

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date- 15 December 2020

Report of
Head of Planning

Contact Officer:
Andy Higham
Claire Williams
Eloise Kiernan
Tel No: 020 8132 2130

Ward:
Southgate Green

Ref: 20/02611/VAR

Category: Major Application

LOCATION: 5 Station Road, London, N11 1QJ

PROPOSAL: Removal of Conditions 2 and 3 of approval TP/84/1598 and conditions 1, 2 and 3 of approval 14/04636/VAR to allow subdivision of unit into 2 x retail units (including 1 x food store) involving single storey side pod extension, new shop fronts with projecting canopy, new windows, doors and cladding together with new fencing and alterations to car park.

Applicant Name & Address:

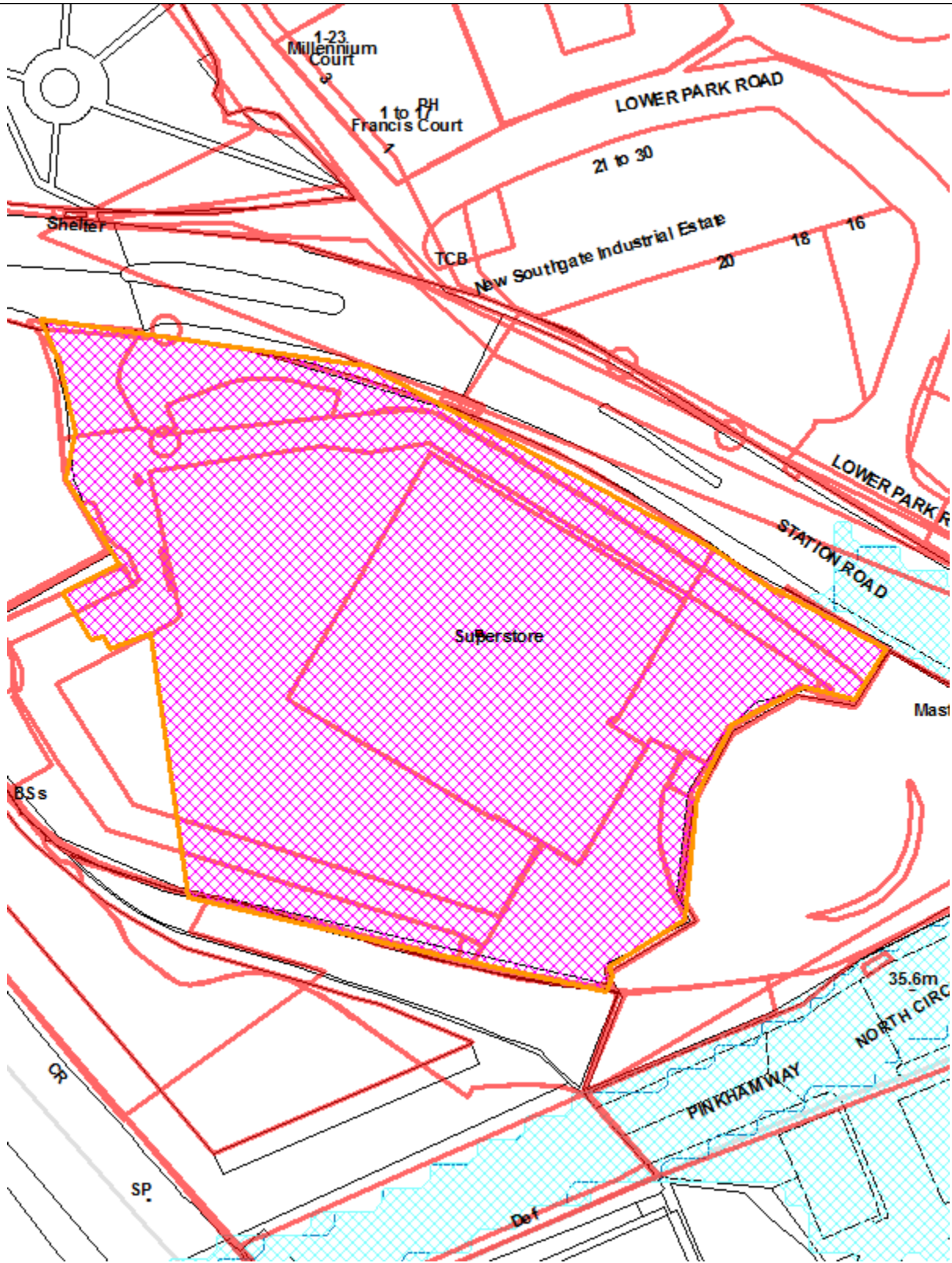
Aldi Stores LTD
C/O Agent

Agent Name & Address:

Miss Penny Moss
Planning Potential
Magdalen House
148 Tooley Street
London
SE1 2TU

RECOMMENDATION:

That subject to the completion of a legal agreement, the Head of Development Management / Planning Decisions Manager be authorised to GRANT planning permission subject to conditions



1. Note for Members

- 1.1 The application is categorised as a “major” proposal and in accordance with the adopted scheme of delegation, is being reported to the Planning Committee for determination

2. Executive Summary

- 2.1 Use of the existing vacant stores for food sales is restricted by conditions imposed on the original planning permission granted under ref: TP/84/1598 and 14/04636/VAR for the building. To enable Aldi to occupy the premises therefore, there is a need to vary conditions 2 and 3 of permission TP/84/1598 and conditions 1, 2 and 3 of the 14/04636/VAR permission.
- 2.2 The proposal also involves the subdivision of unit into 2 x retail units involving single storey side pod extension, new shop fronts with projecting canopy, new windows, doors and cladding together with new fencing and alterations to car park. The proposal is seen as a meanwhile use while more comprehensive proposals for the redevelopment of the site are brought forward.
- 2.3 The application site is located within the North Circular Road AAP and the “New Southgate Masterplan” and is referred to as Western Gateway. This adopted Supplementary Planning Document identifies the Western Gateway includes adjoining land around the application site on the western side of Station Road, as suitable for growth to provide a landmark residential development of new apartment blocks and houses together with a new public square, a few small local shops, cafes/restaurants and light industrial units.
- 2.4 The legal agreement is required to ensure the use of the site can be terminated to facilitate the comprehensive growth objectives set out in the New Southgate Master Plan.
- 2.5 The scheme is considered acceptable for the following reasons:
- i) The proposed use as a temporary meanwhile use, subject to the completion of the legal agreement, would not prejudice the wider growth objectives set out in the New Southgate Master Plan.
 - ii) The use of the for retail including food retail, is appropriate and as a meanwhile use, would reactivate a vacant building and provide employment opportunities.
 - iii) The proposed development, by virtue of its siting and scale, is considered appropriate and would not result in detrimental harm to the character and appearance of the wider area.
 - iv) The proposed development, by virtue of its size, siting and proximity would not harm the amenity of occupying and neighbouring residents.
 - v) The proposal would not cause any unacceptable harm upon highway safety or the flow of traffic in the locality.
 - vi) The operation of the site would have appropriate regard to environmental sustainability issues including energy and water

conservation, renewable energy generation, and efficient resource use.

3. Recommendation/Conditions

3.1 That, That subject to the completion of a legal agreement, the Head of Development Management / Planning Decisions Manager be authorised to GRANT planning permission subject to the following conditions:

1. TIME LIMIT
2. DEVELOPMENT IN ACCORDANCE WITH PLANS
3. PERSONAL PERMISSION

The area hatched in blue and marked 'A' on plan 2800-CHE-115 shall only be occupied and traded by Aldi Stores Ltd. The area hatched in Yellow (marked 'B') shall only be occupied and traded during such times as the Area hatched in blue shall be in occupation. In the event that Aldi Stores Ltd Cease trading from the area hatched blue then all trading activity shall cease from the site, unless otherwise agreed in writing by the local planning authority

Reason: the application proposes a meanwhile use of the site which Aldi Stores Ltd have demonstrated is compatible with their proposed terms of occupation of the site, which they intend to vacate in the event that wider regeneration plans are approved. The condition is required to ensure that the site is vacated at such times as Aldi Stores Ltd cease trading from the site.

4. USE

Notwithstanding the provisions of the Town and County Planning (Use Classes) Order 1987 (as amended) (or any order revoking or re-enacting or amending that Order with or without modification) the area hatched blue on plan 2800-CHE-115 shall only be operated as a limited assortment discounter food store. The net sales area shall not exceed 1,309sqm, of which no more than 80% (1,047sqm) shall be used for the sale of convenience (food) goods and up to 30% (393sqm) shall be used for the sale of comparison (non-food) goods.

Reason: to control nature of any food store trading from the site to be in line with the approved Planning & Retail Statement (August 2020)

5. USE

Notwithstanding the provisions of the Town and County Planning (Use Classes) Order 1987 (as amended) (or any order revoking or re-enacting or amending that Order with or without modification) the sales area of the area marked yellow shall not exceed 1,489 sqm, of which at least 80% (1,191sqm) shall be used for the sale of comparison (non-food) goods and no more than 20% (299sqm) shall be used for the sale of convenience (food) goods.

Reason: to control nature of non-food trading from the site to be in line with the approved Planning & Retail Statement (August 2020)

6. SUBDIVISION

The areas marked blue and yellow hereby permitted shall be used as single units and shall not be sub-divided to create additional units, and no concessions shall be permitted within the units

Reason: to control nature of retail operations on the site to be in line with the approved Planning & Retail Statement (August 2020)

7. MATERIALS

8. PARKING LAYOUT / NUMBER

9. DETAILS OF CYCLE STORAGE

10. DETAILS OF REFUSE STORAGE

11 TRAVEL PLAN

12. LANDSCAPING

13. CONTRUCTION LOGISTICS PLAN

14. DELIVERY AND SERVICE PLAN

15. DETAILS OF EXTERNAL LIGHTING

16. OPENING HOURS

4. Site and Surroundings

4.1 The site is located on the southern side of Station Road on an irregular shaped plot of approximately 1.45 hectares.

4.2 The existing site comprises a detached building and large car park, which was previously occupied as a Homebase. The premises are now vacant. There is existing access onto Station Road to the north east corner of the site. The North Circular is located immediately to the south of the application site. While the East Coast mainline lies to the west

4.3 The application site is form part of the Western Gateway site, having regard to the North Circular Area Action Plan, New Southgate Master Plan and Policies CP44 and CP45 of the Core Strategy. The recently redeveloped Ladderswood estate is located on the opposite side of Station Road.

