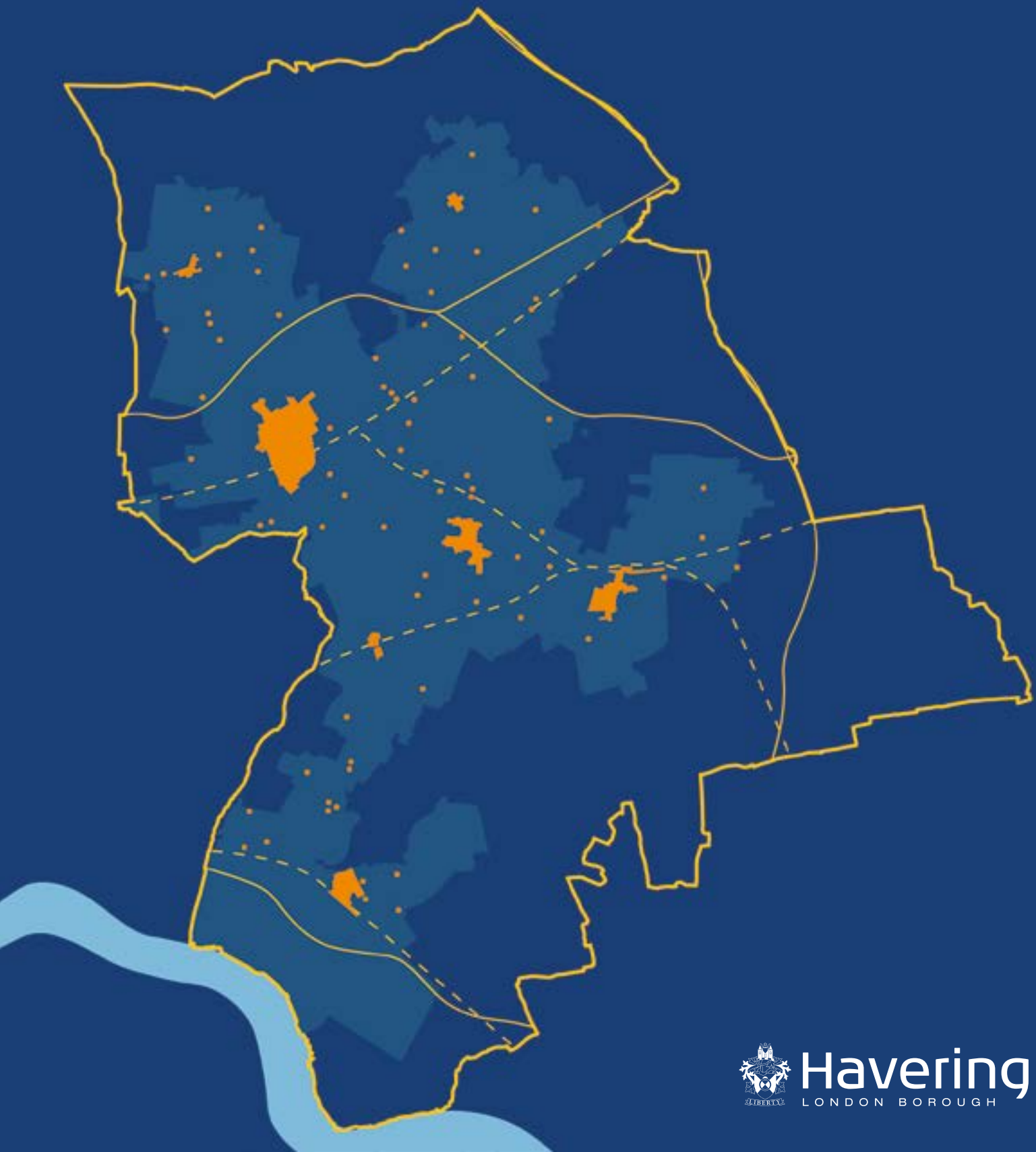
HAVERING
CHARACTER STUDY



Havering
LONDON BOROUGH

Contents

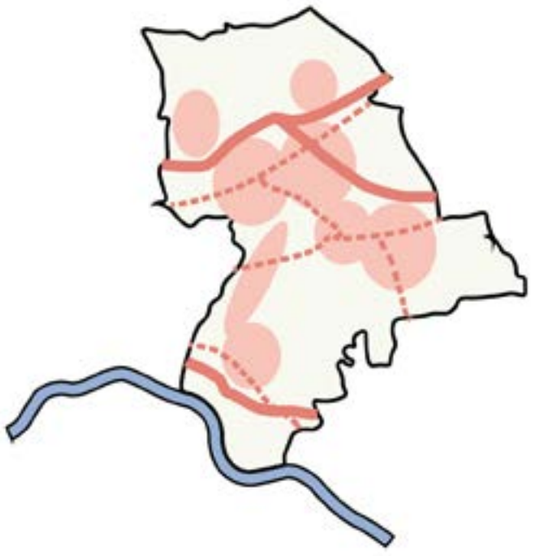
Core findings

Protect and enhance the traces of a natural landscape

The borough has a well-valued and diverse network of natural landscapes which can be traced back to assets that were there before human settlement in the area. These are part of the character of the borough today and need to be drawn through and celebrated as part of borough's future character. This will occur at various scales - borough, region and neighbourhood.

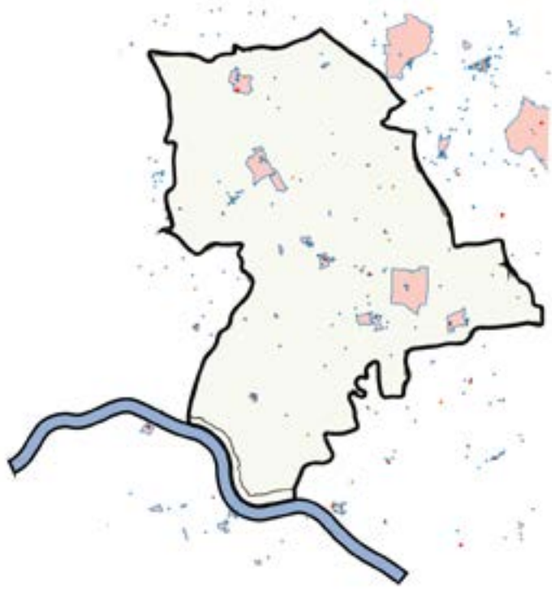
Overcome divides caused by ancient routes and modern infrastructure

It is very easy to travel across the borough from east to west, by rail, tube and road. However, these east-west routes have a negative impact on north-south connections; dividing communities and neighbourhoods. Opportunities to overcome these divides and the impact they have on neighbourhoods should be explored as part of future growth scenarios.



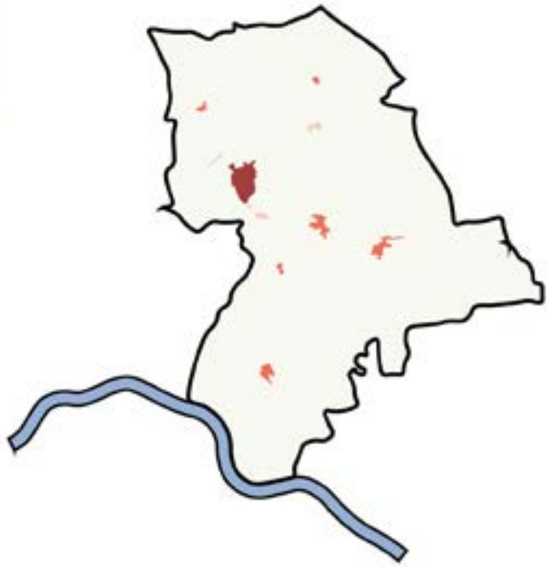
Celebrate the gems and enhance suburban character

The borough's historic built assets are protected by conservation areas and as listed buildings. Very generally, the borough's history is either ancient 'gems'- early centres and churches, or attractive examples of early 20th century suburbia. The Character Study shines a light on the value of these assets and recommends finding opportunities to further honour these protected assets, alongside exploring further opportunities to celebrate more of the undesignated 'ordinary' suburban character.



Explore opportunities to strengthen the individuality of character in local centres

The borough's network of centres has markedly different character - from the metropolitan feel of Romford, to the ancient 'village' centre of Rainham, to the classic, orderly and refined metroland of the centres along the District Line. Each have strong individual identities which should be enhanced through growth and investment.



Introduction

Introduction

Context and purpose of the document

Havering is the third largest borough in London with an area of 112 square kilometres, sitting on the north-eastern corner of London. The borough is characterised mostly by suburban development, allowing for calm, spacious living encircled by green space. More than 50% of Havering's land is designated Green Belt.

Havering is regionally well connected to London, Essex and surrounding boroughs with train links, London Underground links and immediate access to the M25. It has an ageing population, like many London boroughs, but has experienced an increase in young children in recent years. Havering is a distinctive borough in London with its own special character which should be protected, enhanced and celebrated moving forward.

With the Council embarking on an ambitious growth and regeneration programme, the Havering Character Study aims to inform future planning policy decisions, provide a basis for design guidance, and be a reference for planning applications in order to support well-designed and locally-specific development. This Character Study is supported by 'Characterisation and Growth Strategy' London Plan Guidance.

Wayfinding

This report is divided into four distinct chapters:

Chapter 1: Assessing Character is a summary of the baseline analysis that was undertaken in the first stage of the Character Study. Chapter 1 details the borough's social and built historic evolution as well as an examination of Havering's environmental features, urban form, socio-economics, functional character and movement networks. To see the full report, please refer to **Appendix 1: Baseline Report.**

Chapter 2: Identifying Character summarises the character of the borough today. This builds upon the baseline analysis to define the borough's existing qualities, character and identity across Havering's typologies and neighbourhoods as well as identifying specific opportunities and challenges at varying scales. To see the full character definitions, please refer to **Appendix 2: Stage 2 report.**

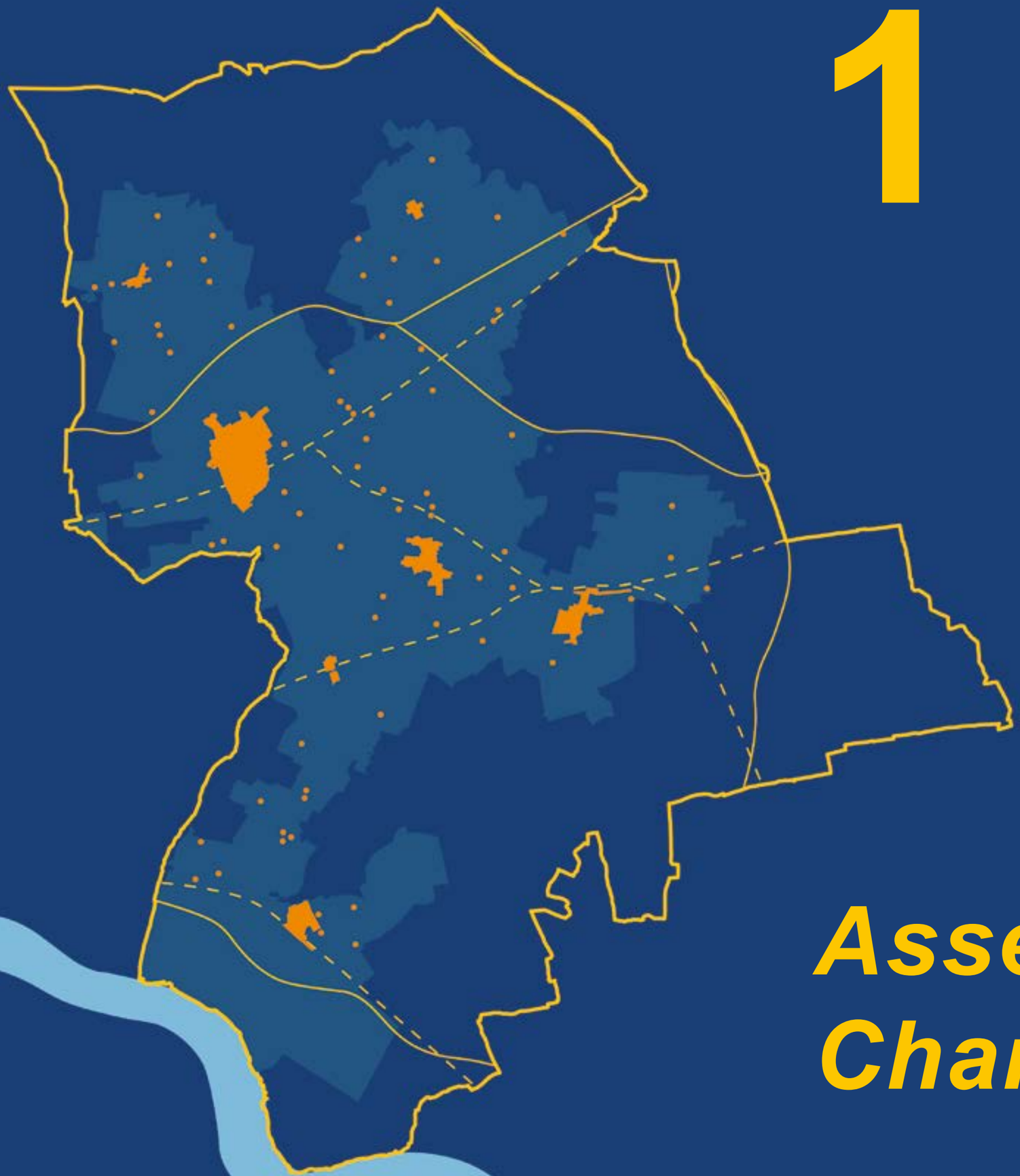
Chapter 3: Emerging Character presents how existing character can inform future change. It explores the borough's evolving character in terms of themes for growth (including movement, green spaces and heritage) and how Havering's typologies may evolve and adapt in the future - setting out design guidance for future development. This chapter concludes with an exploration of the context and scope for medium-high density intensification and tall buildings within the borough. This section is in line with the GLA's London Plan Guidance 'Characterisation and Growth Strategy'.

Chapter 4: Conclusions is the final chapter, and summarises the findings of the Havering Character Study. It details what is next for Havering, in terms of its nature of growth moving forward, outlining the opportunities and challenges at a borough level. This chapter also sets out a suggested approach for studies that can build upon the findings of the Havering Character Study.

Instructions for use

Making sense of Havering's character allows us to make better decisions about how neighbourhoods ought to grow. The Character Study uses this exploration of character to set a strategy for context-led growth, including where growth should be focused and what the nature of growth looks like for different areas, drawing on the key assets and opportunities that exist in different neighbourhoods. Crucially, it proposes design guidance to equip local residents, community groups, planning officers and developers to make better informed decisions in relation to high quality and sustainable design which consider the context of a site, street or neighbourhood, and that make the most of the character of different parts of the Borough.

Residents and community groups can use the Havering Character Study to understand their borough better and the context in which decisions are being made on growth and development. Property developers should use the document as a guide for making sure their proposals are fully taking into account local character. Council officers will use the guide to assess whether applications are suitable for their context and that they are meeting the Council's aspirations for good design.



1

Assessing Character

This is a brief summary. Please see Appendix 1 for more detailed information on each of these factors and more.

Historic overview

Early Years

During Anglo-Saxon times, settlement included Havering Palace and the surrounding lands – thought to first exist during the reign of Edward the Confessor. A Liberty was formed in 1465 which included the parishes of Havering-atte-Bower, Hornchurch and Romford. The area was first recorded in the Domesday Book as 'Haueringas'. During this period, Romford thrived as a market town, conveniently located on the main road into London from Essex and further afield.

Georgian period

Up until this point, the area consisted of villages and manors surrounded by agricultural land. The area became popular as a rural retreat from central London with benefactors taking interest and forming local churches and schools. Rainham Hall is a good example of the style of architecture present in the borough during this time period. Humphry Repton, the landscape designer, moved to Romford in 1786 and he had a significant influence on the borough's landscape assets. Remnants of his impact can be seen at Gidea Park and Stubbers Adventure Centre.

Victorian / Edwardian period

This period saw the introduction of railways and the rapid development that came about as a result. The connections between Havering and Liverpool Street and Fenchurch Street catalysed this development in north east London. Middle-class suburban development extended north eastwards from London into the present-day borough. Garden suburb typologies started to emerge in Upminster, Emerson Park and Gidea Park (Romford Garden Suburb), bringing a new ideology to residential living, with large gardens and zoned uses.

War-time Havering

The newly electrified London Underground District Line was extended eastwards to Upminster, opening stations at Elm Park and Upminster Bridge. In addition to this, the Ford Motor Company, among other industrial companies, was established in Dagenham. These factors led to a wave of new working-class residents settling in areas such as Emerson Park and Hornchurch. Collier Row (built in the 1930s) and Harold Hill (completed in 1958), were two large housing estates built with the primary objective of dealing with housing shortages and slum clearance in central London. Harold Hill was a planned, satellite community, part of Abercrombie's Greater London Plan. Alongside this new housing development, infrastructure and large arterial roads were established in Havering increasing its connectivity and access regionally and nationally.

Post-war Havering

Suburban expansion in Havering continued into the post-war period, with suburban semi-detached and terraced homes. This period increased the borough's overall area of built form creating larger areas of continuous urban sprawl in some places. This coalescence was halted firmly by the creation of Green Belt land through the Local Plan. This resulted in the borough having a distinct character of urban areas bound by green, open spaces and woodland which remains today. More estates were built in the 1960s to house local industry workers, such as the Mardyke Estate, between Rainham and Dagenham. The borough continued to grow and establish itself including the construction of The Liberty Shopping Centre in the 1960s. This has been subsequently modernised and Romford's retail expanded including The Mall in 1990 and The Brewery in 2000.

Mid-century and Modern Havering

The London Borough of Havering experienced a huge amount of change in the 20th century; with 58,550 homes built in the borough since 1945, mass suburban expansion and the arrival of infrastructure and mixed-use centres that are integral to the borough's function. Havering became part of Greater London in 1965 when the former Municipal Borough of Romford and Hornchurch Urban District were combined.

Romford is now an important London commercial and night life centre, supplemented by other local town centres. Similarly, Rainham has shifted from agriculture to industry and manufacturing and is subject to 21st century regeneration. It is within the London Riverside section of the Thames Gateway redevelopment area.

Figure 1: St John The Evangelist C Of E Church, Havering atte Bower (Allies and Morrison)

Role of landscape & Thames

Havering's landscape and natural features underpin the historical evolution of the borough and have shaped its character. Much of Havering's historic landscape survived the 20th century suburban expansion and remain as open land in the form of country and local parks.

The Ingrebourne Valley (from Upminster to Rainham) has gravels that lie adjacent to the river. These gravels make the soil easy to work with, and have been attractive to human settlement since the Iron Age for this reason - explaining the very early settlement in Upminster. The Ingrebourne Valley remains open countryside, with a network of fields, woods and ponds in an otherwise built up area. The open and agricultural land in the very east of Havering is a reminder of the positive value that these gravels had upon the agricultural function of Havering.

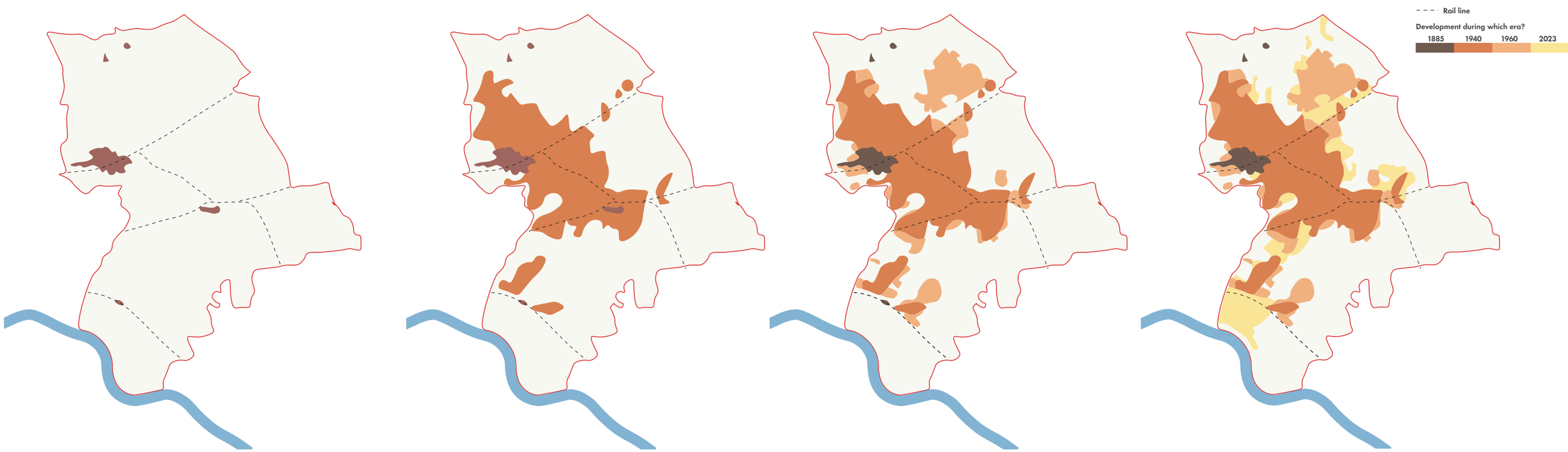
Much of the outer eastern edge of Havering is open and green and has always been this way. This is as a result of the wet clays and loams here, which are generally unsuited to early settlement or agriculture. Historically these areas were used as royal hunting forests, linking to the former Havering Palace in Havering-atte-Bower. These areas remain today a mixture of woodland and open grassland. Part of the Thames Chase Community Forest lies within the borough's boundary. It aims to encourage landscape regeneration and protect the historic greenery.

This is a brief summary. Please see Appendix 1 for more detailed information on each of these factors and more.

"The character of [Havering's] buildings is shared equally between the suburbia of its western neighbours and the rural vernacular of the Essex countryside. This mix is unique in East London, comprising still remote medieval parish churches along the Thames marshlands, tiny rural villages, farmhouses set in open fields, a scattering of mansions, leafy Edwardian suburbia, and at its heart the brash commercialism of Romford"

RAF Hornchurch Conservation Area appraisal

Evolution of settlements



Evolution of architecture & typologies

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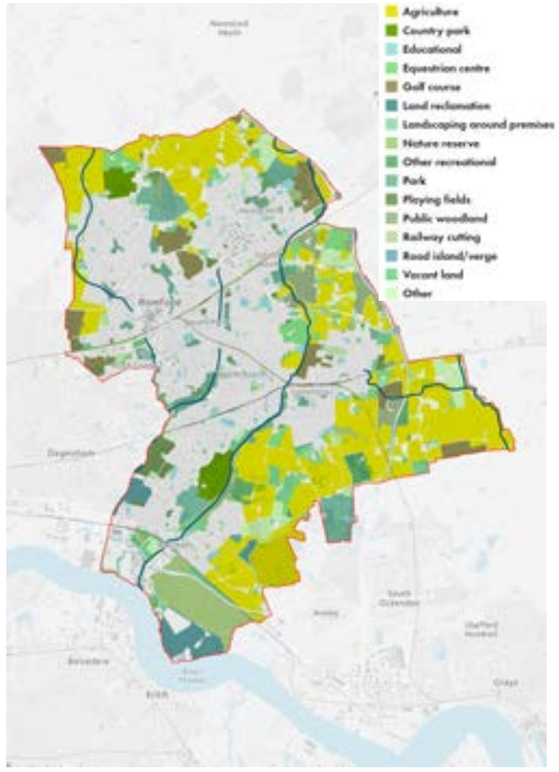
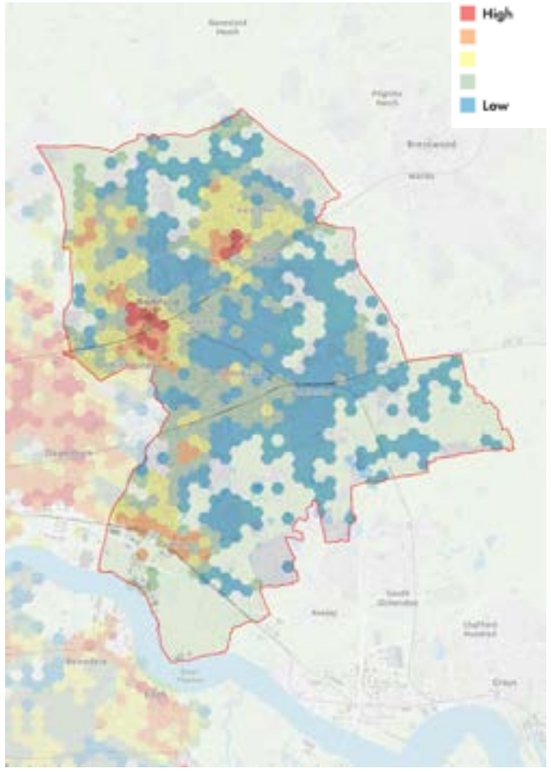
Borough-wide physical and environmental factors

Green and blue networks



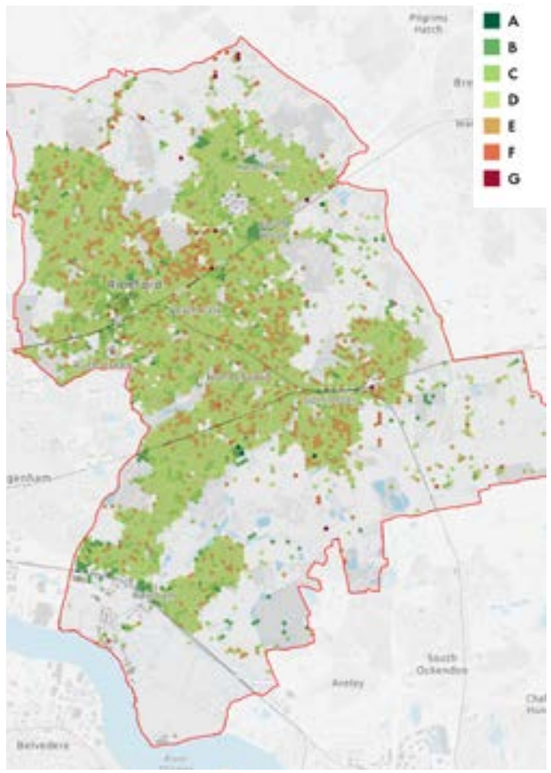
- The northern and eastern portions of Havering are green, explained by its location on the very edge of Greater London.
- This large amount of open countryside allows Havering to have a semi-rural feel throughout the borough with good access to the green space, as well as a genuine rural feel in some areas such as Havering-atte-Bower and eastern Upminster.
- The borough's blue network is made up of three rivers: the Thames (south of the borough), the Ingrebourne (through the centre of borough) and the Rom / Beam (along the north-western boundary). Enhancing the access and setting of the rivers is a council priority, particularly for the Rom.

Climate risks



- Havering will experience more extreme weather as a result of climate change including higher risk of flooding from more intense rainfall. The plan shows vulnerability to the effects of climate change and extreme weather, and indicates that the eastern parts of the borough are at comparatively low climate risk compared to the western parts and Harold Hill. There are hotspots of high climate risk in central Romford too as well as moderate areas in Rainham, Collier Row and Elm Park.
- The index considers these 13 factors as indicators of vulnerability: Ages Under 5, Ages Over 75, English Proficiency, Income, Deprivation, Social Renters, BAME, Average Land Surface Temperature, Surface Water Flood Risk, Pollution levels (PM2.5 and NO_2), Green/Blue Land Cover, Areas of Deficiency in Access to Public Open Space.

Current energy efficiency



- The energy efficiency of buildings in Havering is generally low and will require action. The borough had the worst average energy efficiency rating of all the London boroughs as of March 2023.
- The plan above shows domestic building energy efficiency. When comparing this plan with dwelling age, it is interesting to see that the homes built around 1910-1930 are performing the worst in energy efficiency.
- There are very few buildings with ratings of Band A and B. There is a large proportion of Havering that has a current energy efficiency rating of band C. There are a few areas where most of the houses are within band E. There are a couple of areas showing up in bands F and G, which would be priorities for improvement. The potential energy efficiency is more encouraging, with most buildings in the borough capable of achieving Bands B and C.

Key messages

Havering is a borough with a huge amount of valuable green and open space, as well as three rivers

Havering has areas of high climate risks, high surface temperatures, high flood risk and low biodiversity

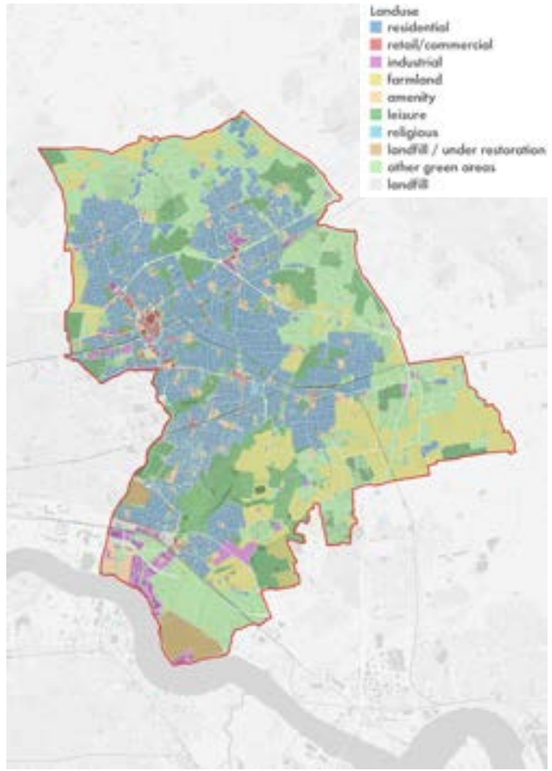
Havering needs to put principles into action in light of climate change and poor energy efficiency levels

Havering also has areas of very significant biodiversity, such as SSSIs and Metropolitan SINCs

This is a brief summary. Please see Appendix 1 for more detailed information on each of these factors and more.

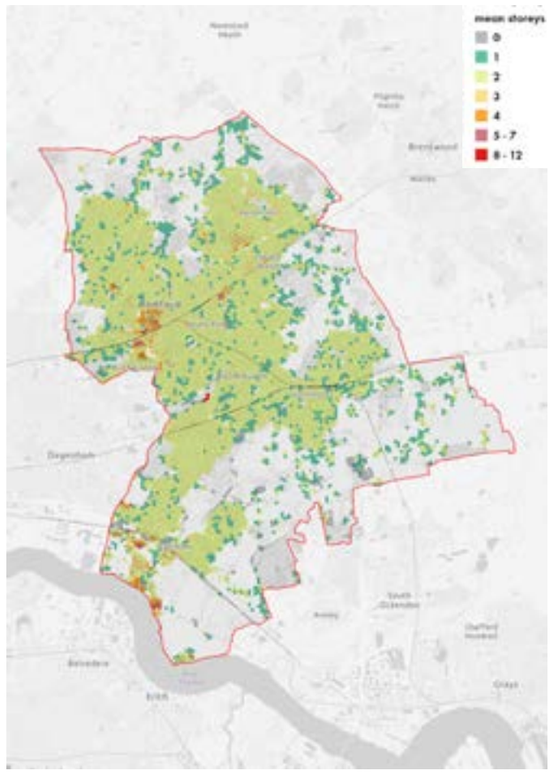
Borough-wide urban form factors

Land use



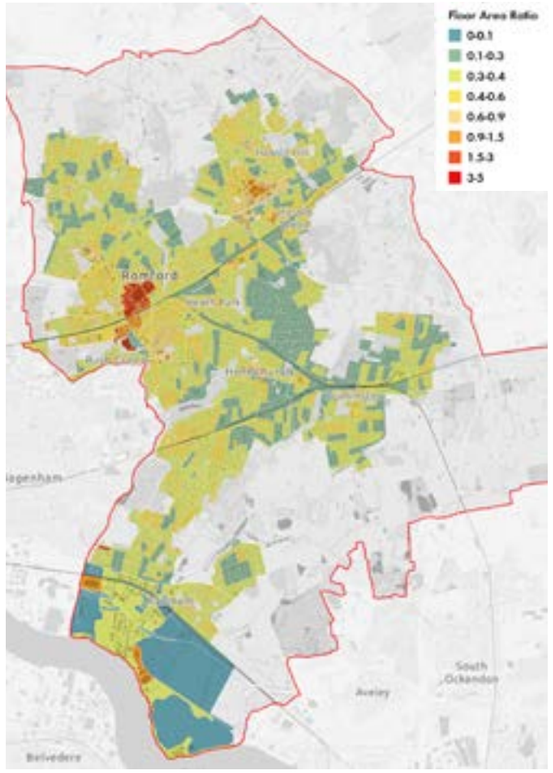
- Havering has a consistent land use pattern, with residential neighbourhoods bordered by green and open space. Amenity, retail and commercial use are typically found on local parades well spread throughout Havering and in central Romford.
- There is some industrial use, mainly just south of Rainham as well as smaller amounts in Wennington, Romford and Gallows Corner.

