<table>
<thead>
<tr>
<th>Barking and Dagenham Council Planning Committee</th>
<th>Date: 24 April 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application No.: 19/00095/FUL</td>
<td>Ward: Eastbrook</td>
</tr>
<tr>
<td>Reason for Referral to Planning Committee as set out in Part 2, Chapter 9 of the Council Constitution:</td>
<td>The application is a major development which is of a scale and importance that should be determined at Planning Committee.</td>
</tr>
<tr>
<td>Site Address: YMCA, Rush Green Road, Rush Green RM7 0PH</td>
<td>Proposed Development: Erection of 3-storey block of 39 one-bedroom flats and associated landscaping to provide supported accommodation (Sui Generis) on part of car park and former ball court to rear of main building.</td>
</tr>
<tr>
<td>Applicant: YMCA Thames Gateway</td>
<td></td>
</tr>
</tbody>
</table>

**RECOMMENDATION**

1. That the Planning Committee grant planning permission subject to the conditions set out in full at section 10 of this report and summarised below (with any amendments that might be necessary up to the issue of the decision, including any other conditions) and the completion of a S106 legal agreement securing:

   - 100% sub-market housing provided as 'move on' supported accommodation in association with the services provided onsite by the YMCA;
   - A Local Labour and Business Agreement; and
   - A carbon offset contribution estimated at £29,770.

   **Summary of Conditions**

   1. Time limit.
   2. In accordance with approved drawings.
   3. Details of external materials to be submitted for approval.
   4. Details of tree and shrub planting.
   5. Landscaping implementation.
   6. Details of hard landscaping (paved areas).
   7. Details of cycle parking.
   8. Refuse strategy.
   (Conditions 9 – 14 relate to contaminated land remediation scheme)
   10. Remediation scheme 1.
   12. Verification of remediation report.
   14. Unexpected contamination 2.
   15. Permitted hours of construction.
16. Dust control measures during construction.
17. Noise and vibration control measures during construction.
18. Details of external lighting.
19. No piling except in accordance with an approved method statement.
22. Protection of trees to be retained during construction.
23. Landscape and ecological management plan.
24. Travel plan to promote sustainable travel modes.
25. Water efficiency standards.
26. Approved energy strategy to be implemented.
27. Installation of bird and bat boxes.
28. Protection of any nesting birds during vegetation clearance.
29. Protection of potential reptile habitat during vegetation clearance.
30. Crime prevention measures to be submitted for approval.
31. Submission of fire strategy to minimise fire risk associated with the development.

SUMMARY

Proposed Development

The proposed development is a 3-storey block of 39 supported housing accommodation units, providing specialist ‘move on’ housing accommodation which would be provided by the YMCA on part of their existing site in Rush Green Road, Dagenham. The residents would have the use of existing community facilities provided at the YMCA site and would receive support from staff based there.

Scheme details and policy assessment

<table>
<thead>
<tr>
<th>Issue</th>
<th>Proposed details</th>
<th>Policy compliant?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unit numbers</td>
<td>39 units.</td>
<td>Yes – complies with policies CM1 and CM2 of the Local Plan.</td>
</tr>
<tr>
<td>Sub-market housing</td>
<td>100% social rent at ‘London Affordable Rent’ levels.</td>
<td>Yes – complies with policy 3.11 of the London Plan.</td>
</tr>
<tr>
<td>Accessible housing</td>
<td>4 wheelchair accessible units proposed equating to 10% of units.</td>
<td>Yes – complies with policy 3.8 of the London Plan.</td>
</tr>
<tr>
<td>Private external amenity space for each unit</td>
<td>Not provided, but good quality spacious communal amenity space available.</td>
<td>No - the London Plan Housing Supplementary Planning Guidance (SPG) requires private space. However, non-provision is considered acceptable due to specialist accommodation type which is not occupied by residents on</td>
</tr>
<tr>
<td><strong>Proportion of dual aspect units</strong></td>
<td>100%</td>
<td><strong>Yes - the London Plan Housing SPG encourages such provision.</strong></td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Public Transport Accessibility Level (PTAL)</strong></td>
<td>A relatively good score of 4 on a scale of 0 – 6b (where 6b is the highest level of accessibility).</td>
<td>The good PTAL score informs the proposed car parking provision, details below.</td>
</tr>
<tr>
<td><strong>Cycle parking</strong></td>
<td>40 spaces proposed.</td>
<td><strong>Yes - complies with policy 6.9 of the London Plan.</strong></td>
</tr>
<tr>
<td><strong>Car parking</strong></td>
<td>Loss of 33 existing spaces, 114 spaces retained, no parking provision for future residents (except Blue Badge holders).</td>
<td><strong>Yes – complies with policy 6.13 of the London Plan (Table 6.2).</strong></td>
</tr>
<tr>
<td><strong>Energy Strategy</strong></td>
<td>44% carbon emission reduction relative to a Building Regulations compliant scheme achieved through building fabric improvements and the provision of photovoltaic panels. Residual carbon emissions to be mitigated through Section 106 carbon offset payment.</td>
<td><strong>Yes - complies with policy 5.2 of the London Plan.</strong></td>
</tr>
<tr>
<td><strong>Flood risk</strong></td>
<td>Site is mainly within Flood Zone 2 and a small part within Flood Zone 3, demonstrating an above average risk of flooding.</td>
<td><strong>Yes - residential development of the site complies with policy 5.12 of the London Plan and with the National Planning Policy Framework following the undertaking of a flood risk ‘sequential test’ (further details below) and the submission of a flood risk assessment for the site.</strong></td>
</tr>
</tbody>
</table>

**Principle of the Development**

The details set out within the table above demonstrate that the development of the site to provide 39 units of ‘move on’ accommodation is acceptable in principle and in conformity with the Development Plan.

