



**Havering**  
LONDON BOROUGH

# REGULATORY SERVICES COMMITTEE

22 October 2015

## REPORT

### Subject Heading:

P1131.15 – Former Harold Wood Hospital, Gubbins Lane, Harold Wood (Date received 11/08/2015, revised plans received 6/10/2015))

### Proposal

Reserved matters application for the approval of siting, design, external appearance and landscaping (the reserved matters) pursuant to the outline planning permission P0702.08 for Phase 2A of the former Harold Wood Hospital, for the development of 109 residential dwellings, plus associated infrastructure and car parking.

### Report Author and contact details:

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### Policy context

Local Development Framework  
London Plan  
National Planning Policy Framework

### Financial summary

None

## **SUMMARY**

Since outline planning permission for the redevelopment of the former Harold Wood Hospital was granted under ref P0702.08 Members have considered full applications for the construction of the spine road and Phases 1A and 1B and reserved matters applications for Phase 3A, 3B, 5, 4A and 4B of the residential development. This reserved matters application is for the next penultimate phase of development, Phase 2A which proposes 109 residential dwellings, plus associated infrastructure and car parking.

Staff consider that the development would be sufficiently in line with the parameters agreed for the redevelopment by the outline planning permission which is required by condition. The development is further considered to be acceptable in all other respects.

It is concluded that the reserved matters application should be approved.

## **RECOMMENDATIONS**

That the Committee resolve that reserved matters permission be granted subject to the following condition:

1. The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications as listed above on 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 Development Control Policies Development Plan Document Policy DC61.

2. Prior to the first occupation of the development a car parking management scheme for Phase 2a shall be submitted to the Local Planning Authority for approval in writing. The scheme shall include details of car parking allocation and the measures to be used to manage the car parking areas. The scheme shall be implemented in accordance with the approved details prior to the first residential occupation of this phase of the development and such measures shall be maintained and retained permanently thereafter.

Reason:-

Insufficient information has been supplied with the application to judge arrangements for the management of parking. Submission of a scheme prior to occupation will ensure that there is no confusion about the allocation and management of parking facilities in the interests of highway safety.

## INFORMATIVES

1. Following a change in government legislation 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.
2. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: Improvements required to make the proposal acceptable were negotiated and submitted, in accordance with para 186-187 of the National Planning Policy Framework 2012..

### REPORT DETAIL

#### 1.0 Site Description

- 1.1 The former Harold Wood Hospital is located on the western side of Gubbins Lane approximately 500m (¼ mile) south of the junction with Colchester Road (A12), and opposite Station Road and Harold Wood mainline railway station.
- 1.2 The former hospital site is of irregular shape and covers an overall area of approximately 14.58 hectares, including the retained uses. This application relates to two areas totalling 0.99 hectares towards the eastern end of the site. The northern part of the site is located to the north of the Spine Road (St. Clements Avenue) and to the east of the first northern spur road (Wessex Lane) and extends up to Gubbins Lane. To the north of the site lie an existing car workshop, land to the rear of Harold Wood Methodist Church and the rear driveway and gardens to 1 to 7 The Drive. The southern part of the site is located to the south west of The Grange Listed Building and is bordered by Phase 4B which is currently under construction to the west, the railway to the south east and the site of the future final phase 2B to the east. The red line site plan for the southern part of the site also incorporates an area of road in front of The Grange.
- 1.3 There is one existing mature tree within the northern part of the site and a number of existing mature trees, including an avenue of Lime trees, within

the southern part of the site, all of which are the subject of a Tree Preservation Order and are to be retained.

- 1.4 Vehicular access to the northern site will be from Wessex Lane adjacent to the northern boundary. The southern section would be accessed from both Road 9 to the west within Phase 4B and the access road in front of the Grange which it is proposed to extend south westwards to give vehicular access to the rear of Block G.

## **2.0 Description of Proposal:**

- 2.1 The proposal is a reserved matters application for siting, design, external appearance and landscaping pursuant to outline planning permission P0702.08 in relation to Phase 2A of the redevelopment of the former Harold Wood Hospital site. This would consist of 109 dwellings within 3 No. apartment blocks. Block B providing 14 no. 1 bedroom, 27 no. 2 bedroom and 7 no. 3 bedroom flats, Block G providing 22 no. 1 bedroom and 21 no. 2 bedroom flats, and Block H providing 5 no. 1 bedroom and 13 no. 2 bedroom flats.