Building heights



- Havering's building heights vary across the borough and the typologies present. Residential areas with greatest consistency include Hornchurch (2 storeys mainly) and Harold Hill (2-3 storeys mainly) which points to the mass expansion in development during the war periods and mid-century, producing very similar houses across great expanses of Havering. The centres, industrial estates, and areas of higher density housing have the highest heights, with 7+ storeys in Romford, the borough's main centre.
- There are areas where the building heights are less consistent, often this is where there has been small scale or infill regeneration providing a mixed picture in housing and heights.

Floor Area Ratio



- Floor area ratio (FAR) is a measurement of how intensively a plot is developed. It divides the total floor area of building by the footprint of the plot and is a useful measure of density across all land uses. Generally Havering has a low to average density mainly sitting at 0.3-0.4 FAR. Expectedly, the centres, especially Romford, have the highest densities.
- The residential areas with the lowest density of 0.1-0.3 FAR include almost all of Emerson Park as well as patches of Hornchurch, northern Romford and Upminster. This low density is related to low building heights (bungalows and other suburban homes), large plot sizes and wide roads.

Key messages

Havering is characterised mostly by low-density, low-rise suburban homes

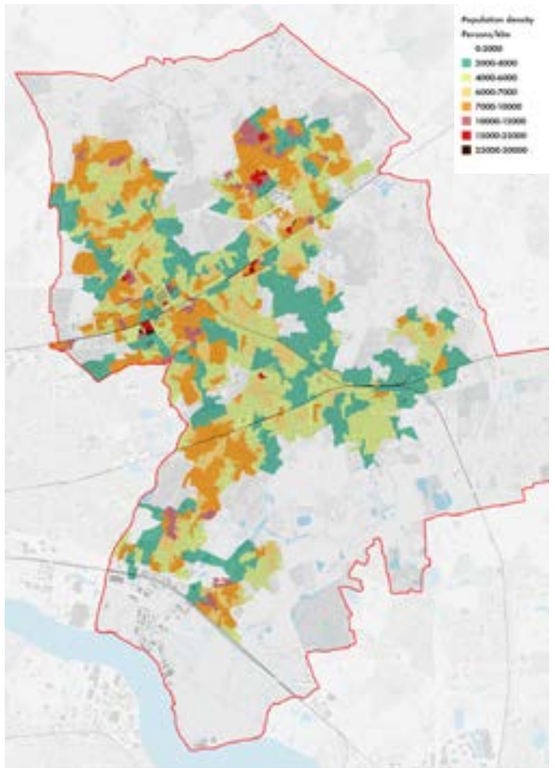
In parts Havering feels both like Essex and a London borough

Havering has an opportunity to improve sustainability through urban greening and sustainable housing typologies

This is a brief summary. Please see Appendix 1 for more detailed information on each of these factors and more.

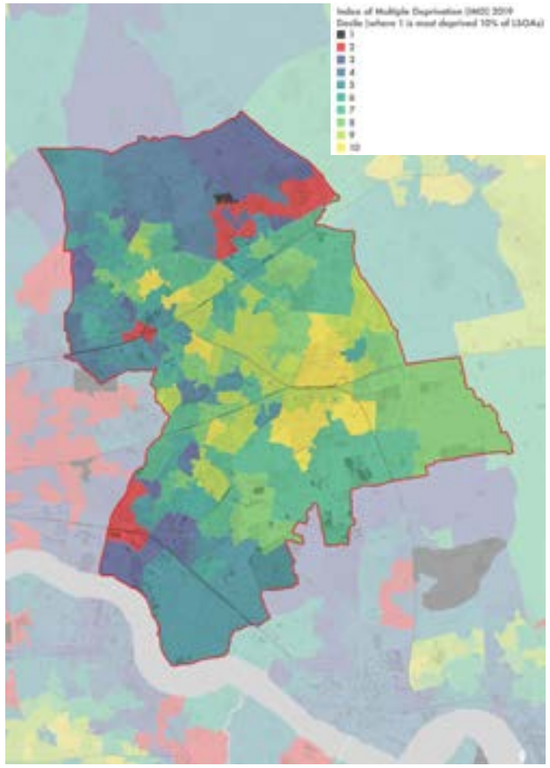
Borough-wide socio-economic factors

Population density



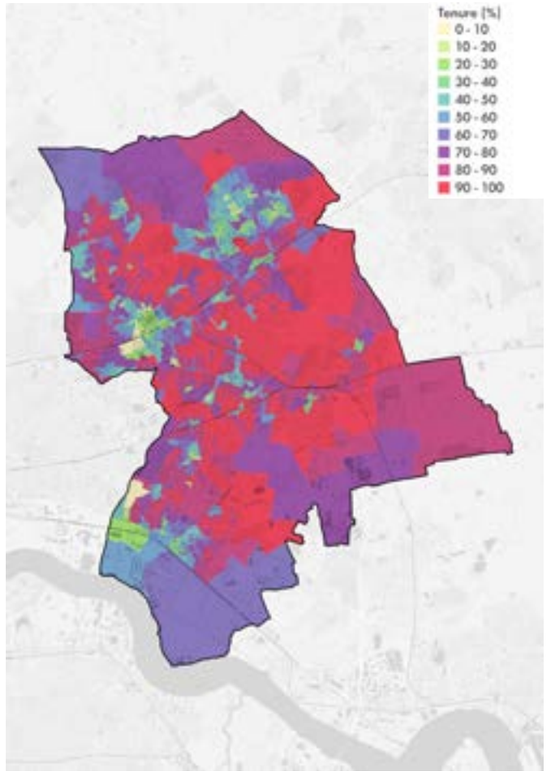
- Havering has a low population density of 2,292 people per square kilometre; the third lowest of the London boroughs behind Hillingdon and Bromley.
- This can be attributed to the large proportion of the borough that is green space, generally low building heights and FAR as well as its location on the very edge of London, bordering Essex.
- The residential areas with the lowest population densities include Emerson Park, Upminster, patches of Romford and patches of Rainham. The areas with the highest population densities are very small areas in central Romford, Harold Hill and along the rail lines.

Indices of Multiple Deprivation



- IMD is an index that considers multiple indices of deprivation including income, employment, education, health, crime, barriers to housing and services and living environment.
- Havering has a mixed picture relating to deprivation overall, with some of the most deprived areas in the country (Harold Hill, Rainham and central Romford) and some of the least deprived areas in the country (for example Upminster and Hylands) all within the same borough. These different levels of deprivation correlate with the retirement percentages, employment statuses and built form elements such as density and typologies. For example, where deprivation is higher, retirement rates are lower.

Owned homes (tenure)



- There is a very high proportion of owner-occupied homes, especially in affluent areas as would be expected. In town centres there are higher levels of private renting.
- Social rented properties are high in housing estates such as Harold Hill and more deprived areas. There are also higher incidences of social rent homes where there have been recent redevelopment projects.

Key messages

Havering has both very affluent and very deprived communities

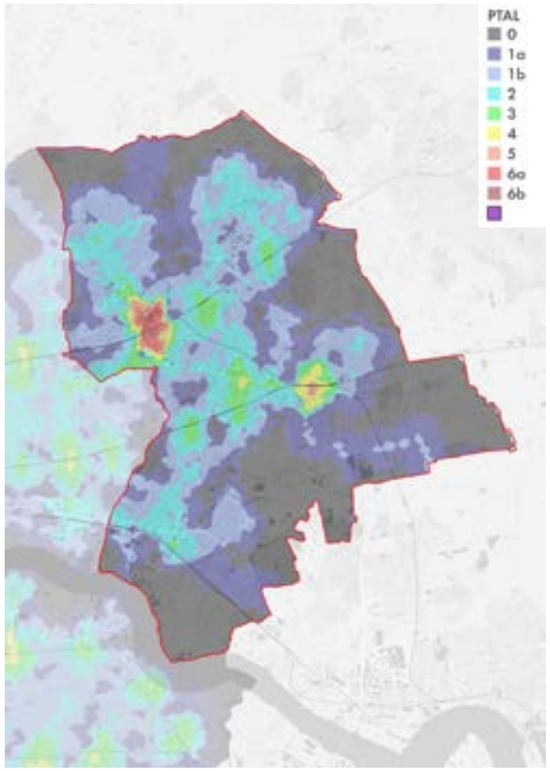
Havering has an ageing population who are predominately retired and live in privately owned homes

The further west you go within Havering, the more diversity you find in ethnicity and employment status

This is a brief summary. Please see Appendix 1 for more detailed information on each of these factors and more.

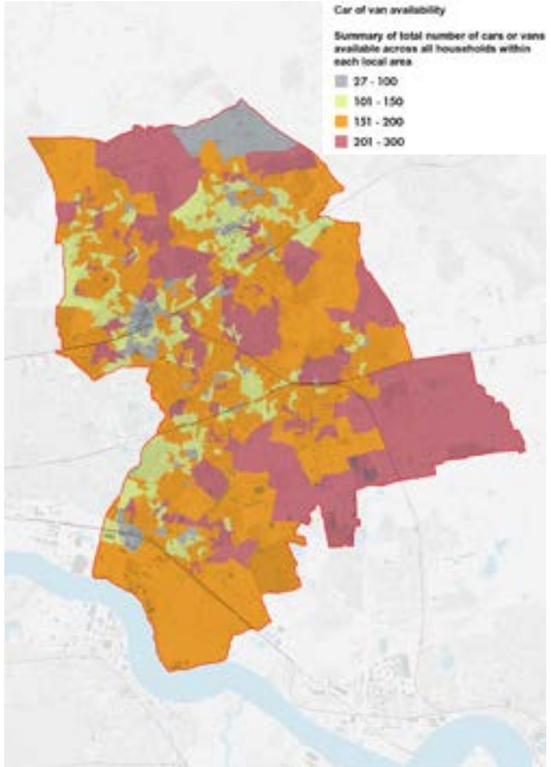
Borough-wide movement factors

Public transport accessibility levels



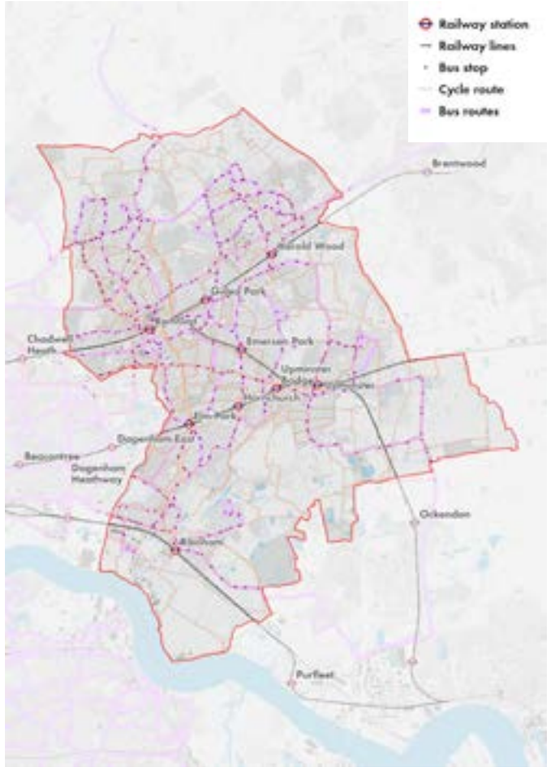
- Havering suffers from poor public transport access levels as illustrated on this PTAL plan. There are large portions of the borough that have a PTAL level of 2 or below which illustrates the lack of access to the public transport network at the edge of neighbourhoods.
- Low PTAL levels are most pronounced in the more rural parts of the borough such as Wellington and Corbets Tey, as well as in the north and east around Harold Hill and Chase Park and Emerson Park. Areas with poor PTAL levels often align with areas also suffering deprivation.

Car ownership



- Car ownership in Havering is one of the highest in London, with 78.5% of households owning one or more cars according to 2021 Census data. Areas where car ownership is highest also correspond with areas where PTAL and air quality are poor.
- In contrast, according to 2021 Census data, 21.5% of households do not have access to a car, and this is particularly pronounced in the north and south-west of the borough where PTAL, deprivation and childhood obesity also appear to be problematic.

Public transport, walking & cycling



- Havering has a network of bus routes throughout the borough including good bus / rail interchange at stations. The bus occupancy levels tend to be lower in the north and east of the borough due to bus frequencies and accessibility. Road congestion can impact bus journey times and accessibility resulting in higher car use.
- Currently two national cycle network routes run through the borough: No.13 along Rainham Marshes and No.136 in the Ingrebourne Valley. The existing infrastructure is fragmented and largely limited to areas outside stations and town centres. Unfortunately, only 1% of Havering's road length, compared to Waltham Forest (12.5%), has protected cycle tracks (Healthy Streets Scorecard). Existing TfL schemes (including cycleways) do not currently extend to Havering but TfL has identified key priority routes for the future.

Key messages

Havering is a borough where private car use is one of the highest in London

There is a need for action to prioritise sustainable and active travel

In light of climate change, Havering needs to urgently advance its sustainable and active travel agenda to meet climate emergency targets.

Borough-wide services and organisations factors

Functional character

- The adjacent plan shows local centres and schools and their respective indicative catchment areas. The centres are all well connected, served by railway lines and the road network.
- The vast majority of the built form is within a 2km (approx 20 min walk) catchment of a centre - allowing reasonable access for all residents to retail or commercial uses.
- The 500 metre (approx 5 min walk) indicative school catchment areas cover much of the built form. There are gaps between Hornchurch and Harold Hill, parts of Upminster and parts of Rainham. This will have implications on the mode of travel that is used to take children to school.
- The plan also identifies locations where activity may be drawing residents outside the borough. These include key retail destinations, town centres, employment locations and hospitals. This mapping is partly to illustrate that residents do not live their lives by administrative boundaries and may use facilities from outside the borough.

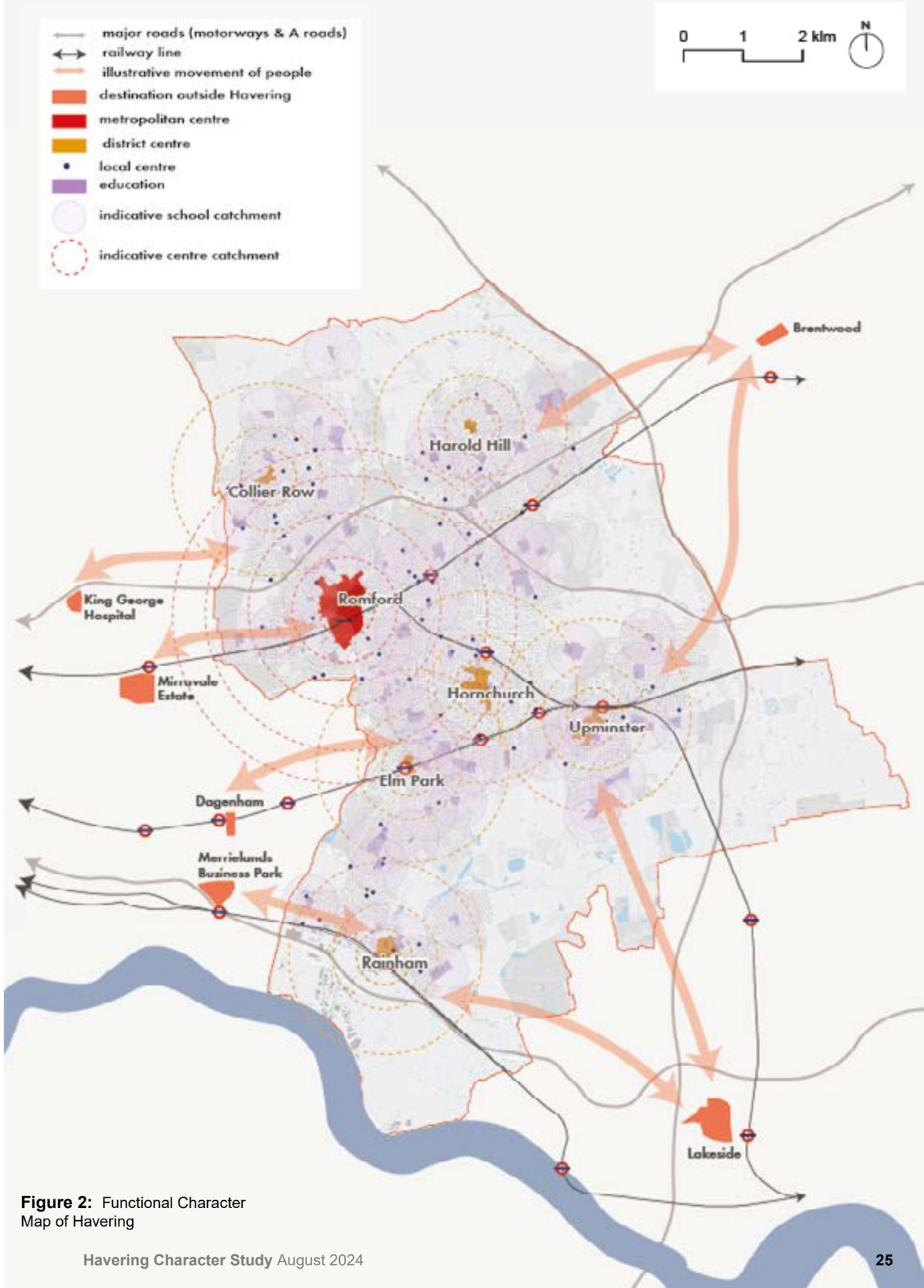
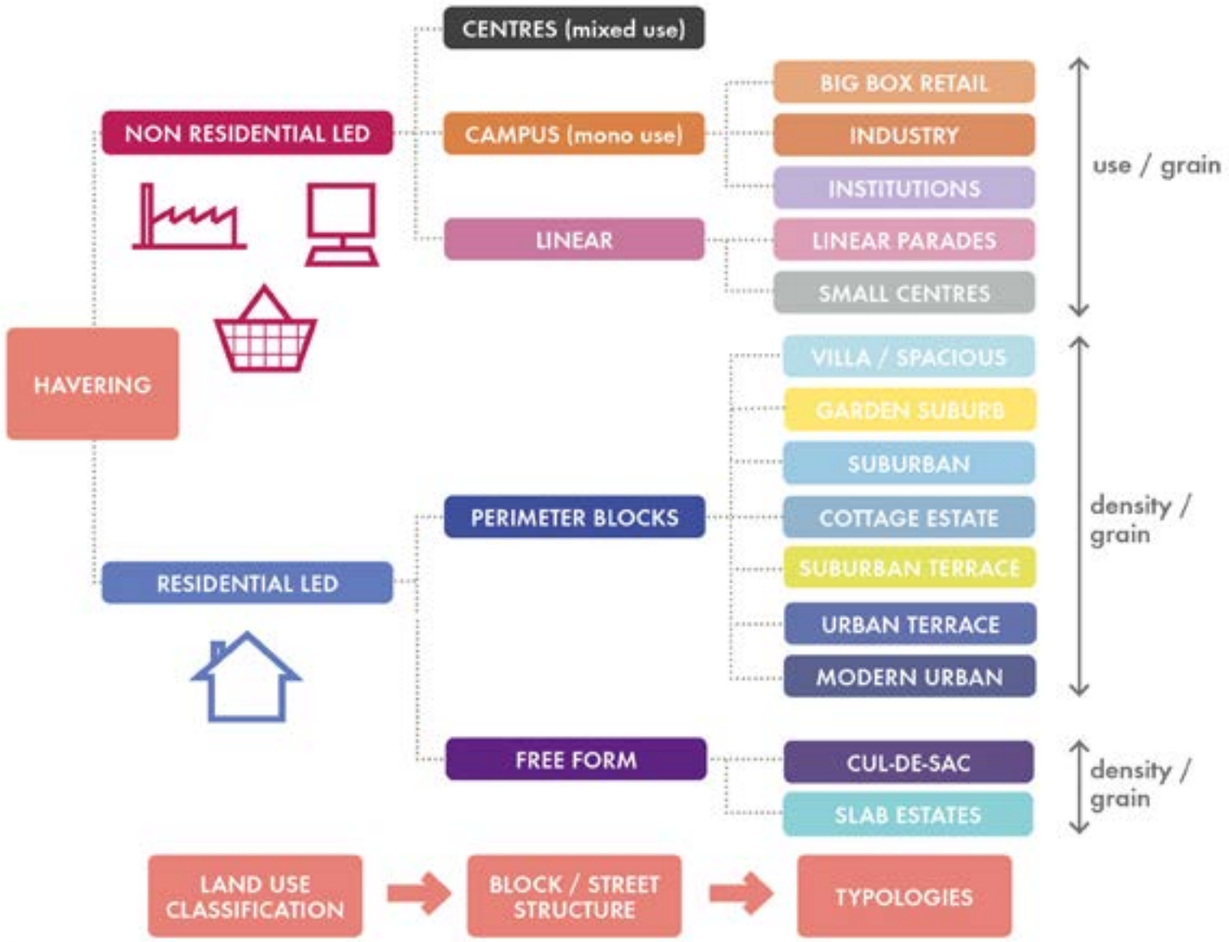


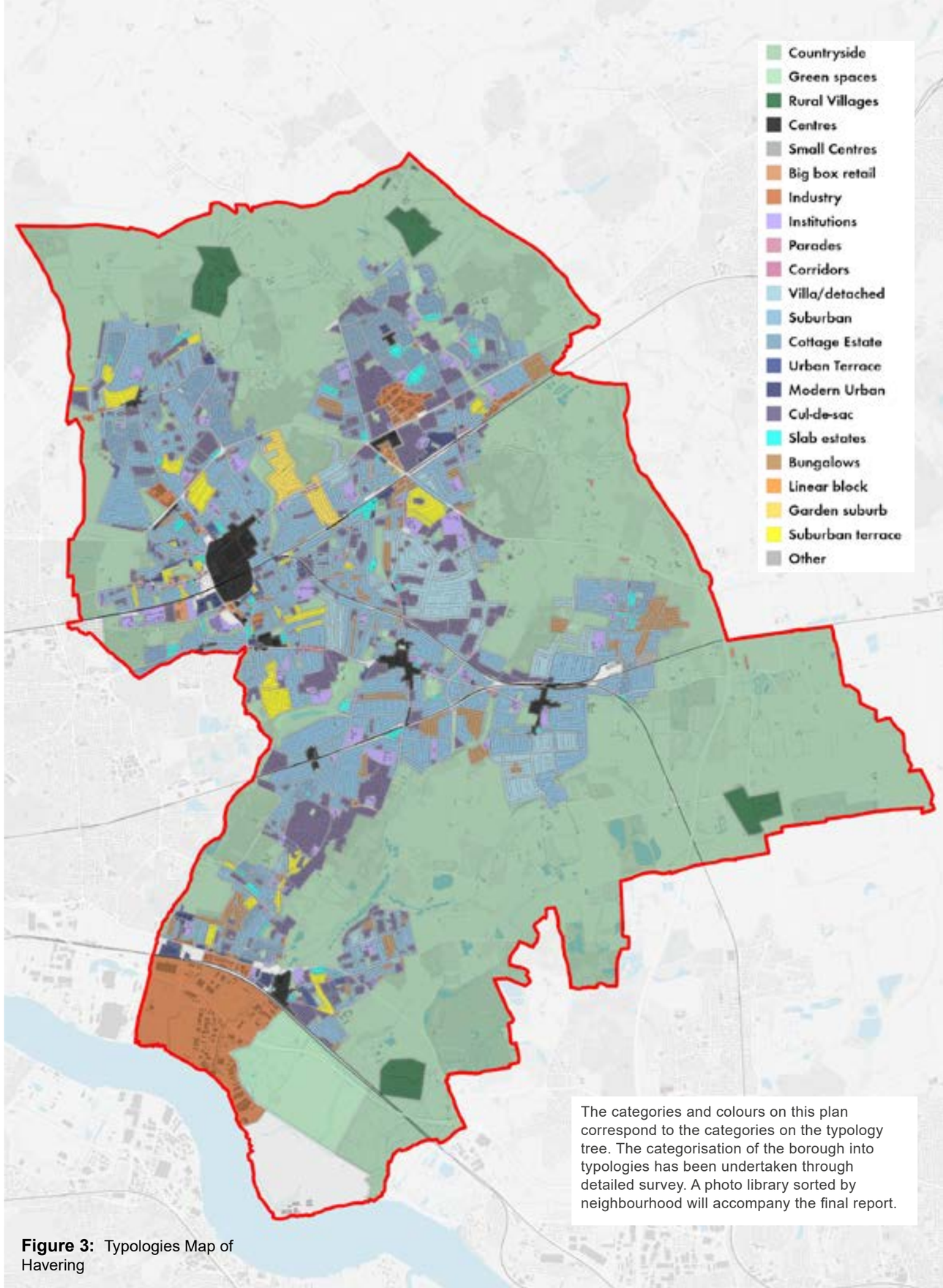
Figure 2: Functional Character Map of Havering

Typologies

Typology is the systematic classification of places according to their common characteristics. By identifying the various townscape characters found in Havering and then identifying where they are present, it is possible to describe the form of the borough in detail. It also provides a structure which helps to identify common issues that are prevalent for each townscape type and to consider the implications for future development.

The adjacent ‘typology tree’ illustrates how the borough has been classified. The first stage is according to prevailing land use, the second stage of classification relates to the street structure and the final classification is a series of specific types reflecting the building form and age. The predominant character of the block determines the typology assigned for each area. It is worth noting that there may be ‘sub-typologies’ within some of these categories - for example a consistent ‘bungalow’ within the wider ‘suburban’ typology.





The categories and colours on this plan correspond to the categories on the typology tree. The categorisation of the borough into typologies has been undertaken through detailed survey. A photo library sorted by neighbourhood will accompany the final report.

Figure 3: Typologies Map of Havering

Evaluation

Non residential led typologies

Mixed use areas of the borough are seen within Havering's centres, linear typologies including parades and corridors, and within 'campus' environments.

Centres

The borough's centres are hugely diverse in scale, character and origin, with Romford having the most strategic and significant role and reach. However, there is a distinctive common typology in that they form the 'nodes' within the borough that are an alternative grain to their context. Often clustered at a cross-roads or series of junctions, their mix of uses and variety creates a denser and diverse scale and grain to anywhere else in the borough.

Typical image

Grain / roof pattern

CENTRES	
Location / extent: Located relatively evenly across the borough serving the local population. Generally all of the largest centres are located centrally within a built up area.	
Urban form: Often evolving from a historic centre or around a tube station, they are intensely urban environments with a strong focus on commercial activity and a scale and type of buildings not found anywhere else.	
Buildings: Vary significantly in scale and form, and cover a wide range of periods and styles. There are some examples of historic fabric retained and these provide a human scale and fine grain of unit size.	
Streetscape: Urban in character and dominated by traffic movement. Pavements vary in width, but are usually more cluttered than in residential areas. Some areas of pedestrianisation and public space.	
Typical storey height: 3 - 5	**Average FAR**: 0.50
Typical street width: 12 - 22m	**Average EPC rating:** D (68)
Typical block size: 130 x 80m	
Parking: On-street and multi-storey car parks	
Open space: Hard surface	

Linear

These typologies come in two scales - linear parades and small centres. They are found across the borough and deliver many of the shops and services local people require in mixed use areas outside of the borough's larger town centres.

These typologies are linear in form and provide activity and a mix of uses along the borough's more primary routes. They tend to be very diverse in terms of scale and grain of buildings.

Small centres have the sense of being a 'destination' or place, whilst linear parades are often a more gradual and continual linear environment linking places. They tend to occur along the key connecting routes in the borough. The linear parades are highlighted in the GIS typology mapping where they become mixed use, but in reality the corridors are longer and more strategic.

Typical image

Grain / roof pattern

LINEAR PARADES	
Location / extent: Havering's suburbs are well served by an evenly spread network of local parades. They are often associated with a transport node, main road or key junction. The regularity of this network of parades is a distinctive feature of the borough.	
Urban form: A characteristic of the suburban and cottage estate typology, local parades form the planned centres of neighbourhoods. Create active frontage along an elongated linear route.	
Buildings: Typically larger in scale than their surrounding context by at least an additional storey. In style they will mirror residential context and typically have a relatively fine grain.	
Streetscape: Often a slightly wider street section than the residential context to support car parking, pavements and greening. Short-stay on street car and cycle parking is often available that is vital to support viable trading locations.	
Typical storey height: 2 - 3	**Average FAR:** 0.42
Typical street width: 18 - 22m	**Average EPC rating:** D (63)
Typical block size: 140 x 50m	
Parking: on-street	
Open space: verges	

SMALL CENTRES

Location / extent: These small centres typically have a greater sense of place compared with linear parades and are located around churches, historic cross roads or junctions giving them a different shape. They are spread throughout the borough and offer great opportunities for public realm schemes.

Urban form: These have active frontages and are found in the centre of historic villages and smaller localities.

Buildings: Typically larger in scale than their surrounding context by at least an additional storey. In style they will mirror residential context and typically have a relatively fine grain.

Streetscape: Often a slightly wider street section than the residential context to support car parking, pavements and greening. Short-stay on street car and cycle parking is often available that is vital to support viable trading locations.

Typical storey height: 2 - 3	**Average FAR:** 0.37
Typical street width: 18 - 22m	**Average EPC rating:** D (63)
Typical block size: 140x50m	
Parking: On-street	
Open space: Verges	

Typical image

Grain / roof pattern

Campus

Outside of the town centres and local parades, campus typologies provide most of Havering's remaining non-residential floor space.

The campus typologies include institutions (such as schools, leisure and health), big box retail environmental and industrial estates.

These environments are defined by their generally mono-use environments - where a single function dominates the environment. They tend to have an identifiable 'entrance' where the type or quality of environment shifts. Particularly in the big box retail and industrial typologies this tends to mark a shift to a lower environmental quality with lower-scale development.

The industrial areas perform an important employment function and service to the borough. In some campus environments there could be opportunities for intensification and growth by being more intensively used, with a greater variety of uses.

INSTITUTIONS

Location / extent: Typically located evenly across the borough serving each local neighbourhood. A number of larger campuses on the edge of Romford.

Urban form: Typically larger buildings standing within an area of landscaped open space, with a significant boundary treatment around the perimeter. Sometimes will present a primary or grander entrance to one edge.

Buildings: Vary widely in built character but have generally built during the same period as its wider context. Some locations have been formed over time, with built elements from different periods.

Streetscape: Challenges to permeability created by the perimeter treatments and scale of the sites. Often include some grassed areas for recreation / visual amenity and hard standing for car parking.

Typical storey height: 2 - 4	**Average FAR:** 0.29
Typical street width: 12 - 15m	**Average EPC rating:** D (68)
Typical block size: 80 x 50m	
Parking: Hard surface	
Open space: Grassed, semi-public or private	

Typical image

Grain / roof pattern

BIG BOX RETAIL

Location / extent: A relatively limited extent across the borough, mostly to the north around Romford and in Harold Hill and Harold Wood. Generally located near industrial areas.

Urban form: Typified by large format warehouses to accommodate retail uses such as supermarkets, DIY stores or car showrooms. Designed around car use with a limited street network.

Buildings: Generally low quality warehouse style buildings designed for a relatively short life span. Simple in form and detail with limited glazing or references to local vernacular.

Streetscape: Large areas of open hard landscaped space designed for car parking. Limited areas of landscape and a public realm that is not pedestrian orientated leads to a low quality and illegible environment.

