

LONDON BOROUGH OF HAVERING

RAINHAM AND BEAM PARK PLANNING FRAMEWORK

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EXECUTIVE SUMMARY

CONTEXT

This document was prepared by Urban Initiatives Studio on behalf of the London Borough of Havering. It establishes the Planning Framework for the Rainham and Beam Park area in the south of the London Borough of Havering.

Rainham and Beam Park are poised for significant investment into new infrastructure and housing. This is part of the long term vision for the area, which the Council has been working towards for a number of years. In June 2015, following a successful bidding process, Rainham and Beam Park was identified as one of the GLA's new 'Housing Zones'.

The Planning Framework Area encompasses the historic heart of Rainham and extends northwards and westwards to include the land to either side of New Road including the industrial areas between the road and the railway line.

ROLE OF THE FRAMEWORK

The Planning Framework provides a comprehensive and flexible plan for the Rainham and Beam Park area. It is a strategy document that will assist the Council in directing investment to priorities in the area, as well as helping to guide and shape the quality of the development that comes forward. The Planning Framework will form part of the evidence base of the forthcoming Local Plan and inform area specific policies. It also will be used as a material consideration in the assessment of future planning applications.

The Planning Framework will help to guide the form and pattern of development within Rainham and Beam Park setting out design principles for new development and ensuring that appropriate infrastructure is put in place – such as schools, transport and health services to support the new development.

29 Policy Guidance Boxes provide area specific Planning Guidance throughout the framework. These set mandatory requirements that development proposals in the Rainham and Beam Park Planning Framework Area are expected to follow to ensure the delivery of a coherent and quality development in line with the vision and objectives set by the Masterplan and Planning Framework.

CONSULTATION

The Planning Framework has been prepared through a collaborative process and has been agreed by Havering Council local Members.

An intensive consultation exercise was undertaken over March/April 2015 and a second phase Oct/Nov 2015 to raise awareness of the Masterplan and Planning Framework and gauge the support of local residents and stakeholders to the land use and design principles in the Masterplan. The consultation process included a combination of:

- Elected member group briefings and meetings with local Ward Councillors and presentations to the Rainham Wennington and South Hornchurch Working Group;
- Two stakeholder workshops;
- Advertising the consultation process through an articles in Living in Havering magazine and a brochure about the development, including a questionnaire, to all residents living in the vicinity of the masterplan area;

- Creating a dedicated website with information about the proposals with the ability to raise questions and provide comments on the proposals;
- Two four week public exhibition events held at Rainham Library and the Mardyke Community Centre with the opportunity to provide comments on the proposals.

Responses to both rounds of consultation were very positive with a majority of respondents in favour of the Housing Zone proposals. Throughout the consultation process the approach of the project team has been to respond positively to consultation responses from local residents and other consultees and, where practicable, use these insights to inform and amend the proposals as they are embedded in the Masterplan and Planning Framework.

CHALLENGES AND OPPORTUNITIES

The Rainham and Beam Park area comprises significant opportunities but also challenges which this framework seeks to explore and respond to:

OPPORTUNITIES

- Good access to the strategic road and rail network;
- Rainham's unique heritage provides a sense of identity;
- Highly visible development sites on New Road that help transform the image;
- The scale of the area supports a new neighbourhood;
- Critical mass for transformational change;
- Housing Zone attracts investment and spending on infrastructure;
- Potential to deliver housing that is affordable for local families and Londoners;
- Access to significant local employment opportunities;
- Significant portion of the area is in public ownership;
- New railway station proposed at Beam Park;
- Potential sources of recycled energy from industrial uses to the south; and
- Good access to open spaces and the surrounding natural environment.

CHALLENGES

- Some sites are on low-lying land and are vulnerable to fluvial and tidal flooding;
- Risk of contaminated sites may affect viability;
- Current low values, which makes delivering high quality development economically challenging;
- The area is fragmented and has a poor image of post industrial decline with many vacant sites;
- Adjacent uses are low value and in some cases bad neighbours creating a poor environment;
- Isolated from amenities including good shopping, leisure and cultural facilities;
- Over-engineered New Road with low quality uses fronting onto the street create a poor impression of the wider area;
- South Hornchurch and Rainham area has relatively high levels of deprivation; and
- The railway line and industrial uses to the south create a physical barrier that make movement north /south towards the river difficult.

THE VISION

The Framework establishes a strong vision based on five core aims for the Rainham and Beam Park. They are to create:

- [A sustainable neighbourhood](#)
- [A great place to live](#)
- [A place with a strong identity](#)
- [An accessible place](#)
- [A place with quality open spaces](#)

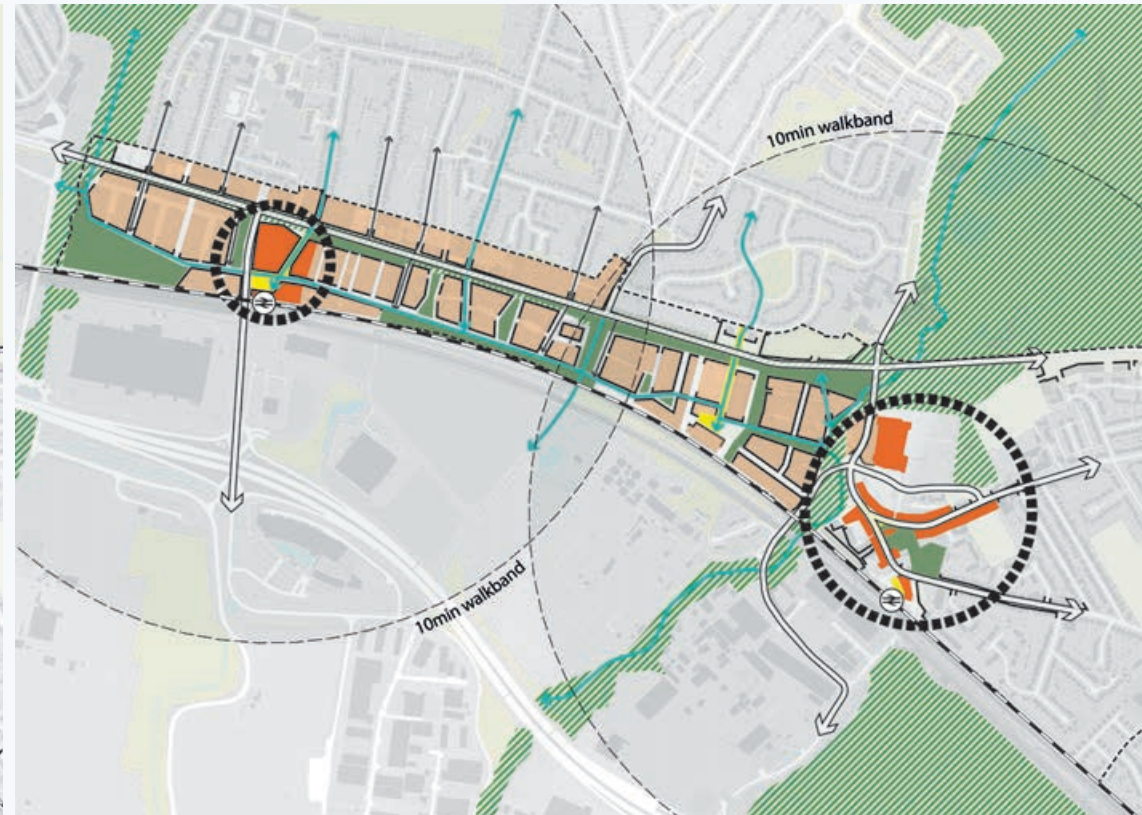
A number of site specific objectives are critical to delivering this vision for the Rainham and Beam Park:

- To join the existing and new parts of Rainham together in a coherent and well connected place;
- To celebrate the history of Rainham Village and its surrounding marshlands;
- To strengthen the character of Rainham Village;
- To establish distinct sub-areas with their own character and sense of place and a new local centre and urban heart at Beam Park station;

- To provide a variety of housing that can cater for all, including families, the young and the old and allowing for up- or down-sizing within the neighbourhood;
- To provide new community infrastructure and facilities including a new primary school, health and community facilities, local shops and access to employment to cater for new and existing residents;
- To transform New Road from a traffic dominated road into an attractive green corridor, the Beam Parkway, to provide a quality walking and cycling route, and a series of pocket parks, which will transform the image of the area; and
- To create a network of green and blue walking and cycling routes that connect new local green spaces with the surrounding Marshes and Country Parks.



PROPOSED CHARACTER AREAS



PROPOSED URBAN STRUCTURE

THE PLANNING FRAMEWORK

OVERVIEW

The Planning Framework sets out planning guidance on the required design and development principles for the following aspects:

- Urban structure;
- Character areas;
- Land uses;
- Movement and parking;
- Urban form and design principles;
- Open spaces and the public realm; and
- Energy and sustainability.

The key aspects are summarised below.

URBAN STRUCTURE

New Road will be transformed into the Beam Parkway - a green avenue that is well defined and enclosed by residential buildings. It will form the main spine of the area, connecting the wider area with the two centres at Beam Park and in Rainham Village. A network of streets will provide permeability and connect the development areas internally and across New Road with existing streets to the north.

New development will establish a pattern of street blocks, with buildings fronting onto the street space, while gardens and communal spaces are situated to the rear. A number of green spaces and pocket parks throughout the neighborhood will provide open space amenities and distinctiveness. A large new community park is established to the south-west of the area, where it

provides the entrance to the landscape of the Beam valley and its country parks. A number of strategic walking and cycling routes connect the centres, sub-areas and open spaces with each other.

CHARACTER AREAS

The Planning Framework identifies the following character areas:

Rainham Village

The character of this historic village should be strengthened and enhanced by new development that integrates well and brings forward a contextual response to the local vernacular and enforces its role as a district centre.

Beam Park Centre

Situated next to the proposed new railway station on the C2C line this area will become a new local centre and focus for urban life for the existing and new community in the west of the framework area. The centre will provide local shops and services, a small supermarket, cafes and other community facilities with apartment living in the upper floors. The centre will be focused around a new gateway space outside the station and a new street link with New Road that provide high quality public realm and are animated by active ground floor uses.

Park View Living

Situated immediately to the west of the Beam Park Centre this quarter will have an

urban feel with compact development form, and apartment buildings that provide strong enclosure to Beam Park and New Road. The interior of blocks will comprise of a more intimate and green environment with low rise housing. Home Zone streets offer shared spaces for residents to meet and children to play. The orientation of blocks and streets emphasise views and connections with the new park.

The Beam Gardens

The area to the east of the Beam Park Centre provides a gradual transition from an urban character closer to the centre, to a family living neighbourhood that is shaped by garden suburb principles, providing a green environment with tree-lined streets, pocket parks, and front and rear gardens. Home Zone treatments of residential streets enhance the quality of life and making them places for people, not just traffic and parking.

Creekside

The character of this residential area adjacent to the Ingrebourne River should be inspired by the wetland and its habitats, and make reference to the materiality of traditional buildings in the marshes, for example by using timber cladding, brickwork and tiled roofs. SUDS features and natural landscape elements should be part of the public realm.

Beam Parkway

New Road will have its own character that unifies the various character areas to the south. It will be a well-enclosed urban corridor overlooked by residential development. The corridor will include a unique linear park space that provides a segregated cycle route, street trees, attractive planting and a series of individually designed pocket spaces that offer amenities to residents and visitors. A few shops and other community facilities provide animation at important street corners or other locations.



- Site outline
- Key building
- Proposed building
- Public space
- Open space
- Single surface street
- Undercroft parking
- Private garden
- School ground / playing field
- Shared walking / cycle route
- Cycle route
- Allotment

- PV - Parkview
- BC1 - BC2 - Beam Park Centre
- BG1 - BG4 - Beam Gardens
- CS1 - CS2 - Creekside
- BPW - Beam Parkway
- RV - Rainham Village

ILLUSTRATIVE MASTERPLAN

THE ILLUSTRATIVE MASTERPLAN AND SITE CAPACITY

An illustrative masterplan has been prepared that shows how the area could develop over the next 15 to 20 years. It illustrates the Development Framework and was used to test the feasibility and viability of the design and development principles.

The illustrative masterplan establishes the following development headlines for Rainham and Beam Park:

- 3,250 homes, of which 1,000 are houses;
- 3,500 – 4,000 sqm new town centre uses in Beam Park including 2,000 sqm of retail floor space and a new railway station;
- A new 2-Form Entry Primary School;
- Health and community facilities at Beam Park Centre; and
- Expansion of Havering College.

LAND USE FRAMEWORK

Proposed new development in the Framework area will be predominately residential. A mix of town houses and apartments with a variety of typologies, unit sizes and tenures will be important to achieve a mixed and balanced community. This should include, but not be limited to, homes for young professionals, families with children, older people, people with disabilities and people wishing to build their own homes. To ensure a more balanced mix of tenures in the area, the Council will seek to maximise affordable housing

provision when negotiating on individual private residential and mixed use schemes. The Framework recommends that larger developments provide a proportion of the scheme housing output (between 5 and 10% of the proposed number of houses) for sale to custom builders in the form of serviced plots covered by outline permission.

The Framework sets out lower and upper capacity thresholds and density ranges for each of the character areas. The stipulated ranges offer a degree of flexibility to developers and their designers to come forward with imaginary plans and proposals in response to the framework.

The Planning Framework proposes the retention and enhancement of Rainham district centre and the creation of a new local centre at Beam Park railway station to serve the western half of the development area. Along New Road a limited number of small ground floor units should be provided to serve their immediate residential hinterland.

Historically the area along, and to the south of New Road, has been employment land. Significant parts of this area are now vacant, underused or accommodate low value industrial uses. The Planning Framework proposes employment uses to be concentrated to the south of the

railway line in the London Riverside strategic employment area. The Council will seek to work with existing occupiers to assist their relocation to the London Riverside and wider area. The popular employment hub at Rainham House on the Rainham Steel site on New Road, which provides offices to small and medium sized enterprises (SMEs), should be retained and can potentially be expanded into a SME business hub.

The Council envisages that the anticipated requirement for primary school places as a result of both new development and background growth requires the additional provision of a total of 5 Primary School Forms. This should be provided by the

- Construction of a new 2-Form Primary School in the framework area;
- Extension of Newtons Primary School by 1 Form; and
- Extension of Rainham Village Primary School by 2 Forms.

The Planning Framework identifies a suitable site for the construction of a new 2F primary school on New Road central to the area.

New health and community facilities are proposed at the Beam Park Centre.

MOVEMENT AND PARKING

New Road (A1306) will be transformed from a traffic dominated hostile corridor into tree-lined and friendly boulevard, making use of surplus road space. It is proposed to remodel junctions and to reduce the carriageway space to the optimal dimension to accommodate anticipated future traffic levels while using surplus highway space for an enhanced public realm, better pedestrian and cycling facilities and landscaping.

A new secondary street is proposed to serve Beam Park Centre and the station. All other identified routes are local streets that

provide access to dwellings. Local streets should be designed for very low vehicle speed, with tight geometry, and within which walking and cycling are safe. People friendly 'home-zone' streets which support social activities and play, should be considered on lower order local streets.

The Framework sets the following maximum car parking standards in line with the London Plan:

- 0.5 space per 1 bedroom unit;
- 1 space per 2 bedroom unit;
- 1.5 spaces per 3+ bedroom unit; and
- 2 spaces per 4+ bedroom unit.

Parking should be accommodated through a mix of

- (un-allocated) on-street and home zone parking,
- on-plot parking on individual dwellings,
- secured parking courts, and
- in undercroft or under-deck parking solutions of apartment buildings.

The new railway station at Beam Park will provide direct access to Barking Town Centre as well as Central London and cater for a proportion of commuting demand resulting from the proposed housing development. The introduction of Beam Park station to the west enhances the accessibility of the western end of the development area to PTAL level 2. The Planning Framework proposes the establishment of a bus-loop that provides direct public transport access to Beam Park

station and facilitates a convenient rail bus interchange. This also includes a link with a new bus stop on Marshway Bridge serving the London Riverside Employment area.

The Planning Framework requires the establishment of a number of strategic walking and cycling links including an enhanced route along New Road and a new internal east-west corridor that connects Beam Park with Rainham. Furthermore development needs to establish a permeable network of quality and safe walking and cycling routes.

URBAN FORM AND DESIGN PRINCIPLES

The Planning Framework establishes appropriate building height in respect of specific height zones set for the area. In keeping with the suburban character of the surrounding context the majority of the framework area is proposed to be low-rise with a height of 2-3 storeys. On New Road development rises to a height of four storeys to emphasise the important role of this corridor and to provide a good sense of enclosure that helps overlooking and passive surveillance.

The Beam Park centre will become an exciting new centre and the focus for urban life, which will be expressed through a building height of 4 to 6 storeys, and two potential 8 storey buildings to mark the station and the centre on New Road.

Development immediately adjacent to the centre and overlooking the Beam Park community space can be 4-5 storeys.

Development in Rainham Village should be two storeys, except where for townscape reasons, 3 storeys can be justified.

Development should be designed to ensure that urban streets and public spaces have good levels of natural surveillance from buildings. Buildings should ensure that the street space is overlooked by ground floor habitable rooms and upper floor windows.

The Planning Framework requires a consistent approach to the design of the space between the footway and the building front. This includes the choice of boundary treatments, soft and hard surface materials and planting, and their maintenance. This will be key to achieving a high quality street space.

The Planning Framework further makes specific recommendations on the standards for housing design, residential amenity, privacy and waste.

OPEN SPACES AND THE PUBLIC REALM

The Framework envisages a green and leafy environment for the neighbourhood that creates the impression of living in a 'parkland'. It proposes the establishment of a network of green routes and open spaces that connect the strategic open spaces of the London Green Grid on a local level. The Framework proposes the creation of the following new green and public spaces:

- [Beam Parkway](#) - a green and landscaped corridor along New Road;

- **Beam Park** – a new multi-functional community park to serve the western part of the neighbourhood;
- **Beam Park Station Square** – an arrival and focal space at the heart of Beam Park Centre outside the station;
- **Marshway Green Bridge** – a green walking and cycling corridor on the eastern side of Marsh Way Bridge;
- **Local Green Spaces** - a series of local green spaces and pocket parks with amenities and facilities to serve their immediate residential hinterland, including re-opened culverts;
- **Havering College Spine** - a broad walk from New Road to Havering College;
- **Ingrebourne Creek** – enhancements and opening up of the embankments of the Ingrebourne River; and
- **Green East West Corridor** – linear green walking and cycling route with a quality public realm and intensive landscaping.

The Council is currently preparing a public realm design guide that will set design standards and a palette of materials and street furniture for development within the London Borough of Havering. These public realm standards will apply in the Planning Framework area. Landscape and Sustainable Urban Drainage Solutions (SUDS) will be expected to be integral aspects of the public realm.

The Council recognises that where appropriate i.e for the adopted public realm and highways assets, that will form

the A1306 Parkway and other elements of public realm, the Council is best placed to maintain the land and assets to a consistent standard and quality to ensure a durable legacy and avoid the potential of piecemeal, irregular and variable quality maintenance regimes.

All other unadopted common spaces will need to be maintained and kept at a high standard in perpetuity by a private site management company funded from a service charge.

ENERGY AND SUSTAINABILITY

The Framework area has been identified by the GLA as a target cluster for the deployment of a district heating network in the London Riverside Opportunity Area. This could in the long term connect to a wider district network. The project will assist in the London plan goal of meeting over 25% of heat and power in London through decentralised energy systems by 2025.

A study has reviewed the proposed masterplan and analysed the potential heat demands, and shows that a concentration of heat will be present along the A1306, with a major cluster forming early in the development at the east and west ends of the masterplan. Development proposals should seek to connect to existing or planned District Energy networks.

A Water Sensitive Urban Design (WSUD) approach should be integral to the design of

the development to ensure the water cycle and water management has been considered holistically and from the outset. Development will be required to follow a Sustainable Drainage System (SUDS) management train to ensure greenfield run-off rates are maintained or improved.

SPECIFIC GUIDANCE FOR CHARACTER AREAS

The Planning Framework sets out site specific guidance for each of the following character areas. Developments will need to demonstrate within a design statement how their proposal have considered and responded to the specific guidance for the character area that is applicable for their site.

DELIVERY AND IMPLEMENTATION

The London Borough of Havering obtained Housing Zone Status for the Framework area in June 2015. This will release a total funding package from the Greater London Authority of £30.56m. The London Borough of Havering will also contribute an additional £17.83m. In addition to Housing Zone related funding, there are a variety of other sources of funding for the area including:

- £8.8million from TfL for the new Beam Park Station;
- TfL Major Scheme funding is also being sought for the Beam Parkway (the A1306). Initial funding of £498,000 has been granted to develop detailed plans and Business Case. If approved, an additional £7,946,000 will be granted to deliver the scheme from 2017/18 onwards.

In total, £57.19m of investment has been secured for the Framework area, rising to circa £65m pending on the successful outcome of the TfL major scheme funding.

The Council will negotiate with developers as to planning obligations associated with development in the Housing Zone area. Developments are expected to make an appropriate contribution towards the general infrastructure fund (the Havering Community Infrastructure Levy (CIL)) to help fund those elements of infrastructure/public realm which cannot be attributed to individual sites or ownerships within the area.



This is
Rainham Hall



1 INTRODUCTION

1.1 BACKGROUND

Rainham and Beam Park are poised for significant investment into new infrastructure and housing. This is part of the long term vision for the area, which the Council has been working towards for a number of years.

There is a fantastic opportunity to turn some of the run-down industrial areas along New Road into vibrant new neighbourhoods, which will offer attractive parks and green spaces as well as new safe pedestrian and cycle routes to improve connectivity.

In June 2015, following a successful bidding process, Rainham and Beam Park was identified as one of the GLA's new 'Housing Zones'. This will bring tens of millions of pounds in investment funding towards the social and physical infrastructure necessary to support new homes in the area and will help to overcome some of the challenges of delivering development within the Rainham and Beam Park area.

1.2 THE PLANNING FRAMEWORK AREA

The Planning Framework Area encompasses the historic heart of Rainham and extends northwards and westwards to include the land to either side of New Road including the industrial areas between the road and the railway line. The Borough boundary along the River Beam marks the western extent of the area. The part of the Framework Area around Marsh Way Bridge and up to the River Beam is commonly referred to as Beam Park.

The western boundary of the Planning Framework area borders onto the London Borough of Barking and Dagenham. The Planning Framework has been developed in consultation with the London Borough Barking and Dagenham and has their support.

1.3 THE PURPOSE OF THE FRAMEWORK

The Planning Framework will help to guide the form and pattern of development within Rainham and Beam Park setting out design principles for new development and ensuring that appropriate infrastructure is put in place – such as schools, transport and health services to support the new development.

This Planning Framework presents a compelling vision for the Rainham and Beam Park area and includes design and planning guidance that will ensure that development is brought forward in a comprehensive manner overcoming the dangers of piecemeal development without an overall vision. The Planning Framework is illustrated through an indicative masterplan.

The Planning Framework will provide a robust evidence that will inform the emerging Local Plan.



1.4 THE STATUS OF THE FRAMEWORK

This Framework provides a comprehensive and flexible plan for the Rainham and Beam Park area. It is a strategy document that will assist the Council in directing investment to priorities in the area, as well as helping to guide and shape the quality of the development that comes forward. The Framework will be part of the evidence base in the forthcoming Local Plan and inform its policy formulation for the Rainham and Beam Park area.

The overarching aim of this Framework is to ensure a coherent and quality approach to development within the area. It aims to avoid a piecemeal approach and to make sure that schemes coming forward are of high quality, respond adequately to their context, join up to create a functioning neighbourhood, and are well served by schools, transport and health services. The Framework aims to ensure significant and tangible benefits for the Borough and local people, including:

- Far greater control over the housing, urban fabric and infrastructure that is developed in the area;
- Enables the active participation of the Council in land assembly and development to maximise the Borough's influence over the development of the new suburb;
- Delivery of high quality homes, including a significant proportion of houses, built

along traditional street patterns and around attractive green and open spaces, including a wide variety of rented and home ownership homes for Havering's residents;

- Access to grants for affordable housing, whether for new build directly by the Council or by Housing Associations and developers;
- Vastly improved public transport links, including greater certainty over GLA/TfL funding for a new station at Beam Park located approximately half way between Dagenham Dock and Rainham, better bus links to other parts of Havering, and north south routes between Romford and Rainham and a series of improved walking and cycle routes;
- Funding to improve roads and public realm in the area;
- Investment in key infrastructure, notably schools, health and transport improvements;
- An increase in housing numbers leading to increased Council Tax income and enhanced service provision in the area;
- New employment opportunities in the Beam Park local centre and apprenticeships for local people during construction;

- Potential for low energy construction, building on the lessons learnt from the Circle Housing's current Passive House development in the area;
- Involvement of local people and elected members in the making of the plan and on key elements of the development, resulting in an increased awareness and interest in subsequent consultations on specific development or infrastructure proposals during the design and at planning stage; and
- Greater certainty of housing sites coming forward in Rainham as a result of the Housing Zone. This will reduce the pressure to develop on the green belt in other parts of the Borough to deliver new housing as the Council will be in a better position to argue there is an adequate housing supply without using green belt land in the west and north of the Borough.

A COMPREHENSIVE APPROACH

The Mayor's London Housing Strategy adopted in October 2014 identifies the housing pressures being faced in every part of London, including the outer boroughs such as Havering. The numbers are significant:

- In the last six years, London has grown by 600,000 people;
- By 2020, the total population is estimated to exceed 9 million; and
- There is a need to build at least 42,000 homes a year in London.

The London Housing Strategy recognises that the London Boroughs have very legitimate concerns about the character and scale of local development and that there needs to be an emphasis on high quality homes which add to the fabric and are in keeping with the locality.

The Strategy states: *'We also have to ensure that the new homes we build are inspiring for current and future residents, that they are set in attractive neighbourhoods and vibrant town centres, and are well connected to jobs... [They should be] high quality homes that perform well for their occupants, that stand the test of time and that complement London's rich architectural history'.*

An holistic approach to development planning at Rainham and Beam Park will be required otherwise:

- Housing design is likely to be poor as the financial viability of sites is marginal and this means it will be very challenging to secure the step change uplift in the area that has been a long standing regeneration objective of the Council and other stakeholders;
- Vital social infrastructure (such as schools) would be very unlikely to be brought forward in line with the development, again because of marginal viability on individual sites,
- Necessary transport improvements such as a new station at Beam Park and better bus routes are unlikely to be secured; and
- Housing design, tenures and types would not be explicitly linked to meeting local needs.

A comprehensive approach to development planning is therefore required.

The Planning Framework has been prepared through a collaborative process and has been agreed by Havering Council local Members. The Framework will help to improve the efficiency of the Council's Planning and Development Control process, as well as improving the quality of new development. It provides advice on the nature of acceptable development, potential uses, and design issues for the area and establishes a Framework that will be used as a material consideration in the assessment of future planning applications.



- | | | |
|--|--|------------------------------------|
| 1. Beam Valley Country Park | 11. New Road - A1306 | 21. Rainham Library |
| 2. Orchard Village | 12. Suttons Industrial Estate | 22. Rainham railway station |
| 3. Mardyke Farm | 13. Rainham Steel | 23. Hornchurch Country Park |
| 4. Newtons Primary School | 14. Havering College | 24. Rainham Village Primary School |
| 5. Beam Park | 15. Napier House & New Plymouth House | 25. Parsonage Farm Primary School |
| 6. Beam Park Station (proposed location) | 16. Dovers Corner | 26. The Chafford School |
| 7. Somerfield Site | 17. La Salette Catholic Primary School | 27. Rainham Marshes |
| 8. Tesco Distribution Centre | 18. Tesco Extra store and Police station | 28. Ferry Lane Industrial Estate |
| 9. A13 | 19. Rainham village | |
| 10. CEME Innovation Centre | 20. Rainham Hall | |

FIGURE 2.1 LOCATION PLAN

2 CONTEXT AND STRATEGY

2.1

THE BEAM PARK AND RAINHAM AREA

2.1.1 LOCATION

Rainham is located approximately 13 miles to the east of central London and approximately 5 miles south of Romford Town Centre. The masterplan area covers an area of 144Ha and encompasses the historic heart of Rainham and extends westwards to include land along the New Road corridor including Beam Park.



Sites on New Road viewed from the east

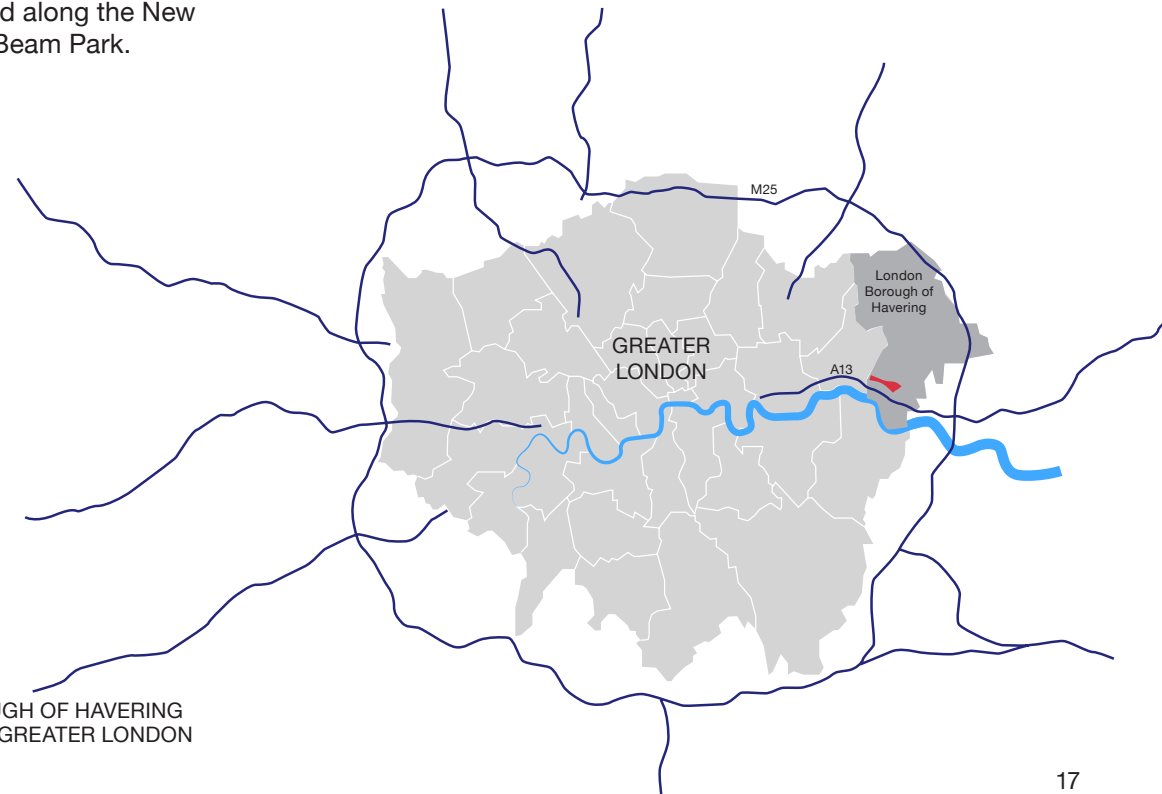
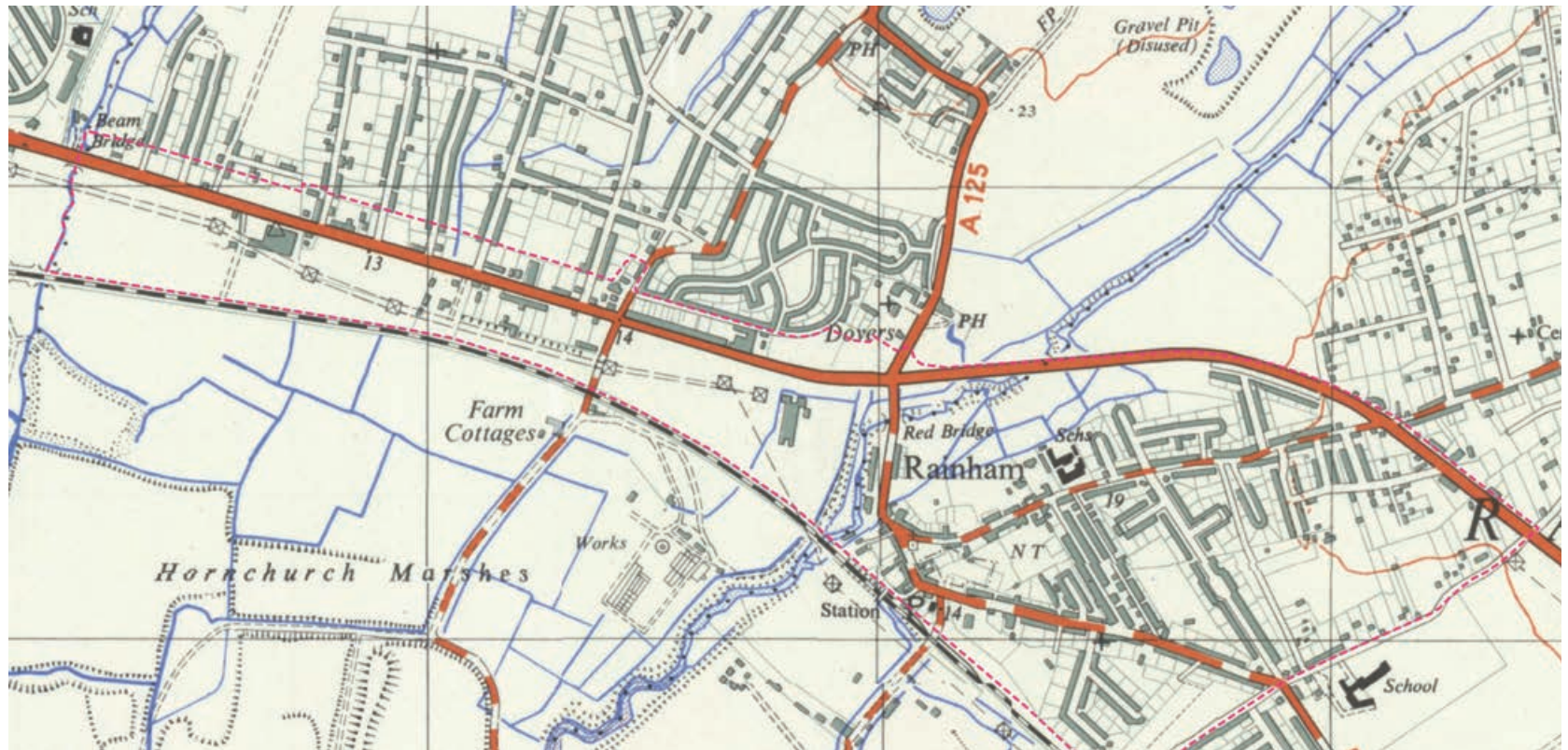


FIGURE 2.2 LONDON BOROUGH OF HAVERING AND SITE LOCATION WITHIN GREATER LONDON

FIGURE 2.3
HISTORIC PLAN, 1875



FIGURE 2.4
HISTORIC PLAN, 1959



2.1.2 RAINHAM'S ORIGINS

Rainham is mentioned in the Domesday Book (1086) and was originally an agricultural settlement on the slightly elevated land adjacent to the marshes. The Church of St Helen and St Giles in the heart of the village dates from the late 12th Century and is the oldest building in Havering and Grade I listed. The historic Rainham centre also includes the Grade II* listed Rainham Hall built in 1729 and now owned by the National Trust.

The historic plan for Rainham dating from 1875 (Figure 2.3) shows a dense nucleus of buildings clustered around the Church. At that time the church tower would have formed an ancient and prominent feature in the estuary landscape. The London, Tilbury and Southend Railway, with a station at Rainham, was opened in 1854 and is also evident in the plan.

Over time a number of industries developed in the Rainham area. Initially boat building and tanning (16th Century) and later, following establishment of wharfs on the Thames in the 19th Century, chemical and fertiliser factories.

In the inter war years Rainham developed into a suburb of London and by 1959 (historic plan Figure 2.4) the village extended both east and west of the centre and along the north side of New Road.

The 19th Century historic street pattern in Rainham village has been largely preserved



The Church of St Helen and St Giles

to this day and the central area in Rainham Village is designated a Conservation Area.

This historic centre is the focus for the wider area and development close by should respect the scale and massing of the existing centre and help enhance its intricate character and sense of history.



