

REGULATORY SERVICES COMMITTEE

19 July 2012

REPORT

Subject Heading:

P0412.12 – Former Harold Wood Hospital, Gubbins Lane, Harold Wood (Date received 28/03/2012, revised plans received 29/5/12)

Proposal

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.

Report Author and contact details:

Simon Thelwell (Planning Control Manager) 01708 432685

Policy context

Local Development Framework
London Plan
National Planning Policy Framework

Financial summary

None

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

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 outline 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 agreement. The legal process has now been concluded and the S106 and planning permission have been issued. Members have previously considered full applications for the construction of the spine road and Phases 1a and 1b and a reserved matters application for Phase 3b of the residential development. This reserved matters application is for the next phase of development, Phase 5 which proposes 105 dwellings, plus associated infrastructure, open space 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. The roof areas of Block R hereby permitted as shown on drawings 13714 : 05-201-DR-412-003_02 and 13714 : 05-201-DR-412-005_01 shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific permission from the Local Planning Authority.

Reason:-

In the interests of the amenity of the occupiers of neighbouring dwellings, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

3. Notwithstanding the details shown on drawings 13714 : 05-201-DR-412-002 to 003 and 05-201-DR-413-002 the balconies for flats R1-1.3, R1-2.3 and R1-3.3 shall be installed with a full height obscure glazed privacy screen on their north east side to the satisfaction of the Local Planning Authority and shall be permanently retained thereafter.

Reason:-

In the interests of the amenity and privacy of the occupiers of neighbouring dwellings, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

4. The proposed windows shown on the north east elevation of Block R as shown on drawing 13714 : 05-201-DR-413-002 "North East Courtyard Elevation" shall be permanently glazed with obscure glass and with the exception of top hung fanlight(s) or other such means of preventing overlooking, shall remain permanently fixed shut or the opening shall be so limited as to deny direct overlooking of adjacent dwellings and thereafter be maintained to the satisfaction of the Local Planning Authority.

Reason:-

In the interests of the amenity and privacy of the occupiers of neighbouring dwellings, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

5. Prior to the first occupation of the development a car parking management scheme for Phase 5 shall be submitted to the Local Planning Authority for approval in writing. The scheme shall include details of car parking allocation and the measures to be used to manage the car parking areas. The scheme shall be implemented in accordance with the approved details prior to the first residential occupation of the development and such measures shall be maintained and retained permanently thereafter.

Reason: In the interests of highway safety and to ensure the parking areas are made permanently available for use by the residents of the development.

1. Reason for Approval

This decision to grant planning permission has been taken

- i) having regard to Policies CP1, CP2, CP7, CP15 and CP17, of the LDF Core Strategy Development Plan Document; Policies DC2, DC3, DC6,

DC7, DC20, DC21, DC32, DC33, DC34, DC35, DC36, DC48, DC49, DC50, DC51, DC58, DC59, DC60, DC61 and DC63 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, 6.9, 6.10, 6.13, 7.3, 7.4, 7.6 and, 7.19 of the London Plan 2011, and the National Planning Policy Framework .

- 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 phase of a residential redevelopment of the site. The proposal would provide 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 communal and 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.

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 covers an overall area of approximately 14.58 hectares, including the retained uses. This application relates to an area of 1.61 hectares towards the south western end of the site. The site is bordered on three sides by the wider redevelopment site, with the site of Phase 3b immediately to the south west. The only external boundary is with the railway line to the south east.
- 1.3 The former hospital buildings towards the north east of the site have now been demolished. The majority of the site comprises the former highways, parking areas and undeveloped, overgrown open space, with several mature trees.
- 1.4 Vehicular access to the site will be from the yet to be constructed spine road granted full planning permission under P0230.11 which will link the site to

Nightingale Crescent and Lister Avenue to the west and the eastern portion of the Spine Road which was granted planning permission under P1703.10.