### **Siting and Scale**

- 2.2 Block B is proposed as a predominantly 4 storey block reducing to 3 storeys towards its northern edge to a maximum height of 14.2m designed as a three sided J shape and positioned on the north eastern side of the junction of St Clements Avenue (Spine Road) with Wessex Lane (Road 14). Key outward elevations face St Clements Avenue to the south east, the junction to the south west and Wessex Lane to the west. . The longest 53m elevation faces St. Clements Avenue. The height is staggered slightly to accommodate the sloping land. An area of open space and a preserved Willow tree would be retained adjacent to the St Clements Avenue / Wessex Lane junction. On its northern side a gated courtyard area of parking, undercroft parking spaces, together with the bin and cycle stores are proposed.
- 2.3 Blocks G is located adjacent and at an angle to the south eastern boundary with the railway. The 4 storey block is L-shaped with its longer 47m north west elevation facing onto road 9 and Phase 4B and the shorter 34.5m north east elevation facing towards Block H, The Grange and the avenue of Lime trees. On its southern side the internal elevations enclose a parking courtyard and undercroft parking spaces.
- 2.4 Block H is rectangular (37m x 14.5m) and located to the north east of Block G on the same alignment as Block G to road 9 and Phase 4B and with the avenue of preserved Lime trees to the south east

### **Access and Parking**

- 2.5 Vehicular access into the site would be from the east side Wessex Lane adjacent to the northern boundary of the site for Block B. Block G would be accessed from both sides via road 9 and an extension to road 15 in front of

The Grange which will give access to the parking courtyard. Block H would be accessed entirely from road 9 by vehicles but with ground floor pedestrian access on either side.

- 2.6 A total of 101 parking spaces are proposed within the phase inclusive of 2 visitor spaces and potentially 7 spaces for a future block with phase 2B. Parking spaces would be provided in the form of a mixture of street side, undercroft and courtyard parking giving an overall parking ratio of 0.84 spaces per unit for the phase. A minimum of one cycle storage space per unit would be provided either by way of secure communal ground floor areas within the Block G, and H or within secure external stores in the case of Block B.
- 2.7 The area of road in front of The Grange is incorporated into this reserved matters application for contractual reasons relating to the sale of The Grange to the company which is implementing the approved conversion. The road is to be constructed in block pavior finish.

### **Design and External Appearance**

- 2.8 Block B would provide 48 units comprising of 14 no. 1 bedroom, 27 no. 2 bedroom and 7 no. 3 bedroom apartments of which the 4 units at the eastern end of the block (one on each floor) would be wheelchair accessible. 6 of the ground floor units would be accessed from the street side of the development and the others either from access cores or the rear parking courtyard. All ground floor units would be provided with their own semi-private terrace and defensive planting, with each apartment on other floors having its own balcony.
- 2.9 The design approach for Block B responds to the prominent location on the area of land to the north of St Clements Avenue and to the east of Wessex Lane in the area currently occupied by the sales building with a 3-sided frontage which addresses the corner location. The frontage is articulated by a consistent vertical rhythm of windows, a constant grey brick ground floor with alternating vertical sections of white render and red brick. Balconies are expressed either as stacked columns or where balconies are conjoined at the eastern and western corners by framing with copper effect cladding. Copper effect cladding is also used to define the entrances to the front and rear of the block.
- 2.10 Block G would provide 43 units comprising 22 no. 1 bedroom and 21 no. 2 bedroom apartments incorporating 4 no. 1 bedroom units on the ground floor which would be wheelchair accessible. All ground floor units would be provided with their own semi-private terrace plus defensive planting, with each apartment on other floors having its own balcony. The design follows the same design principles as Block B with a grey brick ground floor, alternating use of white render and red brick, columns of balconies with the wrap around balcony on the northern external corner framed by copper effect cladding along with the entrance canopies.

- 2.11 Block H would provide 18 units comprising 5 no. 1 bedroom and 13 no. 2 bedroom flats incorporating 1 no. 1 bedroom and 2 no. 2 bedroom units on the ground floor which would be wheelchair accessible. All ground floor units would be provided with their own semi-private terrace plus defensive planting, with each apartment on other floors having its own balcony. The Block H design at three storeys is intended to relate in height terms to The Grange. The amended design incorporates a central entrance on the western side. The rhythm of windows and columns of balconies is repeated in the same manner as other blocks but a simplified palette consisting of white render and copper effect cladding is proposed.