Rainham Hall



Bridge Road



Ingrebourne River in Rainham Village

2.1.3 A GREEN ENVIRONMENT

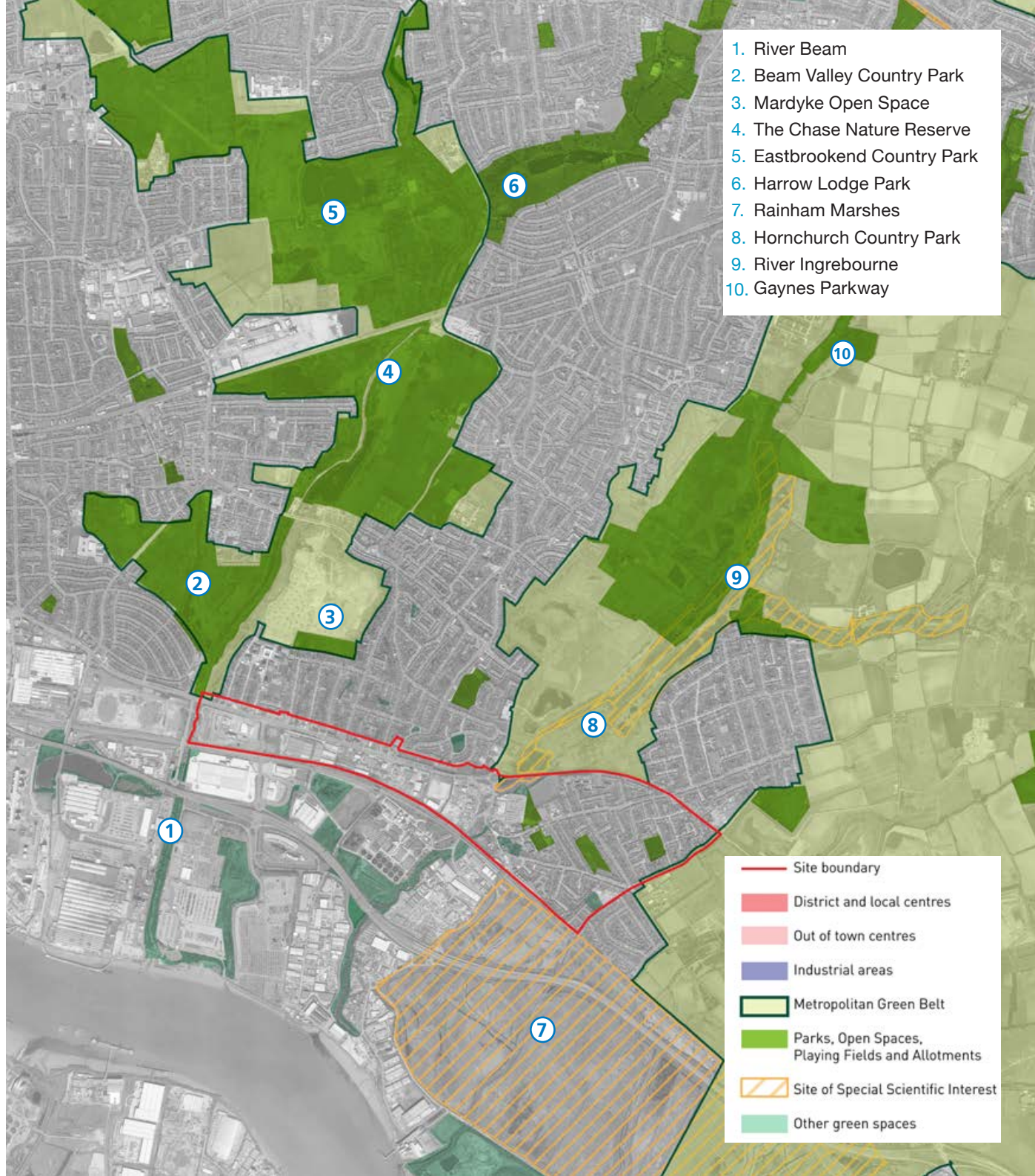
Land around Rainham Village was formerly marshland adjacent to the River Thames and whilst much of this has now been developed a significant wetland area still exists at Rainham, Wennington and Aveley Marshes. Covering 350Ha these marshes are the largest area of wetland on the upper parts of the Thames Estuary. The marshes are managed by Havering and the RSPB as a nature reserve and have been notified as the Inner Thames Marshes Site of Special Scientific Interest. They are also designated a Metropolitan Site of Importance for Nature Conservation in the London Plan and the LDF.

Running north-south through the area are a number of smaller watercourses that lead towards the River Thames. These include the Beam River on the western edge of the masterplan area adjacent to Thames Avenue and the River Ingrebourne that passes immediately to the west of Rainham Village centre adjacent to Bridge Road / Lamson Road.

Upstream both river courses pass through extensive open spaces; The Beam through Beam Valley Country Park, Eastbrookend Country Park and Chase Nature Reserve and the River Ingrebourne through a number of connecting open spaces, including Hornchurch Country Park. These form important wildlife corridors through the area.

These open spaces create an attractive green setting and provide valuable access to open space and nature for new and existing communities at Rainham and London Riverside.

FIGURE 2.5 EXISTING GREEN SPACES



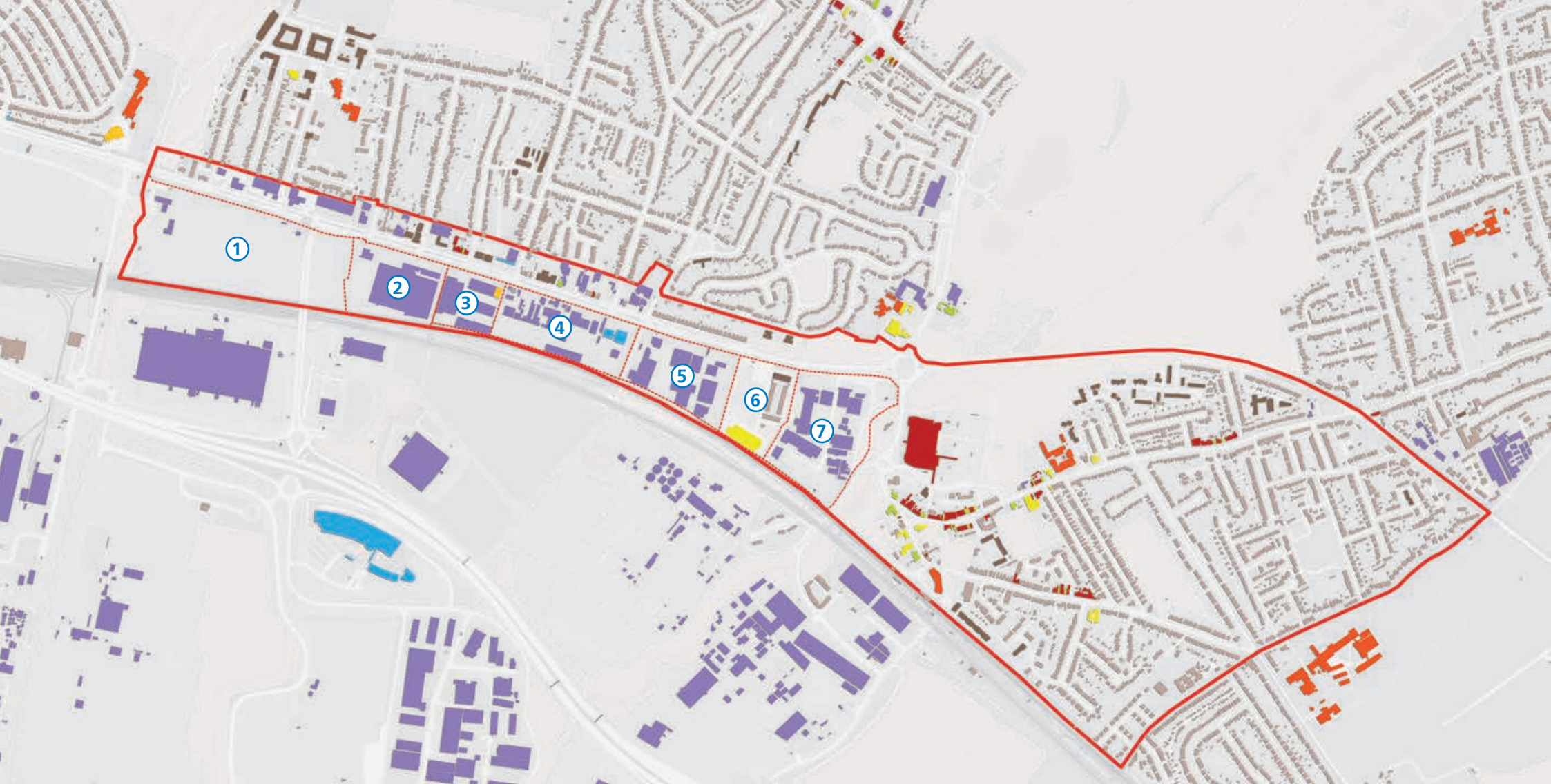


FIGURE 2.6 LAND USES

LARGE DEVELOPMENT SITES

1. Beam Park
2. Somerfields Site
3. Suttons Industrial Park
4. Rainham Steel
5. Mudlands
6. Havering College
7. Dovers Corner

- Site boundary
- - - Development platform boundary
- Retail
- Leisure
- Food and drink
- Education
- Community buildings
- Light industry / employment
- Office
- Residential - apartments
- Residential - houses

2.1.4 EXISTING USES

Rainham is a locally important District Centre and includes a supermarket, local shops, cafes and historic pubs, a rail station and a new library. The southern edge of the centre is defined by a railway line with the Rainham Marshes and employment uses, including the London Riverside Business Improvement District extending to the River Thames to the south and residential uses to the north. London Riverside includes significant employers including Tilda Rice and Veolia. To the west of the village centre post-war housing areas extend northwards from New Road with employment uses located to the south.

New Road (A1306) was formerly the main road from Central London to Southend-on-Sea. Whilst the route has been downgraded it still feels like a major highway. Fronting the northern side of the street are a mix of residential properties intermingled with car repair shops and car sales areas many of which are unsightly. Employment sites to the south of New Road are mixed but several are vacant and under-used including the Beam Park site (currently used to store road salt), and the adjacent Somerfield site.

Much of the land to the south and west of Beam Park is occupied by Ford Dagenham. Immediately to the south of the Beam Park site a Tesco Distribution centre has been built at Beam Reach.

South Hornchurch is a largely suburban residential area to the north of New Road. A local centre around the crossing of Cherry Tree Lane with Rainham Road provides a small supermarket and local shops and the South Hornchurch Library.

To the north-west of the study area the former landfill site at Mardyke Farm has been reprofiled with imported materials and returned to a natural state.

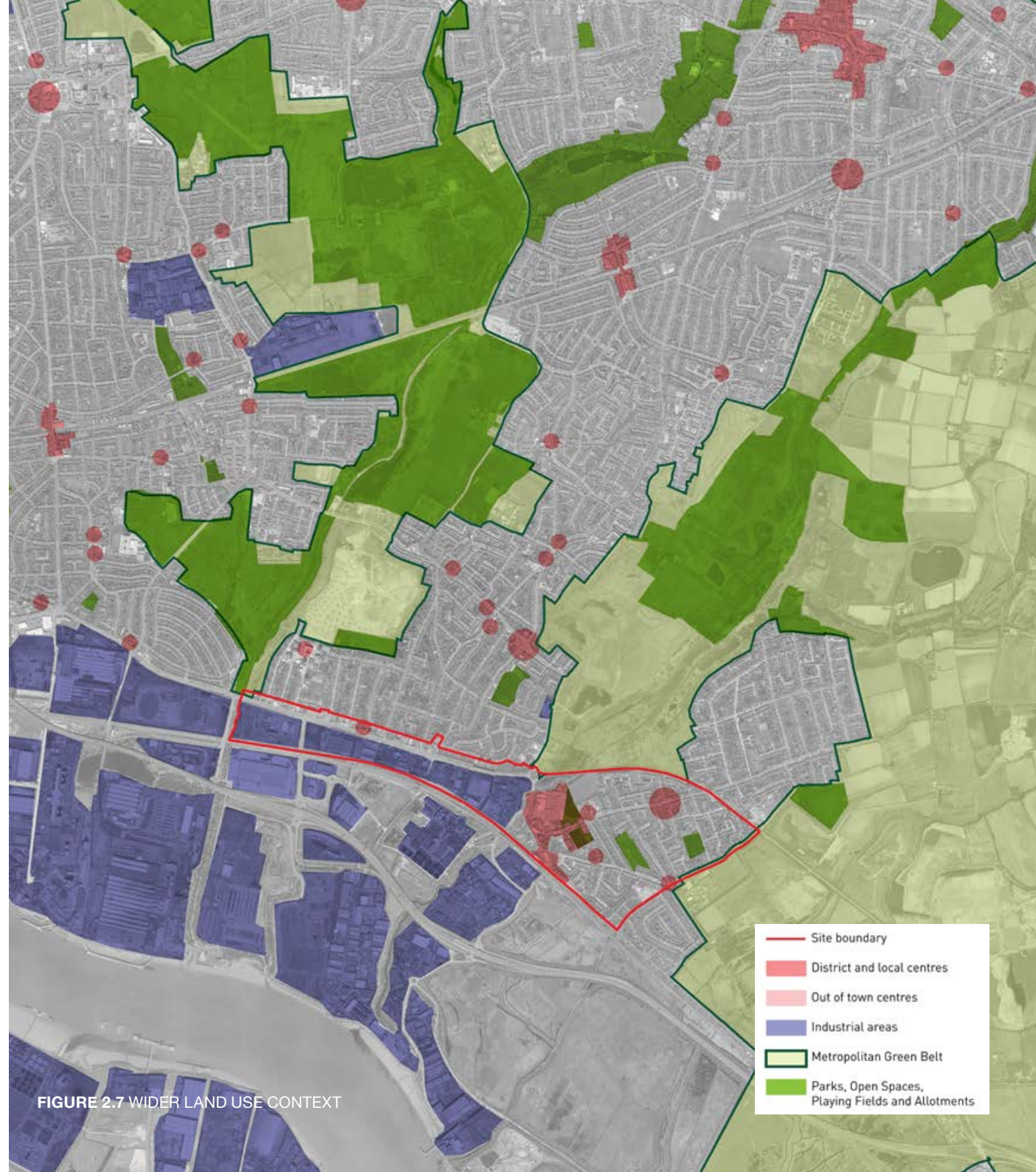
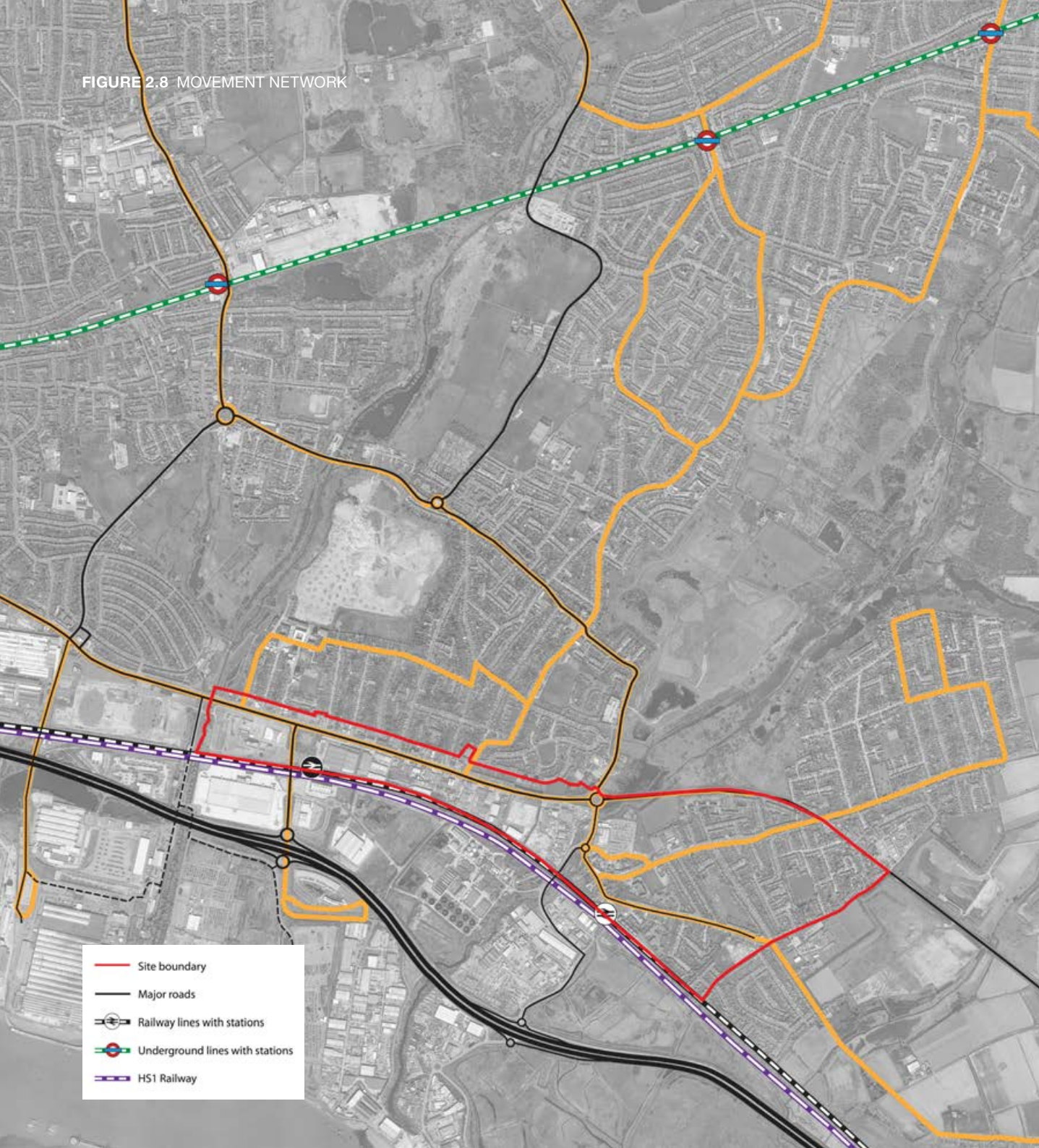


FIGURE 2.7 WIDER LAND USE CONTEXT

FIGURE 2.8 MOVEMENT NETWORK



2.1.5 TRANSPORT AND MOVEMENT

The environment to the south and west of Rainham is defined by significant transport infrastructure. The A13 trunk road providing a route from Central London towards Southend-on-Sea and the high speed railway line from London St Pancras to Ashford International (HS1) both cross the low lying land to the south of the masterplan area. Adjacent the high-speed line, local rail services (the C2C) pass through the area with a train station at Rainham. The next station, Dagenham Dock, is approximately two miles to the west.

New Road extends east-west through the area and provides a connection from Dagenham in the west to Purfleet and Grays in the east. New Road is a busy route but was de-trunked in 1999 and since that time a number of environmental improvements have changed the character of the street.

These include:

- The removal of the carriageway's central wall;
- The removal of subways and a footbridge and replacement with accessible pedestrian crossing facilities;
- The implementation of bus priority measures with new bus lanes and improved bus stops;
- The installation of safety cameras;
- The installation of new street signs and lamp columns; and
- An extensive programme of soft landscaping including the planting of shrubs and over 200 trees along the route.

However, partly as a result of the existing uses to either side, New Road still feels like a highway cutting through the neighbourhood rather than an urban street.

To the north of New Road a connected network of streets provide good connectivity through the residential South Hornchurch and Orchard Park neighbourhoods. Rainham Road is the most significant north-south route through this area and connects to Romford town centre to the north.

To the south, access is provided directly onto employment sites that front New Road. Marsh Way links New Road to the A13 Trunk Road to the south. The junction of Marsh Way with New Road is at the eastern end of the Beam Park site and Marsh Way rises upwards to sail over the railway line before dropping down to run beneath an elevated section of the A13. Sliproads provide access and egress to both the east and westbound carriageways of the A13. Connections to the A13 are also possible via Ferry Lane which runs southwards from Rainham Village.

PUBLIC TRANSPORT

The New Road corridor currently has a PTAL rating of 1 reflecting the relatively poor public transport accessibility. However improvements to rail infrastructure are proposed with a new station, Beam Park, proposed on the Fenchurch Street to Southend / Tilbury line. This will deliver improved accessibility and provide an improved PTAL of 2.

Rail

Whilst the railway lines carrying High Speed Services HS1 pass through Rainham, they do not stop in the area. Local services (C2C) currently provide two services per hour from Rainham to London Fenchurch Street and Southend.

New Beam Park Station

A new station 'Beam Park' is proposed to the east of Marsh Way and this will serve both the Beam Park site and the associated residential sites and employment sites at Beam Reach including the Tesco Distribution Centre. A business case has been prepared for the station.

London Underground

The District Line passes east-west to the north of the masterplan area with the closest station at Dagenham East on Rainham Road South.

Bus

A number of bus routes run along New Road and Rainham Road providing connections to Romford, Dagenham and other centres in the wider area. Recent improvements include new bus stops and bus lanes on New Road. It is strongly recommended that improved provision is provided to increase accessibility of employment sites to the south.



National cycle route 13 passes along New Road

CYCLING AND WALKING

Whilst improvements have been made along New Road and parts of the route provide cycle routes the lack of active frontage along the route reduces the attractiveness for walking and cycling. To the north the connected network of routes provides a good walking environment however there is little connectivity to the south as a result of the rail and road infrastructure. In addition to the three road bridges over the railway line there is also opportunity to cross at the southern end of Manor Way (to the east of the Rainham Steel site) by means of a level crossing over the C2C line and footbridge over the HS1 line.

National Cycle Route 13 (Tower Bridge to Fakenham, Norfolk) runs along New Road, through Rainham Village and towards Rainham Marshes and the Thames. At Bridge Road Roundabout it connects with National Cycle Route 136, which connects the village of Noak Hill via Upminster.

2.1.6 DEMOGRAPHICS OF THE AREA

The Rainham and Beam Park Planning Framework straddles Havering's two southernmost wards, South Hornchurch and Rainham and Wennington. Together they have a combined population of 26,000 and their demographic profiles differ little from Havering's overall except in terms of economic performance which is lower in the two wards.

The two wards have a higher percentage of people aged 65+ at 17% much higher than the London average of 11% and life expectancy reflects that of London as a whole with female expectancy at 82 years and male at 77. The working age population 16-64, stands at 63% roughly the same as the London average of 65%. The BAME population is low at 16%, higher than the Havering average but much lower than the London average of 40%.

Car ownership at 1.2 per household is high and reflects the often poor public transport provision and connectivity of the area with an average accessibility score of 2 against London's 3.5. The majority of residents use their own transport for travel to work, but this is closely followed by public transport as a preferred method.

The two wards face some significant challenges around economic performance.

Unemployment levels are high in South Hornchurch with JSA claimants at 7.3%, above the London rate of 6.0%. Of these those between 16 and 24 account for 12.3% again above the London rate of 11.6%.

Poor educational attainment is also an issue. Both wards have high levels of working age people without qualifications at 30.6% nearly double the London level of 17.6%. Those with 4 or more qualifications at 14.5% is far below the London rate of 37.7%.

South Hornchurch, in particular exhibits high levels of multiple deprivation, ranked third in Havering and is home to one of the top 10% of deprived communities in the UK (English Indices of Deprivation, DCLG).

2.1.7 DEVELOPMENT ACTIVITY

There have been a number of significant investments in the area in recent years. These include the following:

- Orchard Village - a transformation of the Mardyke Estate to the north-west of the masterplan area;
- The opening of the CEME Innovation Centre to the south of the railway lines;
- The construction of a new library in Rainham;
- Public realm improvements through Rainham Village;
- The building of the Royals Youth Centre in Rainham;
- 'Passive House' Scheme by Circle Housing on New Road; and the
- Refurbishment of Rainham Hall by the National Trust which opened in Summer 2015.

2.1.8 DEVELOPMENT PIPELINE

More plans for development are in the pipeline. These are being progressed by different private and public organisations and are at various stages in the planning process. These include:

- Proposal for a new Railway Station at Beam Park;
- A residential permission on the Somerfield site;
- Proposal for residential development on Dovers Corner (pre-planning stage);
- Proposals to refurbish New Plymouth and Napier House on New Road including provision of winter gardens together with 14 additional new homes in the form of town houses; and
- Development of a Construction and Infrastructure Skills and Innovation Centre at Havering College (planning application stage).



The Passive House scheme on New Road



Proposals to refurbish New Plymouth and Napier House on New Road



Orchard Village



Rainham Library

2.2

DEVELOPMENT CONSTRAINTS

2.2.1 FLOOD RISK

The Rainham and Beam Park Planning Framework Area is bounded to the west by the River Beam, which flows in a north-south direction before discharging into the River Thames approximately 1.4 km to the south of the site.

The Ingrebourne River flows in a north-south direction to the east of the Masterplan Area, and also discharges into the River Thames.

The Havering New Sewer flows from the River Ingrebourne south towards the Thames, through the Dover's Corner Site. The reach of the Havering New Sewer which flows through the Dover's Corner site is currently culverted. There are a number of unnamed drains in the vicinity of the overall Framework Area, with one drain flowing in a north-south direction through the Suttons Industrial Park. The reach of this drain which flows through the Masterplan Area is also culverted.

The Environment Agency Flood Map indicates that the majority of the Rainham and Beam Park Planning Framework area is within Flood Zone 3, and therefore at risk of either tidal flooding from the River Thames during the 1 in 200 year event or fluvial flooding from the River Beam, Ingrebourne River, Havering New Sewer or one of the

unnamed drains during the 1 in 100 year event. However, some areas of the site are located within 'Areas Benefitting from Defences' due to flood protection provided by the Thames tidal defences, and the flood defences along the River Beam and the Ingrebourne River.

A Flood Management and Drainage Strategy (Mott McDonald) has been developed to inform the production of the Planning Framework.

The strategy identifies a number of development sites within the Framework area at fluvial flood risk from river flooding in the 1 in 100 year event including climate change. These include the Dover's Corner site, the Havering College (former Carpetright site), the Sutton's Industrial Park and the Beam Park sites.

The Environment Agency guidance on climate change is currently under review and revised climate change allowances will be used in the planning process going forward from when they are published.

It is understood that the climate change allowance to be used for the Beam and Rainham masterplan is 35%. This climate change allowance has therefore been used when considering the flood risk by the study.

RECOMMENDATIONS

To mitigate identified flood risk the following intervention are proposed:

- **Dovers Corner / Havering College:**
Open up the culverted section of the Havering New Sewer which flows through the Dovers Corner site, and provide an open channel with a width of 5m and a bed and bank height the same as the open channel up-stream and down stream.
- **Suttons Industrial Park:**
It is suggested to open up the culvert in the Sutton Industrial Park site and provide an open open channel with a width of 5m and a bed and bank height the same as the open channel up-stream and down stream to reduce the flood risk at this site.
- **Beam Park:**
Upgrading the existing Washlands Flood Attenuation Storage (FAS) may reduce the risk from flooding at the Beam Park site. It is recommended that the area of the site still shown to be at risk from flooding during the 1 in 100 year event including climate change (when the Washlands FAS is upgraded) is designated as green open space. Planning applications for this site should follow the new Environment Agency guidance on climate change, once published.

The Rainham Village Primary School site and Beam Park site are shown to be at residual fluvial flood risk should the existing flood defences that provide protection to the sites fail and development needs to be appropriately managed.

The Beam Park, Somerfields and Suttons Industrial Park sites are shown to be at residual tidal flood risk should the River Thames

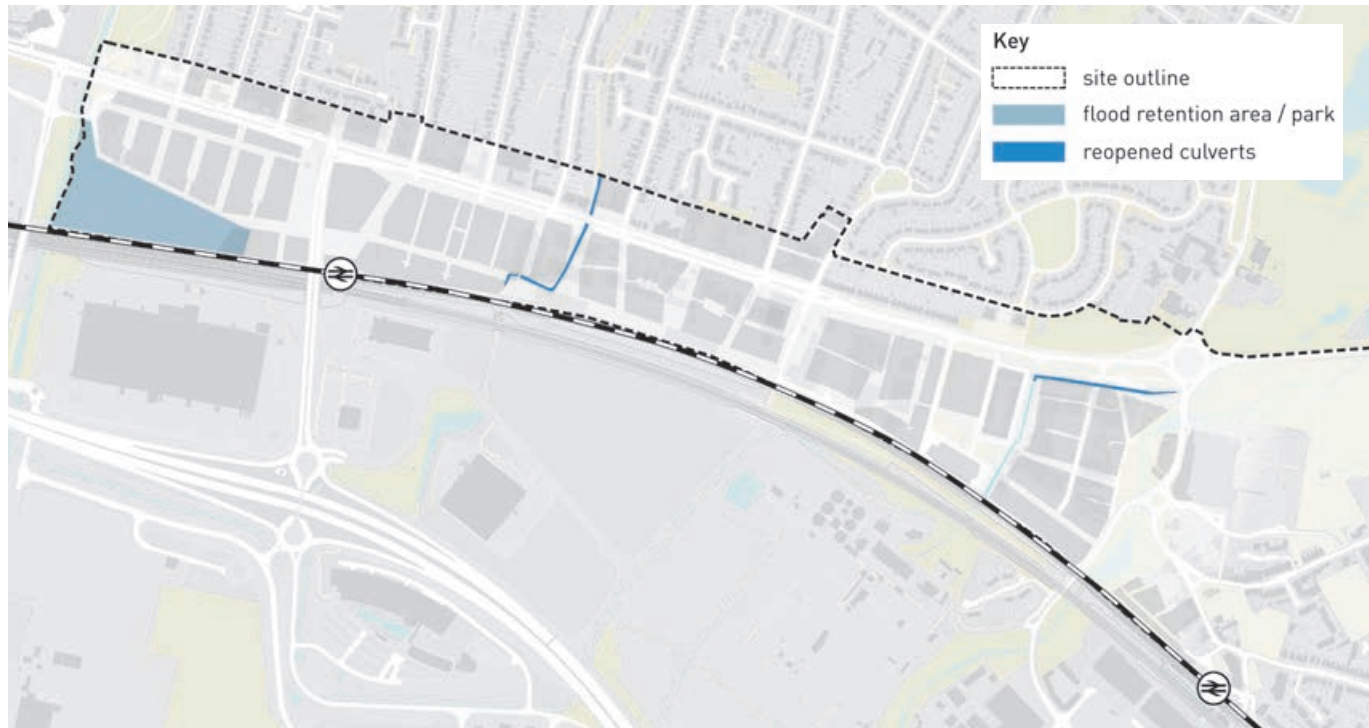


FIGURE 2.9 PROPOSED FLOOD MITIGATION MEASURES

flood defences fail. It is recommended that the residual flood risk to the Rainham and Beam Park Masterplan area, for both fluvial and tidal residual flood risk, be managed by ensuring the development is safe in the event of a defence failure through a range of measures such as designing buildings to be resilient and providing a safe place above the estimated flood level in the event of a breach.

All new developments have the potential to cause an increase in downstream flood risk due to increased runoff rates and volumes from the site. A Sustainable Drainage

System (SuDS) management train should be followed in the Rainham and Beam Park Masterplan Area.

Groundwater flooding may be a risk at the site, and the shallow groundwater levels need to be taken into consideration when investigating SuDS options and considering flood risk management options.

The risk of sewer flooding in the Rainham and Beam Park Masterplan Area is considered to be very low. However, in order to ensure the risk of sewer flooding does not increase due the planned development in the area, it is recommended that the outfall location and discharge capacity of any future development is agreed with the statutory authority, and if required, the local infrastructure increased to ensure there is sufficient capacity and the risk from sewer flooding in the local area is not increased.

2.2.2 CONTAMINATION

A desktop based ground investigation study (CH2M) was undertaken in support of the Framework. Within the corridor along the A1306 this identifies a potential risk associated with previous activities, which may have left contamination within the soils and groundwater that could impact any current or future development on these sites.

A thorough ground investigation should be undertaken across the development sites in order to determine the extent, concentrations and types of contamination that maybe present in the soil and groundwater beneath the site. Appropriate mitigation measures will need to be designed and implemented in order to remediate potential impacts associated with contaminated soils and groundwater beneath site and to make sites suitable for residential and mixed use development.

In addition landfill and/or ground gas protection measures, in some form, are likely to be required within all buildings and consideration will need to be given to the building fabric used within the foundations to ensure that they are of an appropriate standard to withstand any potential in ground contamination that be may be encountered.

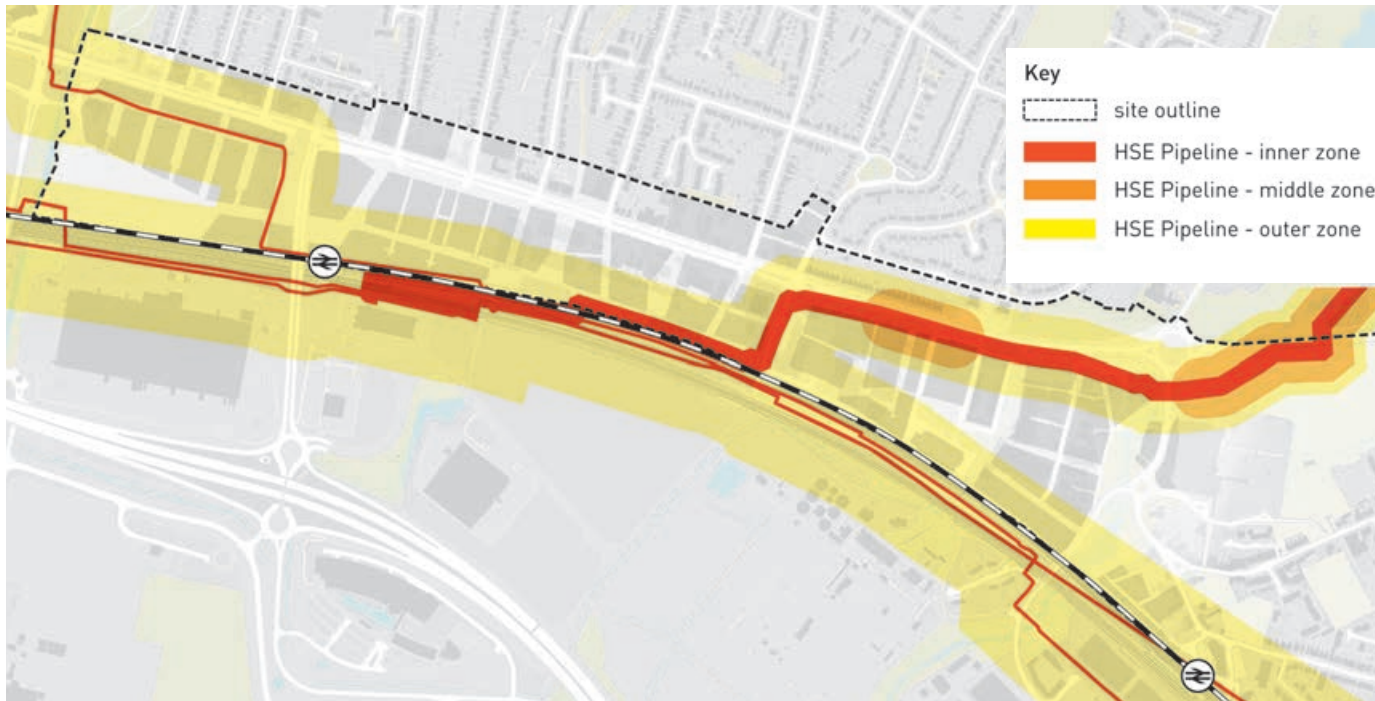


FIGURE 2.10 PIPELINE CONSTRAINTS

TABLE 2.1 PIPELINE BUILDING PROXIMITY DISTANCE (FROM PIPELINE) AND HSE CONSULTATION ZONES

Pipeline	Building Proximity Distance (metres)	Inner Zone (m)	Middle Zone (m)	Outer Zone (m)
Horndon to Barking Pipeline	3	3	3	110
Mardyke to Fords Dagenham	16	(Range) 3 – 16	(Range) 3 – 50	(Range) 3 – 70
Romford to Baker Street Pipeline	3	3	3	(Range) 3 – 90

2.2.3 PIPELINES

Aecom have undertaken a Pipeline Constraints Study in support of the Development Framework (November 2015).

The area proposed for development is straddled by three high pressure gas pipelines. The High Pressure gas pipelines running through the development and to the south following the rail line. The two National Grid Gas pipelines are operating at over 30bar and the Barking Power Station pipeline operating at over 40bar, although the Horndon to Barking pipeline is currently considered dormant and is filled with Nitrogen. These pipelines traverse the development predominately east to west.

The pipelines range in size from 610mm (24”) steel for Romford to Baker Street pipeline, 355mm (14”) steel for the Mardyke to Fords Dagenham pipeline and 24” steel for the Horndon to Barking Pipeline. These pipelines have land use planning consultation zones with distances for inner, middle and outer areas.

2.2.4 UTILITIES

The nature of the pipelines affect what can be approved to be built or how the land can be developed. The building proximity distances and consultation zone distances advised by the Health and Safety Executive (HSE) are summarised in the following table and illustrated in Figure 2.10.

The Pipeline study establishes that the impact of the pipelines on development can be minimised by keeping development out of the inner zone and limiting development to acceptable thresholds within the middle zone. The outer zone is acceptable for the majority of development except if it meets the definition of a large or sensitive development.

The proposed Beam Park Railway Station is located in the inner and middle zones of the Romford to Baker Street pipeline and in the outer zones of the two other pipelines and is therefore advised against by the HSE.

The Council is currently investigating potential mitigation measures for the station development, which may include a pipeline diversion.

The report (available February 2016) includes a desktop utility search of the A1306 site and surrounding area.

This will include;

- A commentary on the constraints imposed by the presence of existing assets;
- Via submission to relevant utility companies, include budget costs for any major;
- Utility diversionary works anticipated;
- The production of a Utility Demand schedule for the proposed development;
- Based on the Utility Demand Schedule, the submission of pre-development enquiries to relevant utility companies will be deliver the availability of capacity in their respective networks;
- Budget costs for new mains infrastructure and connections, based on the Utility Demand Schedule.

The report will also include detailing around any potential costs associated with utility network reinforcement, new mains and connections, and diversionary works.

The utilities that fall within the scope of this report include extra high voltage (EHV), high voltage (HV) and low voltage (LV) electricity, low pressure (LP), medium pressure (MP) and local high pressure (LHP) gas, telecommunications, potable water and sewer water mains.

2.2.5 AIR QUALITY

An air quality and odour assessment has been carried out by Air Quality Consultants Ltd on behalf of the London Borough of Havering to serve as an evidence base for the Planning Framework and will assist in the delivery of a co-ordinated approach in the development area.

The operational impacts on future air quality within Rainham that might result from the development proposals within the masterplan have been assessed. In addition, an odour risk assessment has been carried out which identifies the potential odour impacts associated with the Riverside Sewage Treatment Works (STW).

The whole borough of Havering has been declared an AQMA as a result of exceedences of the nitrogen dioxide and PM10 objectives. Annual mean nitrogen dioxide concentrations currently exceed the air quality objective at locations alongside busy roads in Rainham, including A1306 New Road and B1335. The PM10 objectives are being achieved in the masterplan area.

Concentrations have been predicted at both specific receptors and as a grid across the masterplan area to provide an indication of future nitrogen dioxide, PM10 and PM2.5 concentrations should each of the development proposals within the masterplan be brought forward. Concentrations have been predicted for two future scenarios: 2019 and 2031. For 2019, annual mean nitrogen dioxide concentrations have been predicted for two

scenarios. 'with emissions reduction' and 'without emissions reduction' to reflect the current uncertainty in Defra's future year vehicle emission factors.

It is concluded that concentrations of PM10 and PM2.5 will remain below the objectives at all existing receptors in both 2019 and 2031, assuming that all development traffic associated with the development proposals will be present on the local road network. In 2019 and 2031, the impacts for both PM10 and PM2.5 are all negligible.

In 2031, annual mean nitrogen dioxide concentrations are expected to be well below the air quality objective and the impacts of traffic generated by the masterplan proposals will be negligible. In the short-term, there is a risk that the annual mean nitrogen dioxide objective will continue to be exceeded alongside busy roads, including locations within the masterplan development areas. Further consideration will therefore need to be given to the potential air quality impacts of, and upon sensitive receptors within, developments brought forward in the early phases of the masterplan and mitigation provided as necessary.

