


LONDON BOROUGH OF BARKING & DAGENHAM
PLANNING COMMITTEE
Monday 26th April 2021
Application for Planning Permission

Case Officer:	Nathaniel Soneye-Thomas	Valid Date:	28.09.20
Applicant:	Rvd. James Thomas	Expiry Date:	Subject to P.E.A
Application Number:	20/01859/FULL	Ward:	Whalebone
Address:	Chadwell Heath Baptist Church, 76 High Road, Chadwell Heath, Romford, RM6 6PP		

The purpose of this report is to set out the Officer recommendations to Planning Committee regarding an application for planning permission relating to the proposal below at Chadwell Heath Baptist Church, 76 High Road, Chadwell Heath, Romford, RM6 6PP

Proposal:

Redevelopment of Chadwell Heath Baptist Church and adjacent Land comprising buildings of 2 – 4 storeys: The proposal seeks to retain the church's façade, demolish remaining premises and construction of a new church building with associated Community uses and 17 Residential units (Use Class C3)

Officer Recommendations:

Planning Committee is asked to resolve to:

1. agree the reasons for approval as set out in this report; and
2. delegate authority to the London Borough of Barking & Dagenham's Director of Inclusive Growth (or authorised Officer) in consultation with the Head of Legal Services to grant planning permission subject to the completion of a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 7 of this report and the Conditions listed in Appendix 6 of this report; and
3. that, if by 26th October 2021 the legal agreement has not been completed, the London Borough of Barking & Dagenham's Director of Inclusive Growth (or authorised Officer) is delegated authority to refuse planning permission or extend this timeframe to grant approval.

Conditions Summary:
Mandatory conditions

- Time
- Approved Drawings & Documents

Prior to all works/commencement Conditions

- Scheme of Acoustic Protection
- Contaminated Land
- Construction Management

- Drainage Scheme
- Waste Management Plan

Prior to above ground works Conditions

- Materials and Balcony Details
- Church Facade
- Hard/Soft Landscaping
- Noise Insulation
- Delivery and Servicing

Prior to first occupation and/or use Conditions

- Cycle Parking Implementation
- Crime Prevention Scheme
- Renewable Energy Infrastructure
- External Lighting
- BREEAM

Monitoring & Management Conditions

- M4(2) Units
- M4(3) Units
- Renewable Energy

S106 – Summary of Heads of Terms:

Administrative:

1. Payment of the Council's professional and legal costs, whether or not the deed completes;
2. Payment of the Council's fees for monitoring and implementing the Section 106 at £3,000 payable on completion of the deed; and,
3. Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using BCIS index.

Affordable Housing (Review Mechanism:

4. An early-stage affordable housing review is to occur in the event that the development is not implemented within two years of approval. Payment of the Council's reasonable costs associated with scrutiny of the viability submissions.
5. A late-stage affordable housing review mechanism is to occur upon 75% occupation of the residential units Payment of the Council's reasonable costs associated with scrutiny of the viability submissions.

Transport

6. Car parking permit free development with a commitment to provide two-year free car club membership to all residents.

Employment and Skills

7. Secure an Employment, Skills and Suppliers Plan 6 months prior to commencement of development ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for residents and businesses.

Sustainability

8. The development shall achieve a minimum 54.8% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site

provision, and a monetary contribution to offset the remaining at a rate of £95 per tonne x 30-year period. This shall be made to the Local Authority's carbon offset fund to offset the remaining carbon emissions to net zero-carbon, subject to monitoring at practical completion stage.

Phasing

9.No more than 50% of the residential units hereby approved shall be occupied prior to the practical completion of the church and associated community buildings and floorspace.

OFFICER REPORT

Planning Constraints:

None relevant.

Site, Situation and relevant background information:

The application site is currently a single-storey church building known as Chadwell Heath Baptist Church with a vacant parcel of land to the immediate West. The site surroundings are characterised by two-storey mixed use buildings comprising commercial units on the ground floor with residential in the floors above. The High Road is designated partially designated as a district centre and primary shopping frontage to the West with the Eastern elements of the High Street becoming a secondary frontage.

The current proposal seeks planning permission for the demolition of the existing building and the erection of a four-storey building comprising 17 residential units Use Class C3 and the reprovision of the church and associated community buildings.

The building is not on the statutory list and is not located within a conservation area.

Key issues:

- Principle of the proposed development
- Dwelling mix and Quality of accommodation
- Design and quality of materials
- Impacts to neighbouring amenity
- Sustainable Transport
- Employment
- Waste management
- Delivering Sustainable Development (Energy / CO₂ reduction / Water efficiency)
- Biodiversity & Sustainable drainage

Planning Assessment:

Principle of the development:

<i>Existing use(s) of the site</i>	Church and Vacant Land
<i>Proposed use(s) of the site</i>	Church, community floorspace and residential unit (Use Class C3)

Reprovision and Expansion of Church

- 1.1 The National Planning Policy Framework (MHCLG, February 2019) (NPPF) states that development proposals should seek to provide the social, recreational, and cultural facilities and services the community needs. This should take place by
- a) planning positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.
 - b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.
 - c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.
 - d) ensure that established shops, facilities, and services are able to develop and modernise, and are retained for the benefit of the community; and
 - e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

- 1.2 Policy S1 of the London Plan outlines that Social infrastructure covers a range of services and facilities that meet local and strategic needs and contribute towards a good quality of life. It includes health provision, education, community, play, youth, early years, recreation, sports, faith, criminal justice, and emergency facilities. Moreover, social infrastructure plays an important role in developing strong and inclusive communities. It can provide opportunities to bring different groups of people together, contributing to social integration and the desirability of a place.
- 1.3 On a local scale Policy DMS1 and DMS2 consider the important of enhancing, improving and protecting the boroughs existing community facilities. More specifically, it is expected that relevant development proposals provide opportunities to co-locate or integrate a range of community uses and functions, such as community halls, sport facilities and shared worship space, by taking account of the principles of active and inclusive design and making relevant provision outside of core hours where appropriate.
- 1.4 The existing site comprises a Church building with a Hall to the rear. The proposed development seeks to re-provide the church building and additional flexible community floorspace. Officers consider the development which seeks to re-provide and enhance the existing community floorspace and place of worship to be acceptable in principle subject to further material considerations. Such matters are addressed in detail in the later sections.

Residential development

- 1.5 The National Planning Policy Framework (MHCLG, February 2019) (NPPF) seeks to promote delivery of a wide choice of High-quality homes which meet identified local needs (in accordance with the evidence base) and widen opportunities for home ownership, and which create sustainable, inclusive, and mixed communities.
- 1.6 The London Plan (2021) Objective GG4 states that to create a housing market that works better for all Londoners, those involved in planning and development must create mixed and inclusive communities, with good quality homes that meet High standards of design and provide for identified needs, including for specialist housing. The policies outlined in Chapter 4 (Housing) further acknowledges the stress on housing demand and provides increased targets for Local Authorities and revised policies in respect of ensuring additional housing contribution according to local needs. Policy H1 and H2 echoes existing policy 3.3 reinforcing the need to increase the housing supply to promote opportunity and provide real choice or all Londoners. In particular policy H2 seeks to ensure Borough's pro-actively support well-designed homes on small sites.
- 1.7 On a local level, Policy CM1 of the Core Strategy DPD that development should meet the needs of new and existing communities and deliver a sustainable balance between housing, jobs and social infrastructure, with Policy CM2 further emphasising the specifying housing growth targets of the Borough. Policy BP10 of the Borough Wide DPD further supports this by emphasising the need to optimise suitable sites to help deliver suitable housing for the Borough's high levels of identified housing need.
- 1.8 Policy SP3 of the Draft Local Plan Reg 19 version reiterates the requirement for high quality homes to be supported in achieving the 10-year housing supply targets set out within the adopted London Plan.
- 1.9 The proposed development seeks to erect a four-storey building comprising 17 residential units (Use Class C3) with associated amenities. Officers give regard to the residential context of the surrounding properties and therefore consider the principle of the proposed development to be acceptable, given the contribution to the boroughs overall housing stock.

