

REGULATORY SERVICES COMMITTEE

REPORT

6 June 2013

Subject Heading:

P0346.13 – Former Harold Wood Hospital, Gubbins Lane, Harold Wood (Date received 21/03/2013)

Proposal

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

Report Author and contact details:

Simon Thelwell (Projects and Regulation 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	<input checked="" type="checkbox"/>
Championing education and learning for all	<input type="checkbox"/>
Providing economic, social and cultural activity in thriving towns and villages	<input type="checkbox"/>
Valuing and enhancing the lives of our residents	<input checked="" type="checkbox"/>
Delivering high customer satisfaction and a stable council tax	<input checked="" type="checkbox"/>

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. Members have previously considered full applications for the construction of the spine road and Phases 1a and 1b and reserved matters applications for Phase 3b and 5 of the residential development. This reserved matters application is for the next phase of development, Phase 3a which proposes 144 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. Notwithstanding the details shown on drawings 13714 : 3A-202-DR-412-002 to 004 and 13714 : 3A-202-DR-413-001 and 002 the balconies for flats Z - 1.5, , Z – 1.6 , Z - 2.5, Z – 2.6, Z – 3.5 and Z – 3.6 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.

3. Prior to the first occupation of the development a car parking management scheme for Phase 3a shall be submitted to the Local Planning Authority for approval in writing. The scheme shall include details of car parking allocation and the measures to be used to manage the car parking areas. The scheme shall be implemented in accordance with the approved details prior to the first residential occupation of this phase of the development and such measures shall be maintained and retained permanently thereafter.

Reason:-

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

4. Prior to the first occupation of this phase of the development details of the proposed pedestrian and cycle link to Nightingale Crescent from the south west spur of Road 4 shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, this phase of the development shall be implemented in accordance with the approved details.

Reason:-

In the interests of highway and pedestrian safety.

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 fourth 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 1.43 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 Phases 1b, 5 and 3b to the north, east and south east respectively. The only external boundary is with existing residential properties in Nightingale Crescent to the west and the existing South Bank University and healthcare buildings to the north-west.
- 1.3 The former hospital buildings towards the northern part of the site have now been demolished. The southern areas of the site comprised the former highways, parking areas and undeveloped, overgrown open space. There are two significant mature Willow trees within the site which are the subject of a Tree Preservation Order which are to be retained.
- 1.4 Vehicular access to the site will be from the newly 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 3a of the redevelopment of the former Harold Wood Hospital site. This would consist of 144 dwellings in four blocks (N, U, Z and Z1) providing 58 no. 1 bedroom flats, 38 no. 2 bedroom flats and 14 no. 3 bedroom flats plus 5 terraces of houses providing 18 No. 3 bedroom and 16 No. 4 bedroom houses, all as affordable housing.

Siting and Scale

- 2.2 Block N is proposed as a 4 storey linear block to a maximum height of 13.3m with a 64m long elevation facing onto the western side of the spine road and 26m deep sections at each end whilst the central 38m section of the block would be 14.5m deep. The block would be positioned at the western end of the largest proposed central open space within the development. The block would be framed at each end by a retained preserved Willow tree within the amenity areas for the block. The parking court would be located to the rear adjacent to the site boundary with the South Bank University building and accessed from a road which was consented as part of Phase 1b.
- 2.3 Block Z is designed as a 4 storey L shaped building with a 36m front elevation facing the western side of the spine road and a 40m return elevation facing the southern end elevation of Block N with a separation distance of 25m. Each arm of the building will be 14m deep. Block Z1 is a 3 storey block (10.3m high to parapet) positioned immediately to the south west flank of Block Z separated by a 1.5m wide walkway. The block is broadly rectangular with a 24.5m elevation facing the spine road and a 14m return elevation to road 4a which is detailed as part of this application. The parking courtyard for both blocks is located principally to the rear of Block Z and will be accessed from a continuation of the access to the rear of Block N via a drive through access.
- 2.4 Block U would be a 3 storey block positioned on the northern corner of the entrance to the site from Nightingale Crescent with a 14m frontage adjacent to spine road at the entrance and a 30m frontage to the north west side of the spine road. The parking area would be provided partly as an undercroft area beneath the northern arm of the block and partly to the rear. At its northern end the block would be attached to a terrace of 5 houses.
- 2.5 The housing would comprise of terraces of three storey houses fronting onto the spine road, two side roads. Three wheelchair accessible houses are proposed

