



Havering
LONDON BOROUGH

**Strategic Planning
Committee
27th May 2021**

Application Reference:	P0242.21
Location:	Beam Park, Former Ford Assembly Plant Site, Dagenham and Rainham
Ward:	South Hornchurch
Description:	Variation of Condition No. 4 (Approved Plans) of Planning Permission P1125.19 dated 15/01/2020 to amend parameters and associated drawings to enable insertion of an additional floor to Block T
Case Officer:	John Kaimakamis
Reason for Report to Committee:	The application is of strategic importance and falls within both the London Borough of Barking and Havering boundaries.

1. BACKGROUND

- 1.1 The application relates to the large Beam Park development within Rainham which encompasses a site that straddles both the London Borough of Havering (LBH) and the London Borough of Barking and Dagenham (LBBD) with originally a single planning permission issued by the Greater London Authority (GLA) covering the site. There has been a previous S73 application (P1125.19), considered by this Committee in November 2019, seeking to amend conditions but only in relation to the part of the site in LBBD – an application was required to be made to each Borough. Similarly, this application is a S73 application seeking to amend conditions, this time in relation to part of the site in LBH. Therefore it is required that the applicant seeks permission for any works under S73 from both Boroughs.

- 1.2 The original hybrid application under planning reference P1242.17 was subject to a resolution to refuse planning permission by the Regulatory Services Committee on March 15th 2018. However, the application was later called-in and formally determined by the GLA in February 2019. The GLA issued permission for reserved matters for Phase 2A in December 2020, this included detailed permission for Block T which is the subject of the current change sought.
- 1.3 In accordance with the constitution and related Planning Committee Procedure Rules, although the change sought is minor, as the application falls within the definition of applications that must be referred to the Mayor of London, the application must be determined by committee rather than as a delegated decision.

2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 2.1 The proposed amendments to the plans approved as part of the outline application are considered minor and do not significantly alter the potential physical size (in terms of maximum height and footprint) of Block T as set out in approved parameters as part of the outline permission. The resultant 4 additional units within Block T would not increase the total 194 units approved in outline within Havering nor the overall 3000 units originally approved or result in any significant additional impact, compared to the outline approval. The proposal raises no other significant issues.

3 RECOMMENDATION

- 3.1 That the Committee resolve to GRANT planning permission subject to a Deed of Variation to the original S106 and subject to any direction from the Mayor of London.
- 3.2 That the Assistant Director Planning is delegated authority to negotiate the deed of variation to the legal agreement indicated above and that if not completed by the 30 September 2021 the Assistant Director of Planning is delegated authority to refuse planning permission or extend the timeframe to grant approval.
- 3.3 That the Assistant Director Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters (conditions to reflect those where details have previously been approved for Phase 1 and/or Phase 2A):

Conditions

1. Reserved Matters to be Submitted
2. Timing of Reserved Matters Submission

3. Timing of Reserved Matters Commencement
4. Approved Plans (subject to variation set out below in paragraphs 5.1 and 5.2 of this report)
5. Approval of Reserved Matters
6. Phasing Plan
7. Partial Discharge
8. Approval of Materials
9. Access to Phases
10. Accessibility and Management Plan - Residential
11. Accessibility and Management Plan- Non-Residential
12. Accessibility of Public Realm
13. Car and cycle park management plan
14. Occupier Cycle Parking
15. Visitor Cycle Parking
16. Travel Plan
17. Site Levels
18. Compliance with Design Code
19. Secure by Design
20. Accessibility and Adaptability
21. Provision of Amenity Space
22. Refuse Storage and Segregation for Recycling
23. Carbon Reduction- Residential
24. Carbon Reduction- Non-Residential
25. BREEAM
26. Energy compliance
27. Photovoltaic panels – Energy hierarchy
28. Energy Efficiency
29. Overheating – Phases 2 - 8
30. Overheating – Phase 1
31. Ecology and Landscape Management Plan
32. Landscaping, public realm, play space and boundary treatments
33. Living Roofs
34. Nesting Birds and Bat Roosts
35. Protection of Trees
36. Vegetation Clearance
37. Examination of Trees for Bats
38. Air Quality Assessment
39. Boiler and Combined Heat Power
40. Noise and Vibration (A3 or A4 use)
41. Kitchen Ventilation Equipment
42. Noise Assessment
43. Noise from Commercial Units
44. Noise from School
45. Noise from Entertainment
46. Hours of Operation- Non-Residential – 0700 to 2300 (Deliveries 0700 to 2100)
47. Hours of Operation- Outdoor Sports – 0700 to 2200
48. Community use of schools
49. Lighting Strategy- Phase 2 River Beam Interface
50. Flood Risk

