermarket for over 20 years, over half of which involved ALDI. As such, the site represents the only sequential site to accommodate ALDI. As the site is within the defined Tottenham Town Centre, there is no need to undertake a sequential approach or, indeed, assess the potential impacts of the proposals. The principle is also supported in both the 2006 Haringey UDP (policy TCR1) and 2011 London Plan (policy 2.15), which recognise existing centres as the preferred location for retail development.

8.1.3 The redevelopment of the site was due to the Aldi store being destroyed by arson during the August 2011 riots. Prior to the Aldi being destroyed, the store was an established facility, having served Tottenham for over 10 years. Gaining planning permission in 1998 under planning ref; HGY/1998/0376. Further, prior to this the building operated as a Co-Op foodstore, therefore in this respect the

site has a long established retail use. Para 3.6 of the planning statement states that 'Aldi was attracting over 11,000 trips a week to the Tottenham Town Centre. The store was therefore trading well and this trade represents considerable footfall and visits being attracted to the centre and which would benefit other shops and services. These shops will have lost this trade now that the store has gone. This result is a decline in the vitality and viability of the Town Centre. This position also clearly contradicts the policy objectives set out in policy TCR1 and TCR3, which seeks to resist proposals that would 'harm' the vitality and viability of centres'.

8.1.4 Furthermore, a number of residents support this planning application because of the great demand for the store which meets local needs..

8.1.5 In this context, it is therefore imperative that Aldi are able to reopen their store without delay, to address the vitality and viability of this part of the High Road.

8.1.6 The Design Panel raised the following concern

- Needs to consider viability of a larger development on the site incorporating residential and other uses

8.1.7 In para 3.26 of the planning statement, consideration has been given to whether or not there is justification for providing additional units beyond what is proposed, particular consideration has been given to residential use. Officers views however have concerns over the impact of housing being introduced on the site, where previously there wasn't any. Furthermore, it is important to consider that this application relates to reintroducing the anchor Aldi store to the Town centre. If Aldi are required to provide more than was previously on the site, this will result in both a delay to the delivery of any redevelopment. A large number of residents also support the return of the Aldi store and object to any plans to build residential on top.

## 8.2 **Design and built form of new building**

8.2.1 The proposal involves the erection of a single-storey, double height, flat roof store. The massing of the building is such that it will be almost identical to the massing of the previous building that has now been demolished. The design of the replacement building is more modern compared to the previous building. It will have curtain wall glazing in an anthracite grey frame to three quarters of the elevation facing the High Road and wraps around the corner of the building alongside the new access. The remaining elevations are mainly formed using crisp white rendered panels. On the south elevation alongside the new site access, the elevation is provided with high level anthracite framed glazing to bring natural light into the retail space. No high level windows have been provided to the northern or eastern elevations. A cantilevered canopy runs alongside the glazing on the west elevation facing High Road and wraps round the building to the south elevation for three bays.

8.2.2 Comments were raised at the Development Forum regarding the design. The following concern was raised

- The white render to the front of the proposed building will attract vandalism

8.2.3 In response to this concern the design and access statement highlights that the use of render allows for the easy application of remedial works if the building should suffer from vandalism which would be difficult to remove from other materials.

8.2.4 The Design Panel raised the following concerns;

- Excessive glazing to the High Road
- The proposed building needs to have rooflights
- The replacement building does not return to its original street line but has left a triangular shaped paved space between the front of the building and the pavement
- The scale of the street needs three stories

8.2.5 Officers views are that the replacement building represents straightforward contemporary architecture which replaces the store that Aldi took over from Co-Op. The palette of material, including glazed facade and colour is simple and attractive on the street frontage. The glazing on the High Road also creates a more active frontage than the previous building. Rooflights are not considered necessary because there is a great deal of glazing to the shop front and also there are high level windows along the retail space throwing ample natural daylight into the building to reduce the lighting load. Contrary to other retailers, Aldi as a retailer install a suspended ceiling throughout the unit to create a warmer feeling to the shopping experience and provide a good screen for all mechanical and electrical equipment. Rooflights in this instance would therefore not serve to throw any natural light into the building due to the installation of the ceiling and would become an unnecessary maintenance and security issue

8.2.5 The widening of the space between the road and store can create benefits that an area of open space may bring such as some form of landscaping which will not interrupt footfall. The planning permission will therefore be conditioned to provide details of a landscaping scheme to the frontage of the building along the High road to include the outside of the Fitness First building.

8.2.6 It is considered that a single storey building would create an open aspect within the street scene, which in turn creates both interest and enables views of surrounding buildings from the High Road, such as the school building at the rear. Furthermore, the proposal is almost identical in height to the previous building and the proposed amendments benefit from a green roof, that will be visible from taller buildings in the vicinity and it will soften the appearance of the roofline and make a distinctive contribution to the visual amenity of the High Road.

8.2.8 Since the submission of the planning application in December 2011 negotiations have taken place between the applicants' agents, the local planning authority and the Tottenham Task Force and as a result a formal



amendment to the scheme was submitted in February 2012. The key amendments are as follows;

- Relocated the trolleys away from the front of the building to the southern side of the store, facing the Fitness First building
- Designed the columns away from supporting the canopy, to create a cantilevered structure over the pavement.
- The building will now be floodlit via uplighters set in the paved area under the canopy
- The external shutters to the retail unit have now been removed from the scheme. This will be replaced with 2 No. solid shutters over the entrance doors only.
- A green roof will be installed.

8.2.9 These amendments are shown on the revised plans (Drawing No's: 0712-100 REV B; 0712-101 REVB; 0712-102 REV B; 0712- CGI 01B) which have been submitted as part of the formal amendment to the planning application.

8.2.10 The revised scheme is considered to be an improvement on the design. The design, mass and bulk of the development are considered to respond adequately to the sites orientation and context. It will sit well within existing pattern of development and improve the quality of the public realm.

### 8.3 **Impact on the adjacent Conservation Area**

8.3.1 The site lies adjacent to the Tottenham High Road Conservation Area. Nearby buildings directly across the street from the site include Nos. 581, 583 and 585 High Road, which are Grade II and Grade II\* Listed and a majority of the buildings to the south of the site along the High Road are locally listed between 1837 to 1945. At the junction of Scotland Green and the High Road is the Old Blue Note School which sits as a one and two storey property alongside the High Road and was built in the 19<sup>th</sup> Century. These buildings are identified as making a positive contribution to the Conservation Area.

8.3.2 PPS 5 'Planning for the Historic Environment' 2010 states that, In considering the impact of a proposal on any heritage asset, Local Planning Authorities (LPAs) should take into account the particular nature of the significance of the heritage asset and the value that it holds for this and future generations. PPS5 also states that LPAs should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment.

8.3.3 UDP Policies CSV1 and CSV2 require proposals affecting conservation areas and statutory listed buildings, preserve or enhance their historic qualities, recognise and respect their character and appearance and protect their special interest. Policy CSV3 states that the Council will maintain a local list of buildings of architectural or historical interest including Designated Sites of Industrial Heritage Interest with a view to giving as much attention as possible to buildings and features worthy of preservation.

8.3.4 The conservation area and statutory and listed buildings are outside the boundary of the current application site. However the proposed building which sites adjacent to the conservation area and numerous heritage assets will have to respect the appearance and character of the High Road.

8.3.5 The Councils Design and Conservation Team are aware of the importance of the return of this important store to the shopping parade and they support the simple crisp modern design. They are happy that revisions have been made to the scheme which address the comments from the Tottenham Task Force.

8.3.6 The Design and Conservation officer raised the following concerns;

- Aldi has not taken up the important suggestion to add trees to the very wide area of pavement they will create in front. This is important to hold the street line and soften the gap the development creates.
- That they will only commit to a “budget” green roof;.
- However it is important that the appearance of both the new Aldi store and the new flank wall to the fitness centre be improved where they face onto the access into the car park. If that space is not passively overlooked it will become a security concern, as well as being unattractive viewed from the High Road, which I should remind is in a Conservation Area.