### **Landscaping and Amenity Space**

- 2.12 The application includes detailed proposals for the hard and soft landscaping, including the retention of a number of significant trees, which are intended to fulfil the requirements of the relevant conditions of the outline permission for this phase of the development. This includes a secondary area of public open space in the location of the avenue of Lime trees in-between blocks G, H and The Grange. Various biodiversity measures including bird and bat boxes, wildflower planting and log piles are shown to be incorporated into the development. Details of all surface treatments are also included.
- 2.13 All blocks would be provided with semi-private terraces at ground floor or balconies on upper floors.

### **3. Relevant History**

P0704.01 - Residential development (Outline) - Resolved by Committee to be approved subject to the prior completion of a Section 106 Agreement. (10.56ha site similar to the current application site)

P0141.06 - Residential development of up to 480 dwellings (outline) – Refused (appeal withdrawn)

P1232.06 – Residential development of up to 423 dwellings (outline) – Approved

P0702.08 - Outline application for the redevelopment of the site to provide 810 dwellings including submission of full details in relation to the retention, with alterations, of the Grange listed building within the site to provide 11 flats and for a two storey building adjacent to the Grange to provide 4 flats – Approved.

P1703.10 - Construction of Spine Road in relation to site redevelopment for residential use at the former Harold Wood Hospital - Approved

P0230.11 - Construction of Phase B of a Spine Road in relation to site redevelopment for residential use at the former Harold Wood Hospital – Approved

P0004.11 - Phase 1A of the development of the former Harold Wood Hospital, to include demolition of existing buildings and the construction of 20 residential units and associated infrastructure and landscaping – Approved

D0122.11 - Demolition of the former Harold Wood Hospital, Gubbins Lane.- Prior Approval Granted

P1002.11 - Phase 1B of the development of the former Harold Wood Hospital, to include demolition of existing buildings and the construction of 68 residential units and associated infrastructure and landscaping – Approved

P0243.12 - The approval of siting, design, external appearance and landscaping (the reserved matters) pursuant to the outline planning permission P0702.08 for Phase 3B of the former Harold Wood Hospital, for the development of 74 residential apartments, plus associated infrastructure and car parking – Approved

P0412.12 - The approval of siting, design, external appearance and landscaping (the reserved matters) pursuant to the outline planning permission P0702.08 for Phase 5 of the former Harold Wood Hospital, for the development of 105 dwellings, plus associated infrastructure and car parking.– Approved

P0346.13 - The approval of siting, design, external appearance and landscaping (the reserved matters) pursuant to the outline planning permission P0702.08 for Phase 3A of the former Harold Wood Hospital, for the development of 144 residential dwellings, plus associated infrastructure and car parking. - Approved

P1295.13 - The approval of siting, design, external appearance and landscaping (the reserved matters) pursuant to the outline planning permission P0702.08 for Phase 4A of the former Harold Wood Hospital, for the development of 55 residential dwellings, plus associated infrastructure, open space and car parking.- Approved

P1594.14 – Reserved matters application for the approval of siting, design, external appearance and landscaping (the reserved matters) pursuant to the outline planning permission P0702.08 for Phase 4B of the former Harold Wood Hospital, for the development of 84 residential dwellings, plus associated infrastructure, open space and car parking. - Approved

#### **4. Consultations and Representations:**

4.1 Consultees and 232 neighbouring properties have been notified of the application. The application has been advertised on site and in the local press.

4.2 Eleven letters of representation have been received. Objections are raised to:

- The density of development proposed amounts to overdevelopment which it is suggested is out of keeping with the rest of the development.
- Overlooking and loss of privacy for units within Phase 1a notably those properties in St Clements Avenue and Wessex Lane closest to the proposed Block B;
- Inadequate parking, in particular for Block B, which will lead to increased on street parking especially in Wessex Lane which is private and not subject to parking restrictions.
- Lack of visitor space parking.
- Too many units will be served from Wessex Lane which was not intended for such purposes.
- Additional traffic will cause congestion at the junction with Gubbins Lane and highway safety issues.
- Additional noise and pollution from traffic and entrance gate.
- Loss of light as a result of four storey development.
- Four storeys will be out of keeping with the rest of the development.
- Purchasers of properties were not told about future phases and were given assurances that nothing would exceed three storeys.
- Adverse effect upon the setting of The Grange listed building.
- Adverse effect upon preserved trees.
- Loss of green space.
- Proposal is not in keeping with the developers objective of creating a “wooded development”.
- More time should be allocated for neighbours to respond due to delays in people receiving their letters.

