

# REGULATORY SERVICES COMMITTEE

# REPORT

3 November 2011

Subject Heading:

P1002.11 – Former Harold Wood Hospital, Gubbins Lane, Harold Wood (Date received 26/05/2011)

Proposal

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 (Revised plan received 18/10/2011)

Report Author and contact details:

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Policy context

Local Development Framework  
London Plan  
National Planning Policy

Financial summary

None

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

Ensuring a clean, safe and green borough	[X]
Championing education and learning for all	[ ]
Providing economic, social and cultural activity in thriving towns and villages	[ ]
Valuing and enhancing the lives of our residents	[X]
Delivering high customer satisfaction and a stable council tax	[ ]

**SUMMARY**

Members will recall that the Committee resolved to grant planning permission for the redevelopment of the former Harold Wood Hospital site at its meeting of 28 October 2010 subject to the prior agreement of a S106 legal undertaking. The legal process now close to conclusion and may well have been completed before this application is considered. Members have previously considered full applications for the construction of the spine road and Phase 1a of the residential development. The applicants are keen to ensure that construction can start on the whole of Phase 1 at the earliest opportunity following the completion of the legal agreement and a detailed application for the second 68 unit element of the first phase of the redevelopment has therefore been submitted.

Staff consider that the development would accord with the relevant policies in the Local Development Framework and site specific policy SSA1 in the adopted LDF.

It is concluded that the development is acceptable and that planning permission should be granted subject to the imposition of appropriate planning conditions and either the prior completion of the Section 106 Agreement related to P0702.08 which would also relate to this application, the Heads of Terms of which are set out in Annex 1 or a variation to that Agreement to ensure that this application is tied to the original S106 and its requirements .

**RECOMMENDATIONS**

That the Committee resolve that the application is considered unacceptable as it stands but it would be acceptable subject to:

- a) The applicant entering into a Section 106 Legal Agreement under the Town and Country Planning Act 1990 (as amended) (the 1990 Act) to secure the Heads of Terms set out in Annex 1 as required under planning application P0702.08 or a variation to that agreement under section 106A of the 1990 Act to secure the same result.
- b) That staff be authorised to enter into such agreement and upon completion of it, to grant planning permission subject to the following conditions:
  1. SC04 The development to which this permission relates must be commenced not later than three years from the date of this permission.

**Regulatory Services Committee, 3rd November 2011**

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

2. SC06 - Before the buildings hereby permitted are first occupied, the areas set aside for car parking shall be laid out and surfaced to the satisfaction of the Local Planning Authority and retained permanently thereafter for the accommodation of vehicles visiting the site and shall not be used for any other purpose.

Reason:-To ensure that car parking accommodation is made permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety, and that the development accords with the Development Control Policies Development Plan Document Policy DC33.

3. SC08 - Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 the garage(s)/carport(s) hereby permitted shall be made permanently available for the parking of private motor vehicles and not for any other purpose including living accommodation or any trade or business.

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.

4. SC09 - Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the building(s) and other structures shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

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

5. NSC01 - The scheme of hard and soft landscaping approved by Drawing No X00333-PL-L18 Rev A shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

6. NSC02 - The Landscape Management Plan approved as part of this permission shall be implemented in accordance with the Plan following completion of the soft and hard landscaping and shall be carried out and complied with thereafter

Reason: To protect/conservate the natural features and character of the area, and that the development accords with Development Control Policies Development Plan Document Policy DC61.

7. NSC03 - The scheme for the protection of preserved trees on the site as detailed on Plan X00333-PL-L17 Rev A shall be implemented and kept in place until the approved development is completed to the satisfaction of the Local Planning Authority.

Reason: To protect the trees on the site subject to a Tree Preservation Order.

8. NSC04 - Prior to the commencement of development a scheme for the biodiversity enhancement measures to be incorporated into the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the agreed scheme and retained thereafter.

Reason: To ensure that opportunities for biodiversity enhancement are incorporated into the development in accordance with Development Control Policies Development Plan Document policies. DC58 and DC59

9. SC13 - Before any of the buildings hereby permitted is first occupied, screen fencing of a type to be submitted to and approved in writing by the Local Planning Authority, 2 metres (6ft. 7ins.) high shall be erected along the northern boundary of the site and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To protect the visual amenities of the development and prevent undue overlooking of adjoining property, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

10. NSC05 - Prior to the commencement of development details to show how secure cycle parking is to be provided for each property shall be

submitted to the Local Planning Authority for approval in writing. The details shall include the location and means of construction of the storage areas, making provision for a minimum of one space per residential unit. Cycle storage facilities shall be provided in accordance with the approved details for the relevant dwelling prior to its occupation. Such facilities shall be permanently retained and made available for residents use thereafter.

Reason: To seek to encourage cycling as a more sustainable means of travel for short journeys.

11. NSC06 - Before any development is commenced a sewage impact study shall be undertaken to assess the existing infrastructure to determine the magnitude of any new additional capacity required in the system and a suitable connection point. It shall include for the avoidance of doubt a timescale for the implementation of the measures identified as necessary. Such study shall be approved by the Local Planning Authority in consultation with Thames Water and any necessary works implemented in accordance with the recommendations and timescale of the approved study and retained permanently thereafter.