In terms of odour, the Riverside STW has been identified as a potential source of odour which may impact on the proposed development. The odour assessment has concluded that Riverside STW will lead to insignificant odour effects at all of the proposed development plots.

The judgement that the odour effects are insignificant acknowledges the conclusions of the odour risk assessment, sniff-testing, and complaint record data provided by the Council. It is therefore considered that odours generated by Riverside STW should not provide any constraint to the development of residential properties at any of the proposed development sites.

At this stage it is not possible to assess the potential construction works impacts of each of the proposed developments within the masterplan as the relevant information required to complete the dust risk assessment is not currently available. Each of the development plots which fall under the criteria of 'major development' (defined as more than 10 residential units or 1,000 m² of floor space) will need to complete a construction phase impact assessment following the GLA's Supplementary Planning Guidance on the Control of Dust and Emissions from Construction and Demolition.

At this stage there is insufficient information available with which to determine whether the proposed developments within the masterplan will be 'air quality neutral' as per the GLA's Supplementary Planning Guidance on Sustainable Design and Construction and this will need to be dealt with at the planning stage of each proposed development. The SPG outlines the emission standards for gas-fired boilers, Combined Heat and Power (CHP) and biomass plant for the study area should any such plant be proposed for any of the developments.

2.2.6 NOISE

JMP Consultants Ltd, has prepared a noise assessment for the Planning Framework area on behalf of Havering Council to understand potential noise constraints in the context of the following guidance:

- National Planning Policy Framework (NPPF, 2012)
- Planning Practice Guidance (PPG, 2014)
- World Health Organisation (WHO, 1999) “Guidelines for Community Noise”
- BS 8233: 2014 “Guidance on sound insulation and noise reduction in buildings”
- Building Bulletin 93 (BB 93, 2003) “Acoustic Design of Schools”

The development area was assessed using noise measurements and noise models of the road and railway line. Daytime and night-time noise measurements were taken at two locations along the A1306 and an additional location near the railway line.

DAYTIME NOISE

The results of the noise assessment show that much of the development site falls outside the prescribed guidelines for internal and external noise during the daytime. Consequently, noise should be taken into account when determining Planning Applications and where appropriate, Planning Conditions put in

place to ensure sufficient noise attenuation is achieved.

NIGHT-TIME NOISE

Consideration has also been given to noise conditions in the night-time. Noise levels during the night are typically lower than the daytime which, in the case of the Planning Framework area, relates to lower traffic levels and fewer trains. However, noise guidelines are more stringent during the night-time to account for residents resting or sleeping.

The results of the noise assessment indicate that large areas of the development meet the applicable guidelines for external noise levels. Internal noise levels are achievable at some parts of the site but Planning Conditions relating to the provision of suitable double glazing will need to be considered to ensure this.

MITIGATION

Noise will be a key consideration for the determination of Planning Applications across the Planning Framework area due to the presence of both road and rail noise sources.

Potential mitigation measures to be considered include suitable glazing, mechanical and trickle ventilation systems for properties in closest proximity to the road noise sources.

Residential properties could be set back from the main carriageways and rail line

and acoustic barriers provided to achieve sufficient reduction in noise levels to meet relevant guidelines.

A pragmatic approach should be undertaken in areas where sufficient attenuation cannot be achieved. Any such areas could be allocated for commercial purposes rather than for residential uses.



2.3

OPPORTUNITIES AND CHALLENGES

OPPORTUNITIES

- **Good access** – sites benefit from excellent access to the strategic road and rail network;
- **History** – Rainham has a unique heritage and its historic built environment including a Norman Church and 17th manor house help to provide a sense of identity;
- **Prominent frontage** – the New Road sites are highly visible and new development will transform the street and help to regenerate Rainham and Beam Park;
- **Size** – the scale of the development opportunity to the north of the railway line offers the potential to plan a new neighbourhood and community;
- **Critical mass** – the development will deliver transformational change to the area;
- **Housing Zone** - will direct and attract new investment and spending on infrastructure and the environment to the area;
- **Affordability** - area can help contribute to the delivery of new housing that is affordable for local families and Londoners;
- **Employment** – the area has access to significant local employment opportunities;
- **Ownership** – a significant proportion of the area is in public ownership;
- **Public transport** – a new station is proposed at Beam Park which will improve the sites accessibility;
- **Local energy** – the industrial uses to the south offer potential sources of recycled energy; and
- **Natural environment** – the site has good access to open spaces and the natural environment along the Beam River and River Ingrebourne, to Rainham Marshes, Rainham Wildspace, Thames Chase Community Forest and the All London Green Grid.

CHALLENGES

- **Floodrisk** – some sites are on low-lying land and are vulnerable to fluvial and tidal flooding;
- **Contamination** - risk of contaminated sites requiring costly remediation that may affect viability
- **Low values** – property values in Rainham are relatively low which makes delivering high quality development economically challenging;
- **Image** – the area is fragmented and has a poor image of post industrial decline with many vacant sites;
- **Existing uses** – The adjacent uses are low value and in some cases bad neighbours creating a poor environment;
- **Lack of local amenities** – the area is isolated from amenities including good shopping, leisure and cultural facilities;
- **New Road** – this road is over engineered and dominant and low quality uses fronting onto the street create a poor impression of the wider area;
- **Social deprivation** – the South Hornchurch and Rainham area has relatively high levels of deprivation; and
- **Physical barriers** – the railway line and industrial uses to the south creates a physical barrier that makes movement north /south towards the river difficult.

2.4

PLANNING POLICY CONTEXT

This Development Framework has been informed by national, London wide and local policy:

- National Planning Policy Framework (NPPF), DCLG (2012)
- The London Plan, GLA (2015)
- London Riverside Opportunity Area Planning Framework 10 February 2015
- Draft Interim Housing Supplementary Planning Guidance, GLA (May 2015)
- Draft Social Infrastructure SPG, GLA, 2014
- All London Green Grid SPG, GLA (March 2012)
- Core Strategy and Development Control Policies Submission Development Plan Document, Havering (2008)
- Landscaping SPD, LB Havering (2011)
- Heritage SPD, LB Havering (2011)

Below is a summary of the high level policies that have set the principles for the preparation of this Development framework.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF) MARCH 2012

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. Of particular relevance the NPPF provides the following guidance:

- In their plan-making capacity, local planning authorities should positively seek opportunities to meet the development needs of their area; and Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change;
- Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose;
- Use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area,
 - Including identifying key sites which are critical to the delivery of the housing strategy over the plan period and
 - Boost significantly the supply of housing.

THE LONDON PLAN GLA 2015 (CONSOLIDATED WITH ALTERATIONS SINCE 2011)

The London Plan GLA 2015 (consolidated with Alterations since 2011) contains the following key principles and policies:

Housing: Increasing Housing supply and recognising the pressing need for more homes in London (Policy 3.3)

The Mayor will seek to ensure the housing need is met particularly through provision consistent with at least an annual average of 42,000 net additional homes across London

This target will be reviewed by 2019/20 and periodically thereafter. Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing targets. If a target beyond 2025 is required, boroughs should roll forward and seek to exceed those targets until it is replaced by a revised London Plan target.

In Havering this equates to a minimum ten year target 2015-2025 of 11,701 homes i.e. an annual monitoring target between 2015-2025 of 1,170 homes.

Boroughs should identify and seek to enable additional development capacity to be brought forward to supplement these targets having regard to the other policies of this Plan.

Realise brownfield housing capacity including mixed use redevelopment, especially of surplus commercial capacity and surplus public land, and particularly that with good transport accessibility.

Employment Land: Outlines the strategic approach to protecting Strategic Industrial Land (SIL) that has been identified based on future need, whilst managing the release of surplus industrial land. (London Plan Policy 2.17).

Opportunity Areas: identified as the capital's major reservoir of brownfield land with significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility. Typically they can accommodate at least 5,000 jobs or 2,500 new homes or a combination of the two, along with other supporting facilities and infrastructure (Policy 2.13)

- In terms of planning decisions, development proposals within opportunity areas and intensification areas should:
 - support the strategic policy directions for the opportunity areas (set out in Annex 1), and where relevant, in adopted opportunity area planning frameworks;

- optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses; and
- contribute towards meeting (or where appropriate, exceeding) the minimum guidelines for housing and/or indicative estimates for employment capacity set out in Annex 1, tested as appropriate through Opportunity Area Planning Frameworks.
- The Beam Park / Rainham Framework area is contained within the London Riverside Opportunity Area. The London Plan sets out the strategic policy direction for the London Riverside Opportunity Area (Annex 1).

LONDON RIVERSIDE OPPORTUNITY AREA PLANNING FRAMEWORK

The London Riverside Opportunity Area Planning Framework (OAPF) was adopted by the Mayor of London on 23 September 2015 as Supplementary Planning Guidance (SPG) to the London Plan.

Land Use:

In terms of land use issues affecting Beam Park / Rainham, the framework strategy consists of;

- **Housing:** Support new residential developments at key sites including along the A1306, and the Housing Zones in Rainham and Beam Park;
- London Riverside as a whole is one of the most affordable parts of London in which to buy or rent providing excellent value for money given the high design quality of new housing. This aspect of affordability needs to be taken into account when considering the overall provision of affordable housing in development schemes.
- A variety of housing typologies will be needed in order to achieve a mixed and balanced community
- **Education:** There is a pressing need across London for school places, in particular primary places.

- The framework sets a context for what school provisions the OA will need to deliver for the new communities, and suggests broad locations which must be well connected and walkable to the new residential neighbourhoods.
- **Retail:** At Beam Park, the new station on the C2C line would form the focus of a new local centre
- **Transport:** To support growth within the OA it is important to improve this connectivity as improvements to transport networks are an essential catalyst in enabling regeneration.
- Further development potential could be realised at Beam Park with the addition of a new station on the Essex Thameside line, which has funding and could open as early as 2020.

Urban Design

Based on the objectives of the ALGG for London Riverside five key principles have been identified drawing on the areas strengths in terms of rich open space and proximity to the river, which can contribute to the areas regeneration;

- **Connecting Key Centres** - One of the key strategic objectives of the ALGG includes improving connections between Barking Riverside and Barking Town Centre, Barking Riverside and Dagenham Dock, Dagenham Heathway and Chequers



FIGURE 2.11 LONDON RIVERSIDE OPPORTUNITY AREA PLANNING FRAMEWORK BOUNDARY

Corner, and between Rainham Village and Chequers Corner along the A1306 Linear Park;

- **Beam Parkway:** The aspiration to reduce the width of this road to create the Beam Parkway linear park along its length, to help integrate existing communities along its northern edge with new developments to the south, and create liveable and attractive spaces

- **Building height strategy:** The OAPF identifies broad locations for higher density developments and tall buildings in London Riverside. These include:
 - **Beam Park:** High density development should provide legible and easy access to the new Beam Park Station from the A1306 as well as sites to the east and west, whilst allowing for a more suburban character with houses away from the transport hub fitting with the form and typology of existing residential areas to the north.

- **Key Development Sites**

- **The A1306 sites:** The realignment of the A13 has meant that their location has a reduced strategic commercial advantage and, with the consolidation of employment sites in London Riverside, they are now suitable for release for other uses. Many of these sites are in public ownership, as so provide an opportunity to make a significant contribution to local and regional housing needs through residential-led mixed use developments;
- **Beam Park (South Dagenham East):** This site will provide a residential-led mixed use development around the new Beam Park station; and
- **Rainham West:** Many of these sites have uses commensurate with its previous designation as an employment area. The OAPF anticipates that these sites will come forward for mainly residential use with SME uses along the A1306. There will no longer be a requirement to retain 33% of the land in employment uses, with residential led mixed uses preferred.

- **Key design principles for the A1306 sites:** Five key design principles have been developed.

- **The Beam Park Way:** The A1306 will be transformed into an integrating element that is at the heart of a new urban structure connecting new residential development in the south with the existing residential areas to the north. Havering Council has aspirations to transform the A1306 into a linear park connecting the new Beam Park Station to Rainham Village acting as a unifying element across borough boundaries;
- **Extending the existing perpendicular street pattern:** The development on the south side of New Road should be based on streets that are perpendicular to the main road. This can be seen as extending the current arrangement from the northern residential areas across the Beam Park Way into the sites to the south. A secondary road at the southern end of the sites avoids the creation of cul-de-sacs and could potentially connect sites across land ownership boundaries;

- **Open space network:** This area already has wetlands, waterways and green spaces which form a disconnected open space network. It is important to protect, restore and enhance these natural assets and connect the gaps to create a comprehensive open space network connecting development sites across land ownership, administrative and physical boundaries.
- **Walkable neighbourhoods:** The provision of new clusters of local facilities at intervals along the A1306 as part of the new developments will complement the larger existing centres and help create local identities. The proposed Beam Park station and new high density residential development will form a new local centre and serve new and existing developments;
- **Built form:** Housing development is expected to follow the established perpendicular street pattern. These development blocks should generally incorporate a mix of housing typologies including flatted accommodation of up to 6 storeys and terraced houses of two to four storeys;
- Development along New Road, around Beam Park, may be of a higher density flatted typology, with feature buildings introduced on corner sites or centres of activity to add interest, identity and to serve as way-finding features;
- Development sites in and around Rainham Village should complement and enhance the character and setting of the historic centre in order to reinforce its distinct identity. Development at Dover's Corner provides an opportunity to extend the positive qualities of the village towards the west and form a transition between old and new, small scale and larger. This can be achieved at a relatively high density without being high rise.

HAVERING LOCAL DEVELOPMENT FRAMEWORK AND SITE SPECIFIC ALLOCATIONS

The Core Strategy and Development Control Policies Development Plan Document was Adopted in 2008. It sets the Council's approach to the planning of the whole borough up to 2020, and sets the framework for the Action Plans and topic specific planning documents. The LDF pre-dates other planning policies including the London Plan (FALP) and National Planning Policy Framework (NPPF) and is therefore relevant in so far as these policies remain applicable.

- The Core Strategy supports the retention of the Strategic Industrial Land in the Rainham Employment Area, where it seeks to retain one third of the Rainham West site for non-residential uses including A1, A3, A4, B2, C1, D2, etc. This is a policy now superseded by the London Riverside OAPF and Havering Employment Land Review 2015 which forms evidence base for the new Local Plan.
- The main focus is to revitalise Rainham and preserve and enhance its heritage value through significant improvements to the centre, public transport and sensitive mixed use development and for the centre to serve the new communities along the A1306. The improvements include streetscape enhancements, environmental improvements to the station interchange and traffic management within the village, remodelling Rainham Tesco and development of the land between the railway and The Broadway.
- The document also identifies a need for small scale retail facilities within the new communities to the west of Rainham, with a local centre north of the proposed Beam Park station.
- **CP1- Housing Supply** - will be secured by (inter alia)
 - Prioritising the development of brownfield land, ensuring it is used efficiently; and
 - Developing the residential and mixed use sites identified in the Site Specific Allocation Development Plan Document (DPD) which includes sites within the London Riverside Opportunity Area;
- **CP2 – Sustainable Communities** - seeks to ensure that sustainable, attractive, mixed and balanced communities will be created by a range of means, including:
 - ensuring that the sizes, types and tenures of new housing meet the need of new and existing households at local and subregional level;
 - ensuring that the required sizes and types of new housing are of a density and design that is related to a site's access to current and future public transport and are compatible with the prevailing character of the surrounding area;
 - securing the social, economic and environmental regeneration of priority housing areas;
- **CP4 – Town Centres:** Havering's town centre hierarchy will be promoted and enhanced by:
 - expanding Rainham to serve the new communities within London Riverside;
- **CP7 – Recreation and Leisure** - in partnership with other bodies, the Council will seek to retain and increase access to recreation and leisure opportunities by:
 - improving opportunities for informal recreation in the countryside, through the implementation of a number of initiatives, including the Green Grid;
- **CP8 – Community Facilities** - The Council will work in partnership with other bodies to ensure that a suitable range of community facilities are provided to meet existing and forecast demand by:
 - ensuring major developments provide facilities to meet new demand, especially in London Riverside;
 - ensuring all new community facilities are located in places that are or will be accessible by a range of transport, including walking and cycling, and that the development itself is accessible to all groups;
- **CP9 – Reducing the need to travel** - The need to travel will be reduced by a number of means including:
 - ensuring that new development reinforces the town centre hierarchy;
 - relating residential densities to current and future public transport access levels and the character of existing development;

- **CP10 – Sustainable Transport** - promotes a choice of sustainable transport modes, where travel is necessary, by;
 - working in partnership with the relevant agencies to seek funding for and deliver the following public transport improvements to support development priorities and ensuring that new development is designed and laid out with regard to these to facilitate its deliverability, including improvements to the c2c railway line from London to Southend via Rainham and Upminster including the new Beam Reach Station;

The Development Control policies provide detailed guidance on the criteria against which planning applications will be determined, including:

- **DC2 Housing Mix and Density;**
- **DC3 – Housing Design and Layout;**
- **DC15 – Locating Retail and Service Development;**
- **DC16 – Core and Fringe Frontages in District and Local Centres;**
- **DC20 –Access to recreation and leisure including open space;**
- **DC29 – educational premises.**

SITE SPECIFIC ALLOCATIONS (ADOPTED 2008)

This sets out the specific allocations for individual sites across the borough. The sites identified in this document are considered necessary to deliver the vision, objectives and policies of the Core Strategy. The main part of the masterplan area is identified within a Site Specific Allocation. The Site Specific Allocations Development Plan document adopted in 2008 identifies a number of specific allocations within the masterplan area and outlines the general approach to their development.

- Policy SSA11 – Beam Park - Residential and ancillary education, community, leisure, recreation and retail uses will be allowed within the Beam Park site. A new station 'Beam Park Station' is proposed;
- Policy SSA12 – Rainham West - Residential and ancillary community, retail, recreation, educational and leisure uses, and appropriate employment uses will be allowed within the Rainham West site;
- Policy SSA13 – Rainham – Land between railway and Broadway - Only residential and community uses will be allowed on the land between the railway and The Broadway. In addition retail and leisure uses will be encouraged along The Broadway frontage;
- Policy SSA16 – Rainham Central - Any redevelopment of this site should: Better integrate the foodstore functionally and visually into the heart of Rainham Village and improve the retail offer of the units within the fringe and core retail areas along The Broadway and Upminster Road South.

HAVERING LOCAL PLAN

Havering Council are currently producing a new Local Plan which, when adopted, will replace the Core Strategy. The Havering Local Plan will identify key issues and strategic priorities for Havering up to 2030-1 and will set out both strategic and development management policies.

BASELINE RESEARCH

The consultant team prepared baseline reports summarising key findings from previous work complemented by additional primary research and discussions with stakeholders.

The following baseline reports have been prepared:

- Rainham and Beam Park Transport Capacity Appraisal (C&A Consulting Engineers Ltd., May 2015)
- Rainham Housing Zone Viability Study (BBP Regeneration, Dec 2015)
- Beam Park and Rainham West Pipeline Constraints Report (Aecom, Nov 2015)
- Rainham and Beam Park Flood Management and Drainage Strategy (Mott MacDonald, Dec 2015)
- Air Quality Assessment: Rainham and Beam Park (Airquality Consultants, Dec 2015)
- Rainham Masterplan - Noise Assessment (Atkins, 2015)
- Technical Note, Potential Land Contamination Issues for Havering Key Development Sites (CH2MHill, August 2014)

The Housing Zone Status will help accelerate the delivery of homes on brownfield sites like Beam Park.



2.5

THE HOUSING ZONE CONTEXT

The Mayor's Housing Strategy introduced the idea of Housing Zones as a new way to speed up the number of homes being built in areas with high development potential. The Housing Zone Prospectus was launched on the 30 June 2014 by the GLA.

Housing Zones are areas where home building is to be accelerated by close partnership working between boroughs, land owners, investors and builders. They have been designated in areas where investment could spur on the development of at least 1,000 new homes on brownfield land. The time taken to deliver new schemes is recognised by the GLA but development in the Zone should commence within the 2015-18 period.

Housing Zones can only proceed where the local borough is driving the programme and is putting in its own resources, in such forms as land holdings, capital investment and staff time. In return, the GLA will provide grant or repayable loans to support:

- Infrastructure needs of the community such as schools, leisure and transport;
- Affordable housing delivery – subsidising the building of new affordable homes, including Havering Council building and owning them as well as investing in shared ownership homes and other forms of low cost home ownership that enable local people to buy a home;
- Site preparation and land remediation – where, for example, providing up-front funding for decontaminating land would enable building to start far more quickly; and
- Infrastructure / gap funding – where, for example, providing new and/or improved transport or other infrastructure could unlock sites.

In addition, the GLA will assist in the speeding up of housing delivery by streamlining working between the different parts of the 'GLA family', for instance, GLA planners and Transport for London.

The primary aim of a Housing Zone is the maximisation of new housing supply. Resources are not available for improvement of existing Council housing stock.

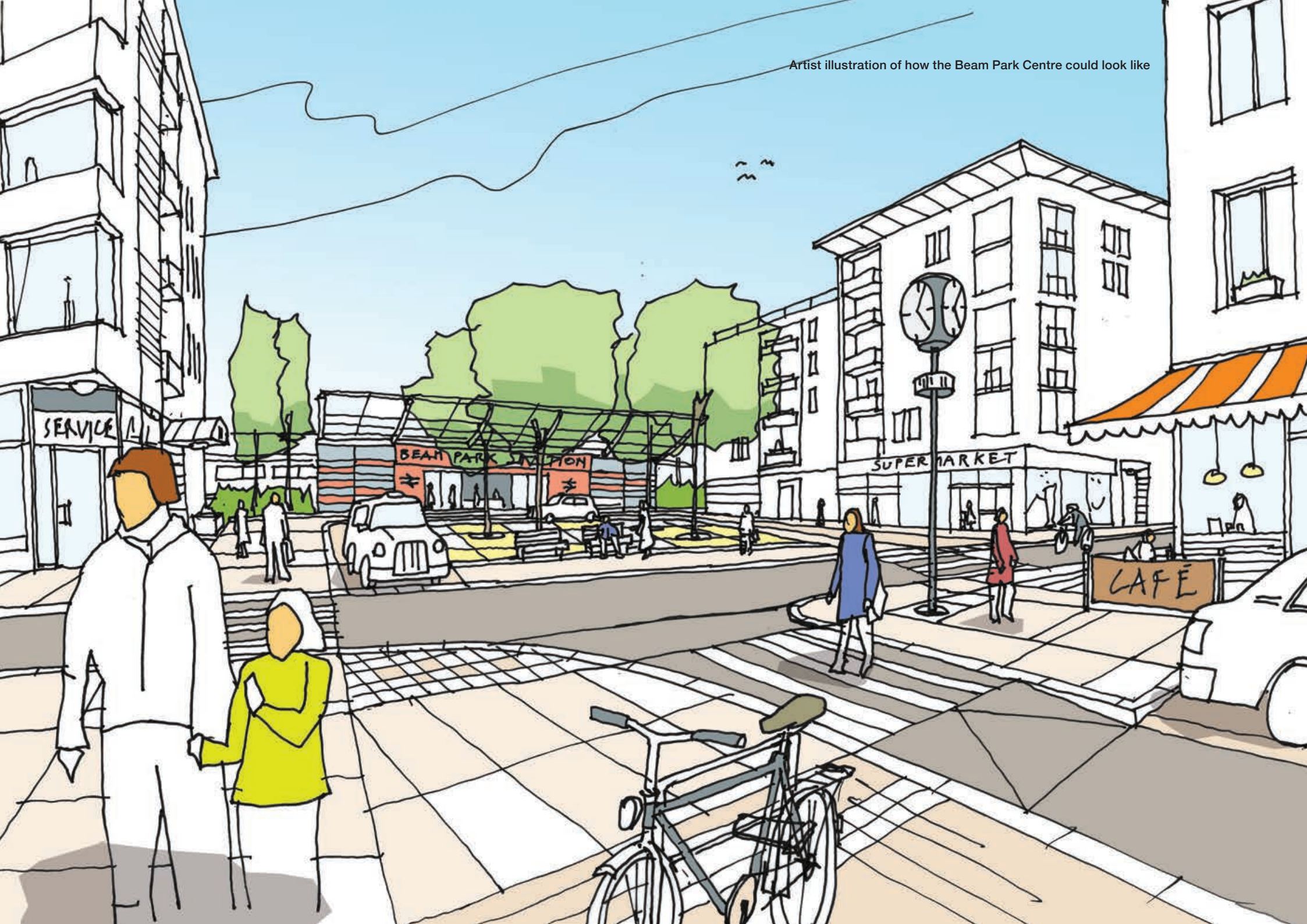
Housing Zones focus on place-shaping and creating a high quality environment for new residents, and so funding will be required for schools, community facilities, transport and energy infrastructure. Resources made available by the GLA through the Housing Zones programme could contribute towards these so long as the investment directly unlocks housing supply.

So far 18 Housing Zones have been selected across London including the Rainham and Beam Park Housing Zone which was announced on 25 June 2015.

The Mayor and Department for Communities and Local Government are making £400m available across these Housing Zones; this consists of £200m grant and loan funding to support the development and delivery of housing, and £200m repayable investment funding directed at funding for private sector investors.

The focus for Havering's Housing Zone is the Beam Park to Dover's Corner area of Rainham, and is covered by this Planning Framework.

Artist illustration of how the Beam Park Centre could look like



3 THE VISION

3.1

BEAM PARK / RAINHAM VISION

The sites on New Road offer a major opportunity for Rainham, Havering and East London. They will contribute to delivering much needed housing to support the continued growth of London and respond to local housing need within the London Borough of Havering. They offer a chance to create a new green neighbourhood with a quality and well designed residential environment that supports the well being and health of the community.

The new neighbourhood will have its own identity and sense of place, be structured around a new station and local centre at Beam Park, and integrate with the historic Rainham Village and surrounding residential neighbourhoods.

The character of New Road will be transformed from a traffic dominated corridor into an urban street with enhanced public realm. This will include a green parkway, a new two way off- road cycle track and new residential led development to either side fronting onto and enclosing the street.

The new neighbourhood will provide a mix of homes, from terraced and semi detached properties that front local streets, to houses and apartment buildings overlooking the Parkway on New Road. A number of green spaces extend through the quarter as part of a wider green network.

The new neighbourhood will act as a high quality addition to historic Rainham and will become a place to live for:

- Havering's working families looking for homes in which to settle and grow;
- Young professionals in the Borough looking to buy their first home and benefit from rapid links to the City; and
- Rainham and South Hornchurch residents needing affordable homes and wishing to stay in the area.

Development will be at a scale that is appropriate to the borough and the wider context of Rainham, and consistent with the envisaged role and character of development areas.

The historic Rainham Village centre will be enhanced through smaller scale development on vacant and under used sites and this will serve to consolidate the urban fabric of the village.

Rainham and Beam Park will offer opportunity for both existing Havering residents and newcomers to invest in housing at a more affordable price. The neighbourhood will provide a mix of housing types and tenures allowing residents to move within the area and to down- or up size properties as their circumstances change through life.

New homes will be supported by community infrastructure with a new two form entry primary school proposed as part of the redevelopment, as well as the establishment of new health and community facilities as part of the development.

These changes will have wider benefits to the existing community, bringing with them enhanced access to employment sites both locally and in Central London, improved community infrastructure and engendering a sense of pride. The comprehensive approach to regeneration proposed through the Planning Framework will build on and capitalise on previous initiatives in the area including the new library and public realm improvements in Rainham village.

OUR VISION

IS TO ESTABLISH...



A SUSTAINABLE NEIGHBOURHOOD



CREATING A NEIGHBOURHOOD THAT:

- Joins the existing and new parts of Rainham together in a coherent and well connected place;
- Is guided by 'garden suburb' principles - combining affordable homes, a green environment, community infrastructure and easy access to employment;
- Creates a livable and inclusive place that offers quality housing, an attractive environment, and easy access to open spaces and can support the individual and social wellbeing of its residents; and
- Provides quality development that is designed and built with sustainability at its heart and will stand the test of time.

A GREAT PLACE TO LIVE



DELIVERING A PLACE THAT:

- Provides a variety of characterful housing to cater for all, including families, the young and the old and allowing for up- or down sizing within the neighbourhood;
- Establishes a safe environment with well designed streets and overlooked spaces;
- Delivers an affordable location for Havering families to rent or buy;
- Provides new community infrastructure including a new primary school, health and community facilities to cater for new and existing residents;
- Offers good access to local shops and amenities in Rainham Village and a new centre at Beam Park; and
- Provides easy access to employment - locally, within the London Riverside area and in the wider London context.

A PLACE WITH A STRONG IDENTITY



ENHANCING DISTINCTIVENESS BY:

- Establishing an attractive neighbourhood with a strong sense of place that celebrates the history of Rainham Village and its surrounding marshlands;
- Strengthening the character of Rainham Village with development that fits in and appropriately responds to the area's rich heritage;
- Establishing distinct sub areas with their own character and sense of place and a new local centre and urban heart at Beam Park station;
- Providing development that is responsive to its context and offers high quality architecture and landscape design; and
- Transforming New Road from a traffic dominated corridor into an attractive green street that is overlooked by new homes and transforms the image of the area.

AN ACCESSIBLE PLACE



IMPROVING ACCESSIBILITY BY:

- Providing a new Beam Park Station in the heart of the area;
- Creating a network of safe and pleasant walking and cycling routes that connect neighbourhoods, facilities, local centres and open spaces;
- Reducing through traffic on New Road and transforming it into an attractive street that is easy to cross;
- Enhancing bus services with a new interchange at Beam Park Station and routes to the London Riverside employment area;
- Creating a network of green and blue routes that connect the neighbourhood with the Marshes; and
- Maintaining good access to the strategic road network.

A PLACE WITH QUALITY OPEN SPACES



CREATING A GREEN SETTING THAT:

- Provides attractive public spaces and a quality public realm throughout the neighbourhood;
- Offers an environment and facilities that encourage and support healthy and active lifestyles;
- Establishes a new linear green corridor, the Beam Parkway, to provide a quality walking and cycling route alongside New Road;
- Provides a series of neighbourhood spaces as focal points for the local community and sites for recreation and children's play;
- Links the area's green spaces as well as the River Thames; and
- Is well managed and maintained to ensure the quality of green spaces into the future.

Artist illustration of a new neighbourhood green space



4. DEVELOPMENT PRINCIPLES

4.1 COMPREHENSIVE DEVELOPMENT

New development in the Rainham and Beam Park area has the opportunity to establish a new green neighbourhood that links the existing settlements of South Hornchurch and Orchard Village with Rainham Village, overcomes the barrier presented by New Road (the A1306), the rivers and the industrial sites and brings significant enhancement to the wider area as an attractive place to live, work and visit.

Development will be delivered on a series of connected sites to the south of New Road extending from the River Beam in the west to Dovers Corner / Bridge Road in the east, together with sites to the north of New Road which are currently occupied by unsightly and incompatible uses and a small number of underutilised sites in Rainham Village centre.

To achieve the vision for Rainham and Beam Park, new development will need to adhere to a set of common design principles and parameters, which will ensure that the new neighbourhood is:

- well connected and links to the wider green infrastructure;

- has the right mix of uses and facilitates to serve its future occupants;
- brings forward quality architecture and open space; and that
- individual development parcels connect and relate with their neighbours in order to contribute to a strong sense of place.

The Planning Framework advocates an integrated approach to the development of the Rainham and Beam Park area. It provides clear guidance for development to ensure a comprehensive approach for development, while leaving flexibility for creative and innovative solutions in individual architecture and development proposals.

This chapter sets out guidance on the required design and development principles for the following aspects:

- Urban structure;
- Character areas;
- Land uses;
- Movement and parking;
- Urban form and design principles;
- Open spaces and the public realm, and
- Energy and sustainability.

PG 01 - NEED FOR A COMPREHENSIVE DEVELOPMENT

The transformation of the Rainham and Beam Park area into a successful, residential neighbourhood can only be achieved if the area is dealt with comprehensively with developers contributing in a positive and proactive manner in finding solutions to ensure that the wider vision and objectives are not prejudiced by any single development phase. Sites along New Road will be expected to be brought forward in a comprehensive manner and piecemeal development proposals will not be considered acceptable where they conflict with formation of a coherent urban block structure as illustrated in Figure 4.2.

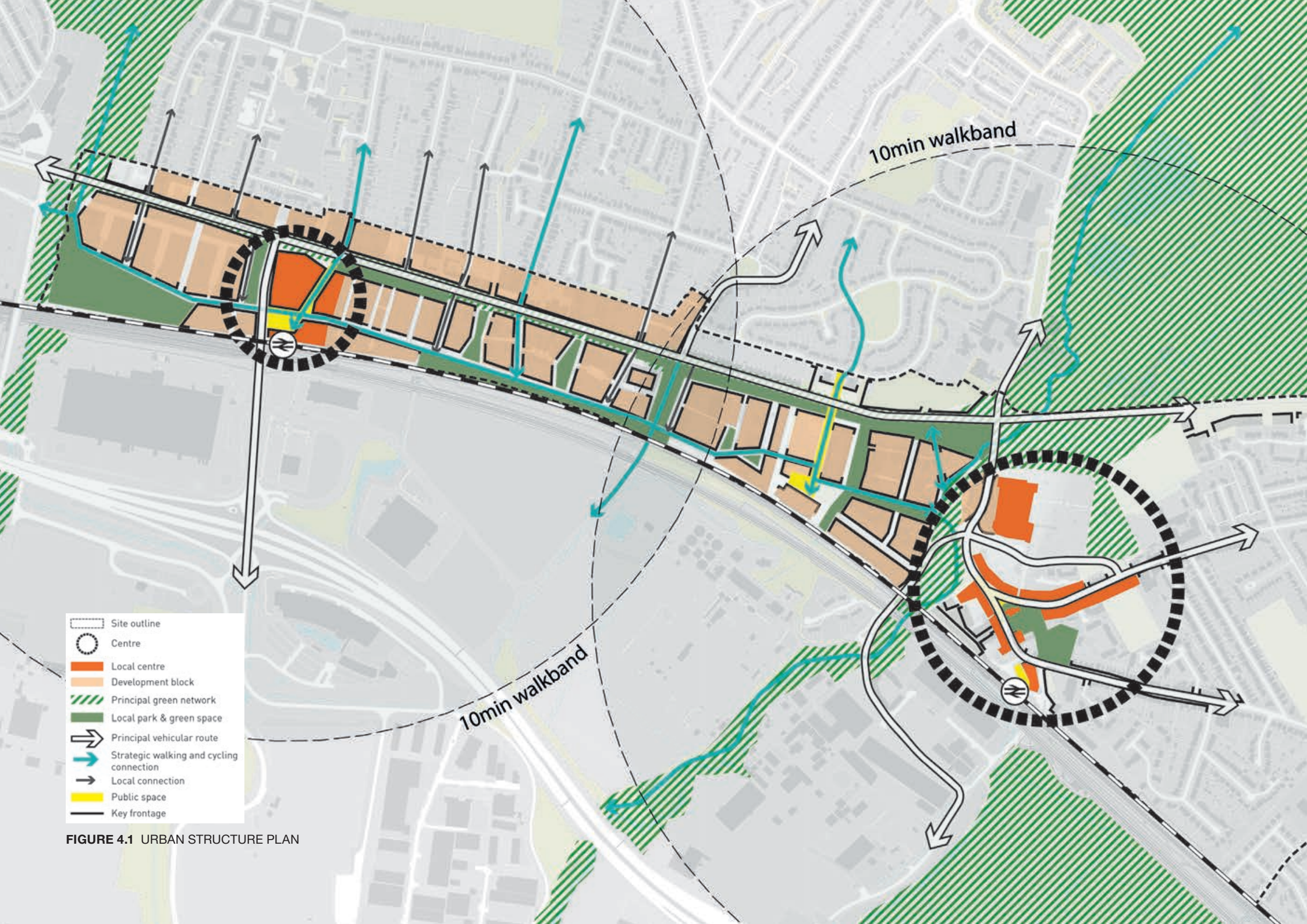
Applicants will be required to demonstrate that their proposals will:

- Provide a layout that facilitates a coherent urban structure across the area as a whole;
- Meet the land use, character and on-site infrastructure specification for their development area as set out in Section 5;
- Fulfil the requirements in terms of phasing set out in section 6 and, if a part of the plan is being brought forward in a different sequence, to demonstrate an alternative phasing solution that achieves the same objectives and output;
- Make contributions to on and off-site infrastructure in accordance with the s106 and CIL schedule identified in Section 6 of this framework and other necessary contributions identified through the planning process.

PG 02 - LAND ASSEMBLY AND COMPULSORY PURCHASE ORDER

The appearance and condition of a number of sites along New Road will impact on the opportunity to deliver transformational change and to bring forward the new vision for the Rainham and Beam Park area.

In situations where a site (or sites) in third party (i.e. non-borough or GLA) ownership are not coming forward for development, the Council will be prepared to commence Compulsory Purchase Order (CPO) proceedings in order to achieve the comprehensive approach to delivery that it requires.



-  Site outline
-  Centre
-  Local centre
-  Development block
-  Principal green network
-  Local park & green space
-  Principal vehicular route
-  Strategic walking and cycling connection
-  Local connection
-  Public space
-  Key frontage

FIGURE 4.1 URBAN STRUCTURE PLAN

4.2

URBAN STRUCTURE

The proposed new urban structure for the Rainham and Beam Park area is represented in Figure 4.1. It identifies the hierarchy of movement routes as well as the pattern of development blocks, open spaces and landscape elements that together make up the future morphology of the area and show how the area is structured.

The urban structure is concerned with the wider connectivity and continuity of routes, as well as the spatial expression of their relative importance as conduits of people and traffic through the area, which will help ensure the intuitive understanding and legibility of the urban fabric. The urban structure diagram establishes the spatial concept for the area that guides all aspects of the framework. The specific function of routes within the vehicular network or as pedestrian and cycle routes is set out in section 4.4.

Establishing a coherent urban structure will ensure that

- New development in the Rainham and Beam Park area integrates well with its surrounding context;
- New routes connect the existing and new neighbourhoods with each other and with the wider area;
- Local centres are accessible from surrounding areas; and
- The area is legible and easy to navigate through.

A new local centre will be established next to Marsh Way bridge, served by a new railway station on the C2C railway line. The Beam Park Centre will provide local facilities in walking distance of both the western part of the development area and also the existing residential areas to the north, including Orchard Village. The existing District Centre at Rainham Village will continue to have this role and also serve the eastern portion of the development.