Typical storey height: 1-2	**Average FAR:** 0.21
Typical street width: n/a	**Average EPC rating:** D (66)
Typical block size: 140 x 110m	
Parking: Hard surface	
Open space: Hard surface	

Typical image

Grain / roof pattern

INDUSTRY	
Location / extent: The borough has a number of larger estates in the south of the borough on the edge of the River Thames and at Harold Hill. Other smaller estates are generally located on the edge of Romford	
Urban form: Layouts in the larger estates are fairly planned/legible with a main loop road feeding smaller yards. In other areas they are located in small 'left-over' and awkward shaped sites.	
Buildings: Typically buildings are lower quality warehouse style buildings. Sizes of units relate to function. Some older and attractive brick construction.	
Streetscape: Streetscape is designed to be tough and cheap to repair, often including details such as high kerbs and no pavement.	
Typical storey height: 1 - 2	**Average FAR:** 0.28
Typical street width: 12 - 15m	**Average EPC rating:** D (66)
Typical block size: 100 x 80 m	
Parking: Hard surface	
Open space: Hard surface	

Typical image

Grain / roof pattern

Centres, Campus & Linear typologies

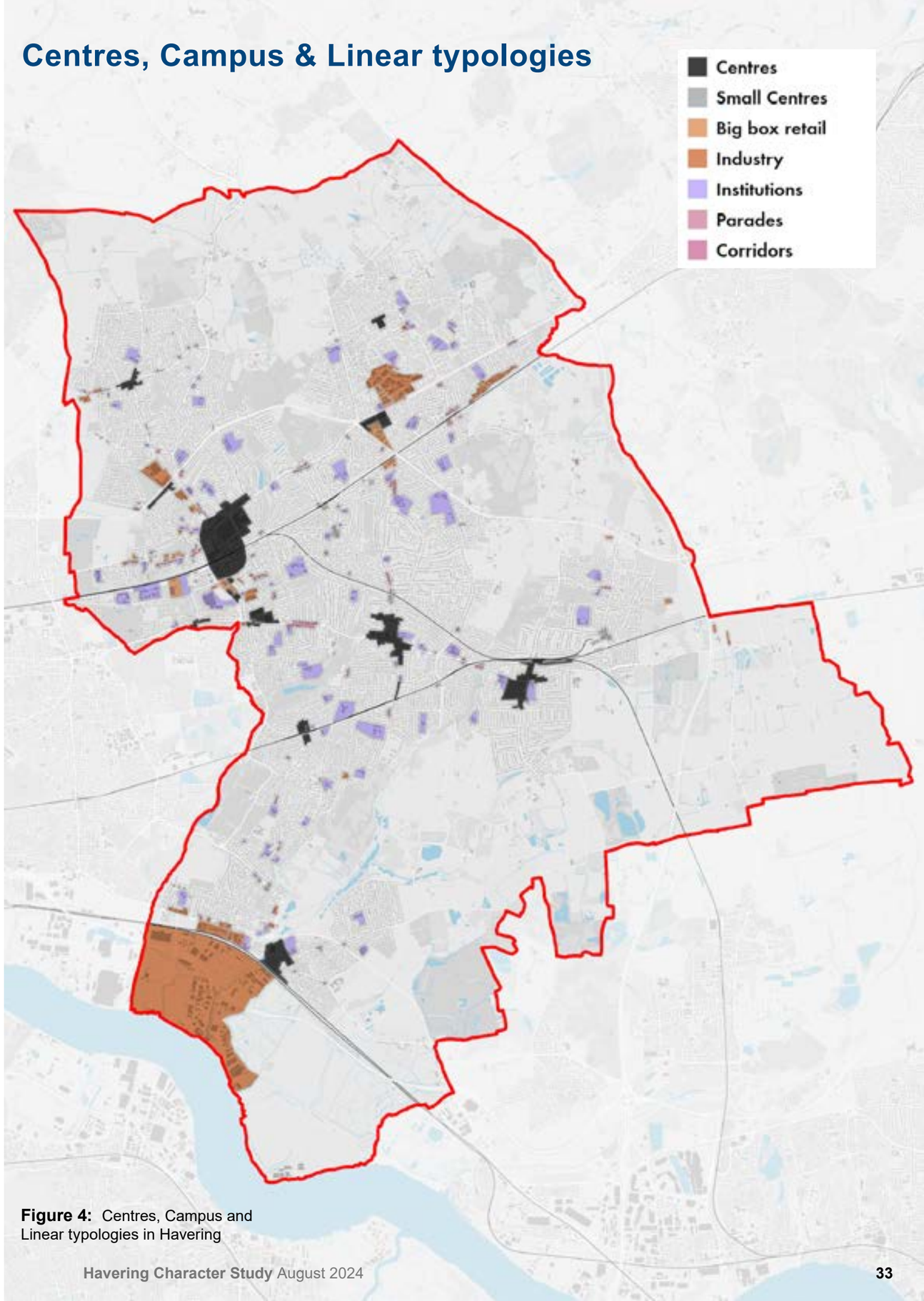
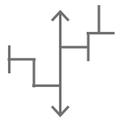


Figure 4: Centres, Campus and Linear typologies in Havering

Residential led typologies - Non-perimeter blocks



These residential types have an informal block structure, without the grid format that characterises perimeter blocks. This informal structure typically involves disjointed urban fabric, often with an unclear delineation between public and private space. Their plan form will be mixed with some dead-end streets as well as more extensive areas of car parking.

CUL-DE-SAC	
Location / extent: Located in different ways in all areas of the borough. Larger areas within South Hornchurch, Harold Hill and Harold Wood, with individual streets across Havering	
Urban form: Small infill areas, housing estates and some larger privately developed neighbourhood. Streets lack legibility and permeability, where the street structure is dictated by buildings arranged to fit around a turning circle or car park.	
Buildings: Typically two storeys. Unlikely to have a tight relationship to the street and so can feature projecting elements such as porches or garages. Vary greatly in form, materials and details.	
Streetscape: Housing is arranged in an informal layout resulting in an irregular street profile. The streets often contain small areas of parking and irregular shaped front gardens. Sometimes pedestrian only routes provide links.	
Typical storey height: 2	**Average FAR:** 0.32
Typical street width: 15 - 20m	**Average EPC rating:** D (66)
Typical block size: 120 x 50m	
Parking: Front drive / parking courts	
Open space: Verges, front and back gardens	

SLAB / LINEAR BLOCKS	
Location / extent: A relatively limited typology with the greatest areas in Romford and Harold Hill	
Urban form: Generally built as Council estates, typically post-war in construction. Built elements tend to be isolated within an area of open space, which fails to establish a clear structure of routes and private spaces.	
Buildings: Building in the postwar period was an experimental time and therefore estates vary in the mix of materials, details and styles. Brick, rendered elements and panel systems all feature.	
Streetscape: Buildings relate poorly to routes, creating vulnerable areas that do not always feel overlooked or can feel underused. Parking areas frequently account for a significant land take, reducing the quality of the environment.	
Typical storey height: 4 - 6	**Average FAR:** 0.36
Typical street width: 12 - 20m	**Average EPC rating:** D (67)
Typical block size: 200 x 50m	
Parking: Parking courts	
Open space: Verges, shared gardens, balconies	

Typical image

Grain / roof pattern

Typical image

Grain / roof pattern

Free form typologies

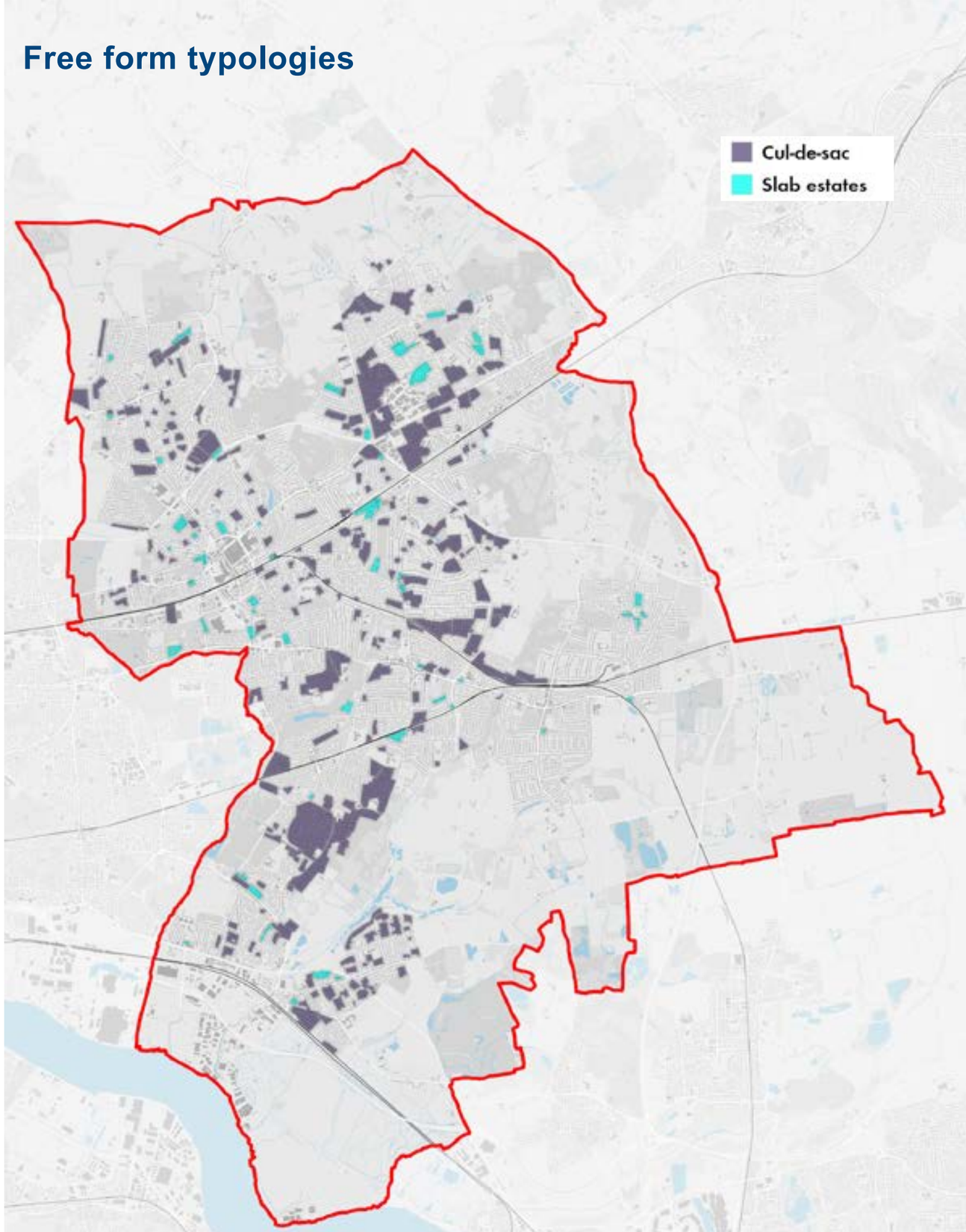


Figure 5: Free form typologies in Havering

Residential led typologies - Perimeter blocks

Perimeter blocks have a continuous active frontage along one edge, with a clear delineation between public and private space. Their plan form looks like a grid of connected streets - this can be rigid or more relaxed in form.

VILLA / SPACIOUS	
Location / extent: Almost entirely in the mid-area of the borough with the greatest focus in Emerson Park and Upminster.	
Urban form: The lowest density of the perimeter blocks - large detached or semi-detached homes set within larger plots. Generally free flowing street layouts with clear breaks and set backs from the street.	
Buildings: Vary widely in style and detail - often designed as an individual, influenced by the urban fashions of the period.	
Streetscape: Large set-backs and front gardens mean that these residential areas have a green and quiet character. Often with verges and mature street trees. In some areas, significant boundary treatments can have a negative impact on the street scene.	
Typical storey height: 2 - 3	**Average FAR:** 0.29
Typical street width: 20 - 30m	**Average EPC rating:** D (58)
Typical block size: 200 x 75m	
Parking: On plot - drive	
Open space: Private front and back gardens	

GARDEN SUBURB	
Location / extent: Located in Gidea Park to the east of Romford. The extension of the railway network during the second half of the 19th century initiated suburban development.	
Urban form: Originally intended to be a garden suburb similar to Hampstead, sharing characteristics in terms of its formal layout, plot arrangement around generous streets and set-piece open spaces.	
Buildings: A prevalence of vernacular styles, where every house is different from its neighbour. This produces a constant succession of picturesque views involving complex rooflines and massing, many varieties of gable design,with a high standard of detailing influenced by the arts and craft movement.	
Streetscape: A green character was an important part of the original vision for Gidea Park, with elements of the formal landscaping at Gidea Hall retained. Generous streets with wide verges, mature trees and planting and set-piece grassed open spaces are characteristic.	
Typical storey height: 2 - 2.5	**Average FAR:** 0.32
Typical street width: 25 - 35m	**Average EPC rating:** D (59)
Typical block size: 200 x 80m	
Parking: On plot - drive	
Open space: Verges and spaces, private front and back gardens	

SUBURBAN	
Location / extent: The predominant housing type within the borough, located within all of the neighbourhoods. Sub-types include short runs of terraces, semi-detached and bungalows.	
Urban form: Streets have a regular grid with a joined up pattern. In some cases this grid is more flexible, taking a more relaxed and organic form, introducing curved roads and creating variations in block depth.	
Buildings: Typically built in the inter-war years by private developers. Semi-detached and short runs of terraces which can feature a relatively rich architectural palette and variation between plots. In some areas pargeting has been used to decorate properties.	
Streetscape: Streets were usually designed around the car, so are wider to accommodate parking in front gardens and also sometimes within the street, with verges separating driveways. The quality of streets varies considerably relating to the lack of greenery in some areas.	
Typical storey height: 2	**Average FAR:** 0.33
Typical street width: 25 - 35m	**Average EPC rating:** D (60)
Typical block size: 200 x70m	
Parking: On-plot drive and on-street	
Open space: Verges, front and back gardens	

COTTAGE ESTATE	
Location / extent: Generally focused in the north of the borough at Harold Hill and Collier Row. Typically neighbourhoods of planned inter-war public sector housing with an integrated network of shops and service.	
Urban form: Planned layouts, featuring a network of streets and spaces which together establish an overall pattern, often geometric and with elements of symmetry.	
Buildings: Inter-war public sector housing drew on the garden city movement. Homes with cottage-like proportions, modest detailing and a limited palette of materials	
Streetscape: Streets tend to have a wider profile with planned verges, front gardens and green spaces. Traditionally privet hedges to define boundaries. Designed with strong symmetry and a sense of order and group composition.	
Typical storey height: 2	**Average FAR:** 0.30
Typical street width: 15 - 30m	**Average EPC rating:** D (64)
Typical block size: 150 x 50m	
Parking: On-street and front drive	
Open space: Verges, set pieces of grass, front and back gardens	

Typical image

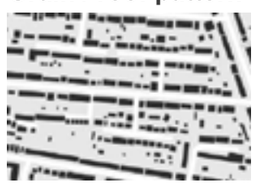
Grain / roof pattern

Typical image

Grain / roof pattern

Typical image

Grain / roof pattern



Typical image

Grain / roof pattern

URBAN TERRACE

Location / extent: A relatively limited typology within Havering with smaller areas around the edges of older centres including Rainham and Romford and on the oldest routes in the borough.

Urban form: A regular grid in form, most likely to be Victorian. Tightly arranged, regular rows of houses with on-street parking. Grid system provides a high degree of permeability and is generally easy to navigate.

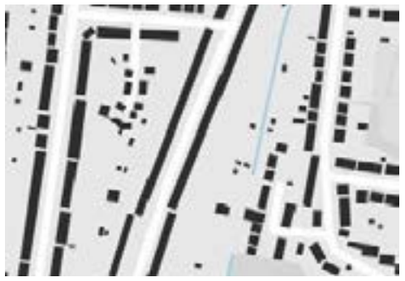
Buildings: Most likely to be built to a regular design in groups. Plot widths are narrow at 4-5m which establishes a high frequency of front doors with a strong rhythm and relationship to the street.

Streetscape: Coherent due to the consistency and rhythm of the terraced architecture, but relatively limited in the extent. Streets typically have a narrow profile with very shallow front gardens. Dominated by on-street parking.

Typical storey height: 2	**Average FAR:** 0.43
Typical street width: 12 - 20m	**Average EPC rating:** D (61)
Typical block size: 150 x 60m	
Parking: On-street	
Open space: Small front and rear gardens	

Typical image

Grain / roof pattern



SUBURBAN TERRACE

Location / extent: Found throughout the borough apart from Harold Hill and Upminster. This is an interesting typology found in Havering, typically near rail lines and main roads.

Urban form: A regular grid in form. Tightly arranged, regular rows of houses of 3-4 with on-street parking. Grid system provides a high degree of permeability and is generally easy to navigate.

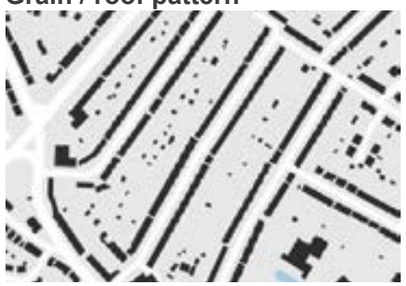
Buildings: Most likely to be built to a regular design in groups with post-war architecture. Plot widths are wider than urban terraces at 6-8m which establishes a strong rhythm and relationship to the street.

Streetscape: Coherent due to the consistency and rhythm of the terraced architecture, but relatively limited in the extent. Streets have a suburban character with shallow front gardens and driveways as well as some on-street parking and greenery.

Typical storey height: 2	**Average FAR:** 0.39
Typical street width: 12 - 25m	**Average EPC rating:** D (61)
Typical block size: 200 x 70m	
Parking: On-street, front gardens	
Open space: Small front and rear gardens	

Typical image

Grain / roof pattern



MODERN URBAN

Location / extent: On the edges of denser centres such as Romford and Rainham, accompanying investment in transport infrastructure. Often as part of allocated Opportunity Areas or Housing Zones.

Urban form: A form that has only existed since the late 2000s - typically deep in plan, medium rise and deliver high density homes. A continual perimeter frontage with breaks for service areas or car parking access.

Buildings: Generally comprised of buildings with very rectilinear shapes, forming simple streets and spaces. Blocks are usually made up of flats but can also include town houses or stacked maisonettes.

Streetscape: High quality examples successfully provide private open spaces as well as attractive communal green spaces, well overlooked within the block pattern. Private space is provided via terraces and balconies.

Typical storey height: 3 - 8 (15 in Romford)	**Average FAR:** 0.5
Typical street width: 18 - 25m	**Average EPC rating:** C (77)
Typical block size: 170 x 80m	
Parking: On-street, basement, parking courts	
Open space: Courtyards, terraces, balconies	

Typical image

Grain / roof pattern

Perimeter typologies

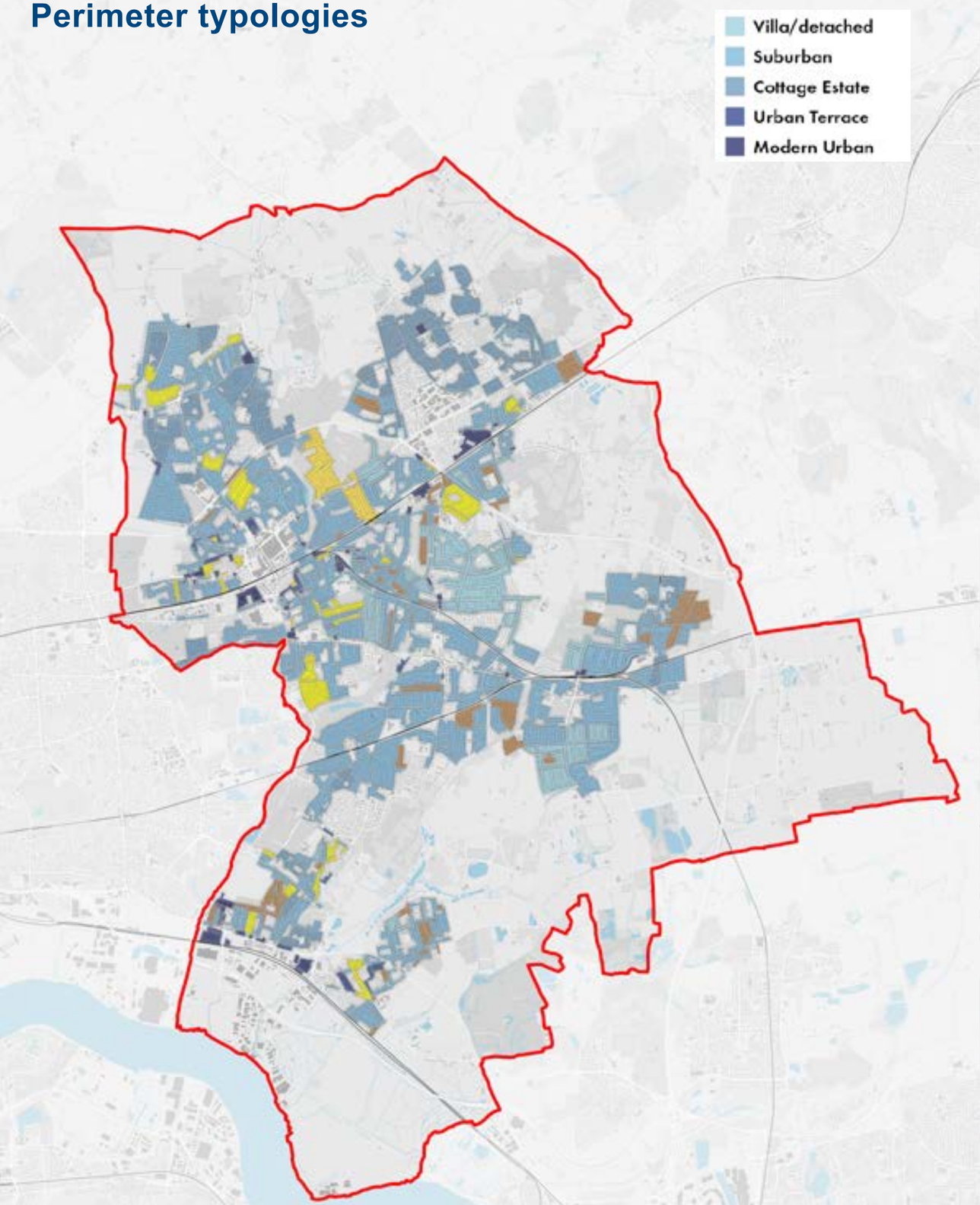


Figure 6: Perimeter typologies in Havering

All typologies

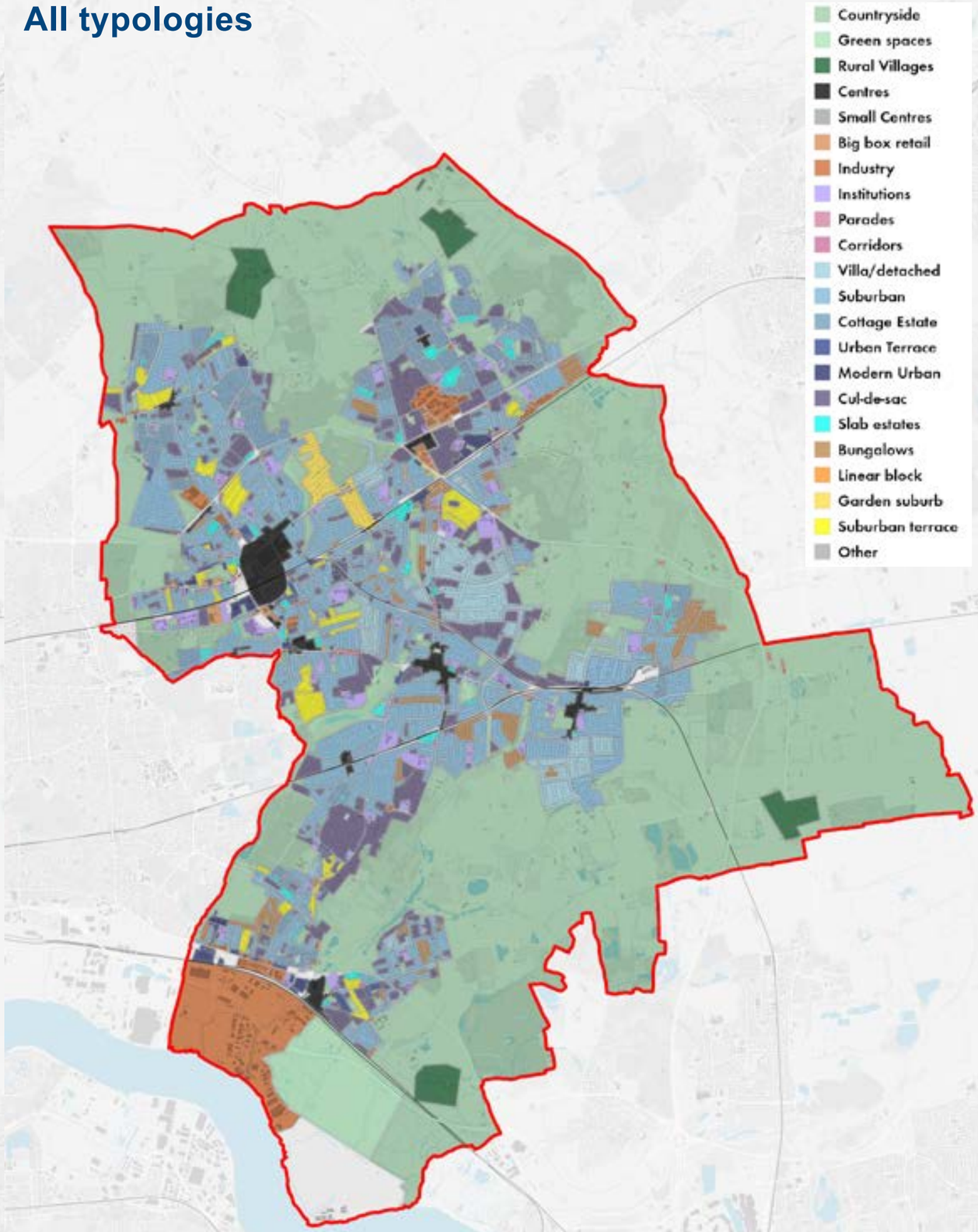
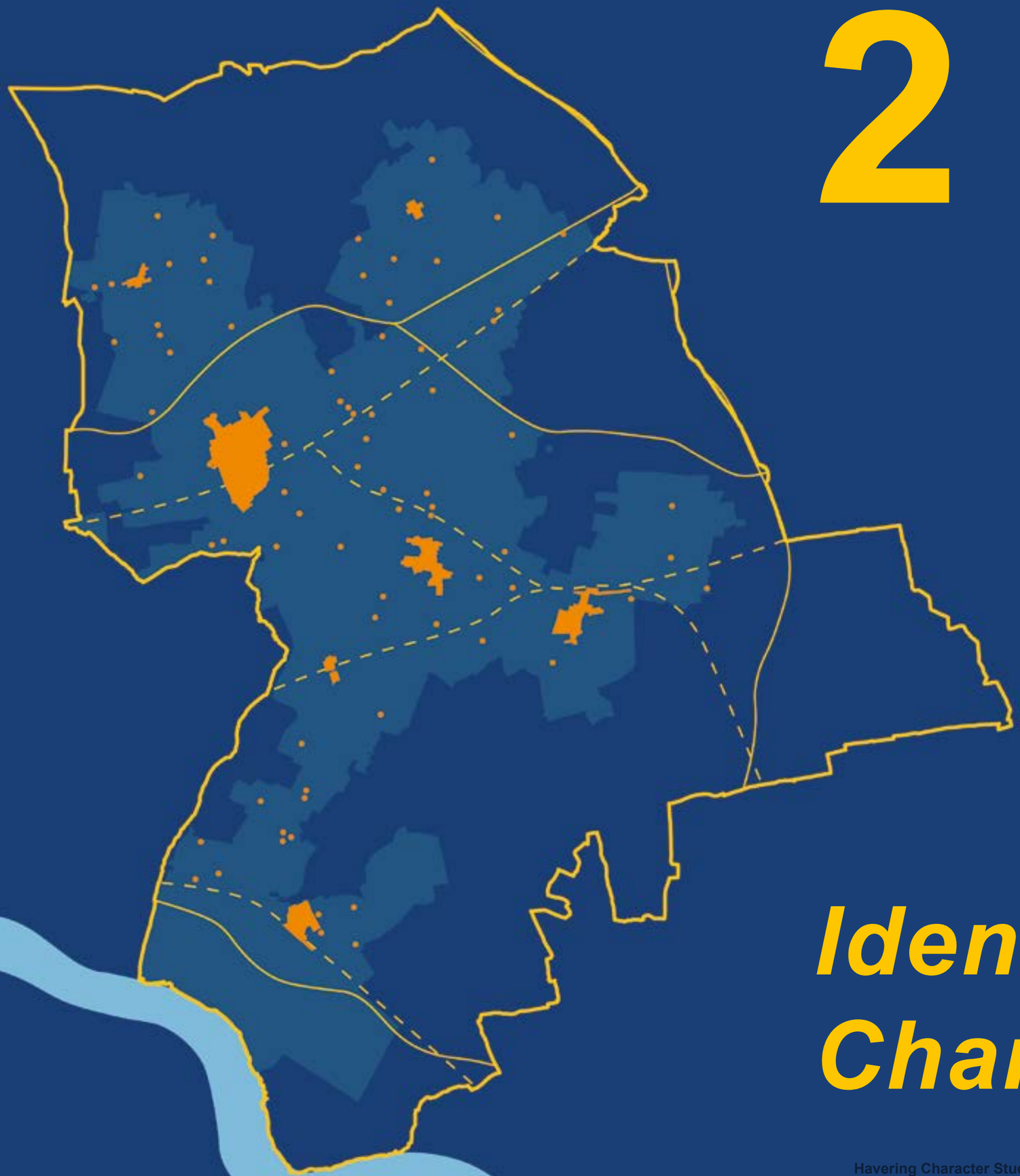


Figure 7: All typologies in Havering



2

Identifying Character

Strategic areas and neighbourhoods

Neighbourhoods plan

An understanding of local character must operate at a variety of scales. Generally, local people's understanding of character is at the neighbourhood scale.

The adjacent plan illustrates an interpretation of the neighbourhoods in the borough. It has been developed in conjunction with local residents and stakeholders through an online survey, pop-up market stall events and a workshop. This is an inherently subjective exercise and it is acknowledged that places in the borough will mean different things to different people.

The borough comprises a series of places and neighbourhoods which each have a subtle character of their own. Some boundaries may be defined by a railway line or a river, whereas others may be defined by a change in character or architectural style.

Some places are defined by a historic village or station, some by a high street and others by a green space or landscape asset.

Sub-areas have been shown on the plan (in a darker tone) to illustrate the names of smaller areas within neighbourhoods, as identified by the local community. These may not always have a distinctive character from the wider area, but are an important part of local identity for residents.

Strategic areas plan

These neighbourhoods have been grouped into five strategic areas. The neighbourhoods have been grouped by similarities in character and sense of place informed by: discussions at community workshops; the mapping of physical assets such as topography, landscape and urban morphology; the historic evolution of each area; analysis of land use and housing typologies and their future growth direction.

The 5 strategic areas are:

- **Romford and its suburbs:** Romford, Collier Row & Gidea Park.
- **North East**: Harold Hill & Harold Wood
- **Mid Borough:** Emerson Park, Hornchurch, Elm Park & Upminster
- **South:** South Hornchurch, Rainham & Rainham Riverside
- **Rural edges:** The green belt villages including Noak Hill, Havering-atte-Bower, Ockendon, Corbets Tey, Wennington

These strategic areas provide a scale at which it is most helpful to consider a strategy relating to character, and to feed these into how local planning policy and guidance develops. The following pages identify the key issues and opportunities for enhancing local character in each of the areas, and then a growth strategy defining the nature of future change in each part.