Reason: To ensure that the foul water discharge from the site is not prejudicial to the existing sewerage system and to prevent sewage flooding.

12. NSC07 - Development shall not commence until a drainage strategy detailing any on and/ or off site drainage works and a strategy for its provision has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker and the Environment Agency. No works which result in the discharge of foul or surface water from the site shall be commenced until the on/and or off site drainage works and connections for the relevant phase of the works have been completed.

Reason: To ensure that the foul and/or surface water discharge from the site shall not be prejudicial to the existing sewerage system, to prevent the increased risk of flooding, and in order that the development accords with Development Control Policies Development Plan Document Policy DC51 and PPG 25 "Development and Flood Risk".

13. NSC08 - Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, and a strategy for its provision, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

- A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, swales, permeable paving, green / brown roofs and storage tanks. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- Confirmation of surface water discharge rates for the site (catchments 1-3).
- Confirmation of the critical storm duration.
- Where on site attenuation is achieved through attenuation ponds, storage in permeable paving, green / brown roofs and underground storage tanks calculations showing the volume of these are also required.
- Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.

Reason: To prevent the increased risk of flooding to the site and third parties and to improve and protect water quality and improve amenity and habitat and in order that the development accords with Development Control Policies Development Plan Document policies DC48 and DC51 and PPG 25 "Development and Flood Risk".

14. NSC09 - Prior to the first occupation of any of the buildings of the development such hydrants as required by the LFEPAs shall be provided in accordance with the LFEPAs requirements and thereafter maintained continuously to the satisfaction of the Local Planning Authority.

Reason: To ensure that adequate provision is made for fire protection on the site.

15. NSC10 - Prior to the commencement of development, details shall be submitted to, and approved in writing by the Local Planning Authority, to show how all residential units in the development will meet water efficiency standards. Development shall proceed in accordance with the approved water efficiency plan which shall set out a schedule for implementation.

Reason: The development is located in an area of serious water stress as designated by Department for Environment, Food and Rural Affairs. This condition is required to ensure water is used wisely and

no additional burden is placed on the existing resources. This condition is supported by London Plan, Policy 4A.11 Water Supplies. A maximum water target of 105 litres per person per day should be applied in line with Level 3 in the Code for Sustainable Homes.

16. NSC11 - Prior to the commencement of development the developer shall provide a copy of the Interim Code Certificate confirming that the development design achieves a minimum Code for Sustainable Homes 'Level 3' rating. The development shall thereafter be carried out in full accordance with the agreed Sustainability Statement. Before the proposed development is occupied the Final Code Certificate of Compliance shall be provided to the Local Planning Authority in order to ensure that the required minimum rating has been achieved.

Reason: In the interests of energy efficiency and sustainability in accordance with DC49 Sustainable Design and Construction and Policies 4A.7 of the London Plan.

17. NSC12 No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

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

18. SC63 Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers.

The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and ,if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning

Authority;

g) siting and design of temporary buildings;

h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;

i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

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

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

19. NSC13 - Prior to the commencement of development including demolition and site preparation, details of wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during demolition, site preparation and construction works shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be permanently retained and used at relevant entrances to the site from the inception of any development activity including for the purposes of this condition site preparation, demolition and throughout the course of construction works.

Reason: In order to prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area and in order that the development accords with Development Control Policies Development Plan Document policy DC61.

20. NSC14 - Prior to the commencement of development a scheme for the re-use and recycling of materials arising from the demolition of buildings currently on the site shall be submitted to and agreed in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the agreed scheme prior to the first occupation of the development.

Reason: In the interests of sustainable waste management

21. NSC15 - Save for the specification for the street light columns and lanterns included in Drawing No. X00333-PL-L18 and D120384-2100 all works for the development shall be carried out in full accordance with the approved plans, drawings, particulars and specifications,

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 or those subsequently approved. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC32.

22. NSC16 - Prior to the first occupation of the development hereby approved, provision shall be made for the storage of refuse / recycling awaiting collection according to details which shall previously have been agreed in writing by the Local Planning Authority. Unless otherwise agreed in writing these details shall include provision for suitable containment and segregation of recyclable waste. The measures shall be fully implemented in accordance with the agreed details for the development prior to occupation of the development hereby approved.

Reason: In the interests of the amenity of occupiers of the development and also the visual amenity of the development and locality general, and in order that the development accords with Development Control Policies Development Plan Document policy DC40 and in the interests of sustainable waste management.

23. NSC17 - Prior to the commencement of development adjacent to the Spine Road, a scheme detailing the measures to be taken to protect occupants of properties adjacent to the Spine Road from road traffic noise, shall be submitted to and approved in writing by the Local Planning Authority. Such scheme shall give details of double glazing and passive acoustic ventilators on affected facades. The scheme shall be fully implemented in each dwelling before the occupation of the relevant residential units and shall be permanently retained thereafter.

Reason: To protect future residents against the impact of road noise in accordance Development Control Policies Development Plan Document policy DC61 and DC55, and Planning Policy Guidance Note PPG24, "Planning and Noise."