New Road will be the main spine of the area, connecting the area with its two centres at Beam Park and in Rainham Village. It seamlessly integrates West Rainham to the north with the new development areas to the south. The road will be transformed into the Beam Parkway - a green avenue that is well defined and enclosed by residential buildings. The Beam Park Way will form an important part of the wider green infrastructure, as it connects the landscapes of the Beam river valley and the Ingrebourne river valley. Proposals for the Beam Parkway are further detailed in Section 4.6.3.

A network of streets provides permeability and connects the development areas internally and across New Road with existing streets to the north.

New development will establish a pattern of street blocks, where generally buildings front onto and enclose the street space. Gardens and communal areas are normally

situated to the rear in the centre of blocks, where they afford greater privacy and security.

A number of spaces of varying character and scale are proposed throughout the area. They add to the green character of the neighbourhood, provide open space amenities and help to enhance legibility and way finding.

A large new community park is established to the south-west of the area, where it provides the entrance to the landscape of the Beam valley and its country parks.

A number of strategic walking and cycling routes are identified that connect the centres, sub-areas and open spaces with each other. These routes are further detailed in Section 4.4.4.

PG 03 URBAN STRUCTURE

Establishing a coherent urban structure is essential to ensure developments are coordinated and connected across the whole of the Rainham and Beam Park area.

Applications will be required to:

- Make specific provision in their layouts for the vehicular access and pedestrian and cycle routes as set out in PG 12 and PG 16;
- Appropriately express the hierarchy of routes as set out in Figure 4.1 through the design of the urban form with the aim to enhance legibility; and
- Demonstrate that the layout achieves a coherent structure both in its own right, and in terms of its facilitation of future phases.



- Site outline
- Key building
- Proposed building
- Public space
- Open space
- Single surface street
- Undercroft parking
- Private garden
- School ground / playing field
- Shared walking / cycle route
- Cycle route
- Allotment

- PV - Parkview
- BC1 - BC2 - Beam Park Centre
- BG1 - BG4 - Beam Gardens
- CS1 - CS2 - Creekside
- BPW - Beam Parkway
- RV - Rainham Village

FIGURE 4.2 ILLUSTRATIVE MASTERPLAN

THE ILLUSTRATIVE MASTERPLAN

Based on the vision an illustrative masterplan has been prepared that shows how the area could develop over the next 15 to 20 years. Its purpose is to illustrate the Development Framework and to test that the design and development principles are feasible and viable to ensure that the recommendations made in the Planning Framework are grounded in reality.

The masterplan indicates a scenario of how the Planning Framework may be brought forward. Its arrangement of development blocks, streets and open spaces should guide future development proposals on individual plots brought forward by developers. Development proposals that depart from this plan need to demonstrate how the planning and design principles by the framework can be met.

The Planning Framework however allows flexibility in the way in which blocks are sub-divided. Other internal arrangements can be explored if they achieve enclosed and overlooked internal streets and spaces equally or better defined, and provide public access, permeability and connection through the area.

The layout structure of important streets and spaces established in the Urban Structure Plan (Figure 4.1) are fixed and should be varied only where there is justification provided which demonstrates that the development would not undermine the objectives and principles of the Planning Framework.

Artist illustration of a new neighbourhood green space

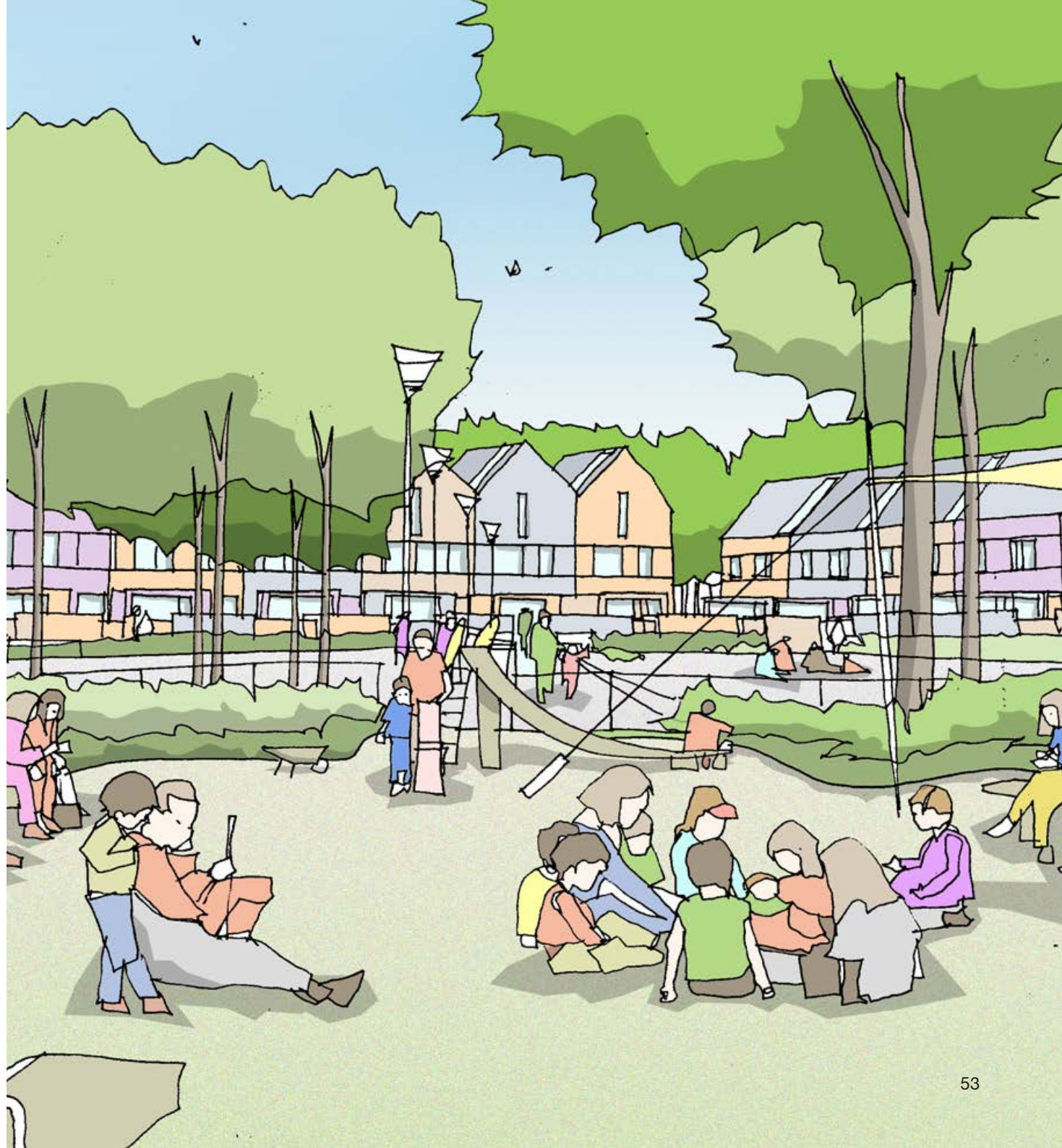




FIGURE 4.3 PROPOSED CHARACTER AREAS

4.3

CHARACTER AREAS

New development should not be uniform or generic, but should provide a differentiation in the character and feel across the area, that will help to instill local pride and assist way finding. This should respond to the historic context of Rainham and the surrounding landscape context, or in other areas establish a specific character with a strong individual sense of place.

The Planning Framework identifies six character areas that should be established or reinforced by the development.

The character areas are identified in Figure 4.3. These are:

- **Rainham Village**
The character of this historic village should be strengthened and enhanced by new development that integrates well and brings forward a contextual response to the local vernacular and enforces its role as a district centre.
- **Beam Park Centre**
Situated next to the proposed new railway station on the C2C line this area will become a new local centre and focus for urban life for the existing and new community in the west of the framework area. The centre will provide local shops and services, a small supermarket, cafes and other community facilities with apartment living in the upper floors. The centre will be focused around a new gateway space outside the station and

a new street link with New Road that provide high quality public realm and are animated by active ground floor uses.

- **Park View Living**
Situated immediately to the west of the Beam Park Centre this quarter will have an urban feel with compact development form, and apartment buildings that provide strong enclosure to Beam Park and New Road. The interior of blocks comprise a more intimate and green environment with low rise housing. Home Zone streets offer shared spaces for residents to meet and children to play. The orientation of blocks and streets emphasise views and connections with the new park.
- **The Beam Gardens**
The area to the east of the Beam Park Centre provides a gradual transition from an urban character closer to the centre, to a family living neighbourhood that is shaped by garden suburb principles, providing a green environment with tree-lined streets, pocket parks, and front and rear gardens. Home zone treatments of residential streets enhance the quality of life and making them places for people, not just traffic and parking.
- **Creekside**
The character of the residential area adjacent to the Ingrebourne River (Dovers Corner) should be inspired by the wetland and its habitats, and make reference to

the materiality of traditional buildings in the marshes, for example by using timber cladding, brickwork and tiled roofs. SUDS features and natural landscape elements should feature in the public realm.

- **Beam Parkway**
New Road will have its own character that brings together the various character areas to the south. It will be a well enclosed urban corridor overlooked by residential development. The corridor includes a unique linear park space that provides a segregated cycle route, street trees, attractive planting and a series of individually designed pocket parks that offer amenities to residents and visitors. A few shops and other community facilities provide animation at important street corners or other locations.

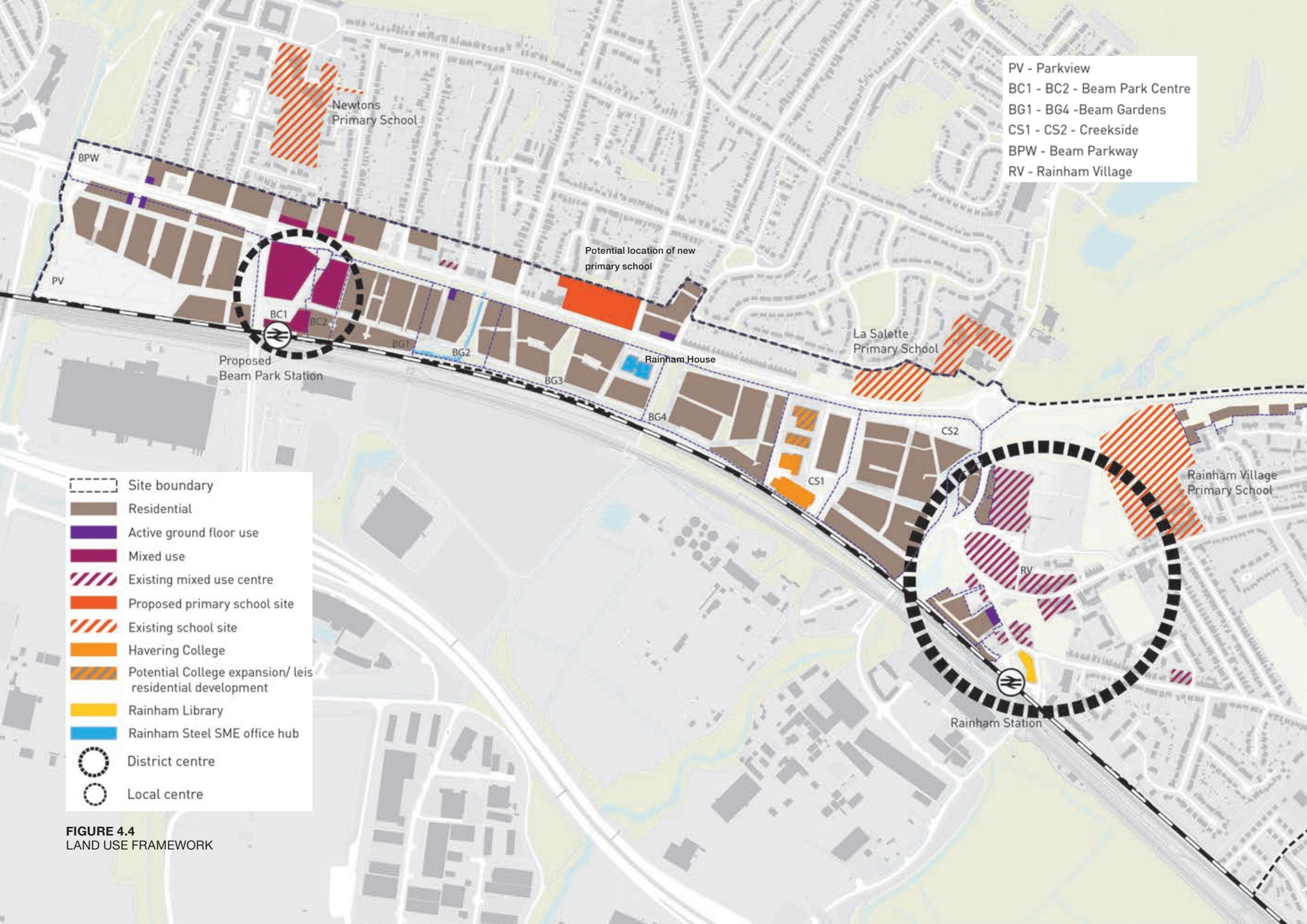
Further detail on the character and specific guidance relating to these character areas are included in chapter 5 of this document.

PG 04 - CHARACTER

Achieving a strong sense of place with areas of different character across the area will help to instill local pride, assist with way finding and allow areas to respond to existing character.

Applicants will be required to:

- Establish a strong sense of place for each of the character areas Park View Living, Beam Park Centre, The Beam Gardens, Creekside and Beam Parkway, demonstrating how the surrounding context has been taken into account;
- Respond to the context within Rainham village, to strengthen and enhance the character of this historic village; and
- Comply with the development principles for the relevant character areas set out in Section 5 of this Planning Framework.



PV - Parkview
 BC1 - BC2 - Beam Park Centre
 BG1 - BG4 - Beam Gardens
 CS1 - CS2 - Creekside
 BPW - Beam Parkway
 RV - Rainham Village

- Site boundary
- Residential
- Active ground floor use
- Mixed use
- Existing mixed use centre
- Proposed primary school site
- Existing school site
- Havering College
- Potential College expansion/ leis residential development
- Rainham Library
- Rainham Steel SME office hub
- District centre
- Local centre

FIGURE 4.4
 LAND USE FRAMEWORK

4.4

LAND USE FRAMEWORK

4.4.1 MIX OF USES

The land use framework sets out the main principles for the distribution and mix of uses across the Rainham and Beam Park area. The land use framework is based on the illustrative masterplan (Figure 4.2), which provides an understanding of the development capacity of sites and demonstrates high level solutions in response to site constraints.

4.4.2 HOUSING

The Rainham and Beam Park area provides a major opportunity for Havering to establish a high quality residential neighbourhood that provides much needed homes in the Borough. This will further contribute to meeting the housing target set by the Mayor through comprehensive development that seeks to optimise development outcomes.

New development coming forward in the Framework area will be predominately residential. A mix of town houses and apartments with a variety of typologies, unit sizes and tenures will be important to achieve a mixed and balanced community. This should include, but not be limited to, homes for young professionals, families with children, older people, people with disabilities and people wishing to build their own homes.

HOUSING MIX

The Council's Housing and Needs Assessment (2012) suggested that future market housing delivery should be split between 50% small (1- and 2-bedroom units) and 50% large (3+ bedrooms) units. Overall, around 70% of small units should provide 2-bedrooms, although this may not apply to all sites.

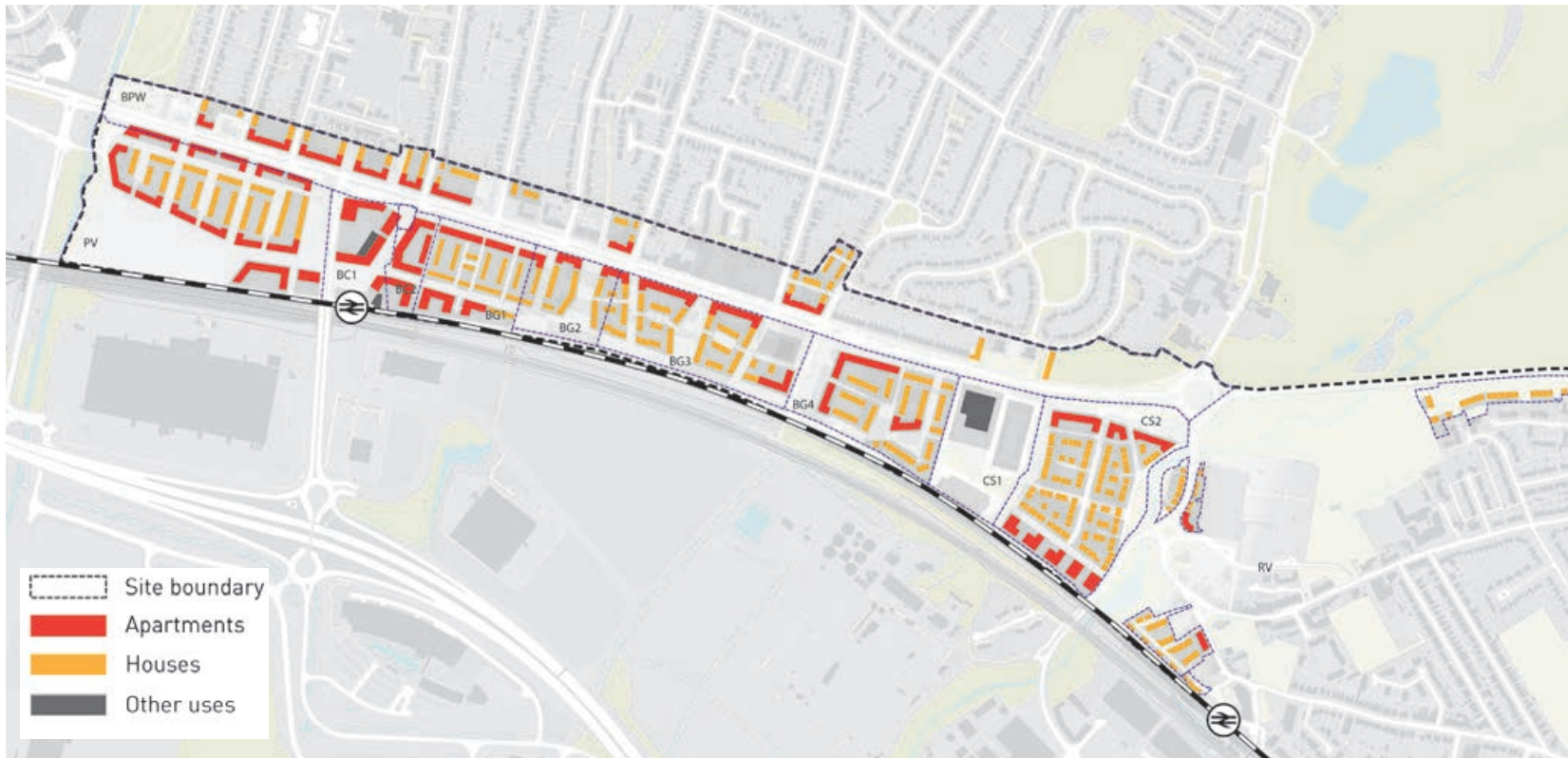
In developing this planning framework a number of matters have informed the housing mix across the housing zone:

- The SHMA relates to the Borough wide target for market housing;
- Commercial valuation undertaken as part of this process supports the introduction of a greater level of 1 and 2 bed flats;
- The aspiration for the Beam Park area and creation of a clear sense of place;
- The increased PTAL levels achieved throughout the site following the introduction of the Beam Park station and the integration in the future of further improved public transport through increased frequency of bus services throughout the site; and
- The new Housing Zone status of the framework area and commitment this brings to achieving the delivery of significant amounts of desperately-needed housing on this brownfield land.

Local property market analysis has identified typical interest in the area from the following property buyers:

- First time buyers;
- Outpriced buyers/commuters from eastern Central London as well as Ilford and Walthamstow;
- Couples starting a family, or existing families, moving to the area to take up larger accommodation and be closer to schools; and
- Older generation, looking for comfort or downsizing.

Analysis undertaken in respect of this framework identifies a very high demand for both apartments and houses. The typical buyer is expecting slightly bigger properties than in Inner London – this applies to both flats and houses. There is greater demand for two bedroom apartments with a limited demand for one bedroom flats from local first time buyers and for the rental market. First time buyers / young professionals on relatively higher incomes tend to look for two-bedroom houses in preference to flats where this can be afforded, whereas three-bedroom houses are generally bought by families. There is limited demand for houses with four or more bedrooms.



PV - Parkview
 BC1 - BC2 - Beam Park Centre
 BG1 - BG4 - Beam Gardens
 CS1 - CS2 - Creekside
 BPW - Beam Parkway
 RV - Rainham Village

FIGURE 4.5 DISTRIBUTION OF APARTMENTS AND TOWN HOUSES BY THE ILLUSTRATIVE MASTERPLAN

There is an opportunity to cater for a retirement market particularly for those looking to downsize, thereby creating demand for larger two-bedroom flats with lifts or appropriately proportioned and equipped houses. High quality garden space, including communal gardens for apartments tend to be important in this regard.

The illustrative masterplan (Figure 4.2) is informed by local market intelligence and aims to optimise the housing potential of the Planning Framework area in respect

of London Plan Policy 3.4 and local and development constraints.

The masterplan shows that the area can deliver about 3,250 new homes, of which 1,000 are townhouses for families. The mix between apartments and town houses and the density of development varies throughout the area in response to location, context, development constraints and the proposed character. Densities have been established in reference to the London Plan density matrix, considering the Rainham and Beam Park area to be situated in the

‘sub-urban’ and ‘urban’ settings categories and benefiting from a PTAL level of 2-3.

Viability testing on a site-by-site basis has shown that the proposals are deliverable and present a realistic development proposition for the Framework area.

The area around Beam Park station benefits from high public transport accessibility and will be able to accommodate higher density development. It is likely that the typical occupier will be a first time buyer or young professional/ commuter, to whom



Precedent of apartment scheme - Passive House Scheme - Circle Housing on New Road



Precedent of typical housing scheme

transport connectivity is vital. Hence smaller apartments with one or two bedrooms will be most suitable for this area. In addition, a smaller percentage of larger apartments on the ground floor or upper floors with a lift can cater for the demand from the retirement sector demand. No town houses are proposed in the Beam Park centre.

Outside Beam Park Centre a broad dwelling split of 35% houses and 65% apartments is achieved by the masterplan. Apartment buildings should be primarily concentrated along New Road to support enclosure and overlooking of this route, and to shelter areas to the back from the impact of this route. Apartment buildings should also overlook the new neighbourhood park at Beam Park and should be provided on plots where they can help define and provide frontage to street corners.

Provision of houses should be predominately terraced and comprise of two or three storeys with private gardens. This should provide a mix between 2, 3- and 4 bedroom. A greater proportion of semi-detached and detached houses should be provided in and around Rainham Village to respond to its village character and less regular built form.

More specific recommendations on the mix, density and types of homes in the various sub-areas is provided in Chapter 5.

PG 05 - HOUSING PRIORITY AND MIX

A mix of town houses and apartments with a variety of unit sizes, tenures and types is important in achieving a mixed and balanced community.

Applicants will be required to:

- In Beam Park Centre, to provide apartments of a range of one and two bedroom apartments over commercial uses at ground floor levels;
- In Park View Living, The Beam Gardens, Creekside and Beam Parkway to principally locate apartments onto New Road to ensure adequate enclosure and overlooking of this route (unless proposals can demonstrate that other typologies such as houses achieve equal or better levels of enclosure and overlooking of this route);
- In Park View Living locate apartments to overlook Beam Park;
- Provide the following mix (measured by number of units) of up 3 storey terraced house of 2-4 beds, the mix of sizes to respond to the most up to date evidence of housing need:
 - Park View Living: 20-25%
 - Beam Gardens (part of Somerfield): 30-35%
 - Beam Gardens (remainder): 40-45%
 - Creekside (Dovers Corner): 40-45%
 - Beam Parkway (New Road north): 25%-30%
- In Rainham Village on larger development sites to provide 80% - 85% town houses (measured by units), and on infill sites to provide apartments only where there are significant townscape and character benefits to the proposal.

PG 06 - AFFORDABLE HOUSING

The Council will seek to maximise affordable housing provision when negotiating on individual private residential and mixed use schemes in accordance with adopted planning policies.

Negotiations on sites will take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation ('contingent obligations'), and other scheme requirements.

Affordable housing and market housing will be expected to be integrated in any development and have the same external appearance; and that the affordable and market housing have equivalent amenity in relation to factors including views, daylight, noise and proximity to open space, playspace, community facilities and shops.

PG 07 - CUSTOM BUILD HOUSING

The Council will actively encourage custom build housing. Larger development sites (above 200 units) to the south of New Road should aim to deliver a proportion of proposed houses as serviced sites for custom build housing.



Example of mixed tenure scheme - Tabard Square, London

AFFORDABLE HOUSING

In order to support effective and high quality design, adequate infrastructure and an enhanced environment as promoted by the measures in this framework, and to ensure a more balanced mix of tenures in the area, the Council will seek to maximise affordable housing provision when negotiating on individual private residential and mixed use schemes. Havering's Core Strategy seeks 50% affordable housing from new development with a tenure split of 70:30 between social housing and intermediated forms. However Havering Council through its Housing Strategy has subsequently signalled that a shift towards an equal balance at 50:50 social housing and intermediate provision better meets its strategic objectives.

The London Plan requires authorities to seek the maximum reasonable amount of affordable housing when negotiating with developers. Negotiations on sites will take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation ('contingent obligations'), and other scheme requirements including the requirements to contribute towards the linear park and other environmental and community benefits within the Housing Zone.

Development should be tenure blind with affordable housing being indistinguishable from market housing. As far as practical affordable housing should be distributed across a development



Example for custom build housing - Ijburg, Amsterdam (photo by Peter Visser)

site, and concentration of affordable housing in less desirable parts of the site should be resisted. This will help to establish an effective tenure mix, reduce social exclusion and contribute to the social cohesion of the area.

CUSTOM BUILD HOUSING

The London Plan requires local authorities to make appropriate provision for custom build housing, having regard to local need. The scale of the Rainham and Beam Park development provides an opportunity to promote a custom build project as part the development mix. Custom build housing enriches the housing offer of the area, can help speed up housing delivery as it operates outside the market typically targeted by house builders, contributes to distinctiveness of the area and helps smaller and medium size house builders to enter the London housing market. The Framework recommends that larger developments provide a proportion of the scheme housing output (between 5 and 10% of the proposed number of houses) for sale to custom builders in the form of serviced plots covered by outline permission.

4.4.3 HOUSING CAPACITY AND DENSITY

The illustrative masterplan (Figure 4.2) exemplifies how the Planning Framework’s development principles in respect of layout, mix of uses and height can be translated into a coherent and well designed plan for a green and livable neighbourhood. High level financial appraisals by character area have been undertaken to ensure development proposals by the illustrative masterplan are viable and ultimately deliverable.

The illustrative masterplan has established the development capacity of the area and its sub-areas, and informed the housing numbers that are required to be delivered within each of the character areas.

Table 4.1 sets out an appropriate density range for each of the character areas. The stipulated range offers a degree of flexibility to developers and their designers to come forward with their own imaginative plan in response to the framework.

The range of development capacities for each sub-area and resulting development densities corresponds broadly with the density guidelines contained within the London Plan and reflect the fact that PTAL levels will rise to 2-3 following introduction of the new Beam Park Station.

TABLE 4.1 RANGE OF APPROPRIATE HOUSING CAPACITIES AND DENSITIES BY CHARACTER AREA

Character Area	Proposed Density Range	Illustrative Masterplan Capacity	Illustrative Masterplan Density	London Plan Density guideline	New PTAL	Setting	Average unit size
Park View Living	100-120 dph	690	106 dph	70-170 dph	2	Urban	2.7-3.0 hr/unit
Beam Park Centre (incl. part of Somerfield)	180-200 dph	575	189 dph	70-170 dph	2	Urban	2.7-3.0 hr/unit
Beam Gardens (part of Somerfield)	80-100 dph	251	92 dph	70-170 dph	2	Suburban	2.7-3.0 hr/unit
Beam Gardens	60-80 dph	697	68 dph	40-80 dph	2	Suburban	3.1-3.7 hr/unit
Creekside (Dovers Corner)	60-80 dph	396*	65 dph	40-80 dph	2	Suburban	3.1-3.7 hr/unit
Beam Parkway (New Road north)	100-120 dph	392	115 dph	70-170 dph	2	Urban	2.7-3.0 hr/unit
Rainham Village	40-60 dph	250**	48 dph	40-80 dph	3	Suburban	3.1-3.7 hr/unit
Total		3,251					

* Based on Persimmon’s Dovers Corner Scheme

** Includes estimated no. 120 units on in-fill sites

It is considered that the Beam Park Centre is capable of being brought forward at a slightly higher density in response to its location directly adjacent to the railway station and to support its centre function. As set out in the London Plan, the density tables provide guidelines and account needs to be taken of other factors relevant to optimising housing potential. Factors such as local context, design and transport capacity are particularly important, as well as social infrastructure, open space and play. Where appropriate, they can also provide a tool for increasing density in situations where transport proposals will improve public transport accessibility in the future.

PG 08 - HOUSING DENSITY

Applicants will be required to comply with and achieve the housing densities within the density bracket set out for each development area:

- Park View Living: 100 - 120 dph;
- Beam Park Centre: 180 - 200 dph;
- Beam Gardens (part of Somerfield): 80 - 100 dph;
- Beam Gardens (remainder): 60 - 80 dph;
- Creekside (Dovers Corner): 60 - 80 dph;
- Beam Parkway (New Road north): 100 - 120 dph; and
- Rainham Village: 40 - 60 dph.

Proposals that exceed these densities will be considered favourably where they fall within London Plan policy density guidelines and demonstrate compliance with the principles set out for the character areas in Section 5 of this Planning Framework.



4.4.4 DISTRICT AND LOCAL CENTRES

The Planning Framework area and its surrounding is currently served by a District Centre at Rainham Village, which is anchored by a large Tesco Extra supermarket. The supermarket offers many of the services that would traditionally be offered within the town.

Analysis undertaken as part of this masterplanning exercise (BBP Regeneration Local Centre Demand Study) suggests an additional demand for c. 3,500 – 4,500 sq m of A-Class floorspace to support the population and household growth anticipated in the main area of the proposed Rainham Housing Zone.

Given the geographical size and shape of the Rainham Housing Zone, it will certainly require a new centre within its boundary. The new Beam Park rail station provides the logical location for this in connectivity terms, and would also create footfall and encourage commercial activity to support active frontages below the higher density residential apartments.

Residents located in the eastern part of the Planning Framework area will use Rainham town centre as a primary shopping destination due to closer proximity to Rainham Station, rather than Beam Park and will therefore have the further advantage of helping support the growth of Rainham town centre and helping cement its District Centre status.



Small shop front in Rainham Village



Tesco Extra Store accommodates the majority of the District Centre floor space

The study recommends the provision of c. 2,000 sqm of additional A-Class floor space at Beam Park, with a further 1,500 - 2,000 sq m expansion of Rainham's District Centre.

There will be a need for other non-retail floor space provision in the area notably for non-residential institutions (such as health centres, leisure facilities, day nurseries and community facilities) and small employment space (offices). This demand has not been quantified. It is recommended the majority of the non-residential and office floor space be located within the two centres to support their critical mass and footfall.

RAINHAM DISTRICT CENTRE

There are a number of physical factors in Rainham, most notably the heritage value of existing units, and the relative lack of suitable sites for larger footprint retail development, which will constrain the extent to which the centre can accommodate additional new retail floor space. New A class retail units are expected to be provided on ground floors of new development on infill sites within Rainham Village where they are in keeping with the character and can benefit from town centre footfall.

The potential for further retail development in Rainham will be largely driven by the population growth in the Framework area. In the short term it is assumed that internal efficiency gains can be made in the Tesco Store to absorb initial additional retail demand generated by the new development. In the longer term an expansion of retail floor space into the area between Upminster Road and Tesco should be considered. This may include provision of additional floor space / development within parts of the Tesco car park. However, there are also qualitative needs to provide an improved consumer choice for retail and other services beyond the Tesco store, particularly café and restaurant provision, that should be addressed, as well as improved linkages between Tesco and the rest of the centre.



Local convenience shop

BEAM PARK LOCAL CENTRE

The Beam Park local centre will be a new focal point and meeting place for the existing and new communities. The centre should provide a small supermarket, local shops and services, restaurants, cafes and bars. It should also provide ground floor units that can accommodate other community facilities, such as doctor's surgeries, nurseries and spaces for cultural, social and leisure activities, as well as small office space.

The link between successful commercial uses and accessibility has long been recognised. It is anticipated that new development in the Beam Park centre, fronting onto New Road (south side), the connecting street from New Road with the station forecourt and around the station square, will provide retail or other active uses units at ground floor level with apartments above.

Retail floor space should be provided as shell and core accommodation with a

minimum floor to ceiling height of 3.75m, enabling the flexible sub-division into a range of unit sizes that can accommodate most of the commercial uses. Retail units will need to be completed weather-tight and with basic facilities to enable rapid occupation. This will lower the entry cost to potential retailers, which helps local and independent shops. It also enables the interim use of these units for meanwhile uses prior to finding a more permanent end use. Boarded up retail space in waiting for occupation is not acceptable as it has an adverse effect on the character and perception of the centre. All shop fronts in the centre must be active and open during core retail hours to maintain the impression of a visual and functional centre. Stand-alone retail units are not in keeping with the proposed higher density and character of the Centre and will not be permissible.

Developers should be encouraged to actively seek interim uses for vacant ground floor units. These could include spaces for arts, cultural or community activities,

pop-up shops and cafes, or temporary office accommodation. They will protect the unit through occupation, while helping to animate the centre. Meanwhile uses are often the start or pre-cursor for achieving more formal accommodation. They also generate footfall, foster community engagement and assist wider place making objectives.

Servicing and car parking areas for retail units will need to be accommodated within the urban block and should not visually dominate the street scene or undermine the residential amenity of homes in the residential floors above. Dead frontages overlooking the public realm should be avoided. Out of hours on-street servicing is also preferred.

Shop front design should not be treated separately from the upper building levels but considered as a coherent design. It should reinforce a shop's identity and its location in the centre, whilst forming an integral part of the street scene and cluster of buildings.



Places to sit out

A high quality public realm with wide pavements should be provided throughout the centre to accommodate footfall and provide a comfortable movement space. The footway area should be extended right up to the shop fronts. Shops should be permitted to use the immediate space outside their premises to present their goods or to offer outdoor seating. This spilling out of shop activity will help create a lively street scene and distinctiveness, while also stimulating passing trade as it supports the greater awareness and facilitates engagement with a shop's offer from a pedestrian perspective.

MIX OF USES ALONG NEW ROAD

Along New Road small ground floor units should be provided at important street corners and a few selected locations as identified as 'active ground floor use' in Figure 4.4. These should provide local facilities such as a corner shop, a café, a hair-dresser, dental practice or a small office space.

Uses benefit from visibility from the main street and will gain passing trade from local existing and new footfall. They will help to animate New Road and contribute to a lively neighbourhood. They should be complementing the offer of the local centres with facilities that serve their immediate vicinity.

The floor to ceiling height of ground floors of residential buildings along New Road should be a minimum of 3m to provide flexibility for conversion of residential units into retail or small office accommodation if there is demand in the future.

PG 09 - LOCAL AND DISTRICT CENTRES

Mixed uses and local facilities are essential to provide strong neighbourhood centres and active street frontages which bring together those who work, live and play in the area.

In Beam Park Centre:

- The development proposals will create a new Local Centre.
- Applicants will be required to provide a minimum of 3,500 sq. metres to a maximum of 4,000 sq. metres of floor space for flexible uses fronting onto New Road (south side) the connecting street from New Road to the station forecourt and around the station square at the ground floor, with apartment blocks above. Retail (A1) provision will be permitted of up to 2,000 square metres with no single floorplate greater than 1,400 sq m.
- Ground floors of buildings within the centre should have a minimum floor to ceiling height of 3.75m.
- The station building will need to be integrated as part of a multi storey building. Uses must respect the recommended built form principles set out in PG 15 Building Height.

Within Rainham District Centre:

- New town centre uses that intensify and diversify the current provision in Rainham and are sensitive to the context will be welcomed.
- Proposals for a single storey, large footprint format of retail development which do not optimise the potential of the site to accommodate development will not be permitted.

Along New Road:

Applicants will be required to

- Provide small commercial ground floor units of up to 200 sq m per locations at important street corners as identified as 'active ground floor use' in Figure 4.4.; and
- Provide floor to ceiling heights of residential ground floors of a minimum of 3 m to provide flexibility for conversion into commercial spaces in the future.

Outside of these areas town centre uses will be resisted. Large floorplate single storey buildings will not be acceptable anywhere within the Framework area.