Dwelling mix and Quality of accommodation:			
<i>Proposed Density u/ph:</i>	n/a	<i>Overall % of Affordable Housing:</i>	0%
<i>LP Density Range:</i>	n/a	<i>Comply with London Housing SPG?</i>	Yes
<i>Acceptable Density?</i>	Yes	<i>Appropriate Dwelling Mix?</i>	Yes

Density

- 1.10 London Plan policy GG2 promotes higher density development, particularly in locations that are well-connected to jobs, services, infrastructure, and amenities. Policy D2 directs that the density of proposals should consider planned levels of infrastructure and be proportionate to the site's connectivity and accessibility.
- 1.11 Locally, Core Strategy Policy CM1 states that residential development (particularly Higher density development) will be focussed in the Key Regeneration Areas, including Barking Town Centre, and on previously developed land in other areas with High PTAL levels. Strategic Policy SP2 of the emerging Local Plan (Regulation 19) promotes High-quality design, optimising a design-led approach to optimising density and site potential by responding positively to local distinctiveness and site context.
- 1.12 Officers note that the updated policy position within the London Plan has moved away from applying density mechanistically. The scheme has been designed to remain in accordance with the surrounding context and sits on a prominent corner of the High road. Officers consider the proposed scheme to reflect a suitable quantum of development in respect of the number of units and the overall built form for this location.

Dwelling Mix

- 1.13 The NPPF seeks "to deliver a wide choice of high-quality homes". It recognises "Government attaches great importance to the design of the built environment" and that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people".
- 1.14 London Plan Policy H12 sets out all the issues that applicants and boroughs should take into account when considering the mix of homes on a site. In particular H12C states the following: "Boroughs should not set prescriptive dwelling size mix requirements (in terms of number of bedrooms) for market and intermediate homes."
- 1.15 Similarly, Policy CC1 of the Core Strategy seeks to secure the delivery of a mix and balance of housing types, including a significant increase in family housing. The policy requires major housing developments (10 units or more) to provide a minimum of 40% family accommodation (3-bedroom units or larger). Nevertheless, it should be acknowledged that not all sites are suitable for family sized accommodation. Emerging Local Plan (at Regulation 19 stage) SP4 also supports the delivery of family accommodation.
- 1.16 The proposed scheme seeks to provide 20 residential units comprising 11 x 1 bedroom and 6 x 2-bedroom units. Whilst the scheme fails to deliver 3-bedroom units in line with the above policies, officers have taken into consideration the scheme viability, the location within a district centre which is strongly characterised by retail development with smaller sized flats in the floors above. Given the relatively small nature of the proposed development, officers are satisfied in this particular instance that the scheme could potentially be further compromised in viability terms with the inclusion of 3-bedroom units which could reduce the number of units sought on site or the quality of the proposed flats which would not all benefit from adequate private amenity spaced which should be afforded to 3-bedroom units.

Affordable Housing

- 1.17 Chapter 5 of the NPPF requires local authorities to identify affordable housing need and set policies for meeting this need. Paragraph 57 states: "Where up to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available."

- 1.18 London Plan Policy H4 sets a strategic target for 50% of all new homes to be delivered as genuinely affordable. Specific measures to achieve this aim include:
- Requiring major developments that trigger affordable housing requirements to provide affordable housing through the threshold approach
 - Public sector land delivering at least 50% affordable housing on each site.
- 1.19 The threshold approach, in policy H5 sets out a Fast Track Route, whereby applications do not need to be viability tested, where they:
- Meet or exceed the relevant threshold level of affordable housing on site without public subsidy
 - Are consistent with the relevant tenure split in Policy H6
 - Meet other relevant policy requirements and obligations to the satisfaction of the borough and Mayor, where relevant.
 - Demonstrate that they have taken account of the strategic 50% target in policy H4.
- 1.20 Policy H6 sets out the tenure split required to meet the Fast-Track Route, which requires a minimum of 30% low cost rented homes, as either London Affordable Rent or Social Rent, a minimum 30% intermediate products which meet the definition of genuinely affordable housing, including London Shared Ownership, and the remaining 40% to be determined by the borough as low cost rented homes or intermediate products.
- 1.21 The Draft Local Plan (regulation 19 version) policy DMH1 seeks to meet an overarching 50% on-site affordable housing provision, by applying the London Plan threshold approach. The policy seeks to ensure that new developments contribute to the delivery of a range of housing tenures
- 1.22 The application was submitted with a financial viability appraisal produced by Rapleys dated: March 2021. The report was independently scrutinised by Redloft concluded that the scheme with 0% affordable housing would generate a deficit of £104,805. When considered at 40% affordable housing the scheme would generate a deficit of £588,159. Officers consider that whilst there is an identified pressing need for affordable homes throughout the borough, it has been demonstrated that the scheme cannot viably deliver any on site affordable housing in the current market. The viability to provide affordable housing is taken in context with the benefit of the re-provision of a well used community facility.
- 1.23 Taking this into consideration however officers have included an early and late stage review mechanism to be triggered and review if there is potential for an uplift in affordable housing if the agreed level of progress has not been made. Furthermore, a head of term has been included to ensure that no more than 50% of the residential units approved can be occupied prior to the practical completion of the church. This is to ensure that the build cost calculations remain accurate and ensure the scheme is not only part implemented which would have implications on the overall scheme viability.

Quality of accommodation

- 1.24 The MHCLG Technical Housing Standards – nationally described space standard specifies the space standards required for new dwellings. The London Plan, Policy D6 and supporting Housing SPG require new housing development to meet these standards as a minimum and provides further criteria to ensure an acceptable quality of accommodation is provided for users. The Council's Local Plan reiterates the need for housing development to conform to these requirements. The Technical Housing Standards stipulate minimum gross internal floor areas (GIAs) for dwellings/units based on the number of bedrooms, intended occupants and storeys, minimum bedroom sizes of 7.5m² for single occupancy and 11.5m² for double/twin occupancy, plus further dimension criteria for such spaces. Built in storage is required for all units with minimum sizes depending on the number of bedrooms and occupants, and minimum floor to ceiling heights are stipulated as at least 2.3m for at least 75% of the GIA
- 1.25 Moreover, Policy D6 of the London Plan seeks minimum standards in relation to private internal space and private outdoor space. London Plan Policy D5 seeks to ensure that at least 10 per cent of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings'

and that all other new build dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

- 1.26 The London Housing SPG requires all dwellings to be accompanied by adequate private open space (i.e. outdoor amenity area). Standard 26 of the Housing SPG sets a minimum space requirement of 5 sq. m per 1-2 person dwelling with an extra 1 sq. m for each additional occupant.
- 1.27 Officers note that all of the proposed units exceed the minimum internal space standards prescribed to 1- and 2-bedroom units. Officers note that a number of the proposed units do not benefit from private amenity space; notwithstanding this, it is considered to have been appropriately offset through the provision of generous internal floorspaces and a communal garden to the rear that can only be accessed by the residents of the proposed flats on site. The submitted plans have also indicated that the floor plans would allow efficient use of the internal space without creating undue additional effort, contributing positively to the fitness for purpose of the internal spaces. Furthermore, the stacking of units is generally acceptable and consistent throughout the development.
- 1.28 In line with the abovementioned policies, 10% of units must be designed to be fully wheelchair accessible, adhering to Building Regulations M4(3). All the remaining units must be designed to be fully wheelchair adaptable, adhering to Building Regulations M4(2) officers consider it necessary to recommend a compliance condition to ensure that these units are designed to this standard upon occupation of the residential units.
- 1.29 Additionally, officers note that there is an access point to the rear from Back Lane. Whilst this is not a primary access point there were initial concerns raised in relation to the overall safety and legibility of this road. Officers have included a condition however requiring the scheme to achieve secured by design accreditation with a supplementary condition in relation to external lighting which will identify lighting locations including to the rear access.
- 1.30 Taking into consideration the above and imposition of relevant conditions. Officers consider the proposed development in respect of the quality of accommodation to be acceptable.