Access and Parking

- 2.6 Access into the site would be at three new points from the Spine Road. This would include the access to the parking area for Block U and two new side roads. Access to the parking areas for Blocks N and Z/Z1 would be taken from the new spur road serving part of Phase 1b...
- 2.7 A total of 143 parking residents / visitor spaces would be provided giving an overall parking ratio of almost 1:1 for the phase. The houses would be provided with 1 space per unit generally either on-plot or on-street plus 13 visitor spaces with 96 spaces for the 110 apartments giving a ratio of 0.87 spaces per apartment. This would include 14 wheelchair spaces to serve

the 14 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 parking courtyards for blocks N, Z/Z1 and U together with spaces 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, stand alone secure cycle stores accessed from the courtyard parking areas or within rear gardens or front garden bike stores for the housing.

Design and External Appearance

- 2.8 Block N would provide 47 units comprising of 17 no. 1 bedroom, 16 no. 2 bedroom and 14 no. 3 bedroom units of which 7 no. ground floor units would be wheelchair accessible. With the exception of two ground floor 3 bedroom wheelchair accessible apartments all other ground floor units would be externally accessible either from the spine road or the rear access road. All ground floor units would be provided with their own semi-private terrace, with each apartment on other floors having its own balcony.
- 2.9 The design approach for Block N responds to the key landmark location at the western end of the proposed central open space with a symmetrical frontage. The two main entrances on the frontage are defined by a glazed stair core. The columns of external balconies at either end would be framed by a copper effect with those in the central section of the block expressed as external columns. . 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 including white render sections at either end, yellow stock and copper effect cladding to entrances.
- 2.10 Block Z would comprise of 35 no. 1 bedroom and 9 no. 2 bedroom units of which 3 no ground floor units would be wheelchair accessible. All ground floor units would be externally accessed and provided with their own semi-private terrace, with each flat on other floors having its own balcony. The design and materials would follow the theme established by Block N with copper effect cladding used to frame the external balconies on the north east corner where they will be seen in context with a corresponding feature on Block N. Copper effect cladding is also proposed to define the protruding stairwell with other materials drawn from the same generic palette common to the development as a whole
- 2.11 Block Z1 would comprise 9 no. 2 bedroom units all of which would be accessed from the communal entrance from the spine road or rear parking courtyard with the same pattern of semi-private terraces and balconies as other blocks. The design theme and material palette established by Blocks N and Z is followed.
- 2.12 Block U would comprise 6 no. 1 bedroom units and 4 no. 2 bedroom flats including 1 no. ground floor unit that would be wheelchair accessible with all units being accessed from a central core. The same pattern of private

terraces for ground floor units and balconies for upper floor units is proposed. The block responds to its closer relationship to blocks in Phases 3b and 5 utilising an approach whereby the aluminium roof balustrade capping is continued as a vertical feature at each end of the block. Materials and common design elements follow those already established for the development.

- 2.13 The houses in Phase 3a have been designed to respond to the site slope with stepping used to address within the proposed terraces. All houses are three storeys but a variety of roof forms are proposed – front gables, side gables and mono pitch (oriented to optimise sun for photovoltaics). A change in materials is employed in all cases to break up the frontage and define the upper storey. The designs of each terrace vary, but follow from or use designs that have been approved in previous phases of the development with a common palette of materials – red and yellow stock brick, white render, timber cladding and aluminium roof coping.

Landscaping and Amenity Space

- 2.14 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 a small area of public open space between roads 4 and 4a located opposite the approved area of open space within Phase 5. A further triangular area to the rear of the terrace A12 to A18 is identified as a small community orchard. A native boundary hedge buffer is proposed along the western side of the site. Various biodiversity measures including bird and bat boxes are shown to be incorporated into the development. Details of all surface treatments are also included.
- 2.15 The gardens to the houses vary in depth from 5.5m to 11m and in width from 4.9m to 7m. Blocks N and Z would share an area of approximately 660m² of usable amenity/public open space.

