

OFFICER REPORT FOR DECISION UNDER DELEGATED AUTHORITY

APPLICATION NO: P1534.24

WARD: Beam Park **Date Received:** 18th November 2024

ADDRESS: Station site, Phase 1, Halewood Way
Beam Park

PROPOSAL: Construction of a new railway station ticket office on the C2C line.

DRAWING NO(S):

RECOMMENDATION: It is recommended that **planning permission be GRANTED** subject to the condition(s) given at the end of the report

SITE DESCRIPTION

The application site comprises an irregularly-shaped parcel of land located between Halewood Way and the railway, in Rainham. The site is currently undeveloped scrubland, having previously been covered by hardstanding and used as car parking and general external storage.

The site forms part of the wider Beam Park redevelopment proposals, which has already been implemented, and the site is now surrounded by high-density flatted development to the north, east and west. This wider area falls under the Beam Park Site Allocation (SSA 11), which covers an area of approximately 12 hectares between the A106 and the east-west national rail line, and this site allocation specifically sets out that a new station 'Beam Park Station' is sought, to be created on the London Tilbury-Southend line to serve the existing and emerging communities. The site also falls inside the London Riverside Opportunity Area, which has an indicative capacity to deliver 44,000 new homes and 29,000 new jobs, making it one of the largest growth areas in the city.

The site lies within Flood Zone 3 (but benefitting from flood defences), and the site also falls within the Gravel Terrace and Marshlands Interference Archaeological Priority Area. Owing to previous industrial uses, the site is also classified as being potentially contaminated land.

The site has a Public Transport Accessibility Level (PTAL) of 2, indicative of relatively poor access to public transport, however this is likely to increase to 3 (moderate) when the new Beam Park station is delivered.

DESCRIPTION OF PROPOSAL

The proposal seeks permission for a new train station (Beam Park Station), using an existing railway line. The proposed building would be one-storey tall, with a partially pitched roof with a flat top, occupying the majority of the site area.

The external appearance would be finished in brick on the south elevation facing the railway line,

with a glazed fascade facing north, east and west, towards Halewood Way.

RELEVANT HISTORY

Beam Park former Ford Assembly Plant, New Road

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; childrens play space; flood compensation areas; car and cycle parking; highway works and site preparation/ enabling works.

Approved on the 7th February 2019.

CONSULTATIONS/REPRESENTATIONS

Ten representations were received from eight addresses, comprising eight letters of support and two letters of objection. These are summarised below:

- Station would support new residents in commuting effectively
- Transport links are currently poor and this would significantly improve public transport
- Relying on buses alone is insufficient and unreliable
- Station would reduce strain on bus services in the area
- Station would significantly improve connectivity
- Station would support more sustainable ways of living
- Station would attract new residents and businesses to the area, encouraging economic growth
- Provides much-needed convenience for Beam Park residents
- Reduced pressure on road network
- Station would improve the community and create sense of welcoming
- The provision of parking spaces for residents would be a better use of this land
- Other stations are close by, and this station is not needed
- Increase in footfall and associated noise

RELEVANT POLICIES

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Havering consists of the following documents:

The Havering Local Plan (2021)

The London Plan (2021)

The National Planning Policy Framework (NPPF) (2024), Planning Practice Guidance, as well as relevant supplementary planning documents and guidance are all material consideration in planning

decisions.

The proposed development has been assessed against development plan policies and relevant material considerations, as discussed below.

MAYORAL CIL IMPLICATIONS

The proposal would not be CIL liable.

STAFF COMMENTS

Internal:

Ecology (Place Services) (20/03/25): We have reviewed the Beam Park Station Biodiversity Net Gain Assessment (RPS, October 2024) and are not satisfied that appropriate information has been provided prior to determination due to the following:

The BNG Assessment relates to the wider development, but the application only relates to the railway. We agree that the cleared area will likely have a baseline of 0, acknowledging the previous clearance works carried out. However, if the vegetation strip adjacent to the railway is included within the red line boundary and to be removed, BNG will apply. Therefore, a biodiversity metric - calculation tool and habitat map should be submitted relevant to this application."