Design and quality of materials:	
<i>Does the proposed development respect the character and appearance of the existing dwelling?</i>	Yes
<i>Does the proposed development respect and accord to the established local character ?</i>	Yes
<i>Is the proposed development acceptable within the street scene or when viewed from public vantage points?</i>	Yes
<i>Is the proposed development acceptable and policy compliant?</i>	Yes

- 1.31 Objective 124 of the NPPF states that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”
- 1.32 Objective 125 states “plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable”.
- 1.33 Objective 127 details that planning policies and decisions should aim to ensure that developments:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
 - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
 - are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities),
 - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit,

- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

- create places that are safe, inclusive, and accessible and which promote health and wellbeing, with a High standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience

- 1.34 Objective 129 states: “Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for Life”
- 1.35 Further, objective 130 states: “Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used)”
- 1.36 Policy D1 of the London Plan states that development design should respond to local context by delivering buildings and spaces that are positioned and of a scale, appearance and be of High quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan, through appropriate construction methods and the use of attractive, robust materials which weather and mature well. This is also reiterated in Policy D2 of the London Plan which seeks good design.
- 1.37 Policy D3 outlines the need for development to take a design led approach that optimises the capacity of sites. This accordingly requires consideration of design options to determine the most appropriate forms of development that responds to the sites context and capacity for growth. Proposals should enhance the local context delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance, and shape with due regard to existing and emerging street hierarchy, building types, forms, and proportions.
- 1.38 Policy D4 has regard to securing sufficient level of detail at application stage to ensure clarity over what design has been approved and to avoid future amendments and value engineering resulting in changes that would be detrimental to the design quality.
- 1.39 Policy D5 of the London Plan seeks to deliver an inclusive environment and meet the needs of all Londoners. Development proposals are required to achieve the Highest standards of accessible and inclusive design.
- 1.40 Policy D6 considers the importance of achieving and maintaining a high quality of design through the planning process and into delivery stage.
- 1.41 Policy D8 of the London Plan states that development proposals should ensure the public realm is safe, accessible inclusive, attractive, well connected, easy to understand and maintain, and that it relates to the local and historic context. Public realm should be engaging for people of all ages, with opportunities for play and social activities during the daytime, evening and at night as well as maximising the contribution that the public realm makes to encourage active travel. This should include identifying opportunities for the meanwhile use of sites in early phases of development to create temporary public realm.
- 1.42 This is further supported by policy BP11 of the Borough Wide DPD, policy CP3 of the Core Strategy DPD and policy SP4 and DMD1 of the Draft Local Plan Regulation 19 which ensures that development is designed in a sensitive and appropriate manner which minimises impact on surrounding neighbours and respects the character of the area
- 1.43 The application site currently comprises a tall single storey church building with associated Hall to the rear fronting back lane and an adjacent unoccupied parcel of land. The properties within the immediate vicinity are predominantly characterised by 2 storey mixed use properties with

commercial units on the ground floor and residential units in the floors above. The wider setting of the High Road is considered to offer a wider range of character with respect to building form and external appearance with the presence of 3 storey mixed used properties and a large supermarket store to the East.

- 1.44 The proposed development seeks to re-provide the church building maintaining the church façade and erect a four-storey building on the adjacent piece of land to provide 17 residential units. The proposed scheme has been progressed through the pre-application process and revised to align with the context of the area. More specifically officers raised initial concerns with respect to the overall bulk and massing of the building with was exacerbated by the unsympathetic building lines fronting the High Road which would dominate the traditional setting of the church building. Additional regard was given to the materiality, form and proportions of the main church building behind the restored façade which was considered incongruous and dominating.
- 1.45 An additional design meeting was held with the applicant through the course of the current proposal to address these issues which resulted in reduced overall massing within the residential element and a loss of 4 residential units. The building lines were marginally set back further from the original position to reduce the overall dominance of the building on the church and when viewed individually from the street scene. Additionally, the scheme has considered materials for the church building that are more commensurate to the restored church façade.
- 1.46 Officers consider the marginal increase in the built form to be appropriate to the wider context and aspiration of the High road. Whilst the proposal would be considered a contemporary addition to the terrace through the re-provision of the church and the residential block however, officers are therefore satisfied with the proposed design of the scheme. It is considered necessary to impose conditions requiring a full scheme of restoration for the church façade to be submitted prior to the commencement of the development. Additional conditions have also been recommended requiring details of materials, landscaping, and boundary details to be submitted prior to the commencement of the development. This is to ensure that the finished external appearance of the scheme is of a High quality.
- 1.47 Noting the above and subject to the recommended conditions, the proposed development is considered acceptable.

Impacts to neighbouring amenity:

- 1.48 NPPF Objective 170 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of noise pollution.
- 1.49 Policy D1 of the London Plan states that development design should deliver appropriate outlook, privacy, and amenity. Policy D14 of the London Plan seeks to reduce, manage and mitigate noise to improve health and quality of life.
- 1.50 Policy BP8 of the Borough Wide DPD seeks to protect residential amenity, by ensuring new developments including conversions, do not expose existing and proposed occupiers to unacceptable levels of pollution that may arise. This includes noise, smoke, fumes, refuse, comings, and goings and/ or lighting during construction and occupation. This is supported by policies DM11, DM16 and DM25 of the Draft Local Plan.
- 1.51 In relation to standards for privacy, daylight and sunlight the London Plan Housing SPG states that “An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to Higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time. The degree of harm on adjacent properties and the daylight targets within a proposed scheme should be assessed drawing on broadly comparable residential typologies within the area and of a similar nature across London. Decision makers should recognise that fully optimising housing potential on large sites may necessitate

standards which depart from those presently experienced, but which still achieve satisfactory levels of residential amenity and avoid unacceptable harm.”

- 1.52 A comprehensive daylight and sunlight report has been submitted produced by Anstey Horne. The report has indicated that the loss of daylight and sunlight would be within acceptable parameters when considering Vertical Sky Component (VSC), Average Daylight Factor, Annual Probable Sunlight Hours and No skyline
- 1.53 With respect to outlook officers note the overall increase in the bulk and massing would give rise to a perceptible loss of outlook for the immediately adjoining neighbours to the East and West. Officers give particular regard to the situation of a single first floor window located on the flank elevation of the dwelling at 70 High Road. This is in addition to the introduction of buildings to the rear fronting Back Lane which would be visible from the rear garden of the properties to the East. The proposed scheme has provided a reasonable set in from the neighbouring boundary to avoid complete loss of outlook and daylight from the abovementioned window. Additionally, the building heights to the rear of the scheme are reduced and would remain proportionate to the existing built form established in the area. Officers note that there is a similar loss of outlook received for the neighbouring property to the immediate East at 78 High Road. Officers give regard to the presence of the existing arrangements on site in which the proposed development to the rear would only seek to increase the height by an additional story. Whilst it is accepted that this would result in overlooking into the rear garden as the existing arrangement does not comprise a residential use; officers are satisfied given the dense nature of the terraced and the established built form this would be considered typical levels of overlooking and outlook experienced within the rear gardens for the adjoining neighbours.
- 1.54 Officers acknowledge representations received from neighbours along Eric Road situated to the South. The proposed development is considered to establish separation distances between rearmost walls in excess of 20m which would be considered acceptable in mitigating any immediate loss of privacy or overlooking into habitable rooms. The scheme has been designed to step down the overall height to the rear fronting Back Lane with buildings of 2 storeys which would present a limited amount of overlooking into the rear garden spaces for neighbours to the immediate South on Eric Road fronting Back Lane. As mentioned previously however, given the dense nature of the terrace this would not give rise to unacceptable levels of overlooking or loss of privacy.
- 1.55 Moreover, having regard to the existing arrangements on site in which the plot of land that will accommodate the residential buildings is currently vacant. As such any introduction of a building even as a continuation of the terrace would have perceptible impacts for the surrounding properties. Nevertheless, officers are satisfied that the proposed development in this regard is acceptable given the above mitigation.
- 1.56 Given the change in the use and the scale of the development within an urban setting it is reasonable to assume that there will be potential for perception of loss of privacy and outlook will to those existing residential occupiers who neighbour the site. As aforementioned, the existing site does not currently comprise any active residential uses. Furthermore, noting the increase in height and built form from the existing form. Officers consider the separation distances between the application site and the neighbouring properties to be generous enough to safeguard the amenity of the surrounding properties.
- 1.57 The proposed development would be considered to be an intensification of uses at the application site given the large increase in residential units. This would in-turn result in the increase of comings and goings from the dwellings. The church building would result in an uplift in floorspace so it is considered that there would be additional visitors during scheduled services as well as the use of the associated community floorspace. Notwithstanding this, having regard to the local context officers consider that the proposed development would generally remain commensurate to the nature of the High road which has a High volume of pedestrian and vehicular movements resulting in noise pollution. Noting this, a scheme of acoustic protection has been recommended by Environmental Health to protect the amenity of the future occupants.
- 1.58 Further regard has been given to the construction phase of the development which would give rise to additional noise. It is noted that the construction phase of the development would be temporary and would not be a permanent contributor of noise to the surrounding properties.