8.3.7 It is considered that as previously highlighted in para. 8.2.6 the planning permission will be conditioned to provide details of a landscaping scheme to the frontage of the site including the fitness first building to soften the gap that the development creates. The planning permission will be conditioned so that further details of the green roof is provided to help with biodiversity and soften the appearance of the roofline and make a distinctive contribution to the visual amenity of the High Road as highlighted in para. 8.2.7. The new flank wall to the fitness first building does not form part of this planning application.

## 8.4 **Layout/Access**

8.4.1 UDP Policy UD3 “General Principles” and SPG 4 “Access for All – Mobility Standards” seek to ensure that there is access to and around the site and that the mobility needs of pedestrians, cyclists and people with difficulties. In addition, the London Plan requires all new development to meet the highest standards of accessibility and inclusion; to exceed the minimum requirements of the Building Regulations and to ensure from the outset that the design process takes all potential users of the proposed places and spaces into consideration, including disabled and deaf people, older people, children and young people.

8.4.2 The layout of the site has been reorganised from its format prior to demolition. The new proposed A1 retail unit has been relocated fronting High Road but alongside the North boundary for the site. The new vehicular and pedestrian accesses have been repositioned further south along High Road, to run between the adjoining leisure unit and the new proposed retail unit. The existing

trolley bay structure which served the previous building will be removed and the trolley repositioned to the southern side of the store, facing the Fitness First building as mentioned in the listed of amendments to the scheme in para. 8.2.8.

- 8.4.3 To ensure safe access is provided to all areas of the site for people of all abilities, the applicant has taken the opportunity to ensure low level kerbs and tactile paving are proposed at crossing points throughout the site and around the DDA parking spaces. Four disabled designated parking spaces have been situated close to the store entrance to DDA standards and nine parent & child spaces have also been indicated alongside the proposed building. The staff room facilities within the Aldi store also include disabled toilet facilities with a 1.8 metre wide circulation corridor. This is also reflected in the store layout with a minimum of 1.8 metres being provided between merchandising, whereby the proposed clearance within the aisles will be approximately 2.2 metres.
- 8.4.4 Servicing for the store will be in the form of a 'T' turn where service vehicles pull into the site across to the adjacent boundary wall then reverse into the service area. These vehicles can then pull out forward into the normal traffic flow to leave the site.

## 8.5 Transport and Parking

- 8.5.1 In accordance with the requirement of SPG7c a Transport Assessment has been submitted with this application. The Traffic Assessment provides an:
- Vehicular Access Assessment
  - Assessment of Traffic Growth Document
- 8.5.2 TFL also required further information to be provided to show the proposed access arrangements, as the High Road forms part of the SRN (Strategic Road Network).

### *Parking & Vehicular Access*

- 8.5.3 This replacement scheme involves a decrease in the stores gross floor area of 173sq, a revised site access located immediately north of the fitness first unit as stated in para. 8.4.1. 88 Vehicle parking spaces are proposed to serve the proposed Aldi store and Fitness First unit. This will include 4 disabled bays. The alternative access scheme is to provide a more coherent parking layout which has resulted in a reduction in the available parking at the store by 6 spaces, the food store will be relocated to the north end of the site, and the vehicular access will be relocated to the southern end of the site immediately north of the Fitness First unit. The vehicular access assessment considers the following;

- Junction Layout and Design
- Assessment of Vehicular Swept paths
- Junction Capacity

- 8.5.4 In respect of this revised access the Council's Transportation team have looked

at the applicants independent safety audit which concluded that the proposed relocated site access will not have any adverse impact on safety of the transportation and highways network.

*Traffic Generation/ Impact on the Immediate Highway Network:*

- 8.5.5 The Councils Transportation Team agrees with consultants who have prepared the Vehicle Assess Statement (Connect Consultants) that the potential traffic and parking demand that will be generated by the proposed development will not generate and significant increase in traffic or parking demand when compared to the previous ALDI supermarket.
- 8.5.6 Improvements are proposed for the new highways layout so that access to the proposed development can be provided. These measures are to be secured by way of a Section 106 agreement. The planning permission will also be conditioned so that a construction Logistic Plan for the proposed redevelopment is submitted to reduce congestion on the transportation and highways network.

*Walking and Cycling*

- 8.5.7 The site is located at the High Road, a local shopping centre, which is surrounded by a significant residential catchment; thus staff and customers to the site have the opportunity to travel by foot and to be linked with other walk trips in the locality. The High Road has a well developed pedestrian network with wide footways which cater for high levels of pedestrian movement adjacent to the store. Also ample opportunity exists to safely cross the High Road due to 5 sets of signalised pedestrian crossings within 200m walking distance of the site. Furthermore, the Councils Transportation team points out that the application site has a high public transport accessibility level of 5 and is located on High Road Tottenham, which is a busy bus route offering some 68 buses per hour (two-way), for frequent connection to and from Seven Sisters underground station.
- 8.5.8 The scheme provides 8 cycle parking spaces. There are cycle routes in the vicinity of this development, linking to the wider cycle route network. The Councils transportation officer states that the applicant must submit a full travel plan 6 month post occupation of the proposed development, this is to be secured by way of a Section 106 agreement.

**8.6 Lighting**

- 8.6.1 As it was before demolition during the day a muted light, visible from the glazed areas, will be evident from internal illumination of the store. The external lighting within the car park will be retained as existing along the boundaries of the car park and enhanced where necessary. A small amount of access lighting will be used at entrances and service/fire exit doors for added safety. The soft lighting from the curtain walling will provide a soft accent to the primary street frontage and add to the vitality of the street scene.

8.6.2 As mentioned in the list of amendments in para. 8.2.8; the building will now be floodlit via uplighters set in the paved area under the canopy. The soffit of the Canopy will be white to assist with reflecting the light back down onto the pavement.

8.6.3 PPS23 recognises the need to limit and, where possible, reduce the adverse impact of light pollution. This is applied locally through UDP Policy ENV7. It will be necessary therefore that the planning permission is conditioned in order for the Council to assess the safety and impact of the proposed lighting within the scheme.

## 8.7 Residential Amenity

8.7.1 In terms of overlooking neighbouring residential properties, the repositioning of the unit to the Northern boundary ensures that the store will not have a detrimental impact on the surrounding residential properties. A higher building introduced to this landlocked site would have to be carefully situated to ensure no overlooking, overshadowing or reduction of existing daylight amenities occurred. This would be particularly difficult in the area of car parking to the northeast of the site as it would have to take into account the recently approved residential development on the adjoining site.

8.7.2 Furthermore, residents are in support of the relocation of the store to the other side, as it would have less of an impact on the residents in Silver Court; Reform Row.

## 8.8 Waste Management

8.8.1 PPS10 "Sustainable Waste Management", The London Plan (2011) and policy UD7 and ENV13 of the Haringey Unitary Development Plan set the policy context for the assessment of waste management.

8.8.2 The application for the proposed development states that there will be a waste storage area within the Service area but it is not shown on the site plans. The Council's Waste Management team requires that the proposed commercial development requires storage for waste and recycling either internally or externally, arrangements for scheduled collections with a Commercial waste contractor will be required.

8.8.3 It will be necessary therefore that the planning permission is conditioned in order for the Council to assess a suitable waste storage and recycling scheme to ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities

## 8.9 Secure by Design

8.9.1 *Secured by Design* is a police initiative to encourage the building industry to adopt crime prevention measures in the design of developments to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment.



