



Application Reference:	P1242.17
Location:	BEAM PARK, FORMER FORD ASSEMBLY PLANT
Ward:	SOUTH HORNCHURCH
Description:	CONSULTATION ON REVISED PLANS FOR REDEVELOPMENT OF SITE
Case Officer:	MARTIN KNOWLES

1 BACKGROUND

1.1 The proposals for the Beam Park site are the subject of a cross boundary (partly within the London Borough of Barking and Dagenham (LBBD)) hybrid (part outline and part detailed) planning application P1242.17. The application was reported to Regulatory Services Committee on 15th March and 5th April 2018 at which the Committee resolved that planning permission should be refused, contrary to officer recommendation. LBBD had resolved on 19th March 2018 to approve the scheme, but as Havering voted to refuse that became the overall recommendation, as is the case in applications straddling administrative boundaries. The grounds for refusal were as follows:

1. The proposed development, by reason of its overall height would result in a development which would be out of character with the area contrary to the provisions of Policies DC61 and DC66 of the Development Control Policies DPD and the provisions of the Rainham and Beam Park Planning Framework 2016.

2. In the absence of a legal agreement to secure an agreed level of affordable housing; to secure land for new primary schools; to provide and fit out a new healthcare facility; to provide a new rail station; to provide financial contributions for educational purposes, to mitigate the impact of the development upon public transport; towards the provision of off-site sport and leisure facilities, for employment and training purposes, for Beam Parkway improvements, the installation of an air quality monitoring station, the

introduction of new Controlled Parking Zones, the provision of car club spaces, together with the payment of appropriate carbon offset contributions, a restriction on the ability of residents applying for parking permits, the management of open space, the safeguarding of land for a vertical access to Marsh Way and assisting with the planning and implementation of a bus loop and junction modifications, as well as the payment of legal and monitoring costs necessary as a result of the impact of the development, the proposal is considered to be contrary to Policy DC72 of the Development Control Policies DPD.

1.2 As the proposal is for a development of over 150 dwellings the application was referable to the Mayor for London. As a result of the Stage II referral the Deputy Mayor directed under the powers conferred by Section 2A of the 1990 Act, that the Mayor was to act as the local planning authority for the purposes of determining the planning application. The reasons given for this were as follows:

- i) The proposed development would have a significant impact on the implementation of the London Plan: and
- ii) There are sound planning reasons for the Mayor's intervention.

These reasons were expanded upon in the report which accompanied the letter from the Mayor.

1.3 Subsequent to the Mayor taking the application over, and in consultation with the GLA, the applicants have undertaken a design led review of the scheme massing with a view to increasing the density in Phase 1. This has now been completed and a revised set of drawings and appropriate documents were submitted to the GLA on 3rd August. Havering is now a consultee for the revised scheme and the purpose of this report is to advise Committee of the scale and nature of the revisions and to recommend a response to the Mayor based on these revised proposal.

1.4 The Hearing into the Mayor's "call in" has been set for 28th September, Officers will represent any comments at the hearing and there is an opportunity for objectors to address the hearing.

2 RECOMMENDATION

2.1 At the time of writing this report, the revised proposals to the application have only just been received and the Council has not yet officially been consulted by the GLA although this is expected to have been received by the date of this committee. The deadline for consultation responses would be 21 days. Also, as the Mayors Hearing is scheduled for 28th September, it is important that Havering's response is received by the GLA in good time.

- 2.2 Officers are currently formulating their response to the revisions made to the scheme and this will form the basis of an Addendum Report to this Item to be distributed to Members prior to the meeting.

3 DETAILS OF REVISIONS TO SCHEME

- 3.1 When reported to Committee in April the proposals had already been amended in response to requirements of the Mayor and other consultees to increase the level of affordable housing from 35% to 50% and to double the size of the medical centre. This had resulted in the height of Block K3 on the New Road frontage east of Marsh Way increasing by two storeys to 8 storeys. At that time Phase 1 of the development was proposed to deliver 536 new dwellings, with a further 197 dwellings to be built within Havering as part of Phase 2. Building heights ranged from 9 storeys for the tallest element of Block K down to single storey for elements of the block proposed for Block X.
- 3.2 The revised proposals for Phase 1 would increase the number of residential dwellings by 104 to 640, of which 61 are to be affordable. This would be achieved by the following changes to the heights of blocks/plots.
- Plot W located to face New Road on the western side of Marsh Way increased in height from 6 storeys to 8;
 - Plot J on the south western side of the site, the taller element would increase from a stepped 5/8 storeys to 5/11 storeys;
 - Plot H located on an acute angle corner to the west of the Marsh Way flyover would gain one storey across its width increasing from a stepped 3/6 storeys to 4/7 storeys;
 - Block L located immediately to the east of the proposed new station would increase from a stepped 6/9 storeys to 7/12 storeys;
 - Block K is a large podium block defining the western edge of the development adjacent to main north south access road, New Road, Marsh Way to the west and the new station square to the south. Block K comprises five distinct units around a central amenity podium. Units K3 and K4 which define the north east corner of the block are unchanged at 8 storeys, unit K1 would increase from a stepped height of 6/9 storeys to 6/11 storeys with the increase on the southern side adjacent to the station square. Also adjacent to the station square and defining its north eastern corner, unit K5 would increase in height by 7 floors from 9 to 16 storeys. On the western side of the block unit K2 adjacent to the Marsh Way flyover is proposed to increase from a stepped height of 6/9 storeys to 8/12 storeys.
 - The ground floor arrangements for Block K have also been revised both to accommodate necessary changes to the cycle parking and

waste storage and a rationalisation of the support uses. This includes the loss of the previously proposed pharmacy, the provision of which would not be supported by NHS England.

- Other smaller changes proposed include the amendment of 4no houses to give a better relationship and garden sizes; a small reduction in the area identified for the school in LBH, largely as a result of removing the area underneath Marsh Way from the school's demise. This had been identified for the provision of a MUGA but had given rise to concerns from the GLA about management and maintenance.
- Although there is to be some increase in parking to the north of the school through the introduction of parallel spaces, as a result of the increase in unit numbers the car parking ratio overall within Phase 1 will reduce from 0.37 to 0.34 spaces per dwelling. .

4 COMMUNITY ENGAGEMENT

- 4.1 In accordance with planning legislation, the GLA are re-advertising the application and carrying out a full re-consultation.

5 MATERIAL PLANNING CONSIDERATIONS

- 5.1 As per Section 2, at the time of writing this report, officers are currently assessing the revised proposals against applicable planning policies and this will form part of the addendum report.

6 FINANCIAL AND OTHER MITIGATION

- 6.1 Should permission be granted the section 106 contributions to mitigate the impact of the development would need to be amended, in particular to reflect the higher child yield that the development would generate.
- 6.2 The proposal would attract Mayoral Community Infrastructure Levy contributions to mitigate the impact of the development at a rate of £20 per sqm for all new floorspace.

7 Conclusions

- 7.1 Conclusions will be included in the addendum report, including comments on required S106 obligations should the Mayor decide to grant planning permission.