24. NSC18 - Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation can be achieved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of creating safer, sustainable communities, reflecting guidance set out in PPS1, Policy 4B.6 of the London Plan,

and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF

25. NSC19 - Prior to the commencement of the development hereby approved a scheme shall be submitted in writing providing details of how the car parking provided shall comply with Secured by Design standards. Once approved in writing by the Local Planning Authority in consultation with the Havering Crime Prevention Design Advisor the development shall be carried out in full accordance with the agreed details.

Reason: In the interest of residential amenity and creating safer, sustainable communities, reflecting guidance set out in PPS1, and policies CP17 'Design' LBH Core Strategy DPD) and DC63 'Delivering safer places' LBH Development Control Policies DPD, and 4B.6 (Safety, security and fire prevention and protection) of the London Plan (published February 2008).

26. NSC20 - Prior to the commencement of the development the developer shall submit for the written approval of the Local Planning Authority and carry out as required the following:

a) A Phase I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise of two parts:

Part A – Remediation Scheme which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B – Following completion of the remediation works a ‘Validation Report’ must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

a) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the Local Planning Authority; and

b) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, ‘Land Contamination and the Planning Process’.

Reason: To protect those engaged in construction and occupation of the development from potential contamination and in order that the development accords with Development Control Policies Development Plan Document policy DC53

- 27 NSC21 – The proposed second floor rear windows in the Northern Mews semi-detached houses identified as plots 1 to 14 and the proposed north facing windows in the detached house identified as plot 39 on Drawing No. 1B-000-DR-411-202 shall be permanently glazed with obscure glass and with the exception of top hung fanlight(s) shall remain permanently fixed shut and thereafter be maintained to the satisfaction of the Local Planning Authority.

Reason:-In the interests of privacy, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

### **INFORMATIVES**

1. The Highway Authority requires the Planning Authority to advise the applicant that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. The Highway Authority requests that these comments are passed to the applicant. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact Streetcare, Traffic & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.
2. Should this application be granted planning permission, the developer, their representatives and contractors are advised that this

does not discharge the requirements under the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works) required during the construction of the development.

3. The developer should ensure that highways outside the site affected by the construction works are kept in a clean and tidy condition otherwise action may be taken under the Highways Act.
4. The applicant or nominated contractor is encouraged to apply to the Local Planning Authority's Environmental Health Service for a consent under Section 61 of the Control of Pollution Act 1974 in order to control the impact of noise and vibration associated with the construction work.
5. In aiming to satisfy conditions 24 and 25 the applicant should seek the advice of the Police Crime Prevention Design Advisor (CPDA). The services of the local Police CPDA is available free of charge through Havering Development and Building Control or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ." It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition.
6. The Council encourages the developer to apply the principles of the "Considerate Constructors Scheme" to the contract for the development.
7. The Council wishes to encourage developers to employ sustainable methods of construction and design features in new development. The applicant's attention is drawn to the Council's 'Sustainable Construction Strategy' a copy of which is attached. For further advice contact the Council's Energy Management Officer on 01708 432884.
8. The applicants are reminded that the grant of planning permission does not absolve them from complying with the relevant law protecting species, including obtaining and complying with the terms and conditions of any licence required.
9. The planning obligations recommended in this report have been subject to the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 and the obligations are considered to have satisfied the following criteria:-
  - a) Necessary to make the development acceptable in planning terms;
  - b) Directly related to the development; and
  - c) Fairly and reasonably related in scale and kind to the development.

10. Reason for Approval

This decision to grant planning permission has been taken

- i) having regard to Policies CP1, CP2, CP7, CP8, CP10, CP9, CP10, CP12, CP15, CP16, CP17, CP18 of the LDF Core Strategy Development Plan Document; Policies DC2, DC3, DC6, DC7, DC20, DC21, DC27, DC29, DC30, DC32, DC33, DC34, DC35, DC49, DC50, DC51, DC52, DC55, DC58, DC59, DC60, DC61, DC62, DC63, DC67, DC70, DC72 of the LDF Development Control Policies Development Plan Document; Policy SSA1 of the LDF Site Specific Allocations Development Plan Document; Policies 3.3, 3.4, 3.5, 3.6, 3.8, 3.9, 3.10, 3.11, 3.12, 3.13, 5.2, 5.3, 5.7, 5.12, 5.13, 5.16, 5.21, 6.1, 6.3, 6.9, 6.10, 6.13, 6.14, 7.3, 7.4, 7.6, 7.8, 7.14, 7.15, 7.19 and 8.2, of the London Plan 2011, PPS1 'Delivering Sustainable Development', PPS3 'Housing', PPG13 'Transport', PPS22 'Renewable Energy', PPS25 'Development and Flood Risk'.
- ii) for the following reason: The proposed development would be in accordance with the aims and objectives of the site specific policy by providing the second element of the first phase of a residential redevelopment of the site. The proposal would provide both market housing and affordable housing and would relate satisfactorily to its surroundings and neighbouring development and can be accommodated on the site without any materially harmful visual impact or any significant adverse impact on residential amenity. The proposal incorporates sufficient private amenity space within a development of high quality design and layout. The impact arising from residential traffic from the development would be acceptable within the locality. The proposal meets the objectives of national, regional and local policies by being sustainable development making efficient use of land and providing residential development with easy access to facilities without adverse impact on residential amenity. Whilst the development would have a variety of impacts it is considered that these can be satisfactorily addressed by conditions and the planning obligation for the Outline Permission to which this application will be related.