- 8.9.2 Negotiations have taken place between the applicants' agents and the local planning authority and as a result the scheme has been amended so that there will not be any external shutters to the store. As mentioned in para. 8.2.8 this will be replaced with 2 No. solid shutters over the entrance doors only. These are required as the new entrance doors are extremely lightweight to make the entrance more appealing, but offer no resistance to intruders. The issues relating to the shutters were raised at the Development Forum. The applicant pointed out that if shutters are needed they will installed them on the inside of the building and in this case the shutters will have to be opaque in colour so you can still see inside the store
- 8.9.2 The CCTV camera proposed will be inside the store and in the car park with 24 hour cover. The crime prevention officer consulted on the scheme has no objection to the location of the equipment because the majority of cameras should be internal, particularly at the main entrance and other "pinch points" so that any offenders can be subsequently identified from where they entered the store. They also recommend that there should also be CCTV coverage of the car park area to aid in crime prevention. The planning permission will be conditioned so that further details of the CCTV camera is submitted.
- 8.9.10 The Crime prevention officer is concerned that this scheme introduces a pedestrian footpath/alley along the north edge of the site which appears to suffer from relatively little natural surveillance. Negotiations have taken place between the applicants' agents and the local planning authority regarding the new flank wall to the fitness centre which faces onto the access into the car park to create better natural surveillance. This issue however does not relate to this planning application. It relates to the current application for the fitness first unit.
- 8.9.11 An issue raise at the Development Forum were concerns that there are a lot of unsavoury activities in the car park at night and the Quaker land is open from the car park. Aldi's response to this is as follows;
- In terms of site security for the burial ground access, Aldi are happy to gate and locked it up at night
  - It will cause problems for Fitness First who have unrestricted access to the car park
  - It will cause problems for service deliveries
  - CCTV in the car park will be covered 24hrs a day.
  - It will cause problems for the police having access if activity is going on inside

## 8.10 Landscaping

- 8.10.1 Soft landscaping within the site is minimal and reflects the existing site which had little on provision soft landscaping. The hard landscaping on the site will be retained where possible and replaced with materials to match existing where

repairs or alterations are needed. The car park area is a mixture of block paving and tarmac which will be retained.

8.10.2 Tottenham Task Force and Tottenham CAAC recommends that measures should be taken to improve the landscape around the development, for instance, by planting some trees in the paved area in front of the store.

8.10.3 Officers views are that, as the scheme has left a triangular shaped paved space between the front of the building and the pavement. The proposal represents an opportunity for some form of soft landscaping which should include the planting of trees. The planning permission will therefore be conditioned to provide details of a soft landscaping scheme to the frontage of the building along the High road to include the outside of the Fitness First building as mentioned in para. 8.2.5.

## 8.11 Energy and Sustainability

8.11.1 PPS1 Delivering Sustainable Development confirms sustainable development as the core principle underpinning planning and sets out the Government's principles for delivering sustainable development by way of the planning system. PPS1 advises that planning should promote sustainable development and inclusive patterns of development by:

- Making land available for development
- Contributing to sustainable economic development
- Protecting and enhancing the natural and historic environment
- Ensuring high quality development through good and inclusive design
- Ensuring that development supports existing communities

8.11.2 The planning application is submitted with an accompanying Sustainability Statement which sets out to demonstrate how the proposed development will incorporate energy efficiency technologies and achieve high standards of sustainable design.

8.11.3 The scheme proposes to install a heat recovery system, which would recover heat from food refrigeration circuits that would otherwise be discharged into the atmosphere. Other basic measures throughout the unit includes a low energy/emission boilers, energy saving light bulbs, A rated appliances', and water saving sanitary goods specified for the amenity areas reduces the minimal impact the development will have on natural resources.

8.11.4 Negotiations have taken place between the applicants' agents and the local planning authority and as a result the scheme has been amended so that the building has a green roof to support biodiversity. The planning permission will be conditioned so that further details of the green roof is provided.

## 8.12 Planning Obligations - Section 106 and Heads of Terms

8.12.1 Section 106 agreements, or planning obligations, are legally binding commitments by the applicant/developer and any others that may have an interest in the land to mitigate the impacts of new development upon existing communities and/or to provide new infrastructure for residents in new

developments. Guidance is set out in Circular 05/2005 “Planning Obligations” and the Council’s Development Plan policies and supplementary planning guidance, specifically SPG10a “Negotiation, Management and Monitoring of Planning Obligations” (Adopted 2006).

8.12.2 The policy tests which planning obligations must meet in order to be lawful were recently enshrined in statute by the Community Infrastructure Levy Regulations 2010. Planning obligations must be: 1) necessary to make the development acceptable in planning terms, 2) directly related to the development, and 3) fairly and reasonably related in scale and kind to the development.

8.12.3 A contribution of £25,640 is being sought to pay the cost of the proposed new highways layout as per Drawing A2-11059-010 so that access to the proposed development can be provided. A full travel plan 6 months post occupation of the proposed development should be secured by the Section 106 Agreement.

8.12.4 The Section 106 Agreement will also include a contribution towards local Employment and Construction Training initiatives.

8.12.5 Plus 5% of the total amount as recovery costs / administration / monitoring

## **9.0 HUMAN RIGHTS**

9.1 All applications are considered against a background of the Human Rights Act 1998 and in accordance with Article 22(1) of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003 where there is a requirement to give reasons for the grant of planning permission. Reasons for refusal are always given and are set out on the decision notice. Unless any report specifically indicates otherwise all decisions of this Committee will accord with the requirements of the above Act and Order.

## **10.0 EQUALITIES**

10.1 In determining this application the Committee is required to have regard to its obligations under the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:-

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

10.2 The new duty covers the following eight protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone

because of their marriage or civil partnership status.

- 10.3 During the assessment of the scheme, the Council undertook a screening assessment to determine whether a full Equalities Impact Assessment (EqIA) is required. It was found that there would be no adverse or unequal impacts identified across each strand, now known as “protected characteristic” and that a full EqIA was not considered necessary for this particular application.

## **11.0 CONCLUSION**

- 11.1 The proposal is for the redevelopment of the site comprising of single storey food store with 88 vehicle parking spaces, 4 disabled bays and 8 cycle parking spaces.
- 11.2 The principle of continued retail use as an Aldi store, is supported through policy and is integral to the area, to address the vitality and viability of this part of the High Road
- 11.3 In design terms, the replacement store is an improvement to the previous building in that it is a simple crisp modern design that creates a strong frontage to the High Road. The height which remains single storey will not detract from the existing pattern of development. The widening of the space between the road and store can create benefits that an area of open space may bring such as some form of landscaping which will improve the quality of the public realm.
- 11.4 The potential traffic and parking demand that will be generated by the proposed development will not generate a significant increase in traffic or parking demand when compared to the previous ALDI supermarket and the proposed relocated site access will not have any adverse impact on safety of the transportation and highways network. Furthermore, the application site has a high public transport accessibility level of 5
- 11.5 The use of a heat recovery system, as an option to provide a percentage of on site renewable energy and the installation of a green roof, positively responds to the need for a sustainable form of development.
- 11.6 The proposal development broadly meets the strategic development policy for the area and will help secure investment for the wider area and support physical regeneration.
- 11.7 Having considered the proposal against the statutory development plan and taking into account other material considerations, Officers consider that the proposed development is acceptable and that planning permission should be granted subject to an appropriate Section 106 being entered into and suitable planning conditions being imposed.

## **12.0 RECOMMENDATION 1**

The Sub-Committee is recommended to RESOLVE as follows: (1) That planning permission be granted in accordance with planning application no. HGY/2011/2302 subject to a pre-condition that the owners of the application

site shall first have entered into an Agreement or Agreements with the Council under Section 106 of the Town & Country Planning Act 1990 (As Amended) and Section 16 of the Greater London Council (General Powers) Act 1974 in order to secure:

A contribution of £25,640 towards the new highway layout and a contribution towards Employment and Training initiatives.

A full travel plan 6 months post occupation of the proposed development should be secured by the Section 106 Agreement.

Plus 5% of the total amount as recovery costs / administration / monitoring

### 12.1 RECOMMENDATION 2

That in the absence of the Agreement referred to in resolution (1) above above is to be completed within such extended time as the Council's Assistant Director (Planning Policy and Development) shall in his sole discretion allow, planning application reference number HGY/2011/2302 be refused for the following reason:

In the absence of a formal undertaking to secure a Section 106 Agreement for appropriate contribution towards the new highway layout, a full travel plan and towards employment and training initiatives, the proposal is contrary to Policy UD10 'Planning Obligations' of the adopted Haringey Unitary Development Plan (2006) and Supplementary Planning Guidance SPG10a 'The Negotiation, Management and Monitoring of Planning Obligations'.