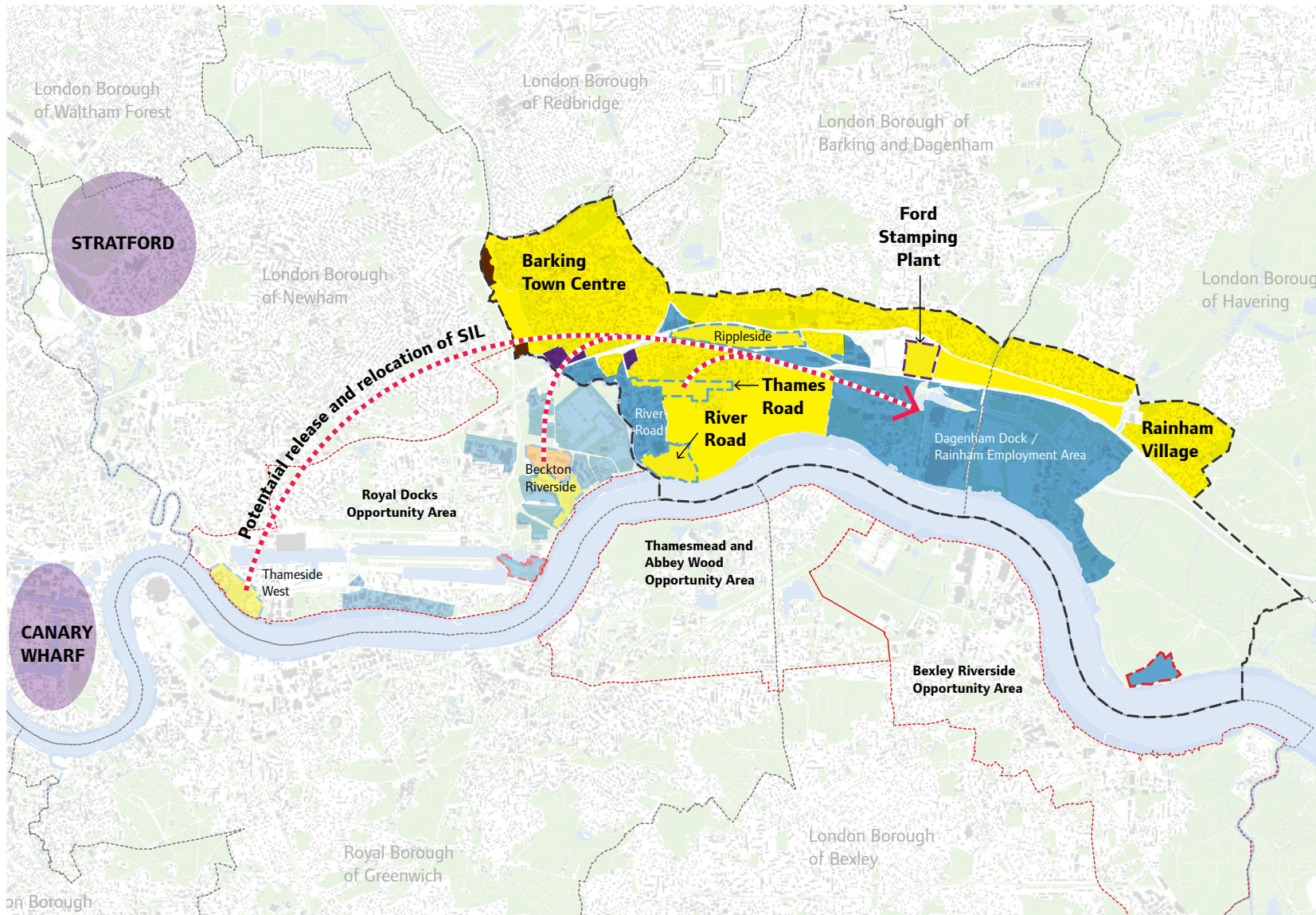


FIGURE 4.6
 LONDON OPPORTUNITY
 AREA FRAMEWORK
 LONDON RIVERSIDE
 - EXTRACT FIGURE
 31. - EXISTING AND
 PROPOSED LAND USES

- | | | |
|-----------------------------------|--------------------------------------|--|
| London Riverside OA boundary | Strategic Industrial Locations (SIL) | Potential SIL release to housing |
| Other OAs | Potential designation as new SIL | Potential SIL release to mixed use |
| Borough boundary | Locally significant industrial sites | Potential locally significant industrial land release to housing |
| Housing areas in London Riverside | | |

4.4.5 EMPLOYMENT

London Borough of Havering Employment Land Review (April 2015) identifies that from a total of 375ha of land currently in industrial use in the Borough approximately 24 hectares could be released for other uses while still providing sufficient industrial land in the Borough to meet current and future demand.

The London Plan Policy 4.4 (Managing Industrial Land and Premises) states that *'the Mayor will work with boroughs and other partners to ... manage release of surplus industrial land where ...it can contribute to strategic and local planning objectives, especially those to provide more housing, and, in appropriate locations, to provide social infrastructure and to contribute to town centre renewal.'*

The Mayor's Opportunity Area Planning Framework for London Riverside provides strategic guidance for the London Riverside area and has identified the Planning Framework area for residentially led development while identifying areas to the south of the Railway as strategic employment land (see Figure 4.6).

Historically the area along, and to the south of New Road, has been employment land. Significant parts of this area are now vacant, underused or accommodate low value industrial uses. In support of the envisaged transformation of the Rainham and Beam Park area into a green, garden

suburb and in the context of the above policy guidance and evidence base, the Framework recommends that the forthcoming Local Plan should revoke the current policy requirement for employment uses for Rainham West (Strategic Site Allocation Policy SSA 11 and 12) and prioritise residential led development instead.

New Road accommodates a variety of industrial uses, the majority of which are incompatible with the vision for the area as a residential neighbourhood. The Rainham Employment Area to the south of the railway is designated a strategic employment location by the local authority and the Mayor of London. The Planning Framework proposes that suitable opportunities should be found to relocate existing businesses in the London Riverside area. It further proposes the enhancement of public transport, and walking and cycling connections to the area (see section 4.5.5).

On New Road and in the Beam Park centre a number of ground floor units are proposed that can provide spaces for compatible employment uses such as offices for small businesses.

The popular employment hub at Rainham House on the Rainham Steel site on New Road, which provides offices to small and medium sized enterprises (SMEs), should be retained and can potentially be expanded into a SME business hub.



Rainham Steel office building provides a local employment hub for smaller offices

PG 10 - EMPLOYMENT

The Rainham and Beam Park area will prioritise the delivery of new homes. Small and medium sized enterprises that are compatible with a residential environment (principally B1 uses) will however be encouraged. These uses are considered most appropriate at ground floor level either with the Beam Park local centre or along New Road and at Rainham House.

Proposals for General Industrial (B2), Storage and Distribution Uses (B8) and other employment uses that negatively impact upon the residential amenities of the area are not considered appropriate.

The Council will seek to work with existing occupiers to assist their relocation to the London Riverside and wider area.

4.4.6 SOCIAL INFRASTRUCTURE

EDUCATION

Enhanced education provision will be required within the Framework area. The Council envisages that the anticipated requirement for primary school places as a result of both new development and background growth requires the additional provision of a total of 5 Primary School Forms.

This should be provided by the

- Construction of a new 2 Form Primary School in the framework area;
- Extension of Newtons Primary School by 1 Form; and
- Extension of Rainham Village Primary School by 2 Forms.

It is critical that new primary places are provided in parallel to the delivery of new housing to ensure enough school places are in the area when new families move in.

The Beam Park Centre and Park View Living Quarter is likely to be delivered during the early phases of development as the site is vacant and the developer procurement has already commenced. Due to its significant size the Beam Park site is expected to provide a suitable site for the building of a new primary school early on.

The masterplan has investigated a number of potential locations for the new primary school. The combined impact of the pipelines and the flood mitigation requirements (refer to Section 2.2.1 and

2.2.2) indicate that the Beam Park site cannot provide an appropriate site for this school. An alternative site has therefore been identified to the north of New Road that should be acquired to accommodate this school. However, the provision of a primary school at the Beam Park site could be considered if proposals can demonstrate how these technical constraints can adequately be overcome without resulting in an increased risk to the facility.

The Council is investigating the need for the provision of secondary school places in the wider area.

Havering College operates the Rainham Campus Construction Centre and currently provides construction training at the former Carpetright site on New Road. Subject to funding the College plans to expand their existing facilities by developing training in new housing construction techniques, (e.g. modern methods of construction and construction of climate energy efficient homes). The new facility would also offer courses including civil engineering, electrical engineering, and plumbing to enable those being trained to benefit from the opportunities in the construction industries. The aspiration for the college expansion is fully supported by the Framework.

SPORTS AND LEISURE PROVISION

The Council's retail and leisure study (2015) identifies a need for a privately-run gym facilities in the southern part of the Borough. This could be provided within the Beam Park centre, where it would be supported by a higher density residential development and could benefit from co-location with other town centre uses.

Discussions between the Council and Havering College have identified a potential interest by the College in the provision of a sports and leisure related College offer. Subject to funding this could be accommodated adjacent to the planned college expansion on New Road in the future. This could provide a welcome additional leisure facility for out-of-hours use by local people and would be supported by the Framework.

HEALTH

The Framework recognises the need to provide access to health care provision for all of the new residents.

The Council is discussing the level of new provision required with the NHS and this will be incorporated within the future proposals.

An appropriate site for the provision of a new health centre should be provided at Beam Park Centre. The health centre will need to be accommodated at the ground floor of a mixed use building to fit in within the character of the area.

Developers of the Beam Park site will be required to work with the Council and the Clinical Commissioning Group to establish the demand and appropriate level of health provision for the area, and to provide suitable accommodation for the required health provision including associated access and parking requirements.

LIBRARIES

Havering Libraries have undertaken an ambitious programme for the refurbishment and enhancement of their library provision. This has included the building of the new Rainham Library, which has sufficient capacity to serve the new community in the Framework area in addition to its current users.

COMMUNITY FACILITIES

Any large scale new development will generate its own requirement for community facilities, such as community halls, faith-based institutions, nurseries, arts and leisure facilities to serve the local community. The Government's localism agenda has given new powers and rights to communities to better enable local people and social enterprises to provide services to the local community.

The Council recognises that there will be a need for community facilities in the area. However, the actual requirement for community facilities will only transpire when new residents have moved in and community activities have been established.

The initiative for the provision of community facilities will need to come from local people that bring forward concrete proposals for facilities or services that they intend to provide together with a business plan on how they will be funded and sustained.

Services provision by the community or social entrepreneurs often have a low cost base and frequently rely on voluntary work and the good will of local people. They usually are able to cover their day to day running cost through fund raising, or by generating income through the undertaking of services or from running of facilities, such as a cafe. However, they may not be in a position to afford the capital cost for purchasing or building of a suitable accommodation to suit their needs or to pay commercial rent for their spaces.

Therefore the Council requires large developments (over 450 units) to work with local residents of early development phases to define the need for community facilities, and to provide suitable and affordable spaces for community groups in an accessible location.

Developments should make developer contribution for the delivery of neighbourhood wide facilities in accordance with the principles set out in the forthcoming neighbourhood plan.

PG 11 - SOCIAL INFRASTRUCTURE

The Council will require the following measures within new developments;

- **Education** - A site for a new 2 FE Primary School will be provided within the Beam Park Centre development area. Where it is demonstrated that such site provision cannot be made within this site, then payment will be required via Section 106 Obligations to enable a suitable alternative site to be delivered.
- **Health Centre** - Applicants will also be expected to make necessary site provision and / or Section 106 obligations for the establishment and provision of other health and community facilities within the Beam Park centre. The health centre will need to be accommodated at the ground floor within the Beam Park Centre area as part of a mix of uses.

In support of the need to meet further demand for **community facilities** arising from the significant growth in the number of residents in the area, applicants will be required to;

- Make provision for other community facilities via building provision / spaces on long leases (development with over 450 units).
- Ensure all new community facilities are located in places that are or will be accessible by a range of transport, including walking and cycling, and that the development itself is accessible to all groups.
- Contribute with developer contributions towards the provision of essential new community facilities.



PV - Parkview
 BC1 - BC2 - Beam Park Centre
 BG1 - BG4 - Beam Gardens
 CS1 - CS2 - Creekside
 BPW - Beam Parkway
 RV - Rainham Village

-  site outline
-  Major road
-  Existing primary street
-  Existing secondary street
-  Existing local street
-  Proposed secondary street
-  Proposed local street
-  Potential local street
-  East - West corridor

FIGURE 4.6
 PROPOSED ROAD NETWORK

4.5

MOVEMENT AND PARKING

4.5.1 STREET NETWORK

A connected and permeable street network will provide a robust structure with the in-built flexibility to change and evolve over time.

The key to design of the new street network in the area is to provide good, legible connections and to ensure that each link is used for the purpose for which it is/will be designed. While the area to the south of New Road is likely to be developed based on discrete land ownership parcels over a number of phases, the ultimate goal for the built out settlement is to establish a coherent and joined up network which puts walking and cycling at its heart. This should provide an east- west corridor to the south of New Road which is fully permeable to walking and cycling. This street should be frequently connected with New Road and link into existing streets to the north of New Road to help integrate existing and new settlements, and provide connectivity across the wider area.

The east-west corridor should be established as a continuous street that is fronted by development and connects between neighbouring development sites. The design of the corridor as a local street should prevent this route to become a through route for motor traffic.

Figure 4.6 sets out the proposed street network for the framework area. The connecting route from Lower Mardyke Avenue to Askwith Road via Beam Park Station will be a secondary street, as well as the connecting street with Thames Avenue.

All other identified routes (proposed and potential) are local streets that provide local vehicular access to dwellings. The connecting points on New Road and the principle alignment of proposed local streets are fixed. Potential local streets are recommended but not mandatory.

Local streets should be designed for very low vehicle speed, with tight geometry, and within which walking and cycling are safe. On street parking should be designed as an integral feature in promoting a low speed environment demanded by a local street. Street layout should reduce the potential for anti-social and obstructive parking.

Single surface treatments designed to Home Zone standards should be considered for all other streets that are not specifically designated within the Figure 4.6. Home Zone environments create more people friendly streets which support social activities and play, as well as a more considerate driver behaviour. They can take

the form of residential courts, mews streets or single sided lanes overlooking open spaces.

Streets should be designed in accordance with the principles of Manual for Streets. They also need to satisfy requirements for appropriate servicing and refuse collection and avoid turning heads where possible (ie. provide small traffic cells that allow loops). Streets will need to be built to meet adoptable standards.

NEW ROAD

The de-trunking of New Road (A1306) with the building of the A13 has left significant surplus space that could be rationalised through a redesign of the street to respond to its current and anticipated future transport role. The aspiration of the Framework is to transform New Road from a traffic dominated hostile corridor into tree-lined and friendly boulevard and attractive front door to the new neighbourhood.

It is proposed to remodel junctions and to reduce the carriageway space to the optimal dimension to accommodate anticipated future traffic levels while using surplus highway space for an enhanced public realm, better pedestrian and cycling facilities and landscaping.

Pedestrian and cycle crossings will be provided at appropriate points and made 'straight across' in order to facilitate movement and encourage integration across the road. The vehicle speeds on this road should be reduced to 20mph to enhance safety and make it easier to cross informally.

The Council has commissioned consultants to prepare a concept design for the A1306 corridor to support a step one major

PG 12 - STREET NETWORK

Applications will be required to:

- Provide a street network in accordance with street designations (local streets and secondary streets) as set out in Figure 4.6;
- Deliver routes within their sites, link into previously established routes on neighbouring sites, and enable future connections from adjacent sites;
- Provide an east west route designed with walking and cycling at its heart, that will provide a continuous and active street environment, connect seamlessly between development sites, and is designed as a local street to ensure that it cannot be used by vehicles to pass through the entirety of the area;
- Design local streets for very low vehicle speed (10-20mph), with tight geometry and on street parking, within which walking and cycling are safe, and that reduce the potential for anti-social and obstructive parking;
- Design streets in accordance with the principles of Manual for Streets and to an adoptable standard;
- Provide a layout appropriate for servicing and refuse collection; and
- Contribute to the improvement of New Road through CIL / S106 contributions.

scheme bid that was submitted to TfL in September 2015. Proposals for the New Road improvements are detailed further in Section 4.6.3.

Initial traffic modelling as part of this work has established that a single vehicle lane in each direction will work on this corridor and that a reliable bus service can be maintained, considering the development of the area and background growth in traffic.

If the funding bid is successful it will allow the Council to prepare a detailed design scheme for the proposals, including undertaking consultation on the proposals, before implementation.

As part of this work the Council intends to investigate if changes to the layout of the Dovers Corner round-about can help to direct through-traffic away from the area and to enhance local pedestrian and cycle connectivity.

4.5.2 PARKING

CAR PARKING

Current car ownership in Rainham is relatively high (1.27 cars per household), compared to Romford (0.95), London (0.79) and the whole of England and Wales (1.12).

Despite investment into public transport, improvements and better walking and cycling facilities it is recognised that the car is a mode of transport that residents will still wish to utilise to travel to work, for leisure and shopping. Also, there is very limited buyer interest for properties with no parking provision.

With the provision of the new Beam Park Station and bus services remaining largely unchanged the future PTAL for the framework area is 2 and 3, the latter within 960m from Rainham Station.

The level of parking that is proposed for the Rainham and Beam Park Framework area has been considered in line with the parking standards set by the London Plan's Policy 6.13. The London Plan standards relate to the whole of Greater London and therefore aim to encompass a range of local characteristics. Maximum parking provision for PTAL areas 2 and 3 are up to one space per 1 and 2 bedroom dwelling, up to 1.5 spaces per 3 bedroom dwelling, and up to 2 per 4 bedroom dwelling and larger.

The review of potential trip generation and changes to the PTAL across the development site has identified limited justification to treat different parts of the

Framework area significantly differently. Nonetheless, it is possible that higher density dwellings will be orientated towards the new station and in this context reduced parking in the area of influence of the station may be justifiable.

The framework sets the following maximum car parking standards in line with the London Plan:

- 0.5 space per 1 bedroom unit;
- 1 space per 2 bedroom unit;
- 1.5 spaces per 3+ bedroom unit; and
- 2 spaces per 4+ bedroom unit.

A lower car parking provision would be expected within the Beam Park centre itself in order to accommodate higher housing density to support the vitality of the centre, and considering the larger number of smaller units proposed with direct accessibility to the railway services. A car sharing or car club provision is expected to be provided as part of the Beam Park Centre development.

Market intelligence suggest that the actual demand for parking may be higher, with some buyers of two or more bedroom units desiring a second car parking space. This requires a careful approach to the management of car parking across the area, which could include the need for introducing a CPZ in areas around Beam Park Station.

A target minimum of 10% visitor spaces should be sought.

London Plan Policy 6.13 requires appropriate provision of parking for disabled people, recognising the London Plan target that 10% of residential provision should be accessible by wheelchair users.

London Plan Policy 6.13 promotes the uptake of electrical vehicles and requires 20 per cent of all parking spaces to provide electric charging points for electric vehicles with an additional 20% 'passive' provision for electric vehicles in the future. 'Passive' provision means putting in place the cabling and supporting infrastructure to facilitate future installation of charging points.

As a general principle car parking should be close to peoples homes and spaces should be located where they benefit from natural surveillance. Design principles for parking provision are provided in Section 4.4.3.

Car parking provision for retail and non residential uses should be in line with the London Plan Policy 6.13. As a guide a maximum provision of one space per 50 sqm of GIA should be assumed.

CYCLE PARKING

Adequate cycle facilities including cycle parking at central locations and street corners should be provided as an integral aspect of the public realm.

Cycle parking should be in accordance with the requirements of the London Plan Policy 6.13. (Table 6.3) and designed in accordance with the London Cycling Design Standards.

PG 13 - PARKING

Car ownership remains an important part of people's travel choices, and accommodating it attractive and functional ways is essential in achieving a quality urban environment.

For residential and non-residential developments applicants will be required to comply with the car parking standards set out in the London Plan.

In all locations the parking levels above are to be provided unallocated.

Provide 20% of spaces with electric charging points with an additional 20% of passive provision for electric vehicles in the future.

Provide cycle parking in accordance with the requirements of the London Plan Policy 6.13 and designed in accordance with the London Cycling Design Standards.

A lower car parking provision than the maximum would be expected within the Beam Park centre itself in order to accommodate higher housing density to support the vitality of the centre. A car sharing or car club provision is expected to be provided as part of the Beam Park Centre development.

4.5.3 DESIGN OF CAR PARKING SOLUTIONS

The provision of parking represents a significant design challenge in the built environment.

Parking is rarely aesthetically pleasing and if poorly designed can have a significant impact on the appearance of our streets and spaces, and can also raise concerns about safety. A balanced approach should be taken to achieve convenient parking in close proximity to homes whilst reducing the dominance of car parking on the street scene.

The illustrative masterplan has tested how the maximum car parking requirements can be effectively provided through a mix of

- (un-allocated) on-street and homezone parking,
- on-plot parking on individual dwellings,
- secured parking courts, and
- in undercroft, podium or underground parking solutions of apartment buildings.

Parking on-street remains one of the most successful ways to accommodate parking as part of a balanced solution. Parking on the street is an efficient use of space and people understand how it works. Unlike rear parking courts, on-street parking increases activity on the street and between the street and the house. Visitor parking should be located on street.

On-street parking for residents provides convenient spaces adjacent to properties and also adds to the activity of the street



Un-allocated on street parking remains one of the most successful ways to accommodate parking



Un-allocated perpendicular on street parking at the Circle Housing scheme on New Road



Single surface as part of Home Zone design invites for shared spaces for residents to meet and children to play



Allocated forecourt parking at Kidbrooke screened by well maintained planting



Secured podium parking solution at Kidbrooke hidden within the block. Duplex units have entrances from the street and access to private terraces on the deck above the car parking within the interior of the block.



and natural surveillance. On street car parking also avoids vehicle crossovers on the pedestrian footway.

The quality of the street should be paramount in designing parking spaces into the street and the inclusion of tree planting and SUDs should be integral to the design.

Front driveways outside of homes can have a considerable visual impact with parked cars dominating the street space. If parking to the front are to be considered the public realm design should include intensive well maintained planting in regular intervals that visually screens the continuity of car parking and provide a green street scene.

Alternatively perpendicular on-street car parking with the pavement and privacy strip separating the cars from the houses could be considered as part of a shared space Home Zone design of residential courts or access lanes.

Where garages and carports are integrated within the frontage of the building, they should be carefully designed to avoid blank frontages. Garages and carports are best incorporated within wide frontage dwellings, which enable 'active rooms', such as living rooms and kitchens, to be provided fronting the street at ground floor level.

Parking options to the rear of blocks in rear parking courts should only be considered once on-street and on-plot options have

been exhausted. Where rear parking courts are proposed, they should be small scale, immediately adjacent to properties and naturally surveyed. They should be treated as part of the public realm and also include elements of landscaping and tree planting, and avoid single large expanses of asphalt.

For higher density apartment buildings the use of secure undercroft or underground car parks may be necessary to accommodate sufficient levels of parking. Parking solutions should be designed to minimise their impact and visibility from the street space and not undermine active and well overlooked streets. Entrances to car parks should be from lower order streets.

The visual impact of courtyard car parking should be mitigated through intensive landscaping, tree planting, car ports or pergolas. Alternatively it could be decked over to provide a communal space for residents at first floor level and wrapped by duplex dwellings that have direct entrance from the street space as shown in Figure 4.7 and demonstrated in precedent examples from Kidbrooke (left).

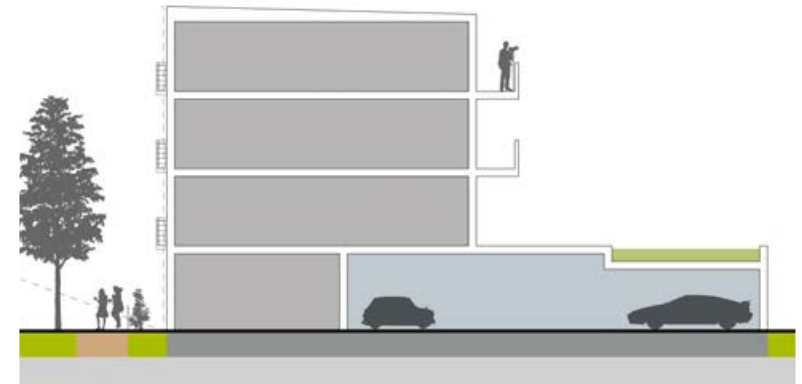
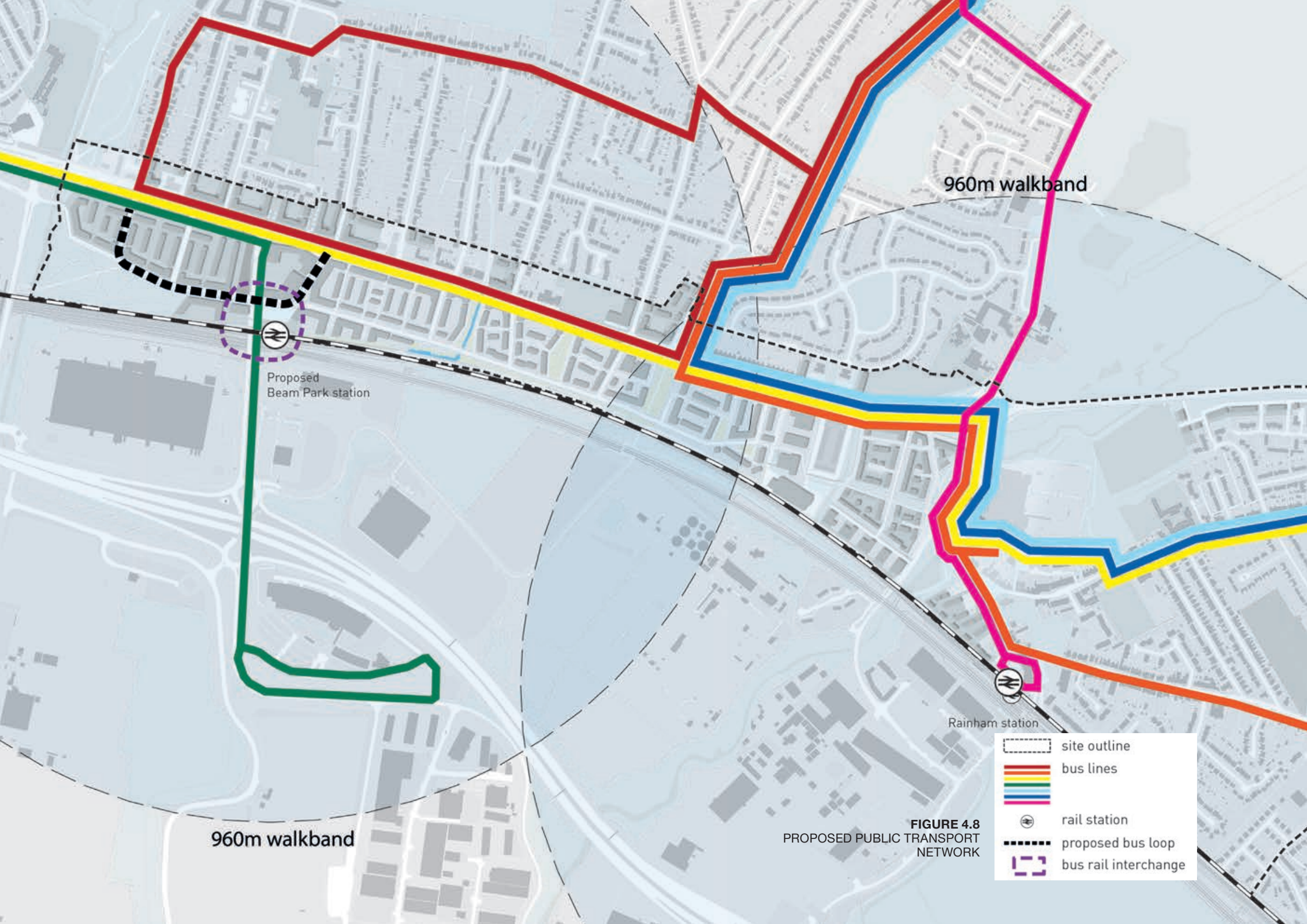


FIGURE 4.7
CONCEPT SECTION OF APARTMENT BUILDING WITH PODIUM PARKING WITH PRIVATE TERRACES AND A COMMUNAL SPACE ABOVE

PG 14 - DESIGN OF PARKING SOLUTIONS

For residential developments applicants will be required to:

- Provide parking close to people's homes in locations that are well overlooked
- Make full use of on-street parking whilst ensuring the street environment as a whole is attractively designed, this parking to remain unallocated.
- Provide intensive well maintained planting in regular intervals that visually screens the continuity of perpendicular car parking to the front of dwellings and to provide a green street scene.
- Use on-plot parking alongside dwellings and parking courts to the rear of dwellings only where it has been agreed with the LPA that the provision of additional allocated parking is essential for the delivery of family housing.
- Provide internal gated garages for apartment blocks under amenity decks or underground, this parking to be unallocated.








960m walkband

Proposed
Beam Park station

Rainham station

960m walkband

FIGURE 4.8
PROPOSED PUBLIC TRANSPORT
NETWORK

-  site outline
-  bus lines
-  rail station
-  proposed bus loop
-  bus rail interchange



The area will benefit from improved bus services



A new station at Beam Park will provide enhanced rail access

4.5.4 PUBLIC TRANSPORT

Good public transport access will be essential for a successful development at Beam Park. Network Rail together with Havering Council have developed a business case and preferred station option for a new Railway Station at Beam Park.

This new station will provide direct access to Barking Town Centre as well as Central London and cater for a proportion of commuting demand resulting from the proposed housing development.

The introduction of Beam Park station to the west enhances the accessibility of the western end of the development area around the station to PTAL level 2. The influence of this station can be assumed to be an approximate 960m radius (an average 12 minute walk). This means that new development in the Planning Framework area will benefit from good access to rail services. PTAL levels for new development in the Framework area is anticipated to be either level 2 or 3 (at Rainham Village).

A number of local bus routes pass through the Rainham and Beam Park area. The Planning Framework proposes the establishment of a bus-loop that provides direct public transport access to Beam Park station and facilitates a convenient bus rail interchange. The development of the Beam Park site must make adequate provision for this bus link by providing a secondary street loop from Lower Mardyke Avenue to Askwith Road via Beam Park Station as part of the local road network. The detail of future bus routing and services should be developed jointly by London Borough of Havering through engagement with TfL.

A new bus stop on Marsh Way bridge is proposed. This should be made fully accessible from the station square below by provision of adequate stairs and ramps or lift access, to provide improved access to the Rainham Employment area and CEME.

PG 15 - PUBLIC TRANSPORT PROVISION

A new rail station is proposed on the C2C line at Beam Park.

Development within the Beam Park / Rainham masterplan area will be expected to make the following provisions:

- A secondary street loop from Lower Mardyke Avenue to Askwith Road via Beam Park Station that is designed to accommodate bus services including the provision of bus stops at the station square and at Beam Park; and
- A fully accessible vertical pedestrian connection between the station square and new bus stops on Marsh Way Bridge (in either direction) to enhance interchange with bus services that serve the Rainham Employment Area.

Applicants will be required to demonstrate how they have taken account of the above requirements and/ or provide necessary contributions via S.106 obligations to the achievement of these service and connections.

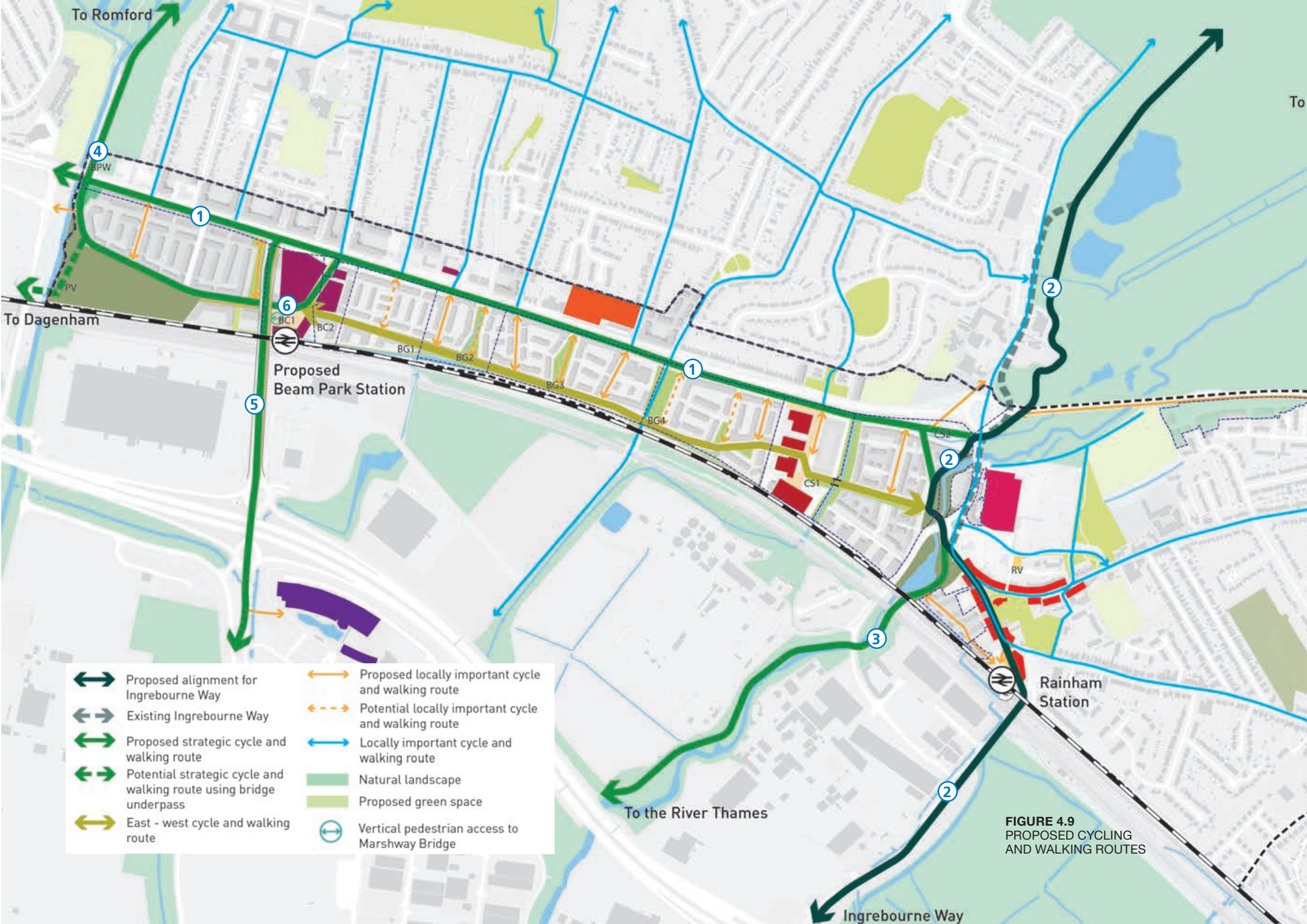


FIGURE 4.9
PROPOSED CYCLING
AND WALKING ROUTES

4.5.5 WALKING AND CYCLING

STRATEGIC WALKING AND CYCLING ROUTES

Rainham and Beam Park are situated in close proximity to magnificent open natural spaces, including the wetland areas of the Ingrebourne Valley, the Rainham Marshes (the western part of the London Riverside Conservation Park or Wildspace), the Beam Valley Country Park and the River Thames.

The east-west National Cycle Route (NR) 13 and NR 136 and the Ingrebourne Way pass through the area, the latter connecting Harold Hill in the north to the River Thames in the south via Upminster, the Hornchurch Country Park, Rainham Village, and the Rainham Marshes.

The development of the Rainham and Beam Park area must enhance and deliver the missing strategic walking and cycling connections to establish a more complete network of quality routes towards and in between the significant open spaces in the surrounding area. Executing some of



Well connected with its surrounding destinations

these routes as 'greenways' - landscaped corridors - can help contribute to the establishment of the green grid in the area, and offer a continuous green and leisure experience between open spaces, while potentially also providing a valuable ecological resources as habitat or wild life corridor.

The Planning Framework requires the establishing of the following strategic walking and cycling routes:

1. **New Road Pedestrian and Cycle Route** - A high quality walking and cycling route along the New Road corridor that links Dagenham with the Ingrebourne Way at Rainham. This will have a segregated cycling route and form part of an extended Supercycle Highway 3 from Barking and Dagenham. The concept for the Beam Parkway envisages this route to become a greenway;



Safe to walk and cycle

2. **Ingrebourne Way** - It is proposed to enhance the existing Ingrebourne Way cycle and pedestrian route by providing new sections away from vehicular traffic along the Ingrebourne River and through the Ingrebourne Valley, as indicated in Figure 4.9;
3. **Rainham Creek** - A new route along the Rainham Creek from Rainham Village to the River Thames, that connects Rainham railway station with the Rainham Employment Area to the south of the A13, to the Fairview Industrial Estate and CEME. This route will require the provision of a shared walking and cycling route from Rainham Station to Rainham Creek parallel to the railway as part of the development of the former library site in Rainham;
4. **River Beam** - The establishment of a continuous walking and cycling link alongside the Beam River northwards towards Romford. This route should become part of the 'Quietway' from Romford to Rainham;
5. **Marsh Way** - The establishment of a quality walking and cycling route across Marsh Way Bridge by removing surplus road capacity, and the continuation of this route to CEME and further south towards the River Thames; and
6. **Beam Park Station Link** - The integration of Beam Park station with the strategic walking and cycling route network and its potential extension into the Barking and Dagenham. This route should become part of the 'Quietway' from Romford to Rainham.



INTERNAL EAST-WEST LINK

The Planning Framework requires the establishment of a continuous and direct internal east-west walking and cycle route between Rainham Village and Beam Park Station. This route should follow the east-west corridor as set out in Figure 4.6. The route should become part of the 'Quietway' from Romford to Rainham.

The route should offer a quality public realm with tree planting and other landscape elements. It should be fronted and overlooked from at least one side by development, be well lit throughout, and, where possible follow local access streets. A new pedestrian / cycle bridge will be required where the route crosses the River Ingrebourne east of Dovers Corner and across the Havering New Sewer between Dovers Corner and the Havering College site.

Overlooking from development and general on-street activity will help to provide a sense of safety on this route and will support its use as a convenient neighbourhood link well into the evening and during hours of darkness.

The route must not run to the back of houses, along blank walls or for lengthy stretches through public open spaces. Doglegs to the route that undermine its legibility and prevent forward visibility will not be acceptable.



Example for a shared walking and cycling route (Kidbrooke Village)

LOCALLY IMPORTANT ROUTES

Development needs to establish a permeable network of quality and safe walking and cycling routes.

Locally important routes connect residential areas with each other, with Beam Park Centre and Rainham District Centre, and with local and strategic open spaces. They establish a permeable structure that offers residents a choice of routes when moving through the area. Proposed new locally important cycle and walking routes are identified in Figure 4.9.

Good connections across New Road will be important for the integration of existing and new development. Routes delivered as part of new development should link directly into the existing streets to the north of New Road and provide appropriate pedestrian and cycle crossing facilities on New Road that follow desire lines.

The majority of pedestrian and cycle routes will be accommodated by the network of local streets as set out in Figure 4.6. The design of these routes and especially of junctions need to demonstrate how the requirements for walking and cycling along the route are met by providing direct, intuitive and safe facilities.

