

# REGULATORY SERVICES COMMITTEE

2 April 2015

# REPORT

**Subject Heading:**

P1594.14 – Former Harold Wood Hospital, Gubbins Lane, Harold Wood (Date received 28/11/2014)

**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 4B of the former Harold Wood Hospital, for the development of 84 residential dwellings, plus associated infrastructure, open space 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 and 4A of the residential development. This reserved matters application is for the next phase of development, Phase 4B which proposes 84 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. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 space within the garages hereby permitted for the houses and duplex units shall be made permanently available for the parking of private motor vehicles at all times and shall not be used as living accommodation unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:-

To provide satisfactory off-street parking at the site, and that the development accords with the Development Control Policies Development Plan Document Policy DC61

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 Article 3, Schedule 2, Part 1, as amended by the Town and Country Planning (General Permitted Development) (Amendment)(no. 2)(England) Order 2008, or any subsequent order revoking or re-enacting that order, no development shall take place under Class B or F, unless permission under the provisions of the Town and Country Planning Act 1990 has first been sought and obtained in writing from the Local Planning Authority.

Reason:-

In the interests of amenity and to enable the Local Planning Authority to retain control over future development, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

## 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 dwelling house, 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 an area of 1.65 hectares towards the eastern end of the site. This

phase is wholly contained within the site bordered on all sides by the wider redevelopment site, with the sites of Phases 1A and 1B to the north and west, Phase 4A to the south and future Phase 2B and The Grange Listed Building to the east. The red line site plan also incorporates an area of road in front of The Grange to the east.

1.3 There is one existing tree within the site which is the subject of a Tree Preservation Order which is to be retained.

1.4 Vehicular access to the site will be from the now constructed spine road granted full planning permission under P1703.10 which will link the site to Nightingale Crescent to the west.

## 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 4B of the redevelopment of the former Harold Wood Hospital site. This would consist of 84 dwellings with one apartment block L providing 8 no. 1 bedroom flats and 10 no. 2 bedroom flats, Block C providing 9 no. 3 bedroom duplex units and 8 no. 2 bed flats, plus 29 no. 3 bedroom terraced houses and 19 no. 4 bedroom terraced houses, and one detached 4 bedroom house.

## **Siting and Scale**

2.2 Block L is proposed as a 3 storey block to a maximum height of 10.5m designed as a staggered L shape and positioned on the inside of the 90° bend in the spine road with key outward elevations to the north and west. a depth of 14.5m and a 30m long elevation facing onto the eastern side of the main area of public open space but with a row of preserved Willow trees immediately in front of it. The block would have an angled alignment to the railway line boundary.

2.3 Blocks A, B, D, E and F comprise terraces of 3 storey houses. Blocks A and B are sited either side of Block L facing north and west respectively. Block D would face onto a secondary area of open space adjacent to the spine road whilst Blocks E and F would face onto new side roads. Block C is centrally located and comprises two elements, a 3 storey terrace incorporating duplex units with flats above on the northern side and a 2 storey element on the southern side incorporating garages with flats above. Six wheelchair accessible houses and four wheelchair accessible flats are proposed.

## **Access and Parking**

2.4 Access into the site would be at two new points from the northern side of the Spine Road with provision at the eastern end of the site for the road to link into Phase 4a of the redevelopment.

- 2.5 A total of 116 parking residents / visitor spaces would be provided in the form of on plot and garage parking for the houses and a mixture of undercroft and courtyard parking for Block I giving an overall parking ratio of 1.4 spaces per unit for the phase. The detached house would be provided with 2 spaces, as would 19 of the 3 and 4 bed houses (in tandem, one in garage and one as an undercroft parking space). The duplex units would be provided with 2 in tandem spaces in a rear garage/car port. Other terraced 3 bedroom houses would all be provided with one on plot space. A minimum of one cycle storage space per unit would be provided either by way of secure communal ground floor areas within the Block I, and C or within front garden bike stores or garages for the housing.
- 2.6 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**