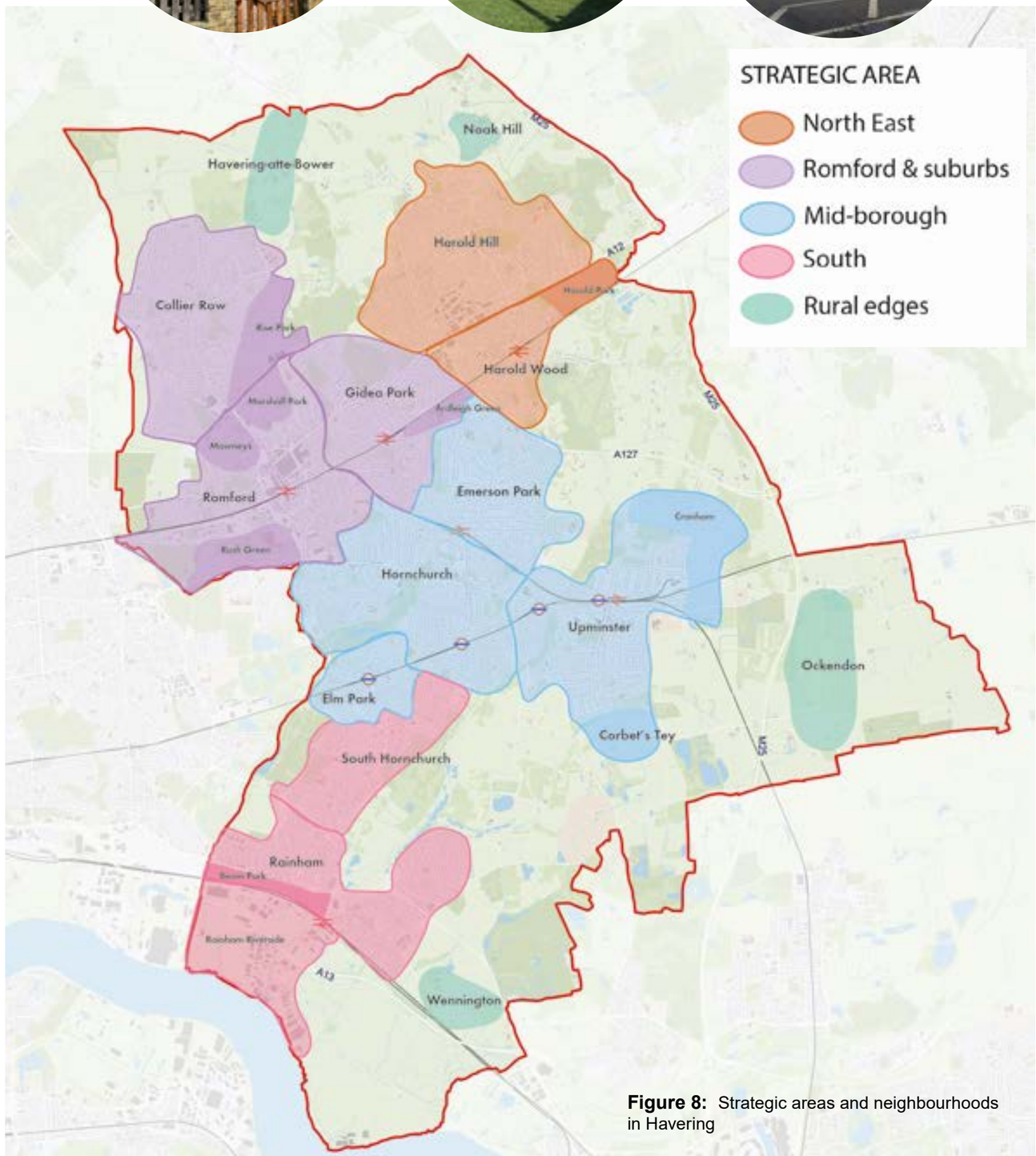


Figure 8: Strategic areas and neighbourhoods in Havering

Typologies by area

Romford and suburbs

Romford
37% Suburban
14% Centres
11% Countryside

Collier Row
39% Suburban
20% Cottage Estate
11% Countryside

Gidea Park
38% Suburban
15% Countryside
14% Garden suburb

North east

Harold Hill
36% Cottage Estate
20% Cul-de-sac
13% Countryside

Harold Wood
34% Suburban
18% Cul-de-sac
12% Countryside

Mid-borough

Emerson Park
39% Villa/detached
24% Cul-de-sac
10% Suburban

Hornchurch
48% Suburban
14% Green spaces
9% Cul-de-sac

Elm Park
73% Suburban
12% Cul-de-sac
5% Cottage Estate

Upminster
45% Suburban
15% Villa/detached
9% Bungalows

South

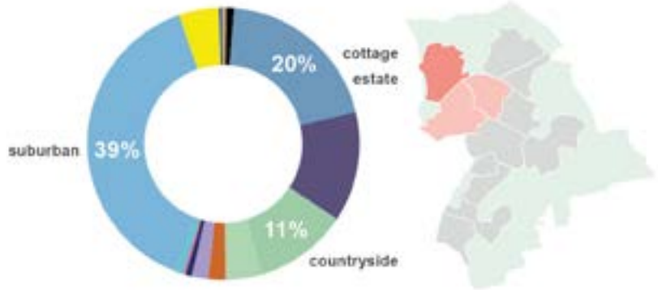
South Hornchurch
42% Cul-de-sac
27% Countryside
13% Suburban

Rainham
28% Suburban
18% Cul-de-sac
14% Countryside

Rainham Riverside
91% Industry
4% Green spaces
4% Modern urban

- Countryside
- Green spaces
- Rural Villages
- Centres
- Small Centres
- Big box retail
- Industry
- Institutions
- Parades
- Corridors
- Villa/detached
- Suburban
- Cottage Estate
- Urban Terrace
- Modern Urban
- Cul-de-sac
- Slab estates
- Bungalows
- Linear block
- Garden suburb
- Suburban terrace

Romford and suburbs

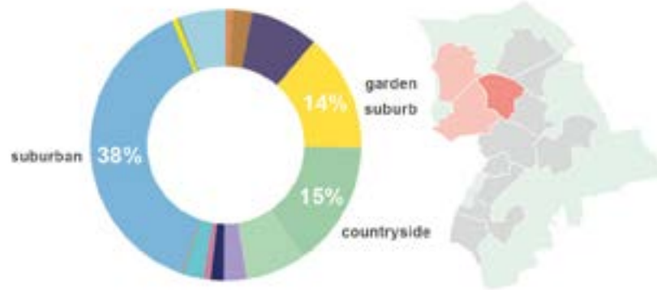


Collier Row - key issues and opportunities

- ***Areas of mixed typology / originally large plots:*** Some of these areas were originally planned with very large gardens and there may be opportunities for some infill, new routes and public realm.
- ***Street greening:*** Areas with the most mixed typologies have a less cohesive feel and street greening and tree planting could help to improve the quality of the environment.
- ***Green space overlooking and access:*** Green spaces were planned into this area's development but are not always well overlooked. Some of these spaces could be considered for infill projects to enhance overlooking and access improvements (e.g. Lawns Park, King George's, Chelmsford Avenue, Collier Row).
- ***Havering Country Park:*** An improved access strategy for all modes would help enhance the role of this space in the local area.
- ***Collier Row local centre:*** opportunity for investment and regeneration.

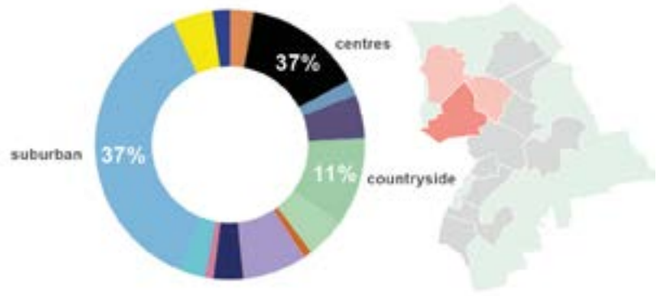
Figure 9: ONS Map of Mawney Park 1949-1973. National Library of Scotland

Figure 10: Aerial Map of Mawney Park 2024. Google Earth



Gidea Park - key issues and opportunities

- ***Strategic green link:*** Opportunity to support the green corridor that runs through Lodge Farm, Raphael Park to Rise Park and out to the Green Belt. Scope to also better connect this link into the heart of Romford.
- ***Inspiration from Gidea Park conservation area:*** A set of principles could be identified around the quality of design and materials (arts and crafts inspiration) and typical garden suburbs greenery to inform neighbourhood principles for future Havering development.
- ***Gidea Park Station environs:*** A review of small sites around the station car park and Balgores Square should be explored - particularly focusing on plots with single storey structures, public realm, and opportunities for enhancement.
- ***Gidea Park library and adjacent fields:*** Explore the potential of this fenced off grassed area which does not appear to be playing fields, farmed or accessible to the public. The redevelopment and re-provision of the library could be considered as a development project to deliver other new uses alongside a new library.



Romford - key issues and opportunities

- ***Central Romford Masterplan:*** Defer to the draft Romford Masterplan in identifying detailed opportunities including sites and re-characterisation of the ring road to become an urban street.
- ***Romford Conservation area:*** Review and expand the boundary to conserve and enhance a larger area of the town centre, including full building plots rather than just façades.
- ***A12 Corridor:*** Explore intensification opportunities and better links across the A12 for pedestrians and cyclists to Collier Row.
- ***River Rom:*** Opportunity to enhance the River Rom through restoration and naturalisation as part of redevelopment sites across Romford.
- ***North Street sites:*** Opportunities for redevelopment of sites all the way along North Street running alongside the River Rom.
- ***Eastern approaches:*** Along the A12, London Road and to a lesser extent Crow Lane, explore intensification sites and environmental enhancement opportunities.
- ***Significant redevelopment sites to reimagine the existing character, key sites include:*** Romford Gas Works, Roneo Corner, Brewery, Waterloo Road.
- ***Strategic green connectivity:*** Opportunities for short stretches of significant investment from the town centre to connect to Cottons Park and Lodge Farm Park (and enhance biodiversity along Black's Brook).
- ***Residential hinterland:*** Residential areas to the south of the railway line generally have a less consistent character / more in need of continuity through public realm and greening investment.

Transport and movement opportunities

- Ensure that wider communities can access Romford by walking, cycling and public transport via main routes and quietways.
- Transform roads to streets for people including footway improvements, cycle infrastructure, junction and crossing improvements, as well as trees / planting and sustainable drainage systems.
- Improve wayfinding and wayfaring from Romford suburbs and introduce rest areas and pocket parks along key routes to Romford to create 'stepping stones' for pedestrians and cyclists to access the town centre safely and enjoyably.
- Address the issue of paved over front gardens to improve drainage, increase biodiversity and enable greater space for walking, particularly disabled road users and cyclists

Strategic growth themes across the three neighbourhoods

- Strategic connectivity between and through neighbourhoods - across the A12, via enhanced green links and along improved corridors.
- Strategic change - Central Romford and the Rom Valley will be the most significant area of change in the borough.
- Local centres and stations - a review of small sites and opportunities for enhancement.
- Inspiration for future development - based on examples of the most special character in the borough at Gidea Park.
- Impact of spacious planned forms - how these have evolved and what opportunities there are now to improve their quality.

Capacity for change

The plan below indicates a character-led strategy for future change in this area.

- ***Transform:*** Parts of Romford Town Centre and the wider opportunity area are planned for significant regeneration which will have a transformative effect on these areas.
- ***Repair:*** Focused areas around Gidea Park Station and in residential areas that have already undergone significant change.
- ***Enhance:*** Covering most of the three neighbourhoods - enhancements include improvements to the street quality of key routes and crossings, and opportunities for context-led infill and greening.
- ***Conserve:*** Conservation areas in Romford Town Centre and Gidea Park should provide a guiding grain and character for new development.

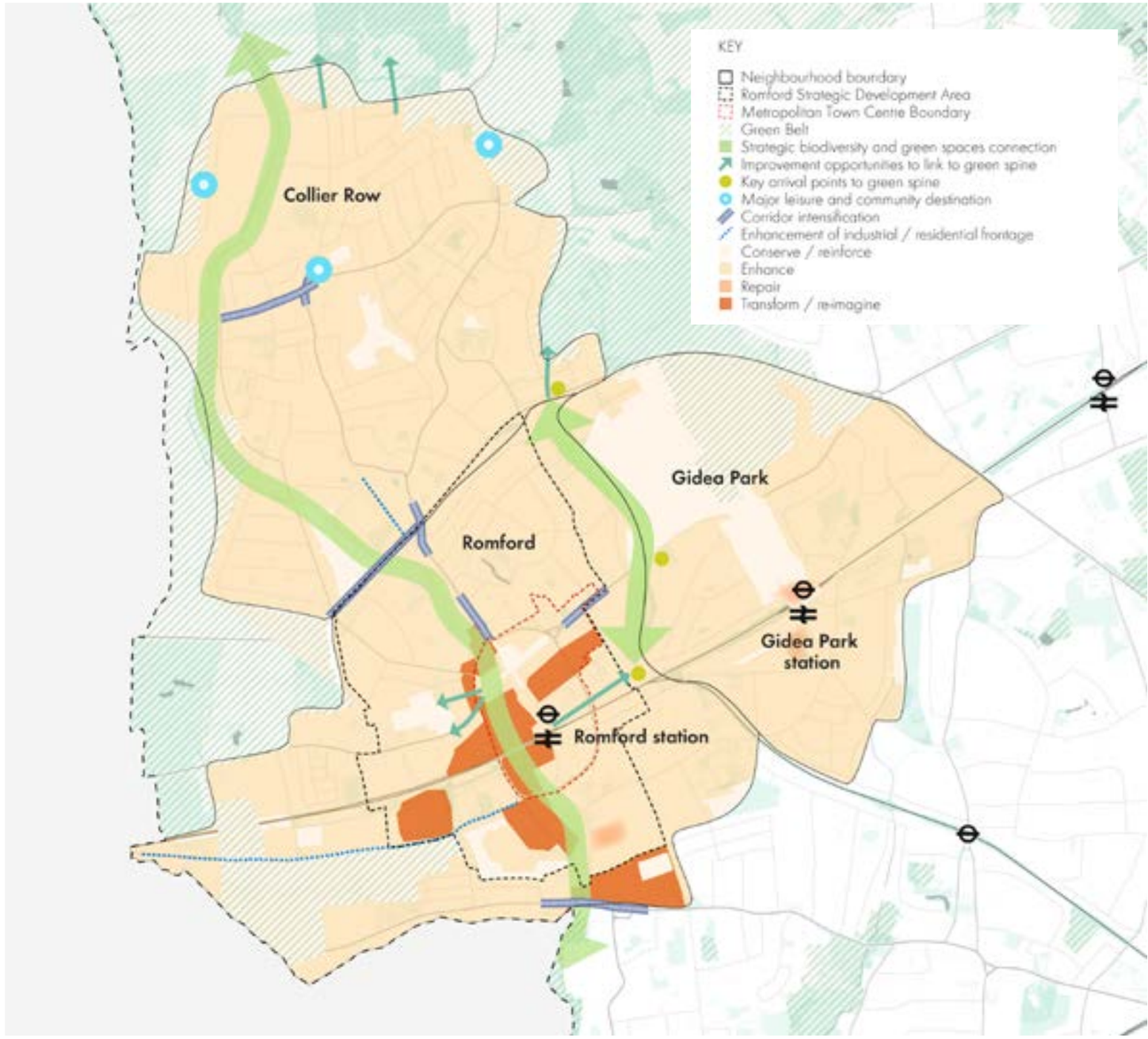
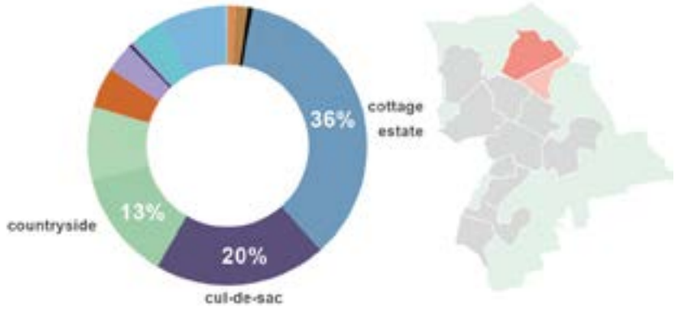


Figure 11: Capacity for change diagram for Romford strategic area

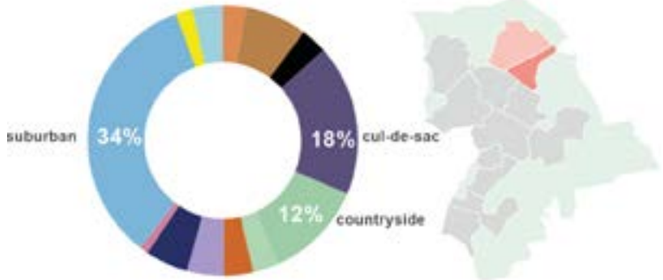
North East



Harold Hill - key issues and opportunities

- ***Set-piece green spaces analysis project:*** Opportunity to undertake a comprehensive review of the green spaces within the Cottage Estate neighbourhoods. Consider which of these spaces would most benefit from further investment to enhance their role for biodiversity, play, exercise or potential infill development opportunities.
- ***Regeneration of Harold Hill Town Centre:*** Opportunity for investment and long-term redevelopment of the centre to retain important town centre role, starting with a new Family Welcome and Medical centre.
- ***Celebrate the listed building:*** The setting of the Grade II listed Morris Dancer public house is in need of enhancement and there is potential for sensitive infill development as part of this.
- ***Strategic green connectivity:*** Enhance the necklace of open spaces along Paine's Brook, improving part of the London Loop, and connections from this to the open countryside.
- ***A12 connections:*** Scope to enhance pedestrian and cycle connectivity along this corridor.
- ***Edges of Strategic Industrial Land (SIL):*** Where existing residential faces industrial areas, seek opportunities to enhance these edges through public realm or redevelopment opportunities.

Figure 12: Harold Hill existing context (Source: Google Earth)



Harold Wood - key issues and opportunities

- ***Gallows Corner and A12 opportunities:*** Improving crossings and the environment at this strategic junction, alongside potential site redevelopment or intensification at Gallows Corner Retail Park, the KFC and Shenstone Gardens on the north side.
- ***Opportunities around Elizabeth Line station:*** The 'Kings Park' development sets the precedent for gentle densification in this area. Consider options around the surface car park and station for redevelopment opportunities.
- ***Strategic green connectivity:*** Enhance the necklace of open spaces along Paine's Brook, improving part of the London Loop, and connections into Harold Court Woods Park and Harold Wood Park.
- ***Edges of industrial land:*** where existing residential faces industrial areas or key public routes, seek opportunities to enhance these edges through public realm or redevelopment opportunities.

Figure 13: New homes with integrated greenery at St Clements Avenue / former hospital site

Figure 14: Indicative opportunities for the Gallows Corner area

Transport and movement opportunities

- This area is currently isolated with limited public transport and poor walking and cycling.
- It is an area where there is deprivation and an aging population and therefore requires a tailored response with regards to sustainable transport and active travel.
- There is the opportunity to re-imagine the A12 in this area to create an inviting 'gateway' into the borough. Road space reallocation to provide additional space for bus priority, cycling and street trees / planting, bespoke lighting and banners could be achieved.
- Major pedestrian and cyclist access and safety improvements at the Gallows Corner junction as well as access to green space at this location should be considered.
- Strategic north-south bus connectivity between this area and the rest of the borough should be improved as well as bus services and reliability improvements to Brentwood to reduce private car use.
- A parking and ride / park and rail system could be considered in this location on previously developed land, to intercept visitors either visiting Havering, London and / or Brentwood. This could help reduce the amount of traffic, congestion and associated negative impacts both in this area and the wider borough.
- Local streets and quietways for walking and cycling could be improved including addressing on-street parking, wayfinding and crossings including dropped kerbs, footway repairs and other accessibility measures to support vulnerable road users.
- There is opportunity for Mobility as a Service (https://maas-alliance.eu/homepage/what-is-maas/) bus services, micro-mobility and cycle hire to be introduced in this area to support local trips.
- Station access, interchange and integration into the wider area could be significant improved.

Strategic growth themes across the two neighbourhoods

- Strategic green connectivity - a connecting necklace through the area for recreation and biodiversity, linking to open countryside and opportunities for improved health and fitness.
- Access to open countryside - A key asset to enhance and celebrate is the connectivity along the areas eastern boundary into the wider countryside.
- Improve the setting of, and linkages to, the network of leisure and community destinations.
- A12 corridor crossings and moments of intensification such as enhancing Gallows Corner.
- Enhancing the interface between residential frontage and industrial areas.

Capacity for change

The plan below indicates a character-led strategy for future change in this area.

- ***Transform:*** Harold Hill local centre and Gallows Corner present opportunities for more significant change that would re-imagine the existing character
- ***Repair:*** A number of the neighbourhoods, estates and campus environments have opportunities for public realm and environmental improvements, as part of this a careful review could also identify potential redevelopment and/or infill opportunities.
- ***Enhance:*** Across both neighbourhoods there are opportunities to enhance the role of the comprehensive green infrastructure network alongside smaller infill sites.
- ***Conserve:*** The area around the Grade II Morris Dancer Public House presents opportunities for sensitive adjacent development to improve the setting of this listed asset.

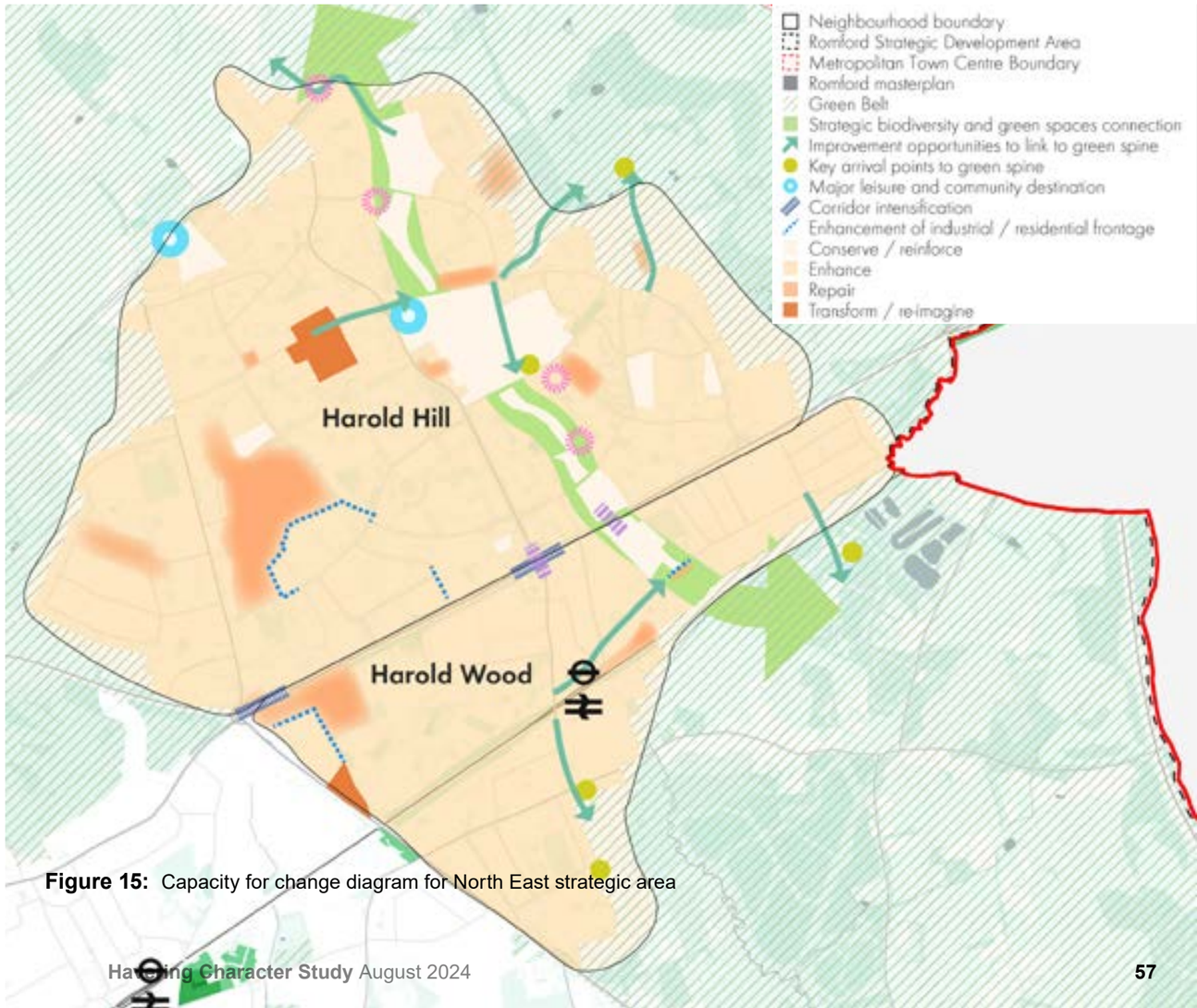
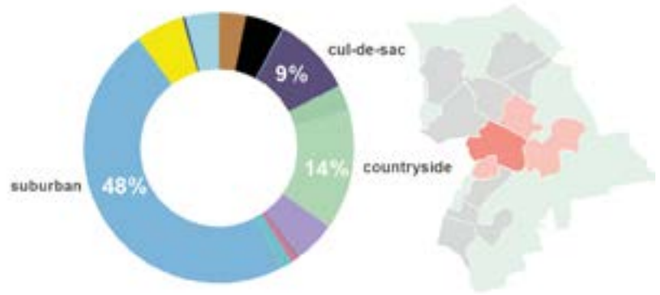


Figure 15: Capacity for change diagram for North East strategic area

Mid-borough

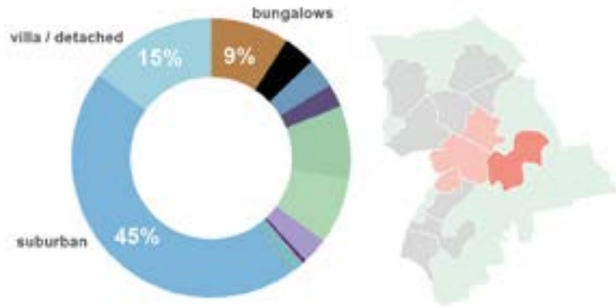


Hornchurch - key issues and opportunities

- ***Maintaining and enhancing a well-loved centre:*** Shop fronts could be enhanced and more seating and greenery introduced on/ just off the high street.
- ***Limited and targeted intensification:*** Some parking areas could be considered for development / greening – Dorrington Gardens car park and potentially part of Fentiman Way car park. Some service roads behind deeper high street plots could also accommodate mews housing.
- ***Extending the life of existing buildings:*** It is important to ensure that existing buildings are valued and refurbished, not demolished. Some buildings could accommodate additional storeys if well designed. The general limit on height should be maintained – prevailing 3-4 storey - but within this there is scope for intensification.
- ***Intensifying Hornchurch station:*** Opportunities north and south of station and rail line to intensify here. Widening of bridge here could allow for enhanced cycling and walking route across here.
- ***Maintaining diversity of housing stock:*** The current wide mix of bungalows, terraces, semis and detached homes should be maintained.

Figure 16: Potential opportunities for intensification or new green space

Figure 17: Aerial image showing areas identified for potential intensification in Hornchurch. Source: Google Earth



Upminster - key issues and opportunities

Upminster town centre

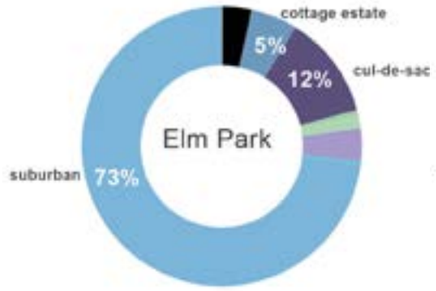
- Key focus for this centre is on enhancing the main routes and shop fronts/façades.
- Scope to celebrate the Church of St Laurence, churchyard, gardens and corner buildings more at the crossroads.
- There are a number of heritage buildings which represent long term opportunities for refurbishment.
- The station car park is extensive and could be partially developed if access and routes through could be resolved.

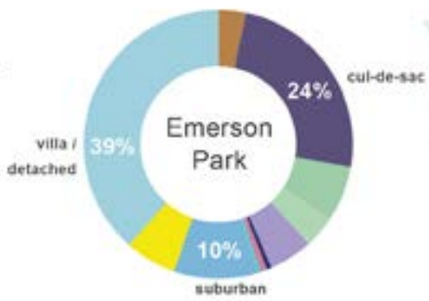
Upminster Bridge centre

- Limited opportunities to enhance beyond greening. River Ingrebourne passes through here and this is the gap between the two open sections – would be great to explore if it could be opened up, or at least embraced more as a natural feature.

Figure 18: Aerial image showing areas identified for potential intensification or new green space in Upminster. Source: Google Earth

Figure 19: Strong buildings to be better celebrated and refurbished





Elm Park - key issues and opportunities

Centre

- Original town centre all largely in tact.
- Buildings need a bit of TLC and public realm needs investment.
- Could consider greening parking area outside Sainsburys

Emerson Park - key issues and opportunities

- Centre feels like it could be working harder and doing more - scope to intensify on some sites to south of station
- Main residential areas could do with more greening of streets - re-introduction of street trees where they have been lost, encouragement of residents to introduce more greenery to front of plots.

Transport and movement opportunities

- As part of any intensification of Hornchurch, aim to address the negative impacts of the A124, including possible road realignments and reallocation of road space to create a more people-friendly environment.
- Improve crossings and junctions along key routes that connect local centres with wider neighbourhoods to support safer and more accessible streets.

Growth themes

- River links - reinforcing and completing Ingrebourne and Ravensbourne routes as key green corridors through the area and opening up walking and cycling routes throughout.
- Enhancing access into the wider countryside from neighbourhoods - linking up to wider Thames Chase Community Forest network.
- Support and maintain Hornchurch as key attractive centre - focus on public realm.
- Enhance Upminster centre through character-led interventions.
- Repair smaller centres of Elm Park, Emerson Park and Hornchurch station.
- Invest in cycle infrastructure to support active travel links through the area - particularly Hornchurch/Upminster Road for east-west movement, and then north-south routes including off-road routes associated with river routes.

Capacity for change

- ***Transform:*** Limited opportunities for this scale of change. Station car parks could offer large scale redevelopment opportunities, but dependent on resolving car parking balance.
- ***Repair:*** Town centres are the focus for this - Upminster town centre, Elm Park centre, Emerson Park centre and northern parts of Hornchurch town centre.
- ***Enhance:*** Hornchurch town centre requires less intervention - here is it is more about enhancing public realm - greening and seating. Wider residential areas could also enhancement - mainly around reintroduction of street trees and improvement of streetscape. Intensification needs to be managed to avoid tipping the balance of character in these well-loved suburban areas.
- ***Conserve:*** Existing residential conservation areas require ongoing protection, but opportunities here to enhance character too.