## **Consultee Responses**

***Borough Designing Out Crime Advisor*** – Advises that there have been pre-application discussions and that the application shows that crime prevention measures have been considered in the design of the proposed development. No objections are raised subject to the development being carried out in accordance with the relevant conditions of the original outline consent.

***Environment Agency*** – No objections subject to there being no impact upon the developer’s ability to meet the requirements of the surface water drainage condition on the Outline consent in accordance with the approved Flood Risk Assessment. (FRA)

***Natural England*** – No comments. The Council’s obligation to assess and consider the possible impacts arising from the development and to seek biodiversity enhancement is reiterated.

***Thames Water*** - no observations.

***Essex and Suffolk Water*** – No objections



**Streetcare** – No objections

**LBH Waste and Refuse** – Sought clarification of width of entrance to Block B and distance from bin store.

**LBH Environmental Health** – Requested conditions related to a construction management plan, enhanced sound insulation, noise levels in rooms and contamination.

**Network Rail** – Advise of the restrictions and safeguards that the developers need to adhere to in relation to the adjacent Network Rail land.

## 5 Relevant Policies

- 5.1 The development plan for the area consists of the Havering Local Development Framework (Core Strategy, Development Control Policies and Site Specific Allocations) and the London Plan 2011
- 5.2 Policies CP1 (Housing Supply), CP2 (Sustainable Communities), CP7 (Recreation and Leisure), CP15 (Environmental Management) and CP17 (Design) of the Local Development Framework Core Strategy are considered relevant.
- 5.3 Policies DC2 (Housing mix and density), DC3 (Housing Design and Layout), DC6 (Affordable Housing), DC7 (Lifetime Homes and Mobility Housing), DC20 (Access to Recreation and Leisure Including Open Space), DC21 (Major Developments and Open Space, Recreation and Leisure Activities), DC32 (The Road Network), DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), DC48 (Flood Risk), DC49 Sustainable Design and Construction), DC50 (Renewable Energy), DC51 (Water Supply, Drainage and Quality), DC58 (Biodiversity and Geodiversity), DC59 (Biodiversity in New Developments), DC60 (Trees), DC61 (Urban Design), DC63 (Delivering Safer Places), of the Local Development Framework Development Control Policies Development Plan Document and Policy SSA1 (Harold Wood Hospital) of the Local Development Framework Site Specific Allocations Development Plan Document are also considered to be relevant. Various Supplementary Planning Documents of the LDF are also relevant.
- 5.4 London Plan policies: 3.3 (increasing housing supply), 3.4 (optimising housing potential), 3.5 (quality and design of housing developments), 3.6 (children's play facilities), 3.8 (housing choice), 3.9 (mixed and balanced communities), 3.10 (definition of affordable housing), 3.11 (affordable housing targets), 3.12 (negotiating affordable housing), 3.13 (affordable housing thresholds), 5.2 (minimising carbon dioxide emissions), 5.3 (sustainable design and construction), 5.7 (renewable energy), 5.12 (flood risk management), 5.13 (sustainable drainage), 5.16 (waste self sufficiency), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 7.3 (designing out crime), 7.4 (local character), 7.6 (architecture), 7.15 (reducing noise and enhancing soundscapes) and 7.19 (biodiversity and access to nature) are considered to apply. There is also a range of Supplementary Planning

Guidance to the London Plan. including 'Providing for Children and Young People's Play and Informal Recreation' that are considered to be relevant.

5.5 The National Planning Policy Framework is a further material consideration.

## **6.0 Planning Considerations**

6.0.1 The principle of the residential redevelopment of the Harold Wood Hospital sites has been established by the outline planning permission P0702.08. Many of the environmental issues arising from the principle of residential development, such as land contamination, archaeology and ecology have all previously been considered by the outline application. These matters are all dealt with in detail by the planning conditions forming part of the outline permission.

6.0.2 This is the eighth application for full permission or reserved matters approval which has been submitted and if approved, would bring the total number of units with detailed permission to 674 representing 83% of the total 810 units for which planning permission was granted.

6.0.3 The main issues arising from this application for reserved matters approval are therefore considered to be the extent to which the detailed proposals accord with the parameters and principles established by the outline permission; housing density, tenure and design, site layout including proposals for hard and soft landscaping of the site, massing and street scene implications, impact upon residential amenity, highways, parking and accessibility and sustainability.

