



# REGULATORY SERVICES COMMITTEE

26 October 2017

# REPORT

**Subject Heading:**

**P1384.17**

Bridge Point, Southend Arterial Road

Partial demolition of the building and reconstruction of 7 flats comprising units 12, 13, 14, 19, 20, 40 and 41 to match the existing building (originally approved under application P1973.03)

(Application received 17-08-2017)

**SLT Lead:**

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**Ward:**

Squirrels Heath

**Policy context:**

Local Development Framework  
The London Plan  
National Planning Policy Framework

**Financial summary:**

None

**The subject matter of this report deals with the following Council Objectives**

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[X]
Connections making Havering	[X]

**SUMMARY**

This application seeks consent for the partial demolition of the building and the reconstruction of 7 flats comprising units 12, 13, 14, 19, 20, 40 and 41 to match the existing building (originally approved under application P1973.03). In all respects, the proposal is considered to accord with the relevant policies contained in the LDF Core Strategy and Development Control Policies Development Plan Document and The London Plan. It is recommended that planning permission be granted subject to conditions.

**RECOMMENDATIONS**

It is recommended that planning permission be granted subject to the following conditions:

**1. Time Limit**

The development to which this permission relates must be commenced not later than three years from the date of this permission.

**Reason:** To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

**2. Accordance with plans**

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans (as set out on page one of this decision notice).

**Reason:** The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

### **3. Materials**

The proposed development hereby approved shall be constructed in accordance with the materials detailed under Section 9 of the application form unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

### **4. Hours of construction**

All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

**Reason:** To protect residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

### **5. Water Efficiency**

All dwellings hereby approved shall comply with Regulation 36 (2)(b) and Part G2 of the Building Regulations - Water Efficiency.

**Reason:** In order to comply with Policy 5.15 of the London Plan.

### **6. Construction Logistics Plan (CLP)**

Prior to the commencement of the development, a Construction Logistics Plan that outlines efficiency and sustainability measures to be undertaken during delivery of the proposed development shall be submitted to and approved in writing by the Local Planning Authority in conjunction with Transport for London (TfL). The development shall be carried out in accordance with the approved details.

**Reason:** Insufficient information has been supplied with the application in relation to a Construction Logistics Plan. Submission of details prior to commencement will ensure that the proposed development will not adversely affect the performance and/or safety of the Transport for London Road Network (TLRN). It will also ensure

that the development accords with the Development Control Policies Development Plan Document Policy DC32.

## **7. Construction methodology**

Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and ,if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

**Reason:** Insufficient information has been supplied with the application in relation to the proposed construction methodology. Submission of details prior to commencement will ensure that the method of construction protects residential amenity. It will also ensure that the development accords the Development Control Policies Development Plan Document Policy DC61.

## **8. Road Noise Assessment**

The recommendations including sound insulation measures contained in the Road 'Traffic Noise Assessment for Proposed Residential Development at Bridge Service Station, Ardleigh Green' dated 24<sup>th</sup> July 2002, (also referred to as the application site) shall be implemented prior to the occupation of the proposed development and thereafter retained unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** To protect future residents against the impact of road noise.

## **INFORMATIVES**

### **1. Approval - No negotiation required**

Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.

### **2. Fee**

A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.

### **3. Transport for London Informatives**

The footway and carriageway on the A127, Southend Arterial Road must not be blocked during the demolition and rebuild of the flats. Temporary obstructions during the rebuild must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A127, Southend Arterial Road.

All vehicles associated with the rebuild of the flats must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions.

No skips or construction materials shall be kept on the footway or carriageway on the Transport for London Road Network at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see: <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>

<b>REPORT DETAIL</b>
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### **1. Site Description**

1.1 The site has a frontage onto the A127 Southend Arterial Road and the access road in the centre of the site is known as Bridge Point. There are 23 car parking spaces located to the rear of the site. There are residential dwellings located to the south and west of the site in Ardleigh Green Road and Ardleigh Close respectively. There are residential dwellings located to the north east of the site.