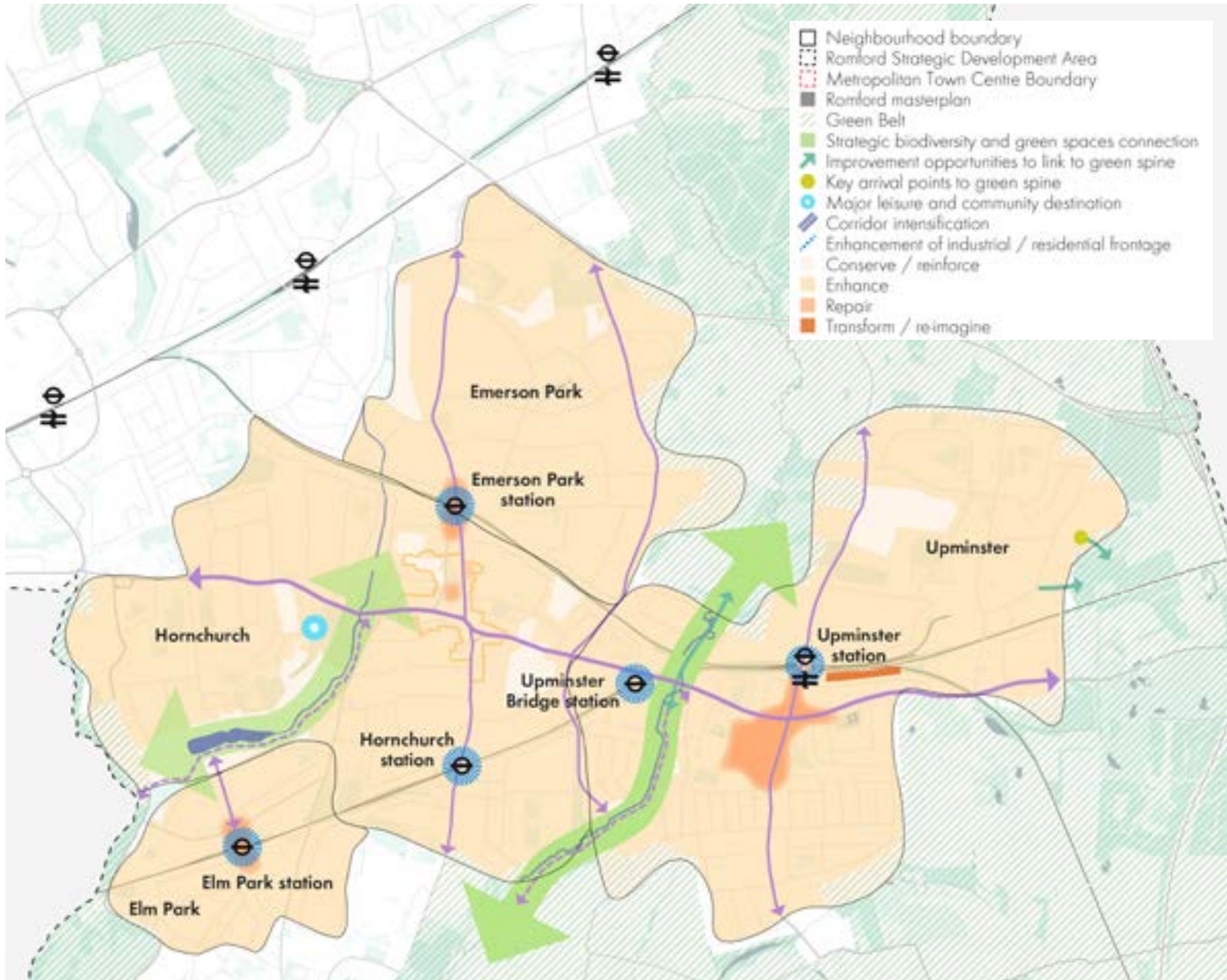
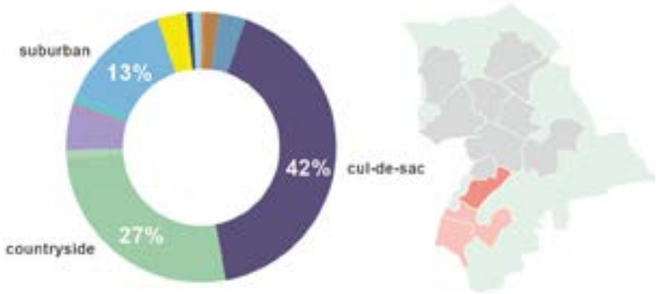


Figure 20: Capacity for change diagram for Mid-borough strategic area

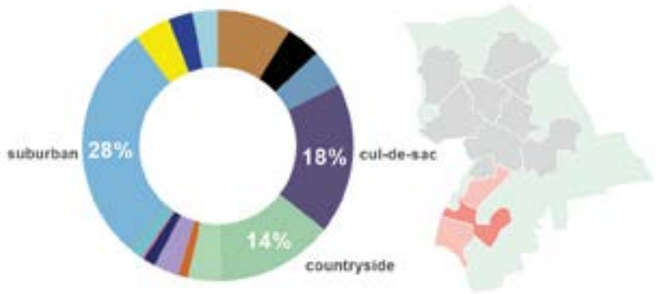
South



South Hornchurch - key issues and opportunities

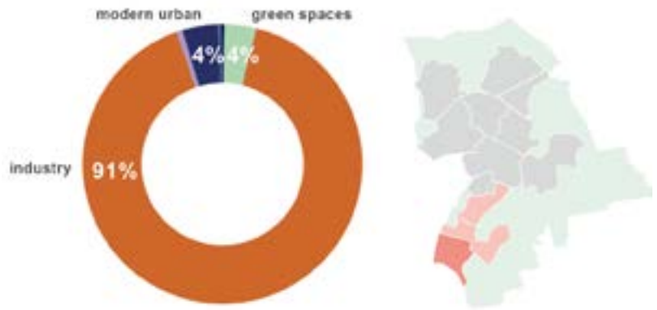
- ***RAF Hornchurch Conservation Area:*** The continued protection and enhancement of the setting of the conservation area - a special asset relating to the borough's history.
- ***Public realm and urban greening:*** Generally improve street quality including urban greening measures, within residential streets for example in Coltishall road.
- ***Mixed typologies:*** Repair the character of patches with a non-coherent character due to backlands development and infill, south of Ford Lane.
- ***Strategic green connections:*** Improve green connections between the Brittons Playing fields and the Hornchurch Country Park via Ford Lane to Grove Park Road and Rainham Road, using urban greening and shrub planting to encourage a green infrastructure network.
- ***Intensification:*** Consider intensification of underused low density sites such as the Tesco (on Airfield Way) for mixed-use development and delivery of social infrastructure.
- ***Breton's Social Club:*** An opportunity to re-imagine the site to enhance the setting of the heritage asset and green context potentially for children's play and exercise.

Figure 21: Breton's Social Club site - an opportunity to reimagine and provide play spaces and more? Image source: Google Earth



Rainham - key issues and opportunities

- ***Community and leisure centres:*** Enhance their setting, ensuring that routes to them are clear and allow for public transport use.
- ***Corridor intensification:*** Consider intensification and re-imagining of the industrial land along the A125 and A1306 as well as improved frontages between residential and industrial uses.
- ***Investment and intensification of low-density sites:*** To mend character and deliver mixed-use development. Sites include low-density slab estate typologies, the Tesco's site and the industrial estate on Lambs Lane North.
- ***Public realm and urban greening:*** Generally improve street quality including urban greening measures, within residential streets for example in Blake Close.
- ***Strategic green connections:*** Improve green connections between the Brittons Playing fields and the Hornchurch Country Park via Rainham Road, using urban greening and shrub planting to encourage a green infrastructure network.
- ***Rainham Conservation Area:*** Protect and conserve the conservation area and in particular the Victorian public house buildings that are being lost.
- ***London Riverside Opportunity Area:*** This has been designated to release underused Strategic Industrial Land, to reimagine the area and deliver comprehensive mixed-use development.



Rainham Riverside - key issues and opportunities

- ***Masterplan:*** A masterplan has been produced for a new neighbourhood in Beam Park just south of the A1306. This is part of the Rainham and Beam Park Planning Framework to deliver comprehensive mixed-use development.
- ***London Riverside Opportunity Area:*** This has been designated to release underused Strategic Industrial Land, to reimagine the area and deliver comprehensive mixed-use development.
- ***Wildlife corridor:*** Enhance the wildlife corridor that runs along the rail line, improving the biodiversity of the area.
- ***Corridor intensification along A1306:*** Intensification where there are industrial sheds on the northern side, and otherwise improve the frontages between residential and industrial uses.
- ***Strategic green connections:*** Ensure that strong connections are made between the Beam Park neighbourhood and the Rainham marshes allowing access to nature.
- ***River Thames:*** Use the setting and proximity of the River Thames to encourage riverside uses.

Transport and movement opportunities

- This a major growth area so it is important that it is fully connected with the wider borough via sustainable and active travel modes.
- It is currently not known if Beam Park station will go ahead and therefore north-south and east-west connections to existing stations is paramount. These connections should prioritise buses, walking and cycling along efficient, well connected and safe routes.
- The Rainham masterplan area will need to take into consideration the significant growth and proposals in Barking Riverside to ensure there is seamless bus, walking and cycling connectivity between this two major growth areas.
- Measures to encourage local living and working would help reduce the need for travel in this location and in turn reduce the negative impacts on air quality and the local environment.

Figure 22: Illustrative masterplan Source: Rainham and Beam Park Planning Framework, 2016

Strategic growth themes

- Improve urban greening and the public realm to increase street quality generally, and soften the difference between clashing typologies and character where infill development has taken place.
- Improve frontage between residential and industrial uses to create a more pleasant pedestrian and lived environment.
- Consider intensification of low-density sites such as slab estate typologies, supermarket sites and industrial sheds to deliver a mix of uses in an efficient manner.
- Improve connections between green spaces and out to countryside through the neighbourhoods, using legibility tools and urban greening to create a better green infrastructure network.
- Continue to protect the heritage assets in and out of Conservation Areas to celebrate the borough's history.
- The regeneration and re-imagining of the industrial land in Rainham and Beam Park provide a huge opportunity for mixed-use comprehensive development.

Capacity to change

- ***Transform:*** The Rainham and Beam Park Opportunity Area and the area covered by the existing masterplan provide an opportunity to reimagine and release industrial land to deliver comprehensive development.
- ***Repair:*** Opportunities where public realm could be improved with a careful review around potential redevelopment and/or infill opportunities. This includes lower density sites such as car parks and supermarket sites, or residential areas with poor, non-cohesive character.
- ***Enhance:*** General improvement opportunities include enhancing the existing waterway corridors (designated as SINCs) above and below the A13, in the area labelled Rainham Riverside that connect to the Thames as well as smaller infill sites.
- ***Conserve:*** The two conservation areas, heritage assets and green spaces are important to the borough's character and must be protected.

Figure 23: Low density and underused sites. 1: Sites along A125. 2: Industrial use off Farm Rd. 3: Car park on A1306. Images source: Google Earth

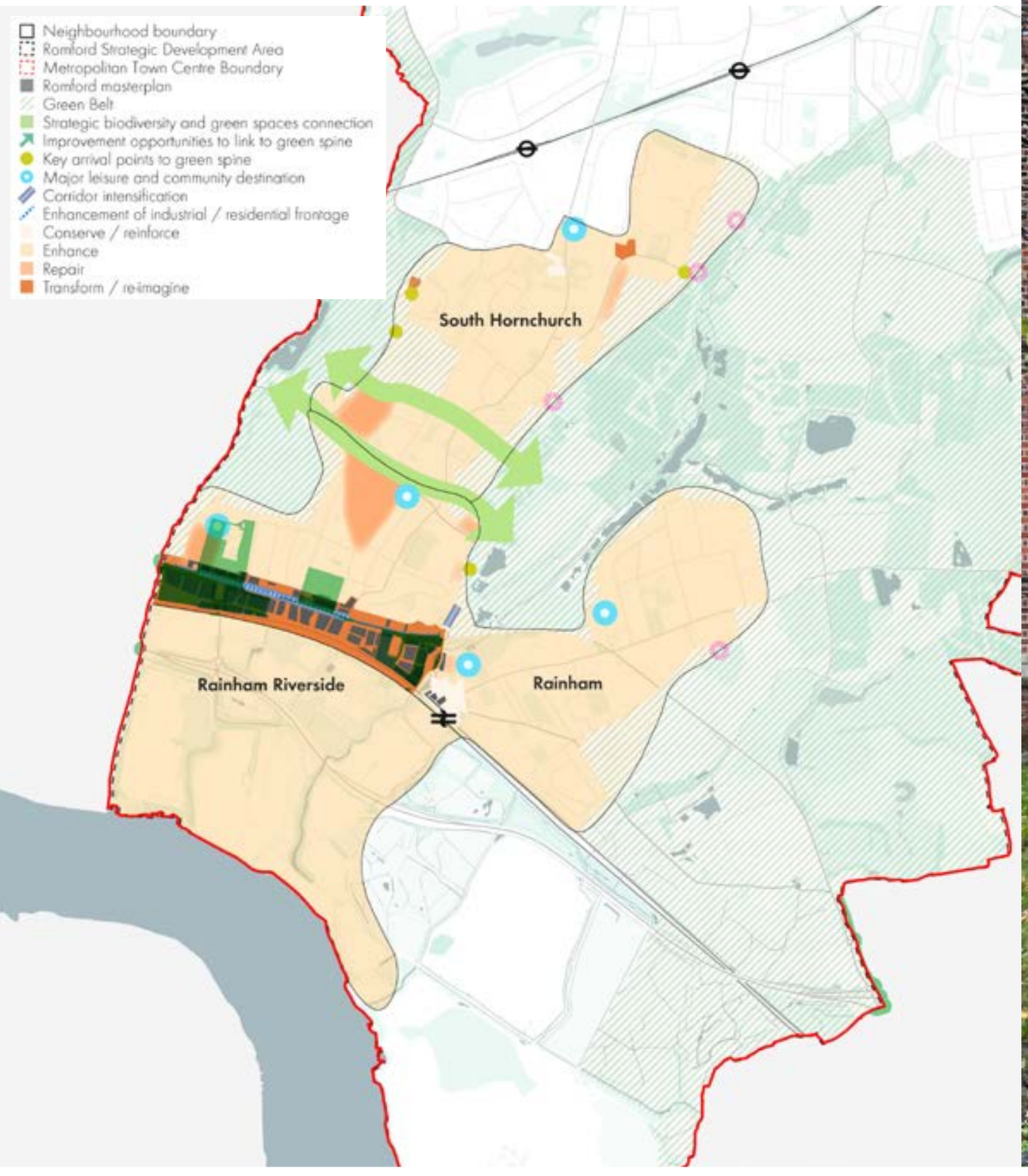


Figure 24: Capacity for change diagram for South strategic area

Rural edges

Green Belt / countryside

• Havering's countryside is well valued by local residents – it's an important element in the more Essex-leaning character and association.

• There are already some strong and well-used links into the countryside from existing neighbourhoods. Some could be enhanced and better signposted.

• New links and entrance points are needed – to cater for both core settlement residents as well as outer village residents.

• Thames Chase Community Forest is a real asset and is bringing more and more of the landscape into a enhanced network with multi-functional benefits. Supporting this network and the Forest's strategy should be central to the direction for the rural edges area.

• There is a need to ensure the borough's rural edges and forgotten villages are celebrated.

Key issues and opportunities

Wennington

• Historic form and no significant modern development on Wennington Road. Modern development focused along New Road - industrial and hotel.

• Main stretch of semi-detached housing has seen front gardens almost all converted to hard standing for car parking.

• Fires during 2022 heatwave means many homes are now being refurbished/rebuilt. Where fire destroyed homes, there are holes in the current built fabric such as at the western end of Wennington Road and the SE corner of Wennington Green.

Havering-atte-Bower

• The historic Green is intact at the heart of the village and underpins a strong green and open character. Keeping the open views onto and from the Green to the south feels important.

• Village has seen modern infill within village and stretching of development along Orange Tree Hill. Limited opportunities for future growth, any development should be kept to the existing settlement extent.

Noak Hill

• Village clustered along Noak Hill Road / Chequer's Road and Church Road. Modern growth in the form of single storey or low rise houses and farm buildings.

• Could be scope to improve pedestrian provision along roads, particularly along northern section of Church Road to support easier access to church and community hall.

Corbets Tey

• Attractive historic core focused on Harwoods Hall Lane / Ockendon Road. Scope to enhance parade of shops on Ockendon Road and introduce greening in front as part of this.

• Important to retain street trees and reinstate where they have been lost along stretches with post-war development.

Ockendon

• Gentle clustering of agricultural and industrial development which has started to partially fill in the gaps between historic farms on St Mary's Lane and Clay Tye Road.

• To south east of Ockendon, is the site of the proposed 175 ha Data Centre. This will likely have a significant impact on both the setting of this area and the pressure for development.

Transport and movement opportunities

• Ensure rural edges can be accessed more sustainably by foot, bicycle and where appropriate, bus.

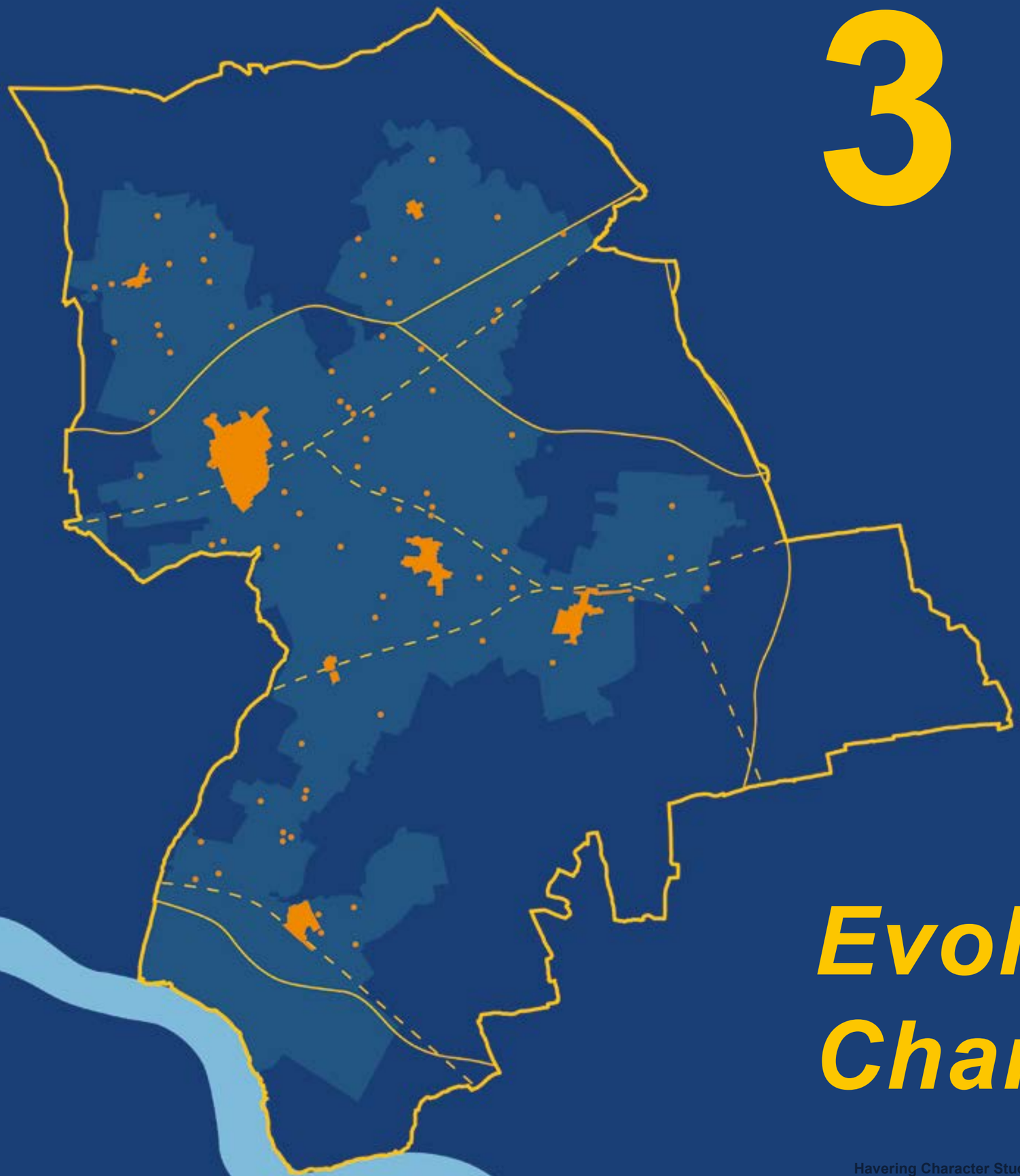
• Introduce well-connected cycling routes, secure cycle parking, signage and supporting facilities including shelter, toilets and seating where appropriate.

• Improve wayfinding signage, footways, sensitively considered lighting and crossings to enable safe enjoyment of rural locations by pedestrians.

• Improve accessibility to rural locations for people with disabilities.





3

Evolving Character

Borough-wide strategy

Introduction

As part of the characterisation a set of four borough-wide strategic spatial themes have been developed. These help to draw together some of the themes and opportunities that are repeated across the five strategic areas of the borough. These are the spatial priorities which came through most strongly from the public engagement work carried out throughout all of the stages of this project. The principles associated with each of these themes are set out in more detail across the following pages.

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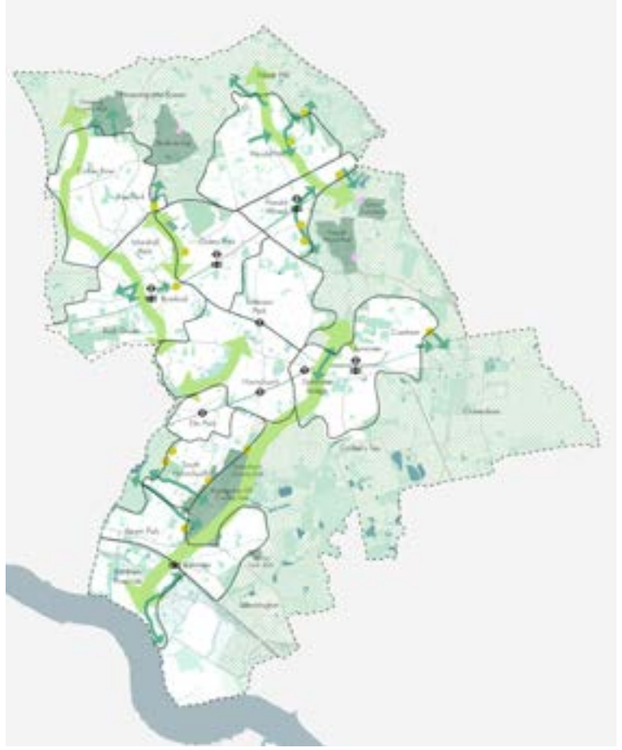


Figure 25: Borough-wide strategy map 1: Promote and strengthen the green character of Havering

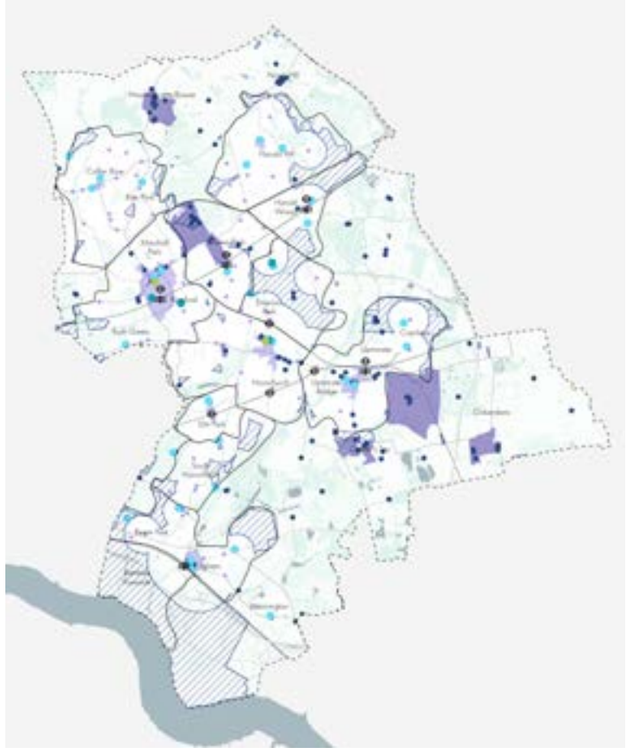


Figure 26: Borough-wide strategy map 2: Celebrate and invest in the diverse heritage, communities and varied local centres of Havering

Figure 27: Borough-wide strategy map 3: Enhance the existing connections and strengthen movement opportunities between isolated parts of the borough

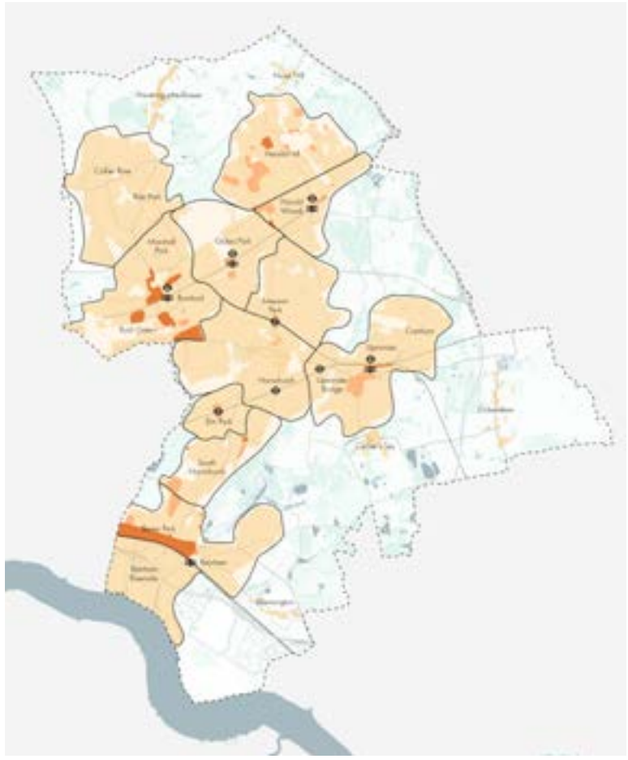


Figure 28: Borough-wide strategy map 4: Ensure a varied and contextual approach to growth and change

Theme 1: Promote and strengthen the green character of Havering

Strategic biodiversity and green space connections

- Strengthen the strong set of green spines across the borough by investing in the 'gaps' in these connections
- In some places these strategic routes are accessible along their length, in other places the connection might be about biodiversity and visual greening

Links to strategic green assets

- A number of opportunities have been identified to create better linkages to strategic routes or green assets to improve accessibility for all. Key opportunities for investment will be between a station, local centre or from a car park or other public transport hub.

Key arrival points

- Improve signage to existing car parks and review opportunities for better visitor facilities where they do not exist. Better celebrate existing facilities such as Ingrebourne Nature Discovery Centre.
- Review and identify gaps in the existing bus access to key spaces.

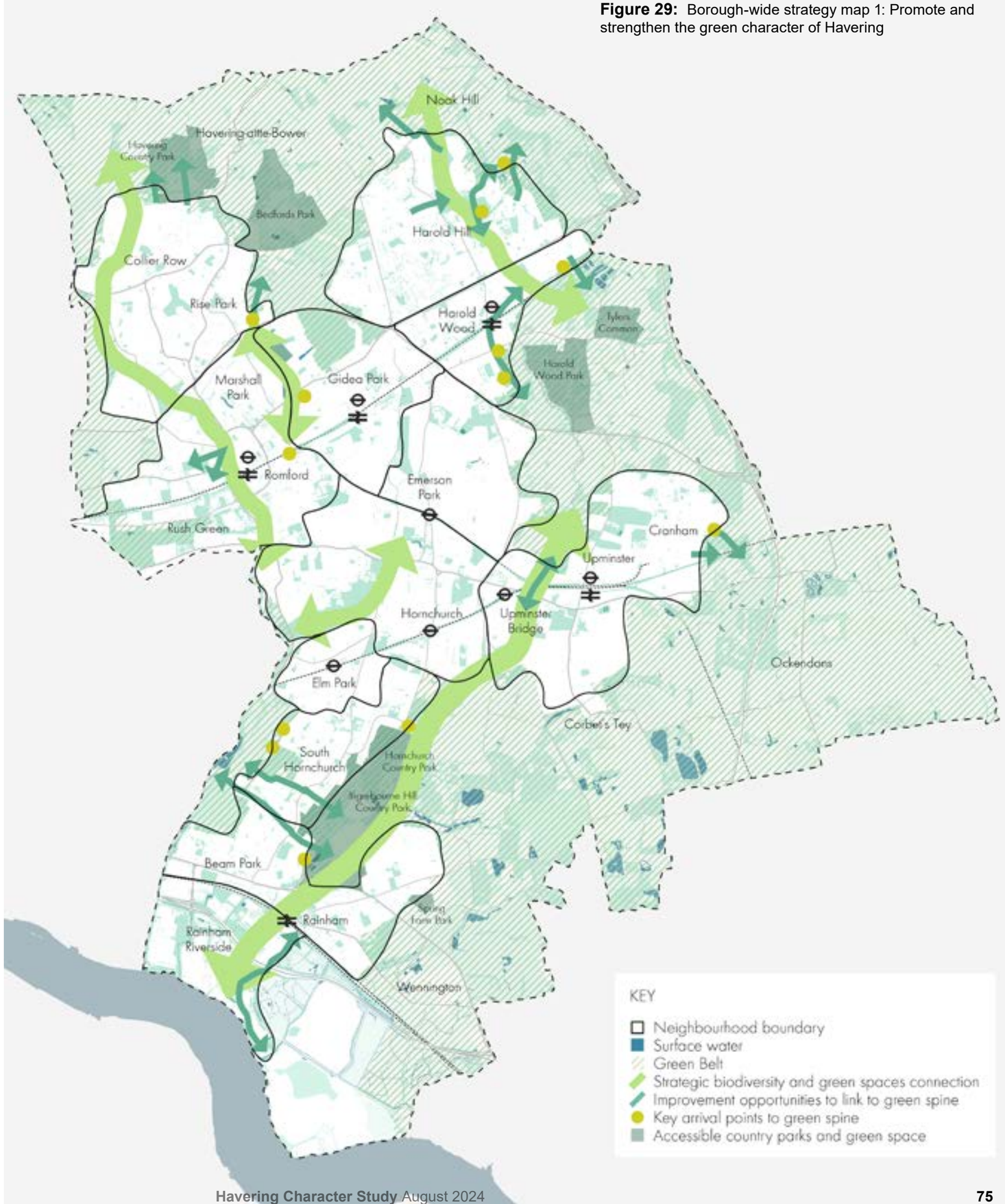
Key assets within the wider countryside (Green Belt)

- Not all of the Green Belt around the edges of the built up area of Havering is publicly accessible. Improve wayfinding to the spaces that are, and enhance the network of public footpaths in other areas.

Enhance the network of spaces within communities

- Recognise the important role in terms of the character and sense of place that small urban green spaces provide. Seek opportunities for further investment alongside new development.

Figure 29: Borough-wide strategy map 1: Promote and strengthen the green character of Havering



Theme 2: Celebrate and invest in the diverse heritage, existing communities and varied local centres of Havering

Celebrate and promote the heritage of Havering

- Promote and protect the existing network of listed buildings and conservation areas in Havering.
- Consider a new conservation area in Upminster town centre and extend the conservation area in Romford.
- Explore ways to draw in Havering's green open spaces as part of the Heritage storey of the borough.

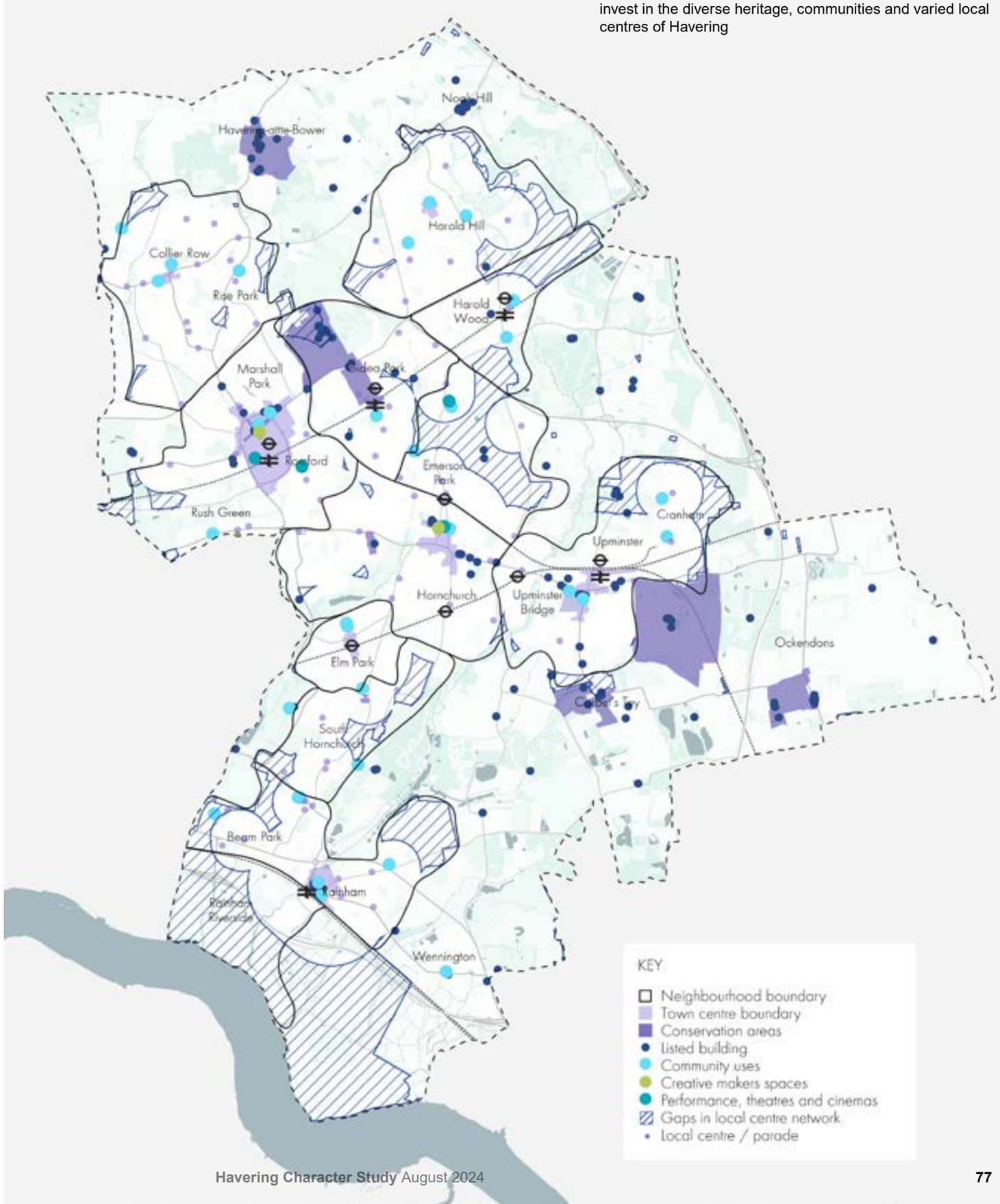
Community assets

- Explore ways to better celebrate the special places and communities in Havering - such as The Queens Theatre, creative maker spaces, country parks, visitor and adventure centres, museums and heritage assets, Romford Market and assets for local people such as community centres and libraries.

Parades and town centres

- Celebrate and enhance what is unique and special about the character of each town centre in Havering's network. Understand its USP the needs of the local community.
- Focus on understanding the gaps in the network of centres/parades. Which of these areas are particularly challenging in terms of existing deprivation, and could new development help to overcome any gaps in accessibility to services?