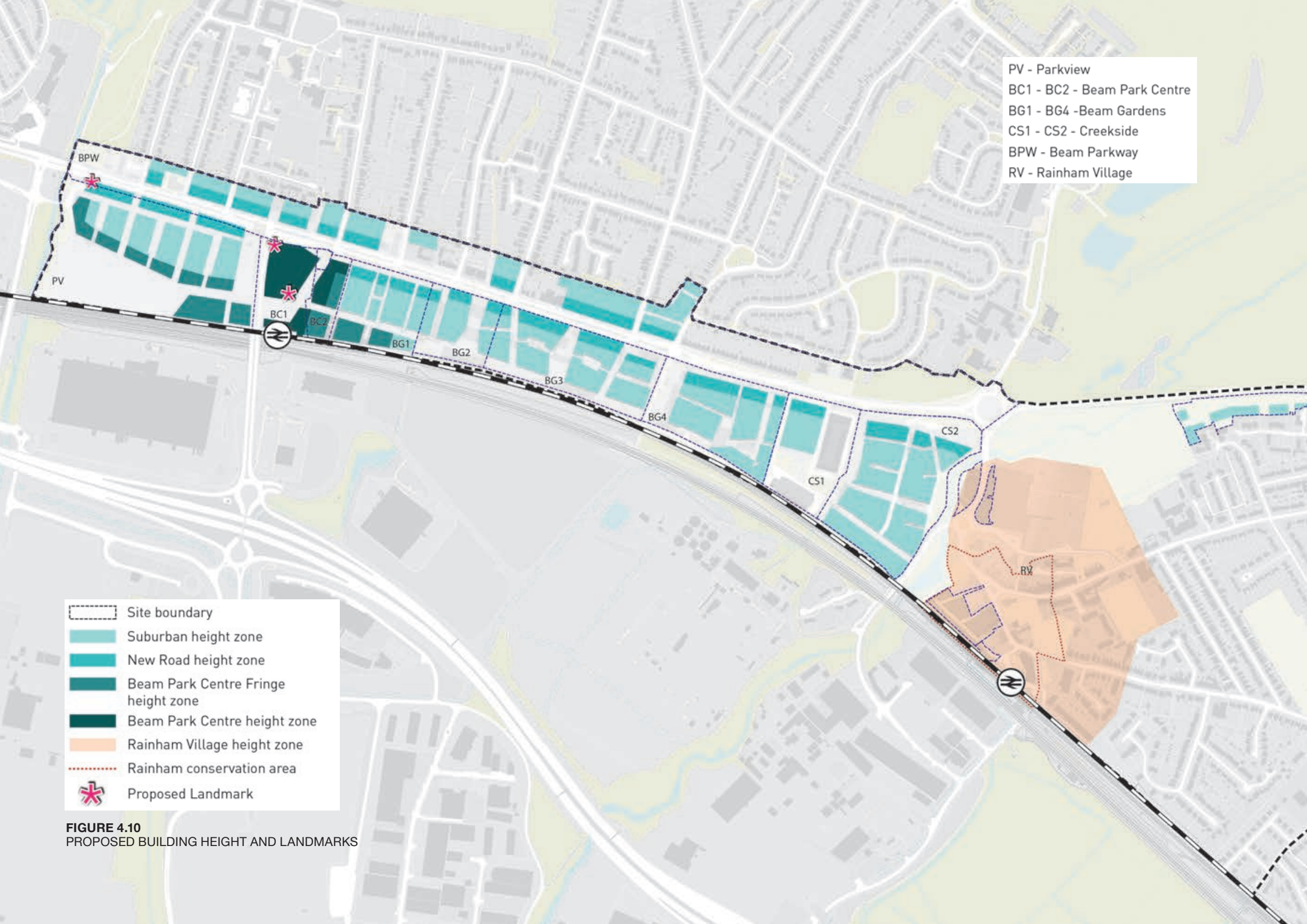
OTHER ROUTES

Developments are expected to provide a permeable route network for walking and cycling more widely, along local streets but also through mews, residential courts and open spaces to establish local permeability and a choice for people to move around. Continuity of local routes is important and this should be ensured especially where they cross different adjoining ownerships. Landowners are expected to link into neighbouring sites. Where sites are not developed at the same time, routes must be implemented up to the property boundary to facilitate the joining up at a later date.

PG 16 - WALKING AND CYCLING ROUTES

Applicants are required to

- Demonstrate how their proposal facilitates the establishment of the identified six strategic walking and cycling routes and the locally important walking and cycling routes in accordance with Figure 4.9.;
- Provide relevant sections of identified routes within their sites and join up with existing or facilitate the connection with planned routes outside of their boundary;
- Demonstrate how the requirements for walking and cycling along the network of local streets are met and provide coherent, direct, attractive, safe and comfortable facilities;
- Provide a well overlooked and animated, continuous east west walking and cycling route:
 - In the Beam Gardens area as part of the east west street (PG 11);
 - At Park View Living and Beam Park Centre with a segregated 3m dual way cycle lane;
 - At Creekside and Havering College as a segregated 6m wide dual way separated walking and cycling route, including the provision of two bridge links across the Havering New Sewer and the Ingrebourne Creek, and the joining up with the Ingrebourne Way;
- Provide a direct and well overlooked shared cycle and pedestrian route from Rainham Station to Rainham Creek parallel to the railway line as part of the development of the former library site in Rainham Village; and
- Provide a joined-up network of local streets, residential courts, mews streets and paths that provide a permeable route network for local walking and cycling within the site and across site boundaries.



PV - Parkview
 BC1 - BC2 - Beam Park Centre
 BG1 - BG4 - Beam Gardens
 CS1 - CS2 - Creekside
 BPW - Beam Parkway
 RV - Rainham Village








-  Site boundary
-  Suburban height zone
-  New Road height zone
-  Beam Park Centre Fringe height zone
-  Beam Park Centre height zone
-  Rainham Village height zone
-  Rainham conservation area
-  Proposed Landmark

FIGURE 4.10
 PROPOSED BUILDING HEIGHT AND LANDMARKS

4.6

URBAN FORM AND DESIGN PRINCIPLES

4.6.1 BUILDING HEIGHT

The Mayor's London Riverside Opportunity Area Planning Framework (2015) has established the following high level design principles concerning the development height in the Rainham and Beam Park Planning Framework area:

- *'High density development should provide legible and easy access to the new Beam Park Station from the A1306 as well as sites to the east and west, whilst allowing for a more suburban character with houses away from the transport hub fitting with the form and typology of existing residential areas to the north.'*
- *Housing development is expected to follow the established perpendicular street pattern. These development blocks should generally incorporate a mix of housing typologies including flatted accommodation of up to 6 storeys and terraced houses of two to four storeys. The Barking Riverside development provides an example.*
- *Development along New Road, around Beam Park, (...) may be of a higher density flatted typology, with feature buildings introduced on corner sites or centres of activity to add interest, identity and to serve as way-finding features. These guidelines should achieve a compact but still predominantly suburban form of development.'*

The transformation of a large part of the Planning Framework area offers the opportunity to establish its own distinct character areas as set out in section 4.3 of this framework. The Planning Framework has established building heights that are appropriate within of each the character areas to ensure the establishment of a well designed and quality neighbourhood. The proposed building heights strike a balance between the London Plan's requirements for optimising housing output with a contextual design response that has regard to the form, function and structure of the proposed character areas, appropriate building typologies, the scale of streets, and the mass and height of surrounding buildings.

The surrounding context to the north of New Road and within Rainham Village itself is suburban and low-rise with buildings typically rising to no more than 3 storeys. However, there are a number of notable exceptions such as the 13 storey New Plymouth and Napier House on New Road, the 5-6 storey Orchard Village development and the new 5 storey library opposite Rainham Station.

The framework establishes appropriate building height in respect of specific height zones (HZ). The extent of height zones are identified in Figure 4.10.



Example of two storey town houses in Barking town centre

SUBURBAN HEIGHT ZONE

In keeping with the suburban character of the surrounding context the majority of the framework area is proposed to be low-rise with a height of 2-3 storeys. This is a suitable height range to accommodate a range of town house typologies and allows ample light to come into dwellings and gardens even within compact urban blocks. The suburban height zone applies throughout the Planning Framework area, unless areas are included in a different height zone.

Apartment buildings within the sub-urban height zone should not rise above 3 storeys unless an additional storey is integrated within a mansard roof or sufficiently set-back from the building frontage to have no adverse impact on the character of the area, the street scene or garden areas, or where it helps to enhance the legibility of an area for example by emphasising an important street corner.



FIGURE 4.11 TYPICAL SECTION OF THE BEAM PARKWAY (AT A WIDTH OF 34M), ILLUSTRATING THE HEIGHT TO WIDTH RATIO, THE ENCLOSURE TO THE STREET, AND HOW APARTMENT BUILDINGS CAN HELP TO MAXIMISE THE AVAILABLE SPACE FOR LANDSCAPING AND THE PUBLIC REALM

NEW ROAD HEIGHT ZONE

New development along New Road rises to a height of 4 storeys. This modest increase from the general sub-urban height will help the legibility of the area by emphasising the important role of this corridor as a central and connecting spine that joins the existing and new neighbourhoods together. The corridor width generally varies from 32m up to 48m. As demonstrated in a typical section of New Road in Figure 4.11, 4 storey buildings offer an appropriate scale with a height to width ratio of 1 : 2.7 up to 1 : 4 along this route. This will provide a good sense of enclosure and also help to provide overlooking and passive surveillance, which make the corridor and its spaces subjectively feel safer.

A height of 4 storeys is an efficient height for smaller apartment buildings, which is the predominant development typology proposed along the corridor. Apartment buildings can front directly onto the linear park as their requirement for servicing and car parking access can be arranged in side streets and from the back.

Townhouses are generally not considered appropriate along the New Road Corridor, as they would require a separate service street to appropriately serve their front doors. This would either increase the width of the corridor, and thereby significantly weaken its enclosure, or undermine the concept of the linear park landscape envisaged for the Beam Parkway by limiting the available space for landscaping and the public realm.

At the intersection of the Beam valley with New Road a slightly higher corner building of up to 6 storeys is proposed. This would mark the entrance into the London Borough of Havering, establish an appropriate gateway into the new neighborhood, and provide enhanced overlooking and passive surveillance to the open stretch of New Road to the west and over the open spaces to the north and along the Beam River.

BEAM PARK CENTRE HEIGHT ZONE

The Beam Park centre will become an exciting new centre and the focus for urban life. The role of this area needs to be expressed through its urban form and the scale and massing of buildings. A building height of 4 to 6 storeys is appropriate at the Beam Park Centre. This height will also enable the provision of efficient mixed use buildings with town centre uses at ground floor, apartments above, and parking to the rear in decked courtyards. It provides higher density development where it is best served

by public transport and where it can help support the vitality of the centre.

There is an opportunity to provide a slightly higher landmark building of up to 8 storeys opposite the station on station square to enhance the legibility and assist way finding. Another slightly higher building of up to 8 storeys could be proposed on the corner of New Road with Marsh Way as a landmark of the centre on these important streets. Any proposal of a taller building on New Road would need to demonstrate that its visual impact on the existing residential areas to the north of New Road is negligible.

BEAM PARK CENTRE FRINGE HEIGHT ZONE

The height of buildings immediately adjacent to the Beam Park Centre is expected to mediate between the Beam Park Centre Height and the sub-urban height zone.



Example of a six storey local centre development in Typical Dublin

Within this height zone:

- At the Somerfield site on the East West route and adjacent to the railway line buildings can rise up to 5 storeys next to the centre, while dropping down to 4 storeys further away;
- In the Park View Living area a height of 5 storeys is appropriate immediately adjacent to the Beam Park Centre for buildings on the east-west corridor and fronting onto Marsh Way;
- Further west a height of 4 storeys is sought for development directly fronting onto the proposed new neighbourhood park. This will bring a sense of enclosure and provide overlooking and passive supervision to the park. An additional storey may be permitted where it is integrated within a mansard roof or sufficiently set-back from the building frontage, and it can be demonstrated that it does not have no adverse impact in terms of sun lighting or overshadowing.

RAINHAM VILLAGE HEIGHT ZONE

Rainham Village centre is designated as a conservation area to protect and enhance the special character and setting of the village. It comprises a number of listed buildings including the grade I listed Church of St Helen & St Giles and the grade II* listed Rainham Hall.

Any new development within the Rainham Conservation area and its immediate hinterland as defined in Figure 4.10 forms part of the Rainham Village HZ, while other development in Rainham but outside this height zone fall into the Suburban Height Zone.

New development will need to demonstrate how its approach to height and massing responds appropriately to the setting and character of the conservation area, and to the setting and views towards listed buildings.

Buildings with their height and scale, need to fit in with their immediate context and not normally exceed the height in their surrounding.

It is expected that new buildings throughout the Rainham Village Height Zone will be typically 2 storeys. An additional storey may be acceptable where it is integrated in a clearly receding roof space and it can be demonstrated how the buildings scale and roof form responds appropriately to the character of Rainham Village. Set back storeys are out of keeping with the local vernacular in Rainham and are not permitted.

PG 17 - BUILDING HEIGHT

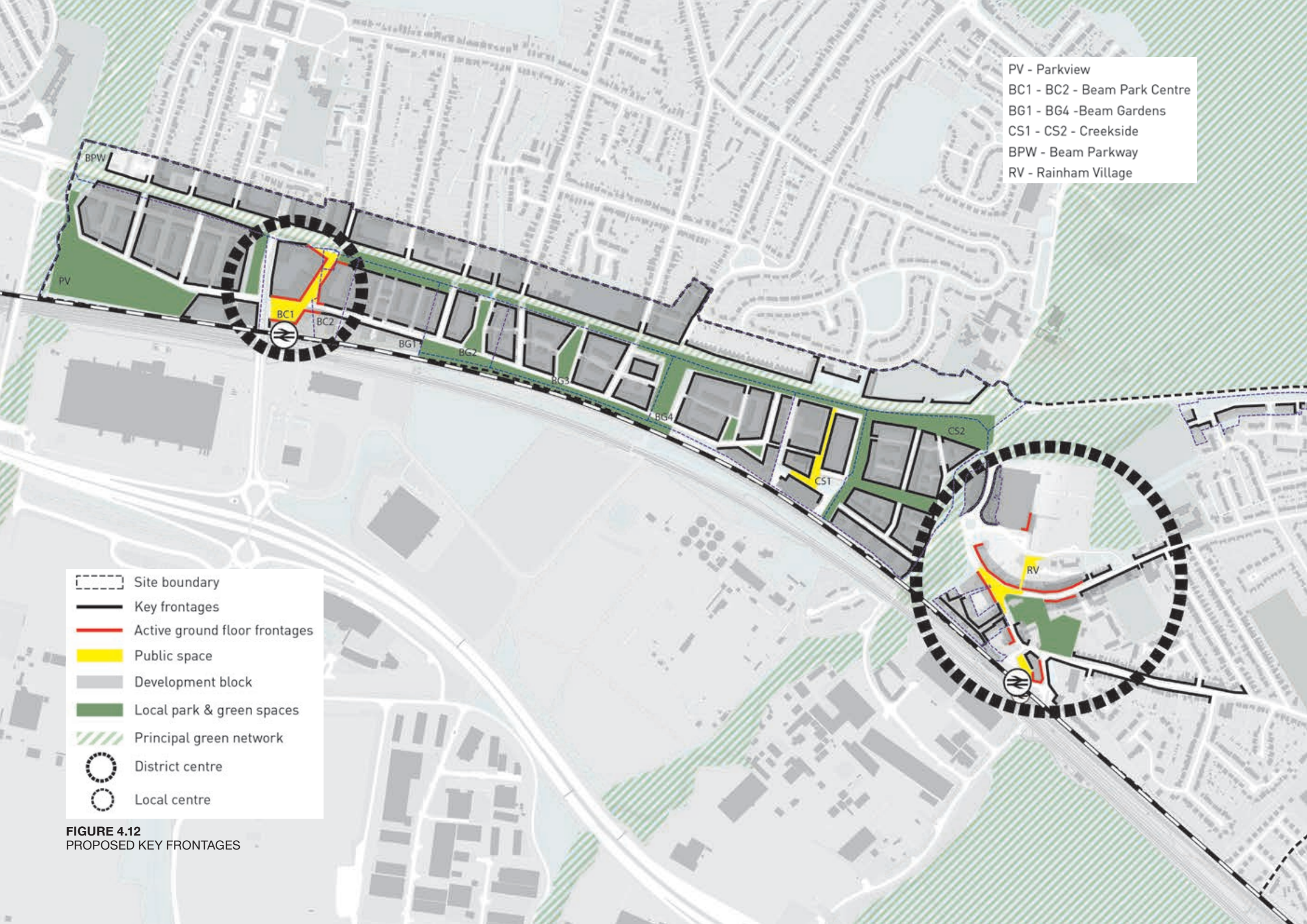
Building height and massing are important determinants of the character of a place.

The broad locations for higher density developments and building heights in the Beam Park / Rainham area locations are illustrated in Figure 4.10 of this framework.

Applicants will be required to:

- Develop to 4-6 storeys in the Beam Park Centre with some slightly taller feature buildings around the station and on the junction of Marsh Way with New Road;
- Develop 4-5 storeys in the Beam Park Centre Fringe;
- Develop to 4 storeys along New Road;
- Develop to 2 storeys in Rainham village, except where for townscape reasons, 3 storeys can be justified;
- Develop to 2 or 3 storeys elsewhere;
- To provide in all locations articulation of roof form and meet the character specification set out in Section 5;

Proposals for feature buildings or high density development outside of these areas will be considered case by case on individual merit.



PV - Parkview
 BC1 - BC2 - Beam Park Centre
 BG1 - BG4 - Beam Gardens
 CS1 - CS2 - Creekside
 BPW - Beam Parkway
 RV - Rainham Village

-  Site boundary
-  Key frontages
-  Active ground floor frontages
-  Public space
-  Development block
-  Local park & green spaces
-  Principal green network
-  District centre
-  Local centre

FIGURE 4.12
 PROPOSED KEY FRONTAGES

4.6.2 FRONTAGES AND ORIENTATION

Buildings along streets should establish a coherent frontage and orientate their principal front and entrance towards the street. Buildings should be positioned along consistent building lines. This will ensure a coherent development response, provide good enclosure to the street space and a sense of continuity. Figure 4.12 defines the principle frontages that development should adhere to.

Development should be designed to ensure that urban streets and public spaces have good levels of natural surveillance from buildings. Buildings should ensure that the street space is overlooked by ground floor habitable rooms and upper floor windows.

In case of plots with boundaries to more than one street, the principal frontage should always orientate towards the higher order street to aid legibility. For example, residential development on New Road, but set back from the street due to the linear park, will be expected to orientate its main frontage with the main entrances towards New Road, even if there is only a shared access lane or access path along the front

of the building and the principal vehicular access is from an access lane to the back. Buildings on street corners will need to ‘turn the corner’ to address both streets and provide overlooking to the street space.

The scale, massing and grain of development together with the width of streets, the fenestration to facades, the building interface and boundary treatments, and the design of the public realm, all contribute to the specific character and feel of streets. The design and sub-division of buildings together with their fenestration and balconies, should establish a varied rhythm of elements, colours and materials that contribute to a lively street scene, provide interest and help orientation.

Section 5 provides more detailed guidance for each character area that applicants will also need to consider.

PG 18 - FRONTAGE AND ORIENTATION

The orientation and frontage condition of buildings are important to ensure good enclosure, animation, overlooking and passive supervision of streets and open spaces, and a legible and well defined environment.

Applicants will be required to:

- Provide a good sense of enclosure to streets and public spaces with buildings positioned along consistent building lines;
- Adhere to the principle frontages defined in Figure 4.12;
- Orientate buildings with their front and main entrance towards streets and open spaces to provide overlooking and natural surveillance and to help to create a place with a strong sense of place that is safe and welcoming;
- Orientate a building onto the higher order street where a plot bounds more than one street;
- Orientate buildings along New Road with their principal frontage and main entrances towards New Road;
- Design buildings at street corners that ‘turn the corner’ and address both street spaces;

Applicants should refer to the more detailed guidance provided for each character area in Section 5.

PG 19 - BUILDING INTERFACE

A well designed consistent boundary condition and interface to the front of buildings is key to achieving a high quality street space.

Applicants will be required to:

- Adopt a consistent approach to the demarcation of the plot boundary and the space between the building front and the back of footway that responds to the stipulated character of the area, and the role and function of the street;
- Provide an interface design that limits the visual impact that private fronts can have onto the character of the street space;
- Provide planting to contribute to a green and 'softer' street environment;
- Adopt a clear management and maintenance regime for the interface strip that ensures a consistent maintenance and up-keep of the quality of common parts, landscaping and planting in the interface;
- Design the interface to provide an added level of privacy to ground floor units without undermining overlooking and passive surveillance of the street space;
- Demonstrate how the design can support social interaction between residents.

Applicants should refer to the more detailed guidance provided for each character area in Section 5.



Planting strips outside dwellings in home zones allow residents to personalise their entrance while keeping a uniform street scene (Barking town centre)



Intensive and varied planting at the back of footway and a consistent boundary treatment that limit the visual impact of private fronts ensure a quality of the street space (Kidbrooke)

4.5.3 BUILDING INTERFACE

While the Framework offers flexibility for a variety of buildings and architectural styles, it requires a consistent approach to the design of the space between the building front and the back of footway. This includes the choice of boundary treatments, soft and hard surface materials and planting. This will be key to achieving a high quality street space.

Different standards and preferences by residents in regards to the use, design and maintenance of the private area outside of their dwelling can significantly undermine the consistent feel and character of a street space. The following strategies are appropriate to ensure a consistent street interface:

- A consistent interface design up to the building front with intensive and varied landscaping that is looked after by a management company;

- Provide a consistent and permanent boundary treatment, for example a brickwall or vertical railings, including consistent gates that screen private areas to the front and limit their visual impact on the street space, combined with carefully maintained public areas including planting; and
- In home zones, limiting the private zone before a dwelling to a narrow strip that residents can plant individually, while having a consistent treatment and planting in the public realm.

The design of the interface space should provide an added level of privacy for ground floor residential dwellings without undermining the overlooking and passive supervision of the street space. Opportunity for planting should be fully explored to contribute to a green street environment. The interface design should also consider how it can support informal social interaction between residents for example by providing seating outside communal entrances.

Within Rainham Village and the Beam Park centre, buildings with an active ground floor, like a shop or entrance lobby, the interface space should be an extension to the footway, allowing the browsing of shop windows, or providing for the display of goods or an opportunity for sitting out for restaurants and cafes.

4.5.4 HOUSING DESIGN AND BUILDING LAYOUT

HOUSING DESIGN

The NPPF core planning principle is to 'always seek to secure high quality design'. Delivering quality housing design in Rainham and Beam Park will be critical to the overall quality and feel of the area and the longevity of the new neighbourhood.

New housing will need to comply with Part 2 of the London Plan Draft Interim Housing SPG, the design principles set out in chapter 7 of the London Plan and the sub-area design guidelines contained within the London Riverside OAPF and in this Planning Framework.

Housing design must contribute to the proposed character for the area within which it is located, with careful consideration given to layout, form and massing, building frontage and street interface, roofscape, detailing and choice of materials.

RESIDENTIAL AMENITY

Providing access to private as well as shared amenity spaces for all dwellings will be important to the wellbeing of residents in the neighbourhood as they offer valued spaces for recreation, social and play activities, as well as to support gardening and local food growing.

The following amenity spaces are required by dwelling type:

- Houses should have private gardens, that can be complemented by a terrace or balcony;

- Ground floor apartments or duplex units with access to a courtyard should have either a private garden or a terrace from where they can access a communal garden;
- Upper floor apartments should have a private balcony or winter garden together with access to a communal garden or roof terrace.

Private gardens as well as terraces and balconies should be treated as an extension of the living space. They should be designed to prevent noise disturbance, particular from the railway line, or major roads such as New Road and Manor Way, and ensure the relationship with buildings does not cause excessive overshadowing.

Communal gardens should be designed by an experienced chartered member of the Landscape Institute to ensure quality and a high standard of landscape design. The garden design should bring forward imaginative planting proposals in reference to the stipulated character for the area, and explore opportunities to introduce trees, shrub, perennial and climbing plants. Consideration must be given to the mature size of trees so that appropriate species are planted.

Applicants should specifically have regard to the London Plan Draft Interim Housing SPG private open space standards (4.10.1-3).

PRIVACY

New development should demonstrate how the privacy of residents will be maintained between neighbouring properties. Homes should be designed that the distance between upper floor windows of habitable rooms of homes is generally greater than 18m. This distance can be less at the front of a dwellings across the street if dwellings have more than one aspect and benefit from adequate privacy at the other aspect(s).

Care should be taken to avoid any ground floor windows being overlooked although there will normally be natural screening (garden walls and fences) that mean this is not possible.

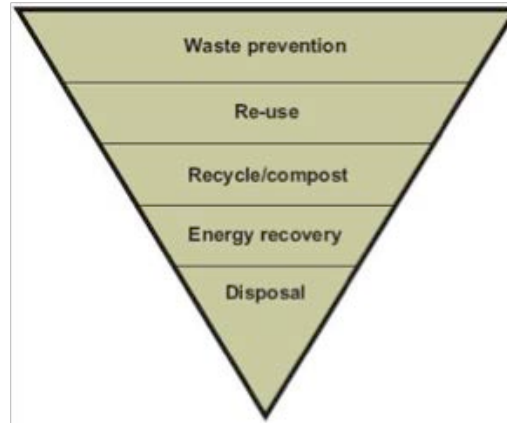
4.5.5 WASTE AND RECYCLING

LB Havering requires that the waste hierarchy principle should be applied to developments with regards to waste management, which means waste prevention and then reuse are the priority methods for dealing with waste. These principles should be actively encouraged through design.

Where waste cannot be prevented or reused, only then should recycling/composting be considered, with disposal seen as the final option for dealing with waste.

The following are suggested actions which can support and encourage waste prevention at the Beam Park Development:

- Providing on-site composting facilities; either as communal composting facilities or individual compost bins in private gardens. Supporting information should be provided in resident's packs. Adequate space should be provided in the kitchen of properties to enable occupants to separately collect kitchen waste for composting.
- Provision of communal in-door, well-ventilated, well-lit storage space for bulky household items in blocks of flats, to facilitate reuse both on the development, but also to enable third sector organisations to remove items for reuse.
- Provide, or allow for the future installation of, in-sink kitchen macerators for



London Borough of Havering waste hierarchy principle

food waste disposal. This includes consideration for: sink design, under-sink power supply provision and ensuring pipe networks are compatible.

- Provision of systems, both online and onsite, which will allow for the free flow of information to and between occupiers, to enable waste prevention information sharing.

Following the waste hierarchy, after waste prevention considerations have been exhausted, developers should be considering the best means to actively encourage and enable residents to recycle the materials they produce.

Havering currently collects the following materials from low-rise properties:

- Residual waste (refuse) weekly in sacks. Residents provide their own sacks for this purpose
- Dry recyclables weekly, which consists of paper, card, cardboard, plastic bottles and food and drink cans. Residents



Example for well integrated communal waste and recycling storage - Greenwich Village

are provided with single-use orange recycling sacks for this purpose.

- Optional, chargeable garden waste service from the choice of a 240-litre wheeled bin or single-use compostable sacks, which are provided.

Havering will not collect waste or recycling in individual wheeled bins from low-rise properties.

Havering collects the following from flatted properties:

- Residual waste (refuse) weekly in communal containers.
- Dry recyclables weekly in communal containers, which are orange in colour.
- Containers are provided, managed and maintained by the developer/Managing Agent for this purpose of a type and nature specified by the Waste and Recycling Department.
- Other optional waste services all household types may subscribe to:
- Collection of bulky household furniture. This is chargeable and residents need to ensure items are freely available for collection at the kerbside for low-rise properties, and on the ground floor in a location not causing obstruction/hazard for flatted properties.
- Collection of clinical waste. Sharps boxes or single-use sacks are provided for this purpose.

Internal Storage:

Adequate inside storage space is required to store materials for reuse and recycling to encourage these practices. This should include provision for the ability to collect and store kitchen food waste (and potentially in-sink food waste macerators), as well as dry recyclable materials and refuse.

External Storage: Low-rise

Developers should allow for sufficient external space for low-rise properties to store their waste containers within their frontage or at a suitably accessible communal location. The space needs to allow for the collection of refuse, recycling, garden waste, bulky and clinical waste at any given time.

Unless there is a mutual agreement between developer and LB Havering for a communal location, residents must present their waste sacks on the boundary of their property and not on the pavement or highway.

External Storage: Flatted Properties

Sufficient storage space should be provided for the collection of a minimum of two materials (i.e. refuse and mixed recycling) as well as for bulky household items. Bin capacity should allow for the collection of materials weekly, but with adequate capacity that will allow for any extendable gaps in collections (e.g. Bank Holidays or bad weather). Bins should be able to be moved freely and the containers for the different materials moved independently. Adequate ventilation and lighting is

important. The signage on the storage area and for the individual containers should be clearly visible and developed using guidance from the Waste and Recycling Department.

Recycling and refuse containers should be equally easy to access for occupiers, and ideally should be placed alongside each other, so that neither container should hold a preference for ease of use.

General Storage and Access Considerations

- Both internal and external storage space needs to be future-proofed with enough flexibility to allow for changes in collection methods, participation in services and composition of the waste stream.
- Storage requirements should take in to consideration the number of occupants of each dwelling.
- Storage areas/containers must be freely accessible for both occupiers and by collection crews and vehicles without impingement by parked cars, narrow access both in storage rooms and on the street, turning circles, steps or other potential access issues. Consider especially distance for occupiers and crews to walk with waste and/or the ability to wheel containers to vehicles.
- Refuse and recycling storage and collection facilities should be designed to integrate with the surrounding environment and be as unobtrusive as possible. They should be designed within developments so as to avoid large areas of blank frontages.

- Consideration should be given to innovative solutions to waste and recycling collection and storage methods that could benefit the visual impact, such as subterranean storage or discreet/appealing container enclosures.

Other Recycling Provision:

LB Havering operates a network of communal recycling bring banks through the waste disposal contract. Containers are provided, managed and maintained by the waste disposal contractor. This network provides residents with the opportunity to recycle materials not currently collected at the kerbside, such as glass and textiles.

Provision should be made to accommodate communal recycling points in the development, each point with containers for several material types (including glass), plus signage and litter bins. These sites should be easily accessible by the public so that walking distance is kept to a minimum, while safety, aesthetics and environmental impacts are taken in to account. It is also crucial that points are accessible by vehicles, enabling emptying and servicing of containers safely and efficiently.

Detailed guidance can be provided by the Waste and Recycling Department.

PG 21 - WASTE AND RECYCLING

Housing developments must provide adequate waste management facilities including dedicated storage for recyclables located where they are accessible to residents and refuse collection services.

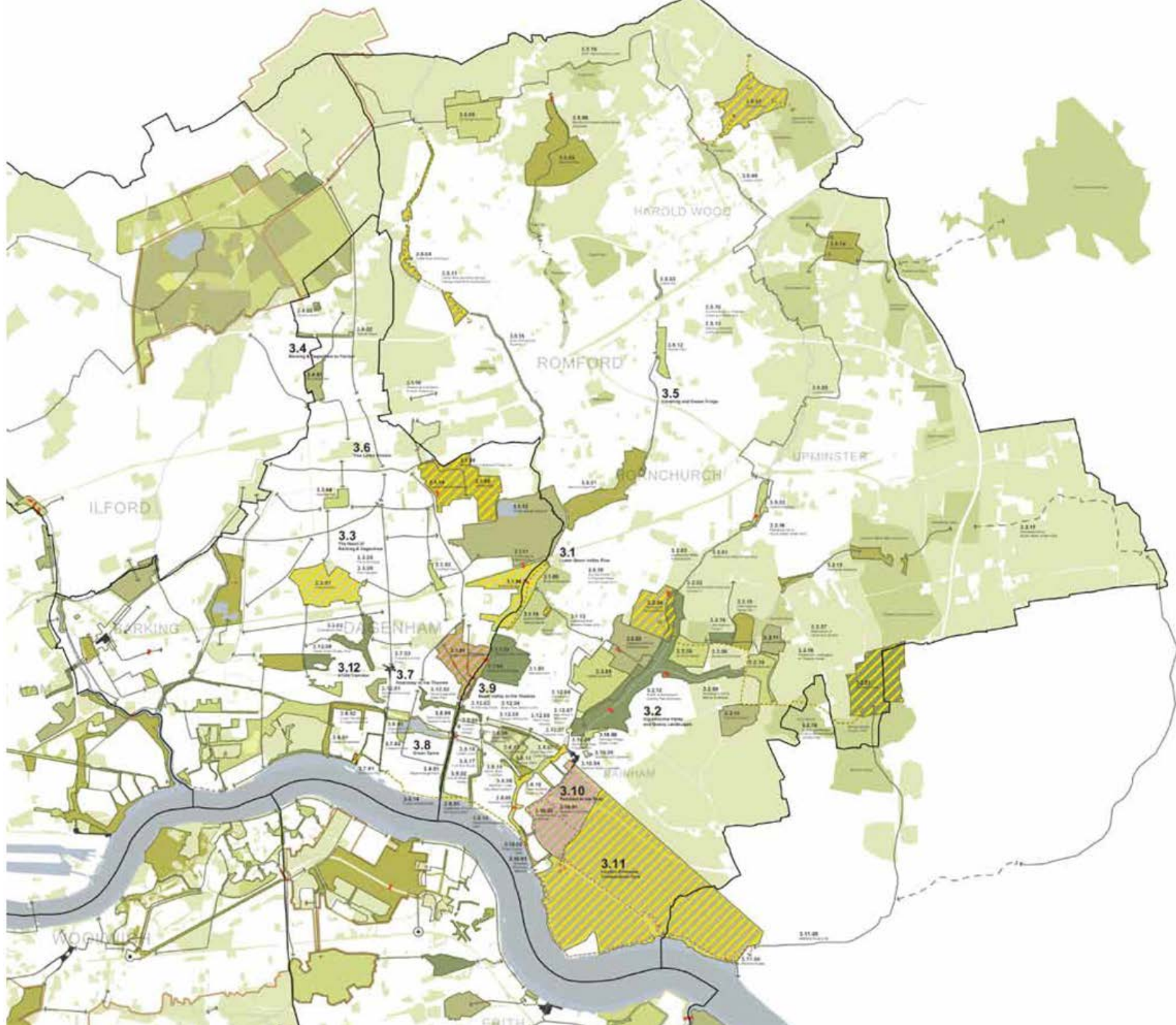


FIGURE 4.13
 ALL LONDON GREEN
 GRID SUB AREA 3,
 THAMES CHASE, BEAM
 & INGREBOURNE
 AREA FRAMEWORK -
 PROJECTS MAP

4.6

OPEN SPACES AND THE PUBLIC REALM

4.6.1 LINKING IN WITH THE ALL LONDON GREEN GRID

'The various and unique landscapes of London are recognised as an asset that can reinforce character, identity and environmental resilience. Delivered alongside existing infrastructure such as transport, utilities and schools an enhanced network of open spaces and green infrastructure can serve to shape and support new and existing communities, respond to the challenges of climate change, support economic development and deliver an improved quality of life.'

All London Green Grid Sub Area 3, Thames Chase, Beam & Ingrebourne Area Framework

The Planning Framework area is part of the All London Green Grid Sub Area 3, Thames Chase, Beam and Ingrebourne. The All London Green Grid (ALGG) has been developed to provide a strategic interlinked network of high quality green infrastructure and open spaces that connect town centres, public transport nodes, the countryside in the urban fringe, the Thames and major employment and residential areas. Policy 2.18 of the London Plan, promotes the provision of an integrated green infrastructure network and supports the extension of the Green Grid to the whole of London.

The Rainham and Beam Park area is situated in the urban / rural fringe of London in a context of a changing environment. Former industrial areas are taking on a new role and sites previously used for landfill are

now open green areas. These changes offers an opportunity to extend and enhance the Green Grid and establish long distance green routes to and between the area.

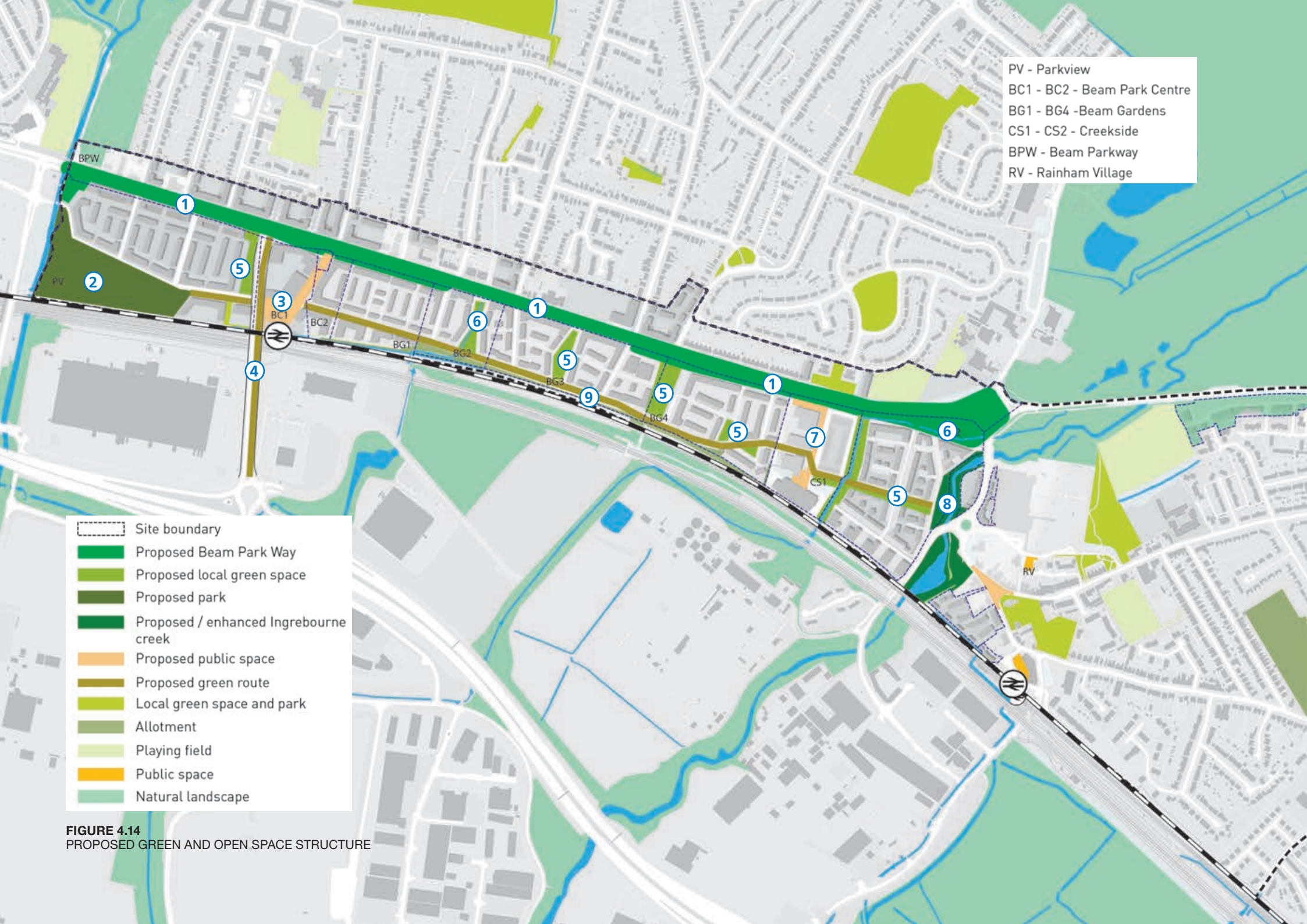
The ALGG Sub Area 3 identifies the following area objectives:

- Increase access to open space, the Green Belt and the urban fringe;
- Conserve landscape and the natural environment and increase access to nature;
- Adapting to climate change, including reducing water run-off rates by installing green roofs and establishing SUDs;
- Making sustainable travel connections, including establishing cycle routes through the open space network and along the Beam and Ingrebourne river corridors;
- Enhancing distinctive visitor destinations and boosting the visitor economy;
- Promote healthy living, including through the establishment of sustainable urban neighbourhoods;
- Promote sustainable food production, including by promoting community gardening and allotment sites; and
- Promote green skills and sustainable design, management and maintenance.