### 12.2 RECOMMENDATION 3

GRANT PERMISSION subject to:

- conditions as below
- Subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended)
- In accordance with the approved plans and documents as follows:

<b>DOCUMENTS</b>
Traffic Survey Dec 2011
Traffic Survey Document Dec 2011
Travel Plan Dec 2011
Vehicular Access Statement Dec 2011
<b>PLANS</b>
0712-100 REV B – Proposed Site Layout
0712-101 REV B – Proposed Floor Plan



0712-102 REV B – Proposed Elevations
0712 – CGI 01 REV B – Computer Image

## **LIST OF CONDITIONS**

### **COMMENCEMENT OF DEVELOPMENT**

1. The development to which this permission relates must be commenced not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

### **DEVELOPMENT IN ACCORDANCE WITH APPROVED PLANS**

2. The development hereby authorised shall be carried out in complete accordance with the plans and specifications submitted to, and approved in writing by, the Local Planning Authority.

Reason: In order to ensure the development is carried out in accordance with the approved details.

### DETAILS OF MATERIALS

3. Notwithstanding the description of the materials in the application, no construction shall be commenced until precise details and samples of the facing materials and roofing materials to be used for the external construction of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

### CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

4. The development hereby approved shall not commence until a Construction Environmental Management Plan, Site Management Plan and Construction Logistics Travel Plan, has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include but not be limited to the following: a) Public Safety, Amenity and Site Security; b) Operating Hours, Noise and Vibration Controls; c) Air and Dust Management; d) Storm water and Sediment Control and e) Waste and Materials Re-use. The development shall be carried out in accordance with the approved details. Additionally the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: In order to have regard to the amenities of local residents, businesses, visitors and construction sites in the area during construction works.

### CONSTRUCTION DUST MITIGATION

5. No development shall commence until the appropriate mitigation measures to minimise dust and emissions are incorporated into the site specific Construction Environmental Management Plan based on the Mayor's Best Practice Guidance (The control of dust and emissions from construction and demolition). This should include an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring). This must be submitted to and approved in writing by the LPA prior to any works carried out on the site. Additionally the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the LPA prior to any works being carried out on the site.

Reason: To protect the environment and amenities of the locality.

### SECURITY

6. A detailed scheme showing full details of the following shall be submitted to and approved in writing by the Local Planning Authority.
  - a) CCTV;
  - b) Security lighting

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities and in order to ensure the location of CCTV protects the privacy of neighbouring residential properties

#### LIGHTING PLAN

7. Notwithstanding the details of measures to minimise light pollution to adjoining residential properties, shall be submitted to and approved in writing by the Local Planning Authority before the development is brought into use. The external lighting shall be installed in accordance with the approved details and thereby retained as such unless a variation is subsequently submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the occupiers of adjoining properties.

#### EXTERNAL LIGHTING

8. Details of an external lighting strategy shall be submitted to and approved in writing by the Local Planning Authority before the development is brought into use.

Reason: In order to ensure that the proposed development achieves the safer places attributes as detailed by Planning Policy Statement 1: Safer Places: The Planning System & Crime Prevention and to prevent crime and create safer, sustainable communities

#### LANDSCAPING

9. A landscaping scheme to the frontage of the building along the High Road to include the outside of the Fitness First building which should include the planting of trees and/or shrubs shall be submitted to, approved in writing by the Local Planning Authority, and implemented in accordance with the approved details.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

#### WASTE STORAGE AND RECYCLING

10. A detailed scheme for the provision of refuse, waste storage and recycling within the site, including location, design, screening, and operation, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the works. Such a scheme shall be carried out in strict accordance with the approved details.

Reason: To ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities

#### TRAVEL PLAN

11. That the applicant shall submit a full travel plan, the details of which shall be agreed in writing by the Local Planning Authority prior to the occupation of the

proposed development. Such agreed details shall be implemented and permanently maintained to the satisfaction of the Local Planning Authority.  
Reason: In order to ensure sustainable travel and minimise the impact of the proposed development in the adjoining road network

#### BREEAM – DESIGN STAGE ASSESSMENT

12. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM). A BREEAM design stage assessment shall be submitted to the Local Planning Authority prior to the commencement of construction. The BREEAM design stage assessment will be carried out by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way

#### BREEAM CERTIFICATE

13. The development hereby permitted shall be built to a minimum standard of “Very Good” under the Building Research Establishment Environmental Assessment Method (BREEAM). Within THREE months of the occupation of the completed development, a copy of the Post Construction Completion Certificate for the relevant building verifying that the “Very Good” BREEAM rating has been achieved shall be submitted to the Local Planning Authority. The Certificate shall be completed by a licensed assessor.

Reason: To ensure that development takes place in an environmentally sensitive way.

#### ENERGY

14. A detailed energy strategy for the whole site shall be submitted with the detailed application. This energy strategy should commit to meeting 2010 Building Regulations through energy efficiency alone. The details shall be approved by the Local Planning Authority and the development carried out in accordance with the approved details.

Reason: In order to ensure an appropriate level of energy efficiency and sustainability is provided by the development.

#### BIODIVERSITY

15. Notwithstanding the description of the green roof in the application, a detailed Green Roof Plan, to soften the appearance of the roofline shall be submitted to and approved in writing by the Local Planning Authority before the development is brought into use.

Reason: to support bio diversity on the site and provide a suitable setting for the proposed development in the interests of visual amenity.

## SIGNAGE

16. Prior to the commencement of the use, precise details of any signage proposed as part of the development shall be submitted to and approved in writing by the local planning authority.

Reason: to achieve good design throughout the development and to protect the visual amenity of the locality.

## USE OF THE SITE.

- 17 Notwithstanding the provisions of the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 the proposed department store shall be used principally for the sale of comparison goods. No sub-division of the Store hereby approved shall be carried out without the prior written approval of the Local Planning Authority.

Reason: To prevent an over-intensive use of the site and to enable the Local Planning Authority to assess the impacts of introducing convenience goods retailing into this new retailing floorspace

## REASONS FOR APPROVAL

The reasons for the grant of planning permission are as follows;

In terms of the principle of continued retail use as an Aldi store, this is supported through policy and is integral to the area, to address the vitality and viability of this part of the High Road

In design terms, the replacement store is an improvement to the previous building in that it is a simple crisp modern design that creates a strong frontage to the High Road. The height which remains single storey will not detract from the existing pattern of development. The widening of the space between the road and store can create benefits that an area of open space may bring such as some form of landscaping which will improve the quality of the public realm.

The potential traffic and parking demand that will be generated by the proposed development will not generate a significant increase in traffic or parking demand when compared to the previous ALDI supermarket and the proposed relocated site access will not have any adverse impact on safety of the transportation and highways network. Furthermore, the application site has a high public transport accessibility level of 5

The use of a heat recovery system, as an option to provide a percentage of on site renewable energy and the installation of a green roof, positively responds to the need for a sustainable form of development.

The proposal development broadly meets the strategic development policy for the area and will help secure investment for the wider area and support physical regeneration.

Having considered the proposal against the statutory development plan and taking into account other material considerations, Officers consider that the proposed development is acceptable and that planning permission should be granted subject to an appropriate Section 106 being entered into and suitable planning conditions being imposed.