Furthermore, officers have recommended a robust demolition and construction management plan shall be required to be submitted by way of a condition. Officers note that this must be submitted and agreed by the Local Planning Authority prior to any above ground works being carried out. This is to ensure that the method of demolition and construction is agreed and would be designed to minimise the potential risk of adverse impacts to any of the surrounding neighbouring properties. Additionally, officers have recommended a compliance condition controlling hours of construction given that there are existing residential properties within proximity to the development site. As such, the construction hours shall be limited to: 08:00 and must finish no later than 18:30 Monday to Friday and 09:00 – 13:00 on Saturdays with no construction works taking place on Sundays or public holidays.

- 1.59 Policy SI1 of the London Plan also states that all development should be air quality neutral as a minimum. The Air quality report has been considered by officers and is acceptable in aligning with the above policy.

Summary

- 1.60 Officers note that a total number of 534 letters were sent to the surrounding neighbouring properties. 11 representations were received in 5 objection and 6 in support of the proposal. Officers have considered all the material considerations outlined within the objections and note that the low levels of consultation responses in such a prominent location would further support the presumption of sustainable development given the negligible impacts identified.
- 1.61 In this instance limited impacts upon the amenities of neighbouring occupiers have been identified, but mindful of the constraints of the site, the urban context and the limited number of properties materially affected; officers have taken an on-balance view in favour of the proposals and consider the proposals to be on the whole consistent with the objectives of the aforementioned policies. Subject to the imposition and accordance with the recommended conditions mentioned in the above sections.

Sustainable Transport:			
<i>Net gain/loss in car parking spaces:</i>	0	<i>PTAL Rating</i>	3
<i>Proposed number of cycle parking spaces:</i>	50	<i>Closest Rail Station / Distance (m)</i>	Chadwell Heath (243m)
<i>Restricted Parking Zone:</i>	Yes	<i>Parking stress survey submitted?</i>	Yes

- 1.62 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. In particular it offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development will not give rise to the creation conflicts between vehicular traffic and pedestrians.
- 1.63 London Plan Policies T1- T6, seek to promote sustainable modes of transport, encourage the effective use of land, reduce car dominance, and be integrated with current and planned transport access, capacity, and connectivity.
- 1.64 Core Strategy policy CR1 promotes the use of sustainable transport to assist in addressing the causes and potential impacts of climate change. Policies BR9, BR10 and BR11 of the Borough Wide Policies DPD set out the Council’s approach to parking, sustainable transport and walking and cycling. Emerging Policy DMT1 ‘Making better connected neighbourhoods’ of the Draft Local Plan (Regulation 19) sets out that development proposals should reduce the dominance of vehicles on London’s streets. Emerging policy DMT2 ‘Car parking’ states that development will be resisted where anticipated car parking and vehicle use will increase congestion and parking stress. Emerging policy DMM1 confirms that the Council may use planning obligations to address a development’s impacts and to ensure it aligns with the development plan for the borough, including Highways works or payments towards addressing any impacts as a result of the development and other transport requirements arising from transport assessments and travel plans.

- 1.65 The proposed development has been sought as a car parking permit free development which is considered acceptable. Officers note the response from Transport officers which raises concerns in relation to the failure to provide blue badge spaces. Officers however give regard to the sites context which is densely constructed and would not permit blue badge spaces on site without the loss of key amenity spaces within the scheme. Moreover, officers give regard to blue badge and electric vehicle spaces located on the High Road immediately adjacent to the application site. Officers are satisfied that a minimum of 10% blue badge spaces would generally be sought which in this instance would be approximately 1 blue badge space which as outlined above is already present.
- 1.66 The transport assessment and submitted plans have indicated a secure cycle storage area; notwithstanding this however, officers have recommended a condition requiring full details of these to be provided prior to the commencement of the proposed development and to be completed in full prior to the occupation of the residential or commercial units.
- 1.67 A Demolition and Construction Management has been recommended by way of a condition requiring various logistical matters pertaining to the demolition and construction phase of the development. This is to be submitted for approval and subsequent implementation. A detailed condition is recommended to secure as such. Adherence to such condition will ensure there will be no unacceptable impacts upon the safe and efficient operation of the surrounding Highways or quality of the public realm and neighbouring amenity during the development phase.
- 1.68 Officers therefore consider the proposed development with respect to transport matters to be considered acceptable.

Employment:

- 1.69 The proposed development will also contribute to employment for residents within the borough. Officer will secure an Employment, Skills and Suppliers Plan ensuring that reasonable endeavours are undertaken to ensure a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for residents and businesses.
- 1.70 It is therefore considered that the proposal accords London Plan policies GG1, GG4, H4 and Emerging Local Plan Policies SPDG1 and Policy SP4 with regards to building inclusive communities.

Waste management:

- 1.71 Policies CR3 and BR15 of the Core Strategy and Borough Wide policy document outline the need for development in the Borough to minimise waste and work towards a more sustainable approach for waste management. These objectives are further emphasised in the emerging Local plan (Regulation 19) through Strategic Policy SP7 and Policy DMSI9.
- 1.72 The proposed plans have indicated the area dedicated for refuse. Officers consider it necessary to include a condition requiring a full strategy for waste storage which demonstrates an acceptable strategy for both the commercial and residential properties. This should be submitted prior to the commencement and implemented in full prior to the first occupation.

Delivering Sustainable Development (Energy / CO2 reduction / Water efficiency):

<i>BREEAM Rating</i>	Excellent
<i>Renewable Energy Source / %</i>	PV Panels
<i>Proposed CO₂ Reduction</i>	54.8

- 1.73 The NPPF emphasises at paragraph 148 that the planning system should support the transition to a low carbon future in a changing climate and should help to shape places that contribute to radical reductions in greenhouse gas emissions, and encourage the reuse of existing resources, including the conversion of existing buildings.
- 1.74 The Mayor of London has set ambitious targets for London to be net zero-carbon. London Plan Policy SI2 ‘minimising greenhouse gas emissions’ directs that major development should be net zero-carbon, through reducing greenhouse gas emissions in accordance with the be lean, be

clean, be green, be seen hierarchy. The policy requires a minimum on-site reduction of at least 35% beyond Building Regulations for major development. Policy SI states that major development proposals within Heat Network Priority Areas should have a low-temperature heating system. Policy SI4 sets policies to minimise adverse impacts on the urban heat island and requires major development proposals to demonstrate through an energy strategic how they will reduce potential for internal overheating, following a cooling hierarchy.

- 1.75 Policy CR1 of the Core Strategy sets out measures to address the causes and potential impacts of climate change, requiring all new development to meet High environmental buildings standards and encourage low and zero carbon developments. Policy BR2 'Energy and on-site renewables' of the Borough Wide Development Policies DPD outlines the expectations for significant carbon reduction targets to be achieved. Draft Local Plan Policy DMS2 'Energy, heat and carbon emissions' sets out the Council's expectations for major development to contribute and where possible exceed the borough's target of becoming carbon neutral by 2050 by maximising potential carbon reduction on-site and demonstrating the achievement of net zero carbon buildings. The policy also prioritises decentralised energy and sets an expectation for development proposals to connect to any existing or planned low carbon district energy networks.
- 1.76 Section 43 of the Deregulation Act 2015 outlines that development consisting of the construction or alteration of buildings to provide dwellings, or the carrying out of any work on dwellings should be designed and completed in accordance with the energy efficiency requirements outlined within building regulations.
- 1.77 Borough Wide Development Policies DPD policy BR1 sets a requirement for non-residential major developments to achieve BREEAM Very Good-Excellent. The Draft Local Plan (Regulation 19) seeks to go further, requiring all new non-residential development over 500sqm floorspace to be designed and built to meet or exceed a BREEAM Excellent rating. This has been indicated within the pre-assessment report provided by the applicant and secured by way of condition.
- 1.78 The initial emissions reduction has been calculated at 54.8% which would be in excess of the 35% baseline set for non-residential major development. As outlined above however there is a requirement for domestic development of this nature to achieve a zero-carbon target. Where these emissions targets cannot be met on-site the London Plan states any shortfall should be provided off-site or through a cash-in-lieu contribution which is used to secure carbon dioxide savings elsewhere. The report accompanying the planning application calculates the application scheme will need an offset payment which shall be calculated as followed: £95 (price per tonne) x (tonnes over a 30-year period).
- 1.79 The above financial contribution will be included as part of the application's section 106 heads of terms. A condition will also be included for the passive and renewable energy savings measures in the Energy & Sustainability Statement to be implemented prior to the development being occupied. Subject to suitable conditions and S106 Heads of Terms to safeguard the above measures, the proposal is considered satisfactory in terms of sustainability and energy matters and in compliance with the aforementioned policies.