51. River Beam Buffer Zone
52. Sustainable Urban Drainage
53. Drainage Strategy
54. Drainage Maintenance
55. Piling Method Statement
56. Non-Road Mobile Plant and Machinery ("NRMM")
57. Oil Interceptors
58. Contamination Remediation Scheme (enabling works)
59. Remediation Scheme (enabling)
60. Unexpected Contamination
61. Borehole Management
62. Construction Environmental Management Plan
63. Demolition and Construction Hours
64. Piling Vibration
65. Written Scheme of Investigation
66. Foundation Design
67. Permitted Development
68. Satellite Dishes
69. Fire Safety
70. Bird Hazard Management Plan
71. Outline Delivery and servicing plan for residential uses
72. Outline- Delivery and servicing plan non-residential uses
73. Daylight\sunlight
74. Glare
75. Cranes
76. Family Housing – 25% to be 3 bedroom or more
77. Parking
78. Timing of Station
79. Phase 1 - Delivery and servicing plan for residential uses
80. Phase 1 - Delivery and servicing plan for non-residential uses
81. Phase 1 energy strategy
82. Lighting Strategy- Ball Court
83. Bus loop implementation
84. Bus loop
85. Phase 1 - Station square support uses
86. Phase 1 – Maintenance of Station square support uses

Informatives

1. Planning obligations
2. Phases planning permission
3. Street naming and numbering
4. Thames Water
5. Lighting
6. Environmental Health – Gas
7. Written scheme of investigation
8. London Fire Bridge
9. High Speed 1
10. Contaminated land

- 11. Refuse
- 12. Deemed discharge
- 13. Precommencement conditions
- 14. Highway legislation
- 15. Temporary use of the public highway
- 16. Adoption of roads
- 17. Surface water management
- 18. Highway approval required
- 19. Secure by design
- 20. Community Infrastructure Levy (CIL)
- 21. NPPF positive and proactive

4. SITE AND SURROUNDINGS

- 4.1 The application site covers a large site to the south west part of the Borough in Rainham that falls between LBH and LBBD. The site is located to the south side of New Road, including land under the Marsh Way flyover.
- 4.2 Following the grant of the original hybrid permission and subsequent reserved matters permission for Phase 2A, all of the parts of the site within Havering have detailed planning permission and several of the buildings have been completed or are under construction. Although the S73 application covers the whole of the wider site, the change proposed relates only to Block T, which is within Phase 2A, and located to the north part of the site, closest to New Road, the Borough boundary, Beam River and proposed open space. Construction work on this Block has not been started.
- 4.3 Within Havering, the original hybrid approval was for 640 dwellings in Phase 1 (detailed planning permission) and up to 194 units in Phase 2a (outline planning permission). The reserved matters approval for Phase 2a was for 184 units (i.e. under provision of 10 units compared to the outline potential).

5 PROPOSAL

- 5.1 The application seeks planning permission for a Minor Material Amendment to the hybrid permission as amended by S73 application reference P1125.19. A change to the list of approved drawings (Condition 4) is sought, replacing the approved heights parameter plan with a new plan with amendments to the stated storey height to Block T.
- 5.2 As approved, the parameter heights plan identifies block heights in the outline part of the proposal by reference to colour shading representing storey heights, reference to existing and proposed site levels, reference to maximum floor to

floor storey height and reference to height of lift overruns. In respect of Block T, the approved plan shows a maximum height across the whole of the footprint of 7 storeys with each storey being a maximum of 3.5 metres high plus 2.5 metres for lift overrun, equating to a maximum height of building of 27 metres. Reserved matters approval for Block T is for a part 7, part 6 storey building containing a total of 50 residential units. The change being sought is that the parameter plan be substituted with a plan that allows the building to be up to 8 storeys high (still within the maximum height of 27m). Illustrative material (and the reserved matters application P0278.21 for Block T) show that the proposed block would be part 8, part 6 storey containing 54 residential units.