The proposed development would contribute to housing supply and specifically the identified need for ‘move on’ accommodation identified within the draft London Plan. Such accommodation is aimed at vulnerable adults including those at risk of, or recovering from, homelessness.

**Design**
The proposed building would be of modular construction and would be sited to the rear of the existing main YMCA building and hall. Its main elevation would face towards the River Rom providing an attractive outlook for future residents.

The building is considered to be well designed and articulated, and good quality external finishes are proposed.

An extensive area of landscaping in front of the building comprising bunds and a swale, and tree and shrub planting, is proposed. This would provide an attractive setting to the building, be utilised as an amenity space for residents, contribute to biodiversity and also forms an important part of the drainage strategy for the development.

Amenity

The details set out within the table above demonstrate that the proposal would provide a good standard of amenity for future occupiers in accordance with the Development Plan.

The proposed development would not harm the amenities of neighbouring residents.

Environmental Sustainability

The site is located adjacent to, though not within a Site of Importance for Nature Conservation. The site has been assessed as having habitat potential in respect of nesting birds, and potentially reptiles. The proposed landscaping scheme is designed to enhance the biodiversity of the site, and appropriate conditions are to be imposed to protect any existing habitat.

<table>
<thead>
<tr>
<th>Contact Officer:</th>
<th>Title:</th>
<th>Contact Details:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Simon Bullock</td>
<td>Principal Development Management Officer</td>
<td>020 8227 3803 <a href="mailto:simon.bullock@befirst.london">simon.bullock@befirst.london</a></td>
</tr>
</tbody>
</table>

1.0 SITE AND SURROUNDINGS

1.1 The YMCA site on Rush Green Road comprises an 11-storey building, with a 2-storey hall to its rear, surrounded by car parking, a ball court and landscaping.

1.2 At the site the YMCA currently provides various community uses including a gym and associated classes, a pre-school, after school club, youth club, and rooms for hire. The existing residential accommodation comprises 148 hostel places providing supported accommodation and 22 flats providing ‘move-on’ accommodation (further details below).

1.3 The site is located adjacent to the River Rom with Grenfell Park being on the opposite side of this watercourse, to the south-east. To the south-west and north-west the site adjoins the rear gardens of 2-storey houses within Gorse Way and Rush Green Road. To its north-east side, the site has a frontage onto Rush Green Road.
1.4 The boundary between Barking and Dagenham and Havering runs through the site. The proposed building is within Barking and Dagenham and the access to the site is in Havering. Consequently, the planning application is also being submitted to the London Borough of Havering.

2.0 THE PROPOSAL

2.1 The proposal is to construct 39 one-bedroom flats within a 3-storey block to the south-east of the existing buildings on land that currently accommodates car parking spaces and a disused external ball court.

2.2 The flats would provide supported sub-market housing for single people. This is particularly aimed at young single people who require some social support, of a type that can be provided by the YMCA onsite, whilst gaining skills to be able to ‘move on’ to full independent living. Hence the term ‘move on’ accommodation. It is expected that typically residents would stay for between 3 and 5 years.

2.3 The scheme includes extensive soft landscaping, including tree planting, and the creation of swales adjacent to the River Rom in order to improve the biodiversity of the watercourse and to provide flood risk mitigation.

3.0 RELEVANT HISTORY

3.1 The site has an extensive planning history relating to various extensions to the existing building and ancillary works. None of this is of specific relevance to the proposed development.

4.0 CONSULTATIONS

4.1 Publicity

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Site Notice</td>
<td>Yes – 21 February 2019</td>
</tr>
<tr>
<td>Press Notice</td>
<td>Yes – 20 February 2019</td>
</tr>
</tbody>
</table>

4.2 Neighbouring Properties

<table>
<thead>
<tr>
<th>Date of consultation</th>
<th>15 February 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total letters sent</td>
<td>20</td>
</tr>
<tr>
<td>Total responses received</td>
<td>0</td>
</tr>
<tr>
<td>Number of objections</td>
<td>0</td>
</tr>
<tr>
<td>Number in support</td>
<td>0</td>
</tr>
<tr>
<td>Number of other representations (neither objecting or supporting)</td>
<td>0</td>
</tr>
</tbody>
</table>

4.2.1 Prior to the submission of the application the applicant carried out a public consultation event attended by approximately 30 people comprising local residents, YMCA tenants and YMCA members and staff.

4.2.2 19 feedback forms were completed with the majority liking the overall proposal, the design of the flats, the proposed landscaping and the external design.
4.2.3 Within the further comments section, a number of attendees requested further information regarding car parking provision, flood levels and the proposals for the allocation of the flats.