In terms of ecology, the last ecological review appears to be from 2021. If the boundary vegetation between the cleared area and the railway line is to be impacted by the proposal we consider a simple ecological addendum would be beneficial to ensure that all potential impacts have been considered.

Environmental Health (Air Quality) (28/11/24): No objections on air quality grounds. The air quality assessment dated October 2024 is satisfactory. Should approval be granted the following conditions shall be required to ensure the proposal does not create particulate pollution during construction:

- Dust Management Plan
- NRRM

Environmental Health (Noise) (23/12/24): My concerns relate to the construction phase, as well as the operational phase in terms of hours of operation, use of PA systems and any mechanical plant, considering the proposed station ticket office is close to residential units.

As such, I would recommend the following conditions:

- Control of hours of construction works
- Construction Method Statement
- Noise Impact Assessment
- Noise controls of plant and machinery

Environmental Health (Contaminated Land) (29/11/24): No objections on land contamination grounds. The Land Contamination report dated October 2024 is satisfactory. This report documents a phase 1 desktop study, phase 2 site investigation and a phase 3 remediation strategy.

All of these measures identified in the remediation strategy shall be implemented as specified in the above report, then documented and compiled in a verification report to be submitted after remediation is completed.

Should approval be granted, the following conditions shall be required:

- Verification Report
- Unexpected Contamination

Highways: No response received at the time of writing.

External:

Environment Agency (04/09/25): Thank you for re-consulting us on the above application on 18 August 2025.

As part of the re-consultation, we have reviewed the following additional information submitted;

- Fluvial Storage Comparison study (Drwg No: BPP2-BA-A1-ZZ-DR-C-6020, Revision: P01, dated: 25.07.2025)

We have also reviewed the following:

- Beam Park Station Phase 1 and Phase 2 Geo-environmental Interpretative Report and Remediation Strategy - RSK Geosciences Report Ref: 1923306-R01 (01) dated October 2024

Following a review of the above, we are now in a position to remove our objection subject to the inclusion of the following conditions included on any grant of planning permission.

- Unidentified Contamination
- Infiltration of Surface Water onto the Ground
- Piling / Foundation works Risk Assessment with Respect to Groundwater Resources

The previous industrial use of the site presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive at this location as:

- The site is underlain by Secondary A Bedrock Aquifers - River Terrace Deposits, Lambeth Group and Thanet Formation, as well as Principal Chalk Bedrock at depth.
- The site is located within a Water Framework Directive Groundwater water body with 'poor' chemical and quantitative class (Greenwich Tertiaries and Chalk GB40602G602500).

Without these conditions, the development would pose an unacceptable risk to groundwater and the environment. This is in line with paragraph 187 of the National Planning Policy Framework (NPPF).

The site is located within Flood Zone 3 and is protected to a high standard up to a 1 in 1000 (0.1%) chance in any year flood event by the Thames tidal flood defences. Our latest flood modelling shows the site would be at risk during a breach in the defences or if they were overtopped. We are satisfied that fluvial flood risk and risk from a breach of the Thames tidal flood defences has been assessed using the latest modelled tidal breach data.

Please include the following informative:

- Environmental permit - Flood Risk Activity Permit

GLAAS (13/01/25): Recommend no archaeological requirement as this part of the masterplan site has already been archaeologically investigated.

The proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified in the Local Plan (Gravel Terrace and Marshlands Interface). It is also adjacent to the archaeological priority area in LB Barking and Dagenham (Ripple Road).

The site is within a landscape along Beam River, significant for evidence of prehistoric activity preserved within waterlogged peat and alluvium, including a yew log worked with aetal tools, dated to the Chalcolithic / Early Bronze Age, found in the Beam Park Phase 2 area. The eastern portion of the wider master plan site (Phase 1) was archaeologically evaluated and mitigated by PCA in 2017-18.

The applicant has submitted an archaeological statement by RPS, dated June/October 2023 which assess significance and clearly summarises previous work undertaken on and adjacent to the proposed development site, and contains previous correspondence with GLAAS confirming no further fieldwork requirements in this area.