Biodiversity & Sustainable drainage:

Biodiversity

- 1.80 Policy G6 of the London Plan require new developments to make a positive contribution to the protection, enhancement, creation, and management of biodiversity wherever possible. Policies CR2 and BR3 of the Core Strategy and Borough Wide policies echo the London Plan in its strategic approach to protect and enhance biodiversity and to provide a net gain in the quality and quantity of the Borough's natural environment. This approach is also set out in Policy SP6 of the emerging local plan (Reg 19 stage)
- 1.81 Officers note given the urban context of the site that there is very little vegetation on site or in the surrounding street scene. The applicant has increased planting at the site within the communal garden and a condition requiring landscaping plans to be submitted prior to the commencement of the proposed development.

Drainage

- 1.82 Policy SI12 of the London Plan states that development should utilise sustainable urban drainage systems (Suds') unless there are practical reasons for not doing so and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy set out within this policy. The policy aspirations are also reiterated at local level by Policies CR4 and BR4 of the Core Strategy and Borough Wide Policies and Policy DMSI6 of the emerging Local plan (Reg 19 stage).
- 1.83 A drainage strategy/flood risk assessment has been submitted as part of the application. The main design principals and proposals as set out in this document have been accepted by officers. Officers have recommended a condition requiring an approved detailed drainage design to be provided prior to commencement of construction work on site and this will be secured by condition. Also, an additional condition to secure that the surface water drainage works shall be carried out and the sustainable urban drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan shall be added.

Conclusions:

In recommending to grant planning permission, Officers have found the proposal to be acceptable following careful consideration of the relevant provisions of the National Planning Policy Framework, the Development Plan and all other relevant material considerations. Officers are satisfied that any potential material harm in terms of the impact of the proposal on the surrounding area would reasonably be mitigated through compliance with the listed conditions and associated legal agreement

Appendix 1:

Development Plan Context:

The Council has carefully considered the relevant provisions of the Council's adopted development plan and of all other relevant policies and guidance. Of particular relevance to this decision were the following Framework and Development Plan policies and guidance:

National Planning Policy Framework (NPPF) (MHCLG, Feb 2019)

	<ul style="list-style-type: none"> GG1 Building strong and inclusive communities GG2 Making the best use of land GG3 Creating a healthy city GG4 Delivering the homes Londoners need GG5 Growing a good economy GG6 Increasing efficiency and resilience Policy SD1 Opportunity Areas Policy SD6 Town centres and High streets Policy SD7 Town centres: development principles and Development Plan Documents Policy SD10 Strategic and local regeneration Policy D1 London's form, character and capacity for growth Policy D2 Infrastructure requirements for sustainable densities Policy D3 Optimising site capacity through the designed approach Policy D4 Delivering good design Policy D5 Inclusive design Policy D6 Housing quality and standards Policy D7 Accessible housing Policy D8 Public realm Policy D9 Tall buildings Policy D11 Safety, security and resilience to emergency Policy D12 Fire safety Policy D13 Agent of Change Policy D14 Noise Policy H1 Increasing housing supply Policy H4 Delivering affordable housing Policy H5 Threshold approach to applications Policy H6 Affordable housing tenure Policy H7 Monitoring of affordable housing Policy H9 Ensuring the best use of stock Policy H10 Housing size mix Policy S1 Developing London's social infrastructure Policy S2 Health and social care facilities Policy S3 Education and childcare facilities Policy S4 Play and informal recreation Policy E1 Offices Policy E2 Providing suitable business space Policy E11 Skills and opportunities for all Policy HC1 Heritage conservation and growth Policy HC3 Strategic and Local Views Policy HC4 London View Management Framework Policy HC6 Supporting the night-time economy Policy E9 Retail, markets and hot food takeaways Policy G1 Green infrastructure Policy G4 Open space Policy G5 Urban greening Policy G6 Biodiversity and access to nature Policy G7 Trees and woodlands
<p><i>The London Plan (GLA, March 2021)</i></p>	

	<p>Policy SI 1 Improving air quality Policy SI 2 Minimising greenhouse gas emissions Policy SI 3 Energy infrastructure Policy SI 4 Managing heat risk Policy SI 5 Water infrastructure Policy SI 6 Digital connectivity infrastructure Policy SI 7 Reducing waste and supporting the circular economy Policy SI 8 Waste capacity and net waste self-sufficiency Policy SI 12 Flood risk management Policy SI 13 Sustainable drainage Policy SI 14 Waterways – strategic role Policy SI 15 Water transport Policy SI 16 Waterways – use and enjoyment Policy SI 17 Protecting and enhancing London’s waterways Policy T1 Strategic approach to transport Policy T2 Healthy Streets Policy T3 Transport capacity, connectivity and safeguarding Policy T4 Assessing and mitigating transport impacts Policy T5 Cycling Policy T6 Car parking Policy T6.1 Residential parking Policy T6.5 Non-residential disabled persons parking Policy T7 Deliveries, servicing and construction Policy T9 Funding transport infrastructure through planning Policy DF1 Delivery of the Plan and Planning Obligations</p>
<p><i>Local Development Framework (LDF) Core Strategy (July 2010)</i></p>	<p>Policy CM1: General Principles for Development Policy CM2: Managing Housing Growth Policy CM4: Transport Links Policy CM5: Town Centre Hierarchy Policy CR1: Climate Change and Environmental Management Policy CR2: Preserving and Enhancing the Natural Environment. Policy CR3: Sustainable Waste Management Policy CR4: Flood Management Policy CC1: Family Housing Policy CC2: Social Infrastructure to Meet Community Needs Policy CC3: Achieving Community Benefits through Developer Contributions Policy CE1: Vibrant and Prosperous Town Centres Policy CP2: Protecting and Promoting our Historic Environment Policy CP3: High Quality Built Environment</p>
<p><i>Local Development Framework (LDF) Borough Wide Development Plan Document (DPD) (March 2011)</i></p>	<p>Policy BR1: Environmental Building Standards Policy BR2: Energy and On-Site Renewables Policy BR3: Greening the Urban Environment Policy BR4: Water Resource Management Policy BR5: Contaminated Land Policy BR7: Open Space (Quality and Quantity) Policy BR9: Parking Policy BR10: Sustainable Transport Policy BR11: Walking and Cycling</p>

	<p>Policy BR13: Noise Mitigation Policy BR14: Air Quality Policy BR15: Sustainable Waste Management Policy BC1: Delivering Affordable Housing Policy BC2: Accessible and Adaptable Housing Policy BC7: Crime Prevention Policy BC8: Mixed Use Development Policy BC10: The Health Impacts of Development Policy BC11: Utilities Policy BE1: Protection of Retail Uses Policy BE3: Retail Outside or on the Edge of Town Centres Policy BE4: Managing the Evening Economy Policy BP2: Conservation Areas and Listed Buildings Policy BP3: Archaeology Policy BP4: Tall Buildings Policy BP5: External Amenity Space Policy BP6: Internal Space Standards Policy BP8: Protecting Residential Amenity Policy BP10: Housing Density Policy BP11: Urban Design</p>
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Consultation Version, October 2020) is at an “advanced” stage of preparation. Having regard to NPPF paragraph 216 the emerging document is now a material consideration and substantial weight will be given to the emerging document in decision-making, unless other material considerations indicate that it would not be reasonable to do so.</i></p>	
<p><i>The London Borough of Barking and Dagenham’s Draft Local Plan: (Regulation 19 Consultation Version, October 2020)</i></p>	<p>Strategic Policy SPDG 1: Delivering growth in Barking and Dagenham Strategic Policy SPP1: Barking and the River Roding Area Strategic Policy SP 2: Delivering a well-designed, High-quality and resilient built environment Policy DMD 1: Securing High-quality design Policy DMD 2: Tall buildings Policy DMD 3: Development in town centres Policy DMD 4: Heritage assets and archaeological remains Strategic Policy SP 3: Delivering homes that meet peoples’ needs Policy DMH 1: Affordable housing Policy DMH 2: Housing mix Strategic Policy SP 4: Delivering social and cultural infrastructure facilities in the right locations Policy DMS1 – Protecting and enhancing existing facilities. Policy DME 5: Evening Economy Policy DME 3: Encouraging vibrant, resilient, and characterful town centres Policy SP6: Green and blue infrastructure Policy DMNE 1: Parks, open spaces and play space Policy DMNE 2: Urban greening Policy DMNE 3: Nature conservation and biodiversity Policy DMNE 4: Water Environment Policy DMNE 5: Trees Strategic Policy SP7: Securing a clean, green and sustainable borough Policy DMSI 1: Sustainable design and construction Policy DMSI 2: Energy, heat and carbon emissions Policy DMSI 3: Nuisance</p>