3. Relevant History

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

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

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

P0702.08 - Outline application for the redevelopment of the site to provide 810 dwellings including submission of full details in relation to the retention, with alterations, of the Grange listed building within the site to provide 11

flats and for a two storey building adjacent to the Grange to provide 4 flats – Approved.

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

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

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

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

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

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

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

4. Consultations and Representations:

4.1 Consultees and 78 neighbouring properties have been notified of the application. The application has been advertised on site and in the local press.

4.2 No letters of representation have been received.

Consultee Responses

Borough Crime Prevention Design Advisor – Advises that there have been extensive pre-application discussions and that the application shows that crime prevention measures have been considered in the design of the proposed development and how it reflects the seven attributes of Safer

Places as required by DC63.. A number of detailed design points and considerations are highlighted.

Environment Agency – Require further information to demonstrate that the proposed drainage scheme is compliant with the outline permission. At the time of writing no further information had been supplied. This will be updated orally at the meeting.

LFEPA – No objections.

London Fire Brigade – Advise of the need for four fire hydrants within the spine road and one within the boundary of Phase 3a 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 This is the fifth application for full permission or reserved matters approval which has been submitted and if approved, would bring the total number of units with detailed permission to 426 representing 53% of the total 810 units for which planning permission was granted. It is also the largest individual phase to come forward in terms of unit numbers.
- 6.0.3 The main issues arising from this application for reserved matters approval are therefore considered to be the extent to which the detailed proposals accord with the parameters and principles established by the outline permission; housing density, tenure and design, site layout including proposals for hard and soft landscaping of the site, massing and street scene implications, impact upon residential amenity, highways, parking and accessibility and sustainability.

6.1 Principle of Development

- 6.1.1 The outline planning application was submitted with an indicative masterplan and a number of development parameters and parameter plans as the means by which the design concepts for the redevelopment of the

site would be translated into a framework for the future submission of reserved matters. The parameter plans showed the land uses, development, landscape strategy, access and movement, density and building height across the site to demonstrate how new development will work within the site and how it would relate to neighbouring development. The illustrative masterplan demonstrated one way in which this could be translated and forms the basis on which this reserved matters application has been submitted.

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

6.2 Density, Siting and Layout

- 6.2.1 The overall density approved in principle at Outline stage provided for an average of 64 dwellings per hectare (dph) across the whole development site. The density was designed to vary according to the location within the site to reflect the nature of surrounding development and the proximity to public transport. Phase 3a is located within an area which overlaps Block C and Block D in the Density Strategy parameter plan where densities of 75 and 71 dph respectively should apply. The number of units proposed in this phase is 144 on a site area of 1.43 hectares, which equates to a density of 100 dph. However, in order to establish whether the density is accordance with the original parameters it is necessary to split the site and add the amount of development now proposed to that which has been permitted for previous phases.
- 6.2.2 In respect of the density of Block D the northern section of the application site containing residential Block N (47 units) needs to be added to the 67 units which were permitted for phase 1b (P1002.11) which were also located within Block D. The total number of units within Block D will therefore be 114, which with an area of 1.853 ha equates to a density of 62 dph which is within the density parameter for that Block.
- 6.2.3 In respect of the density Block C the 97 units proposed within the southern section of the site and within Block C need to be added to the 179 units permitted units within phases (3A and 5) which are also located within Block C. The total number of units within Block C will therefore be 276, which with an area of 3.529 ha equates to a density of 78 dph. . Whilst this figure is slightly above the 75 dph set by the density parameters for the outline

permission this is considered to be acceptable in view of the reduced density that will be achieved for density Block D (62 dph as opposed to 71 dph). Staff are also satisfied that the slightly increased density would not require any mitigation which was not considered as part of the previous Environmental Impact Assessment.