- 5.3 The submission also includes updated illustrative layout plans showing minor changes to the landscaping including additional tree planting to the car parking area and an additional footpath. These parts of the proposal would be fully assessed as part of any reserved matters application.
- 5.4 If approved an amendment to condition 4 will be required to take account of the new parameter and illustrative plans. A S73 application also allows for relevant changes to be made to any existing conditions, if considered appropriate – this will be required to reflect the fact that many details required by condition have been subsequently submitted and approved. A Deed of Variation to the current S106 agreement to replace the original permission reference with the current S73 reference and any consequential amendments will also be required.

6 PLANNING HISTORY

- 6.1 The following planning decisions are relevant to the application:

- **P0290.18:** Cross boundary planning application for enabling works of Phase 2 of the wider Beam Park site to prepare it for development, including clearing of on-site structures, addressing contamination, importation and positioning of crushed material on site for up to 24 months (preventing future settlement), localised piling and installation of band drainage.
Committee Approval with conditions, August 2018
- **P1242.17:** Cross boundary hybrid planning application for the redevelopment of the site to include residential (50% affordable); two primary schools and nursery (Use Class D1); railway station; supporting uses including retail, healthcare, multi faith worship space, leisure, community uses and management space (Use Classes A1, A2, A3, A4, B1, D1 and D2); energy centres; open space with localised flood lighting; public realm with hard and soft landscaping; children's play space; flood compensation areas; car and cycle parking; highway works and site

preparation/ enabling works (UPDATED AUGUST 2018) – **Approved subject to S106 and conditions, February 2019 (GLA Ref: GLA/2933a/05)(LBBD ref: 17/01307/OUT).**

- **P0359.18:** A cross border application seeking temporary permission for a two storey building to accommodate a marketing suite and development management office with connected illuminated signage, with free standing show home (3 storey) and new pedestrian bridge along with associated access, car parking, landscaping, bridge improvement, boundary treatment and engineering works – **Approved, May 2018**
- **K0002.19:** Reserved matters application relative to phase 2A of the Beam Park development connected to hybrid planning permission GLA2933a/, LBBD 17/01307/OUT, LBH P1242.17, seeking agreement to details site access, appearance, landscaping, layout and scale GLA ref: GLA/2933a/RMA2a – **Approved by Greater London Authority December 2019**
- **P1125.19:** Variation of conditions 5 (Approved Plans) 7 (Phasing Plan) and 33 (Landscaping) of planning permission P1242.17 (GLA Ref: GLA/2933a/05) to allow amendments to the site area located within the London Borough of Barking and Dagenham. No changes are proposed within London Borough of Havering's site area – **Approved subject to Deed of Variation to S106 and conditions January 2020**
- **P0498.19:** Temporary change of use permission for Beam Park marketing suite with associated parking and access arrangements as linked to Beam Park Masterplan – **Approved subject to conditions, June 2020**
- **P1896.20:** Application for reserved matters seeking approval of access, appearance, landscaping, layout and scale in respect of a 2 form entry Primary School together with a 30 place FTE nursery, 12 place Additional Resource Provision, a MUGA and informal play space – **Under consideration.**
- **P0278.21:** Reserved matters application, associated with Block T within Phase 2A of the Beam Park development as approved by amended hybrid planning permission seeking agreement to appearance, landscaping, layout, scale and access – **Under consideration**

- **P0284.21:** Drop in full planning application seeking continued regeneration of the Beam Park site with a revised approach to part of Phase 2A. Amendments to approved block I and introduction of an additional apartment block replacing the previously intended housing on plot 16. Application total of 190 residential units, across two apartment blocks ranging from 4 to 10 storeys, with directly associated open space; landscaping; flood compensation area; car and cycle parking and limited highway works. To form part of the wider development approved through planning permission P1242.17 – ***Under consideration***