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 5 of the redevelopment of the former Harold Wood Hospital site. This would consist of 105 dwellings in two blocks (R and V) providing 14 no. 1 bedroom flats and 30 no. 2 bedroom flats plus 17 No. 2 bedroom, 28 No. 3 bedroom and 4 No. 5 bedroom houses.

Siting and Scale

- 2.2 Block R is proposed as a L-shaped block with its longer 46.5m north western flank parallel to the spine road and its shorter 36m flank running parallel to road 2 which also provides access to the parking court for the block and the adjacent proposed development of Phase 3b. The block would be predominantly 4 storeys (maximum 14.2m height), staggered to accommodate changing ground levels, with the exception of a two storey (7.7m high) element on its far north east side
- 2.3 Block V is proposed as a largely rectangular 3 storey block with maximum dimensions of 23m on its north east flank and 17m on its south east side and a maximum height of 11.2m. The block would be located on the north west side of road 3 and would back onto and share the parking court for Block R described above.
- 2.4 The housing would comprise of terraces of two and three storey houses fronting onto the spine road, three side roads and a road that runs parallel to the ecological corridor along the south east boundary of the site with the railway. One pair of 3 storey wheelchair accessible semi detached houses is proposed facing onto the spine road at the northern corner of the site.

Access and Parking

- 2.5 Access into the site would be at four points from the new Spine Road. This would include the access from the road serving Phase 3b at a point to the north east of the widened corner of the spine road. Access into this site would then be taken from a point close to the eastern corner of the Phase 3b site adjacent to the boundary with the railway cutting and would serve the parking courtyard for Blocks R and V. The other three access roads would all be directly perpendicular to the spine road and would be linked by a road running parallel to the south east boundary of the site with the railway cutting.
- 2.6 A total of 84 parking spaces would be provided giving a parking ratio of 0.5 space per apartment and 1 space per house. This would include 10 wheelchair spaces to serve the 10 wheelchair / wheelchair adaptable units

plus 1 wheelchair accessible space per apartment block core. The parking is to be provided in a variety of arrangements, including a parking courtyard around the turning head for blocks R and V together with spaces parallel and perpendicular to the other access roads and in-curtilage spaces. One cycle storage space per unit would be provided either by way of secure internal communal ground floor areas within the blocks or within rear gardens or front garden bike stores for the housing.

Design and External Appearance

- 2.7 Block R would comprise of 13 no. 1 bed and 30 no. 2 bedroom units of which 4 no. ground floor units would be wheelchair accessible. Five ground floor units at the south western end of the block, including one wheelchair accessible unit would be externally accessible with the remainder of the units being served by four communal entrances, two each on the spine road and parking/amenity courtyard side of the block. All ground floor units would be provided with their own semi-private terrace, with each flat on other floors having its own balcony.
- 2.8 The design approach for Block R responds to the sloping site topography which rises to the north east with a step in the flat roof-line and ground floor between the two four storey halves of the building. The block reduces to two storeys in height at the north eastern end. The aluminium roof balustrade capping of each section is continued as a vertical feature between the two halves on the frontage to the spine road. The main entrances onto the communal landscaped courtyard and are defined by a glazed stair core. The columns of external balconies would be framed by a rainscreen cladding balcony supporting the shape of an inverted U, with recessed and projecting bays defined by material contrasts between render and brickwork. The materials to be used would be drawn from a palette of materials that follow the theme established by previous approved phases of the redevelopment.
- 2.9 Block V would comprise of 12 no. 2 bedroom units all of which would be accessed via the communal entrance from Road 3. All ground floor units would be provided with their own semi-private terrace, with each flat on other floors having its own balcony.
- 2.10 Block V is a more compact 3 storey flat roofed block following a similar design theme to Block R but without the stepped storey heights. As with Block R rainscreen cladding is again used as a feature to frame and define the externally expressed balconies. Red brickwork and white render would be used alternately to define projecting and recessed elements of the block, with a glazed stairwell and projecting grey clad vertical box window as an additional feature on the north east elevation.
- 2.11 The housing proposed comprises a variety of flat roofed two storey and part flat part pitched roof three storey houses. The two storey houses would be terraced and face onto road 6 (the most north eastern side road) and

towards the rail cutting along the link road that runs parallel to the boundary. The three storey houses would be predominantly terraced facing onto the spine road and the proposed public open space between roads 3 and 5.