**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 hospital site is of irregular shape and currently covers an overall area of approximately 14.58 hectares. This application covers an area of 1.28 hectares in the northern part of the former hospital site to the south of no's 51 to 61 The Drive and 150 to 172 Sackville Crescent in the location of the former Energy Centre, Chapel and various single storey hospital buildings to the north of the existing access and proposed spine road and west of the access from The Drive. The northern boundary comprises an unmanaged hedgerow and trees with a part close-boarded fence which separates the site from the rear gardens of the properties on the southern side of The Drive and communal area to the rear of the flat block 150 to 160 Sackville Crescent and the rear gardens of 162 – 172 Sackville Crescent. The site slopes gently to down to the west and up to the south.
- 1.3 The site also incorporates the access to the site from The Drive.

**2.0 Description of Proposal:**

- 2.1 The proposal is a detailed planning application for the second part of the first phase of residential development consisting of 68 residential units comprising:
- 7 no. 1-bedroom flats
  - 11 no. 2-bedroom flats
  - 21 no. 3 bedroom terraced houses (11 of which are affordable)
  - 16 no. 3-bedroom semi-detached houses
  - 1 no. 3 bedroom detached house
  - 12 no. 3/4-bedroom terraced houses
- 2.2 The development would include four key designs of housing, a single individually designed detached house and a block of apartments. These would be served from the main spine road and various spur roads, the main one of which would maintain access to the Harold Wood Polyclinic and other retained buildings to the south west.
- 2.3 Facing south east onto the main Avenue (Spine Road) and south of the main spur road a terrace of 12 No. 3/4 bedroom, contemporary design three storey houses are proposed with an 11m deep first floor rear terrace and garden above a ground floor double depth garage, cycle and bin store, with

an open light well patio area with steps to the first floor terrace. The roofs would be “open” gabled front to back, incorporating extensive glazing to the front elevation with a deep eaves overhang with flat roofed sections in-between and at either end of the terrace. The second floor bedroom would benefit from a front balcony with a Juliet balcony to the first floor front bedroom. Each property would have a shallow front garden area and access to the garages would be gained from a spur road which would also give access to further terraced housing, identified as the “South Mews”. A total area of 48m<sup>2</sup> garden and patio amenity space is proposed. Materials would include yellow brick, white render, slate colour roofing and timber boarding.

2.4 The “South Mews” housing would face the rear of the properties described above which would present a line of garages and recessed entrances, with an obscure glazed full height screen to the first floor garden terrace. Two terraces of 6 No, 3 bedroom, 3 storey houses are proposed. The houses would be flat roofed and incorporate a two storey front projection, the roof of which would be utilised as a front terrace for the master bedroom and a single storey rear projection with a large rooflight. Each property would have room for landscaping and a single off street parking space to the front together with a bin store and a secure cycle store integrated into the design. The rear garden areas would be 8m deep with a minimum area of 36m<sup>2</sup>. Materials would include yellow brick, white render and timber or cementitious boarding.

2.5 To the rear of the South Mews properties accessed from a secondary spur from the main spur road a T-shaped courtyard area designated for affordable housing are proposed. This area would be made up of a terrace of six 3 storey houses facing north-east onto the courtyard with a staggered terrace of three to the north west of the spur and a semi detached pair to the south east. The houses at either end of the terrace would be designed for wheelchair users. The design of the houses would share several common features including a 3.4m deep two storey flat roofed rear projection, rear window configuration and material palette. They would differ at roof level with the terrace of 6 incorporating a gabled roof running the full length of the terrace whilst the semi detached pair a shared “open” front gabled roof similar to the houses facing the main spine road. The staggered terrace adopts the same open gabled approach, but with a mono-pitch solution to the deep stagger between them. Integral bin storage is provided for the terrace, whilst the other units all have rear garden access from the courtyard area. The material palette theme is continued for these units and courtyard parking is provided at a rate of 1 space per unit with 3 visitor spaces. The terrace of houses would have a shallow paved area to their front whilst the houses fronting onto the spur road would have 4m deep front garden areas. Rear garden depths would vary between 7m and 8.5m with areas varying between 34m<sup>2</sup> and 63m<sup>2</sup>.

2.6 To the north east of the main spur and fronting onto the spine road at the western end of a sweeping curve a three storey apartment block is proposed providing 18 flats. The building is designed with two main

elements: a copper clad triangular section to the north with the southern section finished in white render with projecting glazed balconies. The roof parapet would rise to a point at the apex of the copper clad triangular section and the roof is identified as the potential location for a photovoltaic panel array. Each of the ground floor flats in the southern section of the block would have their own front door and one of these would be designed as to be wheelchair accessible. Parking at a rate of 1 to 1 would be provided in a communal parking area either side of the spur road to the rear of the block and on the southern side of the spur road serving the North Mews housing. Balcony areas varying between 4.5 and 7m<sup>2</sup> would be supplemented by an area of open space / landscaping to the rear of the parking area and adjacent to the main spur road.