4.4 The site does not contain any listed buildings, nor is it located within a Conservation area.

5. Proposal

5.1 The applicant seeks full planning permission for the Variation of Conditions 2 and 3 of permission TP/84/1598 and conditions 1, 2 and 3 of approval

granted under reference 14/04636/VAR to allow the subdivision of unit into 2 x retail units involving single storey side pod extension, new shop fronts with projecting canopy , new windows, doors and cladding together with new fencing and alterations to car park.

- 5.2 The existing site is occupied by vacant premises, the lawful use of which is as a non-food retail store. There are 340 existing car parking spaces.
- 5.3 This proposal seeks to provide an Aldi food store of 1834sqm and a B&M retail store of 1489sqm with a shared car park comprising 110 spaces.
- 5.4 The site also provides access to the gasholder site to the south, which has no separate means of access due to its proximity to the junction of the A406.

6. Relevant Planning History

- 6.1 20/01085/VAR - Variation of conditions 1, 2 and 3 of approval TP/84/1598 and 14/04636/VAR to allow subdivision of unit into 2 x retail units involving single storey side pod extension, new shop fronts with projecting canopy , new windows, doors and cladding together with new fencing and alterations to car park – refused for the following reasons:
 - 1. The proposed development represents an inefficient and sub-optimal use of the application site by reason its sole retail use and thus would fail to make an efficient use of the land. The proposal fails to optimise the potential of the site, optimise housing delivery and contribute to the boroughs need for affordable housing, employment and regeneration of the Western Gateway in accordance with the intentions outlined within the North Circular Area Action Plan (October 2014) and New Southgate Masterplan (December 2010) and is therefore contrary to the advice contained within the NPPF, London plan policies 3.3, 3.4, Enfield Core Strategy policy CP2, CP3, CP5, CP30, CP44 and CP45, Enfield Development Management Document DMD1, DMD3, DMD6, DMD8 and DMD37 and the London Plan Housing SPG and New Southgate Masterplan and North Circular Area Action Plan.
 - 2. The proposed development provides an excessive number of car parking spaces, which therefore generates an unacceptable number of car borne trips and congestion, which together fail to promote sustainable modes of travel. Additionally, the proposal fails to provide adequate Disabled Parking Bay provision and Electric Vehicle Charging points. The proposals are thereby contrary to policies DMD45 of the Development Management Document, CP24 of the Core Strategy and 6.10 and 6.13 of the London Plan, as well as the agenda outlined within the Mayors Health Streets within the Mayors Transport Strategy (2018) and the advice contained within the NPPF.
 - 3. The proposed development fails to provide adequate cycle parking, contrary to policies CP25 of the Core Strategy, 6.9 and 6.10 of the London Plan and DMD45 of the Development Management Document as well as the advice contained within the NPPF.
 - 4. The proposed development, by virtue of its inefficient and sub-optimal use of the application site combined with the approved access arrangements to the adjacent Gas Holder site would prejudice the development potential

of adjoining sites and prevent development on the adjoining sites being optimised. This would fundamentally compromise the comprehensive redevelopment of the Western Gateway, as identified in the New Southgate Masterplan and North Circular Area Action Plan, detrimental to the regeneration of this area. In this respect the proposals are thereby contrary to the regeneration objectives outlined in policies CP44 and CP45 of the Core Strategy, DMD47 and DMD48 of the Development Management Document, as well as the aims and intentions outlined within the North Circular Area Action Plan (October 2014) and the New Southgate Masterplan (December 2010).

- 6.2 19/00303/PREAPP - Proposed Redevelopment of the existing Homebase Store and provision of a Retail (A1) Superstore – pre application response issued
- 6.3 TP/84/1598 – Retail store with 340 car parking spaces – granted with conditions
- 6.4 14/04636/VAR - Variation of condition 2 and 3 of approval TP/84/1598 to allow the sale of non-food goods by catalogue showroom retailer from up to 185m2 of the existing sales area – granted with conditions

7. Consultation

7.1 Statutory and non-statutory consultees

Internal

7.2 Traffic and Transportation

- Concerns are raised about the over supply of parking in relation to the adopted and Intend to Publish versions of the London Plan. However, these concerns are partly mitigated through a financial contribution towards improving pedestrian access to the site in the form of improvements to crossings on Station Road.

7.3 SuDs Team

– No objections.

7.4 Environmental Health

– No objections as there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality, noise or contaminated land.

External

7.5 Thames Water

– No objections

7.6 TfL

– Objection to the proposed development due to proposed parking, which is well over and above the maximum of 44 spaces permitted in the London Plan standards for Outer London Opportunity Areas. TfL therefore requests that car parking must be reduced accordingly to retrain car-based trips. It should be noted that the section of A406 in the vicinity suffered from severe congestions from time to time and air quality is poor, therefore it is vital that car trip generation is reduced to improve traffic condition, air quality and more importantly enabling better pedestrian and cycling environment, in line with the Mayor's Healthy Street agenda. On that basis, it is therefore concluded that the proposals would fail to support Mayoral targets related to encourage mode shift and reduce car dominance.

7.7 Environment Agency

– No response received

7.8 Network Rail

- No objections. If the builder's depot structure is not part of the development then the proposal should not affect the railway unless it is required to carry out some fence installation works next to the railway whereby the developer is advised to Contact the Asset Protection Team.

Public

7.9 Nearby residents and properties were notified about the proposal (347) and the application was also advertised in the local paper. In response there were 2 representations received objecting to the proposal with 17 comments received in support. The concerns are summarised below:

- Affect local economy;
- Increase in traffic-roads already severely congested along A406 and Colney Hatch. Additionally, Station Road is already busy and often congested particularly at the traffic lights at the junction with Friern Barnet Road. Recent measures taken by Enfield Council to block off access to Bowes and Bounds Green residential streets, is already forcing local traffic onto to the North Circular near to the proposed development. Stage 2 of the Low Residential Neighbourhood Scheme (to block Brownlow Road other than to buses) would make it worse. Haringey Council is also considering a Low Residential Traffic Scheme in streets already adversely affected by the Enfield scheme
- Highway safety, there are frequently large heavy building vehicles manoeuvring in and out of Builder Depot and Travis Perkins, near to the proposed retail unit entrances, there are cars parked along Station Road, and buses using the Road;
- Increase in pollution;
- Noise nuisance;
- Over development; and
- Superstore is not required as there are already several others large and small within the area such as Tesco Extra.

8. Relevant Planning Policies

8.1 Development Management Document

DMD25	Locations for New Retail, Leisure and Office Development
DMD37	Achieving High Quality and Design-Led Development
DMD40	Ground Floor Frontages
DMD41	Advertisements
DMD45	Parking Standards and Layout
DMD47	Access, New Roads and Servicing
DMD68	Noise
DMD80	Trees on Development Sites
DMD81	Landscaping

8.2 Core Strategy

CP20	Sustainable energy use and energy infrastructure
CP21	Delivering sustainable water supply, drainage and sewerage infrastructure
CP22	Delivering sustainable waste management
CP24	The road network
CP25	Pedestrians and cyclists
CP30	Maintaining and improving the quality of the built and open environment
CP32:	Pollution
CP44:	North Circular Area
CP45:	New Southgate

8.3 London Plan (2016)

3.4	Optimising housing potential
6.9	Cycling
6.10	Walking
6.13	Parking
7.3	Designing out Crime
7.4	Local Character
7.5	Public Realm
7.6	Architecture

8.4 Draft London Plan

8.4.1 The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. Directions relevant to this application include.

8.4.2 In the circumstances, it is only those policies of the Intention to Publish version of the London Plan, that remain unchallenged to which weight can be attributed.

GG6	Increasing efficiency and resilience
D4	Delivering good design
D5	Inclusive design
D8	Public Realm

- D11 Safety, security and resilience to emergency
- G5 Urban Greening
- G7 Trees and woodlands
- SI1 Improving air quality
- SI13 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car Parking

8.5 Other Relevant Policy

National Planning Policy Framework
 National Planning Practice Guidance
 Mayors Transport Strategy (2018)
 North Circular Area Action Plan (October 2014)
 New Southgate Masterplan (December 2010)

9. Analysis

9.1 The main issues for consideration regarding this application are as follows:

- Principle of the development, having regard to the regeneration ambitions of the Western Gateway;
- Character and Appearance
- Neighbouring Amenities;
- Traffic and Transportation; and
- Landscaping.

9.2 Principle of the Development

9.2.1 Planning permission 14/04636/VAR was granted subject to conditions, including the following:

Condition 1

That the premises shall be used solely for the purposes of a D.I.Y. retail warehouse for the sale of those products listed in the applicants' letter dated 14th and 30th May 1985, inclusive of the sale and display of any A1 non-food goods by a Catalogue Showroom Retailer from up to 185 square metres of the existing sales area and for no other purpose whatsoever.

Reason: To ensure that the use of the site accords with the Local Planning Authority's adopted policy on the location of retail stores outside the established shopping areas.

Condition 2

That none of the floor space hereby approved shall be made available by the occupiers to other retailers apart from those concessions detailed in the applicants' letter dated 14th May 1985 and a Catalogue Showroom Retailer using up to 185 square metres of the existing sales area, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the use of the site accords with the Local Planning Authority's adopted policy on the location of retail stores outside established shopping areas.

Condition 3

That no food shall be sold from the premises.