4.3 **External and Internal Consultation**

A summary of responses received from external and internal consultees is set out below:

<table>
<thead>
<tr>
<th>Consultee response</th>
<th>Officer response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Access Officer</strong></td>
<td>The applicant submitted amended drawings to address these points and the Access Officer was satisfied with the response.</td>
</tr>
<tr>
<td>The Access Officer</td>
<td>The Access Officer requested some amendments to the door opening arrangements and made various recommendations regarding the internal fitting of the proposed development in order to improve its accessibility.</td>
</tr>
<tr>
<td><strong>Arboricultural Officer</strong></td>
<td>The only tree of significance is the oak tree (identified in the application as T4) situated on the adjacent park land. The Arboricultural Report adequately accounts for this, and provided its recommendations are adhered to the proposed development would not have any adverse impact. Therefore, no objections. Proposed condition no. 22 addresses this matter.</td>
</tr>
<tr>
<td><strong>Designing Out Crime Officer</strong></td>
<td>Sets out recommendations for security measures such as the design of the boundary treatment and requests that full details of crime prevention measures are secured by condition. Standard crime prevention condition is proposed - condition no. 30.</td>
</tr>
<tr>
<td><strong>Environment Agency</strong></td>
<td>See proposed condition no. 23.</td>
</tr>
<tr>
<td>The ecological enhancements and landscaping arrangements that have been proposed on the bank of the River Rom are supported. This can add great value to the site for both people and the environment. To ensure the enhancements achieve maximum benefit it is recommended that a landscape and ecological management plan condition be imposed.</td>
<td></td>
</tr>
<tr>
<td><strong>Environmental Health</strong></td>
<td>See proposed condition nos. 9 – 18.</td>
</tr>
<tr>
<td>No objections subject to the imposition of conditions</td>
<td></td>
</tr>
<tr>
<td>Essex and Suffolk Water</td>
<td></td>
</tr>
<tr>
<td>------------------------</td>
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</tr>
<tr>
<td>No objections.</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Lead Local Flood Authority</th>
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<tbody>
<tr>
<td>No objections.</td>
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<table>
<thead>
<tr>
<th>London Borough of Havering</th>
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<tbody>
<tr>
<td>The proposal has potential to affect the access and for the proposed use to impact upon availability of parking in nearby streets which have no parking restrictions. The Borough is therefore objecting to the planning application on grounds that the submission fails to adequately assess the likely parking demand arising from the development and is likely to result in increased parking on streets already suffering significant parking stress and would thereby be detrimental to existing residential amenity.</td>
<td>Please see Transport section below.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>London Fire and Emergency Planning Authority</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>No objections.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Thames Water</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>No objections, subject to the imposition of a condition stating that in the event that piling is required it must be carried out in accordance with an approved piling method statement. This is due to the proximity of the site to a strategic sewer and the potential impact of such work.</td>
<td>Due to the offsite construction method proposed piling is not required. However, in order to protect the position a condition 19 is proposed.</td>
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</table>

<table>
<thead>
<tr>
<th>Transport Development Management</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>A detailed assessment of the existing transport and highway conditions in the vicinity of the site has been prepared in the form of a Transport Statement (TS) to accompany this full planning application. The site is currently occupied by a hard-standing sport pitch and section of the existing car park. In the statement it identifies that the Public Transport</td>
<td>An amendment has been submitted to provide the requested 4 accessible parking bays. Details of cycle parking provision and a travel plan are</td>
</tr>
</tbody>
</table>
Accessibility Level (PTAL) has a value of 4 which indicates a good level of access to the public transport network. There is also a variety of local amenities available and it is stated in the TS that these are within the acceptable walking and cycling distances from the site. The trip generation exercise has shown that the proposed development will have a negligible impact upon the existing transport network in the vicinity of the site.

The development proposal has been designed as a car-free development. However, new residents requiring a Blue Badge car parking space can be allocated one of the 10 existing disabled car parking spaces upon request. It is recommended that the provision is increased to 4 bays and these should be existing parking spaces located nearest to the new building which are adapted into accessible spaces. Despite the proposed development losing 33 existing car parking spaces, it is considered that there is sufficient provision throughout the YMCA site parking area. The applicant states that the car park will be managed with a permit holder only scheme and monitored by CCTV with enforcement signs in place.

It is stated in the TS that The London Plan cycle parking standards will be used to calculate the provision required for cycle parking. There are two car club parking bays located on Maxwell Road, approximately 800 metres north of the proposed development site, both managed and operated by Zip Car. The number of delivery and servicing movements associated with the development is predicted to be negligible.

The refuse strategy for the scheme is to improve and increase their current refuse provision which can be shared between the proposed and existing residents and visitors. All servicing, deliveries and emergency vehicles will follow the existing routing through the site. Swept path analysis has been conducted to ensure that the design and location of the proposed building still enables the larger refuse and servicing vehicles to manoeuvre around the site.

A full Travel Plan for the site should be secured through a planning condition.

The TS reveals that the site and development proposal, by virtue of its location and availability of a
variety of modes of transport, is accessible, sustainable and in accordance with planning policy. In terms of transport and highway related matters, the proposal is considered acceptable and there are no objections on highway grounds.