- 2.7 The North Mews area of housing would comprise 7no semi detached pairs of houses accessed from a spur road of the northern apex of the bend in the spine road. The spur road then bends to the west around the copper clad end of the apartment block. The houses are open gabled front to rear with a deep eaves overhang and high level glazing similar to those properties facing the spine road. The two pairs of houses at the western end of the spur would be designed to be wheelchair accessible. The houses would all incorporate second floor balconies to the front serving their master bedroom, ground floor rear projections/conservatory with central lean-to glazing and an integral bike store to the front. Materials would be predominantly white render with timber / cementitious boarding and slate colour roofing. Each property would have room for landscaping and a single off street parking space to the front, with provision for 5 visitor spaces on the opposite side of the spur road. The houses would back onto housing in The Drive and Sackville Crescent with garden depth generally of 8.5m or greater and between 39 and 110m<sup>2</sup>.
- 2.8 A single detached 3 bedroom house is proposed to the east of the North Mews spur road in the location of the earlier proposed energy centre/landscaping and partly in the location of an existing single storey building. The house has been specifically designed for the plot and the proximity of the building to the rear garden boundary of adjacent properties in The Drive. A flat roofed two storey property with a strong horizontal emphasis is proposed with the only windows in the northern flank serving the stairwell and first floor bathroom. Off street parking for two vehicles is proposed beneath a flat roofed canopy projecting from the western side of the house. The finish would be predominantly white render with expanses of glazing to the eastern and southern flanks. The rear garden of approximately 90m<sup>2</sup> would be located to the east.
- 2.9 The plans include full details of surface materials, landscaping, vehicle tracking, drainage and tree protection during construction. Shared surface and private road areas would be surfaced with paving blocks with a contrasting colour used to delineate parking spaces. A hedge is proposed along the back edge of the footway of the spine road and along the back edge of the main spur road serving the retained uses where this abuts the



parking and amenity area for the apartment block and the North Mews housing. Hedging, trees and shrub planting are indicated for front garden areas and on areas of verge with a row of trees and an evergreen screen proposed along the north eastern boundary of the site.

- 2.10 Boundary walls and close boarded fencing are proposed to the rear garden boundaries where required.

### **3. Relevant History**

- 3.1 Extensive history relating to the function of the site as a Hospital.

Other history relating to the disposal of Hospital land for residential purposes:

P1095.88 - Residential development – Approved (land to the west of current hospital site up to Bryant Avenue and Whitelands Way)

P1541.89 – Revision to accommodate 13 additional units – Approved (as above)

P1963.89 - Revised scheme to above – Approved (as above)

P1183.91 - Revised scheme to above – Approved (as above, one phase)

P0292.92 - Erection of 67 residential units, 1 and 2 bed terraced dwellings, 3 bed terraced and detached houses, roads and ancillary works – Approved (as above. one phase)

P0752.93 - Residential development of 68 houses, 20 flats, associated roads and garages etc – approved (as above, final phase)

P1530.00 - Residential development (outline) – Approved (Lister Avenue/ Nightingale Crescent)

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 – resolved to approve, S106 in preparation.

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 – Resolved to approve subject to S106

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

**4. Consultations and Representations:**

4.1 Consultees and 116 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. Concerns raised relate to a change from the outline masterplan layout so that properties now back directly onto existing properties in The Drive resulting in overlooking and loss of privacy together with the need for additional doctors, dentists and public transport to address the needs of the increasing population of the area.

**Consultee Responses**

***Borough Crime Prevention Design Advisor*** – Reiterates that designing for community safety is a central theme of sustainable development. A number of detailed design points and considerations are highlighted. Recommends that a condition be attached relating to secure by design.

***English Heritage (GLAAS)*** – Advise that the area has been assessed and no significant archaeology found in that part of the site. No need to consider archaeology further on this part of the site.

***Greater London Authority*** – Confirm that the Mayor of London does not need to be consulted further on the application

***LFEPA*** – Is satisfied with the proposals subject to the provision of a fire main in Block A.

**London Fire Brigade** – Advise of the need for two fire hydrants within this part of the site.

**Natural England** – No objection. The long term commitment to landscape management is welcomed. Consideration should be given to the early implementation of measures to increase biodiversity and ecological connectivity between the site and the nearby SINC. An informative relating to bats is requested. Native planting should be encouraged in preference to ornamental species where space allows.