## 13.0 APPENDIX 1

### CONSULTATION RESPONSES

No.	Stakeholder	Question/Comment	Response
	<b>STATUTORY</b>		
1	The London Fire Brigade	They are satisfied with the proposal	Noted
2	<b>Crime Prevention Officer</b>	<p>The Crime prevention officer is concerned that this scheme introduces a pedestrian footpath/alley along the north edge of the site which appears to suffer from relatively little natural surveillance.</p> <p>The crime prevention officer has no objection to the location of the CCTV cameras internally, particularly at the main entrance and other "pinch points" so that any offenders can be subsequently identified from where they entered the store.</p>	<p>Negotiations have taken place between the applicants' agents and the local planning authority regarding the new flank wall to the fitness centre which faces onto the access into the car park to create better natural surveillance. This issue however does not relate to this planning application. It relates to the current application for the fitness first unit.</p> <p>Noted</p>
	<b>DESIGN PANEL</b>	Please find minutes attached in Appendix 4	
	<b>DEVELOPMENT MANAGEMENT FORUM</b>	Please find minutes attached in Appendix 3	
	<b>INTERNAL</b>		
1	Haringey Transportation	<p>The potential traffic and parking demand that will be generated by the proposed development will not generate a significant increase in traffic or parking demand when compared to the previous ALDI supermarket.</p> <p>The proposed relocated site access will not have any adverse impact on safety of the transportation and highways network</p> <p><i>Conclusion</i> No objection subject to conditions securing travel plans and construction plans and contributions towards the cost of the highways layout.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>



No.	Stakeholder	Question/Comment	Response
2	Haringey Design and Conservation	<p>They support the simple crisp modern design.</p> <p>They are happy that revisions have been made to the scheme which address the comments from the Tottenham Task Force.</p> <p>They are concerned that Aldi has not taken up the important suggestion to add trees to the very wide area of pavement they will create in front.</p> <p>They are concerned with the type of roof that is proposed.</p> <p>However it is important that the appearance of both the new Aldi store and the new flank wall to the fitness centre be improved where they face onto the access into the car park.</p>	<p>Noted</p> <p>Noted</p> <p>The planning permission will be conditioned so that details of a soft landscaping scheme to the front of the proposed store and fitness first is submitted</p> <p>The planning permission will be conditioned so that details of the green roof is submitted.</p> <p>An application is currently in for the new flank wall at the Fitness First unit</p>
3	Waste Management	<p>The application for the proposed development states that there will be a waste storage area within the Service area but it is not shown on the site plans. The Council's Waste Management team requires that the proposed commercial development requires storage for waste and recycling either internally or externally, arrangements for scheduled collections with a Commercial waste contractor will be required.</p>	<p>It will be necessary to condition the planning permission is conditioned in order for the Council to assess a suitable waste storage and recycling scheme to ensure good design, to safeguard the amenity of the area and ensure that the development is sustainable and has adequate facilities</p>
	Haringey Tottenham Regeneration Team	<p>They are no longer taking the draft planning brief forward subject to revised changes being made and a soft landscaping scheme submitted to the frontage of the building and outside Fitness First.</p>	<p>The revised changes have been made</p> <p>The planning permission will be conditioned so that details of a soft landscaping scheme is submitted to the front of the proposed building and fitness First</p>

No.	Stakeholder	Question/Comment	Response
	<b>RESIDENTS ASSOCIATION</b>	<b>3 responses received.</b>	
1	T&WGn Friends of the Earth	They welcome the proposal that the store should be heated exclusively by using heat from the refrigeration systems. However this is heat that has been recaptured on site, not renewable produced, unless Aldi purchase its electricity on a fully green tariff eg Good Energy or Ecotricity. Given that the store will have a large flat roof, they ask that it should include a large array of solar PV panels so that part of its electricity consumption is also renewably produced.	The proposed development, positively responds to the need for a sustainable form of development.
2	Tottenham CAAC       Tottenham Task Force (Paul Finch)	<p>Although the CAAC regret that the planning brief has not been followed they supports this option which is the modern block</p> <p>The CAAC recommends that measures should be taken to improve the landscape around the development such as planting trees in front of the store</p> <p>The CAAC welcome sustainability features. Tree would contribute to this.</p> <p>The CAAC have concerns about the suggestion of making an opening in the wall of the Quaker burial ground. This would need to get the agreement of the Friends and other local people.</p> <p>.</p> <p><i>Merits of the proposal</i> Straightforward contemporary architecture replaces the depressing store that Aldi took over from the Co-op.</p>	<p>Noted</p> <p>The planning permission will be conditioned so that details of a soft landscaping scheme is submitted to the front of the proposed building and fitness First</p> <p>Noted</p> <p>Aldi pointed out at the Development forum that they will need the permission of the owner to create this whilst the public may want this access point. This issue will be subject to further discussions and negotiations if that is feasible they are willing to do it..</p> <p>Noted</p>

No.	Stakeholder	Question/Comment	Response
		<p>The separation of the store from the health facility makes sense.</p> <p>The widening of the space between road and store is appropriate, given likely footfall and the external location of trolleys. The street line could be held in some other way</p> <p>A simple palette of materials (render, steel, glass) and colour give a simple and calm appearance.</p> <p>Glazed façade will look good.</p> <p>The design is a long way from the sort of tin shed that have given discount food retailers a bad name for design.</p> <p>A heat recovery system will be incorporated.</p> <p><i>Design features that need to be addressed, improved or included:</i></p> <p>The canopy roof at the front of the store is currently supported by columns. These should be eliminated; the canopy should be cantilevered to create clear and free space underneath.</p> <p>The current proposal is to have security shutters coming down from the canopy roof between the columns. This would be terrible for the feel of the high road and would be an immediate target for the sort of graffiti that this kind of alienating design feature always prompts.</p> <p>No opportunity has been taken to do something useful with a reasonably substantial flat roof,</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>The columns have now been removed</p> <p>Shutters have been removed and only 2 No. solid shutters over the entrance doors only will be installed</p>

No.	Stakeholder	Question/Comment	Response
		<p>which may be visible from taller buildings in the vicinity. The roof should be 'greened' in some way (eg sedum); it would be a good idea to plant some grasses around the edge which would soften the appearance of the roofline and make a distinctive contribution to the visual amenity of the high road.</p> <p>In the same spirit, some landscaping should be considered at the front of the store. An obvious possibility is to provide a row of trees which 'holds' the street line without interrupting</p>	<p>The scheme has been revised to include a green roof</p> <p>Noted</p>
	<b>RESIDENTS</b>	<p><b>56 Support letters have been received</b></p> <p>Great benefits to local people</p> <p>There is a great demand for the store</p> <p>The store will bring back employment into the area</p> <p>They object to any plans to build residential on top</p> <p>Relocating the store to the other side will have less of an impact on the residents in Silver Court, Reform Row</p> <p>The design of the new store is clean and it will enhance the area</p> <p>Aldi is easily accessible for the disabled</p>	<p>Noted.</p> <p>Noted</p>
	<b>RESIDENTS</b>	<p><b>2 objection letters received</b></p> <p>The scheme should be better thought out and</p>	<p>This proposal replaces what was already there. There would be a concern</p>

No.	Stakeholder	Question/Comment	Response
		<p>comprehensive for such a big strategic site. The provision of housing will allow the borough to meet its need for housing. The long term gain will far outweigh the short term</p> <p>The design is very ugly and the façade should be more in keeping with the other buildings on this part of the High road</p> <p>The proposal does not accord with the recently published draft planning brief for the site and also misses an opportunity to correct the streetscape along this part of the High Road.</p> <p>The re-alignment of the frontage will help the building become part of the High Road, bringing continuity to the High Road</p> <p>The opportunity could be taken to replicate the 1930s façade of Sanchez House</p>	<p>over the impact of housing being introduced on the site, where previously there wasn't any. If Aldi are required to provide more than was previously on the site, this will result in both a delay to the delivery of any redevelopment</p> <p>The design is straightforward contemporary architecture which replaces the depressing store that Aldi took over from the Co-op. Therefore the building proposed will enhance the High Road.</p> <p>The Councils Tottenham Regeneration Team are no longer taking the draft planning brief forward subject to revised changes being made.</p> <p>The set back of the building line allows for soft landscaping opportunity, which will enhance the public realm</p> <p>The modern design is acceptable.</p>



**APPENDIX 2**

**PLANNING POLICIES**

## NATIONAL POLICY

### National Planning Policy Statements and Guidance

- PPS 1: Delivering Sustainable Development
- PPS 6: Planning for Town Centres
- PPG 13: Transport
- PPS22: Renewable Energy
- PPS5: Planning for the Historic Environment
- PPS4: Planning for Sustainable Economic Growth
- PPS23: Planning and Pollution Control

## REGIONAL PLANNING POLICY

### London Plan 2011

- Policy 1.1 Delivering the Strategic Vision and Objectives
- Policy 2.13 Opportunity Areas and Intensification Areas
- Policy 2.7 Outer London: Economy
- Policy 2.8 Outer London: transport
- Policy 2.15 Town Centres
- Policy 3.1 Ensuring equal life chances for all
- Policy 4.1 developing London's economy
- Policy 4.7 Retail and Town Centre Development
- Policy 4.8 Supporting a successful and diverse retail sector
- Policy 4.12 Improving opportunities for all
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.7 Renewable Energy
- Policy 5.10 Urban greening
- Policy 5.11 Green Roofs and development site environs
- Policy 5.16 Waste Self-Sufficiency
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.4 Local Character
- Policy 7.5 Public Realm
- Policy 7.6 Architecture
- Policy 8.2 Planning Obligations