## **6.1 Principle of Development**

6.1.1 The outline planning application was submitted with an indicative masterplan and a number of development parameters and parameter plans as the means by which the design concepts for the redevelopment of the site would be translated into a framework for the future submission of reserved matters. The parameter plans showed the land uses, development, landscape strategy, access and movement, density and building height across the site to demonstrate how new development will work within the site and how it would relate to neighbouring development. The illustrative masterplan demonstrated one way in which this could be translated and forms the basis on which this reserved matters application has been submitted.

6.1.2 The outline permission included a condition (Condition 7) which required that the development should be carried out in accordance with the parameter plans and in general accordance with the corresponding strategies within the Design and Access Statement and other documents. The condition also states that any deviation from these can only be made if it is agreed by the Local Planning Authority that such deviation would not give rise to any adverse environmental effects which would have otherwise required mitigation. The parameters therefore act as a check to ensure that reserved matters follow principles established by the outline permission and

a benchmark against which to assess subsequent reserved matters submissions.

## **6.2 Density, Siting and Layout**

- 6.2.1 The overall density approved in principle at Outline stage provided for an average of 64 dwellings per hectare (dph) across the whole development site. The density was designed to vary according to the location within the site to reflect the nature of surrounding development and the proximity to public transport. These density areas were identified as Blocks. Phase 2A is located partly within density Block A and partly within density Block E in the Density Strategy parameter plan where densities of up to 42 dph and 97 dph respectively have in principle consent.
- 6.2.2 To calculate the density of Block A it is necessary to combine the units currently proposed in residential block B (48 no. units) with those that have already been built within that density block i.e. Phase 1A (20 no. units) plus one unit from Phase 1B (Plot 39). With an area of 1.604 Ha, this gives a total density for Block A of 43 dph.
- 6.2.3 Within density Block E Phase 2a Blocks G and H propose 61 units and the approved conversion of The Grange and associated new build adds a further 15 units. The remaining phase of development Phase 2B will all be located within density block E and a maximum of 121 units could be provided in this final phase under the 810 units granted outline permission. This would give a total number of units within density block E of 197 units. Density block E has an area of 2.278 Ha which would give a maximum density of 86.5 dph.
- 6.2.4 Whilst the density for block A is marginally in excess of the block A density parameter the density for block E is well within the approved density parameter. Furthermore, the overall maximum density of the development, even taking into account the next yet to be submitted phase, is 62 dph and therefore remains below the overall permitted density of 64 dph for the entire development. The proposed densities are therefore considered to be acceptable and in accordance with the Outline consent.
- 6.2.5 The approved Building Height Strategy Parameter Plan identified the site of Phase 2A as being part 3 storey (9 to 12m in height) and part 4 storey (12 to 15m in height). Blocks G and H are located entirely within their respective 4 and 3 storey height zones with maximum heights within the permitted limits. Apartment Block B reduces to 3 storey where indicated by the height parameter plan but encroaches beyond the four storey development zone into areas identified as public open space at either end of the primary St Clements Avenue frontage. The extent of these encroachments is 3.5m at the eastern end and 14m at the western end, the latter resulting in a reduction in open space of some 200 sqm. This also represents a deviation from the land use strategy parameter plan approved under the Outline consent.

- 6.2.6 The judgment to be made is whether these encroachments will give rise to any significant impacts that were not envisaged as part of the outline application and whether these would require any mitigation which was not considered as part of the previous Environmental Impact Assessment.
- 6.2.7 The reduction in the area of open space results from Block B having been pushed away from the northern site boundary as far as is possible in order to maximize the amount of courtyard to the rear. In terms of the overall level of public open space being provided throughout the scheme (2.45 Ha) the magnitude of the change as a result of the reduction proposed (0.02 Ha) or less than 1% and is not considered to be significant. Moreover, in the indicative masterplan much of the area was indicated as a pond. It is still intended to provide a dual water feature within the final phase, but the result of the change is that a greater proportion of this particular area would be available for informal public use than might have been the case had the masterplan been adhered to more closely.
- 6.2.8 In terms of whether any impacts arise from the encroachments, it logically follows that if the magnitude of the change is not considered to be significant, that the any resulting environmental issues arising are similarly not considered material as they would not give rise to adverse environmental impacts requiring mitigation measure to ameliorate their effects. On that basis staff are satisfied that there is no conflict with the condition which requires the development to be carried out in accordance with the parameter plans as set out in paragraph 6.1.2.
- 6.2.9 There is also a deviation from the Access and Movement Strategy Parameter Plans which showed the Secondary road (Road 6) as a loop road which did not extend significantly beyond The Grange. Under the current proposals this road extends towards the railway boundary of the site as a no through road serving the rear parking courtyard for Block G. However, on the same basis as that set out in para 6.2.8 above, staff are satisfied that there is no conflict with the condition which requires the development to be carried out in accordance with the parameter plans as set out in paragraph 6.1.2.
- 6.2.10 In terms of layout the scheme has been derived from a detailed testing of the illustrative layout used for the outline application. The scheme has been developed paying close attention to the site topography, movement and access desire lines, relationship to other parts of the redevelopment and neighbouring development, maximisation of landscaping and the desire to minimise the impact of the parking and maximise the overlooking of any parking and open space.
- 6.2.11 The proposed apartment blocks will help create a sense of enclosure, strong active street frontages and provide additional natural surveillance for the public open space alongside the spine road in front of The Grange. Block B will provide an architectural landmark flanking the northern side of the spine road (St Clements Way) but set back 45m from the Gubbins Lane entrance. This will in the future be viewed across the proposed open space and landscaped area on the southern side of the spine road which is to be