7 CONSULTATION RESPONSE

7.1 A summary of consultation response are detailed below:

- **Historic England (Archaeology)** – Fieldwork has been completed. No comments on amendments sought.
- **Health and Safety Executive:** Do not advise against grant of permission.
- **Network Rail:** No objection.
- **Natural England:** No objection
- **London Fire Brigade:** No objection
- **LBH Waste and Recycling:** No objection
- **Greater London Authority:** given the scale and nature of the proposals, the amendments do not give rise to any new strategic planning issues and the Mayor of London does not need to be consulted further.
- **Transport for London:** no additional comments given that the proposal indicates that additional cycle parking can be accommodated and would result in no significant changes to trip generation.

8 LOCAL REPRESENTATION

8.1 The application was advertised via a Press Notice and Site Notice displayed at the site as well as notification to properties in the vicinity of the site.

8.2 The following local groups/societies made representations:

- None.

8.3 The following Councillor(s) made representations:

- None

8.4 The following neighbour representations were received:

- 7 objectors
- 0 comments.
- No petitions have been received.

8.5 A summary of this neighbour comment is given as follows (as only material comments can be considered as part of the application assessment, these comments have been divided into “material” and “non-material” comments):

Material Representations

Objections

- Increase in population density resulting in impact on services.
- Increased traffic
- Increased noise
- Increased in height could potentially block light
- Not enough parking
- Raising height will spoil the look of the area
- Increased crime
- Overlooking from flats to house gardens

Support

- None.

Non-material representations

8.6 Below is a summary of comments received from neighbours that do not represent material planning considerations for the determination of the application. This is because they fall outside of the remit of planning. This includes the marketing of properties, purchases of the properties, neighbour disputes and the value of properties.

- When we bought our property we were told there would be no increase in heights of the buildings.

Procedural issues

8.8 No procedural issues were raised in representations.

9 MATERIAL PLANNING CONSIDERATIONS

9.1 The main planning considerations are considered to be as follows:

- Principle of Development
- Design
- Housing Mix
- Affordable Housing
- Impact on Neighbouring Amenity
- Environment Issues
- Parking and Highways Issues
- Sustainability
- Crime
- Flooding and Drainage
- Community Infrastructure Levy

Principle of Development

9.2 The principle of development has already been established under permission P1242.17 as amended by P1125.19. Illustrative material accompanying the application suggests that the amendment proposed to the parameters for Block T would result in 4 additional residential units than approved through reserved matters, but still overall in this phase 188 units, less than the (up to) 194 granted outline and the total number of units across the whole site would still be 3000. Given that the parameters give flexibility of the numbers of units that can be provided per block and across the site, the change proposed does not raise any concerns regarding the principle of the development.

Design/Scale/Bulk

9.3 The proposed change to the heights parameter plan is in essence seeking a change to the number of storeys to be accommodated in the potential maximum height of Block T. The change requested allows for the number of storeys contained within that maximum height to be increased to eight, compared to the seven stated originally. Through the approval of reserved matters by the GLA in December 2019, full detailed permission is in place for Block T to be part 7 storeys (closest to the Borough boundary), part 6 storeys. The submitted reserved matters seek to increase the seven storey portion to 8 storeys, with the 6 storey portion remaining.

9.4 Block T would form one of a group of four flatted blocks closest to New Road west of the Marsh Way flyover which are between 5 and 8 storeys high set apart from one another in landscaped grounds. Block T would be approximately 38 metres from the current carriageway of New Road and 32 metres from the pavement. The highest part of Block T at 8 storeys would match that of Block W at the eastern side of this group adjacent to the flyover. It is considered that

the suggested change to Block T would not have a significant impact on the bulk or size of buildings on the site, particularly given its spacious setting and relationship with other buildings nearby. Visually, an extra storey would change the appearance compared to what was originally envisaged, but it is considered that it would be very difficult to substantiate that this in any way would be harmful given that the building would still be within the maximum height parameter originally approved. The detailed appearance, design and layout of Block T would be assessed separately through the reserved matters application.