## LOCAL PLANNING POLICY



## Haringey Unitary Development Plan (Adopted July 2006; Saved July 2009)

- Policy AC3: Tottenham High Road Regeneration Corridor
- Policy G1 Environment
- Policy G2: Development and Urban Design
- Policy G4 Employment
- Policy G5 Town Centre Hierarchy
- Policy G12 Priority Area
- Policy UD2 Sustainable Design and Construction
- Policy UD3 General Principles
- Policy UD4 Quality Design
- Policy UD7 Waste Storage
- Policy UD9 Planning Obligations
- Policy CSV1 Development in Conservation Areas
- Policy CSV5 Alterations and Extension in Conservation Areas
- Policy CSV2 Listed Buildings
- Policy CSV3 Locally Listed Buildings and Designated Sites of Industrial Heritage Interest
- Policy EMP5 Promoting Employment Uses
- Policy ENV7 Air, Water and Light Pollution
- Policy ENV13 Sustainable Waste Management
- Policy TCR1 Development in Town and Local Shopping Centres
- Policy TCR3 Protection of Shops in the Town Centre
- Policy M2 Public Transport Network
- Policy M3 New Development Location and Accessibility
- Policy M5 Protection, Improvement and Creation of Pedestrian and Cycle Routes
- Policy M10 Parking for Development

## Supplementary Planning Guidance / Documents

- SPG1a Design Guidance
- SPG3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight
- SPG4 Access for All – Mobility Standards
- SPG5 Safety by Design
- SPG7a Vehicle and Pedestrian Movement
- SPG7b Travel Plan
- SPG7c Transport Assessment
- SPG8b Materials
- SPG8c Environmental Performance
- SPG8e Light Pollution
- SPG8d Biodiversity, Landscaping & Trees
- SPG9 Sustainability Statement Guidance
- SPG10a The Negotiation, Management and Monitoring of Planning Obligations

- SPG10e Improvements to public transport infrastructure and services
- SPG11c Town Centre and Retail Thresholds

Planning Obligation Code of Practice No.1: Employment and Training (Adopted 2006)

Local Development Framework Core Strategy and Proposals Map (Published for Consultation May 2010; Submitted for Examination March 2011, EiP July 2011)

- SP4 Working towards A Low Carbon Haringey
- SP6 Waste and Recycling
- SP7 Transport
- SP8 Employment
- SP9 Imp Skills/Training to Support Access to jobs/Community Cohesion/Inclusion
- SP10 Town Centres
- SP11 Design
- SP12 Conservation
- SP13 Open Space and Biodiversity

Draft Development Management Policies (Published for Consultation May 2010)

- DMP9 New Development Location and Accessibility
- DMP10 Access Roads
- DMP13 Sustainable Design and Construction
- DMP15 Environmental Protection
- DMP16 Development Within and Outside of Town & Local Shopping Centres
- DMP20 General
- DMP21 Quality design
- DMP22 Waste Storage

Draft Sustainable Design and Construction SPD (October 2010)

Haringey's 2<sup>nd</sup> Local Implementation Plan (Transport Strategy) 2011 - 2031

## OTHER DOCUMENTS

Diversity and Equality in Planning: A Good Practice Guide (ODPM)  
 Planning for Town Centres: Guidance on Design and Implementation Tools  
 CABE Design and Access Statements.  
 The Mayor's Energy Strategy (February 2004)  
 Retail Study (2003) Chesterton PLC  
 Secured by Design

## APPENDIX 3

## DEVELOPMENT MANAGEMENT FORUM MINUTES



**PLANNING & REGENERATION  
DEVELOPMENT MANAGEMENT TEAM**

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**MINUTES**

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Meeting : Development Management Forum - Aldi Store Ltd  
Date : 7 January 2011  
Place : Pembury Nursery, Lansdowne Road, N17  
Present : Paul Smith (Chair), Architect Agent, Approx 10 local resident's  
Minutes by : Tay Makoon

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Distribution :

		<b>Action</b>
<p>1.</p> <p>2.</p>	<p>Paul Smith welcomed everyone to the meeting, introduced officers, members and the applicant's representatives. He explained the purpose of the meeting that it was not a decision making meeting, the house keeping rules, he explained the agenda and that the meeting will be minuted and attached to the officers report for the Planning Committee.</p> <p>Proposal HGY/2011/2301 Redevelopment of site comprising of 2 story food store with 96 vehicle parking spaces and 4 disabled bays (Option A)</p> <p>HGY/2011/2302 Redevelopment of site comprising of single storey food store with 88 vehicle parking spaces, 4 disabled bays and 8 cycle parking spaces (Option B)</p> <p>Presentation by Rowland Stanley – Property Director – Aldi – South East England</p> <p>We were devastated by the riots last summer , prior to the riots we had a very Successful business in the High Road, we have been trading in the High Road for 11 years and we had about 11,500 customers a week shopping regularly, following the riots, we haven't got a store to trade in as it was completely destroyed, our customers were not able to come and shop with us and get our great offers each week and the local businesses were suffering because 11,500 customers a week was not coming to this part of the High Road. We received hundreds of letters and phone calls from local residents and businesses urging us to get our business back up and trading as soon as possible. It is not as simple as that as the building was destroyed as to no fault of our own; we have formally applied for planning consent before we can start building. What I am pleased to confirm as a company we are delighted to re-invest and we have submitted a planning application to Haringey Council and we are here to discuss this evening.</p> <p>Over the last few months we have had a lot of meetings with the public, meetings with Sir Stuart Lipton's Task Force and met Haringey Council with a view to submit a planning application and hopefully getting this heard at Planning Committee in March and that is the aim of this process. Once Planning permission is granted, Works will commence immediately on site to getting this building works started and with a view to getting the store up and trading for November this year, we do need your support and we need a planning consent in order to do that.</p>	

Garry Humphries - Architect – Harris Partnership

We have a situation where the building has been badly damaged, we were not under planning law to just go back in and rebuild, we need planning consent in order to rebuild. We do need to bear in mind the part of the building which is the health Club, it was previously known as the CO-OP, Aldi purchased the building from CO-OP, it was too big for what they wanted it for and sub-divided it into two units and Fitness First took the second half. Fitness First is still standing and not damaged beyond repair. That part of the building is re-build able and is here to stay. The two applications we have submitted both include Fitness First remaining pretty much as it was. As we do need planning permission to deal with rebuilding the existing building, we have had to submit one of the application to do exactly just that and the two applications you can see one is to rebuild the building as it looked, like for like carrying on with the detail of Fitness First building. We have however thought about his further and Aldi decided that with a little more investment, instead of rebuilding what was there, there is opportunity here to build a better modern facility, something that gives a better offer for what they want to do and the way they want to operate and this is the particular scheme we are promoting. We have discussed both options with Haringey Council Design Panel and the Design Panel fell on the side of the new contemporary modern design, we then took it to CABI who is part of Sir Stuart Lipton's Task Force who has been appointed to look after the redevelopment of Tottenham High Road after the riots and they also fell on the side of the new contemporary modern design is much better than trying to invigorate what was built in the 1980's. This is the scheme we are showing you tonight for adoption. There are a few alterations; there is a gap between the existing building to the north where the Aldi store currently sits. When we took the building down it left a big gap and we have opted to do break away and create a different architectural style we broken the building off the health club, we have also go it a little more central towards where the gap of the street front is and have taken the large crossing here and have left the cross over as it stands as it serves the adjoining property and put a more manageable crossing point in this position here, so you are not trying to cross a large expanse of cars coming in and out. The design we have come up with is modern contemporary design with more simplistic structure, white render which is very maintenance free, people put graffiti on brick work and it is difficult to get it off. With a white rendered building we can put a lick of paint a very couple of years and it looks brand new again. We have gone for some

simple modern materials, on the shop front we have opened everything up that faces the High Road, the whole width of the retail will be lit and opened and glazed, it creates activity on the frontage, it creates activity on the frontage it makes it nice and airy. The things were are changing as apart of the consultation done already, at the moment we have the shopping trolleys and the front of the store, to drop shutters on them to protect them at night. We are going to move the trolleys and shutters away so that it will be nice and open. The High Road is tight all the way down, with the open frontage at Aldi's it will create a focal point for people to walk through and see the store and much more comfortable coming in and out of the entrance in the front. Car parking to the rear is pretty much as they were; we have agreed subject to the adjoining owners' approval that we would create an access position at the back of the site to go into the burial ground. We have got to carry on the negotiations with adjoining owners if this is successful and they are happy to adjust the walls levels and we have made an undertaking that we are going into there. The other thing we have agreed to do is the roof covering itself we are going for a green roof not just a flat roof as we had before. The new building is more sustainable such as heat recovery, so we keep our carbon footprint down than we had in the existing building, we have more natural daylight coming into the building and we normally 20% more renewable energy.