	<p>Policy DMSI 4: Air quality</p> <p>Policy DMSI 5: Land contamination</p> <p>Policy DMSI 6: Flood risk and defences</p> <p>Policy DMSI 7: Water management</p> <p>Policy DMSI 9: Demolition, construction and operational waste</p> <p>Policy DMSI 10: Smart Utilities</p> <p>Strategic Policy SP8: Planning for integrated and sustainable transport</p> <p>Policy DMT 1: Making better connected neighbourhoods</p> <p>Policy DMT 2: Car parking</p> <p>Policy DMT 3: Cycle parking</p> <p>Policy DMT 4: Deliveries, servicing and construction</p> <p>Strategic Policy SP 9: Managing development</p> <p>Policy DMM 1: Planning obligations (Section 106)</p>
<i>Supplementary Planning Documents</i>	<p>DCLG Technical Housing Standards (nationally described space standard) (DCLG, March 2015) (as amended)</p> <p>Housing Supplementary Planning Guidance (GLA, March 2016, Updated August 2017)</p>

Additional Reference:

Human Rights Act

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

Equalities

In determining this planning application, the BeFirst on behalf of the London Borough of Barking & Dagenham has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010 (as amended).

For the purposes of this application there are no adverse equalities issues.

Appendix 2:

Relevant Planning History:			
<i>Application Number:</i>	19/01524/PREAPP	<i>Status:</i>	Issued
<i>Description:</i>	Redevelopment of existing church and site: Retention of the church's facade, demolition of remaining premises and construction of a new church, associated community spaces and 21 residential flats around a central courtyard.		

Appendix 3:

The following consultations have been undertaken:

- Infrastructure Deliver Manager LBBB
- Cllr Amardeep Singh Jamu (Whalebone)
- Cllr Glenda Paddle (Whalebone)
- Cllr Andrew Achilleos (Whalebone)
- Environmental Health and Trading Standards (Noise, Fumes etc)
- LBBB District Heating / Energy
- LBBB Lead Local Flood Authority
- LBBB Transport
- LBBB Access Officer
- Trees (LBBB)
- Designing Out Crime
- LBBB Contaminated Land
- Archaeology
- Transport for London
- LBBB Policy
- Historic England
- London Borough of Redbridge
- Environment Agency
- Thames Water
- National Grid

Summary of Consultation responses:		
Consultee and date received	Summary of Comments	Officer Comments
LBBB – Access	<ul style="list-style-type: none">• No objection comments recommended in respect of accessibility	The comments provided have been noted.
LBBB Environmental Health	<ul style="list-style-type: none">• No objection subject to conditions relating to control any loss of amenity.	Noted. Conditions have been recommended accordingly
Transport	<ul style="list-style-type: none">• Concerns in relation to lack of blue badge parking and boundary treatment to Back Lane	Noted. Discussed in the relevant sections of the report. Conditions and heads of terms included.
Urban Design	<ul style="list-style-type: none">• Acknowledgement of the improvements to the design as part of this proposal. The detailing and materiality should be secured by way of conditions.	Officers have recommended appropriate conditions in relation to the response on urban design.
Thames Water	<ul style="list-style-type: none">- No objection subject to the imposition of conditions	Noted. Discussed in the relevant sections of the report. Conditions included.

Appendix 4:

Neighbour Notification:	
Date of Press Advertisement:	02 nd October 2020
Number of neighbouring properties consulted:	534
Number of responses:	13
Address:	Summary of response:
Objection comments	
<i>Address not provided</i>	<p>I want to speak on the changes you like to make in our area.</p> <p>This is a quiet and peaceful residential area and build a 2-4 storey block of flats is not really a good idea for us. It makes our area more crowded and changes specific to living here. We don't have any blocks of flats in this area; they are on the opposite site of the road. Please re-think your idea and try to develop something which suits us more than that.</p>
<i>Address not provided</i>	<p>I wish to object to the number of flats on what I consider to be a very small piece of land and would like to know how high they will be built. As I have seen no plans or photographs for the back of the development in Back Lane, I object to the idea of new residents overlooking my garden and into my window. My home is directly behind this development and I am concerned for my privacy. I would like pictures and information in how high the development will be towards Back Lane and Eric Road. I will also be writing a letter directly to the Council as well posting you a letter as well.</p>
<i>Resident on Eric Road</i>	<p>I'm writing in response to the above planning application which was submitted by Chadwell Heath Baptist Church.</p> <p>This application has only just come to light as my daughter found details on Twitter. I note that there was a consultation on this development held and attended by 25 local residents. Since this had been drawn to my attention, I have contacted residents of Eric Road whose properties will be overlooked by the development and none were aware of the development plans or consultation.</p> <p>I'm therefore enquiring as to why no residents of Eric Road were notified so that they could attend or provide written</p>

	<p>feedback?</p> <p>I also note responses from several respondents, none of whom would be directly impacted by the development. The development of flats on the site would directly overlook several properties in Eric Road therefore removing any privacy these properties once enjoyed. These residents should have definitely been consulted as they are directly impacted.</p> <p>I note from the Transport Planning document this is to be a car-free development and therefore no parking provided. This is of concern as presumably visitors to the residents of this development will require parking and will be more likely to park in the Junction Road West/Eric Road area rather than on the High Road which has limited spaces. This puts extra pressure on the limited parking in these roads. Visitors to the church already park in Junction Road West/Eric Road and I see this continuing post development.</p> <p>This area also has a number of other developments proposed e.g. refs 20/01940/FULL 18/01729/FULL and 20/01970/FULL. Assessed individually the local area may be considered able to cope with the increase but together these developments would introduce approximately 97 properties within 1/4 mile stretch of High Road. This to me, as a resident of the ward for 27 years, is too much for the local area.</p> <p>I personally feel this development should not be given approval since a) I do not feel the consultation has been undertaken in complete openness and b) when taken with the other developments there will be excessive burden on the existing amenities and public services.</p>
<p><i>78a High Road</i></p>	<p>I am writing to object the planning request to building flats at Chadwell Heath High Road ref: 20/01859/FULL, address Chadwell Heath Baptist Church, 76 High Road, Chadwell Heath, Romford, Barking And Dagenham, RM6 6PP. My address is 78a High Road, Chadwell Heath, RM6 6NX, I live next door to the land the flats are proposed to be built on and completely disagree with the request to build flats at the rear and side of the church.</p>

	<p>The proposed flats will have full view into my bedroom, as per the Human Rights Act 1988, Article 8, I have a right of respect to my family and private life, this is a clear breach of my right.</p> <p>The plans state the bin store will be at the end of my garden. Bin stores promote vermin and give off an awful smell. That area will be in full view of the sun all day, allowing the refuse to turn and make the whole area smell. I work as a property manager and know first-hand the smells the bin store can give off.</p> <p>This is my home and I do not want to live next to a noisy dusty building site for 12/18 months, then put up with the noise and anti-social behaviour the flats could bring. I note that the flats will be allowed 1 parking spot but most households have 2 cars which means we will have additional people fighting for the limited spaces on the High Road. The increase in tenants will also undoubtedly bring more issues as the road leading into the car park is narrow causing the increase in car horn noise and accidents.</p> <p>I truly believe the flats will bring nothing but issues and should not be allowed. Thank you for taking the time to review my comments.</p>
Support comments	
<p>27 Kings Avenue RM6 6BD</p>	<p>I have lived in Chadwell Heath for over 30 years and am involved in both the Chadwell Heath Residents Association and the Neighbourhood Watch scheme. Having now seen the proposed development plans for the Chadwell Heath Baptist Church I would like to offer my support for this project. I believe it will be a great asset to the local community.</p>
<p>24 Stanhope Road RM8 3DJ</p>	<p>I write to you in connection with the above planning application and in my capacity of Chairman of Pavilion Brass Band, the only Brass Band resident in Barking and Dagenham. My purpose in writing is to strongly express on behalf of the Band, our support for this application.</p> <p>By way of background, Pavilion Brass has been in existence for over 30 years and has its origin in the Baking and Dagenham Playleader Scheme that used to run in local parks. We have played at fund raising events for many years, including on several occasions the Mayor's Christmas</p>