<table>
<thead>
<tr>
<th><strong>Urban Design Officer</strong></th>
</tr>
</thead>
</table>

**Landscaping, Height, Scale and Massing**

The opportunity to enliven and improve the urban quality of the existing YMCA site by replacing a section of unused car park with high quality homes and landscaping overlooking Grenfell Park is welcomed.

The proposed layout responds to the geometry of the site minimising the impact on residential properties to the west of the site.

The proposed scale and massing comprising of two 3-storey blocks to the south of the main YMCA building achieves an appropriate relationship with the existing main building and the surrounding natural setting of Grenfell Park.

The rationale for splitting the massing into two blocks allowing for the creation of an enclosed landscaped courtyard for use by tenants of the scheme is supported.

**Appearance**

The use of Equitone fibre cement tiles (providing solid colour with a 20 year guarantee) for the building facades is noted. The rationale for using black tiles on the principle elevations and white tiles for the northern elevation is supported.

The bright coloured access doors and inset balcony roof panels provide a suitably vibrant contrast to the external cladding and fits the bold ‘youth’ identity of the development.

**Internal Design**

The number of dual aspect units (100%) is supported and compliance with London Plan minimum space standards for 1-person, 1-bedroom dwellings is noted.

The minimum separation distance of 7 metres
between the modular units and the existing building to the north is considered acceptable in terms of daylight and outlook. It is noted that there are no windows on the adjacent facade which houses a gym, sports hall and ancillary spaces.

The principle south-facing elevation overlooking Grenfell Park and the east-west orientation of the smaller block will provide good levels of daylight, sunlight and outlook to each of the units.

**Landscaping**

The integration of high-quality landscaping in the form of an undulating soft landscape incorporating wildflower meadow and tree planting with natural sustainable drainage measures is supported.

The provision of a permeable pedestrian pathway ensuring that legibility is woven into the landscape strategy is welcomed.

The increase in soft landscaping provision to provide natural sustainable urban drainage (SuDs)/swales on Environment Agency advice is welcomed (54sqm natural swale proposed). The SuDs strategy will also provide added biodiversity value.

The wider vision of the landscaping strategy to improve the appearance of the site (as viewed from Grenfell Park) whilst encouraging biodiversity, reducing flood risk and promoting a sense of community for residents is acknowledged.

The inclusion of adequate lighting provision to create a safe and secure environment and low-level lighting to accommodate existing wildlife corridors is noted.

**Waste and Recycling Policy Manager**

No reply received.

| Proposed condition no. 8 addresses refuse storage. |

### 5.0 LOCAL FINANCIAL CONSIDERATIONS

#### 5.1 The development would be liable for a Mayoral Community Infrastructure Levy (CIL) contribution which is to be charged at a new rate of £25 per square metre of chargeable floorspace from 1 April 2019. |
5.2 The development would also be liable for the Borough CIL which is charged at a rate of £10 per square metre given the nature of the development, with indexation applied.

5.3 However, the applicant is entitled to apply for CIL social housing relief, in which case, given that the proposed development is 100% sub-market housing, the resulting contribution would be nil.

6.0 PLANNING POLICY AND GUIDANCE

National Planning Policy Guidance

National Planning Policy Framework
National Planning Practice Guidance

The London Plan (March 2016)

Policy 3.3 - Increasing housing supply
Policy 3.4 - Optimising housing potential
Policy 3.5 - Quality and design of housing developments
Policy 3.8 - Housing choice
Policy 3.11 - Affordable housing targets
Policy 5.1 - Climate change mitigation
Policy 5.2 - Minimising carbon dioxide emissions
Policy 5.3 - Sustainable design and construction
Policy 5.7 - Renewable energy
Policy 5.12 - Flood risk management
Policy 5.13 - Sustainable drainage
Policy 5.21 - Contaminated land
Policy 6.9 - Cycling
Policy 6.13 - Parking
Policy 7.3 - Designing out crime
Policy 7.6 - Architecture

Draft London Plan (consultation draft December 2017)

Draft new London Plan showing Minor Suggested Changes (13 August 2018)

Policy GG1 – Building Strong and Inclusive Communities
Policy D2 - Delivering Good Design
Policy D3 – Inclusive Design
Policy D4 – Housing Quality and Standards
Policy D5 – Accessible Housing
Policy H1 – Increasing Housing Supply
Policy H5 – Delivering Affordable Housing
Policy H7 – Affordable Housing Tenure
Policy G6 – Biodiversity and Access to Nature
Policy SI12 – Flood Risk Management
Policy SI13 – Sustainable Drainage
Policy T1 – Strategic approach to Transport
Policy T5 – Cycle Parking
Policy T6 – Car Parking

Local Planning Policy

Policy CM1 - General Principles for Development
Policy CM2 - Managing Housing Growth
Policy CR1 - Climate Change and Environmental Management
Policy CR2 - Preserving and Enhancing the Natural Environment
Policy CR4 - Flood Management
Policy CP3 - High Quality Built Environment
Policy BR3 - Greening the Urban Environment
Policy BR4 - Water Resource Management
Policy BR5 - Contaminated Land
Policy BR10 - Sustainable Transport
Policy BR11 - Walking and Cycling
Policy BR13 - Noise Mitigation
Policy BC1 - Delivering Affordable Housing
Policy BC7 - Crime Prevention
Policy BP8 - Protecting Residential Amenity
Policy BP11 - Urban Design