No further assessment or conditions are therefore necessary.

TfL (25/03/25): This application does not appear to meet the criteria for referability to TfL.

PRINCIPLE OF DEVELOPMENT

Policy 2 of the Havering Local Plan (Rainham and Beam Park Strategic Development Area) sets out that Havering Council, in partnership with the Mayor of London, developers and transport providers, will seek to deliver Beam Park Station on the Essex Thameside Line, to support growth in the Rainham and Beam Park Strategic Development Area. It is envisioned that the new station will act as a catalyst for growth and assist the transformation of the Rainham and Beam Park area into a successful residential neighbourhood.

Moreover, Site Allocation SSA 11 sets out that a new station on the London Tilbury-Southend line is considered to be an essential part of the infrastructure improvements in the area, required to facilitate the planned growth of this new neighbourhood, to serve both the existing and emerging communities.

Given the current uncertainty over the delivery of the Beam Park Station it has been agreed to grant a 5 year permission rather than 3 years.

The proposal for this ticket office building is therefore considered to be of significant benefit, wholly in accordance with the development plan, and is fully supported by the council in principle.

DESIGN/IMPACT ON STREET/GARDEN SCENE

The proposed development is considered to be of an acceptable scale, massing and height, appropriate for its intended use as a train station ticket office. The detailed design is further considered to be acceptable, making a positive contribution to the streetscene, with the chosen materials complementing the existing buildings in the area.

IMPACT ON AMENITY

The proposed development would be in relatively close proximity to new residential development within the wider Beam Park Area, however no specific concerns are raised relating to the impact on amenity of nearby residents, as the proposed building would be of a limited height and scale, and would be positioned such that there would be sufficient separation distances to limit any harm in terms of a loss of access to natural light, outlook, or privacy.

There is the potential for some increase in noise associated with this development, however this is considered to be minor in the context of the existing environment, as noise would be created by the movement of the trains themselves, which already occurs. Nonetheless, comments received from the Environmental Health officer set out some recommended conditions to limit any adverse impacts from noise, and these are included in the decision notice.

HIGHWAY/PARKING

At present, the site has a Public Transport Accessibility Level (PTAL) of 2, on a scale of 0 (worst) to 6b (best), indicative of relatively poor access to public transport. The nearest train stations are Dagenham Dock and Rainham, which are both over 2 kilometres away, and are only served by two trains per hour which run between London Fenchurch Street and Southend.

Other public transport options, such as the District Line, is on the periphery of the area, and consequently the only convenient public transport is in the form of several limited bus routes which alone are inadequate to serve the growth in households proposed for this area. The lack of public transport accessibility and options are therefore a significant barrier to growth and helping to build quality sustainable communities in this area, and without significant improvements, future development may be constrained.

Parking to serve the station is not considered necessary as the station would primarily serve a walkable catchment area.

On this basis, the proposed development is wholly supported, and would likely improve the PTAL

score from 2 to 3, whilst also delivering tangible, real-world improvements to nearby residents by drastically improving both the range of services available, and their availability in walking distance.

OTHER ISSUES

Ecology:

It is noted that the Council's Ecology Officer has queried whether BNG would be applicable to the proposal, on the basis that a small verge of grassland/scrubland has been included within the red line adjacent to the railway line. As this area is not needed to facilitate development, an amended site location plan has been submitted which removes this area from the application site, and on this basis, BNG is not triggered, noting that the Ecology Officer's comments agreed that the remainder of the site (the previously cleared area) would likely have a baseline of 0. It is therefore considered that the proposal would have no significant impact on biodiversity and BNG is not applicable to this proposal.

FLOOD RISK

The site lies within Flood Zone 3, meaning that it is highly susceptible to risks of flooding.

The applicant has submitted a Flood Risk Assessment (dated 5th April 2024), and on request from the Environment Agency, has also submitted a Fluvial Storage Comparison Study (Drawing No: BPP2-BA-A1-ZZ-DR-C-6020, Revision: P01).

This information has been reviewed, and noting that the Environment Agency conclude that fluvial flood risk and risk from a breach of the Thames tidal flood defences has been appropriately assessed using the latest modelled tidal breach data, it is considered that the proposal is acceptable in this regard.