Reason: To ensure that the use of the site accords with the Local Planning Authorities adopted policy on the location of retail stores outside established shopping areas.

9.2.2 The application site comprises the existing retail unit formerly occupied by Homebase which is located within a site known as "Western Gateway", having regard to policies CP44 and CP45 of the Core Strategy and the adopted North Circular Area Action Plan and New Southgate Masterplan.

9.2.3 With reference to this local policy framework, the Council is seeking a comprehensive approach to the future of New Southgate area and specifically, a comprehensive residential led mixed-use development on the Western Gateway site.

9.2.4 In this regard, Policy CP45 of the Core Strategy seeks the following objectives within the New Southgate Place Shaping Priority Area:

- A holistic integrated approach to development considering the Western Gateway site, the Ladderswood Estate and the New Southgate Industrial Estate together and in relation to their surroundings;
- Urban design solutions for the area based on more traditional street layouts, integrated with the wider area by a network of green spaces and better links for pedestrians and cyclists;
- A mixed-use redevelopment at the Western Gateway to create Landmark architecture at the Gateway to the Borough;
- An improved Ladderswood Estate led by the existing residents of the area and their choices for the future of their estate. This could include remodelling the area, the introduction of new housing and community facilities and better links to surrounding facilities and transport links at Arnos Grove and New Southgate;
- Partial redevelopment of the New Southgate Industrial Estate to link with redevelopment at Ladderswood Estate and facilitating improvements to the quality of the remainder of the estate;
- Redevelopment of land to the north to the north of New Southgate station for mixed use with residential on upper floors and commercial uses at ground level around the station entrance and at the corner of Station Road and Friern Barnet Road; and
- High quality and accessible green spaces in the area.

9.2.5 Furthermore, the adopted SPD "New Southgate Masterplan" identifies the aims and objectives for the Western Gateway to provide a landmark residential development of new apartment blocks and houses together with a new public square, a few small local shops, cafes/restaurants and light industrial units. In particular, the Masterplan identifies that approximately 112

new homes could be accommodated on the Gasholder site with a high-quality landmark gateway to the Borough. Additionally, a mix of housing and commercial space (B1 use class) would be sought on the Homebase site with around 203 new residential homes provided. In addition, it envisages approximately 49 new homes could be accommodated on the Topps Tiles sites. Small-scale retail (Class A1-A4) uses of around 500 sq. m could be located at ground level along Station Road. Retail development (Class A1 use) should be limited to around 500 sq. m across both the Gasholder and Homebase sites.

- 9.2.6 It light of the need for growth to deliver new homes in the Borough, it is important that any development does not prejudice the longer term aspiration for comprehensive development.
- 9.2.7 While we would normally encourage the location of this type of retail within town centres, it is considered there are exceptional circumstances in this case especially given the extant permission whereby the premises could be occupied for non-food retail without the need to obtain planning permission. Furthermore, a retail statement (March 2020) has been submitted for consideration looking at the availability of alternative sites. This is considered acceptable, having regard to the advice contained within the NPPF and further supports the reuse of this existing building.
- 9.2.8 Moreover, the current proposal is presented as a meanwhile use while the wider master plan proposals are brought forward. It is envisaged that the wider scheme could come forward over the next 5 – 7 years (subject to planning permission being obtained) and to support this, a S106 legal agreement is proposed. Following consultation with Legal, it is accepted that the legal agreement represents an appropriate mechanism to secure the “temporary” duration of development linked to break clauses in the lease and would not prejudice the longer term objectives. It is therefore considered that in principle, the proposal would represent an efficient use of the existing building especially when it must be noted that the existing building could be used for non-retail purposes without the need to obtain any further consent.
- 9.2.9 Taking the above factors into account, it is considered the proposal accords with the intentions outlined within the North Circular Area Action Plan (October 2014) and New Southgate Masterplan (December 2010) and is also consistent with the advice contained within the NPPF, London Plan policies 3.3, 3.4, Enfield Core Strategy policy CP2, CP3, CP5 and CP30, Enfield Development Management Document DMD1, DMD3, DMD6, DMD8 and DMD37 as well as the London Plan Housing SPG, New Southgate Masterplan and North Circular Area Action Plan.

9.3 Character and Appearance

- 9.3.1 The National Planning Policy Framework recently published advises that Local Planning Authorities should not attempt to impose architectural styles or particular tastes, and that design policies should concentrate on guiding factors such as the layout of the new development in relation to neighbouring buildings. It is however proper to seek to promote or reinforce local distinctiveness. In addition, Policy CP30 seeks to maintain and improve the quality of the built and open environment, whilst Policy DMD8 and DMD37 of the DMD seek to relate appropriately to its surroundings. London Plan policies 7.4 Local Character and 7.6 Architecture are also relevant.

9.3.2 The proposals incorporate some external changes to the building including cladding (grey), fenestration, side pod extension and a projecting canopy with shopfront, however it is considered these would improve the external appearance of the existing building and integrate satisfactorily within the surrounding area, having regard to policies DMD37 and DMD40 of the DMD, CP30 of the Core Strategy and 7.4 and 7.6 of the London Plan.

9.4 Neighbouring Amenity

9.4.1 The nearest residential properties are those located on the opposite side of Station Road forming part of the former Ladderswood Estate. Given the nature of the proposal, it is considered the key issues would be one of noise and disturbance rather than any other impacts on residential amenity. However, it is considered that the proposed use would maintain similar activity to that generated from the existing use and thus would not impact further to residential amenities regarding noise and disturbance, having regard to policies DMD68 of the DMD and CP32 of the Core Strategy.

9.4.2 It is considered that the proposed external alterations would not have any further impacts on levels of sunlight/daylight, outlook or overlooking compared to the existing land use as the structures are located adequately from existing residential properties, having regard to Policies DMD8 and DMD10 of the DMD.

9.5 Transportation and Highway Safety.

9.5.1 The site is relatively well served by public transport (PTAL 4) and is close to New Southgate Station and Arnos Grove Underground Station as well as benefiting from good local bus services along Station Road.

Parking

9.5.2 The proposal is for an Aldi food store of 1834sqm and a B&M retail store of 1489sqm with a shared car park comprising 110 spaces, of which 8 spaces are proposed to be Disabled Parking Bays, 4 will be for parent & child parking, 2 will be active Electric Vehicle charging spaces, and 2 will be passive Electric Vehicle charging spaces. Thirty six cycle parking spaces are also proposed. Separate staff parking comprising a further 17cycle parking spaces would be located in the service yard.

9.5.3 It should also be noted that vehicular access to the adjoining gasholder site would also be proposed through the service yard area.

9.5.4 Although when assessed against the London Plan (Intend to Publish) standards, there would be a requirement for 44 parking spaces and against the adopted London Plan standards 91 spaces), it is recognised that there has been a reduction from 340 spaces on site to 130 and a further reduction to 110 during discussions on this planning application. Nevertheless, it is recognised the concern raised by TfL is not fully addressed and will be explored in more detail within the next few paragraphs.

9.5.5 It was noted that the supporting Transport Statement contends that the proposed spaces, which is in excess of either maximum permitted, would be less than the existing number of car parking spaces, and also that an increased number of car parking spaces would allow the retail development to compete

with other local retail sites which have larger amounts of car parking. While this latter argument is not felt to be material, significant weight can be given to the fact that there has been a reduction in response to current policy direction, there is a fallback position comprising the existing lawful use of the premises and this is a temporary meanwhile use. Weight is also given in the planning balance to the economic and employment benefits associated with this proposal. The applicant has also offered to review the situation in 5 years and, if at that time consent for a wider scheme has not been granted and they are remaining in situ, they would be prepared to convert spaces to EV and designations such as blue badge, in order to provide more of that infrastructure whilst the site is in use.

- 9.5.6 In recognition of the parking situation however, it has also been agreed that a contribution of £10,000 will be secured towards improving pedestrian access to the site in the form of improvements to crossings on Station Road.
- 9.5.7 Additionally, it should be noted Disabled Parking Bay provision, enlarged spaces provision (5% for each) and Electric Vehicle Charging points are also provided in response to London Plan policy and to serve users of the development.
- 9.5.8 Overall therefore, whilst noting the concern raised by TfL regarding the number of remaining parking spaces, it is considered that on balance, the benefits associated with the re use of this vacant premises, the employment opportunities, the extant lawful use of the premises, the financial contribution towards pedestrian crossing of Station Road and the fact this is a temporary meanwhile use is sufficient to outweigh this concern.

Cycle Parking

- 9.5.9 With regards to cycle parking, the Transport Statement states that 36 short stay spaces are provided and that 16 long stay staff parking spaces are provided within the service yard. This is an improvement on the previous application which showed no long stay staff cycle parking, however further details of the long stay staff cycle parking as these just appear to be “covered” and it will be necessary for these be enclosed and secure. This detail will be secured by an appropriate condition.
- 9.5.10 Additionally, TfL have also stated that in order to support the uptake of cycling to this site by staff members, the applicant should provide end of journey facilities (i.e. lockers, showers, changing rooms) in line with draft London Plan Policy T5. This will also be secured by condition.
- 9.5.11 Notwithstanding the above, TfL has also noted the wide access with Station Road and although a new crossing point is provided, would welcome further review the operation of the access junction from a pedestrian and cycle safety viewpoint. No changes are proposed to the access given the lawful use, but this will be addressed as part of the comprehensive redevelopment proposals
- 9.5.12 In addition. TfL have requested a Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP).

Access to the Gas Holder

9.5.13 It was noted that the gas holder site to the south of the application site has planning permission in place for the demolition of the existing gas holder; the proposed access arrangement to that site being through the service bay for the new development and concerns were raised previously about the adequacy of this arrangement. A revised site plan (2800-CHE-116) has therefore been submitted which provides a separate access to the Gas Holder site to the north section of the site, adjacent to Station Road. The revisions are considered acceptable in highway terms to protect the position for any gasholder redevelopment, including the retention of access points for both the construction / demolition phase, as well as operational. This therefore addresses the previous reason for refusal.