Figure 30: Borough-wide strategy map 2: Celebrate and invest in the diverse heritage, communities and varied local centres of Havering



Theme 3: Enhance the existing connections and strengthen movement opportunities between isolated parts of the borough

The spatial elements of the borough-wide strategy have been illustrated on the adjacent diagram, and the following expanded key helps to explain these key ideas:

Improve north-south connectivity for sustainable transport and active travel including bus priority / possible rapid transit measures and strategic cycle infrastructure

Improve river / canal / open space leisure routes for walking and cycling

Improve sustainable and active travel access to green space including measures to improve access for disabled and vulnerable users

Fully integrate the River Thames into the wider borough and growth area including links along the river for walking, cycling and buses, as appropriate

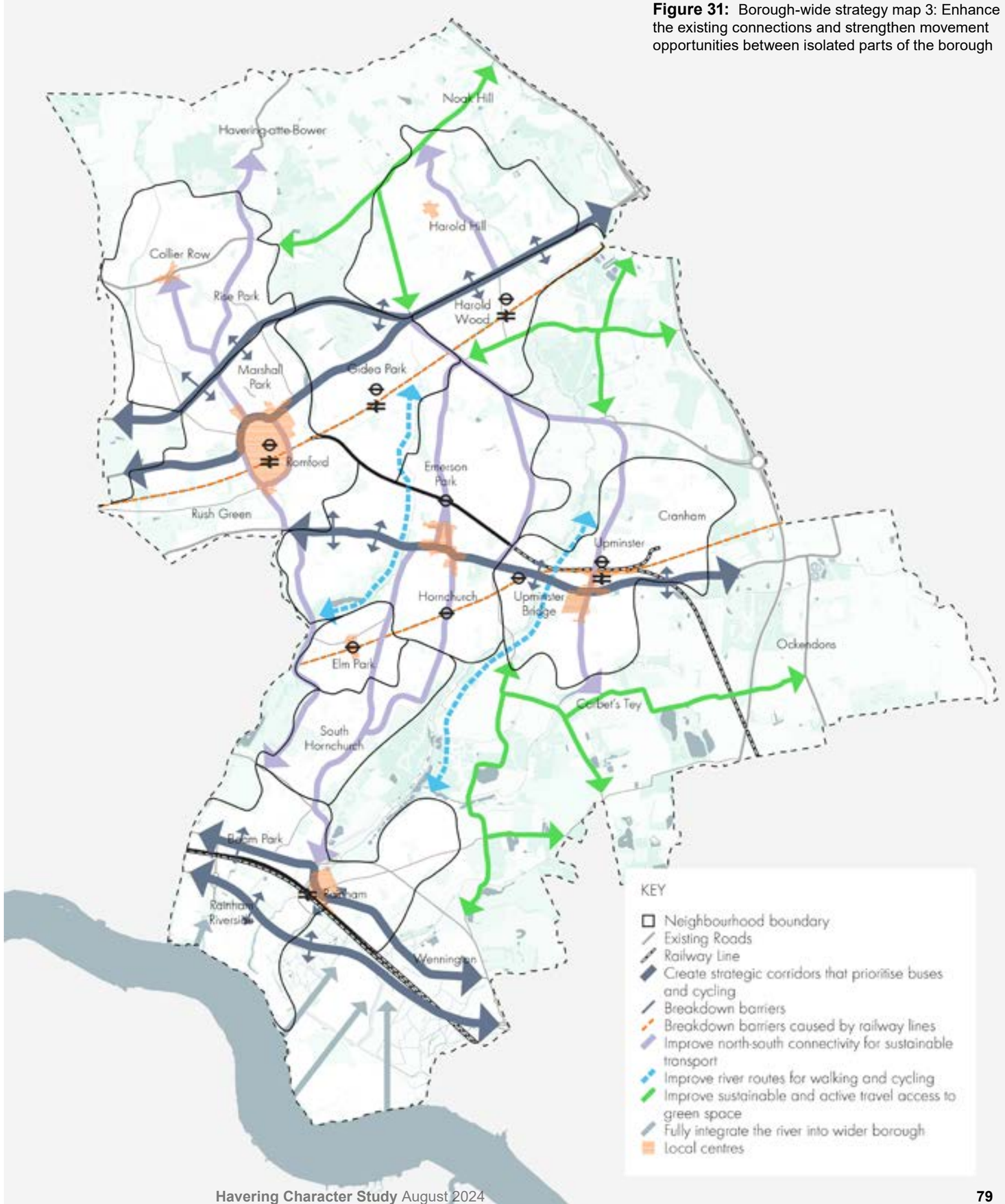
Ensure local centres, parades and other attractors are fully integrated into the surrounding neighbourhoods by sustainable and active travel including quality public realm, cycle quietways, safe and enjoyable walking routes and street greening

Create strategic corridors that prioritise buses and strategic cycling to reduce the impacts of congestion, poor air quality and support climate change action objectives

Breakdown barriers caused by major corridors and roads to enable greater integration of communities that lie either side and ensure routes and crossings are provided for pedestrians and cyclists to cross these major roads safely and conveniently

Breakdown barriers caused by the railway lines to provide greater integration of communities that lie either side and enable safe and accessible routes for pedestrians and cyclists to cross

Figure 31: Borough-wide strategy map 3: Enhance the existing connections and strengthen movement opportunities between isolated parts of the borough



Existing situation

The following key transport movement challenges have been identified as part of the baseline:

- The need to respond to the climate emergency
- High car dependency
- A large elderly population heavily reliant on private car use
- An increasingly younger population with limited public transport choices
- Pockets of deprivation with poor access to employment, health and transport opportunities
- An obesity and health crisis

Tools for change

- The emerging Borough-wide Transport Strategy sets out a framework for change
- The transport and movement opportunities in this characterisation study aim to build on Havering's Transport Strategy and tailor measures to respond to local characteristics and constraints, now, and in the future.

Supporting movement principles

The aim of the strategic movement principles are to ensure sustainable and active travel responses to Havering's overarching transport and movement objectives (see adjacent diagram). These are an important part of the borough-wide strategy, addressing those wider issues, constraints and opportunities identified as part of the baseline and in public consultation.

A set of six key principles have been identified. The spatial principles have been illustrated on the borough-wide diagram.

1 - A borough that promotes the bus

Become a leading borough that champions bus use. This will need to be supported by improvements to existing bus networks and the future proofing of new networks. It requires innovation and importantly improvements to existing bus reliability, timetables as well as integration with other travel modes and parking management across the borough and connecting counties.

A comprehensive and ambitious borough-wide bus enabling strategy would help to integrate the borough in a holistic and sustainable manner and in doing so, address the complex social, economic, health and climate issues that it faces.

2 - Loving local

Integrate town centres, high streets and parades into their local communities by walking, cycling and public transport, and provide local facilities and services that reduce the need for people to travel elsewhere, particularly by private vehicle.

This will require a placemaking approach that could include local transport hubs that integrate walking, cycling, public transport with wayfinding and community areas to encourage the take up of active and sustainable transport.

3 - Supporting isolated communities

Create a transport system that enables isolated communities including the elderly, the young and those with disabilities to live independent lives without the need for a private vehicle, as well as unlock currently car dominated and poorly public transport accessible places. This approach should utilise innovation and technology including Mobility as a Service, micro-mobility and car clubs to support local communities to travel without the need for private vehicle.

Measures to support local living including access to shops, leisure and health care should be considered to mitigate the need to travel large distances by private vehicle for such needs.

4 - Breaking down barriers

Breakdown barriers caused by building forms, major roads and railway lines to create a network of streets and spaces that are more integrated and accessible by active and sustainable transport. This will require a placemaking-led approach to the design and construction of new developments, major roads, junctions, accesses and crossings, that prioritise the accessibility for pedestrians, cyclists and buses.

5 - Green and clean

Better integrate existing and, create new green links that enable walking and cycling and support cleaner environments and healthier lifestyles. This could include extension of existing and identification of new walking and cycling routes along rivers and through parks that are seamlessly connected to local centres, stations, bus stops and other key attractors.

6 - Positive parking

Create a more sustainable parking system that plays a positive role in transport options that are available to the local community and visitors. This approach should include supporting sustainable freight, deliveries and servicing methods and ensuring that growth and development is provided in locations where there are tangible alternatives to car ownership. Where parking is provided, it should prioritise disabled users and sustainable vehicles in locations that are sympathetic to other road users.

Theme 4: Ensure a varied and contextual approach to growth and change

The adjacent plan shows how the existing character of the borough will shape any future change and how this will vary across Havering.

Conserve / reinforce the existing character...

- In Havering's conservation areas
- In and around Havering's green spaces

Enhance the existing character...

- Across most of Havering's residential areas. Look for smaller development opportunities that will enhance and complement the existing character of the area.
- Appropriate development that enhances the existing character of Havering's rural villages will also be supported.

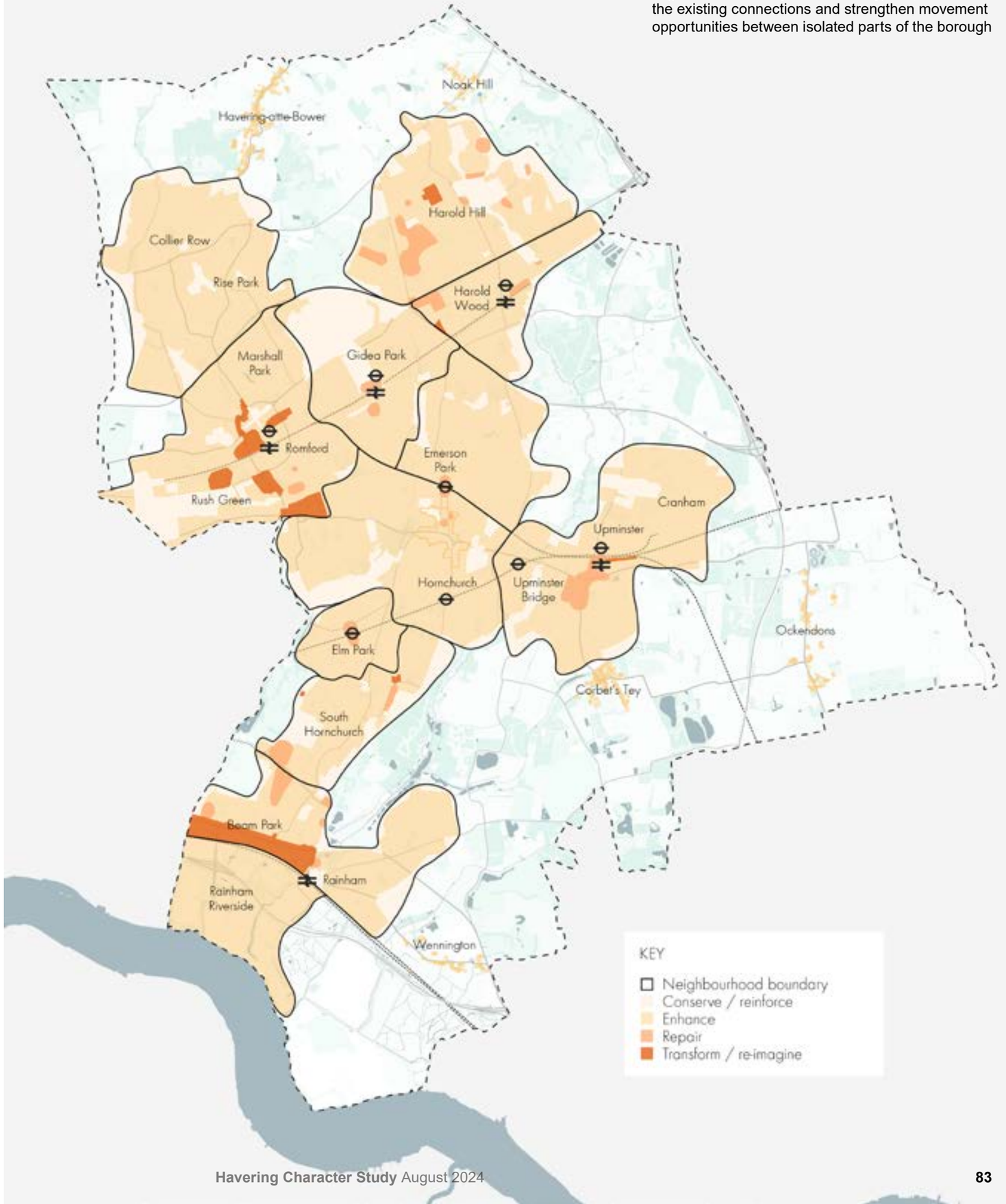
Repair the existing character...

- Some neighbourhoods or larger areas have been identified where the existing character should be repaired, but where there are more significant interventions required. Examples include parts of Upminster town centre, around the edges of some of the larger industrial sites, and investment in a number of residential estates.

Transform / reimagine the character....

- These are areas of the borough where new development will help to redefine and improve the character of the area. These will be significant areas of change for the borough and include Romford Town Centre, Beam Park, Harold Hill town centre and Gallows Corner.

Figure 32: Borough-wide strategy map 3: Enhance the existing connections and strengthen movement opportunities between isolated parts of the borough



Havering’s distinct typologies and issues

This section of chapter 3 deals with the typologies that are particularly distinct to Havering and considers challenges and key questions for these typologies in future growth in relation to Havering’s unique built character. Below the table summarises the key issues that have been identified as priorities for Havering’s evolving character and built form, particularly focusing on issues within the borough’s suburbs.

Wayfinding

This section deals with each of the three distinct typologies and two key issues within the table in turn. For the three typologies in the table the following structure is followed.

Firstly, the **context** is set for each typology looking at the location and extent that it can be found throughout Havering as well as typical form e.g. height, set-back, plot size, relationship with street. Next, a **key considerations** section for each typology is set out with an aerial image of one example of this typology within the borough. Next, a 3D model of this typology example is shown with **opportunities and constraints**. Next, a 2D mapped and 3D model of an **indicative proposal** or precedent for this typology example shows the design and planning considerations for the site. Finally, **precedents** are laid out showing good practice design for this typology within future development. This section should be used by residents, property developers and council officers when completing or assessing planning applications. The guidance has been carefully produced to work towards context-led places and spaces in future development.

	Enhancing local parades & centres	Infill development in suburban areas
Distinctive Issue	Havering has a high prevalence of parades / local centres, due to the planned nature of many neighbourhoods. Many of these could be more intensively used or need investment to raise the quality of neighbourhoods and better serve their communities.	Havering has a prevalence of low-density planned housing forms, which have an attractive suburban character. This presents potential opportunities for infill developments which need to be assessed for appropriateness and require careful planning and design.
Typical form		
Typology	• Town Centres • Local Centres • Linear Parades	• Villa / detached • Garden suburb • Suburban terrace • Cottage estate
Key Questions	• As sustainable locations for growth, how can they be intensified whilst enhancing surrounding character? • How can parades better support communities?	• What are the correct densities and typologies for infill sites? • What is a modern interpretation of suburban character? How can the architectural character of an infill site vary to its context (is it entirely within a block or does the site have a street edge)?
Design guidance	• Illustrated by case study example • Impact of rooftop extensions and densification (what is the appropriate uplift relative to context) • Impact of rear extensions (access and servicing) • Impact of mixing uses/introducing residential (amenity space, car parking)	• Illustrated by case study example • Key design challenges including - separation distances - minimum access requirements - expectations around amenity space - expectations around density - expectations around architectural character

Transitions	Issue: Streetscene	Issue: Green character & sustainability
As a borough with large areas of a consistent prevailing character, there are definitive transition points between these distinctive zones. New development should help to mediate between these areas.	The **quality of Havering’s streets** have a big impact on the overall impression of the borough. Havering has a series of busy, functional but divisive corridors which need investment to improve their character. Its residential streets could be enhanced and retrofitted to create more sustainable and green places.	Havering is **a green borough**. New development must reflect this key characteristic whilst making an efficient use of land and prioritising sustainability. Changes to existing homes should also prioritise energy efficiency.
		
• Arterial routes • Industry • Big Box retail	• All	• All
• How should sites be designed to mediate changes in character or scale? • How should sites be designed to mediate between changes in land use?	• How should Havering’s key corridors be adapted as active and sustainable routes? • How can Havering’s lower density streets be adapted to make them more resilient?	• How can we learn lessons from the qualities of places such as Gidea Park that are celebrated by local residents? • How can we integrate green ideals without promoting low density new development?
• Illustrated by case study example • Key design challenges including - ground floor interface / thresholds - expectations around amenity space - scale and massing	• Illustrated with precedents and x 2 sections - Incorporating all transport modes and parking - Incorporating greening - Future-proofing – electrification and micro-mobility	• Illustrated with precedents • Key design challenges including - An expectation for a landscape-led approach - Impact on plot layouts - Examples of retrofitting to improve sustainability

1. Enhancing Parades and Local Centres

Havering has a high prevalence of parades and local centres, compared to other London boroughs, due to the planned nature of many of Havering's neighbourhoods. These are sustainable locations for people to live due to the range of services that are located in the ground floors of these buildings. Generally parades are also well connected by bus routes as they are located on key routes and have been identified as destinations.

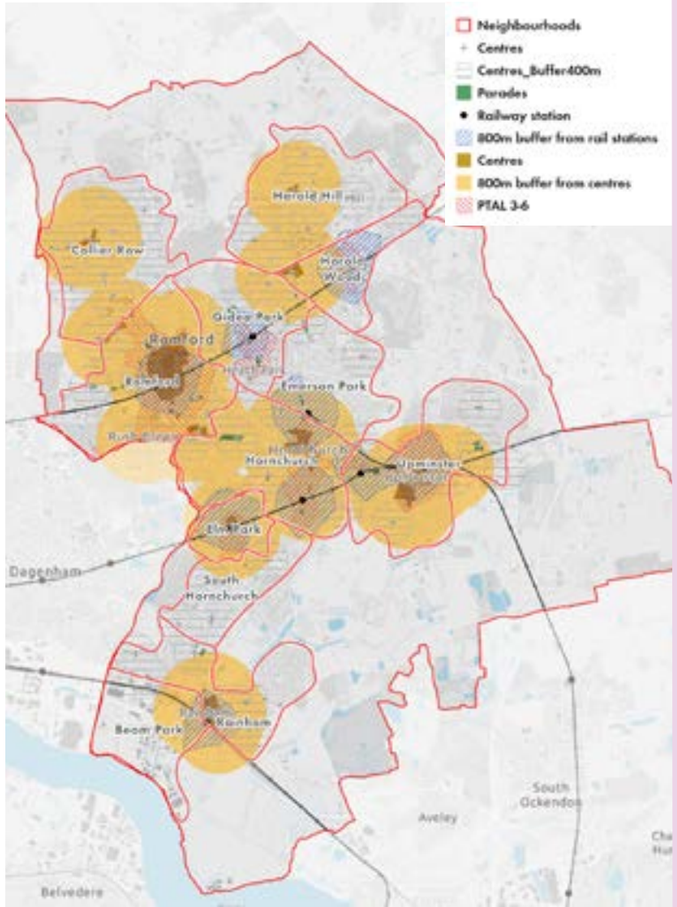
Often parades have large service areas and surface car parks, and the borough often receives planning applications to add additional storeys. The case study set out over the following pages illustrates how these parades can be intensified whilst enhancing the surrounding character and enhancing the parade as an asset for the local community. Two common types of parades have been identified within the borough:

Metroland

- Typically 2 storey
- Typical ground floor uses: convenience shops, takeaways, independent service businesses
- Typical upper floor uses: commercial / storage
- Setback from the street, allowing for an opportunity for public realm enhancements
- Large servicing yards and car parks behind parade

Stacked / Estate parades

- Typically 3-4 storey
- Location: Parades in the North East (Harold Hill, Harold Wood) and typical in local centres such as Elm Park, Upminster and Hornchurch
- Typical ground floor uses: convenience shops, takeaways, beauty, betting
- Typical upper floor uses: residential - often set back
- Often a narrower set back
- Small and narrow service yards, typically split into plots



This Google aerial view of Hornchurch illustrates some of the key considerations and opportunities for new development on these types of sites, when considering the wider area. Consider the following:

- Identify Typology
- Assess Form, Scale, Mass, Height
- Consider Context, Street Use, Connectivity
- Choose Materiality, Sustainability, Landscape Strategy

1. 10 minutes walk to Emerson Park station
2. Large areas of surface car parking
3. Open rear service yards
4. A consistent scale of between 2 and 4 storeys
5. A listed terrace and other attractive non-listed assets
6. Immediate low-rise suburban context
7. 10 minutes walk to Hornchurch Station (PTAL rating is 3-5 across the centre)

Figure 33: Existing context. Source: Google Earth

This 3D model of the site in Hornchurch illustrates some of the key considerations and opportunities for new development on these types of sites. Consider the site level opportunities and constraints:

- Local Heritage
- Accessibility
- Public Realm
- Landscape

Opportunities example	Constraints example
1. A listed terrace and other attractive non-listed assets	2. A lack of enclosure to Fentiman Way
	3. Large areas of surface car parking and service yard
	4. A flat roofed structure of 3 storeys
	5. A wide footway with a bus stop
	6. A consistent scale of between 2 and 4 storeys

Figure 34: Existing context

Development on these types of sites needs to consider a number of design and planning considerations. A building on a site like this should:

1. Provide frontage to the rear street (Fentiman Way) to repair the street scene, with access to the building direct from the public route. It should be set-back to create a wider and continuous footway with tree planting.

2. Parking provided for car club, cycles, electric and disabled badge holders. Where higher parking levels are proposed, a reduction in building footprint is likely to be required.

3. Boundary treatments required to amenity space at ground floor to provide delineation to service route.

A single storey rooftop extension to deliver 3 storey flats above the existing ground floor retail units. Detailed design considerations will include:

4. The delivery of amenity space for new flats via set-backs to create private terraces.

5. Access to new residential units will be from the High Street to avoid residents entering the service yard at the rear.

6. The existing ground floor rear extensions will be consolidated to create a clear one-way service route with designated bays at the rear of ground floor units.

7. Investment in High Street should include street tree planting, improving the bus stop layout, pedestrian crossing and pavement materials.

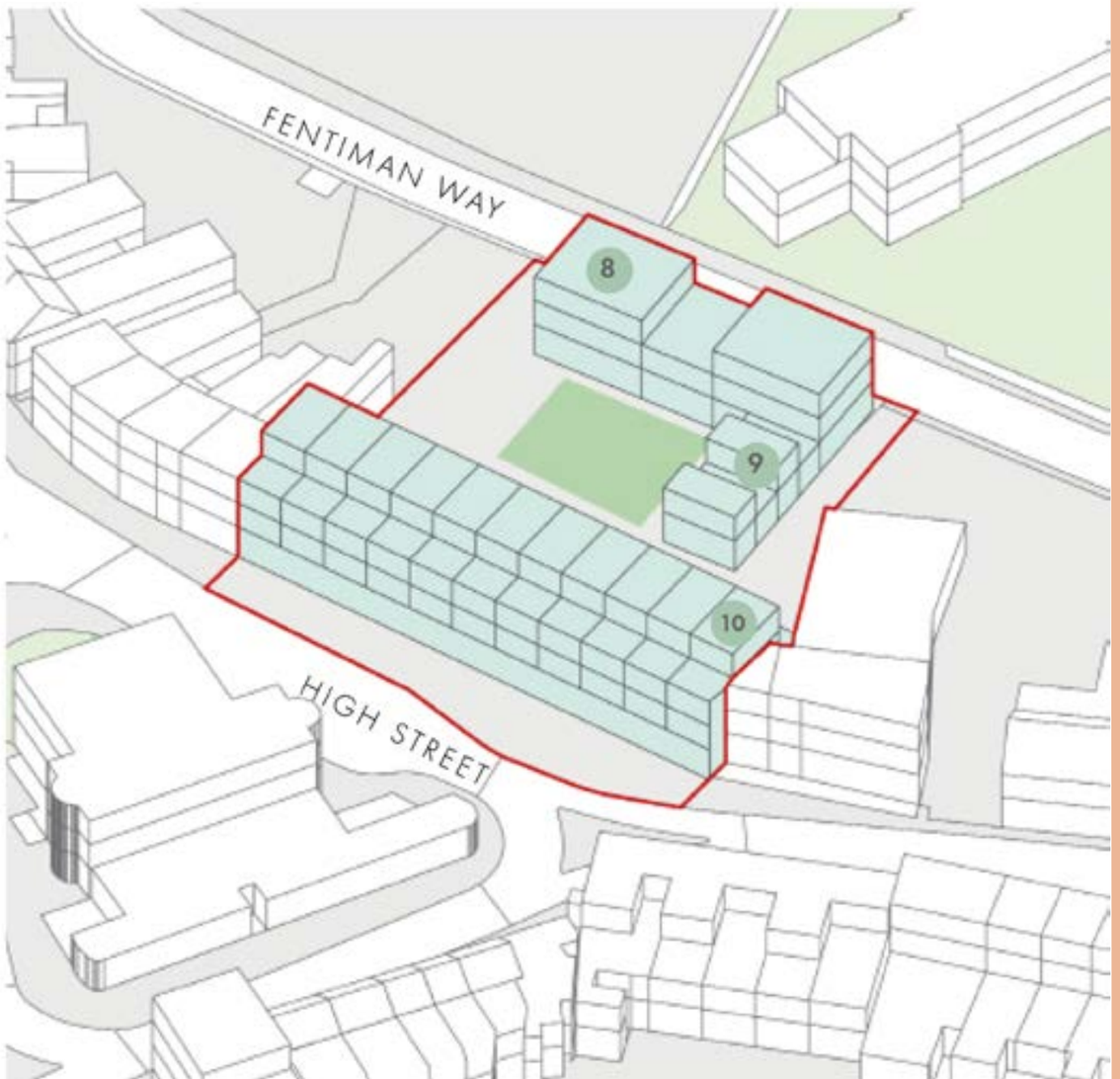
Figure 35: Indicative proposals

8. A deck access building on this infill site would allow a narrower building form with well ventilated, dual aspect units. Amenity space should be delivered via the rooftop, balconies and rear garden. Buildings facing Fentiman Way should range between 2 and 3 storeys.

9. One to two storey mews style houses would need to be carefully designed to prevent overlooking from any upper floor windows facing east. Flat roofs and first-floor private terraces are designed to deliver required amenity space. Homes should have front doors from the mews street which could also contain a small amount of car parking for residents.

10. A rooftop extension as shown would add a floor to existing units to create larger family units. A rooftop extension to create additional dwellings would require a more detailed access strategy - e.g. creation of an additional stair/lift core.

Figure 36: Indicative proposals



Key principles

Retrofit first - Existing buildings should be retained and adapted to enable increased capacity and changes of use that support the centre's vibrancy and vitality.

Complete the block - When introducing new development to the rear this should resolve fronts and backs and ensure clear servicing and access to all uses.

Gentle intensification - centres and parades should maintain an uplift in intensity and building height, but this should not be excessive. Adding one additional storey set back from the frontage is generally the most appropriate solution.

1. Foundry Mews, Barnes by Project Orange (Image Source: Jack Hobhouse)

This site, tucked behind the traditional range of shop buildings fronting Barnes High Street was formerly the home of an MOT and car body repair workshop. The development creates an artisan mews where workspace and living space combine in an intimate courtyard setting, reminiscent of small-scale workshops. The scheme creates seven duplex dwellings above a plinth of studio workspace accommodation. Materials are traditional but with contemporary details. Amenity space is delivered via private terraces. No car parking is provided.

2. Copper Lane in Stoke Newington by Henley Halebrown (Image Source: Henley Halebrown)

This scheme is embedded within the centre of a block behind the high street. Generally this co-living schemes faces inwards at first floor to an internal courtyard help overcome overlooking issues to neighbouring properties. The scheme allows for a continuous perimeter of communal gardens which creates a set-back from neighbouring properties.

3. St James Street, Walthamstow

Refurbishment and upper storey extension of vacant pub site in Walthamstow to create new commercial and residential space.

2. Infill development in suburban areas

Havering has a prevalence of low-density planned housing forms, which have an attractive suburban character. This presents potential opportunities for infill developments which need to be assessed for appropriateness and require careful planning and design.

Common infill development opportunities might occur where:

- Larger gardens can be joined together to create a development plot
- Areas within the centre of a block changes use - for example garages or light industrial spaces that are no longer required
- Areas of hard-standing or large verges could be utilised for development without negatively impacting on the existing character. This might help improve the feeling of safety in an area through enhanced frontage and overlooking.

A potential site will need to be assessed carefully to understand if it is appropriate for infill development to deliver new homes. Some sites will not be appropriate and this might include sites within a ‘cottage estate’ area where the proposed site is contributing to the overall style of the area. Sensitive areas of heritage may also not always be appropriate for infill development, or where the redevelopment of a large detached property would have a significant change in the predominant character. Key factors will include:

- The ability to maintain a threshold level of green infrastructure
- The ability for the site to fully resolve parking demand, servicing and movement needs
- The ability for the site to be a considerate neighbour - in keeping with the existing scale and grain of the area. A site may be either very visible or not visible (i.e. corner or backlands) which will help determine the approach to design issues such as roofscape, curtilage and materials.

A future Suburban Design Guide would be helpful to determine thresholds and rules of thumb for backland development. This could include:

- Minimum block depths
- Back-to-back and front elevation set-back distances
- Minimum access and parking requirements more closely tied to PTAL/type of location
- Minimum amenity standards to be delivered to further enhance Havering’s green character
- A tool related to the above points to determine appropriate densities

Examples of suburban residential rear infill development in different parts of the borough with different character.

Figure 37: ONS Map of Mawney Park 1949-1973. National Library of Scotland

Figure 38: Aerial Map of Mawney Park 2024. National Library of Scotland

Figure 39: ONS Map of Parkstone Avenue, Emerson Park 1949-1973. National Library of Scotland

Figure 40: Aerial Map of Parkstone Avenue, Emerson Park 2024. Google Earth

Key considerations

This Google aerial view of Romford illustrates some of the key considerations and opportunities for new development on these types of sites, when considering the wider area. Consider the following:

- Identify Typology
- Assess Form, Scale, Mass, Height
- Consider Context, Street Use, Connectivity
- Choose Materiality, Sustainability, Landscape Strategy

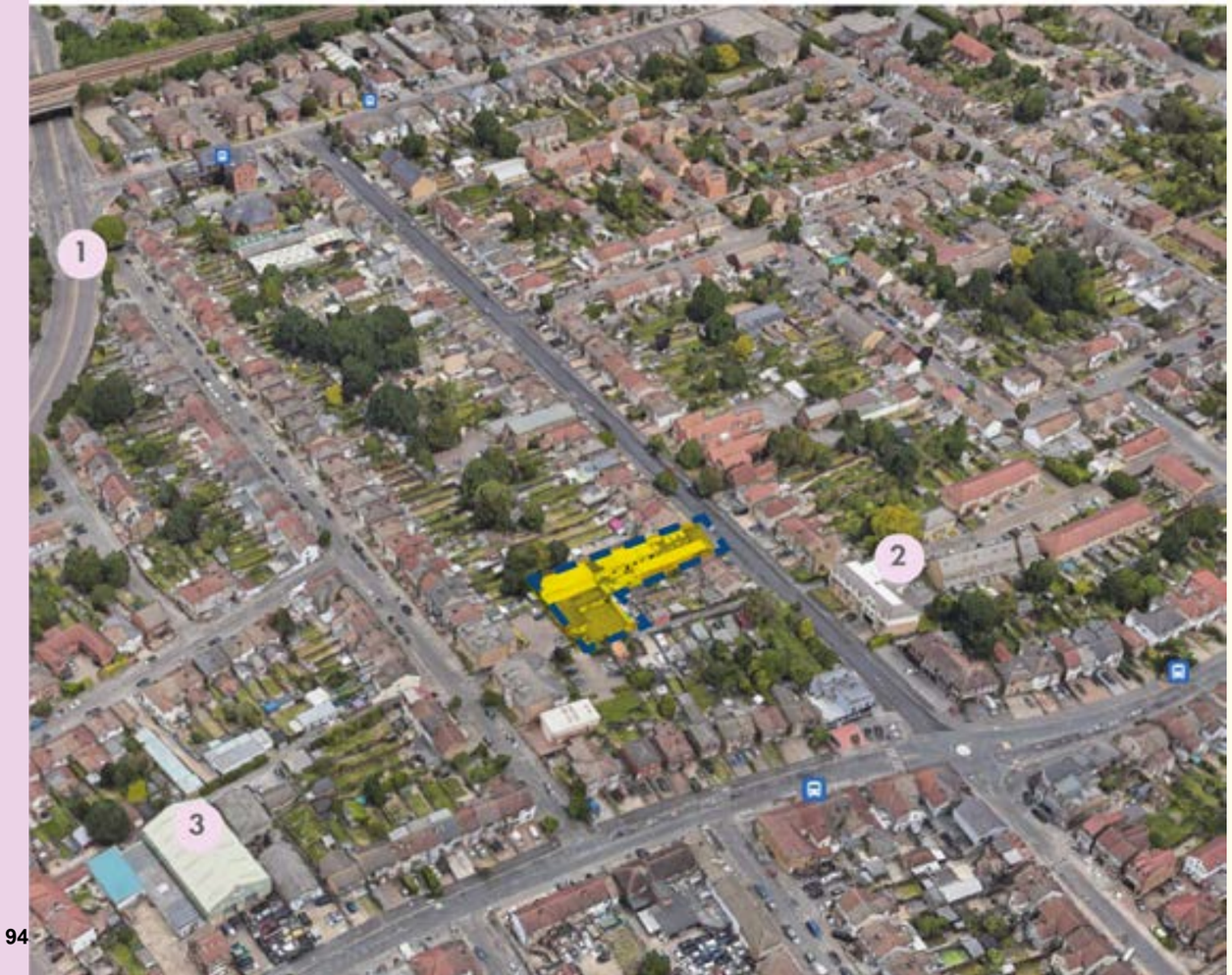
1. The accessibility of an area will have a significant impact on how a scheme can be designed given the need to consider the integration of car parking in less accessible locations. Here the site is a 10 minute walk to Romford station and town centre, with a PTAL rating of 4

2. Deep blocks with a mixed character and different types of residential infill development rear service yards

3. Potential future opportunities such as garages and car parking

4. Generally an area with fairly limited public amenity and low levels of street planting

Figure 41: Existing context. Source: Google Earth



Opportunities and Constraints

This 3D model of a site in Romford illustrates some of the key considerations and opportunities for new development on these types of sites. Consider the site level opportunities and constraints:

- Local Heritage
- Accessibility
- Public Realm
- Landscape

Opportunities example	Constraints example
1. Proximity to Romford town centre	1. Narrow building facing Albert Road creating a gap in the frontage and lack of consistency in the street scene
2. Consistent surrounding suburban character	2. Generally single storey sheds and garages adjacent to long neighbouring gardens
	3. Existing vehicular parking and garages accessed from Moss Lane
	4. Narrow lane unsuitable for service vehicles

Figure 42: Existing context

Good practice principles

Development on these types of sites needs to consider a number of design and planning considerations.