## **2. Description of Proposal**

- 2.1 This application seeks consent for the partial demolition of the building and the reconstruction of 7 flats comprising units 12, 13, 14, 19, 20, 40 and 41 to match the existing building (originally approved under application P1973.03). The building is made up of two parts, either side of the vehicular site access. The two parts are connected at high level with a bridging unit, which is made up of two flats. The two existing blocks are served by two staircases serving the three storey buildings, the eastern core comprises 20 one bedroom flats and the western core comprises of 21 one bedroom flats. Swan Housing Association are the owners of the site.
- 2.2 Earlier this year, part of the building was badly damaged as a result of a gas canister explosion. The damage has affected seven of the flats within the eastern block of the development and this part of the building needs to be demolished and re-built to match the existing building. The proposed development will provide the same level/type of accommodation and the site layout will be maintained, so access to parking and refuse storage will remain the same.
- 2.3 The Design and Access Statement states that the explosion has caused a significant disruption for the residents of the development. Swan Housing Association is keen to move forward with the re-provision of these homes, meeting the planning and space standards of the homes, which were approved in 2004.

## **3. Relevant History**

- 3.1 P0967.05 - Change of use of office/reception area to self-contained flat, provision of 2 no. additional car parking spaces, boundary revisions, revised arrangements for motor cycle parking, bicycle storage and refuse storage – Approved with conditons.

P1973.03 - Construction of 2 interconnected blocks containing 40no. one bedroom flats for key workers, alterations to access, car, motorcycle, cycle parking and landscaping - Approved with conditions.

## **4. Consultation/Representations**

- 4.1 The occupiers of 96 neighbouring properties were notified of this proposal. Three letters of objection were received with detailed comments that have been summarised as follows:

- The two buildings should be separated, the bridge should be taken away and the bars on the windows should be removed to avoid a potential fire.
- Noise and disturbance during demolition and construction works.

In response to the above, noise and disturbance during construction can be addressed by appropriate planning conditions.

- 4.3 Environmental Health - No objections or comments with regards to contaminated land. With regards to air quality, it is recommended that construction method statement is secured by condition if minded to grant planning permission. Recommend a condition regarding a road noise assessment if minded to grant planning permission.
- 4.4 Highway Authority - No objection.
- 4.5 Essex & Suffolk Water - We do not have any apparatus located in the proposed development. We have no objection to this development subject to compliance with our requirements; consent is given to the development on the condition that a water connection is made onto our Company Network for the new dwelling for revenue purposes.
- 4.6 The Fire Brigade is satisfied with the proposals. No additional fire hydrants are required.
- 4.7 Transport for London - The site of the proposed demolition and construction is on the A127, Southend Arterial Road, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. The site of the proposed construction is located adjacent to the ongoing Ardleigh Green Bridge replacement works. With disruption expected until late 2019, and a two lane closure in effect until Spring 2019, the performance of the TLRN in this area is already reduced. With such disruption already occurring, TfL would require the applicant to produce a Construction Logistics Plan (CLP), which outlines efficiency and sustainability measures to be undertaken during delivery of the proposed development. This plan would be approved by Havering in conjunction with TfL before construction work commences on site. TfL further requests that the submission of the plans should be secured via appropriate planning conditions/obligations. TfL is notably concerned about the routing of construction vehicles both entering and exiting the site, due to the one way nature of the A127 and the left turn only exit. TfL have no objections to the nature of the development, indeed the rebuilding of the damaged flats will have a negligible impact upon the TLRN. However, considering the circumstances of the ongoing works at Ardleigh Green Bridge, TfL request an outline CLP secured by condition before it can support the application. Recommend informatives if minded to grant planning permission.

## **5. Relevant Policy**

- 5.1 Policies CP17 (Design), DC2 (Housing Mix and Density), DC3 (Housing Design and Layout), DC29 (Educational premises), DC33 (Car Parking), DC40 (Waste recycling), DC55 (Noise), DC61 (Urban Design) and DC72 (Planning Obligations) of the LDF Core Strategy and Development Control Policies Development Plan Document are also considered to be relevant together with the Design for Living Supplementary Planning Document and the Planning Obligations Supplementary Planning Document.

- 5.2 Policies 3.18 (Educational facilities), 3.3 (increasing housing supply), 3.4 (optimising housing potential), 3.5 (quality and design of housing developments), 6.13 (parking), 7.1 (building London's neighbourhoods and communities), 7.4 (local character), 8.2 (Planning obligations) and 8.3 (Community infrastructure levy) of the London Plan are relevant. The DCLG Technical Housing Standards document and the Housing SPG 2016 are relevant.
- 5.3 Policies 6 (Delivering a wide choice of high quality homes) and 7 (Requiring good design) of the National Planning Policy Framework are relevant.