### **Questions from the floor**

Q1: Joyce Prosser

The burial ground, I know it is the Quaker burial ground and I know that having some sort of access to it or change the wall, can you say a bit more about that and what do you mean about green roofs, are you having these growing on there or painted green?

Ans: The burial ground, currently there is no access to the Quaker burial ground. Somewhere along the lines, there have been representations made to Haringey Council, like this area opening up for people who want to visit it. As we have the rear end of the site there is a clear linkage to our car park and the burial ground and bear in mind people will stay in our car park for 1hr to 1hr and half while doing the shopping. We have two things to look at, we are not sure how this wall is and how it's dealt with, partly because there are builders on there with builders' materials dealing with the housing development on the other side. We need to get in there and have a look at it, see the different levels between the two, we need the permission of the owner to create this whilst the public may want this access point, Haringey Council

has made that representation to us and we have agreed to assist that as far as we possibly can. What we can't do is force the adjoining owner to allow us to create a hole in his wall, subject to further discussions and negotiations if that is feasible we will do that.

In relation to green roofs, no it is not just a painted green, it will be a living roof

With some form of grass or cedem on top of the roof. It is very sustainable, adds a lot of oxygen back into the drainage system also assist with the insulation of the property.

Q2: Burial ground, - you can approach it from the street, does that mean the alley way belongs to you or does have they extended their building so that it comes up to the edge of your land? I cannot see why when the space is wide that you can't walk down there.

Ans: To answer your question, we are not affecting the access. Looking at the drawings it looks like it has been shaded incorrectly. There is an access there and it does go right to the back, it will not be affected as we have not bought any further land and we do not own that land, so it will still be there. We are no trying to change the access to it or the existing, we are only trying to encourage a little better access between us and the burial ground.

Q3: I am worried about security; will the car park be secured at night? There are a lot of unsavoury activities in the car park at night and I am worried about Quaker land being open from the car park, because it is a store for illegal goods being stored and people sleeping in there at night. Also you said the front of the building will not have shutters? glass gets broken a lot in this area, will there be something to protect it to stop it getting broken. Has the plans been approved and this acceptable and will probably go ahead to open for Christmas.

Ans: In terms of approval of the plans, they have not yet been approved, it is going through the application process and we are hoping to get this to a Planning Committee in March, we still have some work to do and some further information to get and we are pushing hard as we can for this. If we can to Planning Committee with a recommendation to approve by members and we will then be in a position to be on site two months after that and the store on that site will be open in November.

On security with regards to the shutters, if shutters are needed we



will install them on the inside so it does not look like Beirut on an evening, we will install shutters that are opaque in colour so you can still see inside the store. The thought at the moment is that we won't install shutters and if someone wants to throw a brick at the window then they will anyway. On these high street locations with large area frontage they are self policing, if someone wants to break in they won't do it in the front, they will probably go to the back and break in through back fire escape or security doors, where it is quiet. We don't want to put shutters on the outside of the glass and the Council doesn't want that either. The only place we will have shutters is over the doors because the door specification we have changed it slightly and it is a nice lightweight door which is great as a customer but not for locking up at night. The door shutter will be fitted into the door opening and come down as a solid shutter. In terms of site security burial ground access I am happy for that to be gated and locked up at night, in terms of keeping the car park closed off at night there are various issues around this that cause problems, firstly the health club uses the car park for its members and they have unrestricted access to those parking spaces as part of their agreement with Aldi, it was a 99 year lease that Aldi sold them and effectively it is out of our control. The other problem is that if you are taking a delivery you can't secure the car park so that it impinges on you getting an articulated lorry off the high road, as the truck would have to park get out to open the gate that is why you cannot lock up the car park at night. We will also be putting CCTV in the car park and covered 24hrs a day. The police also have concerned that if we do lock up the car park and there is activity going on inside the car park they physically cannot get in to address the problem as they will not be able to get a car into the car park. We would like to assure you that we do care what happens in our car park and if there are issues then we will make sure we address them in the first instance.

Q4: I represent the community that work with vulnerable people Since the riots I have attended many meetings of rebuilding Aldi, there has been another suggestion that due to the number of people who are homeless in the area, that you should have residential flats above your store.

Ans: We have considered that issue and there are some concerns with that and its one of commercial viability, if this scheme is not viable and as a commercial operator we would not build the scheme. It has to be commercially viable for us. Putting housing above we have considered, we have met two of the large housing associations that operate in this area and both of them

have made very low financial offers that are not commercially viable and as a minimum have a 125year rights above the store and that would mean we would not be able redevelop that site for 125 years, it would mean we could not extend the store or do anything and for a viability point of view that just would not be commercially realistic. So we have looked at it and unfortunately it is not viable for us both from a commercial aspect or from a redevelopment aspect and as it is not commercially viable we would not entertain.

Statement: I live here and I would strongly fight anyone wanting housing above as we would be completely blocked in and surrounded on all 4 sides. The Council has built a lot of social housing on the other side of the Quaker, the three sets of large buildings with social housing Tottenham hale also has social housing and this are already has more than its fair share of social housing and we need resources now not more social housing.

Q5: I think a two story building would be more in keeping with the high road; offices above would be good, otherwise it is the only single storey building, this is an opportunity to make use of this site. This development is quite bleak only in use during the day and it would be nice to also have another type of use, housing, offices.

Ans: After the riots, at our first meeting with the Council, we were asked to consider a variety of uses and we did consider them. We did investigate the use for offices and the rental levels are just to low and not commercially viable, people that want offices want ground floor level, we still have offices for rent and you end up with a lot of vacant uses at first floor level because no one wants them. The only one that stood a chance was the housing but unfortunately the offers were not commercially viable. We are not in the conservation area and this gives us a chance to do something different to the conservation area and that is why we are looking to put in there a new contemporary building there, we are not making apologies for being a food store that is our business and we are very successful at it. The building we are proposing is the same height as the building before the riot. We have considered putting something larger there but it is not commercially viable and secondly it would delay us coming back into Tottenham and it is not something we are prepared to contemplate.

Q6: Is this the best you can come up with? I am concerned about the white

Rendering that is open to all sorts of graffiti in terms of design of

the building even though you might not want to echo the design of the conservation area.

Ans: I think design is very subjective and very personal in terms of what people want. We are not trying to replicate the conservation area as you can see, we are not making any apologies for that we think that by putting a very modern food store, modern food store tends to be quite light and airy and glazy. The white rendering we have thought about that very carefully, it is something you can keep maintenance free if you do get graffiti, like the brick work of the previous building it is very difficult to maintain. We want to make a statement and say to the people of Tottenham and Businesses that there is new development coming here and we don't want to replicate and go back to the pass and be historic because that is not what the food store is about. We want to create a bright modern food store and this design has gone to the Design Panel and Sir Stuart Lipton's Task Force experts and they all agree that this modern contemporary approach is the appropriate approach for this area. We believe we have made the right decision given that we are a food store.

Q7: I was wondering where the entrance to fitness first is?

Ans: At the moment the entrance is still in the existing location, part of the reason why I am meeting them in a couple of days is to move the entrance to the central entrance and it has a bit more connectivity to the car park. All of this will come up in the next few days we are trying to move it around to the corner to the active entrance is recognise.

