

REGULATORY SERVICES COMMITTEE

25 August 2016

REPORT

Subject Heading:

P0909.16 – Former Harold Wood Hospital, Gubbins Lane, Harold Wood (Date received 14/06/2016)

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 2B of the former Harold Wood Hospital, for the development of 136 residential dwellings, plus associated infrastructure and car parking.

Ward

Harold Wood

Lead Officer

Simon Thelwell
Projects and Regulation Manager

Report Author and contact details:

Martin Knowles (Planning Team Leader)
01708 432802

Policy context

Local Development Framework
London Plan
National Planning Policy Framework

Financial summary

None

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

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

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, 4B and 2A of the residential development. This reserved matters application is for the final phase of development, Phase 2B which proposes 136 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 conditions:

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 2B 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. 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: 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.
3. Before occupation of the residential/ commercial unit(s) hereby approved, it is a requirement to have the property/properties officially Street Named and Numbered by our Street Naming and Numbering Team. Official Street Naming and Numbering will ensure that that Council has record of the property/properties so that future occupants can access our services. Registration will also ensure that emergency services, Land Registry and the Royal Mail have accurate address details. Proof of having officially gone through the Street Naming and Numbering process may also be required for the connection of utilities. For further details on how to apply for registration see:

<https://www.havering.gov.uk/Pages/Services/Street-names-and-numbering.aspx>

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 an area of 1.23 hectares at the eastern end of the site adjacent to

Gubbins Lane opposite the bus turn round and Harold Wood Station. The site is bounded to the north by the Spine Road (St. Clements Avenue), to the east by Gubbins Lane, to the south by the railway and to the west by The Grange and Blocks G and H of phase 2A (currently under construction).

- 1.3 There are a number of mature trees located within an area of open space to the east of The Grange which are to be retained within what will become a new public open space for the site.
- 1.4 Vehicular access to the site will be from a spur road off of Road 15, which is itself a spur road off the southern side of the main Spine road (St. Clements Way).

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 2B of the redevelopment of the former Harold Wood Hospital site. This would consist of 136 dwellings within 3 No. apartment blocks. Block C providing 46 no. 1 bedroom, 36 no. 2 bedroom and 9 no. 3 bedroom flats, Block E providing 6 no. 1 bedroom. 8 no. 2 bedroom flats and 7 no. 3 bedroom flats, and Block F providing 10 no. 1 bedroom, 10 no. 2 bedroom flats and 4 no. 3 bedroom flats.

Siting and Scale

- 2.2 Block C is proposed as a horseshoe shaped 4/5 storey block 69m wide at its widest point with principal elevations facing The Grange, St Clements Avenue, Gubbins Lane and the railway. Starting at 4 storeys height at either end, the fifth floor penthouse storey would be set back to create a rooftop terrace area running around the majority of the block giving a maximum height of 15.55m. A gated entrance from the spur road 15A would provide access to a central area of parking, undercroft parking and amenity space, together with the bin and cycle stores.
- 2.3 Block E would have an oblong footprint 42m long and 15m deep which continues on the same alignment as the north western arm of Block C on the other side of the gated entrance and is proposed as a 4 storey block with undercroft parking to a maximum height of 13.2m to parapet.
- 2.4 Block F is proposed as an L-shaped 3-storey block with a 47m long elevation facing north west towards road 15 and a 24.5m elevation facing north east towards the landscaped square opposite The Grange. A gated courtyard parallel to the railway boundary would incorporate parking and undercroft parking together with the bin and cycle stores and a secondary entrance to the access core.

Access and Parking

- 2.5 Vehicular access into the site would be from the east side of Road 15 opposite The Grange via a spur road (15a) with one entrance to the

courtyard areas of Blocks C and E combined, and Block F accessed from the end of a NE to SW arm of Road 15a.

- 2.6 A total of 114 parking spaces are proposed within the phase (plus 7 identified in Phase 2A) provided in the form of a mixture of street side, undercroft and courtyard parking giving an overall parking ratio of 0.89 spaces per unit for the phase. A minimum of one cycle storage space per unit would be provided by way of secure communal ground floor areas accessed from the internal courtyards within the Block C/E and F.
- 2.7 Pedestrian access to all ground floor units is from the public/roadside of the development whilst access to upper floors would be via cores that can be accessed from either the public or private courtyard side.