provided as part of the final phase of development. The layout closely follows that shown on the original masterplan and is considered to be acceptable.

### **6.3 Design, Residential Quality and Open Space**

- 6.3.1 The Residential Design Supplementary Planning Document seeks to promote best practice in residential design and layout and to ensure that new residential developments are of the highest quality. The detailed design approach and layout justification is set out within the Design and Access Statement and corresponds with the principles of the outline Design and Access Statement as they apply to this part of the site.
- 6.3.2 The design of Blocks B, G and H maximise the number of ground floor entrances which in combination with the housing frontages onto the spine road and side roads will provide a functional and lively streetscene.
- 6.3.3 The design of Blocks B, G and H incorporate some design features that are recurrent with earlier phases, including roof edge detailing, grouping of balconies, cladding and distinctive material changes. Staff are satisfied that they continue the theme and character established by the earlier approved phases and offer suitably distinctive and high quality architecture with attention to detail and context whilst creating an attractive place where people will want to live.
- 6.3.4 The scheme will provide accommodation built to Lifetime Homes requirements throughout and also incorporates eleven units which are designed to be wheelchair accessible from the outset. The development is therefore in accordance with Policy DC7.
- 6.3.5 The design of all Blocks will offer acceptable levels of daylighting and sunlight for future occupants. Whilst there is no communal amenity area for the blocks staff are satisfied that this is adequately offset by the availability of balconies of a depth and area which comply with the guidance contained in the Residential Design SPD together with semi-private terraces at ground floor. In addition the close proximity of the central open space and other secondary open spaces throughout the development together with the setting provided by the tree lined spine road and other ecological features of the development will enhance amenity for future residents.
- 6.3.6 This phase of the development incorporates secondary areas of public open space to the east and west of Block B together with the space to the south east of Block H /south west of The Grange which is characterised by the historic avenue of Lime trees. These areas all accord with the parameters plans which formed part of the outline consent and will provide an attractive setting for the Blocks.

### **6.4 Landscape Strategy and Biodiversity Enhancement**

- 6.4.1 The Landscape Strategy and specification submitted with the application demonstrates a commitment to providing a high quality residential

environment, both in terms of the streetscape and hard landscaping and the soft landscaping proposed. The road in front of The Grange is to be block paved as will all parking courtyards, with conservation kerbs used for all adoptable highways. A number of significant trees are to be retained within the open spaces with the roads and development kept clear of the tree root zone which would be fenced for protection during construction to ensure their successful retention and integration into the development. This would include those newly planted trees on the strip of land to the north of junction of St Clements Avenue with Gubbins Lane. Extensive planting of trees and shrubs within open spaces, within the courtyards and along the southern boundary and new roads is proposed which will enhance the biodiversity potential of the site and provide an attractive street scene and setting for the development

6.4.2 The area that Block B will occupy is the current location of the marketing suite, associated parking and additional landscaping and planting. Objections have been raised to the loss of this area. However, the area was identified as a development zone in the outline planning application and no objection is therefore raised to its loss.

6.4.3 Hedging is proposed in many areas of the site with the dual function of giving definition between public, semi- public and private areas of the site, defining the edges and giving structure to the public open space as well as providing an attractive feature in the street scene.

6.4.4 As well as the planting of native trees and shrubs on the site the buildings will also incorporate integrated bird and bat boxes. This together with further ecological enhancement measures within other phases of the development adjacent to the railway SINC and the creation of “Green Links” to it would be in accordance with the parameters set for the development and in compliance with Policy DC59.