- 6.2.4 The approved Building Height Strategy Parameter Plan identified the site of Phase 3a as being part 3 storey (9 to 12m in height) and part four storey (12 to 15m in height). The proposed layout does differ from the zones identified at outline stage in some areas, most notably in relation to Block Z which is located within a 3 storey zone on the parameter plan and terraces A37 – A45 which are located within a four storey zone. These changes can be attributed to the process of design evolution that each phase of the scheme goes through and is considered by staff that it results in better physical and visual relationships to the spine road, other phases of the development and neighbouring properties.
- 6.2.5 The judgement to be made is whether these changes 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 original Environmental Impact Assessment.
- 6.2.6 In effect the changes from the height parameters are the result of swapping block Z/Z1 from its original indicative location and using that area instead for housing. The main impact arising from this is a slight increase in the height of the development facing onto the spine road where the height of the four storey Block Z will be a maximum of 2m higher than the maximum parameter height within the 3 storey zone. The impact of this upon adjacent buildings and dwellings that have already been consented within other phases together with the street scene implications are considered elsewhere in the report and are not matters that would require specific mitigation through the EIA process.
- 6.2.7 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.
- 6.2.8 In terms of layout the scheme has been derived from a detailed testing of the illustrative layout used for the outline application. The scheme has been developed paying close attention to the site topography, movement and access desire lines, relationship to other parts of the redevelopment and neighbouring development, maximization of landscaping and the desire to minimize the impact of the parking and maximize the overlooking of any parking.

6.2.9 All of the Blocks will help create strong frontages to the spine road where they will provide focal points when viewed from the spine road and when entering the site from Lister Avenue. Block U will assist with the addressing the corner of the spine road as it enters the site and Block N will also provide a landmark building which will act as a “stop end” for the main central open space of the development. Block N and Z1 will also create a strong sense of enclosure and natural surveillance of the parking areas for these blocks and communal amenity areas/semi public open space which would provide useable and functional amenity areas for the blocks.

6.2.10 The housing layout forms quite conventional street blocks with separate access to rear gardens for the majority of units via gated walkways. The layout frames the small open space between roads 4 and 4a and compliments the opening vista along the spine road which the open space within phase 5 provides. The parking arrangements within the housing assist with giving a substantial separation between facing terraces and front to back relationships.

6.2.11 The layout overall achieves a satisfactory level of separation from the key boundaries of the site. 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 and architectural 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 N and Z maximise the number of ground floor entrances which in combination with the communal entrances on these and Block Z1 and U are considered by staff to create a sufficiently lively streetscene around the buildings fronting onto the spine road.

6.3.3 The blocks incorporate several design features that are recurrent with earlier phases, including the use of architectural framing, roof edge detailing, grouping of balconies, glass fronted stair cores, copper effect cladding and distinctive material changes. Many of these have been established in turn by the earlier approved phases 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 houses and will offer accommodation built to Lifetime Homes requirements throughout. In addition the scheme incorporates 14 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 seeks to limit the number of single aspect units and all units will offer acceptable levels of daylighting and sunlight for future occupants. The amount of communal amenity area for the blocks is less than that which has been proposed in previous phases but staff are satisfied that this is adequately offset by the availability of such areas in earlier phases, the amount of public open space throughout the development and its proximity to the blocks. 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.
- 6.3.6 The housing designs have been developed from those in earlier phases with mono pitch and dual pitch roofs, timber and cementitious boarding and feature second floor windows set into the gable fronts. 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 the proposed side roads and related spurs.
- 6.3.8 Rear garden areas for the houses are generally compact but provide sufficiently sized areas for private amenity purposes. This phase of the development incorporates three relatively small public/semi-public open spaces in accordance with the parameters plans which formed part of the outline consent. This together with the larger space to be provided within phase 5 and future phases will provide an enhanced setting for the dwellings that surround them as well as an 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 biodiversity potential of

the site 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) within the public open space in Phase 5 and a proposed LEAP (Locally Equipped Area of Play) to be located within the larger central area of open space to be provided to the east of Block N as part of a future phase are 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. This together with further ecological enhancement measures within other phases of the development adjacent to the railway SINC and the creation of “Green Links” to it would be in accordance with the parameters set for the development and in compliance with Policy DC59.