Planning Application File: http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=PLJ5M4BLI0200

7.0 ANALYSIS

7.1 Principle of the Development

7.1.1 The site is not designated for any specific purpose within the Local Plan, and the proposed development of additional residential accommodation on the site is acceptable in principle as set out in more detail within the table below.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Proposed details</th>
<th>Policy compliant?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unit numbers</td>
<td>39</td>
<td>Yes - policies CM1 and CM2 of the Core Strategy address general principles for development, and housing growth. The scheme will help deliver the current housing target for Barking Dagenham of 1,236 new homes annually between 2015 and 2025.</td>
</tr>
<tr>
<td>Sub-market housing</td>
<td>100% social rent at ‘London Affordable Rent’ levels. This would result in a total weekly payment for</td>
<td>Yes - policy 3.11 of the London Plan supports affordable housing provision. Policy H14 of</td>
</tr>
</tbody>
</table>
7.2 Further benefits of the proposed specialist accommodation

7.2.1 The proposed sub-market housing is specifically designed to meet the needs of vulnerable single adults through the support that would be provided on site. The applicant also states that the accommodation would particularly suit residents moving out of the on-site YMCA hostel as they progress to fully independent living. This would then free up the on-site hostel accommodation spaces that serve urgent and emergency housing needs.
7.2.2 The proposed development therefore has the potential to reduce the incidence of homelessness which is of particular benefit and in accordance with policy 3.11 of the London Plan.

7.3 **Design**

7.3.1 The proposed L-shape block would be sited in the south-east part of the YMCA site adjacent to the River Rom which forms the east boundary of the site. It would be set back from the sports hall building by 7 metres.

7.3.2 The proposal uses a modular off-site construction method with the shell of each unit being craned onto the site. This provides a speedy and efficient method of construction.

7.3.3 The main elevation, facing Grenfell Park, is articulated by the external access walkway at each level, and associated supporting columns. The front elevation of the flat units would be recessed, giving the elevation a sense of depth. It is proposed that the recessed part would be finished in a light grey cladding, contrasting with a dark grey to the main part of the elevation. The proposed front doors would be powder coated aluminium, proposed to be finished in variety of orange/yellow shades. The balustrades would be a metal mesh. The final details would be reserved by proposed condition no. 3.

7.3.4 Material samples have been provided and it is considered that they demonstrate a good quality attractive finish. The cladding panels would be of varied size, some placed vertically and some horizontally, creating a pattern that would provide visual interest.

7.3.5 The Urban Design Officer supports the proposed design which is considered to be acceptable and in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and policy 7.6 of the London Plan.

7.3.6 The proposed refuse strategy is to provide an additional 6 Eurobins for recyclables and general waste and these are to be located within the existing refuse store that serves the main building. This refuse storage is en route from the proposed accommodation to the main YMCA building and would therefore be convenient for residents.

7.3.7 With regard to the fire strategy, all units would be installed with sprinklers and the proposed cladding materials are classified as non-combustible.

7.4 **Amenity**

7.4.1 The proposed development would provide a good standard of residential amenity for future occupiers that would comply with the Development Plan, as explained in the table below:

<table>
<thead>
<tr>
<th>Issue</th>
<th>Proposal</th>
<th>Policy compliant?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal floor</td>
<td>37 square metres per</td>
<td>Yes - this meets the</td>
</tr>
<tr>
<td><strong>Private external amenity space for each unit</strong></td>
<td>Not provided. However, a generous area of communal external amenity space, of approximately 715 sqm, would be provided in front of the building that would be available for the use of residents. This landscaped area would include bunds and tree and shrub planting and is adjacent to the River Rom, providing a tranquil environment.</td>
<td>No - the London Plan Housing Supplementary Planning Guidance (SPG) requires private space. However, non-provision is considered acceptable due to the specialist accommodation type which is not occupied by residents on a permanent basis, the design constraints of the modular construction method, and the good quality communal amenity space.</td>
</tr>
<tr>
<td><strong>Proportion of dual aspect units</strong></td>
<td>100%</td>
<td>Yes - the London Plan Housing SPG encourages such provision.</td>
</tr>
<tr>
<td><strong>Accessible housing</strong></td>
<td>Four of the units (10%) would be designed to wheelchair user dwelling standards (set out in Part M4(3) of the Building Regulations). The remaining 35 units (90%) would be designed to the ‘Accessible and adaptable’ dwellings standard of the Building Regulations (M4(2)), with the exception that level access is not provided to the first and second floors due to the lack of a lift.</td>
<td>No - policy 3.8 of the London Plan requires 10% wheelchair accessible units with the remaining 90% designed to the ‘Accessible and adaptable’ standard of the Building Regulations. This is not achieved due to the non-provision of lifts. However, the supporting text of the policy indicates that it may not always be economically viable to provide a lift for low-rise residential development. In view of this, the proposed standard of provision is considered acceptable.</td>
</tr>
</tbody>
</table>

7.4.2 In addition all units would have a pleasant outlook from the kitchen/living rooms over Grenfell Park.
7.4.3 The proposed building would not affect the amenities of neighbouring occupiers as it is set well away from the nearest houses located in Gorse Way to the rear of the site. The closest house to the proposed building is 36 metres away at the closest point, and this is a side elevation so not overlooking the proposal.