## **6. Mayoral CIL implications**

- 6.1 The development is exempt from the Mayoral CIL, as 322 square metres of existing gross internal floor space of the building is being demolished and re-built.

## **7. Staff Comments**

- 7.1 The main issues in this case are the principle of development, site layout, the impact on the streetscene and neighbouring amenity and highway and parking issues.

## **8. Principle of Development**

- 8.1 Policy DC11 states that where sites which are suitable for housing become available outside the Green Belt, the employment areas, the commercial areas, Romford Town Centre and the district and local centres, the Council will not normally permit their use for other purposes. The site does not fall within any pertinent policy designated areas as identified in the Local Development Framework Proposals Map. It has been established, in land use terms, that the site is suitable for a housing development and therefore, the principle of a residential use is in accordance with policy criteria.

## **9. Site layout**

- 9.1 The seven, one bedroom, two person flats each have a gross internal floor space of 37 square metres, which fails to meet the minimum gross internal floor area of 50 square metres contained in the Technical Housing standards. Although, Staff consider that there is insufficient justification to refuse planning permission on the grounds of lack of internal space, as the proposal involves the partial demolition of the building and reconstruction of 7 flats to match the existing building, which was originally approved under application P1973.03. There is no amenity space provision for the flats, although Staff consider it would be difficult to insist on this, given that they are a like for like replacement and the existing flats do not have any amenity space provision.



## **10. Design/Impact on Street/Garden Scene**

- 10.1 It is considered the partial demolition of the building and the reconstruction of seven flats would not result in material harm to the streetscene, as the flats would be re-built exactly as per the plans for the previously approved application, P1973.03. As such, the original proportions and height of the building would remain the same as that prior to the gas explosion. In addition, the proposed development will match the materials previously approved under application P1973.03 and those used for the existing building (e.g. to match the western block).

## **11. Impact on Amenity**

- 11.1 It is considered the partial demolition of the building and the reconstruction of seven flats would not result in material harm to residential amenity, as the original proportions and height of the building would remain the same as that prior to the damage to the building and the flats would be re-built identical to the plans for the previously approved application, P1973.03. The rear gardens of neighbouring properties in Ardleigh Close (nearest the application site) have a depth of between approximately 21 to 23 metres. Given these separation distances, Staff consider that this relationship is acceptable. It is considered that the proposal would not create any additional overlooking or loss of privacy over and above previous conditions.

## **12. Highway/Parking**

- 12.1 The site has a PTAL of 1b. There are 23 car parking spaces, 40 cycle spaces and 20 motorbike spaces to the rear of the site. The agent has confirmed that there is no change to the historic arrangements with the car parking spaces being available exclusively for residents. Given that the proposal involves the partial demolition of the building and the reconstruction of 7 flats to match the existing building prior it being damaged, Staff consider that it would not create any parking or highway issues. The Highway Authority has no objection to this application. Considering the circumstances of the ongoing works at Ardleigh Green Bridge, Transport for London has requested a Construction Logistics Plan to be submitted, which outlines efficiency and sustainability measures to be undertaken during delivery of the proposed development before it can support the application and this will be secured by condition if minded to grant planning permission. The agent has confirmed that the access to parking and refuse storage will remain the same as that previously approved, which is acceptable.

## **13. Planning Obligations**

- 13.1 The proposal involves the partial demolition of the building and the reconstruction of seven flats to match the existing building and as such, no additional units are being created. Therefore, it is considered that a financial contribution to be used for educational purposes is not required in this instance.

## **14. Conclusion**

- 14.1 Staff are of the view that the partial demolition of the building and the reconstruction of 7 flats comprising units 12, 13, 14, 19, 20, 40 and 41 to match the existing building (originally approved under application P1973.03) is acceptable in principle, would not adversely impact on the streetscene or result in a significant loss of amenity to neighbouring occupiers. Staff consider that the scheme would not create any highway or parking issues. The proposal is considered to be acceptable in all other respects and it is therefore recommended that planning permission be granted subject to conditions.

### **IMPLICATIONS AND RISKS**

#### **Financial implications and risks:**

None.

#### **Legal implications and risks:**

None.

#### **Human Resources implications and risks:**

None

#### **Equalities implications and risks:**

The Council's planning policies are implemented with regard to equality and diversity.