9.6 Landscaping

9.6.1 Policies DMD80 and DMD81 state that proposed developments must retain and protect trees of amenity and biodiversity value, provide high quality landscaping that enhances the local environment and contribute to the local character, benefit biodiversity and help mitigate the impacts of climate change and reduce water runoff.

9.6.2 The application was accompanied by an Arboricultural Impact Assessment (AIA), which states that one tree would be removed alongside various works to other existing trees. However, it was considered that any redevelopment at the site should secure appropriate landscaping including the provision of large tree species to provide valuable eco-system service benefits. This may require structural crate systems and soil replacement in order to plant trees within hard surfaced areas. The planting and greenery would support the aims and objectives of both the North Circular Area Action Plan and New Southgate Masterplan as well as policies DMD80 and DMD81 of the Development Management Document. A condition to this effect is to be imposed

9.7 Legal Agreement

9.7.1 A legal agreement (S106) is necessary to ensure the development does not prejudice the delivery of the wider comprehensive regeneration of this Western Gateway site. This will secure:

- i) the ability to vacate the premises and terminate the planning permission to enable the comprehensive redevelopment to proceed.
- ii) a financial contribution of £10,000 towards improvements to pedestrian crossing on Station Road

9.8 CIL

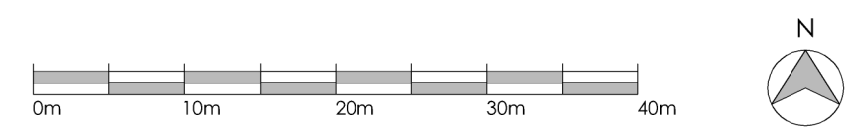
9.8.1 Due to the nature of the development the proposal is not liable to a Community Infrastructure Levy contribution.

10. **Conclusion**

10.1 It is considered that the [proposed use would make efficient and effective use of this vacant premises for a temporary period while the more comprehensive proposals for a residential led development incorporating this site within t western Gateway, is prepared and planning permission is secured. In addition, although parking would exceed that sought against current / emerging policy, there has been a reduction and it is considered that on

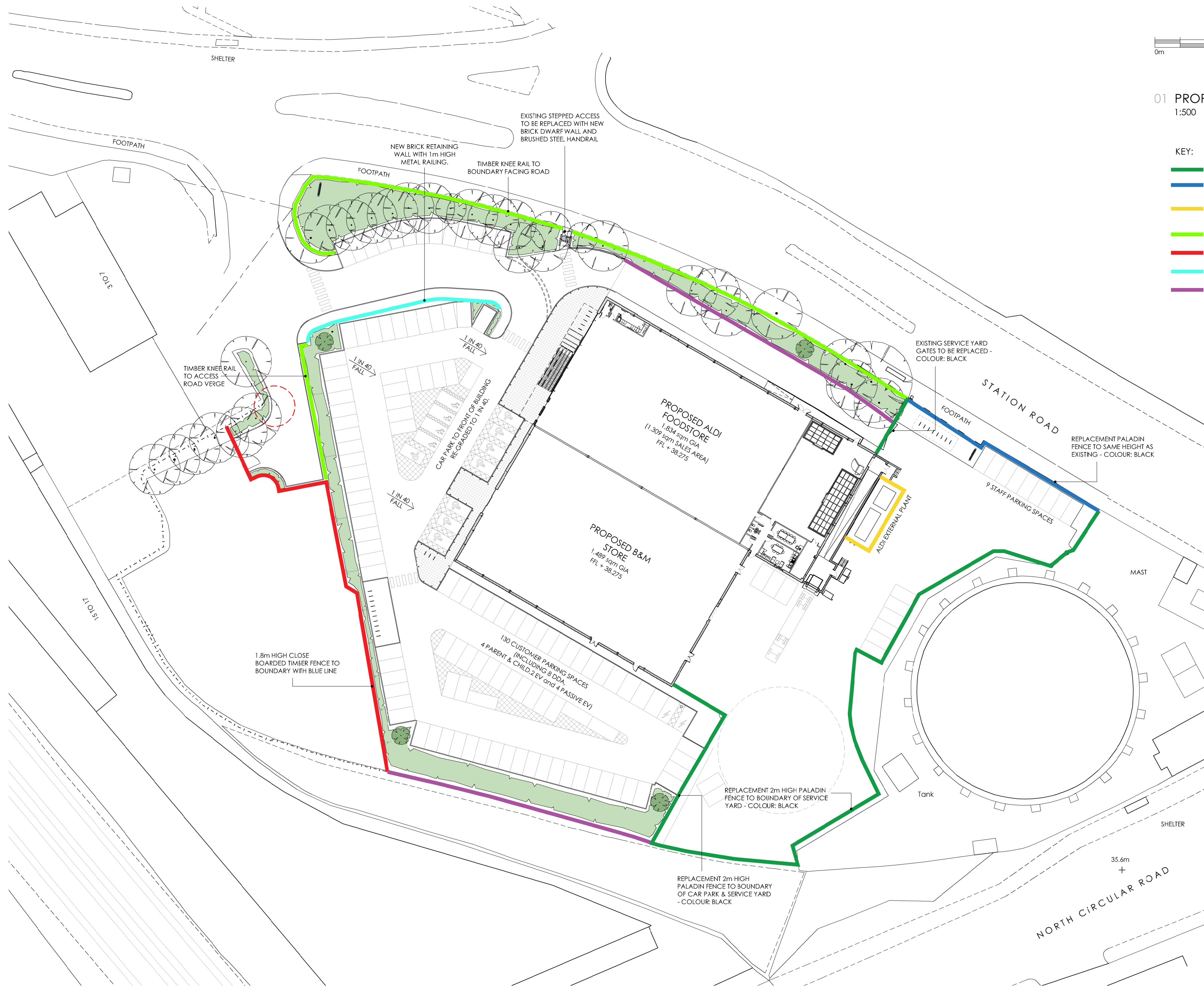
balance, there benefits associated with the re use of this vacant premises, the employment opportunities, the extant lawful use of the premises, the financial contribution towards pedestrian crossing of Station Road and the fact this is a temporary meanwhile use is sufficient to outweigh this concern.

- 10.2 It is considered therefore that the proposal is an appropriate use for this building and therefore the recommendation is one of approval.

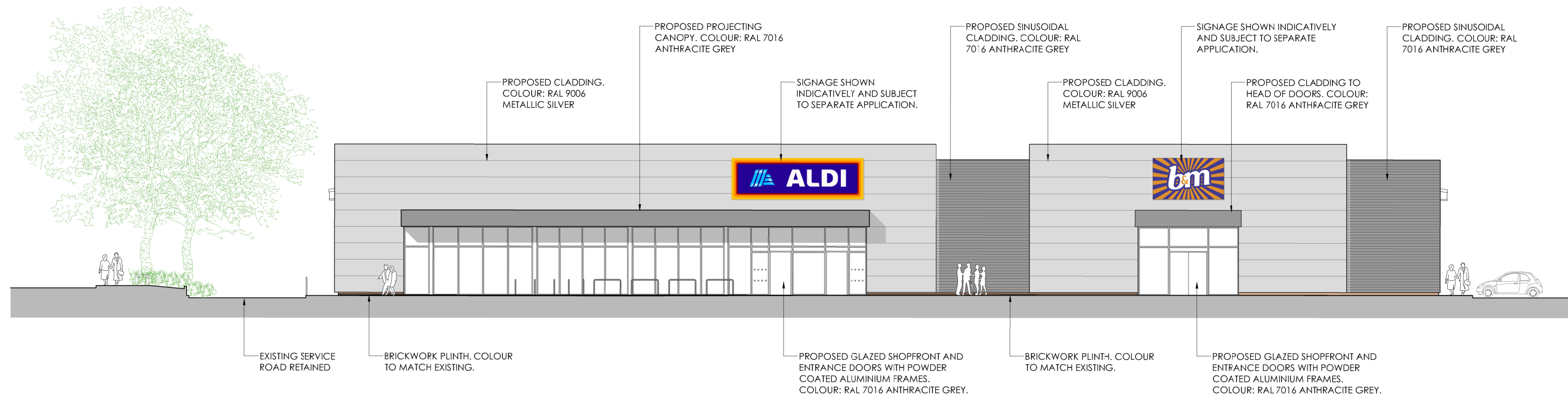
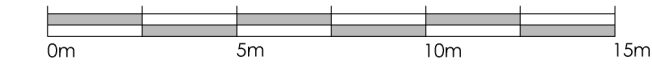