**Environmental Health** raise no objections subject to suitable conditions.

**Thames Water** raise no objection and advise that a drainage strategy is being developed with the developer.

## **5 Relevant Policies**

- 5.1 The main issues in this case are considered to be the principle of the development, housing density and design, site layout, massing and street scene implications, impact upon residential amenity, highways and parking, sustainability and flood risk. The planning history of the site is also a material consideration.
- 5.2 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
- 5.3 Policies CP1 (Housing Supply), CP2 (Sustainable Communities), CP7 (Recreation and Leisure), CP8 (Community Facilities), CP10 (Sustainable Transport) CP9 (Reducing the need to Travel), CP10 (Sustainable Transport), CP12 (Use of Aggregates), CP15 (Environmental Management), CP16 (Biodiversity and Geodiversity), CP17 (Design), CP18 (Heritage) of the Local Development Framework Core Strategy are considered relevant.
- 5.4 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), DC27 (Provision of Community Facilities), DC29 Educational Premises), DC30 (Contribution of Community Facilities). DC32 (The Road Network). DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC49 (Flood Risk), DC50 Sustainable Design and Construction), DC51 (Renewable Energy), DC52 (Water Supply, Drainage and Quality), DC55 (Noise), DC58 (Biodiversity and Geodiversity), DC59 (Biodiversity in New Developments), DC60 (Trees). DC61 (Urban Design). DC62 (Access), DC63 (Delivering Safer Places), DC67 (Buildings of Heritage Interest), DC70 (Archaeology and Ancient Monuments), DC 72 (Planning Obligations) 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.

- 5.5 Following its recent adoption the London Plan July 2011 is the strategic plan for London and the following policies are considered to be relevant: 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), 5.21 (contaminated land), 6.1 (strategic transport approach), 6.3 (assessing effect on transport capacity), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 6.14 (freight), 7.3 (designing out crime), 7.4 (local character), 7.6 (architecture), 7.8 (heritage assets and archaeology), 7.14 (improving air quality), 7.15 (reducing noise and enhancing soundscapes), 7.19 (biodiversity and access to nature) and 8.2 (planning obligations). 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'
- 5.6 PPS1 'Delivering Sustainable Development', PPS3 'Housing', PPS6 'Planning for Town Centres', PPG13 'Transport', PPG 15 'Planning and the Historic Environment', PPS22 'Renewable Energy', PPS25 'Development and Flood Risk' are further material considerations.

## **6.0 Introduction**

- 6.0.1 This application is seeking full planning permission for the second part of the first phase of the residential redevelopment of Harold Wood Hospital, the overall principle of which has been considered by Members under ref P0702.08. Subject to members resolving to grant planning permission, the intention is for work to commence as soon as possible with both phase 1a and 1b likely to be implemented simultaneously following the signing of the S106 agreement and issue of the decision notices for the Outline, phase 1a and this application. This application has been submitted as a full application to enable that timetable to be met, which would not have been possible were the application to have been made as a reserved matters application pursuant to the outline. Nevertheless, the first phase of the development is as envisaged by the outline application and complies with the overall parameters for the redevelopment that are embodied within the outline.

## **6.1 Principle of Development**

- 6.1.1 Site Specific Policy SSA1 of the Havering Local Development Framework states that residential development of the former Harold Wood Hospital site

will be allowed subject to a range of criteria that will be explored further in the rest of this report. Policy CP1 supports the development of the overall site as contribution to the borough's housing target of 535 new homes per year. As indicated in the introduction, members have already accepted the principle of the site being redeveloped for residential purposes by resolving to grant outline planning permission for the redevelopment of the overall site and full planning permission for Phase 1a. The site the subject of this application falls within the area identified as forming Phase 1 of the development under the outline scheme. Subject to all other matters being acceptable the proposed redevelopment is considered to be acceptable in principle.

## **6.2 Density, design and layout**

- 6.2.1 The number of units proposed in this phase is 68 on a site area of 1.28 hectares, which equates to a density of 53 dwellings per hectare. The unit mix is varied providing 1, 2, 3 and 3/4 bedroom dwellings of predominantly 3 storeys in height. This scale of development is considered to be appropriate to the scale and character of neighbouring development in The Drive and Sackville Crescent which includes 2 storey houses with loft conversions and 3 storey flats. The nature of the development is also broadly in accordance with the scale and layout of the outline proposals illustrative masterplan. Whilst the density for this particular site is above that indicated in the outline application as being applicable to Phase 1 of the site, when combined with the development proposed by Phase 1A the overall density is reduced to 41.5 dwellings per hectare which is in line with the density that set out in the original outline parameters for this part of the site of 42 dwellings per hectare. The density is therefore in accordance with the parameters established by the Outline application and in turn, in accordance with the requirements of Policies SSA1 and DC2.
- 6.2.2 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. The theme and rhythm created by the predominant house type established in Phase 1a is continued and reinterpreted in each of the housing types now proposed. Design features such as the high level glazed open gabled frontage and rendered frames and complimentary materials serve to give a coherence to the development creating a distinctive contemporary scheme.
- 6.2.3 The dwellings and apartment block with frontages along the spine road together with tree planting and landscaping will all help to define the spine road as the key access through the site. The terraced housing proposed is considered by staff to be of high architectural quality and individual character that will provide an attractive streetscene along the new spine road and the end elevations to the north and south incorporate protruding grey clad "box windows" which add further interest to the streetscene. The apartment block and its copper clad corner feature will provide a distinctive architectural focal point at the apex of the bend. The single detached

dwelling on plot 39 uses a simple palette of materials and also assists with visually directing the eye along the spine road and creates a sense of enclosure and place for the development which would not have been so evident had the area been used as open space.