Carol service at the splendid Civic Centre marble lobby outside the old council chamber. Today we are active throughout the year holding a large fund-raising concert for St Francis Hospice every October, as well as playing for St Chads Church Parish Service of Remembrance in November and various local Church Christmas carol services. The Band is self-financing, its members “pay to play” through subscriptions and as you will no doubt appreciate, the provision of good rehearsal facilities at a reasonable cost is vital for our continued existence. This is where Chadwell Heath Baptist Church are so important to us. We can access a safe, well-lit and reasonably priced venue every week to meet and rehearse. Without it, I fear the band would struggle to survive. It does however have its limitations, especially with access to toilets which, involving some steps, would make the venue very difficult for any disabled members who wished to join us. We attended the public Zoom meeting in the Summer where the plans were explained by the church and Architects and we have to say were very impressed with the design, which we think is sympathetic to its environs, and will only allow the church to add to its already extensive community outreach as detailed at the meeting and in the supporting documentation. It will enable community-based groups such as Pavilion to thrive, the value of such partnerships cannot be understated. It also was made very clear that the scale of repairs needed to the church over the next few years are not affordable and would see the church close if this application is refused, meaning the community space we, and other groups enjoy, would almost certainly be lost for ever as no doubt the land would be sold to developers. This cannot happen. The design of a mix of residential and community/church space we feel strikes the right balance and is necessary to fund the project.

We would therefore urge you sincerely to approve these plans and help facilitate the continued church / community partnership we currently enjoy, which is vital for community groups such as ours to continue and which is therefore to the wider benefit of the Borough.

15 Ashton Gardens RM6 6RT

I support the planning application for the Chadwell Heath Baptist Church, 76 High

	<p>Road, Chadwell Heath, and I think your reference is: 20/01859/Full.</p>
<p>15 Ashton Gardens RM6 6RT</p>	<p>I am writing to state that I am in favour of the proposed plans for the redevelopment of Chadwell Heath Baptist Church in Chadwell Heath High Road. The proposal to retain the iconic front facade of the existing Church have my full agreement because this feature has been present in our High Road for over one hundred years and is known by many. The rebuilding of the rear of the main Church will provide much needed space and light for additional activities. I also welcome the development of the additional ground floor Community Halls which will be a great asset and will provide a central focal point enabling very many projects and events to be held within. These will provide benefit to the local and diverse communities living in Chadwell Heath and nearby areas. Also for those working in and visiting Chadwell Heath. We certainly need some good community spaces locally.</p> <p>The proposed living apartments appear to be carefully thought out and the patio/garden area would be a refreshing feature to be used by all residents and visitors alike. I believe that this proposal as seen from the plans and drawings and future map projection, appears to be modern and attractive and will, I believe, be complementary to the traditional appearances along our High Road.</p>
<p>Cllr Amardeep Singh Jamu</p>	<p>I would like to state my support for the proposed development at this place. I am unable to access the planning portal</p>
<p>Cllr Simon Perry</p>	<p>Please can I register my support for the development of the Chadwell Heath Baptist church.</p> <p>The design is in keeping with the area and is considerate to the locally listed part of the building.</p> <p>In addition, the service that the church provides to the community is integral and outweighs any potential negatives that may come from developing the site.</p>
<p>Address point not provided (member of church)</p>	<p>I am writing in relation to the planning application for the redevelopment of the site belonging to Chadwell Heath Baptist Church, on the High Road in Chadwell Heath.</p> <p>The old church building has stood on this site for over 100 years now, and is a well-recognised landmark on the High Road.</p>

During this time it has become a spiritual home for many people in Chadwell Heath. Through Biblical teaching in Sunday School and preaching week by week, many generations of people in this area have not simply been able to learn about God, but to come to know Him as their Father.

To have this assurance at the best of times is a great blessing, but in the current climate, where the pandemic has brought many people to fear for the future, and to look for meaning and truth in life, it is surely all the more important that people should be able to learn how they can have that assurance of a right relationship with God.

It is, after all, one of the prime functions of a church fellowship, to bring the hope of the gospel to all people.

In recent years, the church buildings have been used by an increasing number of organisations and clubs, as a meeting place for their activities, thus strengthening the position of the church within the local community.

Unfortunately, the increasing cost of repairing and maintaining the existing buildings on this site (which, in any case, do not meet the modern-day requirements regarding accessibility) is far beyond the current financial means of the church.

Therefore, the redevelopment of this site, financed through the provision of housing accommodation, in the form of flats, seems to be the only viable way to provide for an enhanced presence on the High Road for this church. This would enable the church to both maintain its spiritual ministry and also engage with the local community through the provision of meeting rooms for various activities.

The church desires to be an integral part of the community of Chadwell Heath, and the loss of the church on this site would leave a hole in the fabric of life in Chadwell Heath. Therefore, I strongly recommend that this development be allowed to go ahead, so that Chadwell Heath Baptist Church can continue to contribute to the life of the community of Chadwell Heath.

Officer Summary:

Officers note receipt of the objections listed above. The material planning considerations are addressed within the planning assessment.

Appendix 6:

Conditions & Informatives:

Conditions:

1.Statutory Time Limit - Planning Permission

The development hereby permitted shall be commenced before the expiration of THREE YEARS from the date of this permission.

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

2.Development in accordance with Approved Plans

The development hereby approved shall only be carried out in accordance with the approved plans and documents listed below:

- Drawing Title: Proposed Ground Floor – Drawing Number: 1810 – 1201 Rev. P1 – Dated: March 2021
- Drawing Title: Proposed First Floor – Drawing Number: 1810 – 1202 Rev. P1 – Dated: March 2021
- Drawing Title: Proposed Second Floor – Drawing Number: 1810 – 1203 Rev. P1 – Dated: March 2021
- Drawing Title: Proposed Third Floor – Drawing Number: 1810 – 1204 Rev. P1 – Dated: March 2021
- Drawing Title: Proposed Roof Plan – Drawing Number: 1810 – 1205 Rev. P1 – Dated: March 2021
- Drawing Title: Proposed Elevations – Drawing Number: 1810 – 1301 Rev. P1 – Dated: March 2021
- Drawing Title: Proposed Elevations – Drawing Number: 1810 – 1302 Rev. P1 – Dated: March 2021
- Drawing Title: Proposed Elevations Front - Drawing Number: 1810 – 1310 Rev. P1 – Dated: March 2021
- Drawing Title: Proposed Elevations East – Drawing Number: 1810 – 1311 Rev. P1 – Dated: March 2021
- Drawing Title: Proposed Elevations West – Drawing Number: 1810 – 1312 Rev. P1 – Dated: March 2021
- Drawing Title: Proposed Sections – Drawing Number: 1810 – 1410 Rev. P1 – Dated: March 2021
- Drawing Title: Proposed Sections – Drawing Number: 1810 – 1411 Rev. P1 – Dated: March 2021
- Drawing Title: Proposed Sections - Drawing Number: 1810 – 1412 Rev. P1 – Dated: March 2021

Documents

Air Quality Assessment – Dated: September 2020

No other drawings or documents apply.

Reason: To ensure that the development is undertaken in accordance with the approved drawing(s) and document(s) to ensure that the finished appearance of the development will enhance the character and visual amenities of the area and to satisfactorily protect the residential amenities of nearby occupiers.