1. Housing should mirror the scale and grain of adjacent properties, and mend the gap in the frontage. Pitched roofs should reflect those of surrounding properties. Small private amenity spaces should be provided.

2. If a unit is fronting the street, parking should be provided for cycles, electric charging, disabled badge holders and delivery/service vehicles. Otherwise infill development at rear is car free.

3. Mews style houses within the plot have flat roofs and 1st floor private terraces to deliver amenity space. Careful design of upper floor windows will be required to minimise overlooking with angled, screened or louvered windows.

4. In these types of locations the separation distances between front elevations should generally be no smaller than the height of the development facing each other. Where sites are constrained, separation distances might be difficult to achieve, massing could be stepped backwards and forwards to achieve better distances at intervals.

5. Distances between rear elevations should be carefully designed to maintain privacy. A minimum of 12m should be achieved in a suburban setting.

6. Waste collection will need to centralised and arranged in order to reduce service vehicle movements through the site.

Figure 43: Selection of images of Moray Mews © Peter Barber Architects

Good practice precedent

Moray Mews, Peter Barber Architects

Moray Mews has contextual similarities to the Romford example above with it sitting to the rear of semi-detached housing. Originally a site comprised of derelict workshops and some scrub land, it now boasts a highly articulated row of mews. The castellated facade improves views from the surrounding Victorian housing, due to the 1 to 2 storey variation.

This notched design also allows for a private courtyard for each home, reducing the overall massing while making it more visually permeable for surrounding homes. Additionally, the courtyards provide the opportunity for inward facing windows, permitting no overlooking onto existing rear properties.

Key principles

Respect the grain - building footprints should be finer than existing character and massing should be subservient to existing buildings.

Retrofit soft landscape - a key issue has been the loss of front gardens in suburban streets, as part of backland development this should be reversed on associated existing properties.

Manage parking - it is essential that parking is fully managed within the backland site, but it should not dominate the site layout.

1. Ilchester Road, Becontree Estate and Woodmore Mews, Charlton - both Peter Barber Architects

These mews schemes of differing scales show examples of relatively dense housing development, delivered successfully in suburban outer London contexts. These type of schemes require low or no vehicular movements with limited car parking provision.

2. Graveney Mews, Inglemere Rd, Merton

Creative provision of amenity space via inset balconies, screened roof terraces and small rear patios. Upper floor windows are frosted or screened to maintain privacy .

3. Copper Lane, Stoke Newington by Henley Halebrown

London's first co-housing scheme consists of six homes with shared facilities. The buildings are not small but are cleverly designed to avoid any overlooking - maximising landscape/space around the edge of the site and facing inwards to a central courtyard.

4. Landells Road, East Dulwich by Hampson Williams

A low-rise form with screened upper windows - accessed via a pedestrian route from the frontage of an existing Victorian terraced street.

3. Transitions

As a borough with large areas of a consistent prevailing character, there are definitive transition points between these distinctive zones. New development should help to mediate between these areas.

These points of mediation will be about taking into account the character within each distinctive area in any new design. This might include but will not be limited to:

- Scale and massing: ensuring that new development has a mediating role and is not over-scaled in a suburban setting.
- Land use: consider how buildings and public realm can be used as buffers or set-backs to more comfortably transition between character types. Material palettes may need to be more durable and robust to withstand a more mixed use environment.
- Typology: consider how new development can best deliver a mix of housing types to help gradually transition from a more homogeneous setting
- Green and urban: Where urban areas meet green areas or open countryside new development should provide an active frontage. Back fences should not be the edge condition. Front doors and routes facing green spaces will help encourage access whilst also gaining visual amenity.

Figure 44: Transition between land uses - residential and light industrial

Figure 45: Transition in scale and typology

Figure 46: Transition between typologies © Google streetview

Figure 47: Transition between urban environment and countryside

Key considerations

This Google aerial view of Rainham illustrates some of the key considerations and opportunities for new development on these types of sites, when considering the wider area. Consider the following:

- Identify Typology
- Assess Form, Scale, Mass, Height
- Consider Context, Street Use, Connectivity
- Choose Materiality, Sustainability, Landscape Strategy

1. Immediate context of mixed suburban typologies without a very consistent character. Generally the public realm is not of high quality and there is relatively low access to local green space

2. 15 minute walk to potential future Beam Park station

3. New Road - a key 4 lane corridor from A13/central London to docks/Purfleet. Mixed in both use and scale with a relatively poor environmental quality

4. The opportunity area has resulted in an increase in scale and density

5. 15 minute walk to Rainham station

Figure 48: Existing context. Source: Google Earth

Opportunities and Constraints

This 3D model of the site in Rainham illustrates some of the key considerations and opportunities for new development on these types of sites. Consider the site level opportunities and constraints:

- Local Heritage
- Accessibility
- Public Realm
- Landscape

Opportunities example	Constraints example
1. Consistent and intact attractive Victorian terraces. Long rear garden with new homes delivered replacing garages to rear of properties	3. Immediate context of mixed suburban typologies - bungalows, semi detached, small blocks of flats & terraces. 1-3 storeys
2. Close to potential future Beam Park station	4. Relatively poor quality public realm with limited street tree planting
	5. Existing car repair, car wash and tyre services

Figure 49: Existing context

Development on these types of sites needs to consider a number of design and planning considerations.

1. Mews style houses: These homes have flat roofs with1st floor private terraces to help deliver the required private amenity space for each dwelling. Upper floor windows and terraces may need to have screens/shields for privacy, particularly facing north. Garages could be integrated within each home to help meet existing parking standards.

2. Short terraces of homes with private gardens are set back from the street to allow for generous street tree planting and on-plot car parking. This density of development would help to mediate to the surrounding suburban scale.

3. A centralised amenity space has been created to deliver a new local play and exercise space.

4. A centralised car park would prioritise disabled, car clubs and electric vehicles. Cycle parking will also be provided.

5. Stacked maisonettes with roof terraces and balconies help to deliver a range of housing types.

6. A larger building on New Road would deliver a range of flats. This building should provide a strong and consistent frontage to help repair the street scene. Amenity space is provided on the rooftop, through balconies and the rear garden. The building should be accessed from New Road with doors and windows facing the street.

7. Public realm enhancements should include street tree planting, pavement widening and material upgrades.

Figure 50: Indicative proposal

This scheme has a more varied scale and massing. The site is quite large and New Road is a wide and significant corridor which provides a more comfortable setting for a step up in scale.

1. 1 - 2 storey mews homes that are subservient to the primary frontage whilst making use of the developable land at the rear of the plot.

2. 2 - 2.5 storey homes in short terraces in keeping with the scale of Cherry Tree Lane and Philip Road.

3. 3 - 3.5 storey stacked maisonettes gradually stepping up the scale towards New Road.

4. The block of flats designed on the New Road frontage illustrates a number of principles in terms of scale and massing:

- Significant variance in scale along the primary frontages.
- Stepping up to tallest elements focused at junctions / corners.
- Mediation to lower scale existing. .buildings (although wider roads or junctions can accommodate taller elements)

Figure 51: Indicative proposal

Key principles

Use a mix of typologies - consider the typologies surrounding the site as well as innovative options, to create an interesting but sensitive transition.

Get the ground level right - ensure that the ground floor and its interface with the street are well designed with: active frontages, front doors on the street, well-designed thresholds, well-integrated bins and bicycle storage and positive public realm.

Manage massing sensitively - ensure the step down in building heights is gradual and that taller elements are well positioned to avoid overshadowing.

1. Burridge Gardens, Clapham

Redevelopment and intensification of a Peabody Estate to deliver an uplift in homes.

2. Banhams, Earlsfield, LB Wandsworth

A scheme on the edge of an industrial estate that mediates in character between the residential context and the harder character of the industrial estate. This is achieved through careful design of scale, form and material palette.

3. Stanmore Place, Canons Park, LB Harrow

This scheme delivers new homes at a higher density than its surrounding suburban context and uses an innovation/business centre to mediate or provide a buffer between the industrial uses to the south, and new homes to the north.

4. Saxmundham, Suffolk

Parts of Havering are much more rural or have a lower density suburban character. This example shows how homes can have a direct and active relationship with surrounding green spaces.

5. Barrier Park, Woolwich

New homes are planned to directly overlook green spaces and amenities such as children's play areas.

4. Havering's street scene

The quality of Havering's streets have a big impact on the overall impression of the borough. Different types of streets will inevitably have a different type of character based on their role in the overall movement hierarchy of the borough. Havering has a series of busy, functional but divisive corridors which need investment to improve their character. However, just because a street has a significant movement role, it does not need to have a poor quality public realm or environmental quality.

Havering's residential streets are varied in quality. Some, such as around Gidea Park provide a helpful precedent for how green elements can be incorporated into the streetscene. Two example cross sections have been developed to illustrate:

- How Havering's key corridors be adapted as active and sustainable routes?
- How can Havering's lower density streets could be adapted and retrofitted to make them more resilient, to create more sustainable and green places?

Figure 52: An example of a corridor in need of transformation - the Gallows Corner area

Figure 53: Examples of large areas of metroland where no greenery exists in the street section, illustrating where tree planting and the restoration of front gardens are a priority

Arterial routes

- Arterial routes are corridors with a strategic role for London and the home counties.
- Improvements to these routes will typically require agreement with TfL and neighbouring boroughs
- Although arterial routes are typically designed for vehicles, designs should seek opportunities to create high quality fast routes for buses, strategic cycling and enable pedestrians and cyclists to connect with neighbouring communities safely and easily
- Trees and planting should be selected to respond to the scale of the street, climate change and ability to intercept pollutants (where possible).

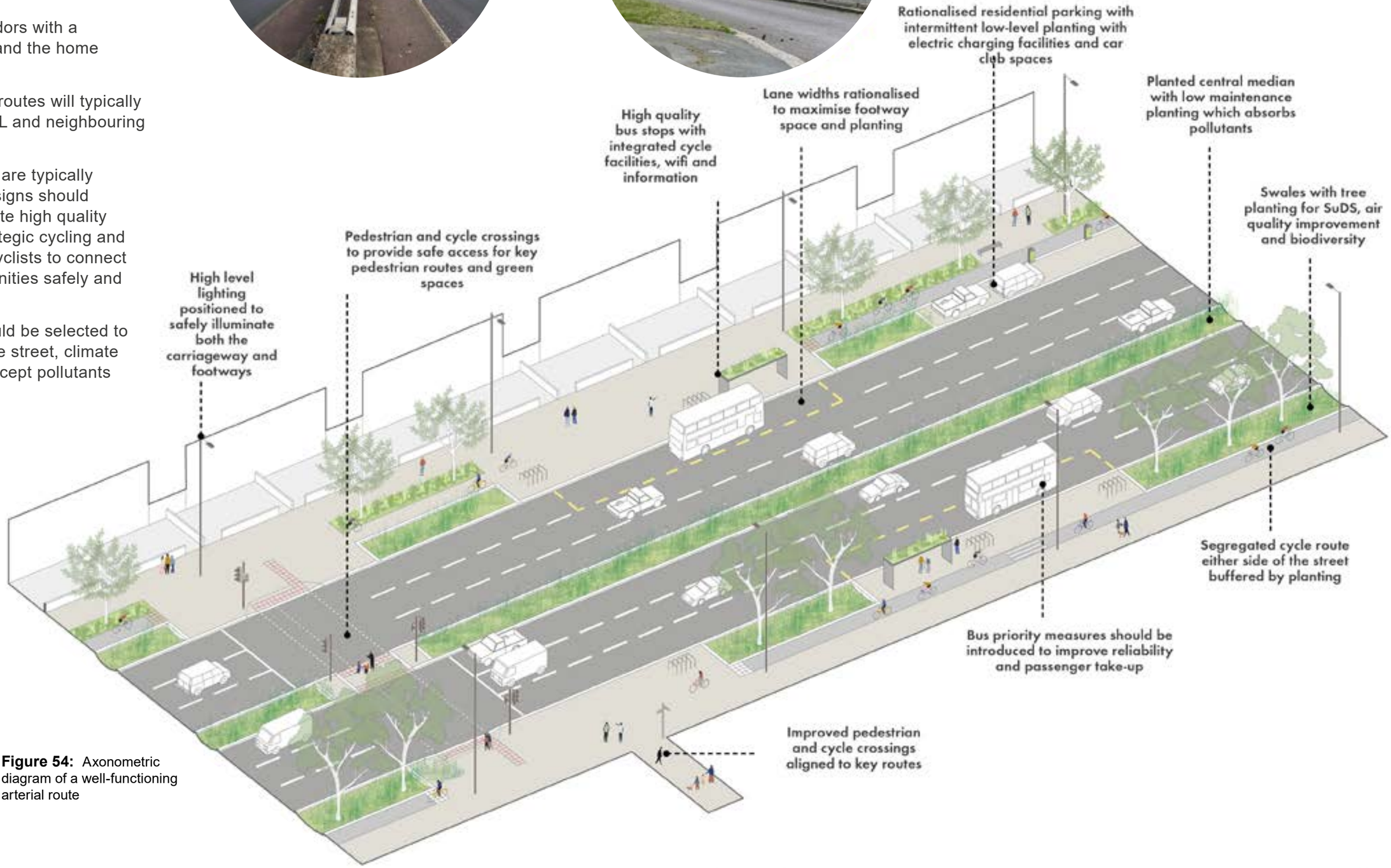


Figure 54: Axonometric diagram of a well-functioning arterial route

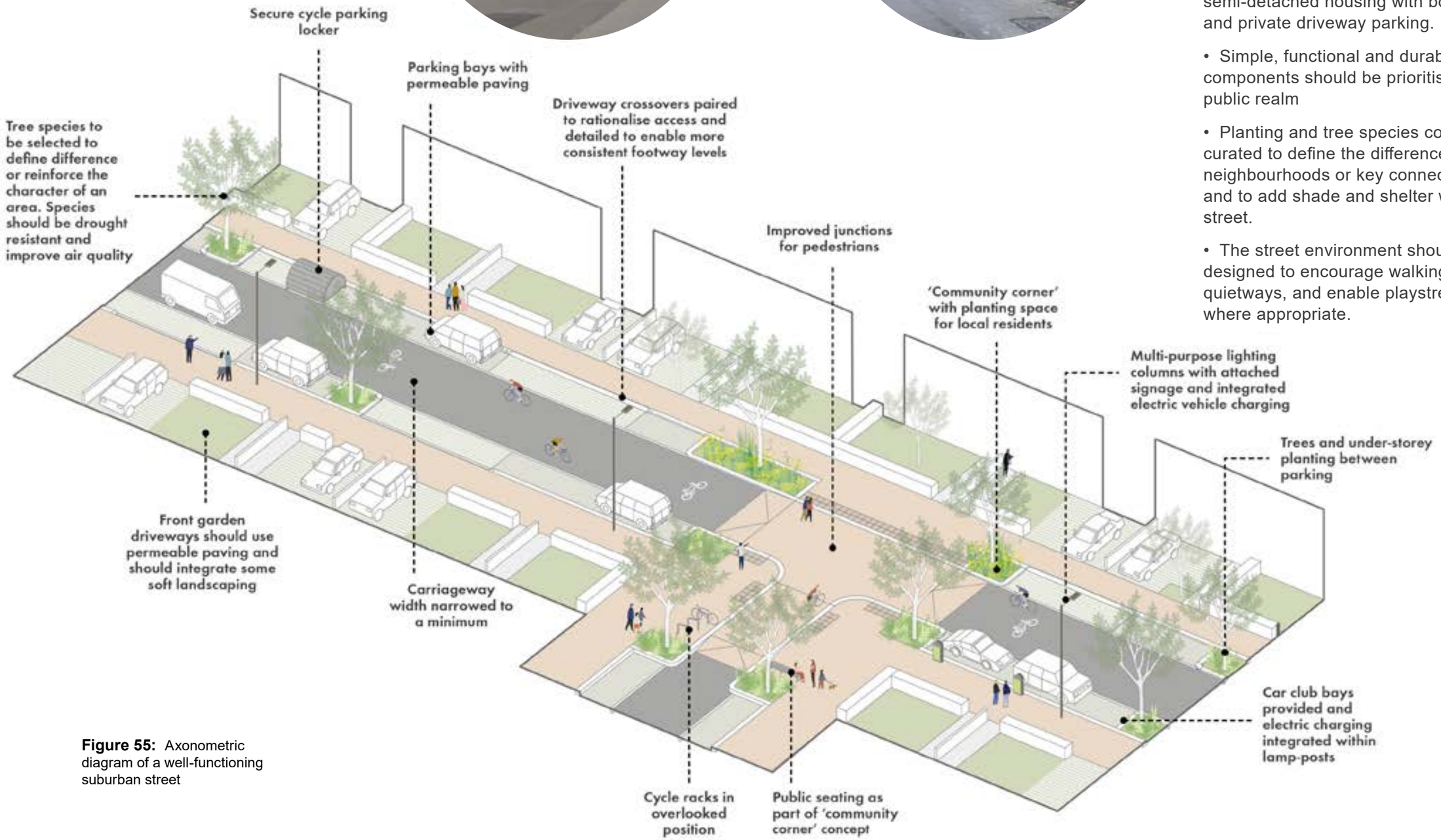


Figure 55: Axonometric diagram of a well-functioning suburban street

Suburban streets

- Suburban streets are typically in areas of semi-detached housing with both on-street and private driveway parking.
- Simple, functional and durable components should be prioritised within the public realm
- Planting and tree species could be curated to define the difference between neighbourhoods or key connecting streets, and to add shade and shelter within the street.
- The street environment should be designed to encourage walking and cycling quietways, and enable playstreet events where appropriate.

5. Green character and sustainability

Havering is considered a very green borough and it is a highly valued characteristic by local people. This character provides a strong basis in considering climate resilience.

The map below illustrates how green each part of the borough is. It is a strategic urban green factor analysis, based on the London Plan Urban Greening Factor, where a score of 1 is a completely green field and a score of 0 is hard standing with no greenery at all.

A score of 0.3 in a non-residential area and 0.4 in a residential area is considered the minimum level required. All those areas showing as red, orange or yellow on the map will become increasingly less attractive and less comfortable in future climate scenarios. But many of the neighbourhoods currently showing as 0.4 or 0.5 will also require improvements.

Priorities for the borough will be to introduce urban greening in the form of street trees, planting and green roofs / walls within areas which score less well.

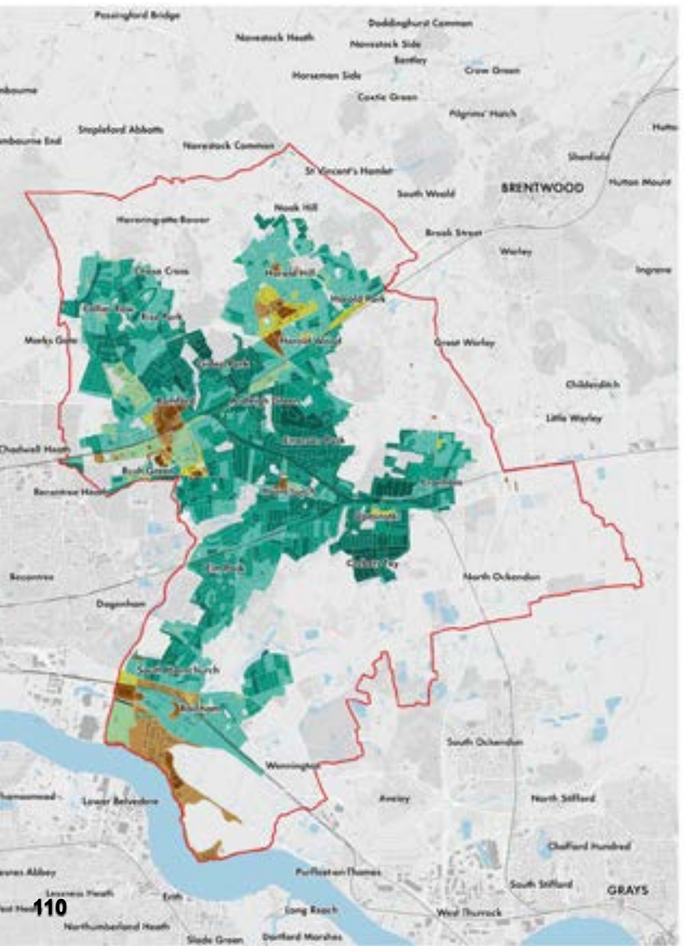


Figure 56: Strategic Urban Greening Factor Scores in Havering

In addition to urban greening, the character of the borough has other implications with respect to climate change. The character study provides an evidence base on the priority typologies and interventions with respect to climate mitigation. By understanding the energy performance of different building typologies a focused strategy can be established to identify the priority changes required to make the borough's existing stock more energy efficient.

Energy Performance Certificates for each building indicate their current level of energy efficiency, alongside the building's potential performance post-intervention. Whilst this data is not perfect it does help give a good indication of which building types in the borough need to be addressed as a priority and the neighbourhoods in which these occur.

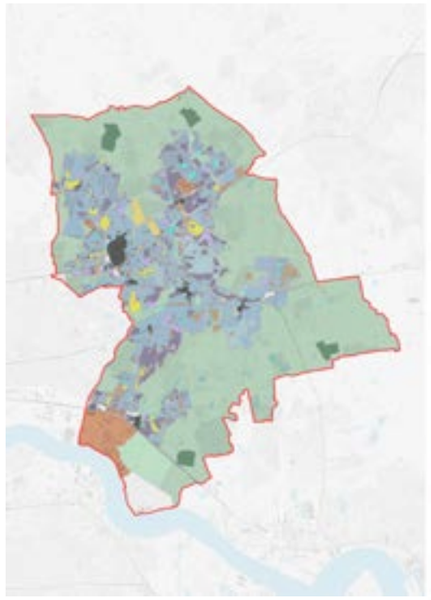


Figure 57: Typologies in Havering. For larger size see earlier in report.

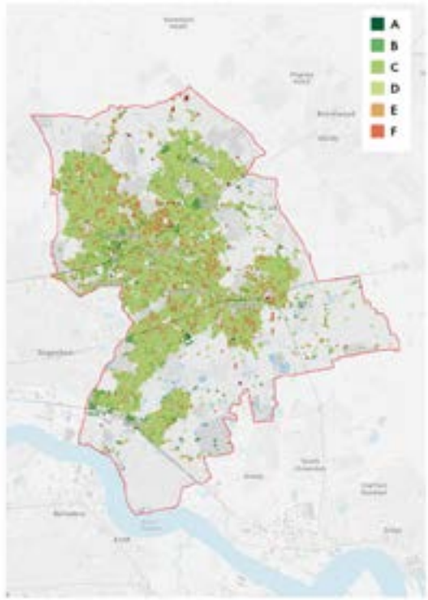


Figure 58: Current EPC ratings in Havering.

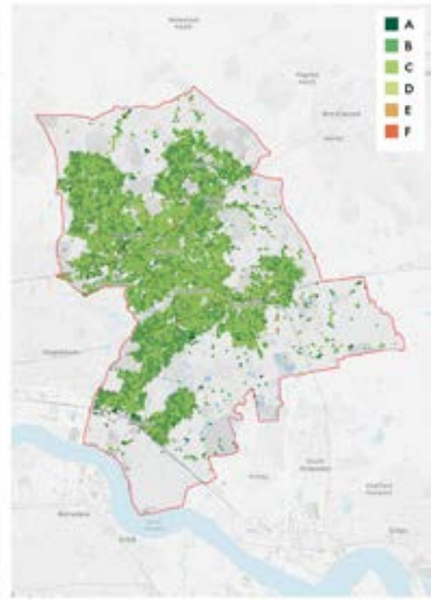
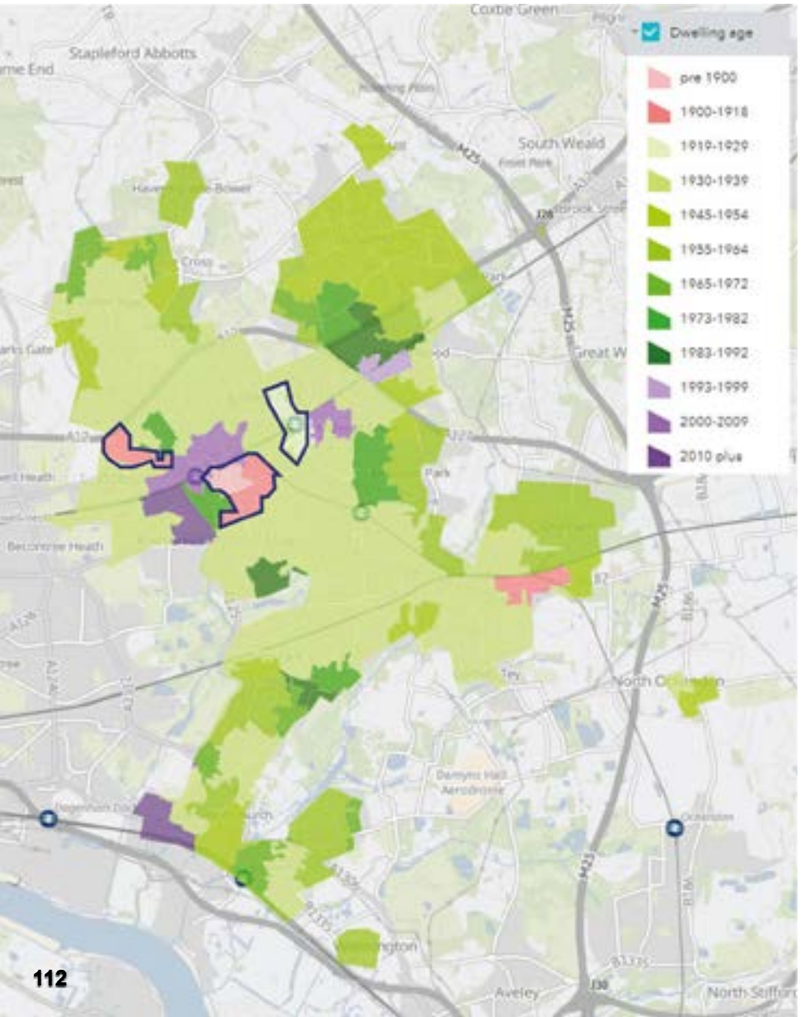


Figure 59: Potential EPC ratings in Havering.

In terms of energy performance, a key factor that determines the appropriate intervention is the nature of the wall construction. Buildings constructed prior to 1920 generally have solid walls, whilst those built after 1920 have cavity walls. Those built after 1990 will mostly have been built with insulated cavity walls. Around a third of all the heat lost in an uninsulated home escapes through the walls, and so insulating walls is an important intervention.

This plan takes generalised data on building age and divides it between those areas primarily built pre 1919, those between 1919 and 1993, and those after 1993. This allows an indication of which areas might require external insulation in order to bring them up to a level of good performance (those in pink, built pre 1919) and those where introducing insulation into the cavity wall will be the focus (those in green, built between 1919 and 1993).

Figure 60: Building ages in Havering

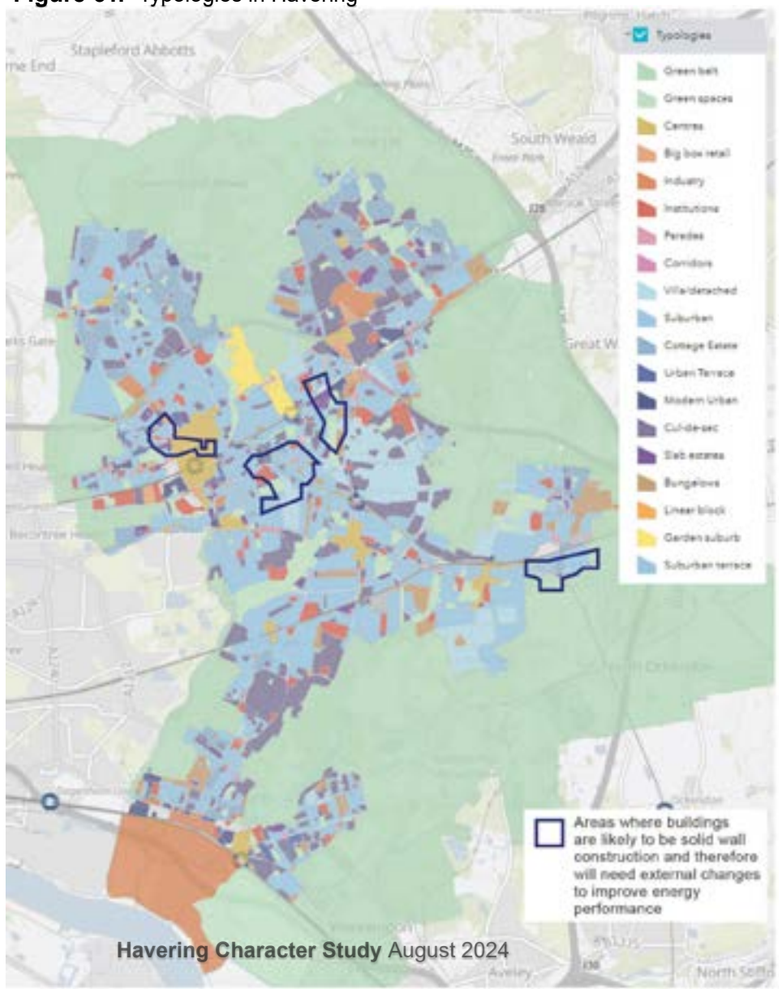


Because of the comparatively late development of the borough (primarily post 1920), there are relatively few areas that present the solid wall challenge. These are:

- Gidea Park - garden suburb buildings constructed pre 1925
- Romford neighbourhoods built in Victoria / Edwardian period - generally suburban / urban terraced homes built before 1920
- Upminster - town centre and early residential neighbourhood to the east of the centre, generally Victorian suburban streets of semi-detached and terraced homes.

In these locations, a balance will need to be struck as to how to address poor energy performance of buildings. In some cases, like Gidea Park, external insulation would have a significant adverse impact on local character and this would need to be balanced against performance. In other locations such as Victorian terraces in Romford there is already a significant diversity in facade treatments that would mean adding external insulation and render would not necessarily have such a significant impact.