- 2.12 The design of the housing incorporates many features that have been established within Phases 1a and 1b of the redevelopment. The terraced housing fronting onto roads 3 and 5 and the public open space are based around the design used for house types 4 and 6 within phase 1B with a combination of yellow and red bricks, timber boarding and white render. The houses within the terraces are paired together with a gable shared between the two houses and a flat roofed element in-between. The inverted U-frame, a common design feature throughout the development, is used in red or yellow brick to frame the ground and first floor of the gabled element with white render above. The gable would also project forward of the flat roofed section. To the rear the houses would incorporate a single or two storey flat roofed projection, dependent upon the number of bedrooms and size of dwelling proposed.
- 2.13 The terraced housing and pair of semi-detached housing facing onto the spine road are similar in design to those described above, but with a greater proportion of render to the front gable and the second floor windows following the pitch of the roof.
- 2.14 The terraced housing on spur road 6 and facing onto the ecological corridor and link road adjacent to the railway boundary is all proposed as two storey and flat roofed. The design incorporates several elements from other house types, including window columns interspersed with timber cladding and each terrace being identified by a different main finishing material – yellow brick, red brick and white render.

Landscaping and Amenity Space

- 2.15 The application includes detailed proposals for the hard and soft landscaping, including retained trees, which are intended to fulfil the requirements of the relevant conditions of the outline permission for this phase of the development. This includes an area of public open space between roads 3 and 5 as identified on the site layout plan as “The Green” and the provision of a band of mixed native buffer planting along the south eastern boundary with the railway. Various biodiversity measures including bird and bat boxes are shown to be incorporated into the development. Details of all surface treatments are also included.
- 2.16 The gardens to the houses vary in depth from 7m to 16m and in width from 4.5m to 10m. Blocks R and V would share an area of approximately 350m² of usable amenity space.

3. Relevant History

Regulatory Services Committee, 19 July 2012

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

4. Consultations and Representations:

4.1 Consultees and 133 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 has been received. One raises concern that

the development would not reflect or be in keeping with the character of Harold Wood and would stand out as a new development. It is suggested that the development would be deficient in amenity and open space and would not be child friendly. The other requests no public footpath to the rear of Long Grove, no buildings which would overlook those properties and a footpath link from Nightingale Crescent through the development to link with Gubbins Lane.

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.

Environment Agency – No objections.

LFEPA – Advise that the access road should comply with the relevant regulations.

London Fire Brigade – Advise of the need for four fire hydrant to be located within the footpath.

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 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, sustainability and flood risk.

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 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 5 is located within an area identified as Block C in the Density Strategy parameter plan where an overall density of 75 units per hectare should apply. The number of units proposed in this phase is 105 on a site area of 1.61 hectares, which equates to a density of 65 dwellings per hectare. Block C, however, has an overall area of 3.53 hectares and two further phases (3A and 3B) will deal with the remaining larger portion providing 88 and 74 units respectively, with 3B already having been approved by Committee. The overall resulting density is therefore anticipated to be 75 units per hectare which is in accordance with the density parameters established by the Outline application and in turn, in accordance with the requirements of Policies SSA1 and DC2.
- 6.2.2 The approved Building Height Strategy Parameter Plan identified the site of Phase 5 as being part two storey (6 to 9m in height), part 3 storey (9 to 12m in height) and part four storey (12 to 15m in height). Block R incorporates a four storey element with a height of 13.25m which would encroach 6.3m into the three storey zone on its north eastern side. The four storey south western flank of the block also extends slightly beyond the four storey zone into an area identified in the parameter plans for access purposes. Block V extends slightly outside the 3 storey Building Height Parameter Plan zone on its south eastern side where it would project slightly into an area which is