01 PROPOSED BOUNDARY/FENCE DETAILS PLAN
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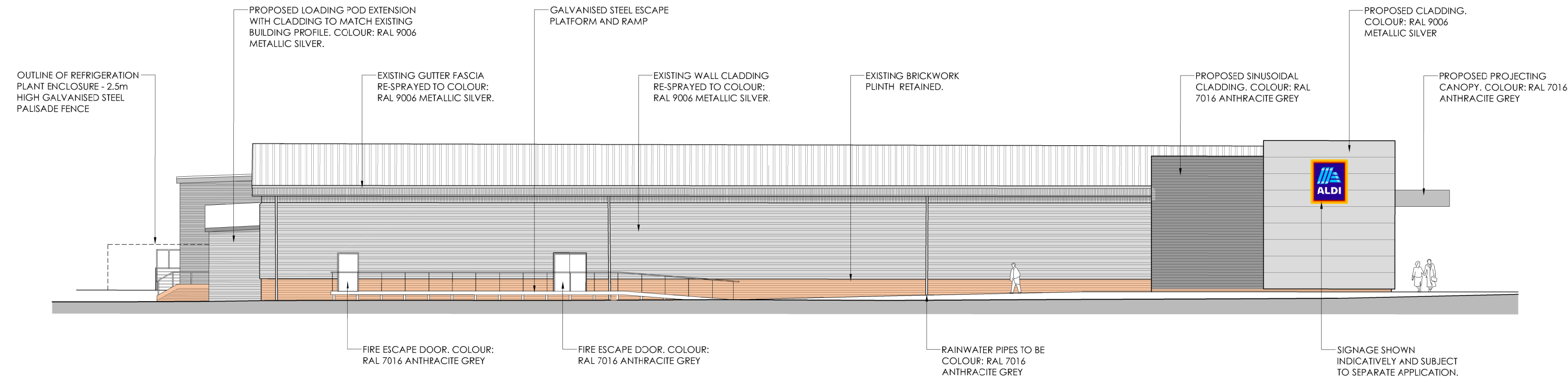
- KEY:**
- DETAIL 1 - REPLACEMENT 2m HIGH PALADIN FENCE
 - DETAIL 2 - REPLACEMENT PALADIN FENCE TO MATCH EXISTING HEIGHT
 - DETAIL 3 - 2.5m HIGH PALISADE FENCE SURROUNDING REFRIGERATION PLANT
 - DETAIL 4 - TIMBER KNEE RAIL
 - DETAIL 5 - 1.8m HIGH CLOSE BOARDED TIMBER FENCE
 - DETAIL 6 - 1m HIGH METAL RAILING TO RETAINING WALL
 - DETAIL 7 - EXISTING PALISADE FENCE RETAINED
- PLEASE REFER TO DRAWING 2800-CHE-114 FOR FURTHER INFORMATION RELATING TO DETAILS ABOVE.



A	14/08/2020	COORDINATED WITH SITE PLAN	DRW	DRW
Rev	Date	Description	Rev By	Chk'd By
Project Title	PROPOSED ALDI FOODSTORE			
	5 STATION ROAD NEW SOUTHGATE ARNOS GROVE N11 1QJ			
Client	ALDI STORES LIMITED - CHELMSFORD			
Status	PLANNING			
Scale	1:500	Drawing Size	A2	
Date	29/04/2020	Drawn By	DP	Checked DRW
Drawing Title	PROPOSED BOUNDARY/FENCE DETAILS PLAN			
Job-Dwg No	2800-CHE-113			Rev A
<input type="checkbox"/> 2 St. Johns North, Wakefield, WF1 3QA t. 01924 291800 <input type="checkbox"/> Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555 <input type="checkbox"/> The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577 <input checked="" type="checkbox"/> 101 London Road, Reading, RG1 5BY t. 0118 9507700 <input type="checkbox"/> 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215				



01 PROPOSED NORTH-WEST ELEVATION
1:200



02 PROPOSED NORTH-EAST ELEVATION
1:200

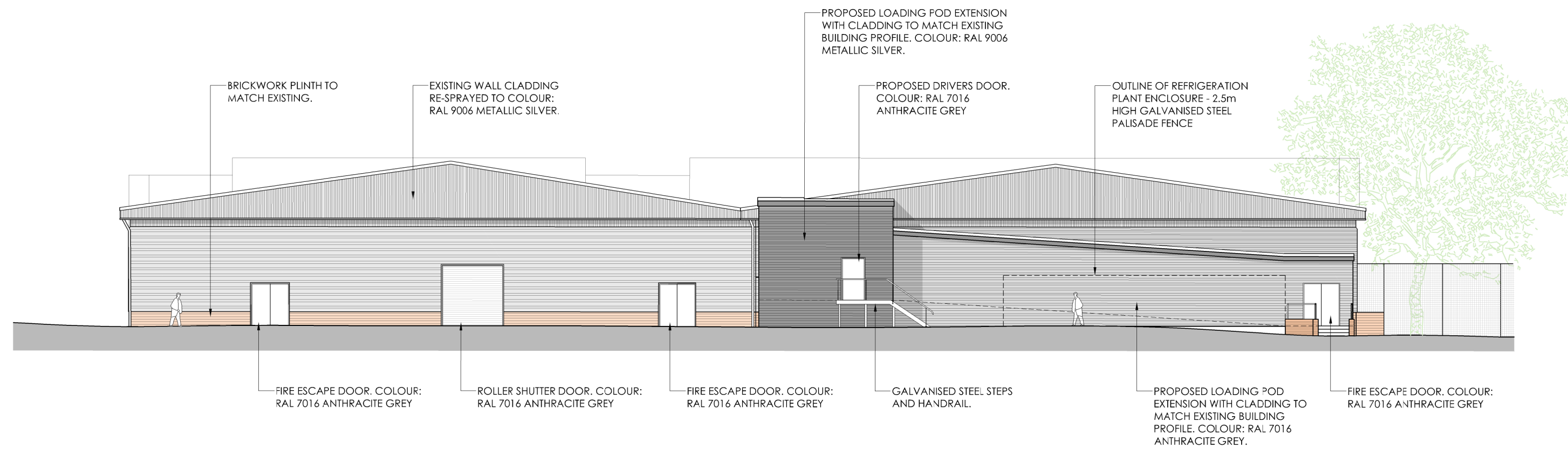


Rev	Date	Description	Rev By	Chk'd By
A	17/10/2019	GENERAL UPDATE	DRW	DRW

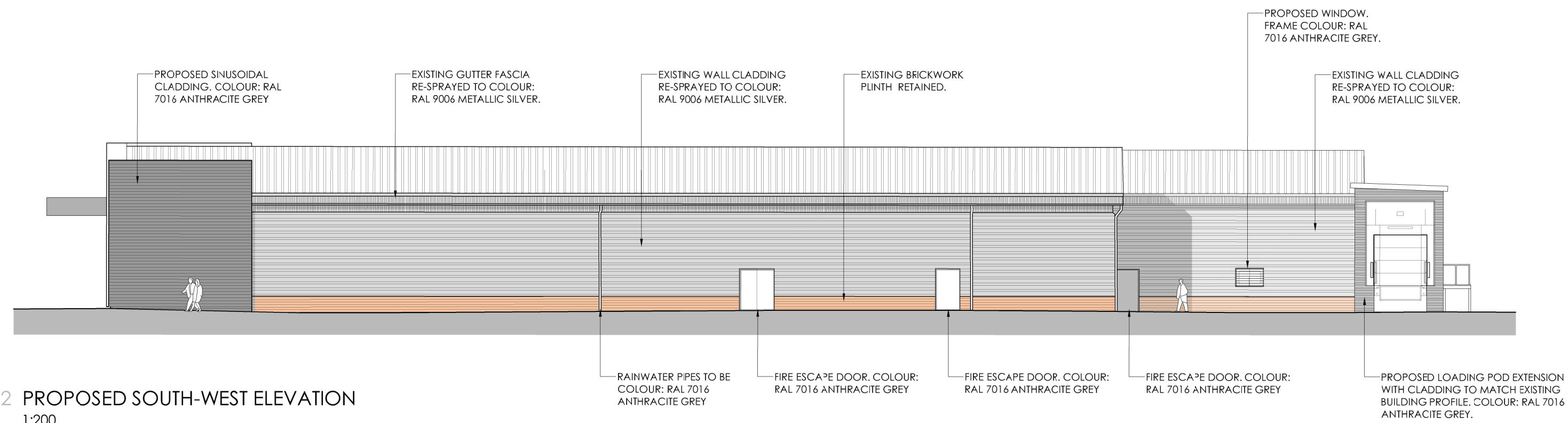
Project Title	PROPOSED ALDI FOODSTORE		Drawing Title	PROPOSED ELEVATIONS (1 OF 2)	
	5 STATION ROAD NEW SOUTHGATE ARNOS GROVE N11 1QJ		Job-Dwg No	2800-CHE-106	
Client	ALDI STORES LIMITED - CHELMSFORD				
Status	PLANNING				
Scale	1:200	Drawing Size	A2		
Date	03/09/2019	Drawn By	YE	Checked	DRW

- 2 St. Johns North, Wakefield, WF1 3QA t. 01924 29 1800
- Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555
- The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577
- 101 London Road, Reading, RG1 5BY t. 0118 9507700
- 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215

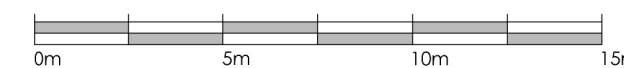




01 PROPOSED SOUTH-EAST ELEVATION
1:200



02 PROPOSED SOUTH-WEST ELEVATION
1:200



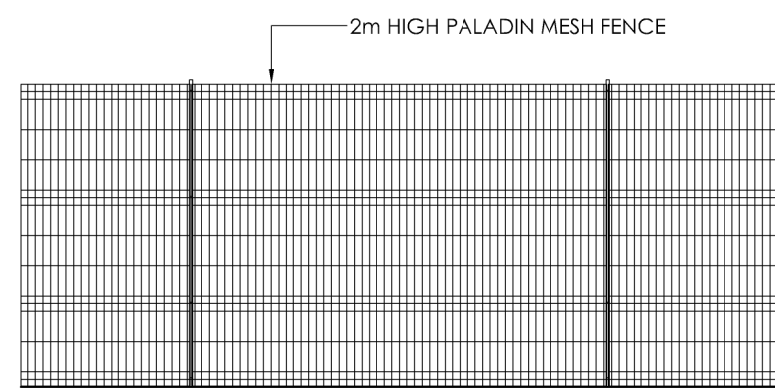
Rev	Date	Description	Rev By	Chk'd By
A	17/10/2019	GENERAL UPDATE	DRW	DRW

Project Title	PROPOSED ALDI FOODSTORE		Drawing Title	PROPOSED ELEVATIONS (2 OF 2)	
	5 STATION ROAD NEW SOUTHGATE ARNOS GROVE N11 1QJ		Job-Dwg No	2800-CHE-107	
Client	ALDI STORES LIMITED - CHELMSFORD			Rev	A
Status	PLANNING				
Scale	1:200	Drawing Size	A2		
Date	03/09/2019	Drawn By	YE	Checked	DRW