7.5 Transport

7.5.1 Public transport accessibility:

<table>
<thead>
<tr>
<th>Public Transport Accessibility Level (PTAL)</th>
<th>A relatively good score of 4 on a scale of 0 – 6b (where 6b is the highest level of accessibility).</th>
<th>The good PTAL score informs the proposed car parking provision, details below.</th>
</tr>
</thead>
</table>

7.5.2 A Transport Statement has been submitted which predicts traffic generation demand arising from the development and sets out the predicted car parking demand for the activities which currently take place on the site. Having regard to this and the relatively good public transport accessibility, the Transport Officer is satisfied that the proposed retained parking provision would adequately serve the needs of the site.

7.5.3 Transport policy assessment:

<table>
<thead>
<tr>
<th>Issue</th>
<th>Proposal</th>
<th>Policy compliant?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycle parking</td>
<td>40 spaces proposed. The applicant proposes that this be provided by augmenting and improving the existing cycle parking provision close to the main entrance to the YMCA building where it is overlooked from the 24-hour reception area. Details are reserved by condition 7.</td>
<td>Yes - complies with policy 6.9 of the London Plan</td>
</tr>
<tr>
<td>Car parking</td>
<td>Loss of 33 existing spaces. However, the site has a very large existing car park and a total of 114 spaces would be retained following the development. The site car park is permit controlled and the applicant states that residents of the flats would not be entitled to a permit to park within the existing car park.</td>
<td>Yes - policy 6.13 of the London Plan (Table 6.2) states that all developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit. Taking account of the retained parking, the conclusions of the Transport Statement, and the accommodation type the loss of spaces is</td>
</tr>
</tbody>
</table>
7.5.4 As mentioned above, the London Borough of Havering has objected to the proposed development. However, within its objection letter it acknowledges that this is a holding objection whilst it undertakes an assessment of the proposed development. Since this objection was received, the applicant has also submitted the application to Havering given that it is a cross-boundary site.

7.5.5 Havering has expressed concern that the proposed development may result in overspill parking demand on nearby streets. However, given the conclusions of the Transport Statement and the nature of the proposed accommodation where the car ownership rate amongst residents is likely to be low, officers do not consider that the development would cause a significant impact on local parking demand and the proposal is therefore considered acceptable in this respect.

7.6 Environmental Sustainability

7.6.1 Environmental sustainability policy assessment:

<table>
<thead>
<tr>
<th>Issue</th>
<th>Proposal</th>
<th>Policy compliant?</th>
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</thead>
<tbody>
<tr>
<td>Flood risk</td>
<td>The submitted Flood Risk Assessment demonstrates that the scheme has been designed to provide a safe environment for future occupiers and to reduce the risk of flooding elsewhere. This is achieved through the provision of a drainage swale within the landscaped area and a regulator to control the rate of discharge of surface water run-off from the site, and the fact that there will be a reduction in the impermeable area of the site of approximately 38%. The Environment Agency is in support of the proposals.</td>
<td>Yes – complies with the NPPF, policy 5.12 of the London Plan and policy CR4 of the Local Plan. The implementation of the approved flood risk mitigation measures and drainage scheme would be secured by condition no. 20.</td>
</tr>
</tbody>
</table>
2013 Building Regulations. This would be achieved through energy saving design measures (36%) such as a high standard of insulation, and through the provision of an array of solar photovoltaic panels on the roof of the building (8%).

The residual predicted carbon emissions of 16.5 tonnes per annum would be mitigated for by a carbon offset contribution secured by the Section 106 agreement. This would be calculated on completion and based upon the estimated carbon emissions would result in a contribution of £29,770.

7.6.2 Further environmental issues:

7.6.2.1 The site is situated adjacent to a Site of Metropolitan Importance for Nature Conservation: The Chase and Eastbrookend Country Park, the northern tip of which terminates at the south boundary of the site on the west side of the river.

7.6.2.2 A Phase 1 habitat survey was undertaken by the applicant and an ecological report submitted which confirms that the site has the potential to provide habitat for nesting birds and reptiles. Proposed condition nos. 28 and 29 address this matter.

7.6.2.3 The proposed landscaping adjacent to the river corridor is designed to enhance the biodiversity of the site and this is secured by proposed condition no. 23.

8.0 EQUALITIES

8.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions.

8.2 The provision of accessible housing within the scheme as proposed would advance equality of opportunity.

9.0 CONCLUSION

9.1 The proposed development would help contribute to the need for specialist ‘move on’ sub-market housing which can help reduce homelessness, and enable residents to rebuild their lives before moving on to fully independent living. Such development on this site is acceptable in principle and in accordance with the development plan.
9.2 The proposed building is considered well designed with good quality materials and a good standard of accommodation would be provided for residents.

9.3 The development would improve the biodiversity of the site and is designed to mitigate flood risk in accordance with the National Planning Policy Framework and the development plan.

9.4 The submitted energy strategy complies with London Plan policy and a carbon offset contribution is to be secured.

9.5 It is recommended that planning permission be granted subject to conditions and a S106 agreement (with any amendments that might be necessary up to the issue of the decision, including any other conditions).