partly undefined but also identified as a tree lined route and wildlife corridor. In a similar manner the semi-detached pair of houses A1 and A2 and the frontage of the terrace A3 to A8 extend by a limited amount outside the defined Building Height Parameter Plan zones into areas defined for access purposes. The units in question are 2 and 3 storeys in height whereas one of the zones within which they are located is identified for four storey development, so the heights proposed are well within that identified by the Height Parameter Plan.

- 6.2.3 The judgement to be made is whether these encroachments will give rise to any significant impacts that were not envisaged as part of the outline application and whether these would, in turn, require any mitigation which was not considered as part of the previous Environmental Impact Assessment.
- 6.2.4 Looking first at the extent of the encroachments, this has to be considered against the maximum height and extent of the zones into which they encroach. The extent of the 3-storey zone as defined on the approved Building Height Strategy Parameter Plan, into which Block R projects, would potentially allow for a building up to 9m in height.
- 6.2.5 The main impact arising from the projection of the four storey element of Block R into the 3 storey zone is to bring that part of the block which is 1.25m higher than specified as the maximum height in the 3 storey zone closer to the rear of the properties fronting onto Road 3. The impact of this upon those properties and the street scene are considered elsewhere in the report and are not matters that would require specific mitigation through the EIA process. Similarly, staff are satisfied that the instances where other encroachments are proposed as described above, are matters for detailed consideration in terms of street scene and other issues elsewhere in the report, rather than cases which raise specific concerns which would have necessitated mitigation through the EIA process as their impact is not considered to be significant on adjacent properties.
- 6.2.6 Accordingly, staff are satisfied that the magnitude of the encroachments are not significant, and that any resulting environmental issues arising are not on a scale that would give rise to adverse environmental impacts requiring any specific mitigation which was not identified within the Environmental Statement. On that basis staff are satisfied that there is no conflict with the condition which requires the development to be carried out in accordance with the parameter plans and Condition 7 of the outline planning permission as set out in paragraph 6.1.2.
- 6.2.7 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 within the site, maximization of landscaping and amenity space and the

desire to minimize the impact of the parking and maximize the overlooking of any parking.

- 6.2.8 Block R creates strong frontages to the spine road and to Road 2 where they will provide focal points when viewed from the spine road which will assist with way marking when viewed from the west and when entering the site from Lister Avenue. Block V combined with Block R will also create a strong sense of enclosure and natural surveillance of the parking area and communal amenity areas which would provide useable and functional open space for the blocks.
- 6.2.9 The housing layout forms traditional street blocks with separate access to rear gardens for the majority of units via gated walkways. The spur roads offer broad and attractive routes towards the ecological corridor along the railway cutting boundary. These are enhanced by the public open space between roads 3 and 5 and by the opening vista as you travel from the spine road on spur road 6 towards a significant preserved Oak tree and amenity green at its eastern end.
- 6.2.10 The layout overall achieves a level of separation from the boundary with the railway which is generally in excess of 10m and would only be less than this (7m) in respect of Block V where a pedestrian/cycle link is proposed rather than the roads which separate the development from the wildlife/landscape corridor and the boundary with the railway cutting. The layout therefore minimises the potential impact on the adjacent railside Site of Importance for Nature Conservation. All ground floor units are provided with a semi-private terrace area for sitting out with those areas adjacent to the highway which are not identified for terrace use being allocated for defensive planting.