The Planning Framework for Rainham and Beam Park embraces these objectives and these will be delivered through the approach to development, open spaces and management.

PG 22 - LINKING IN WITH THE ALL LONDON GREEN GRID

Applicants will need to demonstrate how development proposals are meeting the objectives set by the All London Green Grid Sub Area 3.



PV - Parkview
 BC1 - BC2 - Beam Park Centre
 BG1 - BG4 - Beam Gardens
 CS1 - CS2 - Creekside
 BPW - Beam Parkway
 RV - Rainham Village

- Site boundary
- Proposed Beam Park Way
- Proposed local green space
- Proposed park
- Proposed / enhanced Ingrebourne creek
- Proposed public space
- Proposed green route
- Local green space and park
- Allotment
- Playing field
- Public space
- Natural landscape

FIGURE 4.14
 PROPOSED GREEN AND OPEN SPACE STRUCTURE

4.6.2 OPEN SPACE NETWORK

The Framework envisages a green and leafy environment for the neighbourhood that creates the impression of living in a 'parkland'. It proposes the establishment of a network of green routes and open spaces that connect the strategic open spaces of the London Green Grid on a local level.

Proposed new green and public spaces are identified in Figure 4.13. These include the following:

1. **Beam Parkway** - a green and landscaped corridor with quality pedestrian and cycling facilities and a number of pocket spaces that provide amenities for residents and people passing through the area. Further detail is provided in section 4.6.3.;
2. **Beam Park** – a new multi-functional community park to serve the western part of the neighbourhood. This should have different landscape areas that offer a variety of open space qualities and amenities, including multi-purpose lawns, tranquil and more intimate zones with benches and planting for rest activities, a childrens play area, and facilities for community sports activities, including a multi games court. The park fulfils a strategic flood mitigation role;



The Beam Park Station Square should provide a quality choice of surface materials, seating and lighting together with tree planting

3. **Beam Park Station Square** – the focal space of the centre that functions as an arrival, orientation and meeting space outside the station, and offers the place for local events or market stalls as well as inviting people to stay and enjoy. The space will have high levels of pedestrian activity and needs to provide a selection of materials, furniture and lighting that reflect its urban character and use;
4. **Marshway Green Bridge** – a green corridor on the eastern side of Marsh Way Bridge (using surplus road space) that provides a strategic cycle and walking connection across the railway to CEME and beyond to the River Thames;



Example for well overlooked local green space, Upton Northampton

5. **Local Green Spaces** - a series of local green spaces and pocket parks with amenities and facilities to serve their immediate residential hinterland. The spaces should differentiate from each other through their design and reflect the stipulated character of the area. Appropriate childrens play facilities should be provided. SUDS features such as swales and ponds can provide interest and character.
6. **Reopened Culverts** - reopening of the New Havering Sever and the Drain running beneath the Suttons Industrial site to create a naturalised watercourse and to mitigate against flooding. Linear green spaces alongside re-opened and naturalised culverts at the Suttons Industrial site and at Dovers Corner;

PG 23 - OPEN SPACE NETWORK

Applicants will be required to deliver the following open spaces identified in Figure 4.14:

- **PARK VIEW LIVING:**
 - Beam Park – a new neighbourhood park that links the Beam River Corridor with Beam Park Station, which also fulfils a strategic flood mitigation role;
- **BEAM PARK CENTRE:**
 - Beam Park Station Square – a formal arrival square outside the station and the focus for urban life;
 - Marshway Green Bridge – a linear public space on the eastern side of Marsh Way Bridge (using surplus road space);
- **BEAM GARDENS:**
 - Local Green Spaces as local amenity space for residents;
 - Linear natural green space alongside a re-opened culvert at the Suttons Industrial site;
- **CREEKSIDE:**
 - Linear natural green space alongside re-opened New Havering Sewer, provision of a foot and cycle bridge to accommodate east-west route;
 - Havering College Spine and public space;
 - Opening up and qualifying the embankments of the Ingrebourne River and provision of a foot and cycle bridge to accommodate east-west route; and
- **RAINHAM VILLAGE:**
 - Enhancement and integration of existing open spaces in network of local routes;
- **SITE WIDE:**
 - Beam Parkway (SEE PG 23)- a high quality park landscape along New Road that connect a number of pocket green spaces;
 - Green corridor along the east-west route that express the character of each of the areas it passes through.
- Ensure that open and green spaces are designed by a chartered member of the Landscape Institute to ensure the highest quality design, quality material and planting, full consideration of seasonal variation and the lifetime of the scheme, and how the spaces will be inclusive and provide amenities and facilities for the future users.



Example for a naturalistic edge of water feature - Kidbrooke Park

7. Havering College Spine - a broad walk from New Road to Havering College together with a new public space outside the college entrance;

8. Ingrebourne Creek - Open access, enhance the embankments of the Ingrebourne River, and provide an attractive naturalistic open space for people to walk along and enjoy the local wildlife and habitat, provide a new foot and cycle bridge between Bridge Road round to facilitate the east-west route; and

9. Green East West Corridor - linear green walking and cycling route with a quality public realm and intensive landscaping. The route should express the character of each of the character areas it is passing through, and include tree planting and SUDs features as part of the corridor. Further detail on these and other identified neighbourhood spaces are provided in Chapter 5.

4.6.3 BEAM PARKWAY

The Planning Framework promotes the establishment of the Beam Parkway - an attractive park landscape along the A1306.

The transformation of New Road uses surplus space to establish a high quality cycling and walking facility running east west through the area (see also section 4.5). A number of attractive public and green spaces are proposed along New Road that provide visual and recreational amenity for residents and visitors. These include:

- **A:** Western Gateway - at Beam river bridge, linking an interfacing with the natural areas of the Beam river valley;
- **B:** Beam Park centre - high quality public realm with seating, hard landscaping and formal landscape elements that reinforce the urban character of the centre and link up with the public space at the station and the Marshway Green Bridge;
- **C:** A community pocket park on the south side of New Road between its junction with Manser Road and the entrance into the Beam Centre, creatively using the highway embankment;
- **D:** Cherry Orchard pocket park - a new green space that links New Road with the railway crossing to the London Riverside area; and
- **E:** Eastern Gateway - a meeting point of the marshlands on the Ingrebourne Valley with a transformed Bridge Road roundabout and introduction of a more natural landscape character on New Road.

The Beam Parkway establishes a major new piece of green infrastructure that connects the Ingrebourne and Beam river valleys and establishes strategic leisure, walking and cycling loops. The opportunity exists to extend the park landscape treatment westwards into Barking and Dagenham.



Potential look of the Eastern Gateway (East Architects)

The establishment of the Beam Parkway will be one of the key value drivers for Rainham and Beam Park. It will change the perception of the area, bring new environmental qualities to the area and create an attractive front door for development.

In December 2015 Havering Council has secured funding from TfL for an detailed feasibility study for the transformation of New Road. A design team and will be commissioned to undertake this work in 2016.

PG 24 - BEAM PARKWAY

The character and appearance of New Road is instrumental in shaping the impression of the Rainham and Beam Park area. The route will be transformed with surplus highway space being turned into an attractive green corridor that creates a front door for development.

Development within the framework area will be expected to enable delivery of the new Beam Park Way through CIL / S106 contributions. Developments will be expected to demonstrate how they integrate with and address the new green corridor and how the park will be extended into the development sites to provide visual continuity and recreational amenity for residents and visitors.

A Beam Valley Country Park

- Improve entrance to Beam Valley Country Park
- Improve visibility of park with special signage
- Bring marsh planting into the Linear Park
- Provide platforms enabling closer proximity to river
- Provide new informal crossing opportunities
- Seating opportunities with improved lighting, cycle and other park facilities
- New rain gardens, wild planting and tree planting

C Spencer Road / Manser Road

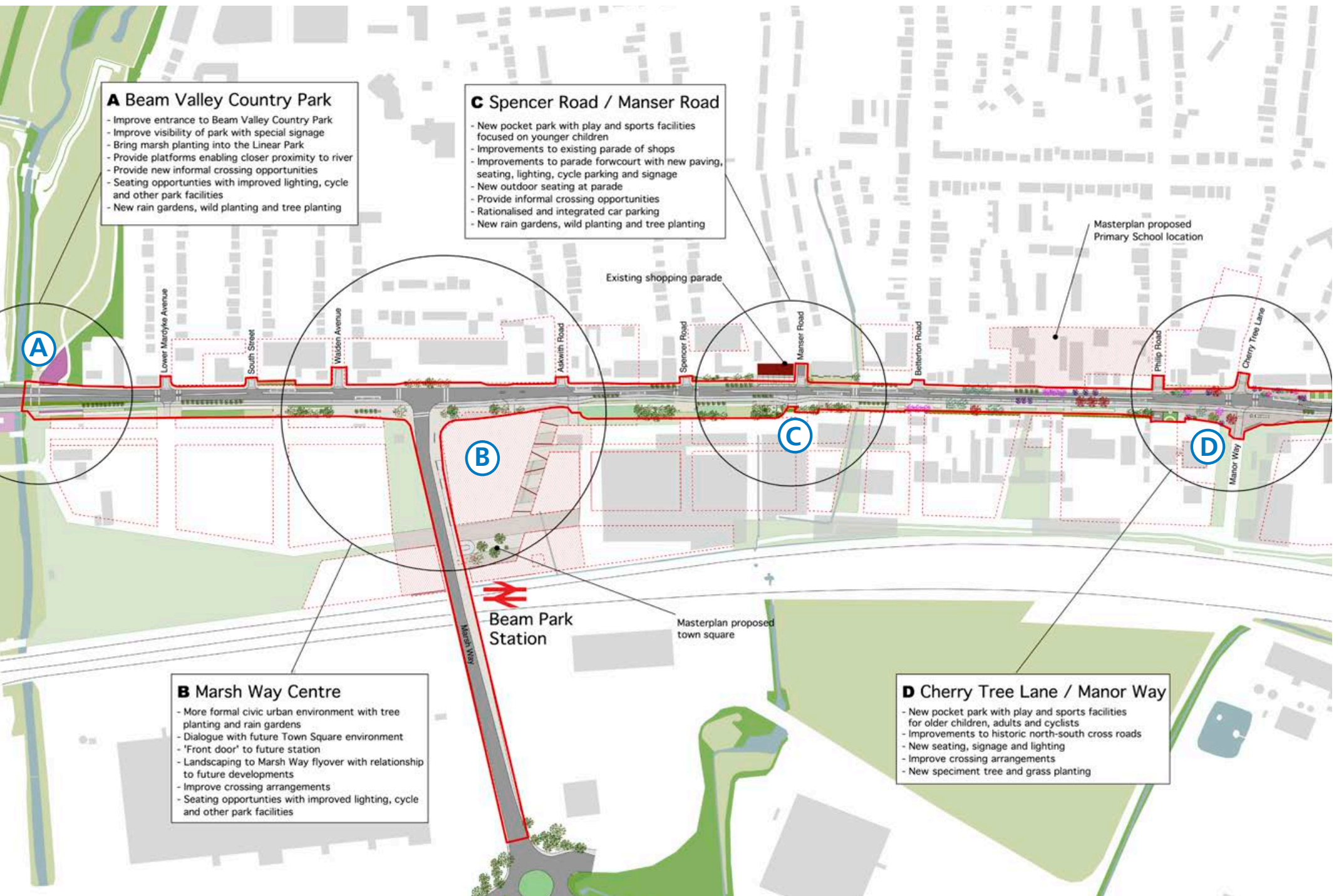
- New pocket park with play and sports facilities focused on younger children
- Improvements to existing parade of shops
- Improvements to parade forecourt with new paving, seating, lighting, cycle parking and signage
- New outdoor seating at parade
- Provide informal crossing opportunities
- Rationalised and integrated car parking
- New rain gardens, wild planting and tree planting

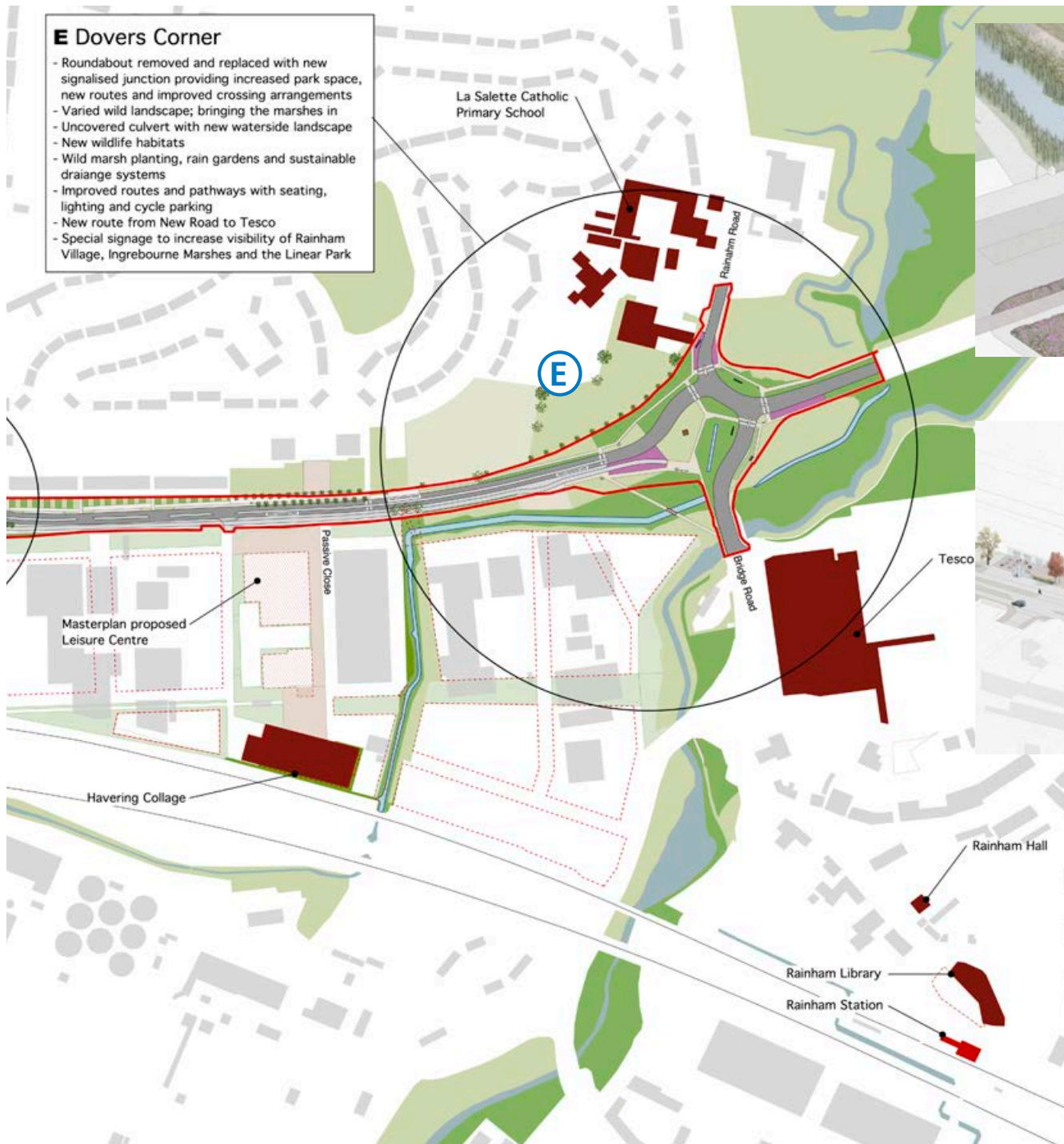
B Marsh Way Centre

- More formal civic urban environment with tree planting and rain gardens
- Dialogue with future Town Square environment
- 'Front door' to future station
- Landscaping to Marsh Way flyover with relationship to future developments
- Improve crossing arrangements
- Seating opportunities with improved lighting, cycle and other park facilities

D Cherry Tree Lane / Manor Way

- New pocket park with play and sports facilities for older children, adults and cyclists
- Improvements to historic north-south cross roads
- New seating, signage and lighting
- Improve crossing arrangements
- New specimen tree and grass planting





Potential look of the Western Gateway (East Architects)



Potential look of the Beam Park Centre (East Architects)

Figure 4.14
ILLUSTRATION OF HOW THE BEAM PARKWAY
COULD BE DEVELOPED
(Concept design for the Beam Parkway to
support Havering's Step One Bid to TfL by SDG
and EAST architects)

Note: The illustrations on this and the facing page show the initial outputs of this concept design and do not form part of the recommendations of the Framework. More design work and transport modelling is required during the detailed design.



Example of well designed and quality public realm - Palletstown Dublin

PG 25 - PUBLIC REALM

The treatment, quality and design of the public realm has a significant impact on the character and appearance of an area.

Applicants are expected to:

- Design the public realm in accordance to the forthcoming LBH Public Realm Design Guide;
- Appropriately design for walking and cycling;
- Provide landscaping and tree planting as integral features of the public realm;
- Ensure that landscape aspects of the public realm are designed by a chartered member of the Landscape Institute;
- Provide sustainable urban drainage solutions as integral parts of the public realm; and
- Provide streets to an adoptable standard.

4.6.4 PUBLIC REALM

The treatment, quality and design of the public realm has a significant impact on the character and appearance of an area. Generally public realm treatment should be of a high quality with consistent and continuous treatment adhering to generally agreed design standards. The Council is currently preparing a public realm design guide that will set design standards and a palette of materials and street furniture for development within the London Borough of Havering. These standards will set the requirement for the public realm in the Planning Framework area.

Notwithstanding the forthcoming public realm design guide, the following principles should be adhered to, to ensure a quality public realm:

- Public realm areas should be designed with a function in mind and left over pieces of land with no role or purpose must be avoided.
- Footways should be of sufficient width to reflect the role of the street in the pedestrian network. Footways should generally be provided on both sides of a street unless the street is bound by an openly accessible public space that provides a suitable alternative internal path. On minor access streets the use of shared space home zone designs and play streets can be explored.

- On the internal east-west route and on local streets, continuous footways at junctions should be the norm as it sends out the message that pedestrian have primacy and drivers are expected to give way.
- On primary and secondary streets pedestrian crossing points should be located along key desire lines and normally be provided on all arms of junctions. Raised side entry solutions should be considered along main pedestrian routes, such as along New Road and the secondary street connecting Beam Park Station, to help establish pedestrian priority.
- Protected cycling infrastructure must be provided on primary and secondary streets to ensure that they are suitable for all and provide high levels of actual, subjective and social safety. On local streets, the design will be such that the volumes of motor traffic are very low and speeds are very low so that no specific cycling infrastructure will be required, other than ensuring continuity and permeability.
- Landscape Elements within the public realm should be designed by an experienced chartered member of the Landscape Institute to ensure quality and a high standard of landscape design. The design of the public realm should help express the character of the area and include landscaping elements and tree planting.
- The development should provide sustainable urban drainage solutions alongside other measures to reduce the water-run off rate. SUDs should not be an afterthought but integral elements of the public realm design and support the wider character of the area.

Refer also to sections 4.5.3 Car Parking, and 4.5.3 Building Interface, and 4.7.2 SUDS.

4.6.5 FUTURE MANAGEMENT AND MAINTENANCE

A coherent and long term approach to the management and maintenance of open spaces is critical to ensure long term quality and the enjoyment of these spaces into the future.

The Council recognises that where appropriate i.e for the adopted public realm and highways assets, that will form the A1306 Parkway and other elements of public realm, the Council is best placed to maintain the land and assets to a consistent standard and quality to ensure a durable legacy and avoid the potential of piecemeal, irregular and variable quality maintenance regimes.

Where public realm assets are adopted within or as part of private developments 20% of the total asset replacement cost will be sought, as a commuted sum, from developers to fund future replacement of public realm and highway assets. Such payments are considered to be in accordance with Regulations 122 CIL Regulations, with each project to replace/renew equipment and assets comprising a separate project for the purposes of Regulation 123.

All other unadopted open common spaces will need to be maintained and kept at a high standard in perpetuity by a private site management company funded from service charge receipts.



PG 26 - MANAGEMENT AND MAINTENANCE

Applicants are expected to:

- Contribute to the long term maintenance and upkeep of adopted public space and public realm in the area by providing a commuted sum of 20% of the total asset replacement cost of these areas within their development site through their CIL / S106 contribution;
- Submit a long term maintenance and management strategy to the Council for approval for remaining unadopted open spaces and public realm to ensure a well maintained area in perpetuity.



4.7.

ENERGY AND SUSTAINABILITY

4.7.1 ENERGY

The Framework area has been identified by the GLA as a target cluster for the deployment of a district heating network in the London Riverside Opportunity Area. An energy master plan commissioned by Havering in 2015 found there to be limited opportunity in the area to establish a district heating network in the medium term. However this will be reviewed as development of the area progresses. Therefore development proposals should seek to connect to existing or planned District Energy networks as these opportunities are identified.

If it is not possible to link to an existing system, the feasibility of CHP needs to be considered on a site-wide basis connecting different uses and/or group of buildings or an individual building. Investment in heat and cooling distribution infrastructure should be considered in all developments. CHP systems must be designed to run efficiently and be optimally sized to maximise carbon dioxide savings.

PG 27 - ENERGY

The applicant should commit to constructing all new buildings to achieve the minimum requirements for carbon dioxide emissions reductions in accordance with the London Plan Further Alterations 2015 (currently policy 5.2).

Developers should demonstrate through submitted energy statements:

1. That a technical feasibility and economic viability study has been conducted assessing the connection to an existing network or a site wide heat network has been considered.
2. That they have investigated the opportunity for a low temperature network within plots and buildings, 70/40 °C.

Where there are firm plans to connect a development to the heat network, but the network build-out will not reach the new development until some years after the development is complete an agreement must be made through the planning process.

This could be set in a number of ways:

- A stated number of years following occupation of the development
- A particular date
- An agreed trigger point, e.g. occupation of the “Xth dwelling”.
- An annual review of the network development will be required with the plot developers and building operators of the masterplan, to review the status of the planning conditions with respect to connection.



4.7.2 SUSTAINABLE URBAN DRAINAGE AND WATER SENSITIVE URBAN DESIGN

All new developments have the potential to cause an increase in downstream flood risk due to increased runoff rates and water volumes from the site. Changes in surface water runoff patterns due to development need to be assessed and, if appropriate, controlled.

Prevention measures should be included at all sites where possible. Rainwater harvesting systems should be considered for schools and commercial developments.

The use of green roofs should be encouraged. It is recommended that infiltration tests be carried out at the sites to gain a better understanding of the opportunities available for infiltration methods.

If infiltration techniques are not possible within the Rainham and Beam Park Framework Area, site control measures may be more appropriate for the drainage schemes. This would involve routing water from impermeable surfaces to detention basins, where water can be attenuated before being discharged into a watercourse or the local drainage system at the greenfield runoff rate.

Due to the local topography in the Rainham and Beam Park area surface water would currently flow in a south easterly direction away from the sites. To ensure that natural

catchment management processes are replicated as closely as possible, a Sustainable Drainage System (SuDS) management train (SuDS Manual, CIRIA Report C753) should be followed.

Existing greenfield runoff rates should be maintained or improved, as any increase in runoff rates and volumes can lead to an increased risk of flooding elsewhere.

A Water Sensitive Urban Design (WSUD) approach (CIRIA C723, C724) should be integral to the design of the development to ensure the water cycle and water management has been considered holistically and from the outset.

PG 28 - SUSTAINABLE URBAN DRAINAGE SYSTEMS

Applicants are expected to:

- Limit surface water runoff rate and volume to the peak Greenfield runoff rate and volume;
- Follow a Sustainable Drainage System (SuDS) management train, a set out by the SuDS Manual, CIRIA Report C753, to ensure that natural catchment management processes are replicated as closely as possible;
- Demonstrate how the use of green roofs and rain water harvesting systems have been considered where appropriate;
- Demonstrate how Water Sensitive Urban Design ((CIRIA C723, C724) has informed the design and development of the proposals;
- Demonstrate how SUDS are an integral aspect of the development layout and design, its open spaces, public realm and gardens and how they deliver wider community benefits, including improvements in health, wellbeing and quality of life, as well as supporting the provision of habitats and places for wildlife to live and flourish.



5

SPECIFIC GUIDANCE FOR CHARACTER AREAS

This chapter provides further site specific guidance for each of the following character areas:

- 5.1 PARK VIEW LIVING**
- 5.2 BEAM PARK CENTRE**
- 5.3 THE BEAM GARDENS**
- 5.4 CREEKSIDE**
- 5.5 BEAM PARKWAY**
- 5.6 RAINHAM VILLAGE**

PG 29 - CHARACTER AREA GUIDANCE

Applicants are expected to:

- Demonstrate within a design statement how their proposal have considered and responded to the specific guidance for the character area that is applicable for their site.

5.1 PARK VIEW LIVING

Development in the Park View Living Character Area should comply with the following design and development principles:

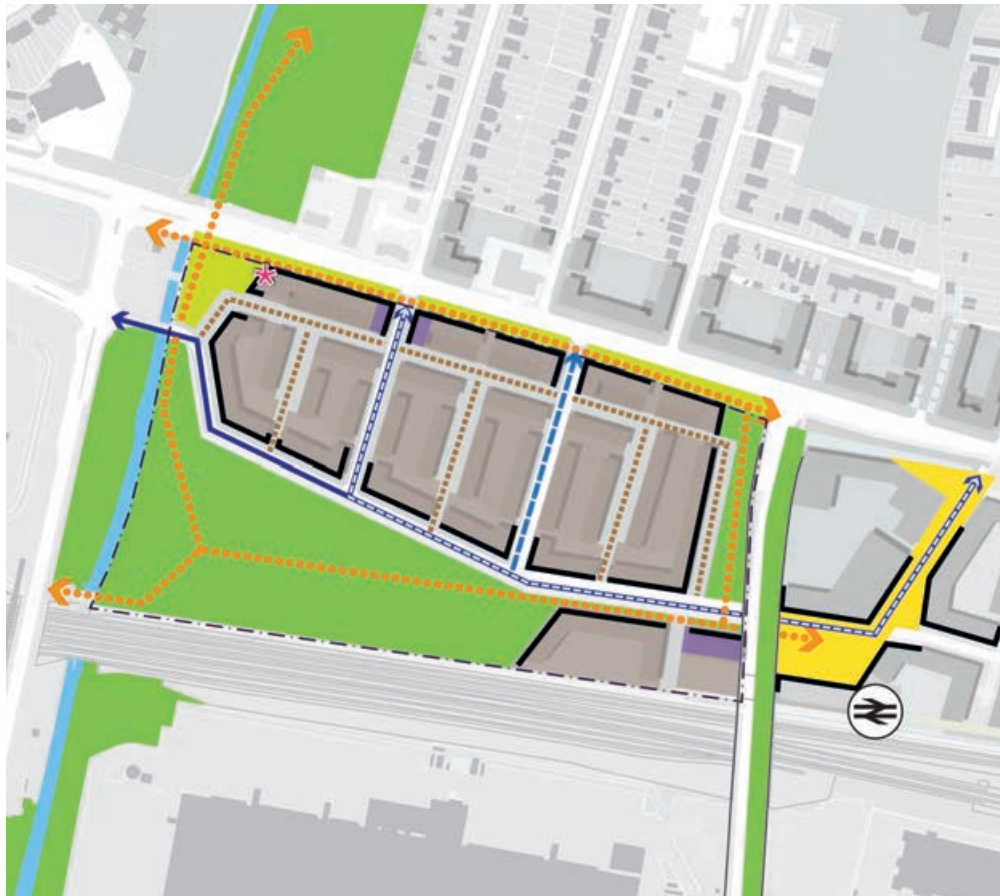


FIGURE 5.1
DESIGN PRINCIPLES, PARK VIEW LIVING



Character	Situated immediately to the west of the Beam Park Centre this quarter will have an urban feel with compact development form, and apartment buildings that provide strong enclosure to Beam Park and New Road. The interior of blocks comprise a more intimate and green environment with low rise housing. Home Zone streets offer shared spaces for residents to meet and children to play. The orientation of blocks and streets emphasise views and connections with the new park.
Mix of uses	<ul style="list-style-type: none"> • Mix of apartments and townhouses: 20-25% town houses • Provision of small corner shop units at ground floor of buildings fronting onto the junction of New Road with Lower Mardyke Avenue • Potential active ground floor uses adjacent to Beam Park Centre
Illustrative masterplan capacity	<ul style="list-style-type: none"> • 690 dwellings • 50 - 150 sqm A class retail
Residential density	100 - 120 units / hectare

Height	<ul style="list-style-type: none"> • 4 storeys fronting onto New Road • 5 storey onto Marsh Way and adjacent the Beam Centre on the East West Road • 4 storeys overlooking the Beam Park with potential for additional set-back storey • 2-3 storey town houses within the internal streets 	Car Parking	<ul style="list-style-type: none"> • Mix of undercroft parking under communal garden deck (apartment buildings) and on street parking • Maximum standards: <ul style="list-style-type: none"> • 0.5 space per 1 bedroom or studio unit; • 1 space per 2 bedroom unit; • 1.5 spaces per 3 bedroom unit; and • 2 spaces per 4+ bedroom unit.
Frontages	<ul style="list-style-type: none"> • Street based urban development with continuous frontages that provide good enclosure, animation and overlooking to streets and Beam Park to create a safe environment • A consistent building line at the back of footway along New Road with main entrances facing this street to establish a strong definition and animation of the public realm 	Pedestrian and cycle routes	<ul style="list-style-type: none"> • Signed and well-lit off-street 3m minimum shared cycle and pedestrian route to link Beam Park Centre with Barking and Dagenham to the west and with Beam Valley Country Park to the north • Connection of Beam Park Centre with New Road adjacent to Marsh Way Bridge
Vehicular access	<ul style="list-style-type: none"> • New secondary street to connect the Beam Park Centre in the east with Thames Avenue in the west and New Road at the junction of Lower Mardyke Avenue to the north • Potential additional local street to connect with New Road • Local access streets, residential courts and mews streets to apply single surface street design / Home Zone design principles to slow travel speeds and to support the social role of the street 	Public open space	<ul style="list-style-type: none"> • New local park (minimum 2.8 hectares) with high quality landscaping and facilities including for childrens play • Integration with Beam Parkway landscape treatment
Public Transport	<ul style="list-style-type: none"> • Facilitation of a new bus route from New Road to Beam Park Station using secondary street 	Other requirements	<ul style="list-style-type: none"> • Adequate design response required to Romford to Baker Street High Pressure Gas Pipeline, bringing forward development between the Romford to Baker Street Pipeline and New Road to ensure appropriate enclosure overlooking and animation of the Beam Parkway • Beam Park open space to serve as flood storage for 1 in 100 fluvial flood event plus climate change • Provision of a suitable site for a 2 Form Primary School to be delivered to serve early phases of develop

5.2 BEAM PARK CENTRE

Development in the Beam Park Centre Character Area should comply with the following design and development principles:

Character	Situated next to the proposed new railway station on the C2C line this area will become a new local centre and focus for urban life for the existing and new community in the west of the framework area. The area will provide local shops and services, a small supermarket, cafes and other community facilities with apartment living in the upper floors. The centre will be focused around a new gateway space outside the station and a new street link with New Road that provide high quality public realm and are animated by active ground floor uses.
Mix of uses	<ul style="list-style-type: none"> • Mixed-use development • Active uses at ground floors, potential for a small supermarket, local shops, services, food and drink uses, leisure, cultural, health and community facilities and small offices • Upper floor apartment mix: <ul style="list-style-type: none"> • 1 bed room dwellings 30-40% • 2+ bedroom dwellings 60-70% • No townhouses • Stand alone retail sheds not permitted
Illustrative masterplan capacity	<ul style="list-style-type: none"> • 575 dwellings • 3,500 - 4,000 sqm town centre ground floor use including B1 and D1 uses; • Up to 2,000 sqm A class uses as part of the above;
Residential density	180 - 200 units / hectare



FIGURE 5.2
DESIGN PRINCIPLES, BEAM PARK CENTRE

 Site boundary	 Proposed local street
 Proposed mixed use centre	 Potential home zone street
 Proposed residential use	 Proposed pedestrian and cycle connection
 Green space	 Vertical pedestrian access to Marshway Bridge
 Beam Parkway landscape	 Public space
 Proposed secondary street	 Proposed Landmark
 Proposed bus route	

Height	<ul style="list-style-type: none"> • 4 - 6 storeys • Potential for higher building of maximum 8 storeys on the north side of Station Square to landmark the centre at the station arrival point • Potential for landmark building at junction of New Road with Marsh Way to help orientation - this does not need to be a taller building but could be outstanding through its form and architectural treatment, impact of height on existing context need to be carefully considered 	Car Parking	<ul style="list-style-type: none"> • Undercroft parking within courtyards under deck • Maximum standards: <ul style="list-style-type: none"> • 0.5 space per 1 bedroom or studio unit; • 1 space per 2 bedroom unit; • 1.5 spaces per 3 bedroom unit; • Retail and non-residential uses maximum 1 space per 50 sqm.
Frontages	<ul style="list-style-type: none"> • Street based urban development with continuous frontages that provide active ground floors, good enclosure and overlooking to the main centre street, its corners on New Road and enclosing Station Square to create a lively, attractive and safe environment • Establish a positive building frontage with entrances fronting directly onto Marsh Way Bridge and onto New Road to provide animation, overlooking and a sense of enclosure to those streets 	Pedestrian and cycle routes	<ul style="list-style-type: none"> • Signed and well-lit off-street 3m wide (minimum) shared cycle and pedestrian route between Park View Living area to Somerfield passing the station and also linking up with New Road • Signed off-street 3m minimum shared cycle and pedestrian way on Marsh Way Bridge linking New Road with CEME • Accessible pedestrian link connecting the Station Square up to Marsh Way Bridge
Vehicular access	<ul style="list-style-type: none"> • Secondary street to connect New Road at junction of Askwith Road with Beam Park Station and the Park View Living area to the west • Local street connection with the Somerfield site to the east 	Public open space	<ul style="list-style-type: none"> • New urban square outside Beam Park station providing a place to meet, sit out and with flexibility for events and a street market • High quality public realm with minimum of 3m unobstructed footway outside retail frontages on main centre street • Establishment of green strip / linear public space on potential surplus road space (eastern carriageway) on Marsh Way Bridge
Public Transport	<ul style="list-style-type: none"> • Provision of New Beam Park Station • Facilitation of new bus route from Park View Living area to New Road via Beam Park Station • Bus stop on Marsh Way Bridge to facilitate station interchange 	Other requirements	<ul style="list-style-type: none"> • Manage servicing and town centre car parking to ensure adequate residential amenity for upper floor dwellings in the centre • Retail units to be completed with weather tight shell and basic facilities to enable immediate occupation • Encourage meanwhile uses on vacant ground floor units

5.3

THE BEAM GARDENS

Development in the Beam Gardens Character Area should comply with the following design and development principles:

Character	The area to the east of the Beam Park Centre provides a gradual transition from an urban character closer to the centre, to a family living neighbourhood that is shaped by garden suburb principles, providing a green environment with tree-lined streets, pocket parks, and front and rear gardens. Home Zone treatments of residential streets enhance the quality of life and making them places for people, not just traffic and parking.
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Mix of uses

- Townhouses as part of total dwellings:
 - Beam Gardens (part of Somerfield): 30-35%
 - Beam Gardens (remainder): 40-45%
- Provision of small corner shop units at ground floor of building fronting onto the junction of New Road with Manser Road
- Retention and potential extension of Rainham Steel office building as office hub for SME's

Illustrative masterplan capacity

- 697 dwellings (excluding Somerfield site)
- 251 dwellings (Beam Gardens part of Somerfield site)
- 50 - 100 sqm A class retail



FIGURE 5.3
DESIGN PRINCIPLES, BEAM GARDENS

Residential density	<ul style="list-style-type: none"> • Beam Gardens (part of Somerfield): 80 - 100 dph; • Beam Gardens (remainder): 60 - 80 dph; 	Public Transport	n/a
Height	<ul style="list-style-type: none"> • 4 storeys fronting onto New Road • 2-3 storey townhouses within the main neighborhood • 4-5 storeys along the east-west link within the Somerfield site 	Car Parking	<ul style="list-style-type: none"> • Mix of undercroft parking under communal garden deck (apartment buildings) and on street parking • Maximum standards: <ul style="list-style-type: none"> • 0.5 space per 1 bedroom or studio unit; • 1 space per 2 bedroom unit; • 1.5 spaces per 3 bedroom unit; and • 2 spaces per 4+ bedroom unit.
Frontages	<ul style="list-style-type: none"> • Street based urban development with continuous frontages, that provide good enclosure, animation and overlooking to streets, open spaces, residential courts and mews streets to create a safe environment • A consistent building line along New Road (Beam Parkway) and the east-west route with main entrances facing this street to establish a strong definition and animation of the public realm 	Pedestrian and cycle routes	<ul style="list-style-type: none"> • Continuous and direct, signed and well-lit cycle and pedestrian route to link Beam Park Centre in the west with Creekside (Havering College) to the east, along internal east-west street (cycle route provided on-street) • Frequent connections with New Road • General east-west permeability • Provision of a shared cycle and pedestrian route from Cherry Tree Lane to the south to the railway line
Vehicular access	<ul style="list-style-type: none"> • Continuous internal east-west local street to connect the Beam Park Centre in the west with the Mudlands area in the east • East-west route to be connected with New Road via north-south connecting streets • The following streets north of New Road need to be linked: <ul style="list-style-type: none"> • Betterton Road • Phillip Road • Lanes, residential courts and mews streets to apply single surface street design / Home Zone design principles to slow travel speed and to support social role of street • Manor Way to be disconnected and replaced by local access streets 	Public open space	<ul style="list-style-type: none"> • Provide local green spaces at locations identified in Figure 5.3 • Green space to extend the landscape treatment on New Road (Beam Parkway) • Provide adequate children's play facilities
		Other requirements	<ul style="list-style-type: none"> • Open up culvert on Somerfield site to a minimum width of 5 m and integrate as feature within the landscape of an open space • Adequate design response required to the Mardyke to Fords Dagenham High Pressure Gas Pipeline