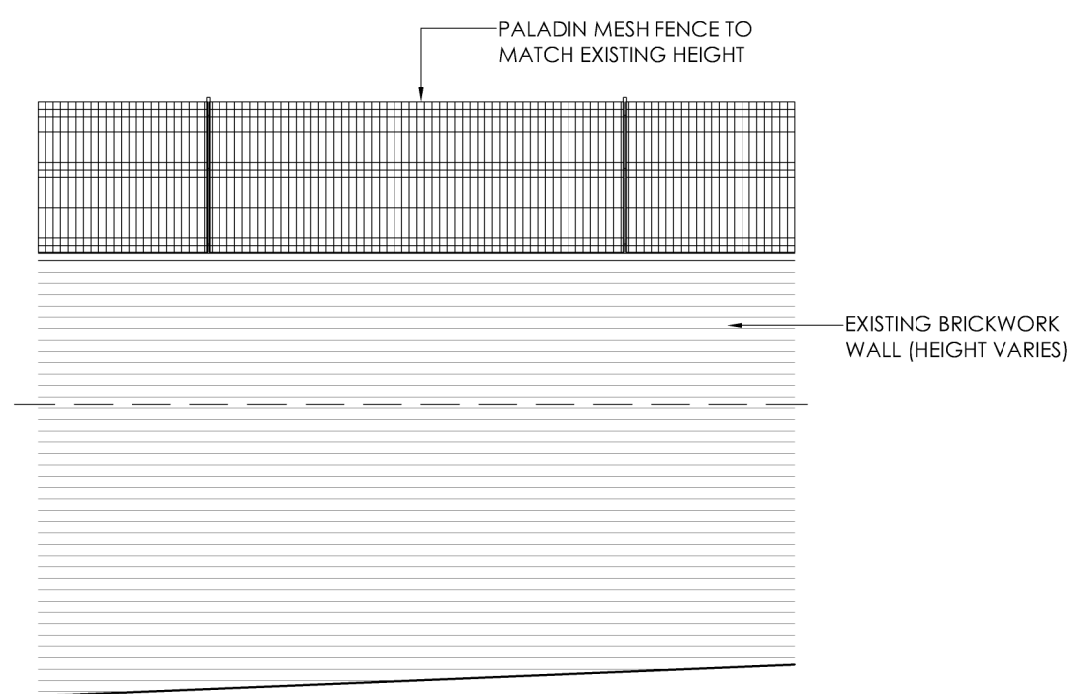
- 2 St. Johns North, Wakefield, WF1 3QA t. 01924 291800
- Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555
- The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577
- 101 London Road, Reading, RG1 5BY t. 0118 9507700
- 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215



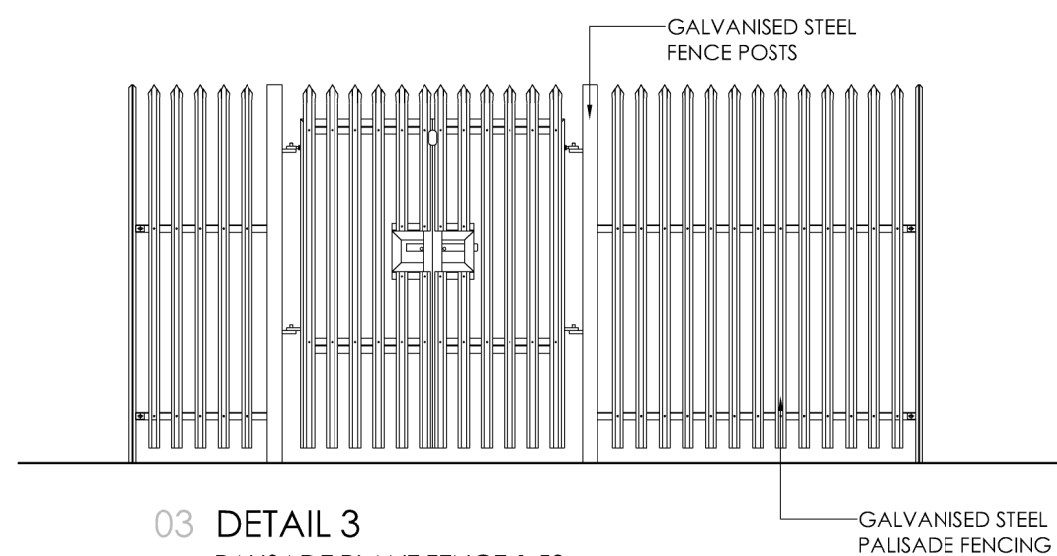
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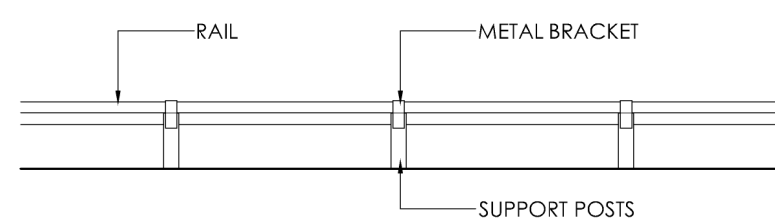
01 DETAIL 1
PALADIN FENCE 1:50



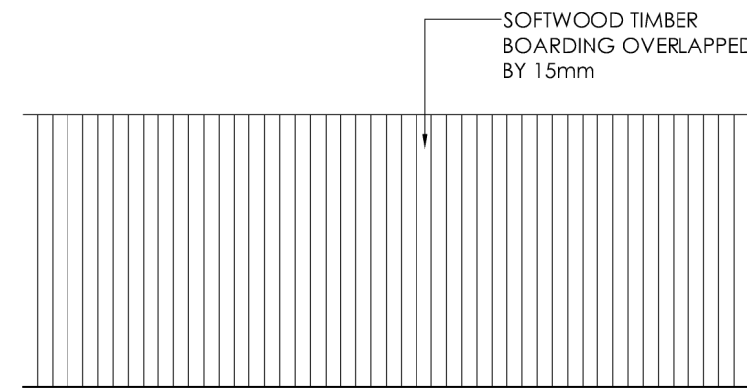
02 DETAIL 2
PALADIN FENCE TO WALL 1:50



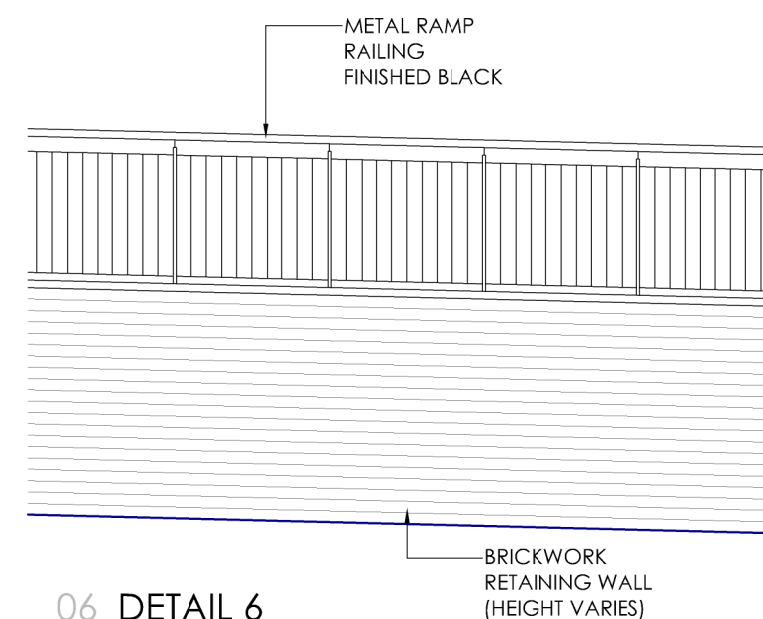
03 DETAIL 3
PALISADE PLANT FENCE 1:50



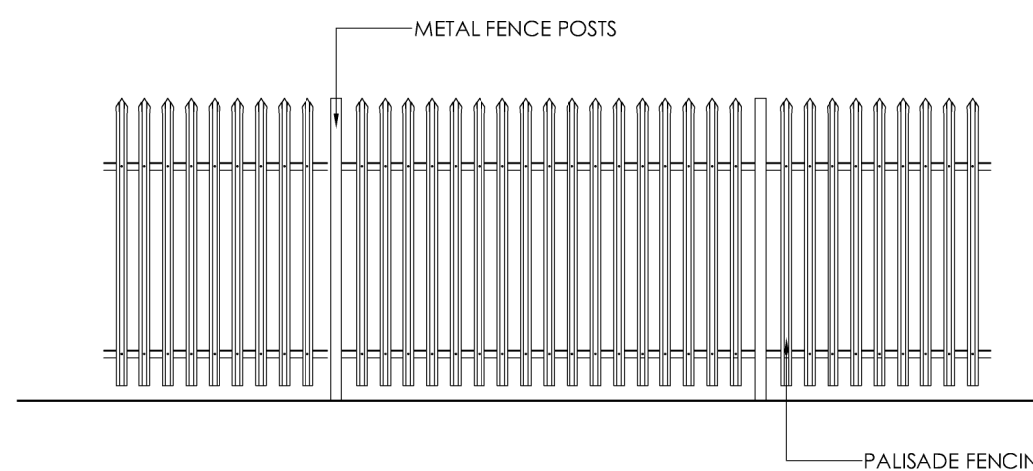
04 DETAIL 4
TIMBER KNEE RAIL 1:50



05 DETAIL 5
TIMBER FENCE 1:50



06 DETAIL 6
RAMP RAILING 1:50

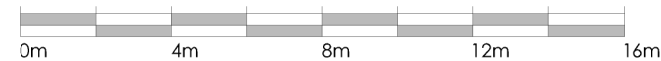


07 DETAIL 7
EXISTING PALISADE FENCE (HEIGHT VARIES) 1:50

KEY:

- DETAIL 1 - REPLACEMENT 2m HIGH PALADIN FENCE
- DETAIL 2 - REPLACEMENT PALADIN FENCE TO MATCH EXISTING HEIGHT
- DETAIL 3 - 2.5m HIGH PALISADE FENCE SURROUNDING REFRIGERATION PLANT
- DETAIL 4 - TIMBER KNEE RAIL
- DETAIL 5 - 1.8m HIGH CLOSE BOARDED TIMBER FENCE
- DETAIL 6 - 1m HIGH METAL RAILING TO RETAINING WALL
- DETAIL 7 - EXISTING PALISADE FENCE RETAINED

PLEASE REFER TO DRAWING 2800-CHE-113 FOR REFERENCE PLAN



Rev	Date	Description	Rev By	Chk'd By

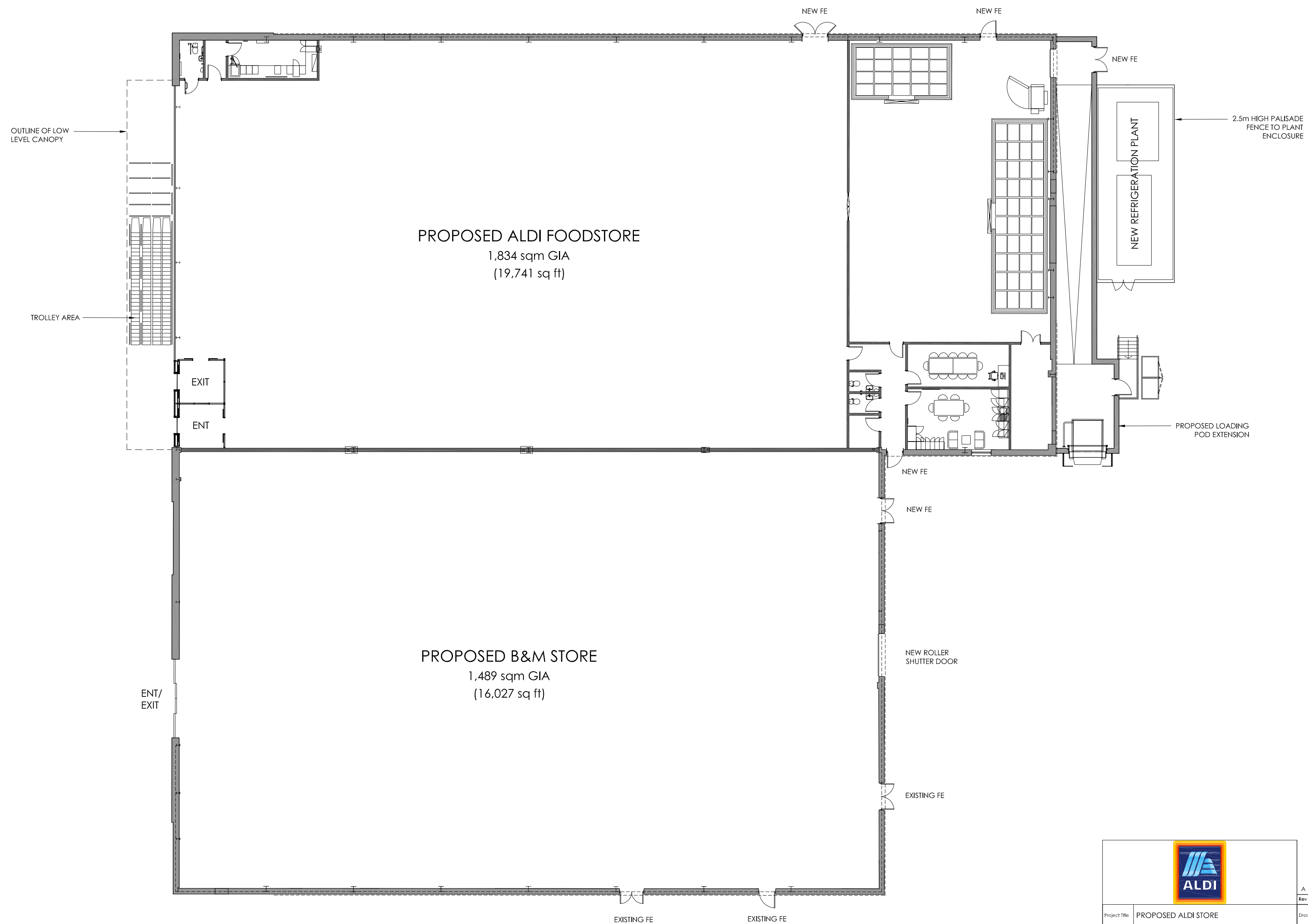


Project Title	PROPOSED ALDI FOODSTORE			
	5 STATION ROAD NEW SOUTHGATE ARNOS GROVE N11 1QJ			
Client	ALDI STORES LIMITED - CHELMSFORD			
Status	PLANNING			
Scale	1:50	Drawing Size	A2	
Date	29/04/2020	Drawn By	DP	Checked DRW
Drawing Title	PROPOSED BOUNDARY/FENCE DETAILS			
Job-Dwg No	2800-CHE-114			Rev -



- 2 St. Johns North, Wakefield, WF1 3QA t. 01924 29 1800
- Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555
- The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577
- 101 London Road, Reading, RG1 5BY t. 0118 9507700
- 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215

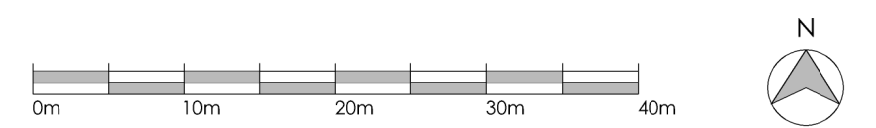


3,435 sqm PROPOSED OVERALL GROSS EXTERNAL AREA



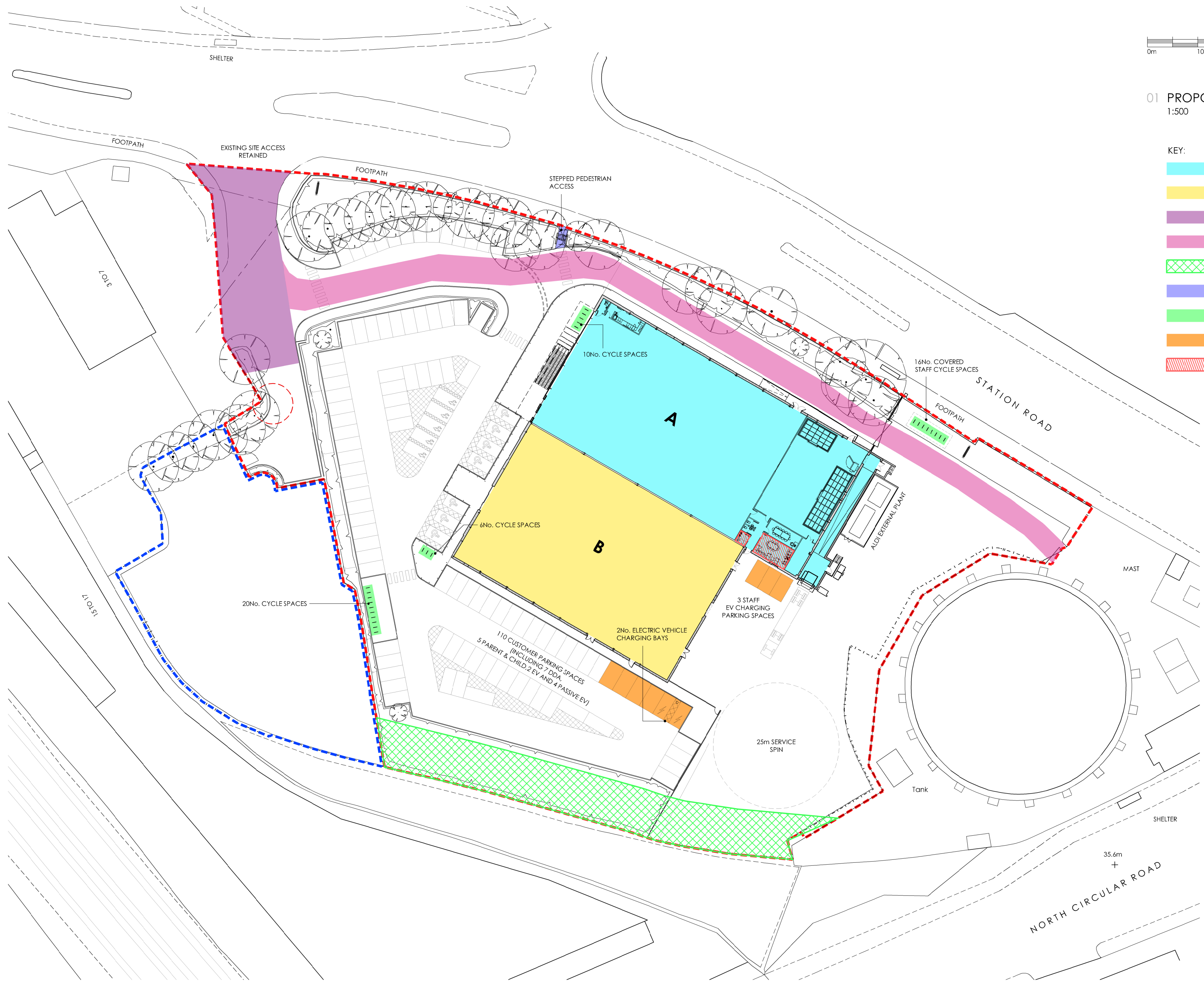
01 PROPOSED GROUND FLOOR PLAN
1:200

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		Rev	Date	Description	Rev By	Chkd By							
A	17/10/2019	GENERAL UPDATE	DRW	DRW									
Project Title: PROPOSED ALDI STORE 5 STATION ROAD NEW SOUTHGATE ARNOS GROVE N11 1QJ		Drawing Title: PROPOSED GA PLAN Job-Dwg No: 2800-CHE-105 Rev A											
Client: ALDI STORES LIMITED - CHELMSFORD		2 St. Johns North, Wakefield, WF1 3QA t. 01924 291600 Coners Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555 The Old Rectory, 79 High Street, Newport Pagnell, MK16 9AB t. 01908 211577 101 London Road, Reading, RG1 5BY t. 0118 9507700 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4291215											
Status: PLANNING													
Scale: 1:200 Drawing Size: A2		Date: 30/08/2019 Drawn By: YE Checked: DRW											