Prior to all works/commencement Conditions

3. Scheme of Acoustic Protection

Prior to commencement of the development full details of a scheme of acoustic protection of habitable rooms against noise shall be submitted to and approved in writing by the Local Planning Authority. The scheme of acoustic protection shall be sufficient to secure internal noise levels no greater than:

- a. 35 dB LAeq in living rooms and bedrooms (07:00 hours to 23:00 hours) with windows closed; and
- b. 30 dB LAeq in bedrooms (23:00 hours to 07:00 hours) with windows closed.

The approved scheme shall be fully implemented before the first occupation of the residential unit to which it relates and shall be maintained at all times thereafter.

Reason: To ensure that the proposed residential units are adequately protected from noise

4. Contaminated Land

No development shall commence until:

(a) an investigation and risk assessment, in addition to any assessment provided with the planning application, has been 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; and
- (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'; and

(b) 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, has been prepared and submitted to the Local Planning Authority for approval in writing. 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.

(c) The approved remediation scheme must be carried out in accordance with its terms prior to commencement of the 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.

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. The report shall include results of sampling and monitoring carried out to demonstrate that the site remediation criteria have been met.

(d) 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 (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b), 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.

Reason: Contamination must be identified prior to commencement of development 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

5. Construction Management

No development shall commence until a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) have been submitted to and approved in writing by the Local Planning Authority. These Plans shall incorporate details of:

- a) construction traffic management,
- b) the parking of vehicles of site operatives and visitors,
- c) loading and unloading of plant and materials,
- d) storage of plant and materials used in constructing the development,
- e) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate,
- f) wheel washing facilities,
- g) measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document "The Control of Dust and Emissions during Construction and Demolition", Mayor of London, July 2014; including but not confined to, non-road mobile machinery (NRMM) requirements,
- h) noise and vibration control,
- i) a scheme for recycling/disposing of waste resulting from demolition and construction works,
- j) the use of efficient construction materials,
- k) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and
- l) a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

Once approved the Plans shall be adhered to throughout the construction period for the development.

Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00 and 13:00 Saturday, with no work on Sundays or public holidays without the prior written permission of the Local Planning Authority. Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

Demolition and 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 reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents.

6. Drainage Scheme

No development shall commence until a detailed drainage scheme (to include the disposal of surface water by means of sustainable methods of urban drainage systems) has been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with such approved details.

Reason: To prevent an increased risk of flooding and to prevent pollution of the water environment.

7. Waste Management Plan

Prior to commencement of any works a detailed waste management Plan shall be submitted and approved in writing by the Local Planning Authority. Upon approval, the waste management plan shall be implemented in full prior to the first occupation of the residential or commercial units.

Reason: To protect or enhance the character and amenity of the area.

Prior to above ground works

8. Materials and Balcony Details

Prior to the commencement of any above ground works details of all balconies and 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 and balcony details.

Reason: To protect or enhance the character and amenity of the area.

9. Church Façade

Prior to the commencement of any above ground works a detail of the methods used for the protection and enhancement of the church façade must be submitted and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To protect or enhance the character and amenity of the area.

10. Hard/Soft Landscaping Details

Prior to the commencement of any above ground works detailed soft and hard landscaping strategies must be submitted and approved in writing by the Local Planning Authority. Any 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 landscaping in the interests of the visual amenity of the area, to preserve and enhance the Borough's natural environment and to ensure a High-quality built environment

11. Noise Insulation of Party Construction

No above ground new development shall commence until a scheme of noise insulation of party construction between the residential units and the non-residential uses has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the first occupation of the non-residential / residential unit(s) to which it relates.

Reason: To ensure that the proposed residential units are adequately protected from noise

12. Delivery and Servicing Plan

Prior to commencement of any works and to be in accordance with Transport for London guidance the submission of a Delivery and Servicing Plan shall be submitted and approved in writing by the Local Planning Authority. Upon approval the Delivery and Servicing Plan shall be implemented before commencing of works.

Reason: In the interests of Highway safety.

Prior to first occupation and/or use Conditions

13. Cycle Parking Implementation

Prior to the first occupation of the development the applicant makes the necessary provisions for cycle parking provision in accordance with the London Plan to determine an appropriate levels of cycle parking which should be to the minimum standards set out, secure and well-located. The cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

Reason: In the interests of promoting cycling as a sustainable and non-polluting mode of transport.

14. Crime Prevention Scheme

The proposed development shall achieve a Certificate of Compliance in respect of the Secured by Design scheme (silver), or alternatively achieve security standards (based on Secured by Design principles) through consultation with the Metropolitan Police, details of which shall be provided to the Local Planning Authority for its written approval prior to the first occupation of the approved development. All security measures applied to the approved development shall be permanently retained thereafter.

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.

15. Renewable Energy Infrastructure

The development hereby permitted will ensure the renewable energy infrastructure will be carried out in accordance to document Energy Statement by Darren Evans Building Surveying Dated: April 2020 delivering a 54.83% reduction in site wide CO2 emissions. A verification report must be submitted in writing and approved by the Local Planning Authority and implemented in full prior to first occupation of the dwellings.

Reason: To ensure measures are implemented to reduce carbon emissions.

16. External lighting

The development hereby permitted shall not be occupied until details showing the provisions to be made for external lighting has been submitted to and approved in writing by the Local Planning Authority. The lighting 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, page 25 of the guide, relating to Environmental Zone E2 Low district brightness areas-Rural, small village or relatively dark urban locations. 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 lighting and security to future occupants and visitors to the site and to reduce the risk of crime.

17. BREEAM

The development hereby permitted shall achieve as a minimum a BREEAM 'Excellent' rating, unless otherwise agreed in writing. A Certificated BREEAM Assessment (In-Use or Refurbishment and Fit-Out), or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the occupation of the approved use.

Reason: To ensure that the proposed development is environmentally sustainable.

Monitoring & Management Conditions

18. M4(2) – Accessible Units

Building Regulations M4(2) 90% of the residential units hereby approved shall conform to the requirements of Category M4(2) ['Accessible and Adaptable Dwellings'] of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

Reason: To ensure the accessibility of the residential dwellings hereby approved.

19. M4(3) – Accessible Units

Building Regulations M4(3) 10% of the residential units hereby approved shall conform to the requirements of Category M4(2) ['Accessible and Adaptable Dwellings'] of Schedule 1 to the Building Regulations 2010 (HM Government 2015).

Reason: To ensure the accessibility of the residential dwellings hereby approved.

20. Renewable Energy Infrastructure

The development hereby permitted will ensure the renewable energy infrastructure will be carried out in accordance to document Energy Statement dated: April 2020 delivering a 54.8% reduction in site wide CO2 emissions, is implemented prior to first occupation of the dwellings.

Reason: To ensure measures are implemented to reduce carbon emissions.

Appendix 7:

s.106 Proposed Heads of Terms:

The proposed heads of terms to be secured through a Section 106 Legal Agreement (agreed between the Council and the Applicant) are set out below:

Administrative:

1. Payment of the Council's professional and legal costs, whether or not the deed completes,
2. Payment of the Council's fees for monitoring and implementing the Section 106 at £3,000, payable on completion of the deed, and
3. Indexing – all payments are to be index linked from the date of the decision to grant planning permission to the date on which payment is made, using BCIS index.

Affordable Housing (Review Mechanism:

4. An early-stage affordable housing review is to occur in the event that the development is not implemented within two years of approval Payment of the Council's reasonable costs associated with scrutiny of the viability submissions.
5. A late-stage affordable housing review mechanism is to occur upon 75% occupation of the residential units Payment of the Council's reasonable costs associated with scrutiny of the viability submissions.

Transport

6. Car Parking permit free development. with a commitment to provide two-year free car club membership to all residents.

Employment and Skills

7. Secure an Employment, Skills and Suppliers Plan 6 months prior to commencement of development ensuring that a minimum of 25% of labour and suppliers required for the construction of the development are drawn from within the Borough, to maximise opportunities for residents and businesses.

Sustainability

8. The development shall achieve a minimum 54.8% reduction in carbon dioxide emissions over Part L of the Building Regulations 2013 (when applying updated SAP 10 emission factors) through on-site provision, and a monetary contribution to offset the remaining at a rate of £95 per tonne x 30-year period. This shall be made to the Local Authority's carbon offset fund to offset the remaining carbon emissions to net zero-carbon, subject to monitoring at practical completion

Phasing

9. No more than 50% of the residential units hereby approved shall be occupied prior to the practical completion of the church and associated community buildings and floorspace.