Design and External Appearance

- 3.8 Block C would provide 91 units comprising of 46 no. 1 bedroom, 36 no. 2 bedroom and 9 no. 3 bedroom apartments of which 10 out of 11 of the ground floor would be wheelchair accessible. All of the ground floor units would be accessed from the street side of the development with other floors taking access from 3 staircase/lift cores. 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 or rooftop terrace.
- 3.9 The design approach for Block C responds to the prominent “gateway” location on the corner of Gubbins Lane and St. Clements Avenue opposite the junction with Station Road and Harold Wood Station. The block is designed with facades to address all key areas surrounding the block, including The Grange. The corners are all expressed with double aspect balconies framed by copper effect cladding which extend above the fourth floor parapet. The north façade would be the primary frontage with the central main entrance providing a key focal point. The facades are articulated by a consistent vertical rhythm of windows and stacked columns of balconies with a grey brick ground floor acting as a plinth to mirror that approved for Block B on the opposite side of St. Clements Avenue. Above ground floor the key material is proposed as red brick, providing a visual link to The Grange, with white render used to accentuate each corner within the corner balconies and on the elevation facing The Grange to give some relief and contrast to the expanse of red brick. The recessed penthouse floor would be clad in grey with an oversailing roof.
- 3.10 Block E would provide 21 units comprising of 6 no. 1 bedroom. 8 no. 2 bedroom flats and 7 no. 3 bedroom apartments incorporating 3 no wheelchair accessible units on the ground floor. 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 C with a grey brick ground floor, alternating use of white render and red brick, columns of balconies with a column of copper effect cladding and window in-between the white render and brickwork on the western façade to define the entrance core.

- 3.11 Block F would provide 24 units comprising 10 no. 1 bedroom, 10 no. 2 bedroom flats and 4 no. 3 bedroom flats with all 6 ground floor flats being wheelchair accessible or easily adapted. 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 F design at three storeys is intended to relate in height terms to The Grange. The design is similar to Block E in the proposed use of red brick and white render, but with a prominent copper cladding framed balcony to the upper floors creating a focal point on the northern corner closest to The Grange.

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 to the south east of The Grange, and the creation of a new entrance gateway public space incorporating two rectangular ponds and semi-mature trees, linear planting and hard landscaping. Various biodiversity measures including bird and bat boxes, wildflower and native species 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

P1131.15 - 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 - Approved

4. **Consultations and Representations:**

4.1 Consultees and 218 neighbouring properties have been notified of the application. The application has been advertised on site and in the local press.

4.2 No letters of representation have been received.

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)

London Fire and Emergency Planning Authority - Satisfied with the proposals subject to access for Fire Brigade vehicles being compliant with the relevant Building Regulations.

London Fire Brigade Water Team - No further action required

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 response.

Essex and Suffolk Water - No response

Streetcare - No objections

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

LBH Environmental Health - No objections or comments

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 site 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 ninth and final 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 810 representing 100% 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 2B is located entirely within density Block E in the Density Strategy parameter plan where densities of up to 97 dph have in principle consent.

6.2.2 To calculate the overall density of Block E it is necessary to combine the units within Blocks G and H (61 no.) that have already been granted reserved matters consent by P1131.15, and those that are being created by the restoration, conversion and new build at The Grange (17 no.) with those

that are proposed under this application (136 no.). This would give a total number of units within density block E of 213 units. Density block E has an area of 2.278 Ha which would give a maximum density of 93 dph.