## **6.5 Impact on Adjoining Sites and Residential Amenity**

6.5.1 The Residential Design SPD states that new development should be sited and designed such that there is no detriment to existing residential amenity through overlooking and/or privacy loss, over dominance or overshadowing. Policy DC61 reinforces these requirements by stating that planning permission will not be granted where the proposal results in unacceptable overshadowing. Loss of sunlight / daylight, overlooking or loss of privacy to existing properties.

6.5.2 The rear of closest residential properties to the north of the site in The Drive are 50m from the site boundary and over 60m away from the closest window serving a habitable room in Block B. At such distance no material harm to residential amenity will arise. The main consideration therefore arises from the relationship between the proposed blocks and properties that are already occupied in Phase 1A or under construction in Phase 4B.

6.5.3 The proposed relationship of Block B to the rear gardens of properties in St Clements Way and Wessex Lane has been raised by several objectors. At

its closest point the flank of Block B, which incorporates a number of habitable room windows and balconies, would be 20m away, across Wessex Lane, from the rear of the closest property in St Clements Way and 18m from the rear of the closest property in Wessex Lane. There is a 2m flank wall to the garden boundaries of these properties with Wessex Lane, but it is acknowledged that a degree of overlooking will occur. Members will have to take a view on this. However, the layout and relationship for Block B now proposed closely follows the approved building height parameters drawing as well as reflecting the layout shown on the “indicative masterplan”. The relationships proposed are considered to be similar to others that exist elsewhere on the development and staff consider that the degree of separation proposed is sufficient to ensure that the residential amenity of existing neighbouring occupiers of Kings Park will not be adversely affected to the degree that would warrant refusal of permission.

- 6.5.4 The relationship of Block B to the approved, but as yet unimplemented development at 65 Gubbins Lane is a further consideration, although the potential proximity of the 4 storey development on the hospital site was agreed prior to permission being granted for any development at 65 Gubbins Lane. P0585.12 was granted permission for a terrace of 4 no. houses with their rear facing westwards towards the eastern boundary of the application site where the eastern end of Block B is proposed. At its closest point Block B would be 10.5m from the rear of the proposed houses. However, although Block B will undoubtedly be a quite dominant building to the rear, it will not enclose the rear garden and an open view will be maintained across the majority of the rear boundary. There are no windows or balconies proposed that will give rise to any unacceptable potential loss of privacy or amenity and it is considered that acceptable living conditions for the future occupiers of the 65 Gubbins Lane scheme would be maintained.
- 6.5.5 A similar relationship will occur between the north west elevation of Blocks G and H and the closest approved houses in Phase 4B where a separation distance of 18m to 20m will result. Staff are satisfied that the same analysis as contained in the previous paragraph applies and that the proposed relationships would not result in an unacceptable living environment for future occupants.
- 6.5.6 The application site is not within a conservation area but The Grange is a Grade II Listed Building located in-between the two parts of the application site and therefore has the potential to impact upon the setting of The Grange. Policy DC67 requires that planning permission should only be granted where the setting of a Listed Building is not adversely affected.
- 6.5.7 The closest element of the proposals is the northern edge of Block H which is 30m from the southern end of The Grange. This location and the scale of the proposed block is as set out in the parameters drawings approved as part of the outline permission. The setting of The Grange has changed significantly over time, not the least of which was during the site’s long use as a hospital, albeit prior to the listing of The Grange, when many buildings were built around it. However, during that time the most enduring features

important to the setting of The Grange have been maintained, those being the open space and avenue of Lime trees to the south west and the open grassed area in front of its main eastern elevation. The avenue of Lime trees is retained as part of the current phase and the open grassed area will form an important element of the final phase, Staff consider that the proposed development will not detract from the setting of the listed building and that the scale will provide suitable framing for the grandeur of The Grange.