- 2.7 Block L would provide 18 units comprising of 8 no. 1 bedroom, 10 no. 2 bedroom units of which the 4 no. ground floor units would be wheelchair accessible. The wheelchair accessible ground floor units would all be externally accessible from the spine road. All ground floor units would be provided with their own semi-private terrace/front garden area, with each apartment on other floors having its own balcony.
- 2.8 The design approach for Block L responds to the location on the internal side of the 90° bend in the spine road with a staggered L-shaped exterior giving key facades to each side of the bend. Each element of the block is clad differently to provide contrasting masses, one in yellow brick the other in white render with a panel clad entrance to act as a fulcrum between the two at the apex of the bend in the spine road. The proposed flat roof will match with that of Block A and the individual house on plot 39 opposite.
- 2.9 The houses in Phase 4B are of two key types. Blocks A, B and D which either face onto the spine road or onto the open space adjacent to the spine road comprise terraces of units of the same type with each property characterised by a bold, framed front gable feature with interspersing flat roofed sections. Each property has an integral garage with an undercroft space in front of it. Surveillance of the undercroft space has been improved by increasing the size of the kitchen window overlooking each space in response to SBD consultations.
- 2.10 Blocks F and E are proposed as flat roofed terraces with a ground floor rear projection and a front facing second floor terrace. The design follows from themes developed elsewhere on the Kings Park and incorporates extensive use of yellow brick with a rendered second floor element at the front.
- 2.11 Block C uses a design and format which has not been used elsewhere on the development and includes a detached front and rear element. The duplex units at the front (northern side) have a single storey of flats above

them. There are 9 duplex units and 4 flats above accessed from 2 stair cores. The duplex units have a rear garden whilst the flats each have a forward facing terrace, with only high level or obscure glaze windows facing towards the private garden of the duplex units below. At the foot of the garden as a separate block each Duplex unit has a rear garage/car port accessed from the road to the rear. The rear garages also have a single storey of flats above them with a similar arrangement of terraces, balconies and windows which both provide amenity for the occupant whilst protecting the amenity of the duplex units. These flats can be accessed from either side of Block C from the road to the rear or from the front via a route between the duplex unit's gardens. The materials will be predominantly yellow brick, but with end elevations in dark grey brick, plus areas of white render and a projecting window feature to the northern face of each duplex unit.

### **Landscaping and Amenity Space**

- 2.12 The application includes detailed proposals for the hard and soft landscaping, including a significant retained Horse Chestnut tree, 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 alongside the spine road. 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 The gardens to the houses vary in depth from 7.5m to 13m and in width from 4.5m to 8m. Blocks L units would be provided with semi-private terraces or balconies.

### **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

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

4.1 Consultees and 44 neighbouring properties have been notified of the application. The application has been advertised on site and in the local press.

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

- The density of development proposed and the positioning and effect of Block L on earlier phases 1B and 1A and the massing of Blocks C

and E.

- Inadequate pavement widths and road widths particularly the access road to Blocks C, L and E;
- Overdevelopment will lead to increased pressure for parking exacerbated by unauthorised use of resident spaces;
- Block L would be better located where Block D is proposed.

## **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 and how it reflects the seven attributes of Safer Places as required by DC63. A number of detailed design points and considerations are highlighted.

***Environment Agency*** – Require further information to demonstrate that the proposed drainage scheme is compliant with the outline permission but are satisfied that this can be dealt with under the discharge of conditions imposed on the outline permission in relation to this phase.

***LFEPA*** – Objections to design of access road 13 have been addressed by revisions to the road design.

***London Fire Brigade*** – No objections.

***Natural England*** – No objection. 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

## **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 seventh 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 565 representing 70% 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. Phase 4B is located within Block B in the Density Strategy parameter plan where densities of up to 33 dph have in principle consent. The number of units proposed in this phase is 84 on a site area of 1.65 hectares, which equates to a density of 51 dph which exceeds the density approved under the outline planning permission. However, Block B comprises both Phases 4A and 4B which when combined provide 139 units over an area of 3.55 hectares delivering a density of 39 dph. Whilst this is marginally in excess of the Block B density parameter the overall density of the development that has been the subject of detailed or reserved matters applications to date remains below the overall permitted density of 64 dph for the entire development. Furthermore, the applicant has confirmed that this overall density would not be exceeded were the final phases of the development to be developed at their permitted density parameter level.
- 6.2.2 The approved Building Height Strategy Parameter Plan identified the site of Phase 4B as being predominantly 3 storey (9 to 12m in height). The proposed layout and design falls entirely within this parameter with only 2 and 3 storey buildings to be developed throughout the phase.