5.4 CREEKSIDE

Development in the Creekside Character Area should comply with the following design and development principles:

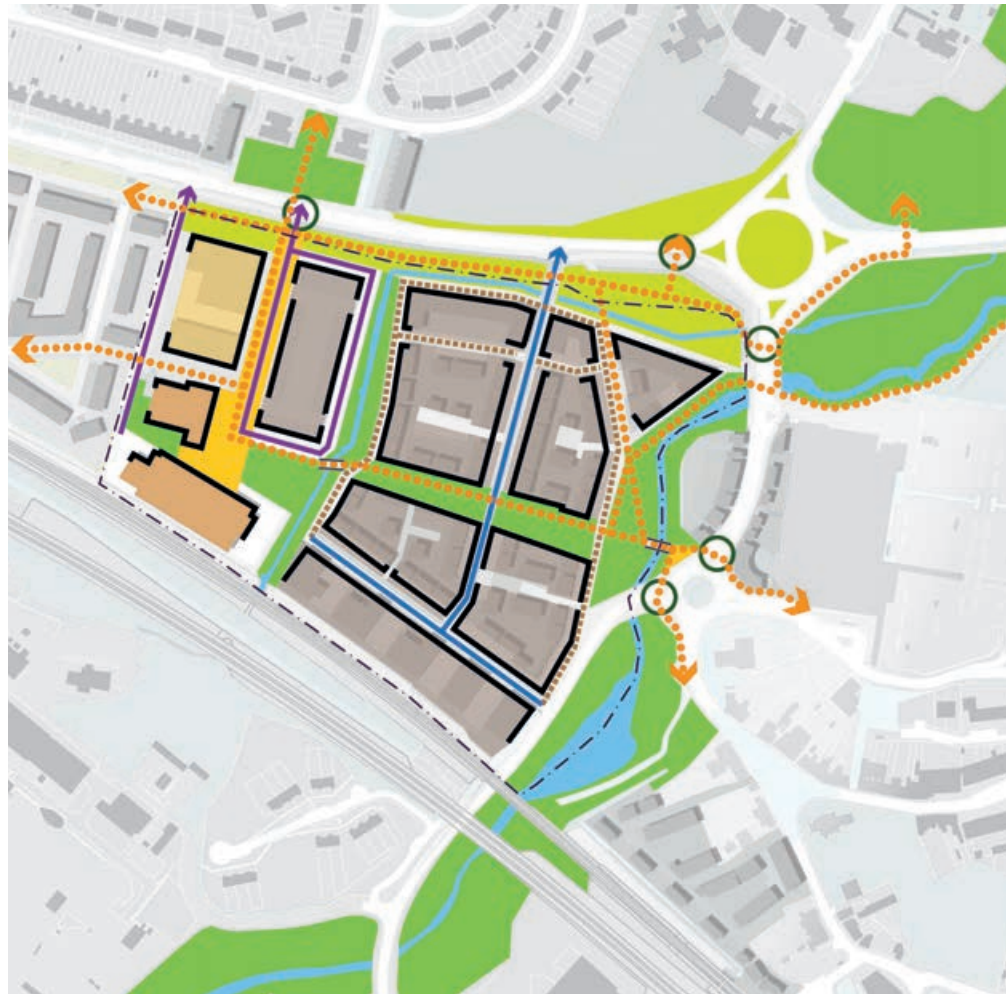


FIGURE 5.4
DESIGN PRINCIPLES, CREEKSIDE



Character	The character of this residential area adjacent to the Ingrebourne River should be inspired by the wetland and its habitats, and make reference to the materiality of traditional buildings in the marshes, for example by using timber cladding, brickwork and tiled roofs. SUDS features and natural landscape elements should feature in the public realm.
Mix of uses	<ul style="list-style-type: none"> • Mix of apartments and townhouses • Dovers Corner: 40 - 45% townhouses • Planned extension of Havering College • Potential for future education, leisure or residential development to the north of Havering College
Illustrative masterplan capacity	<ul style="list-style-type: none"> • 396 dwellings (Dovers Corner) • College expansion
Residential density	• 60 - 80 units / hectare (Dovers Corner)
Height	<ul style="list-style-type: none"> • 4 storeys fronting onto New Road • 2-3 storey town houses within the main neighbourhood
Frontages	<ul style="list-style-type: none"> • Street based urban development with continuous frontages, that provide good enclosure, animation and overlooking to streets, open spaces, residential courts and mews streets to create a safe environment

Frontages (cont.)	<ul style="list-style-type: none"> • A consistent frontage development along New Road (Beam Parkway), Ingrebourne River and the New Havering Sewer, that orientate main entrances towards these spaces, and establishes a sense of enclosure and overlooking of the public realm • Inward looking development is not acceptable
Vehicular access	<ul style="list-style-type: none"> • Establish a permeable street network • Main access from New Road, emergency access onto Lamson Road (Dovers Corner) • Local access lanes, residential courts and mews streets to apply single surface street design / Home Zone design principles to slow travel speeds and to support the social role of the street
Public Transport	n/a
Car Parking	<ul style="list-style-type: none"> • Mix of on-plot and on street parking (Dovers Corner) • Maximum standards: <ul style="list-style-type: none"> • 0.5 space per 1 bedroom or studio unit; • 1 space per 2 bedroom unit; • 1.5 spaces per 3 bedroom unit; and • 2 spaces per 4+ bedroom unit. • Travel plan by Havering College to limit on-site parking provision
Pedestrian and cycle routes	<ul style="list-style-type: none"> • Continuous, direct, signed and well-lit off-street 3m minimum shared cycle and pedestrian route to link Beam Gardens to west with Rainham Village to the east, passing the Havering College entrance space, providing new bridge links over the New Havering Sewer, and over Ingrebourne Creek

Pedestrian and cycle routes (cont.)	<ul style="list-style-type: none"> • Extending pedestrian route between New Plymouth and Napier House to serve the entrance(s) of Havering College • Signed and well-lit pedestrian and cycling route from New Road diagonally to internal east-west link / bridge across Ingrebourne River to offer a shortcut for South Hornchurch residents • Establishment of new shared path on the western bank of Ingrebourne River to connect east-west route with existing signal crossing on Bridge Road and Ingrebourne Way
Public open space	<ul style="list-style-type: none"> • High quality public realm with pocket spaces as focal points for Havering College • Landscape space along the Havering New Sewer offering public space amenities (to west and north of Dovers Corner development) • Linear local green space along east-west shared cycle route across Dovers Corner site • Opening up and enhancement of the embankments of the Ingrebourne River
Other requirements	<ul style="list-style-type: none"> • Open up culverted section of New Havering Sewer to a minimum width of 5m (flood mitigation) and integrate as feature within the landscape of an open space • Adequate design response required to the Mardyke to Fords Dagenham High Pressure Gas Pipeline

5.5

BEAM PARKWAY

Development in the Beam Parkway Character Area should comply with the following design and development principles:

Character

New Road will have its own character joining together the various character areas to the south. It will be a well enclosed urban corridor overlooked by residential development. More than a road the corridor becomes a unique linear park space that provides a segregated cycle route, street trees, attractive planting and a series of individually designed pocket spaces that offer amenities to residents and visitors. A few shops and other community facilities provide animation at important street corners or other locations.

Mix of uses

New Road (north side):

- Townhouses as part of total dwellings 25%-30%
- Potential provision of small corner shop units at ground floor of building fronting onto New Road at junctions with Lower Mardyke Avenue, Askwith Road and Cherry Tree Lane
- New Primary School to north of New Road

Illustrative masterplan capacity

New Road (north side):

- 392 dwellings
- Potential provision of up to 450 sqm A class retail



FIGURE 5.5
DESIGN PRINCIPLES, BEAM PARKWAY

Residential density	New Road (north side): <ul style="list-style-type: none"> • 100 - 120 units / hectare
Height	<ul style="list-style-type: none"> • 4 storeys fronting onto New Road • 2-3 storey townhouses to rear
Frontages	<ul style="list-style-type: none"> • Street based urban development with continuous frontages, that provide good enclosure, animation and overlooking to existing and new streets, open spaces, residential courts and mews streets to create a safe environment • Buildings to turn corners • A consistent building line along New Road (Beam Parkway) with main entrances facing this street to establish a strong definition and animation of the public realm
Vehicular access	<ul style="list-style-type: none"> • Transformation of New Road to release surplus road space for landscaping and to realise Beam Parkway concept • Retention of existing road entry points to the north • Provision of new road entry points to the south as set out in section 4.5.1 - normally as cross-junctions with roads to the north • Local access streets, residential courts and mews streets to apply single surface street design / Home Zone design principles to slow travel speeds and to support the social role of the street
Public Transport	Increase the level of bus services along New Road

Car Parking	<ul style="list-style-type: none"> • Mix of undercroft parking under communal garden deck (apartment buildings) and on street parking • Maximum standards: <ul style="list-style-type: none"> • 0.5 space per 1 bedroom or studio unit; • 1 space per 2 bedroom unit; • 1.5 spaces per 3 bedroom unit; and • 2 spaces per 4+ bedroom unit.
Pedestrian and cycle routes	<ul style="list-style-type: none"> • Segregated two-way cycle route on the southern side of New Road connecting the Barking and Dagenham Boundary in the west to the Ingebourne Way (Bridge Road roundabout) in the east • Direct formal pedestrian crossings facilities at (minimum) the following junctions: At Beam River bridge, at Lower Mardyke Avenue, Marsh Way, Askwith Road, Manser Road, Cherry Tree Lane, Passive Close (connected to the north with Dunedin Road), Rainham Road and opposite the entrance of the proposed new primary school on New Road; • Pedestrian refuges to assist pedestrian crossing at other junctions
Public open space	<ul style="list-style-type: none"> • Coherent design of Parkway, including pocket spaces as set out in section 4.6.3
Other requirements	<ul style="list-style-type: none"> • Open up culvert on Dovers Corner site to a minimum width of 5m and integrate as feature within the landscape of an open space (flood mitigation) • Adequate design response required to the Mardyke to Fords Dagenham High Pressure Gas Pipeline

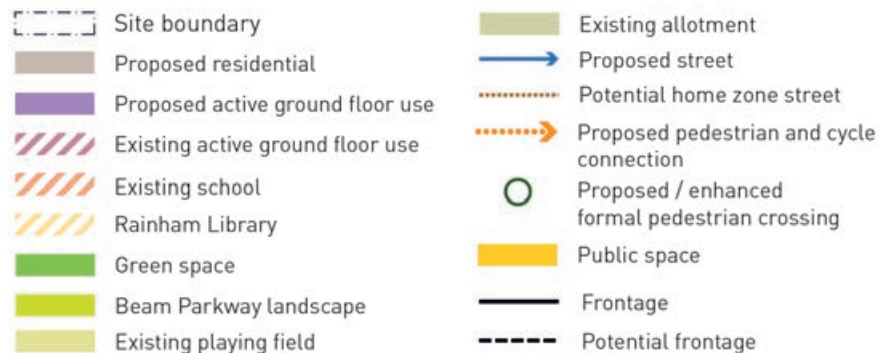
5.6 RAINHAM VILLAGE

Development in the Rainham Village Character Area should comply with the following design and development principles:

Character	<ul style="list-style-type: none"> The character of this historic village should be strengthened and enhanced by new development that integrates well and brings forward a contextual response to the local vernacular and enforces its role as a district centre.
Mix of uses	<ul style="list-style-type: none"> In Rainham Village on larger development sites to provide 80% - 85% townhouses (measured by units), and on infill sites to provide apartments only where there are significant townscape and character benefits to the proposal. Within the centre opportunity for active ground floor town centre uses.
Illustrative masterplan capacity	<ul style="list-style-type: none"> 130 dwellings + estimated 120 dwellings on infill sites 300 - 350 sqm retail / non-residential floor space
Residential density	<ul style="list-style-type: none"> 40 - 60 units / hectare
Height	<ul style="list-style-type: none"> Development in Rainham Village will have to respond adequately to the character of its context and should not exceed the height of adjacent buildings. Development is likely to be 2 storeys but the opportunity may exist for an additional storey that is accommodated in the roof space.



FIGURE 5.6
DESIGN PRINCIPLES, RAINHAM VILLAGE



Frontages	<ul style="list-style-type: none"> • Promoted development along Bridge Street to establish an enclosed and overlooked street and a sense of arrival into Rainham Village • Promote development that can enliven and animate the pedestrian connections between Upminster Road and Viking Way / Tesco • Infill development to be street based and to respond to the local vernacular with short terraces, semi-detached and detached buildings that provide a sense of enclosure while also offering views between buildings into the green of gardens 	Pedestrian and cycle routes (cont.)	<ul style="list-style-type: none"> • Shared pedestrian and cycle path to be established along Ingrebourne River / Rainham Creek to Creek Way at London Riverside. • Shared path / use of local access street to connect the Ingrebourne River green space parallel to the railway line with the Old Station Lane as part of the development of the former library site • Enhanced pedestrian connections from Upminster Road to Tesco • Enhanced route with improved legibility through the Rainham Recreation Ground to the Ingrebourne River path
Vehicular access	<ul style="list-style-type: none"> • Local access streets within new development to apply single surface street design / Home Zone design principles to slow travel speeds and to support the social role of the street 	Public open space	<ul style="list-style-type: none"> • Establish a pocket space at the bridge landing on Bridge Road to enhance legibility of the pedestrian and cycle route into the development area to the west • Enhance enclosure and animation of the existing public space on Viking Way
Public Transport	<p>Support enhanced bus provision and bus interchange at the rail station</p>	Other requirements	<ul style="list-style-type: none"> • Extension of Rainham Village Primary School by two forms required. Adequate and safe provision for access to the school for pupils and carers need to be made
Car Parking	<ul style="list-style-type: none"> • Mix of on-plot and on street parking • Maximum standards: <ul style="list-style-type: none"> • 0.5 space per 1 bedroom or studio unit; • 1 space per 2 bedroom unit; • 1.5 spaces per 3 bedroom unit; and • 2 spaces per 4+ bedroom unit. 		
Pedestrian and cycle routes	<ul style="list-style-type: none"> • Enhanced pedestrian and cycle connection from the bridge over Ingrebourne River along Bridge Road, the Broadway towards the station and the Rainham Marshes, and also along Viking Way towards Tesco and Upminster Road, with improved crossing points on Bridge Road 		



6

DELIVERY

6.1 HOUSING ZONE AND OTHER FUNDING

The London Borough of Havering obtained Housing Zone Status for the Framework area in June 2015. This will release a total funding package from the Greater London Authority of £30.56m. The London Borough of Havering will also contribute an additional £17.83m.

In addition to Housing Zone related funding, there are a variety of other sources of funding for the area including:

- £8.8million from TfL for the new Beam Park Station;
- TfL Major Scheme funding is also being sought for the Beam Parkway (the A1306). Initial funding of £498,000 has been

granted to develop detailed plans and Business Case. If approved, an additional £7,946,000 will be granted to deliver the scheme from 2017/18 onwards.

In total, £57.19m of investment has been secured for the Framework area, rising to circa £65m pending on the successful outcome of the TfL major scheme funding.

A breakdown of the Housing Zone Funding is summarised in the Table 6.1 on the following page spread.

TABLE 6.1 BREAKDOWN OF HOUSING ZONE FUNDING FOR THE FRAMEWORK AREA

No.	Transaction type	Site	Intervention	GLA & LBH Amount
1	Recoverable Grant	Zone wide	<p>A1306 Masterplan, Planning Framework and Technical Studies.</p> <p>Series of technical assessments undertaken to accelerate planning and give prospective development partners certainty of likely level of additional costs.</p> <p>These Include air quality, flood risk, ground contamination, utility, waste management and gas mains assessments.</p> <p>Commissioned and facilitated by LBH to identify obstacles to development, establish mitigation strategies and associated costs of remediation.</p>	<p>£0.19m</p> <p>£0.13m LBH</p>
2	Grant. Recoverable Grant	Zone wide	<p>A1306 Improvements.</p> <p>The A1306 will be configured as a boulevard, undergoing a major upgrade and place making to complete its transition from a dual carriageway industrial arterial road to an attractive street with active frontages. New residential and mixed use development will be matched by an upgraded pedestrian environment improved crossings and junctions, cycle improvements, street trees and an innovative linear park, a landscaped green corridor connecting new communities. Major junction revisions and accesses into key development sites are planned. Its transformation will reprofile the carriageway allocating defined space for cyclists, pedestrians and vehicles</p>	<p>£2.5m (grant)</p> <p>£0.25m (loan)</p>
3	Grant. Recoverable Grant	Zone wide	<p>Linear Park.</p> <p>Acting as the centre piece to the Beam Park and Rainham Housing Zone. It will connect Rainham Town Centre with the new Beam Park train station, linking those who live, work, learn, travel and relax within this new Garden Suburb with a high quality walking and cycling route set within landscaped surroundings. This will be punctuated with public amenities, such as children’s play facilities, seating, cycle storage, drinking water fountains, wildlife habitats and community food growing areas. It will include extensive tree planting, SUDS, bus stop facilities and on-street parking while maintaining appropriate vehicle access. This investment will deliver improved viabilities through major place shaping of the area and ensuring the scheme is delivered as a whole and values rise across the development sites rather than piecemeal as developer contributions become available.</p>	<p>£0.76m (Grant)</p> <p>£1m (Recoverable grant)</p>
4	Recoverable Grant	Beam Park and Somerfield	<p>New Road Access for Buses. To give the new community access to the regional transport network, without reliance on the car, it is proposed to provide an interim bus service linking the developments with the Rainham Station Interchange. This is best practice in a number of large development schemes as it ensures that residents have access to community facilities and employment spaces. It also ensures residents become use to public transport modes, therefore allowing higher density housing delivery.</p>	<p>£0.75m (recoverable grant)</p>
5	Grant. Recoverable Grant	A1306 Site Assembly Phase 1	<p>A1306 Site assembly Phase 1. LBH have identified a number of priority sites to acquire, most of which are either vacant or in bad neighbour uses, and in need of remediation that would either deliver new housing directly or whose acquisition will enable comprehensive development on adjoining sites. Together their redevelopment will significantly uplift the urban environment and hence improve viability. The recoverable grant will be paid back to the GLA from the land disposal proceeds. A second phase initiated 5 years later, would then acquire additional sites if the market has not brought them forward for redevelopment. Work will be undertaken to support business relocation. It is intended that the Housing Company would bring forward the majority of these sites.</p>	<p>£5.65m (grant)</p> <p>£5.42m (recoverable grant)</p> <p>£1.2m LBH</p>

No.	Transaction type	Site	Intervention	GLA & LBH Amount
6	Grant	Dovers Corner	<p>Sewer and gas main diversion.</p> <p>Due to high abnormal costs caused by the presence of a sewer and high pressure gas main along the northern frontage, the site cannot be developed to its full potential capacity. Diverting the sewer and gas main will release 0.25ha additional developable land, improve the design of this site</p>	£1.5m
7	Grant	Dovers Corner	<p>Affordable Housing Grant.</p> <p>The Dovers Corner site currently has marginal viability that may preclude the provision of affordable housing, and will require grant funding to support a RP purchase of affordable housing units. . Grant will accelerate housing delivery directly as it will secure much needed affordable housing units that would not be provided... In addition will assist a private sector housing company to bring forward a large housing site of 400+ units.</p>	£1.62m
8	Grant Recoverable Grant	Beam Park Station	<p>Beam Park Station</p> <p>A new station at Beam Park will act as the catalyst for the delivery of a major proportion of HZ housing development. Without a new station development viabilities are marginal which would potentially result in developments of low densities, poor design and quality and isolated estates. Development interest would remain low with a commensurate effect on both the prospective residential and commercial investment in the large residential brownfield sites at Beam Park, Somerfield and north of the A1306, Courier Road and Beam Reach 5 employment sites. It will improve access for the large and relatively deprived existing communities between Dagenham Dock and Rainham that currently have poor access to public transport of any kind.</p>	£0.8m (grant) £8.8m (loan) £8.8m TfL £0.65m LBH
9	Grant	HRA infill sites	<p>Affordable housing grant.</p> <p>Traditional grant/gap funding to aid the delivery of 42 no. affordable units on three HRA owned `infill' sites. Sites to be delivered directly by LBH's in-house development team. These HRA sites require grant funding to be delivered for much needed affordable housing. Without this support the sites will remain in their current use. The intention is for the Housing Zone to provide this grant support and thus accelerate housing delivery. 36 no. affordable rent and 6 no. shared ownership units (First Steps)</p> <p>Delivery programmed for 2015/16 – 2016/17.</p>	£1.32m £7.35m LBH(notional land value of HRA sites)
10	LBH Funding	To be identified	<p>One new 2FE primary school and expansion of existing schools.</p>	£8.5m LBH
TOTAL GLA Funding				£30.56m
Total LBH Funding				£17.83m



6.2 INFRASTRUCTURE REQUIREMENTS

The Council will negotiate with developers as to planning obligations associated with development in the Housing Zone area. The policy context for this includes national policy, and guidance, the London Plan, and the emerging Havering Local Plan.

The starting point for each site will be that each development should support its own site-specific infrastructure costs through S106 obligations, should conform to the London Plan/London Borough of Havering affordable housing requirement of 50%. The Local authority is mindful that the combined total impact of such requests should not threaten the viability of the sites and scale of development identified in the plan and other scheme requirements including the requirements to contribute towards the linear park and other environmental and community benefits within the housing zone.

Developments should make an appropriate contribution towards the general infrastructure fund (the Havering Community Infrastructure Levy (CIL)) which will pool individual developers, or land-owners' contributions to help fund those elements of infrastructure/public realm which cannot be attributed to individual sites or ownerships within the area.

These judgements will, however, be informed by the detailed financial viability assessment, undertaken on the basis of a bespoke development appraisal programme which reflects the individual land use components of the Masterplan, and their associated costs and values.

The suggested main heads of terms of the planning obligations and CIL requirements are set out beside in Table 6.2 and will apply in the consideration of planning applications within the area.

The list is not exhaustive, as other items may come to light through the detailed assessment of planning applications, other assessments and through public consultation.

TABLE 6.2 (to right) HEADS OF TERMS PLANNING OBLIGATIONS AND CIL REQUIREMENTS BY SITE

Site	CIL	S106	Timing of Provision
Creekside 1 (Dovers Corner)	Tariff £4,500 per unit	<ul style="list-style-type: none"> • Pedestrian and cycle bridge over Rainham Creek and connection into College site. • Affordable Housing. • Contribution to Linear Park / 20% of asset replacement costs – commuted payment • SUDs 	Prior to scheme completion.
Creekside 2 (Havering College)		<ul style="list-style-type: none"> • Pedestrian and cycle link across site to link into adjoining sites. • Contribution to Linear Park/ 20% of asset replacement costs – commuted payment. • SUDs 	Prior to scheme completion
Beam Gardens (Mudlands Trading Estate)	Tariff £4,500 per unit	<ul style="list-style-type: none"> • Affordable Housing • Pedestrian and cycle link across site to link into adjoining sites. • Contribution to Linear Park/ 20% of asset replacement costs – commuted payment. • SUDs 	Prior to scheme completion
Beam Gardens (Rainham Steel)	Tariff £4,500 per unit	<ul style="list-style-type: none"> • Affordable Housing • Contribution to Linear Park / 20% of asset replacement costs – commuted payment. • Pedestrian and cycle link across site to link into adjoining sites. • SUDs 	Prior to scheme completion
Beam Gardens (Suttons Business Park)	Tariff £4,500 per unit	<ul style="list-style-type: none"> • Affordable Housing • Pedestrian and cycle link across site to adjoining sites. • Contribution to Linear Park / 20% of asset replacement costs – commuted payment. • SUDs 	Prior to scheme completion
Beam Gardens (Somerfield)	Tariff £4,500 per unit	<ul style="list-style-type: none"> • Affordable Housing • Vehicular, pedestrian and cycle link across site to link into adjoining sites and Beam Park Station • Contribution to Beam Park Station. • Contribution to Linear Park/ 20% of asset replacement costs – commuted payment. • SUDs 	<p>Prior to scheme completion</p> <p>2020</p>
Beam Park	Tariff £4,500 per unit	<ul style="list-style-type: none"> • Affordable Housing. • New 2FE primary school or provision of off- site land for new school. • Vehicular, pedestrian and cycle link across site to link into adjoining sites and Beam Park Station • Land and new station building box • Contribution to Beam Park Station. • Pedestrian link from Marsh Way to station • Site for new health provision. • Contribution to Linear Park/ 20% of asset replacement costs – commuted payment. • SUDs 	<p>2020</p> <p>2019</p> <p>2019</p> <p>Prior to scheme completion</p>



6.3 COUNCIL COMMITMENTS

A Housing Zone can only proceed where the local borough is driving the programme and is putting in its own resources, in such forms as land holdings, capital investment and staff time.

The Council have already committed to:

- The use of Housing Revenue Account, HRA, capital to support council housing new building the area; including taking on additional borrowing in the HRA;
- The use of general fund reserves / borrowing and/or pension fund resources to fund building homes for private rent and/or sale;
- The establish of a Council-owned company to develop private housing; this will incur start-up costs;
- Allocation of developer contributions to contribute to the infrastructure needed;
- Revenue costs for managing delivery of the Housing Zone, however, through the bid we will seek capital from which to capitalise and re-imburse these costs; and

6.4 DEVELOPER RESPONSIBILITIES – APPLICATIONS, S106/CIL

- Potential use of CPO powers to ensure successful delivery of New Road transformation.

In return, the GLA will look to provide grant or repayable loans to support:

- Infrastructure needs of the community such as schools, leisure and transport;
- Site preparation and land remediation – where, for example, providing upfront funding for decontaminating land would enable building to start far more quickly; and
- Infrastructure / gap funding – where, for example, providing new and/or improved transport or other infrastructure could unlock sites.

In addition, the GLA will assist in the speeding up of housing delivery by streamlining working between the different parts of the ‘GLA family’, for instance, GLA planners and Transport for London.

Planning applications for any one of the key development sites will require a range of documentation and supporting information to enable the Council to determine the proposals and comply with the relevant legislation and guidance.

In order to encourage joint working between applicants and the local planning authority, and to help bring together other parties such as statutory consultees a planning performance agreement should be entered into prior to planning application submissions as a focus of pre-application discussions about the issues that will need to be addressed, to provide a clear and agreed timescale for reaching a decision on the application once it is submitted and programming the negotiation of any section 106 agreement and related non-planning consents.

6.5 LOCAL PLAN POLICY RECOMMENDATIONS

Policies within this framework provide area specific Planning Guidance that set out clear requirements that development proposals in the Rainham and Beam Park Planning Framework Area are expected to follow to ensure the delivery of a coherent and quality development in line with the vision and objectives set by the Masterplan and Planning Framework. The Planning Framework and policies contained within it will provide a robust evidence that will inform the emerging Local Plan.



RAINHAM LIBRARY

RAINHAM LIBRARY

A person in a dark suit and trousers is walking away from the camera towards the library entrance, carrying a white folder or bag.

A person in a dark jacket and light-colored top is walking away from the camera along the paved path.



7 CONSULTATION SUMMARY

An intensive consultation exercise was undertaken over March/April and a second phase Oct/Nov 2015 to raise awareness of the Masterplan and Planning Framework and gauge the support of local residents and stakeholders to the land use and design principles in the Masterplan.

The consultation process included a combination of:

- Elected member group briefings and meetings with local Ward Councillors and presentations to the Rainham Wennington and South Hornchurch Working Group;
- Two stakeholder workshops;
- Advertising the consultation process through an articles in Living in Havering magazine and a brochure about the development, including a questionnaire, to all residents living in the vicinity of the masterplan area;

- Creating a dedicated website with information about the proposals with the ability to raise questions and provide comments on the proposals;
- Two four week public exhibition events held at Rainham Library and the Mardyke Community Centre with the opportunity to provide comments on the proposals.

Two stakeholder Engagement Events were held to gather views and ideas to feed into and to review the vision and objectives for the masterplan. Various stakeholders, who included key elected members, staff from Jon Cruddas MP's office, representatives from local businesses and community

organisations, and landholders took part in these hands-on masterplanning events.

A series of resident drop in sessions were held at Rainham Library and Mardyke Community Centre. Residents were able to review the information about the emerging masterplan, discuss the proposals with the project team and input into the process, either at the event, via the dedicated website or via email, telephone or post.

Responses to both both rounds of consultation were very positive with a majority of respondents in favour of the Housing Zone proposals as set out on the following pages.

Throughout the consultation process the approach of the project team has been to respond positively to consultation responses from local residents and other consultees and, where practicable, use these insights to inform and amend the proposals as they are embedded in the Masterplan and Planning Framework.



Public Consultation - Exhibition boards displayed at Rainham Library, March 2015

CONSULTATION RESPONSES

The engagement strategy has been devised and implemented to take account of the scale of the proposals and the delivery of a scheme that will contribute significantly to the ongoing regeneration of the area. The process has adhered to requirements set out in the Council's SCI, as well as being informed by the national guidance regarding public consultation. It has allowed through two phases in both the spring and autumn of 2015 members of the local community, and other stakeholders to share their comments, suggestions and concerns. These were used to inform the preparation of the masterplan and associated infrastructure including the A1306 proposals.

The community engagement process encouraged participation from those who live closest to the masterplan area, as well as those whose organisations operate in the area, such as TfL and the GLA. It sought to be inclusive, involving representatives of the local community as well as harder-to-reach individuals, by posting a flyer detailing the proposals with a freepost questionnaire and gaining coverage in media with a wide circulation. The process incorporated a range of consultation methods including a briefing for councillors, a hands-on stakeholder workshop, public exhibitions, direct mail, a dedicated website and the ability to complete comment forms and raise questions through a variety of channels.

The consultation statistics show that:

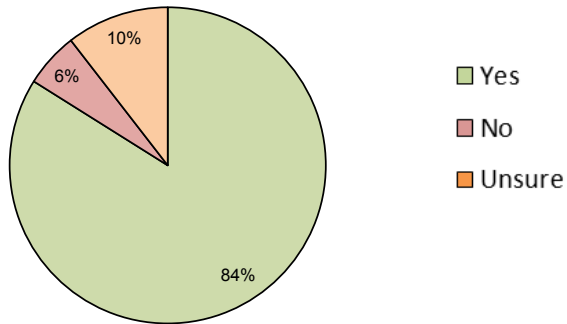
- 11,000 flyers were hand delivered to local properties, providing information and a freepost comment form;
- 103,000 homes and businesses were informed through the Living in Havering magazine, with a further 3,000 copies delivered to schools, libraries, sports centres, health facilities, Council buildings and other outlets across Havering. Details were also placed in the local newspaper;
- In total, 105 people attended the first consultation events and 227 participants responded to the second consultation;
- Over the first six-week consultation period 157 feedback forms were received, having either been handed in at the events, completed online, or returned in the post. A further 227 responses were submitted at the second stage;
- 84% of respondents were keen to see investment into the rundown industrial areas along New Road in order to provide quality new local homes, job opportunities, facilities and green spaces;
- 87% agreed that a masterplan should be created for the area to set the character, quality and types of homes,

as well as the types of facilities, transport improvements and green space needed; and

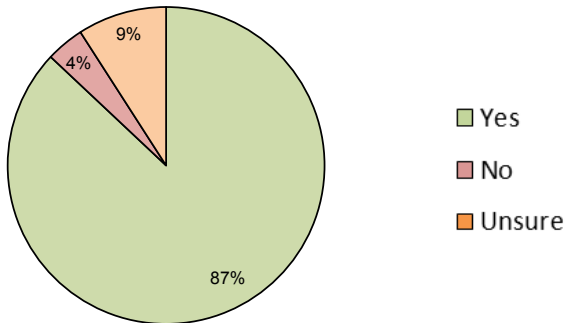
- Overall, there was extensive support for the development of the masterplan. Many supported the development proposals but highlighted that key infrastructure – in particular education and health facilities – must be provided in order to make the development sustainable.

STAGE 1. CONSULTATION FEEDBACK

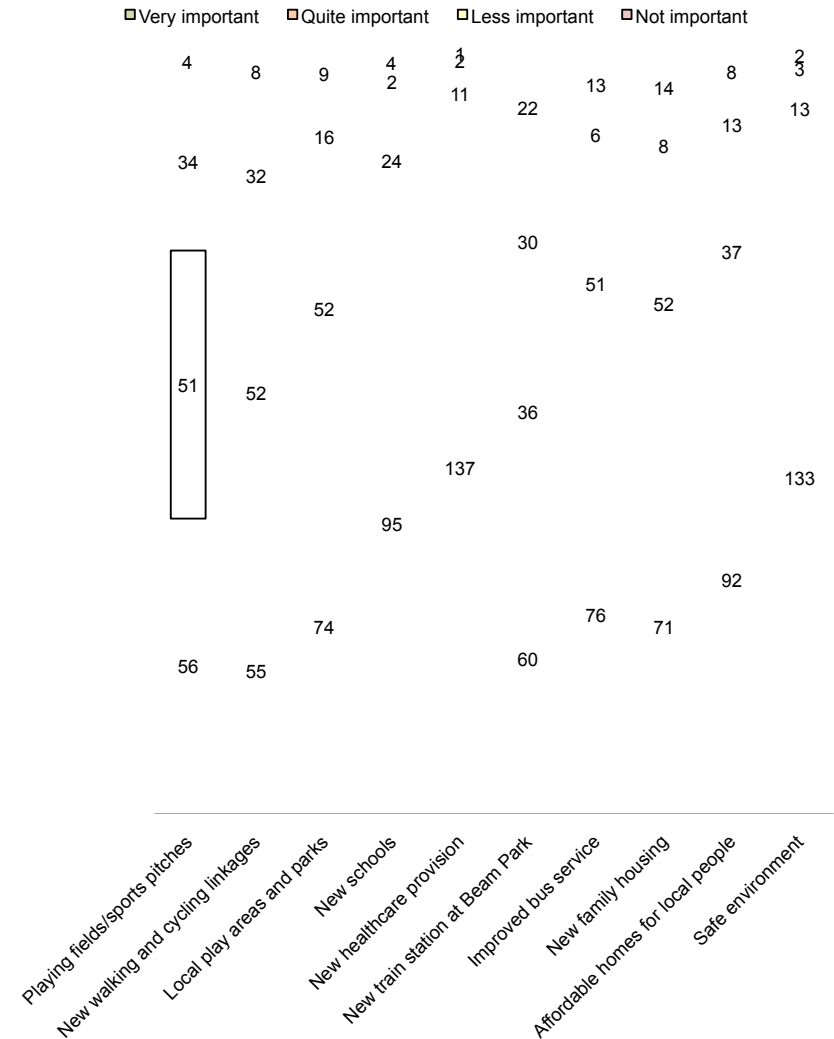
Would you like to see investment into the rundown industrial areas along New Road in order to provide quality new local homes, job opportunities, facilities and green spaces?



Do you agree that a masterplan for the area should be created to set the character, quality and types of homes as well as the types of facilities, transport improvements and green space needed in the area?

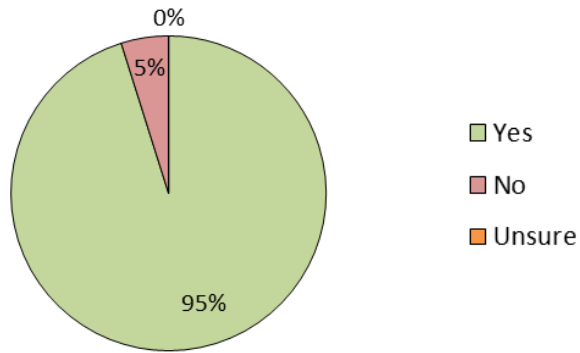


We have submitted a funding bid to the GLA which would deliver £40million towards infrastructure. Please let us know which of the following is most important to you:

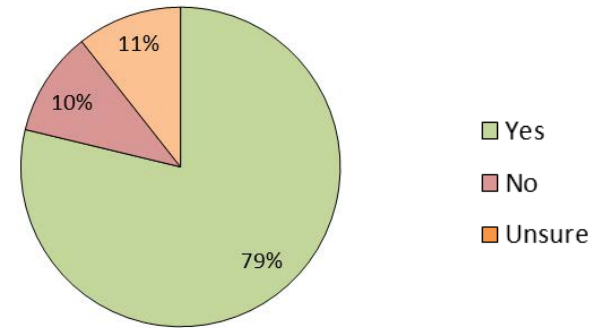


STAGE 2. CONSULTATION FEEDBACK

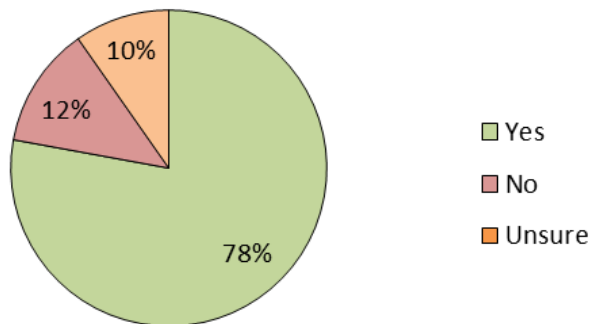
Would you like to see investment into the rundown areas along New Road (the A1306) in order to provide quality new local homes, job opportunities, facilities and green spaces?



Do you like the proposals put forward in the planning framework?



Do you agree that a masterplan for the area should be created to set the character, quality and types of homes as well as the types of facilities, transport improvements and green space needed in the area?



The Council has recently submitted proposals to improve the A1306 which includes a series of small parks and open spaces, improved pedestrian and cycling access as well as alterations to the road layout and connections to the green spaces. Do you support these plans?