## **6.6 Transportation, Highways and Parking**

- 6.6.1 The scheme incorporates new access roads which are designed to an acceptable standard with adequate space for turning and servicing and no objections are raised by Streetcare subject to all roads being a minimum of 5.5m in width.
- 6.6.2 The level of parking would allow for an overall ratio of virtually 0.84 parking spaces per unit for Phase 2A. The lowest ratio would occur for Block B with 33 spaces provided for 48 flats giving a ratio of 0.69 spaces per unit. In reality some flats would be sold with one allocated parking space and others without.
- 6.6.3 It is not considered unreasonable, and was always envisaged, that the parking provision for the part of the site closest to the station and with the highest Public Transport Accessibility Level (PTAL) might deliver less than 1 for 1 parking. The level of parking proposed within this phase is such that the overall level of parking provision, if this phase is approved, for the permitted phases would maintain a ratio in excess of 1:1, which is the overall minimum level of parking that could reasonably be accepted for the site as a whole. The parking requirement for the site as whole set out in Site Specific Policy SSA1 is expressed as a maximum rather than a minimum requirement i.e. a maximum of 1 – 1.5 spaces per unit. The parameters of the outline permission requires that the overall level of provision on the site should fall within this range with a maximum of 1.5 spaces per unit.
- 6.6.4 Careful consideration of the final phase will be required to ensure that an overall satisfactory level of parking is maintained. However, on the basis that both the overall level of parking and that for this individual phase are in accordance with Policy SSA1 and the parameters of the outline permission, no objections are raised. Nevertheless, there will be a significant onus on the Management Company ensure that the parking on this part of the site is properly allocated and a condition is proposed requiring a car parking management strategy to be submitted.
- 6.6.5 The parking is provided in a manner which does not unduly impinge upon the appearance of the development and will enable the provision of on street planting and landscaping. All potential wheelchair adapted ground floor units would have an identified parking space located as close as is reasonably practical to the respective units.



6.6.6 In terms of overall impact upon the highway network this was fully evaluated at Outline stage when it was agreed that the proposed residential development would generate less traffic overall than the previous hospital use. It was acknowledged that there would be different peak hour flows, but with funding agreed through the S106 agreement mitigation measures are to be implemented to the traffic lights at the A12, together with improvements to the junction with Gubbins Lane which have already taken place and contributions towards improvements to the transport facilities at Harold Wood Station and crossing facilities on Gubbins Lane. The whole of this phase will be accessed from Gubbins Lane which served as the original access to the former hospital and no objections are raised.

## **6.7 Housing**

6.7.1 The proposed housing within phase 2A of the redevelopment would be developed entirely as private housing as the full quota of affordable housing required by the S106 on the basis of the current financial viability of the scheme has already been approved within earlier phases of the development. The housing offers flatted apartments which in combination with the variety of flats and houses within other phases of the development will provide for the full range of housing need for the Borough in accordance with the policy requirements of Policy DC2 and the indicative mix identified in the outline scheme.

## **6.8 Sustainability**

6.8.1 The outline permission included conditions requiring the installation of photovoltaic panels and renewable energy systems in accordance with the approved Energy Strategy. In addition to the energy efficiency measures to be employed in the buildings and in its construction, all dwellings will be provided with high efficiency condensing boilers. A total of 152m<sup>2</sup> roof mounted photovoltaic panels will be provided over all three blocks to both assist in achieving the required Code level and to provide renewable energy for communal systems. All the dwellings within Phase 4B are proposed to be private and are therefore required to achieve Code for Sustainable Homes (Code) Level 3 as standard. The combination of efficiency improvements to reduce the carbon emissions of Phase 2A plus the renewable energy to be provided means that an overall carbon saving of 30% over that required by the Building Regulations 2006 will be achieved. Staff are satisfied that the combination of measures will be sufficient to satisfy the requirements of the conditions and the related policies that these stem from.

## **6.9 Conclusions**

6.9.1 Having regard to the above it is considered that the proposal satisfies the relevant policies identified in paragraphs 5.2 to 5.4.

6.9.2 Staff consider that this reserved matters application for the eighth phase (Phase 2A) of the redevelopment of the former Harold Wood Hospital site will continue to display the benchmark of the quality established by the

previous phases, both in terms of the residential accommodation and environment. This is in line with the illustrative master plan and the Design and Access Statement for the outline application. The scheme promises to deliver a sustainable, safe and attractive development for new residents in a form that maintains the residential amenity of existing residents.

- 6.9.3 It is recommended that the reserved matters application for Phase 2A of the development be approved

## **IMPLICATIONS AND RISKS**

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

None arising.

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

None arising

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

There are no human resources and risks directly related to this report.

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

This phase of the development incorporates specifically designed accommodation for wheelchair users as well as meeting the requirement at the time that the outline permission was granted for all new dwellings to meet the Lifetime Homes standard. The council's policies and guidance, the London Plan and Government guidance all seek to respect and take account of social inclusion and diversity issues.

## **BACKGROUND PAPERS**

1. The planning application as submitted or subsequently revised including all forms and plans.