Q8: Does the rendering come in other colours, it could be light without being white and is aesthetic with other buildings?

Ans: Colours comes in infinite colours, again we are not in the conservation areas, we are adjacent to it, again having discussion with CABE and when you are not part of the conservation area it is not generally a good to replicate to act with the dark colours from the glazing coming through and the canopy, it is a lot brighter, cleaner and crisper. We do like to keep it a design issue as separate and that is the reason why we are going with the white and it goes with the facility we are providing.

Q9: if you have a green roof can you have a green wall?

Ans: One is that they are expensive, the green wall is higher off the wall and are not best where people can get to them as they can be very messy, they are best on high rise buildings and you do

not put green walls in these zones where people will come up and take the plants out.

Q10: I am not unhappy about the white but the grey against the grey sky will be very grey. Have Aldi's built any stores in conservation areas?

Ans: Aldi's have 400 stores around the country, I'm sure they have built in conservation areas. I will bring you back that this is not in a conservation areas.

Q11: I think you are very wrong with the render, an example is Tottenham garage they built an extension large panels of light material and that is right next to the bus garage, the bricks had no graffiti on them, I don't think that slapping white paint on it is good enough. There are a lot of modern buildings but do them in brick , it seems to me to be cheap way of slapping it together quite quickly some breeze block and cheap render on the outside and don't think your answer is good enough. Have you thought of Fitness First going on top of your building?

Ans: We had thought about it to put fitness first on top of the building. We cannot move them on top as they own the building they are in for the next 99 years and not willing to move. The rendering is a difference of opinion, there are building in the area with graffiti on it and it is a maintenance issue. Aldi actually owes this building most retailers rent their building and pay for the space and don't care what happens to the outside for as long as the customers come thorough the door. Aldi owns this building and will tackle any issues concerning their building as they care what happens to the outside of their building.

Q12: Have you got the same number of parking spaces or less and can you increase the cycle parking beyond 8.

Ans: The car parking number is slightly less; we have recruited a highways engineer to make sure we are providing the correct car parking and cycle rack.

Our experience as a retailer for 11 years in this store, we had cycling provision before, we know how many people came by bike and it is very few, the reality is the number of cycling parking was more than adequate and people just did not use them and therefore we want to make sure that what we are providing is in line with what was provided previously. As a business we are dictated by our customers and what our customers say what we want otherwise we will not shop with you then of course we will listen, equally we do not want to provide for things that are not going to be used, that are not a good use of money or space.

Ans: The car park is used by our customers, fitness first and customers to other local businesses. That is seen as a very important comment made by local businesses and local residents.

Statement: I live here and people fight for car park spaces not for cycle spaces as bikes get nicked, this area badly needs more car parking?

Paul Smith reminded everyone to submit their comments to the Planning Service if not already done so and further representations can be made at Planning Committee. He thanked everyone for attending and contributing to the meeting.

End of meeting

## **APPENDIX 4**

### **DESIGN PANEL MINUTES**

# Haringey Design Panel no.30

Thursday 12<sup>th</sup> January 2012

## **ATTENDANCE**

### **Panel**

Deborah Denner  
Stephen Davy  
Gordon Forbes  
David Kells  
Chris Mason  
Peter Sanders

### **Observers**

Richard Truscott (Facilitator) ..... Haringey Council  
Marc Dorfman ..... Haringey Council  
Mortimer MacSweeney ..... Haringey Council

### **The following scheme was considered by the Panel:**

#### **1) Spurs Amendments**

Paul Phillips ..... Tottenham Hotspurs – Client  
Jeremy Fisher ..... KSS architects  
Richard Serra ..... Savills - planning consultants

#### **2) 638 Tottenham High Road, N17 (former “Carpetright”)**

Nick Sharp ..... Montague Evans  
Stewart Drummond ..... Rolfe Judd architects

#### **3) Aldi store, 570 Tottenham High Road N17**

Gary Humphreys ..... The Harris Partnership – architects  
John Norman ..... Haringey Council, Tottenham Regeneration Programme

### **1) Presentation of the Tottenham Hotspurs planning amendments**

Confidential until planning application submitted.

### **2) 638 Tottenham High Road, N17 (former “Carpet Right”)**

Confidential until planning application submitted.

### **3) Aldi store, 570 Tottenham High Road N17**

A brief history of the site was given to the panel which included that Aldi own the site. The store was built in the 1980s as a Co-Op and is now considered an anchor for the High Road. Fitness First, most of whose section survived the riots, had their part of the building on a long lease from Aldi, partitioned through a wall. This lease will not be renegotiated at this stage, so Fitness First must be reinstated exactly as before.

Two applications were outlined to the panel; the first being to reinstate the store as before; the second to leave the health club, flip access and put Aldi to the North of this access. The car park will remain at the rear. The loss adjusters require the first option be submitted to assess their liability but Aldi can supplement the insurance payout to get a development more to their liking.

The developers have considered a mixed use development, as proposed in the draft planning brief; however they have received no acceptable offers from Registered Providers. The only remaining option therefore is to do it themselves, and as they are not a residential developer this could take several years to plan. Aldi also consider residential units above retail causes problems for food stores due to deliveries and associated customer noise.

#### **Panel Questions**

The main area of panel questions investigated why the applicants proposed a single storey building, asking why residential units, offices, leisure or the staff accommodation could not be placed above? The applicants responded that the Fitness First health centre has to be replaced as before under the strict terms of their lease, offices at 1<sup>st</sup> floor was financially unviable in this location at the moment and as a discount store with efficiencies from rigorous layout they could not take such elaborate measures for just staff accommodation. Regarding height they stated Aldi only require 3.5m but need 25m width of clear span. Hence service stacks for residential above could be an additional difficulty to those mentioned in their introduction.

The applicants agreed that an option could be to design the building with provision to build residential above at a future date, but not as a condition of the planning permission. The panel also enquired about building over the car park to provide undercroft parking; Aldi has never had success from building this style of parking; supermarket customers exhibit strong preference for visible surface parking and make visibility of parking a major factor in their choice of store.

The other main area of questions concerned the sustainability of the proposal. Use of sustainable & sustainably sourced materials, natural light, energy and low carbon generation were questioned; the applicants will consider the possibility of recycling energy from the refrigeration units but Aldi consider windows / rooflights an unacceptable security risk.

#### **Panel Observations**

1. The panel felt that the scale of the street needs 3 stories. The panel were concerned that the design didn't meet good urban design principles in height and active frontage to the High Road. The idea for allowing future residential development above the store was welcomed; however clever solutions would be needed as it could appear unsatisfactory in the interim, building redundant structure is not good from a sustainability point of view and it is likely that housing standards will change over time.
2. The panel were also concerned that the design didn't return to the original street line but left a triangular shaped paved space between the front of the building and the pavement; an unexplained “opportunity” (in the applicants words), apparently to be a trolley park but likely to become grotty, litter strewn and neglected.



3. The proposed design also includes a large amount of glazing to the High Road, which could inevitably be covered with unsightly posters and be a future security risk. At the same time the fact that no windows along the sides made the car park entrance an inactive frontage, which would be unsightly and insecure. It was suggested that the store did not need a large frontage and could accommodate two smaller retail units on the street frontage and have the Aldi unit also entered from the street but mostly located at the rear.
4. Sustainability was a major concern; the panel felt that the proposal did not consider this enough and in particular that it was indefensible to not have roof lights to a single story supermarket building.
5. It was also suggested that concerns over viability of a larger development on the site incorporating residential and possibly other uses on upper floors, following the street line and possibly incorporating Fitness First could be accommodated by making the building temporary, so that it could be improved or replaced in something better at a medium term later stage.

#### **Consensus and Conclusions**

6. The panel felt that even by the standards of supermarkets, the design quality of the proposal is poor. The panel thought that Aldi should be pushed harder to put in something of quality and commended the draft planning brief for promoting a better urban design with residential provision on upper floors.
7. A longer-term regeneration strategy is needed for the site. The panel considered that it could be acceptable to give permission for a temporary single story supermarket building until it becomes viable to develop a more comprehensive, more desirable and higher density mixed use development.