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 the Block R maximises the number of ground floor entrances although the sloping nature of the land and the requirements for a level threshold limit the potential for all ground floor units to have their own external front door. Nevertheless the block has nine entrances, including five ground floor units with their own entrance, which in combination with the communal entrances is considered by staff to create a sufficiently lively streetscene around the building.
- 6.3.3 The blocks incorporate several design features that are recurrent with Phase 3b, including the use of architectural framing, roof edge detailing,

grouping of balconies, glass fronted stair cores and distinctive material changes. Many of these have been established in turn by the first two phases to be approved and staff are satisfied that they continue the theme 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 has been developed jointly with the Housing Association that will manage the units and will offer accommodation built to Lifetime Homes requirements throughout. In addition the scheme incorporates 10 units which are intended to be wheelchair accessible from the outset. The development is therefore in accordance with Policy DC7.
- 6.3.5 The design of the flat blocks limit the number of single aspect units and all units will offer acceptable levels of daylighting and sunlight for future occupants. All units will have access to the courtyard amenity area which will offer a communal facility where overlooking is maximised with the intention of engendering a feeling of ownership and safety. In addition each ground floor unit will have access to their own terrace and each property above ground floor will have access to a generously proportioned balcony, which will provide both defensible space and an area for sitting outside. Block V in addition will have ready access to the new public open space proposed as part of this phase.
- 6.3.6 The housing designs have been developed from those in Phases 1a and 1b but without the rooftop terraces, front balconies and deep eaves overhangs that characterised those phases. The housing 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 three storey 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 spur road.
- 6.3.7 The two storey housing in turn is also a development of the flat roofed mews style housing proposed in Phase 1b. It incorporates several features which tie it in to other areas of the site and corresponds to the design character for this part of the site established by the outline parameter plans. The frontages display an attractive rhythm with contrast provided by the alternating use of materials between the terraces. Spur road 6 where these style of properties are proposed opens out at its eastern end which staff consider will provide an attractive, well landscaped and spacious setting for the houses.
- 6.3.8 This phase of the development incorporates a public open space in accordance with the parameters plans which formed part of the outline consent. This will provide an enhanced setting for the dwellings that surround it as well as an important area for play, informal recreation and 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. Two significant trees are retained within this part of the site, with the roads and development kept clear of the tree root zone to ensure their successful retention and integration into the development. Extensive planting of trees and shrubs around the boundaries of the site, within rear gardens and along the new roads is proposed which will enhance the boundary with the Railside SINC and provide an attractive street scene and setting for the new blocks and housing.
- 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 A Local Area for Play (LAP) is proposed within the public open space which is in accordance with the outline scheme and will ensure that this part of the development meets the play space requirements of the Mayors SPG.
- 6.4.4 As well as the planting of native trees and shrubs on the site the buildings will also incorporate integrated bird and bat boxes. A 3m wide ecological corridor is also proposed along the south east boundary where log piles will be positioned to attract invertebrates, as well as the native planting which is proposed to enhance the existing flora. The southern edge of the public open space is to be left open to enhance the utility of the area as a "Green Link" between the spine road and the ecological corridor and SINC. This 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 does not have any boundaries with established existing residential areas and the impacts to be considered are confined to those within the site and on other phases of the redevelopment.
- 6.5.2 Block R incorporates a two storey section on its north east side closest to the rear gardens of the houses fronting onto road 3 which back onto it. This gives a 17m separation between the rear of the closest house and the four storey element of Block R which is considered to mitigate the overbearing bulk that the block would otherwise present. Conditions are, however, suggested to ensure that the flat roofed area of the two storey section cannot be used as a roof terrace, to ensure the provision of an obscure glazed privacy screen to the side of the balcony serving the first floor flat R1-1.3 closest to the boundary and to ensure that any windows in the flank

wall facing the boundary are installed with obscure glazing in order to prevent direct overlooking towards the said houses. The separation between Block R and Block S in phase 3b would be 13m at its closest point, but the potential for loss of privacy would be mitigated by the fact that the windows in block S facing towards block R either serve a bathroom or are secondary windows to the living room where such issues could be addressed by net curtains.