The proposed Section 106 agreement will secure:

- the sub-market housing (as supported accommodation in association with the facilities provided by the YMCA onsite)
- the carbon offset contribution;
- and a local labour and business agreement

10.0 PLANNING CONDITIONS

Time limit

1. The development permitted shall be begun before the expiration of three years from the date of this permission.

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

Plan numbers

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

ROM-ACM-XX-XX-RP-ZZ-002
ROM-ACM-XX-XX-RP-ZZ-005
ROM-ACM-XX-XX-RP-ZZ-006
ROM-RSH-XX-02-DR-AR-20013
ROM-RSH-XX-EA-DR-AR-22030
ROM-RSH-XX-EA-DR-AR-22130
ROM-RSH-XX-NO-DR-AR-22010
ROM-RSH-XX-NO-DR-AR-22110
ROM-RSH-XX-RF-DR-AR-20014
ROM-RSH-XX-RF-DR-AR-20100
ROM-RSH-XX-RF-DR-AR-20101
ROM-RSH-XX-RF-DR-AR-20110
ROM-RSH-XX-RF-DR-AR-20111
Materials

3. No development above ground level shall take place until details/samples of all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials.

Reason: To protect or enhance the character and amenity of the area in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

Details of landscaping

4. No development above ground level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping for the site which shall include indications of all existing trees, shrubs and hedgerows on the site and details of those to be retained.

Reason: To safeguard and improve the appearance of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

Landscaping implementation

5. The landscaping scheme as approved in accordance with condition No. 4 shall be carried out in the first planting and seeding seasons following the occupation of the building or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To secure the provision and retention of the landscaping in the interests of the visual amenity of the area and in accordance with policy BP11 of the Borough
Details of hard landscaping

6. No development above ground level shall take place until a scheme showing those areas to be hard landscaped and the details of that hard landscaping have been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be carried out prior to the occupation of the development and thereafter permanently retained.

Reason: To safeguard and improve the appearance of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

Details of cycle parking

7. The approved development shall make provision for cycle parking in accordance with a scheme that shall have been previously submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the development and thereafter retained permanently for the accommodation of cycles of occupiers and visitors to the premises and not used for any other purpose.

Reason: In the interests of promoting cycling as a sustainable and non-polluting mode of transport and in accordance with policy BR11 of the Borough Wide Development Policies Development Plan Document.

Refuse strategy

8. Prior to occupation of the development the Refuse Strategy set out at Section 4.7.5 of the submitted Design and Access Statement shall be implemented and the Strategy shall thereafter be maintained.

Reason: To provide satisfactory refuse storage provision in the interests of the appearance of the site and locality in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

Contamination risk assessment

9. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:
- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency’s ‘Model Procedures for the Management of Land Contamination, CLR 11’.

**Remediation scheme**

10. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

11. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

**Verification report**

12. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

**Unexpected contamination**

13. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 9, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 10, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 11.
14. Where indicated by the remediation strategy a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Reason for Conditions 9 to 14: Details and remediation is required prior to commencement in order to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy BR5 of the Borough Wide Development Policies Development Plan Document.

Construction hours

15. No deliveries, external running of plant and equipment or demolition works, other than internal works not audible outside the site boundary, shall take place on the site other than between the hours of 0800 to 1800 on Monday to Friday and 0800 to 1300 on Saturday and not at all on Sundays, Public or Bank Holidays without the prior written permission of the Local Planning Authority.

Reason: To ensure that the proposed construction work does not cause undue nuisance and disturbance to neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Dust control

16. Measures to control the emission of dust, dirt and emissions to air during construction which are to accord with the guidance provided in the document “The Control of Dust and Emissions during construction and demolition”, Mayor of London, July 2014 are to be implemented throughout the works to which this permission relates.

Reasons: In the interests of preventing pollution and protecting residential amenity and in accordance with policies BR13, BR14, and BP8 of the Borough Wide Development Policies Development Plan Document.

Noise and vibration control

17. Construction work and associated activities are to be carried out in accordance with the recommendations contained within British Standard 5228:2009, "Code of practice for noise and vibration control on construction and open sites", Parts 1 and 2.

Reason: In order to minimise the environmental impact of the construction and the impact on the amenities of neighbouring residents in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

Lighting details
18. The external lighting of the development hereby permitted, is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers - Secured by Design publication “Lighting Against Crime – A Guide for Crime Reduction Professionals”, ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, p25 of the guide, relating to Environmental Zone E3 – Medium district brightness areas - small town centre or urban locations. The scheme shall also be designed to minimise light spillage and shall be designed in accordance with the guidance of the advice note: ‘Bats and Lighting in the UK’ https://www.bats.org.uk/about-bats/threats-to-bats/lighting. Reason: In the interests of residential amenity, crime prevention and the protection of bio-diversity and in accordance with policies BP8, BP11, BC7 and BR3 of the Borough Wide Development Policies Development Plan Document.

No piling

19. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: In the event that piling is proposed details are required prior to commencement in order to prevent damage to underground sewerage utility infrastructure located in the vicinity of the site and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document.