- 6.2.4 The small open space indicated in the position of the detached house on the outline masterplan is re-provided within the North Mews area where it will provide a beneficial additional area of amenity space predominantly for the occupiers of the flats in that part of the site. The North Mews properties incorporate the open gabled feature found in the terraced housing and would use a palette of materials which would be complementary to Phase 1a.
- 6.2.5 The South Mews properties to the north of the application site would face towards the rear of the terraced housing facing the spine road. Staff consider that the architectural treatment of the rear terrace, garage and recessed rear door to these properties give a visual rhythm to the road which makes an attractive feature of what could potentially have been a poor outlook for the South Mews housing. The flat roofed design of the properties and selection of materials is considered by staff to tie in well with the terraced areas of the terraced housing on the opposite side of the spur road.
- 6.2.6 Turning to the affordable housing courtyard, this has been designed to respond to the architecture and character of the areas adjacent to it within the development. The houses on the northern side next to the spur road incorporate the same open gable feature as used in the North Mews houses. The terrace of houses to the south respond to the design of the South Mews terraces both in terms of materials and the design of their frontages. The affordable housing is also linked by the feature of a flat roofed two storey rear projection. Whilst such a feature would not generally be considered as acceptable in an established residential area, within the context of this new development they do not appear out of character or visually intrusive.
- 6.2.7 Staff therefore conclude that the design and layout of the proposal is acceptable and that it will further serve to define a contemporary high quality new residential development where people will want to live.

### **6.3 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 proposed dwellings are considered by staff to provide both good internal layouts and space including balconies which will provide enhanced amenity for the properties without unduly impacting upon the amenities of either neighbours within the site or outside. Rear garden areas are generally compact but provide sufficiently sized areas for private amenity purposes. The raised

deck gardens and light well patios proposed for the terraced housing facing the spine road are considered to offer contemporary good quality amenity space.

- 6.3.2 There are no true back to back relationships within the site, but where there are back to front or side on relationships acceptable privacy levels are maintained by the degree of separation (20 to 26m) and, where necessary, attention to internal layouts and in the instance of the terraced housing amenity terrace, by the use of frosted glazed screens where they back onto the South Mews properties. All houses and ground floor flats are also provided with front garden areas that will give both defensible space to the front and add to the character of the streetscene.
- 6.3.3 Internally all dwellings have been designed to meet Lifetime Homes Standards incorporating accessible bathroom and bedrooms with the potential for future adaptation to become fully accessible. In addition the scheme incorporates 6 units which are intended to be wheelchair accessible from the outset. The development is therefore in accordance with Policy DC7.
- 6.3.4 This phase of the development does not incorporate any significant public open space, but future phases will deliver approximately 2 hectares of public open space throughout the overall site, including the principal area that would be located to the east of the spine road to the south east of the application site.

#### **6.4 Landscape strategy and tree retention plans**

- 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. Extensive planting along verges and within the road areas is considered to assist with the definition of these areas and provide an attractive setting for the new dwellings.
- 6.4.2 Some lower quality trees will need to be removed to enable the development which were identified at outline stage. However, those that are to be retained will be supplemented by new planting in both public and private areas of the site, including many trees within the rear gardens and a substantial number to strengthen existing tree cover along the northern boundary of the site where they will assist in screening and protecting the amenity of properties to the north in The Drive and Sackville Crescent.
- 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 as well as an attractive feature in the street scene.

## **6.5 Impact on adjoining sites and residential amenity**

- 6.5.1 The northern boundary of the application site provides the rear boundary of properties in The Drive and Sackville Crescent and it is for these properties where the potential impacts could arise. However, the back to back distance between the rear of the proposed North Mews dwellings and the original rear main wall of existing properties is at no point less than 27m. In addition, the proposed second floor rear windows would only serve the master bedroom dressing room and there are a number of existing evergreen trees in many of the rear gardens of properties in The Drive and Sackville Gardens as well as existing screening vegetation within the site which will be supplemented by additional tree and shrub planting. Staff consider that the impact upon residential amenity would be acceptable.
- 6.5.2 Members will be aware that this part of the application site at present includes the energy centre and chimney of the former hospital which is a reasonably dominant building in the rear garden scene for some of the properties to the north. This will be demolished which can only be viewed as beneficial to the amenities of those properties.
- 6.5.3 In relation to the detached house proposed on plot 39, the adjacent gardens to No's 43 and 45 The Drive are in excess of 40m long and it is not considered that the flat roofed 2 storey dwelling proposed, with no principal windows in its northern elevation will cause unacceptable loss of privacy or amenity nor will it appear as an obtrusive feature despite it's proximity to that part of the site boundary.