6.5.3 Block V would project 5m to the rear of the adjacent house but would also be set in 2.5m from the boundary which staff also consider would result in an acceptable relationship.

6.5.4 The configuration of the housing whilst quite tight in places is nonetheless a quite conventional street block arrangement and no overriding concerns relating to overlooking, overshadowing or loss of privacy are foreseen by staff.

6.6 Transportation, Highways and Parking

6.6.1 The scheme incorporates new public highway and access roads which are designed to an acceptable standard with adequate space for turning and servicing.

6.6.2 The car parking is provided in a variety of forms - at right angles and parallel to the access roads, in curtilage and in relation to Blocks R and V within a parking courtyard which also provides a turning head for the access road. .

6.6.3 The level of parking would allow for one space per two units for the flats and one space per unit for houses. The Housing Association could decide to allocate the non designated spaces if required. This level of car parking is acknowledged to be low but does reflect Government Guidance and the views of Transport for London and the Mayor that parking levels should be reduced where there is good access to transport facilities and the prospect of improved accessibility to public transport in the area. Consideration also needs to be given to the S106 legal agreement which imposes a restriction on the ability of occupiers to apply for permits in any controlled parking zone (CPZ) in operation outside of the site. It also requires financial contributions to enable a review and extension of the existing CPZ and the promotion and support for a new bus route through the site, as well as requiring the submission of a Residential Travel Plan. There is a condition on the outline permission which requires the submission of a car parking review prior to the commencement of each phase.

6.6.4 There is a judgement for Members to make in respect of the level of parking, which could be considered to be below the level recommended by DC2 which would normally require 1–1.5 spaces per unit. However, the parking requirement for the site as set out in Site Specific Policy SSA1 is expressed as a maximum rather than a minimum requirement. The parameters for the development require that the overall level of provision on

the site should equate to 1.5 spaces per unit and higher levels than this have been agreed overall for Phases 1a and 1b. It is therefore anticipated that higher levels of parking will be provided for future phases of the development where larger units are to be provided in order to bring the overall level of parking up. On this basis Members may agree that it would be inappropriate for a greater number of spaces to be provided for this part of the site which comprises entirely affordable housing units. There will be a significant onus on the Housing Association to manage the parking on this part of the site and a condition is proposed requiring a car parking management strategy to be submitted. On balance, staff are satisfied that this, together with the various obligations contained within the S106 legal agreement will be sufficient to ensure that there will be no adverse effects outside the site and that the parking proposed will be sufficient.

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. The parking is also largely located in positions where there will be good overlooking of the parking spaces from adjacent properties. 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 105 units proposed will be accessed from Nightingale Crescent which did not previously serve as an access to the hospital. Although the level of use here will increase the Transport Assessment carried out for the outline application demonstrated that this would not cause any unacceptable strain on the existing network. No objections are raised.

6.7 Housing

6.7.1 This Phase of the redevelopment of the former hospital site would be developed entirely as affordable housing, although independently of the amount of affordable housing that the applicants are obliged to deliver as part of the S106. The proposal offers a variety of housing, including flats and houses of size varying from 1 to 5 bedrooms and will thereby provide for the full range of housing need identified for those on the Council's housing waiting list which would be in accordance with the policy requirements of Policy DC6.

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. All the dwellings within Phase 5 are proposed to be affordable and are therefore required to achieve Code for Sustainable Homes (Code) Level 4. In addition to the energy efficiency measures to be employed in the building and in its construction the blocks will share the use

of a high efficiency condensing boiler within an energy centre in block T providing community heating and hot water as well as employing mechanical ventilation with heat recovery. The proposals for Phase 5 also include the provision of photovoltaics on the roofs of both blocks and on the houses giving a total area of 573m² with the houses also being provided with high efficiency condensing boilers. 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 fourth phase (Phase 5) 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 5 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.
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.
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.