6.5 Impact on Adjoining Sites and Residential Amenity

- 6.5.1 The site has a boundary with the established existing residential area to the west which consists of 3 storey flats and town houses. The houses in terrace A31 to A36 achieves a back to back separation of minimum 25m from the rear of the closest properties in Nightingale Crescent which staff consider will prevent unacceptable overlooking and loss of privacy, notwithstanding the difference in levels between the properties. The closest flats in Nightingale Crescent all have blank ends facing towards the site boundary and no objection is raised to the proposed relationship of the new housing..
- 6.5.2 Block Z incorporates a four storey section on its western side which is positioned 8.5m from the South Bank University building, which is in addition set at a lower level to the site. However, the original building height parameter plan included provision for four storey development immediately to the south west of the proposed location of Block Z where the relationship to the South Bank building could have been even closer. Given that the building is not residential and that the orientation is such that the development will not cause unacceptable overshadowing, the relationship is considered to be acceptable.
- 6.5.3 Within the development a condition is suggested to ensure the provision of an obscure glazed privacy screen to the side of the balcony serving the upper floor flats Z1.5 – Z3.5 closest to the rear boundary of the terrace A42 to A45, and also to the side of the balconies of flats Z1.6 to 3.6 to prevent potential loss of privacy to the adjacent flats.

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 to the access roads and spurs, in curtilage and in relation to Blocks N, Z/Z1 and U within parking courtyards and undercroft areas.
- 6.6.3 The level of parking would allow for an overall ratio of 0.86:1 for the apartments and one space per unit for houses with provision for 13 visitor spaces. 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. A further consideration is that the overall level of parking provision, if this phase is approved, for the permitted phases would equate to a ratio of 0.955:1, slightly below what an overall minimum level of parking could reasonably be accepted. 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 i.e. a maximum of 1 – 1.5 spaces per unit. The parameters expressed for the development require that the overall level of provision on the site should fall within this range with a maximum of 1.5 spaces per unit.
- 6.6.5 It is predicted that the overall level of parking will be more than 1:1 when the next phase of development comes forward which is anticipated to include a number of private family houses. Caution will be needed in dealing with such phases to ensure that an overall satisfactory level of parking is maintained. Members will be familiar with the fact that low levels of parking can give rise to tensions between occupiers and competition for available spaces. However, Members may agree that it would be inappropriate for a greater number of spaces to be provided for this part of the site which virtually achieves a 1:1 parking ratio. There will be a significant onus on the Housing Association to manage the parking for the housing part of this

phase and a condition is proposed requiring a car parking management strategy to be submitted. Accordingly 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, that parking within the site can be managed and that the parking proposed will be sufficient.

- 6.6.6 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.
- 6.6.7 In terms of overall impact upon the highway network, Blocks N and Z/Z1 will be accessed from Gubbins Lane and the rest of the phase 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.
- 6.6.8 Road 4a terminates at the boundary with the retained uses in a position where a connection could be made at a future date. This was a requirement of the sale of the land by the NHS Trust and such a connection is not permitted under the existing permission.
- 6.6.9 The south western spur from Road 4 makes provision for a level pedestrian and cycle link to the adjacent highway spur in Nightingale Crescent. This was identified within the access and movement parameter plan on the outline permission and is acceptable. A condition is suggested requiring details of the proposed highways works to show clearly how the connection would be made.

6.7 Housing

- 6.7.1 The proposed housing within phase 3a of the redevelopment would be developed entirely as affordable housing as part of the S106 affordable housing requirement. The housing offers family housing which in combination with the variety of flats and houses within other phases of the development will provide for the full range of housing need 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 houses within Phase 3a are proposed to be affordable and are therefore required to achieve Code for Sustainable Homes (Code) Level 4, whilst all the apartments are designed and will be constructed to meet Code level 3. This means that all homes will be designed to reduce the level of carbon emissions by 44% (25% for apartments) over that required by the Building Regulations 2006. In addition to the energy efficiency measures to be employed in the building and in its construction the blocks will employ the use of a high efficiency condensing boiler within the plant room in the ground floor or each block (shared in the case of Block Z/Z1). Individual condensing boilers will be used for the houses. Additionally, all blocks and houses will have roof mounted photovoltaic panels to both assist in achieving the required Code level and to provide renewable energy for the site. 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 3a) 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. Whilst there could be concerns in relation to the low level of parking proposed staff are satisfied that there are adequate safeguards in place to ensure that this does not create problems either within the site or beyond. 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 3a 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.