LAND CONTAMINATION

Policy 34 of the Havering Local Plan (Managing Pollution) sets out that proposals will be supported, provided that they do not unduly impact human health or the natural environment as a result of land contamination, and do not pose an unacceptable risk to the quality of the water catchment, groundwater or surface water.

In support of the application, a Phase 1 and Phase 2 Geo-environmental Interpretative Report and Remediation Strategy (October 2024) and a Controlled Waters Risk Assessment (June 2016) have been submitted. These have been reviewed by the Council's Environmental Health Officers and the Environment Agency, who have both concluded that the proposed remediation strategy is sound, and subject to its successful implementation, the proposal would not pose a risk to human health in terms of land contamination. Conditions have been suggested and these are included within the decision notice, requiring a final verification report to be submitted to the council for approval before the proposed building is brought into use.

ARCHAEOLOGY

The site falls within the Gravel Terrace and Marshlands Interference Archaeological Priority Area, and as such, the applicant has submitted an Archaeological Statement (June 2024), which comprises a desk-based assessment.

This has been reviewed by the Greater London Archaeological Advisory Service (GLAAS), who have confirmed that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest, and on this basis, no further assessment or conditions are considered necessary.

KEY ISSUES/CONCLUSIONS

The proposal is considered acceptable and would provide tangible benefits for the borough, facilitating the continued growth of the wider area by improving public transport accessibility. No significant adverse impacts are expected, and on this basis, the proposed development is recommended for approval, subject to the conditions set out in the decision notice.

RECOMMENDATION:

It is recommended that **planning permission be GRANTED** subject to the following condition(s)

1 SC4 (Time limit) 3yrs

The development to which this permission relates must be commenced not later than five 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 by Section 51 of the Planning and Compulsory Purchase Act 2004).

2 SC32 (Accordance with plans)

The development hereby approved shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

SK_020 (Rev. H), BPS_A-PL_PLAN_0133, BPS_A_PL_ROOF_0134,
BPS_A_PL_ELE_WEST_0250, BPS_A_PL_ELE_EAST_0251,
BPS_A_PL_ELE_SOUTH_0252, BPS_A_PL_ELE_NORTH_0253, BPS_A_SK_SEC_0413,
and BPP2-BA-A1-ZZ-DR-C-6020 (Rev. P01).

The approved development shall thereafter be retained as such for as long as the development remains in existence.

Reason: For the avoidance of doubt and to ensure that the development is carried out as approved.

3 Inclusive Design

Prior to the commencement of the development hereby approved, details of all features designed to allow for the safe and convenient access and egress into the station from the public highway shall be submitted to, and approved in writing by, the Local Planning Authority.

Any proposed ramps shall have a maximum gradient of 1:20 (5%) with flat landings at the top and bottom, handrails, a minimum width of 1.5 metres, and shall be finished in non-slip surfacing, to allow for their convenient use by people in wheelchairs and other users.

The approved details shall be implemented as part of the development and permanently retained as such thereafter.

Reason: To achieve the highest standards of accessible and inclusive design in accordance with Policy D5 of the London Plan (2021)

4 Construction Method Statement

Prior to the commencement of the development hereby approved, a Construction Logistics Plan (CLP) and a Construction Management Plan (CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites', and the IAQM's 'Guidance on the assessment of dust from demolition and construction'.

The CLP and CMP shall include details of (but shall not necessarily be limited to):

- (a) loading and unloading of plant and materials;
- (b) storage of plant and materials;
- (c) programme of works;
- (d) measures for traffic management and encouragement of sustainable modes of transport for workers;
- (e) the parking of vehicles of site personnel and visitors, including a vehicle booking system;
- (f) provision of boundary hoarding and visibility zones of construction traffic routing, depicting a readily visible 24-hour contact number for queries or emergencies;
- (g) hours of construction (no works or deliveries should be carried out on the site other than between the hours of 08:00 to 18:00 Mondays to Fridays, between the hours of 08:00 to 18:00 on Saturdays, nor at any time on Sundays, Bank or Public Holidays);
- (h) means to prevent deposition of mud on the highway;
- (i) likely noise levels to be generated from plant and construction works;
- (j) a dust risk assessment;
- (k) means to monitor, control, and mitigate dust, noise and vibrations;
- (l) use of a banksman (if applicable)
- (m) haulage routes;
- (n) a site plan identifying location of site entrance, exit, wheel washing, hard standing hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, temporary buildings, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (o) bonfire policy;
- (p) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (q) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement

confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW must be registered at <http://nrmm.london/>;