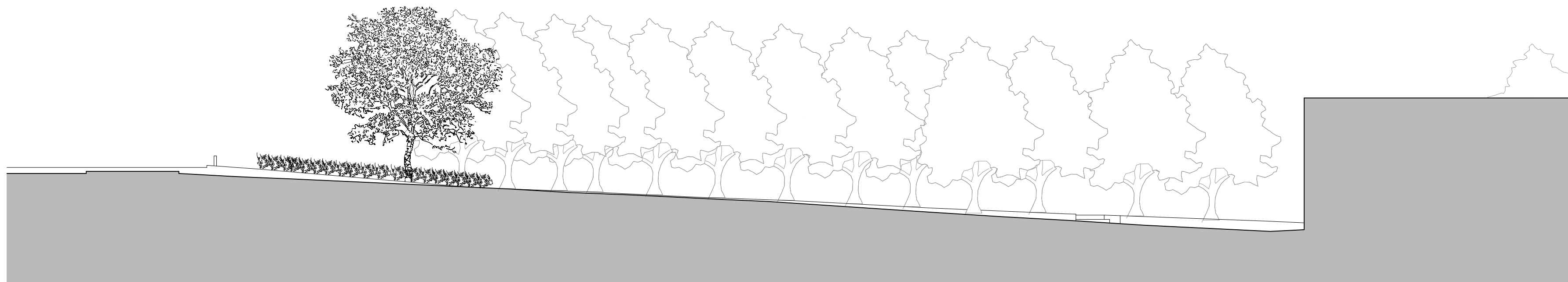


01 PROPOSED SITE PLAN
1:500

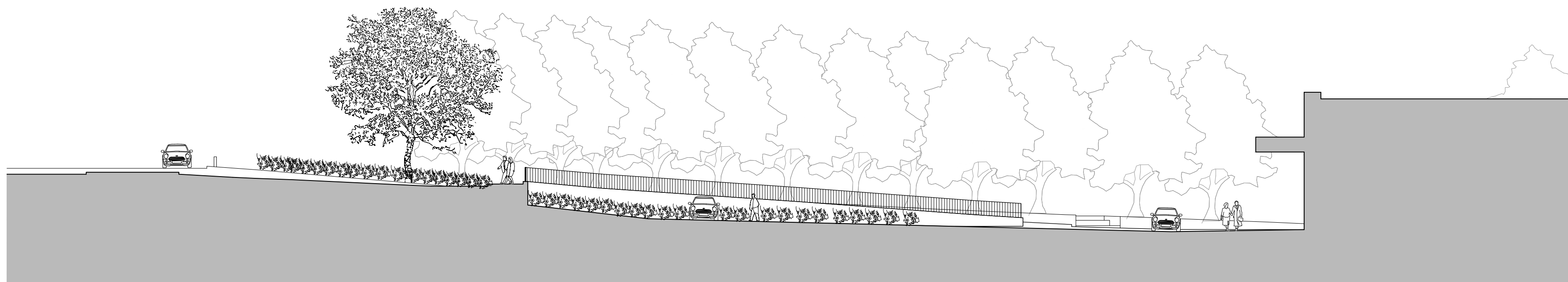
- KEY:**
- ALDI UNIT - "A"
 - B&M UNIT - "B"
 - SHARED SITE ACCESS
 - ACCESS RIGHTS FOR GASHOLDER SITE CONSTRUCTION/DEMOLITION TRAFFIC
 - PROVISION FOR VEHICULAR ACCESS TO GASHOLDER SITE
 - PEDESTRIAN ACCESS
 - 36No. CUSTOMER CYCLE SPACES & 16No. STAFF CYCLE SPACES
 - 2No. CUSTOMER ACTIVE EV SPACES, 4No. CUSTOMER PASSIVE EV SPACES & 3No. ACTIVE STAFF EV SPACES
 - SHOWER, CHANGING & LOCKER FACILITIES



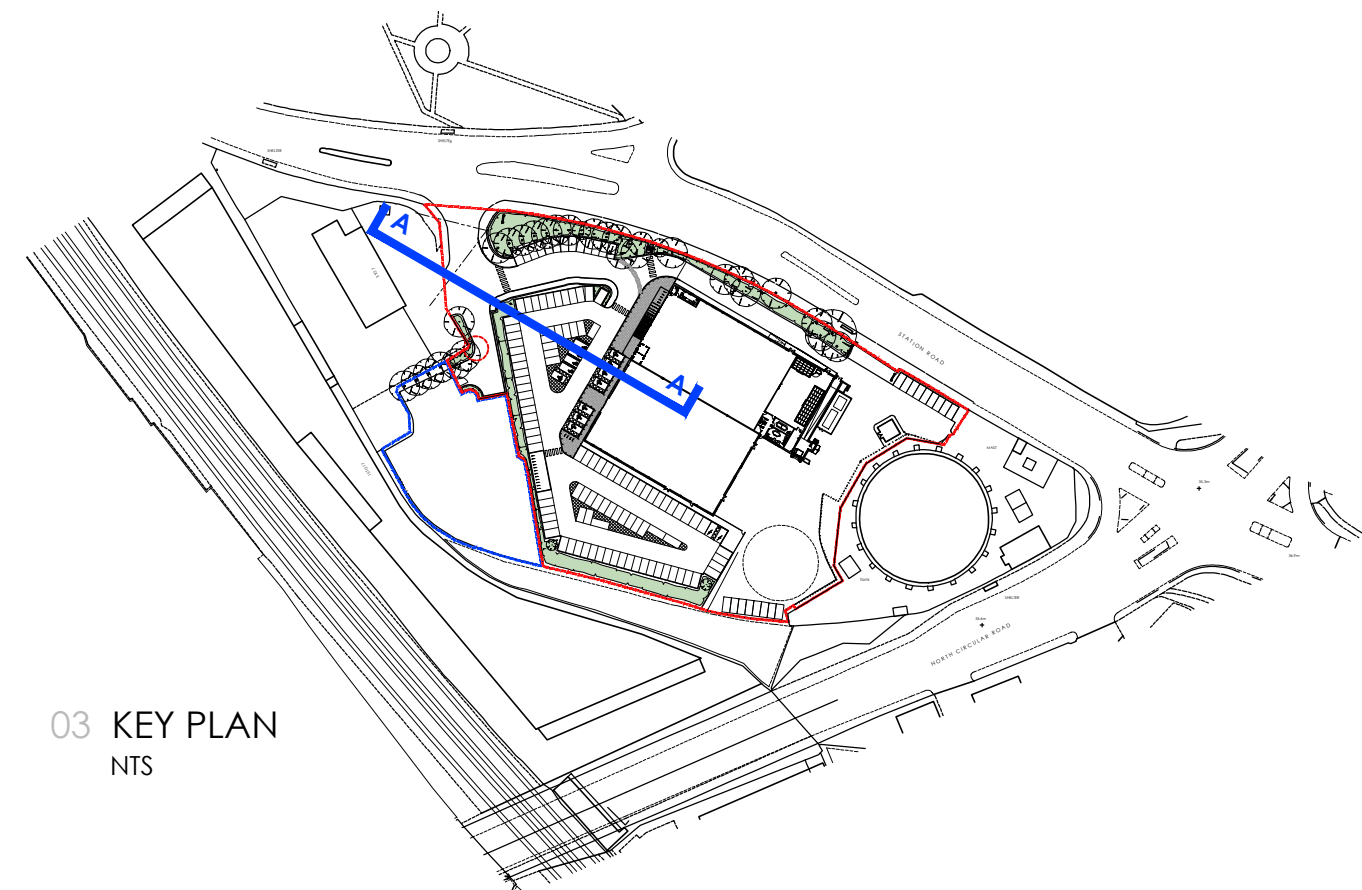
Rev	Date	Description	Rev By	Crk'd By
				
Project Title		PROPOSED ALDI FOODSTORE 5 STATION ROAD NEW SOUTHGATE ARNOS GROVE N11 1QJ		
Client		ALDI STORES LIMITED - CHELMSFORD		
Status		PLANNING		
Scale		1:500	Drawing Size A2	
Date	06/11/2020	Drawn By	DRW	Checked DRW
Drawing Title		PROPOSED SITE PLAN		
Job-Dwg No		2800-CHE-116		Rev -
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				www.harrispartnership.com



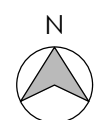
01 EXISTING SECTION A-A
1:200



02 PROPOSED SECTION A-A
1:200



03 KEY PLAN
NTS



Rev	Date	Description	Rev By	Chk'd By
B	09/12/2019	GENERAL UPDATE	DP	DRW
A	17/10/2019	GENERAL UPDATE	DRW	DRW



Project Title	PROPOSED ALDI FOODSTORE			
	5 STATION ROAD NEW SOUTHGATE ARNOS GROVE N11 1QJ			
Client	ALDI STORES LIMITED - CHELMSFORD			
Status	PLANNING			
Scale	1:200	Drawing Size	A2	
Date	04/09/2019	Drawn By	DRW	Checked DRW
Drawing Title	SITE SECTIONS			
Job-Dwg No	2800-CHE-108	Rev	B	

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<input type="checkbox"/>	Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555
<input type="checkbox"/>	The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577
<input checked="" type="checkbox"/>	101 London Road, Reading, RG1 5BY t. 0118 9507700
<input type="checkbox"/>	10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215



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