- 6.2.3 No significant impacts will arise from the density zone variation which might require specific mitigation and staff are therefore satisfied that there is no conflict with the condition which requires the development to be carried out in accordance with the parameter plans and Condition 7 of the outline planning permission as set out in paragraph 6.1.2.
- 6.2.4 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 neighboring development, maximization of landscaping and the desire to minimize the impact of the parking and maximize the overlooking of any parking and open space.
- 6.2.5 The proposed housing will help create a sense of enclosure, strong active street frontages and provide natural surveillance for the public open space alongside the spine road. Block L will provide an architectural landmark at the turning point of the spine road and a counterbalance to Block A within Phase 1B on the opposite side of the road to the west in a location identified for such a building in the indicative master plan. The housing layout forms conventional street blocks which combine with the arrangement of Block C to provide a cohesive modern residential environment. Accordingly the proposed layout 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 Block L maximises the number of ground floor entrances which in combination with the housing frontages onto the spine road will provide a functional and lively street scene.
- 6.3.3 The design of Block L 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 nine 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 the Block L will offer acceptable levels of daylighting and sunlight for future occupants. Whilst there is no communal amenity area for the block 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 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 The design of Block C has not been used elsewhere on the development but has proved popular in other developments by the applicant. The duplex units benefit from a private rear garden and a double depth rear garage/car port. Flats above the duplex units each have forward facing terrace which can be accessed from each bedroom and the living room, with only high level or obscure glaze windows facing towards the private garden of the duplex units below. The rear garages also have a single storey of flats above them with a similar arrangement of terraces, balconies and windows which both provide amenity for the occupant whilst protecting the amenity of the duplex units. These flats can be accessed from either side of Block C from the road to the rear or from the front via a route between the duplex unit's gardens. Staff are satisfied that the design of Block C will both provide adequate amenity and outlook whilst protecting the amenity of other occupants.
- 6.3.7 The housing designs have been developed from those in earlier phases and have frontages either onto shared surface private roads running parallel to the spine road or secondary side access roads. The three storey housing proposed is considered by staff to be of high architectural quality and individual character that will provide an attractive streetscene.
- 6.3.8 Rear garden areas for the houses are quite compact but provide sufficiently sized areas for private amenity purposes. This phase of the development incorporates a secondary area of public open space to the west of the Grange in accordance with the parameters plans which formed part of the outline consent. This will provide an attractive setting for the Block A as well as an area for relaxation.

#### **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. Areas of road and driveway are indicated in block paving with conservation kerbs used for all adoptable highways. A significant tree is to be retained within the open space with the roads and development kept clear of the tree root zone to ensure its successful retention and integration into the development. Extensive planting of trees and shrubs within the open space, within rear gardens and along the 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 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 site only has boundaries with other phases of the redeveloped site both built and as yet unbuilt. The back to back distance with the proposed dwellings in Phase 4A is a minimum of 20m which is considered to be acceptable. The front to front distance across the spine road would vary between 22m and 30m which is considered to be more than adequate to maintain privacy.

6.5.2 Some relationships within the phase between respective blocks and houses are quite close, but none are considered to result in an unacceptable living environment for future occupants.

## **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. An issue in relation to the availability of a turning facility for fire vehicles and the width of the highway for the road serving Blocks C and E has been resolved by revisions to the plans to make the road shared surface and by the use of retractable bollards to protect a turning facility.

6.6.2 The level of parking would allow for an overall ratio of virtually 1:1 for the apartments (17 spaces for 18 flats), 1 or 2 spaces for each house depending upon the house type, plus 9 on-street spaces for flats and visitors. The overall level of provision for the phase is 116 spaces which is considered to be acceptable.

6.6.3 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 equate to a ratio in excess of 1:1, which is the overall minimum level of parking that could reasonably be accepted. 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 Caution will be needed in dealing with the final phases 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.
- 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 significant amounts of on street planting and landscaping. However, in order to ensure that the appearance of the development is maintained and that garage spaces are not lost it is recommended that conditions be imposed to restrict permitted development rights which would otherwise allow residents to remove landscaping to create further parking spaces or convert garages to living accommodation. All potential wheelchair adapted ground floor units and houses would have an identified parking space located either within curtilage or as close as is reasonably practical to the respective units.
- 6.6.6 In terms of overall impact upon the highway network 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 4B 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 family housing and smaller flats 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. Additionally, Block L will have roof mounted photovoltaic panels 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 4B plus the renewable energy to be provided means that an overall carbon saving of 32.9% 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 seventh phase (Phase 4B) 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 4B 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 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.