- 9.5 The changes to the illustrative landscape plans are considered to be minor in nature and are considered to raise no significant concerns. The precise landscaping details would be assessed separately through the reserved matters application.

Housing Mix

- 9.6 The proposal suggests that there would be an ability to increase the number of units in Block T by 4. The total number of units in Phase 2a would still be below the 194 originally approved and there would be no change in the mix, as set out in the outline, as a result.

Affordable Housing

- 9.7 The S106 requirement that 50% of the units be affordable would continue to apply and the proposal would have no impact on the delivery of affordable housing.

Impact on Neighbouring Amenity

- 9.8 Block T would be approximately 30 metres from the nearest houses in the Beam Park development and over 60 metres from any residential properties on New Road. Given these distances, there are no significant concerns in regard to outlook from or daylight and sunlight to these properties. The distances also raise no serious concerns regarding overlooking/loss of privacy.

Environmental Issues

- 9.9 The proposal does not significantly change the amount of built form and there are no additional environmental issues that arise from the proposed amendment.

Parking and Highways Issues

- 9.10 As the maximum number of units in the outline part of the proposal is not being increased, the parking situation remains unchanged. Under the original scheme, on completion of Phase 1 the PTAL will be raised around the new Beam Park Station. The development would provide up to 1,314 (ratio of 0.55) parking spaces for phase 2 to 8 with accessible parking bays and electric

vehicle charging point bays to be secured under conditions and reserved matters. Cycle parking to be secured under conditions and reserved matters.

Sustainability

- 9.11 No changes are sought or proposed in regard to sustainability considerations.

Crime

- 9.12 A representation has been received regarding the increase in crime as a result of the proposal. The proposed amendment would see no change to the layout or access arrangements as illustrated. Conditions require Secured by Design details to be approved in consultation with the Metropolitan Police.

Flooding and Drainage

- 9.13 The proposed amendment does not raise any additional issues in regard to flooding to those already considered at the time of the original permission and subject to relevant conditions.

Community Infrastructure Levy (CIL)

- 9.14 The Mayoral CIL due within Havering would be calculated based on the floorspace put forward in the reserved matters.
- 9.15 The London Borough of Havering's CIL was adopted in September 2019. However, as the planning permission was issued prior to this, no Havering CIL charge is applicable.

FINANCIAL AND OTHER MITIGATION

- 9.14 Policy DC72 of the LDF emphasises that in order to comply with the principles as set out in several of the Policies in the Plan, contributions may be sought and secured through a Planning Obligation. Policy 8.2 of the London Plan states that development proposals should address strategic as well as local priorities in planning obligations.
- 9.15 In light of the above and discussions in other parts of this report the proposal would attract the requirement to undertake a Deed of Variation to amend the relevant application reference number to ensure the obligations were carried forward to the new permission. In summary, the obligations are:
- Affordable housing provision
 - Viability reassessment
 - Build to rent (LBBD part of site)
 - School provision and education contribution
 - Beam parkway contribution
 - Open space provision and management
 - Open space/sport contribution

- Community building (LBBD part of site)
- Medical centre
- Local employment and skills
- Car club provision
- CPZ contribution
- Marsh Way access
- Bus loop
- Bus capacity contribution
- Carbon offset contribution
- Air quality contribution
- S106 monitoring contribution
- Station provision
- Design monitoring

CONCLUSIONS

- 9.16 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the London Plan and the Development Plan, as well as other relevant guidance and material considerations, have been carefully examined and taken into account by the Local Planning Authority in their assessment of this application.
- 9.17 The original application was approved by the GLA having called in the application. The changes sought through this S73 application are considered to be relatively minor and do not raise any significant issues already considered.
- 9.18 Subject to the Deed of Variation the amendment is acceptable and would generally accord with all relevant development plan policies, design principles and parameters established by the original permission.
- 9.19 In light of the above, the application is **RECOMMENDED FOR APPROVAL** in accordance with the resolution and subject to the supplemental legal agreement.