- 6.2.3 The density for block E is therefore within the approved density parameter. As is, the overall maximum density of the development will be 62 dph. The proposed densities are therefore considered to be acceptable and in accordance with the Outline consent.
- 6.2.4 The approved Building Height Strategy Parameter Plan identified the site of Phase 2B as incorporating elements of 3 storey (9 to 12m in height), 4 storey (12 to 15m in height) and 5 storey (15 to 18m in height) development. Blocks E and F are located entirely within their respective 4 and 3 storey height zones with maximum heights within the permitted limits. Apartment Block C reduces to 4 storey where indicated by the height parameter plan on its north western arm but encroaches beyond the four storey development zone into areas identified as public open space adjacent to Gubbins Lane and the spine road (St. Clements Avenue) on its northern and eastern primary frontages and with an element of five storey development also extending approximately 7m into the four storey zone on the south eastern arm.
- 6.2.5 The extent of the encroachments into the open space is a maximum of 9.5m at the northern corner and 6.5m at the north eastern corner of the block, resulting in a reduction in open space compared to the masterplan of some 300 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 are acceptable and whether they will give rise to any significant impacts that were not envisaged as part of the outline application which would require mitigation that was not considered as part of the previous Environmental Impact Assessment.
- 6.2.7 The reduction in the area of open space is as a result of Block C being designed so that it better relates to the road frontages, junction and surrounding buildings than the indicative five storey area depicted in the parameter plan. The landscaped setting of the junction and The Grange are not considered to have been affected to any significant or material degree by this reduction. 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 (0.03 Ha) or less than 1.5% is not considered to be significant.
- 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 15) as a loop road with two entrance points onto the spine road. Under the current proposals the eastern arm of the loop has been deleted with the access point relegated to an emergency route to the north of block C. 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 playing close attention to the site topography, movement and access desire lines, relationship to other parts of the development 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, visual landmarks and focal points as well as providing additional natural surveillance for the public open space alongside the spine road in front of The Grange. Block C will provide an architectural landmark addressing all key roads and features that surround it. 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 C, E and F 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 this final phase incorporates design features that are recurrent themes within earlier phases, including roof edge detailing, grouping of balconies, roof terraces, cladding and contrasting material changes.
- 6.3.4 The final phase of the redevelopment on the frontage of the site has an important role to play in place making and acting as a gateway into the development. Good architecture, materials and attention to detail was always going to be required to incorporate a five storey element, as approved at Outline stage, into the heart of Harold Wood, In this respect,

Staff are satisfied that the development has created its own distinctive character and that the continuation of the theme established by the earlier approved phases will provide a suitably distinctive gateway building to create a landmark focal point, completing a development where people want to live.

- 6.3.5 The scheme will provide accommodation built to Lifetime Homes requirements throughout and also incorporates nineteen units which are designed to be wheelchair accessible from the outset. The development is therefore in accordance with Policy DC7.
- 6.3.6 The design of all Blocks will offer acceptable levels of daylighting and sunlight for future occupants. Whilst there are no communal amenity areas 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 landscaped setting provided by the tree lined spine road, the open space in front of The Grange and other ecological features of the development will enhance amenity for future residents.
- 6.3.7 This phase of the development incorporates significant areas of public open space in front of The Grange and on the southern corner of the junction of Gubbins Lane with St. Clements Avenue. 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 access road 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. Extensive planting of trees and shrubs within open spaces, within the courtyards and along the boundary with the railway 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 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.
- 6.4.3 The public area to the front of Block C adjacent to the junction will provide a bold and attractive addition to the Gubbins Lane street scene incorporating

two decorative ponds flanking the paved route from the junction. This has been a feature of the entrance open space from the indicative masterplan providing a reminder of the two ponds which flanked the original entrance to The Grange from Gubbins Lane.

- 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 closest residential properties to the north of the site are residential flats above shops in Station Road which are over 40m away from the closest part of block C or over 50m away on the opposite side of Gubbins Lane. To the south the closest properties are over 60m away on the other side of the railway cutting. At such distances no material harm to residential amenity will arise.

- 6.5.3 Turning to the relationship to other proposed blocks and properties on the development, the closest of these is The Grange which is 15m diagonally away from the corner of Block F across the access road at its closest point. This is considered to be a conventional relationship and not one which will give rise to any unacceptable impact by way of overlooking or loss of privacy in either respect.

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 0.89 parking spaces per unit for Phase 2B. This is not considered unreasonable as it 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 just 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.

- 6.6.3 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 to 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. Members are also advised that S106 contributions will be forthcoming when triggered to enable a review of the existing Controlled Parking Zone (CPZ), for the making of one for the estate itself. There is furthermore, a restriction imposed by the original S106 agreement on all new dwellings preventing occupiers from applying for permits within the existing or extended CPZ.
- 6.6.4 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.
- 6.6.5 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 2B 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 164m² 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 2B are proposed to be private and are therefore required to achieve Code for Sustainable Homes (Code) Level 3 as standard in accordance with the original planning consent. The combination of efficiency improvements to reduce the carbon emissions of Phase 2B 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 ninth and final phase (Phase 2B) 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 and complete 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 2B 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.