Flood risk assessment

20. The development shall be carried out in accordance with the submitted Flood Risk Assessment and Drainage Strategies document, ref. ROM-ACM-XX-XX-RP-ZZ-004 Rev. 2, and the associated surface water attenuation measures including the construction of the swale shall be installed prior to the occupation of the approved accommodation and thereafter maintained.

Reason: In order to minimise the risk of flooding and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document.

Accessible housing

21. Before occupation 4 of the residential units provided shall be constructed to, or capable of easy adaptation to, Building Regulations Optional Requirement Approved Document M4(3) Category 3: (Wheelchair user dwellings) and the remaining 35 residential units shall comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition), with the exception that lift access is not required to the upper floors. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.
Reason: To ensure that accessible housing is provided in accordance with policy 3.8 of the London Plan.

Tree protection

22. Tree protection measures shall be put in place for the duration of the construction of the development hereby permitted in accordance with the details set out within Appendix E of the submitted Arboricultural Impact Assessment Report ref. ROM-ACM-XX-XXRP-ZZ-005 Rev. 1.

Reason: To ensure that retained trees are adequately protected during the construction phase in accordance with policy CR2 of the Core Strategy and policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990

Landscape and ecological management plan

23. A landscape and ecological management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The landscape and ecological management plan shall be carried out as approved in the first planting season following the occupation of the development, and any subsequent variations shall be agreed in writing by the Local Planning Authority. The scheme shall include the following elements:

- Details of planting plans;
- Detailed plans for the new landscape e.g. cross sections and plan layouts;
- Details of maintenance regimes;
- Details of any new habitat created on site; and
- Details of management responsibilities.

Reason: To ensure the protection of wildlife and supporting habitat, also to secure opportunities for enhancing the site’s nature conservation value in accordance with paragraph 170 and 175 of the National Planning Policy Framework and policy BR3 of the Borough Wide Development Policies Development Plan Document.

Travel Plan

24. Prior to the occupation of the development a Travel Plan for the accommodation shall be implemented in accordance with the details set out within the Framework Travel Plan at Section 6 of the submitted Travel Statement ref. ROM-ACM-XX-XX-RP-ZZ-009. The Travel Plan shall thereafter be monitored and maintained.

Reason: In order to encourage the use of sustainable transport and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document.

Water efficiency

25. Before occupation the proposed dwellings shall comply with the water efficiency optional requirement in paragraphs 2.8 to 2.12 of the Building Regulations
Approved Document G. Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: In order to conserve water and to reduce the demand on the mains drainage system and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document and policy 5.15 of the London Plan.

**Energy Strategy**

26. The development shall be carried out in accordance with the submitted Energy Strategy ref. ROM-ACM-XX-DD-RP-ZZ-002 and the renewable energy generating equipment shall thereafter be maintained.

Reason: To ensure compliance with the proposed energy strategy in accordance with policy 5.2 of the London Plan and policy BR2 of the Borough Wide Development Policies Development Plan Document.

**Bird/bat boxes**

27. The development shall not be occupied until bird nesting and bat roosting boxes have been installed on the building or in any trees on the site in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. The details shall accord with the advice set out in "Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build" (Published by RIBA, March 2010) or similar advice from the RSPB and the Bat Conservation Trust.

Reason: In order to preserve and enhance the Borough’s natural environment and to comply with policy CR2 of the Core Strategy, policy BR3 of the Borough Wide Development Policies Development Plan Document and policy 7.19 of the London Plan.

**Vegetation clearance - birds**

28. There shall be no vegetation clearance or tree works during the bird breeding season (February to September). If this is not possible, a nesting bird survey should be carried out by a qualified ecologist no more than 2 days prior to the works. If nesting birds are found:

   i. works to that part of the site shall be delayed until the nesting season is over and the fledglings have left the area and a qualified ecologist's report has been submitted to the Local Planning Authority to confirm this;
   ii. a strategy shall be submitted to and approved in writing by the Local Planning Authority to ensure the nesting birds are not disturbed by any other works taking place on the site.

Reason: In order to prevent harm to wildlife habitats and in accordance with policy BR3 of the Borough Wide Development Policies Development Plan Document.
Vegetation clearance - reptiles

29. There shall be no vegetation clearance until the submission to and approval in writing by the Local Planning Authority of a strategy to avoid harm to reptiles, which shall be in accordance with the details set out within the submitted Preliminary Ecological Appraisal. Any vegetation clearance shall be carried out in accordance with the approved strategy.

Reason: In order to prevent harm to wildlife habitats and in accordance with policy BR3 of the Borough Wide Development Policies Development Plan Document.

Crime prevention

30. No development above ground level shall take place until a scheme showing the provisions to be made for external lighting, CCTV coverage, access control, and any other measures to reduce the risk of crime, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to provide a good standard of security to future occupants and visitors to the site and to reduce the risk of crime in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

Fire Statement

31. No development above ground level shall commence until a Fire Statement has been submitted to and approved in writing by the Local Planning Authority. The Fire Statement shall be produced by an independent third party suitably qualified assessor which shall detail the building’s construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The development shall be carried out in accordance with the approved details.

Reason: In order to provide a safe and secure development in accordance with policy CP3 of the Core Strategy and policy D11 of the Draft London Plan.