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

- 6.6.1 The scheme incorporates new public highway and roads which are designed to an acceptable standard with adequate space for turning and servicing. The terrace of houses facing the spine road have provision for two tandem car parking spaces within a garage area and the single detached house would be provided with two off street parking spaces. All other units proposed for this part of phase 1b would be provided with a single off street parking space, with further provision for 13 off road visitor spaces. The outline scheme proposed an overall level of provision of 1.5 spaces per unit by way of 1 space per flat and 1 to 2 spaces per house. The level of parking for this part of the scheme would therefore achieve an overall parking ratio of 1.38 spaces per unit which is slightly less than agreed for the outline scheme. However, when taken together with the proposed first phase, which will provide 47 parking spaces, the ratio increases to 1.6 spaces per unit. This is considered to be in accordance with the Policy and with the parameters of the outline application.
- 6.6.2 In terms of overall impact upon the highway network, the 68 units proposed will have no significant material impact and the impact of the site overall will remain significantly less than that which resulted from it's previous hospital use until much later into the development.



## **6.7 Housing**

6.7.1 This second element of Phase 1 of the redevelopment of the former hospital site would incorporate some affordable housing of 3/4 bedroom size. Later phases of the development would incorporate affordable housing and the small size of this first element would not trigger any requirement for the provision of affordable housing under the terms of the S106 Legal Agreement. Provided this application is tied into the wider S106 for the overall former hospital site to ensure the overall delivery of at least 15% affordable housing throughout the site, no objections are raised.

## **6.8 Sustainability**

6.8.1 The proposals involve the re-use of a brown field site and the development of housing in an area well served by public transport. In line with the requirements of the London Plan and Policies DC49 and DC50, the proposal is required to meet high standards of sustainable design and construction, as well as to demonstrate a reduction in predicted carbon dioxide emissions by at least 20%.

6.8.2 Following the decision of the Council to defer the requirement for new housing to meet Code for Sustainable Homes (CfSH) Level 4 it is proposed that the development would achieve CfSH Level 3 for the private dwellings and Level 4 for the affordable housing. The application proposes that carbon emissions and heating bills of the residents would be most effectively reduced through:

- Improved insulation
- More efficient heating
- More efficient ventilation systems

6.8.3 The following improvements are proposed for the application site's carbon reduction strategy:

- Super-insulation
- Enhanced air-tightness
- Low thermal bridging heat loss through better design and construction
- High efficiency ventilation system with heat recovery
- High efficiency condensing boilers.
- Block A will have roof mounted photovoltaic panels (or another renewable source) to provide a proportion of power for the communal systems.

6.8.4 Staff are satisfied that these measures together with the applicant's sustainability statement and energy assessment, show how the council's sustainability related policies are to be met. Although the 20% on-site renewable energy requirement will not be met in full, the proposed renewable energy measures to be employed in more communal elements of

the overall redevelopment coupled with the improved energy efficiency measures are acceptable for the purposes of complying with the relevant policies.

## **6.9 Other Considerations including planning obligations**

6.9.1 Matters relating to flood risk, drainage, bio diversity and nature conservation can all be adequately addressed through conditions. Provision for local services and Education would be provided for through the S106 Legal Agreement as detailed in the original report for the outline application.

6.9.2 Some aspects of the proposal have been highlighted by the Council's CPDA. Some revisions to elements of the design of individual units have been submitted in order to address some concerns about ensuring that there is adequate overlooking of parking areas. In some instances, however, this will be achieved once adjacent areas of the site are developed in subsequent phases. A condition is also suggested to ensure that matters of Secure by Design are fully considered.

6.9.3 As a separate full planning application it is necessary for this application to be tied in with the outline permission for the site and the S106 Legal Agreement by way of a variation to that agreement which although it may not have been issued, is currently out for signature and therefore may be difficult to amend. This is necessary in order to ensure that the implementation of this application is taken together with other subsequent reserved matters applications and that it features in any triggers for payments under the S106.

## **6.10 Conclusions**

6.10.1 Having regard to the above, subject to the satisfactory completion of a Section 106 Legal Agreement, together the conditions set out above, it is considered that the proposal satisfies the relevant policies identified in paragraphs 5.3 to 5.5.

6.10.2 Staff consider that this full application for the second element of phase 1 of the redevelopment of the former Harold Wood Hospital site will continue to display the benchmark of the quality established by the first element, 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 to new residents in a form that maintains the residential amenity of existing residents.

6.10.3 It is recommended that planning permission be granted

## IMPLICATIONS AND RISKS

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

A Section 106 planning obligation is required to make the application acceptable. The agreement will include the payment of the Councils Legal expenses involved in drafting the S106 agreement.

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

This application needs to be tied into the Section 106 planning obligation for the Outline planning application P0702.08. This is nearing completion but will need to be finalised and signed prior to the issue of the planning permission.

The heads of the agreement are the same as those for P0702.08 and are set out in the Annex to this report.

### **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.
2. The case sheet and examination sheet.
3. Ordnance survey extract showing site and surroundings.
4. Standard Planning Conditions.
5. Copy of all consultations/representations received and correspondence, including other Council Directorates and Statutory Consultees.

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6. The relevant planning history.
7. Relevant details of Listed Buildings, Conservation Areas, Article 4 Directions.
8. Copy of all consultations/representations received and correspondence, including other Council Directorates and Statutory Consultees.