(r) details of any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;

(s) the arrangement for monitoring and responding to complaints relating to demolition and construction;

(t) cranes and other tall construction equipment (including the details of obstacle lighting); and

(u) the disposal of waste arising from the construction programme, including final disposal points.

The development hereby approved shall be implemented in accordance with the approved CLP and CMP.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policies 33 and 34 of the Havering Local Plan (2021) and Policies D14, SI 1, T4 and T7 of the London Plan (2021).

5 Verification Report

Prior to the first use of the development hereby approved, and following completion of the measures identified in the approved remediation scheme mentioned in the Phase 1 and Phase 2 Geo-Environmental Interpretive Report and Remediation (Ref: 1923306-R01) (dated October 2024), a Verification Report that demonstrates the effectiveness of the remediation carried out, any requirement for long-term monitoring of contaminant linkages, and the maintenance and arrangements for contingency action, shall be submitted to, and approved in writing by, The Local Planning Authority.

Reason: To protect those engaged in construction and occupation of the development from potential contamination in accordance with Policy 34 of the Havering Local Plan (2021).

6 Noise Control Report

Prior to the first use of the development hereby approved, a Noise Control Report shall be submitted to, and approved in writing by, the Local Planning Authority. This report shall specify the provisions made for the control of noise emanating from the development, particularly in regards to the PA systems.

The approved details shall be implemented as part of the development and permanently retained as such thereafter.

Reason: To prevent loss of amenity to neighbouring residential properties in accordance with Policy 34 of the Havering Local Plan (2021).

7 Noise Controls for Plant and Machinery

No plant or machinery shall be installed unless it meets, or mitigation is provided, to meet the following standard:

The Rating Level (L_{ar}, Tr) of the plant or machinery shall be at least 10dB below the prevailing background noise level (LA₉₀, T). The measurement position, assessment and definitions shall be made according to BS4142:2014 + A1:2019 'Methods for rating and assessing industrial and commercial sound'.

Any plant and machinery shall be permanently maintained to meet this standard.

Reason: To prevent loss of amenity to neighbouring residential properties in accordance with Policy 34 of the Havering Local Plan (2021).

8 Unexpected Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To protect those engaged in construction and occupation of the development from potential contamination in accordance with Policy 34 of the Havering Local Plan (2021).

9 Infiltration of Surface Water

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in accordance with Policy 34 of the Havering Local Plan (2021).

10 Piling and Foundation Works Risk Assessment

Piling, deep foundations and other intrusive groundworks using penetrative measures shall not be carried out other than with the written consent of the local planning authority.

The development shall be carried out in accordance with the approved details.

Reason: To ensure that any proposed piling, deep foundations and other intrusive groundworks do not harm groundwater resources in line with paragraph 187 of the National Planning Policy Framework and Position Statement N and Policy 34 of the Havering Local Plan (2021).

11 Secured By Design

The development hereby approved shall achieve 'Secured by Design' accreditation awarded by the Havering Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No part of the development hereby approved shall be occupied until accreditation has been achieved.

Reason: To promote the use of security standards and crime prevention, in accordance Policy 26 of the Havering Local Plan (2021).

INFORMATIVES

1 Non Standard Informative 1

A Flood Risk Activity Permit may be required from the Environment Agency prior to any works being carried out. Then Applicant is advised to discuss the proposal with the Environment Agency prior to commencing any development, by contacting their National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environment-agency.gov.uk.

2 Non Standard Informative 2

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3 Non Standard Informative 3

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Havering Local Plan, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

Authorising Officer:



Neil Goate

10th October 2025