Figure 61: Typologies in Havering



Intensification and Tall Buildings

The role of higher density development

Taller and higher density buildings can offer a range of benefits:

- Living closer to local centres
- Reducing sprawl
- Retaining open space
- Reducing reliance on cars
- Encouraging healthy lifestyles
- Encouraging more sustainable lifestyles
- Providing landmarks for legibility

Taller buildings must balance the needs of individual homes with broader townscape considerations:

- Lasting impact on skyline
- Compromising character of historic areas

This housing type is suited to areas on the ‘transform’ end of the spectrum.

Building heights in London

London has traditionally been known as a low to mid-scale city with inner areas of compact density and outer areas of suburban development with the occasional tall building on the skyline.

What can be considered tall has varied across time and, understandably, still varies today across London.

The London Plan requires Local Planning Authorities to define what is considered a tall building based on local context in the Local Plan.

- Policy D9 London Plan: Tall buildings should not be lower than 6 storeys or 18 metres measured from the ground to the floor of the uppermost storey

Figure 62: Examples of tall buildings in Havering. Left: Rainham, Right: Romford

Tall buildings in Havering

Defining tall (and mid-rise) in Havering

Tall

- The London Plan definition of tall buildings (i.e. minimum 6 storeys or 18 metres) is appropriate for Havering as it accurately captures the scale of the tallest buildings in the borough.
- These are located in town centres and mixed-use areas such as the new Beam Park neighbourhood.
- It is highly unlikely that a tall building would be appropriate in a low-scale, residential area.

Mid-rise

- Developments such as these can be described as ‘mid-rise’ and range between 3-5 storeys.
- Mid-rise can be suited to all areas on the repair-reimagine spectrum.
- Applications for mid-rise developments will be judged on a case-by-case basis, however, they will not undergo the same level of design scrutiny as tall buildings.

As a relatively low scale outer London borough, Havering has limited opportunities for the sensitive introduction of tall buildings. The analysis has therefore been split into:

A Identifying opportunities for medium-high intensification; and then

B A separate filtering exercise to identify areas of search for potential tall buildings.

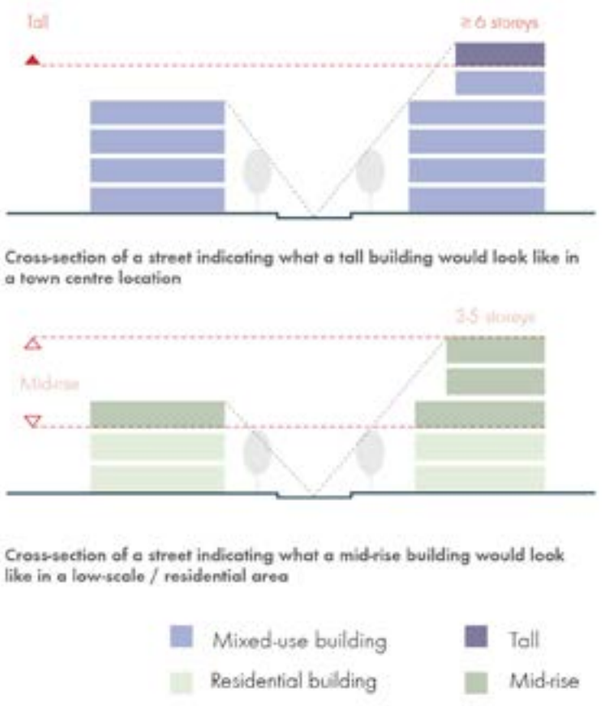


Figure 63: Tall / mid-rise building heights diagram

Potential for mid-rise intensification

Introduction

A framework has been established to consider both suitability and sensitivity factors relating to medium-high density intensification. These have emerged from GIS mapping and constraints and opportunities that have emerged throughout character analysis.

The suitability for mid-rise intensification considers the following factors and maps the appropriate locations that satisfy all factors. These factors are:

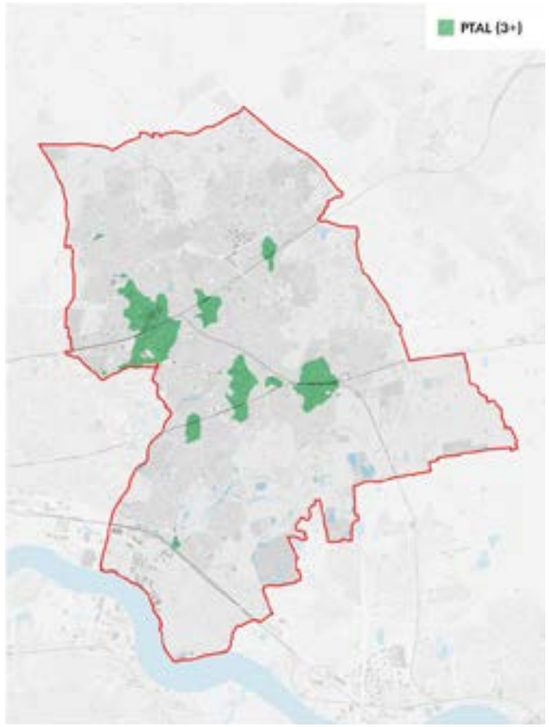
- Proximity to centres
- Access to public transport (PTAL)
- Location of housing trajectory sites
- Location of opportunity areas
- Location of major movement corridors

The sensitivity for mid-rise intensification considers the following factors and maps the appropriate locations that satisfy all factors:

- Conservation areas, listed buildings and scheduled monuments
- Flood zones
- Green Belt designations
- Local nature reserves
- Wildlife corridors
- Sites of Special Scientific Interest
- Open spaces

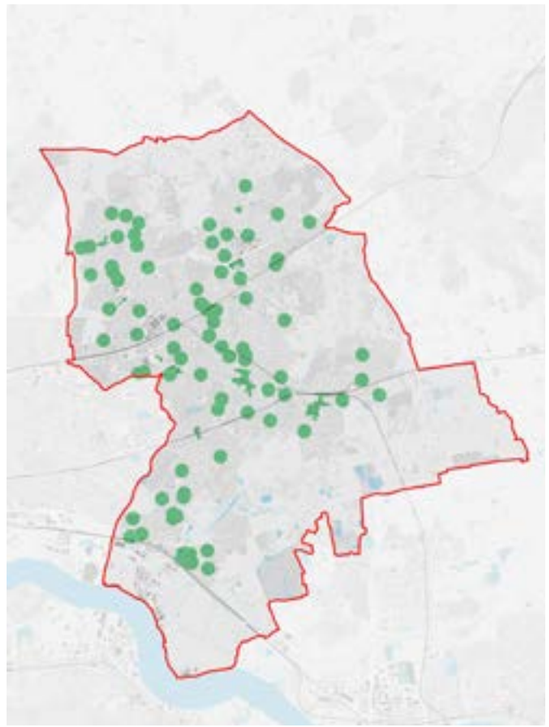
Each criterion is shown independently and as a composite heat map in the following pages.

Suitability analysis



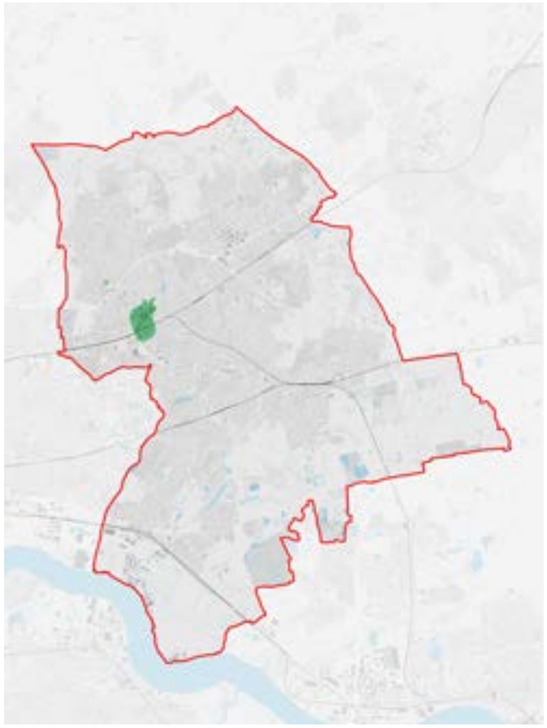
Access to public transport

Romford, Gidea Park, Harold Wood and the mid-borough have strong access to public transport showing 3+ on the PTAL scale. Rainham town centre and small parts of Collier Row fit this category too. Higher density developments with good access to public transport is key in encouraging sustainable movement patterns and access throughout the borough - perhaps areas where residents could be less reliant on private vehicles where car parking standards could most easily be relaxed.



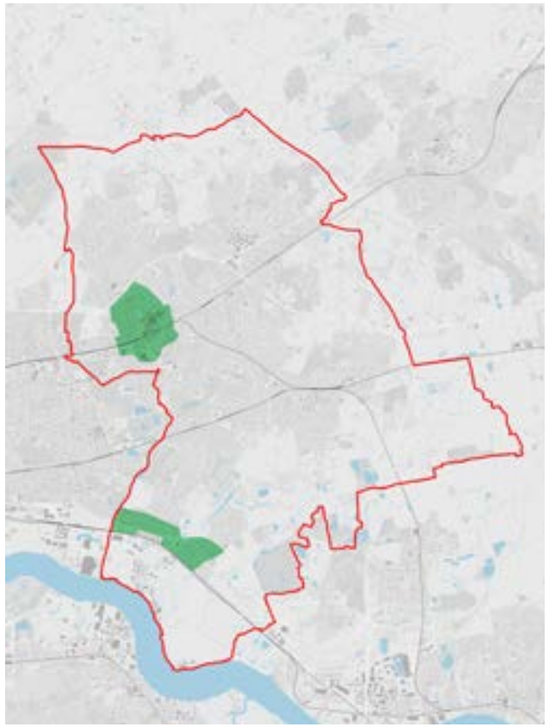
Centres

The local and district centres are well spread throughout the borough, providing good access to potential new residents in Havering. This supports local economies and encourage walkable lifestyles.



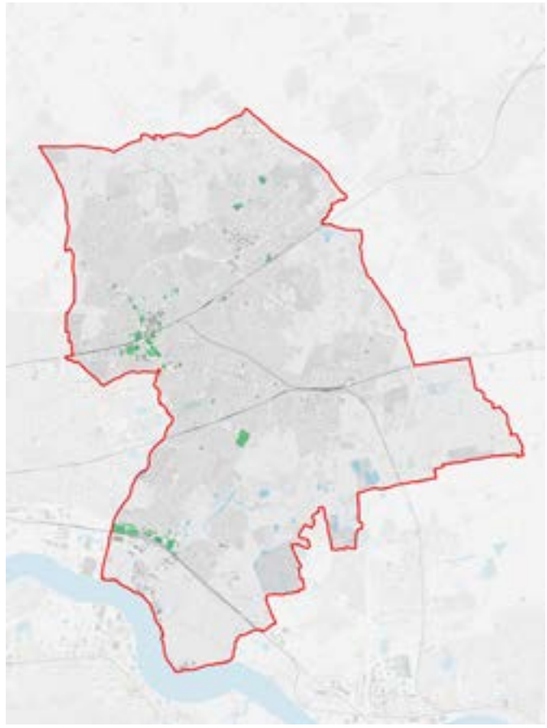
Romford

Romford is the borough's Metropolitan Centre - important for its role in retail, leisure and entertainment uses. Tall buildings in Romford would support a local economy and bring investment into the centre, with the appropriate services clustered to support new residents.



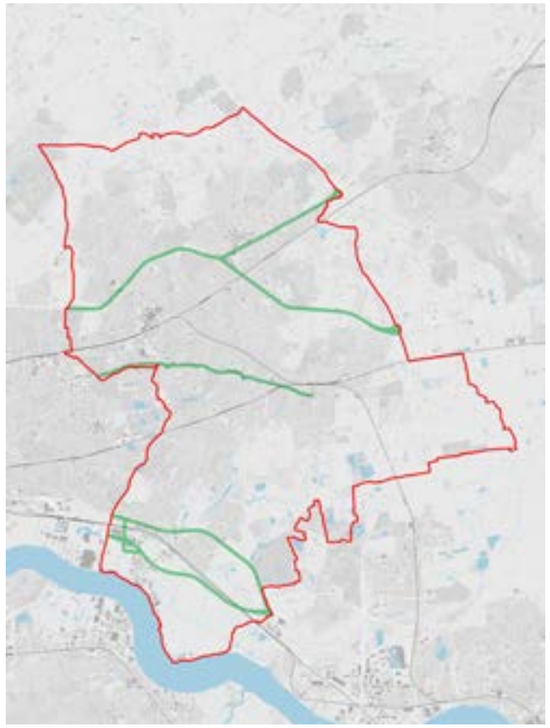
Opportunity areas

There are two opportunity areas, one in Romford and the other covering Rainham and Beam Park. These opportunity areas suggest locations for long-term investment, housing delivery and comprehensive development. Tall buildings in these locations provides an opportunity to deliver a high number of homes in an efficient manner.



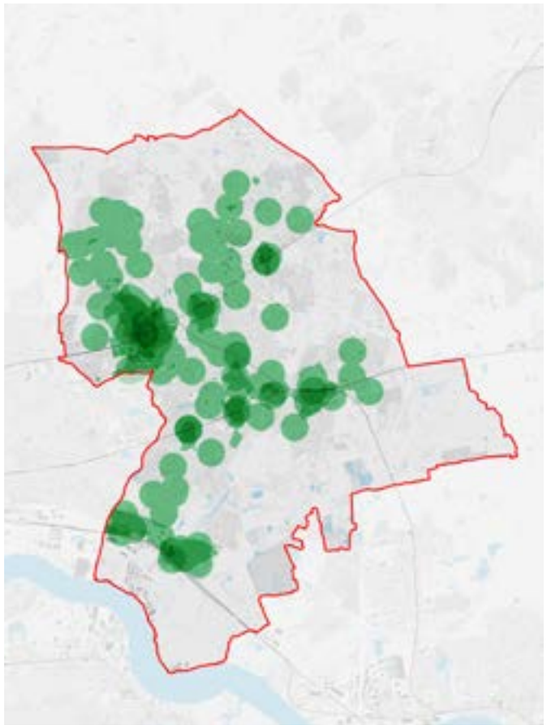
Local Plan Housing Trajectory Sites

The Local Plan's Housing Trajectory sites are mostly concentrated in Romford and Rainham / Beam Park - representing available sites for a focus for regeneration and investment. There are a couple in Harold Hill, Upminster and Hornchurch too.



Main movement corridors

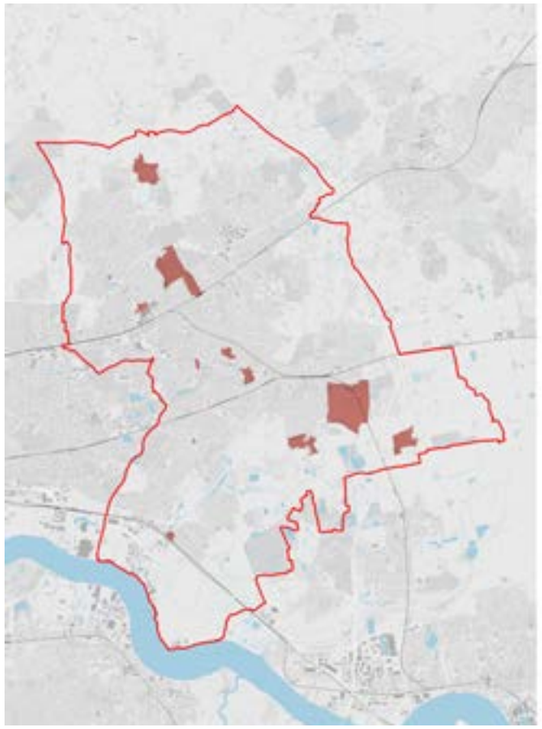
A number of major east-west movement corridors / arterial routes cross through the borough. In some locations these could provide logical and legible locations for higher density interventions. The corridors identified are A12, A127, A1036 (New Road), A13 and A124.



All suitability factors

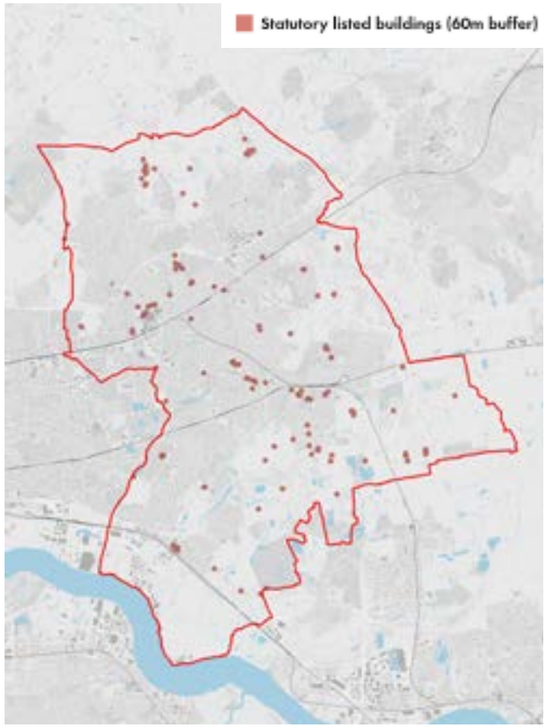
The plan shows all of the suitability factors layered and the darker the green colour, the more suitability factors overlap. The areas that appear to be the most suitable are Romford, Rainham, Beam Park, Upminster and small patches throughout near rail stations.

Sensitivity analysis



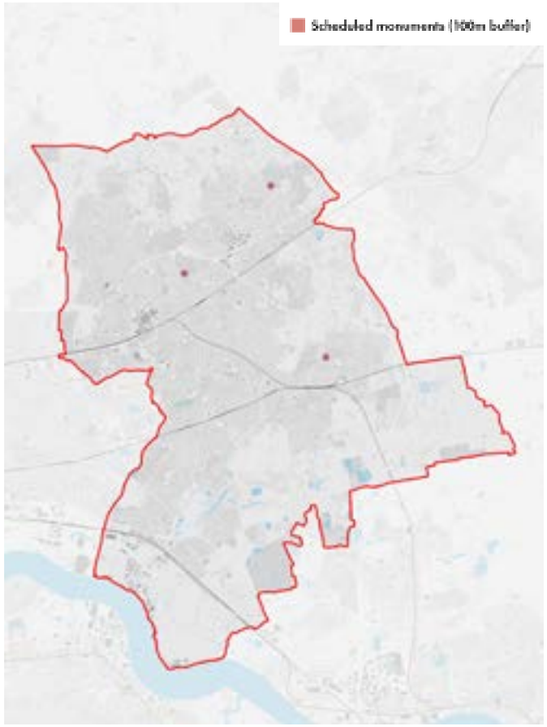
Conservation areas

Conservation areas are a well-established designations employed by local planning authorities to manage areas of special architectural or historic interest. The historic environment is a vital part of creating a sense of place.



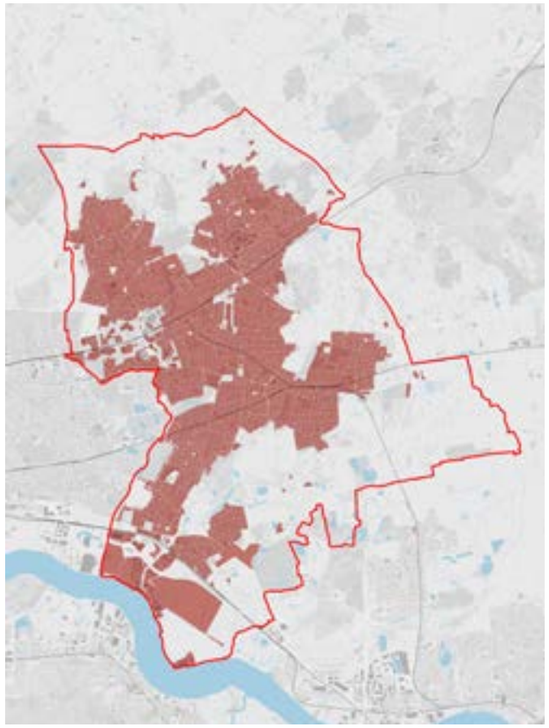
Listed buildings

Special regard needs to be had to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. Preservation in this context means not harming the interest in the building, as opposed to keeping it utterly unchanged. 80m buffers have been applied to each listed building to take account of its setting.



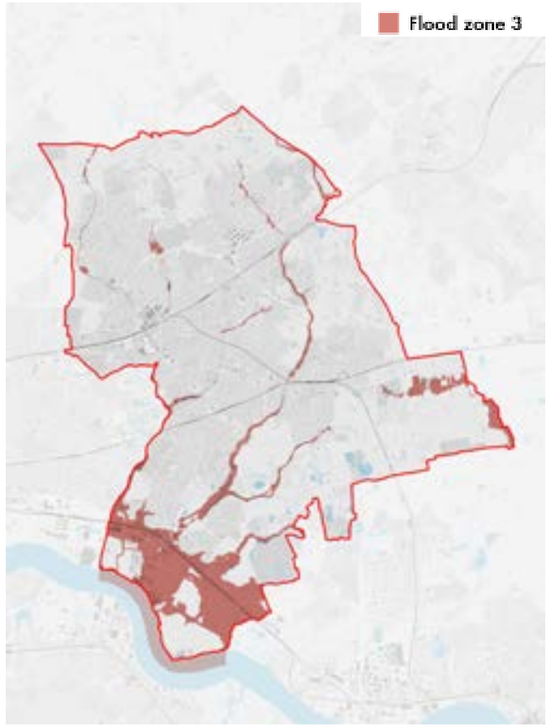
Scheduled monuments

Scheduled monuments protect ancient and pre-historic important archaeological assets. The historic environment is a vital part of creating a sense of place, meaning it should be heavily protected. These have been given a 100m buffer to help add weight to their setting.



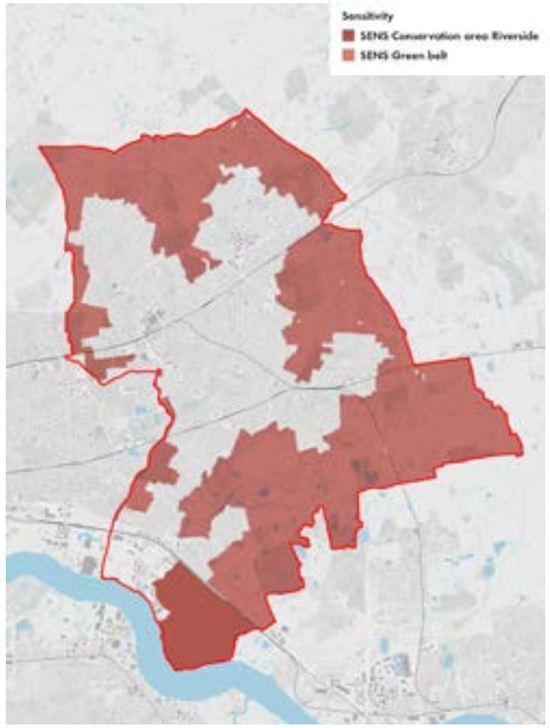
Consistently low buildings

The plan shows areas where there are consistently low building heights. Taller buildings in these areas would be inappropriate to the general character and scale of the buildings found there. These sensitive areas cover much of the borough but leave gaps in Rainham Riverside, Romford, Gidea Park and other small buildings throughout.



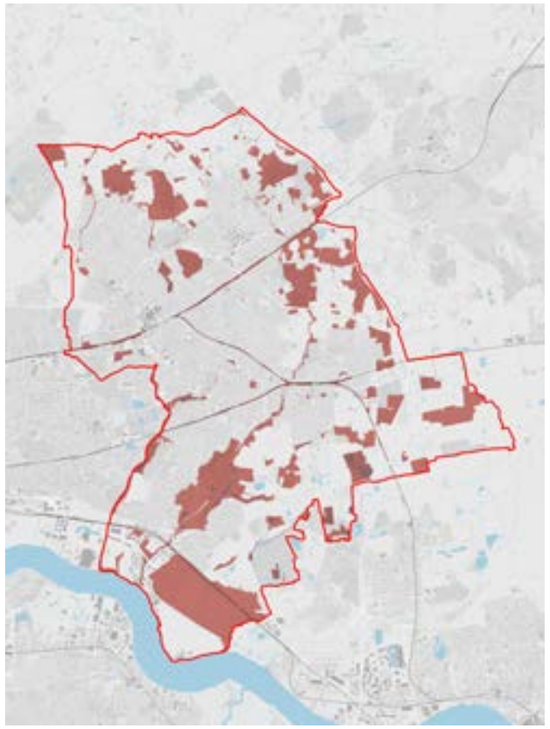
Flooding

Flood zones provide issues for all housing types, not just tall buildings. Flood risk zones (1-3) track the river routes and occupy much of the southern marshes of the borough which form functional floodplain storage during times of high rainfall.



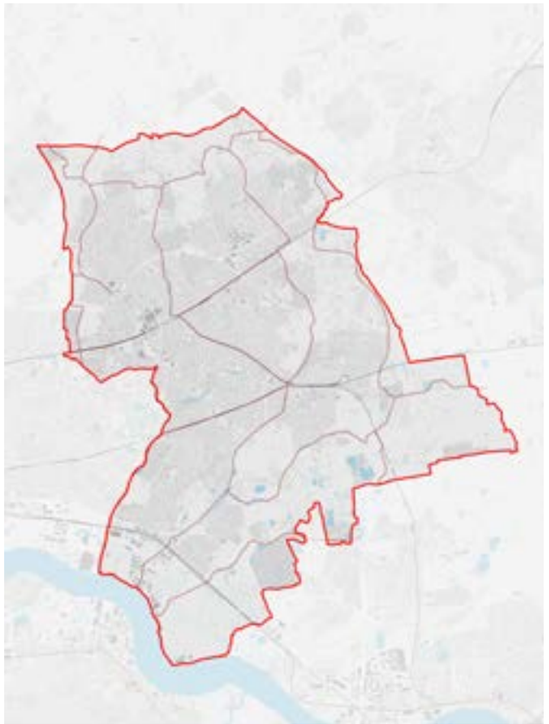
Green Belt and riverside conservation

Over half of the borough's surface is assigned as Green Belt land, protecting these areas from development. Existing development in these areas is typically characterised by low-density village settlements. Otherwise, this land is open space and important environmentally. These factors make Green Belt land sensitive to tall buildings. In addition, Havering has the London Riverside Conservation Park, in a commitment to restore the landscape including the Rainham Marshes.



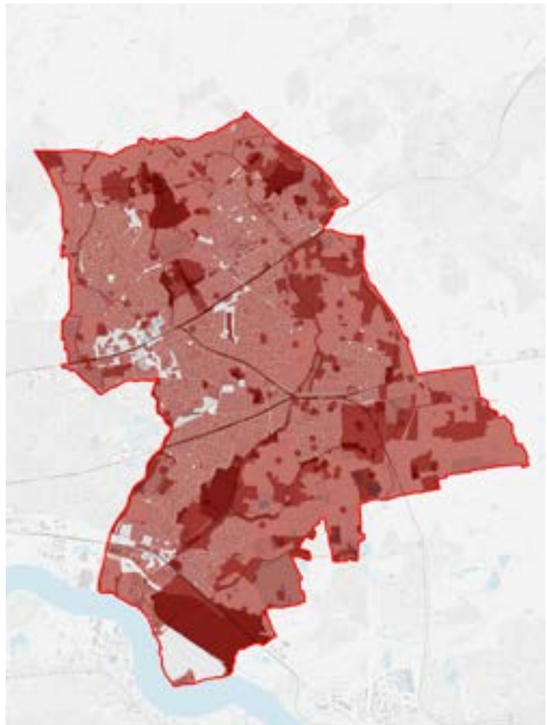
SINCs and SSSIs

Sites of Special Scientific Interest and Sites of Importance for Nature Conservation represent Havering's best represent our natural heritage in terms of flora and fauna. These are found on the Thames Marshes and in Hornchurch Country Park surrounding the River Ingrebourne. These are key environmental assets which should not be disrupted by tall buildings.



Wildlife corridors

Wildlife corridors are areas of high biodiversity, typically running along rivers and rail lines in Havering. These corridors are important environmentally to the borough and should be protected.



Sensitivity with all plots

The plan shows all of the sensitivity factors layered and the darker the red colour, the more sensitivity factors overlap i.e. the less suitable the area is for medium-high intensification. Areas of high sensitivity include south of Wennington, Hornchurch Country Park, just east of Harold Hill and just east of Collier Row.

Suitability vs Sensitivity

Composite heat map

The composite heat map shows the two index factors layered together with all the factors that have been explored within the suitability and sensitivity analysis.

Areas of particular interest here are where there are high levels of both sensitivity and suitability factors, showing a potential conflict when recommending areas for medium-high density interventions.

- Green Belt land around villages
- Areas near stations but along rail lines
- Beam Park
- South of Wennington

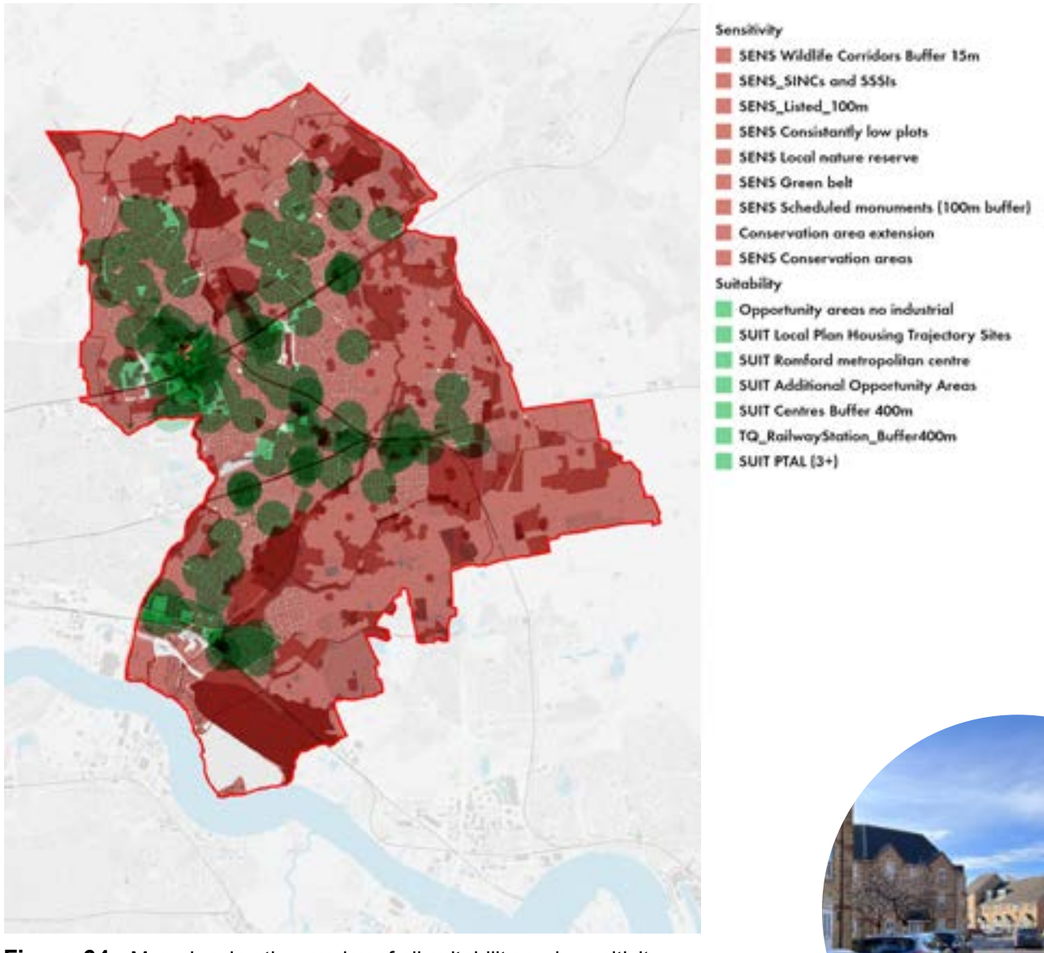


Figure 64: Map showing the overlay of all suitability and sensitivity factors in relation to mid-rise development

Grid score

The grid score plan below takes all the factors and gives each part of the borough a score or grade to indicate whether it is more or less sensitive. Areas which have multiple suitability factors and very few or no sensitivity factors are shown in green. Those area in yellow may be appropriate for the sensitive introduction of mid-rise or medium density interventions.

The plan identifies Romford, and parts of Collier Row, Harold Hill, Hornchurch and Rainham as ‘most suitable’ for medium to high intensification. The rest of the borough falls within the scale down to ‘most sensitive’ which is identified in Hornchurch Country Park and other areas of Green Belt land.

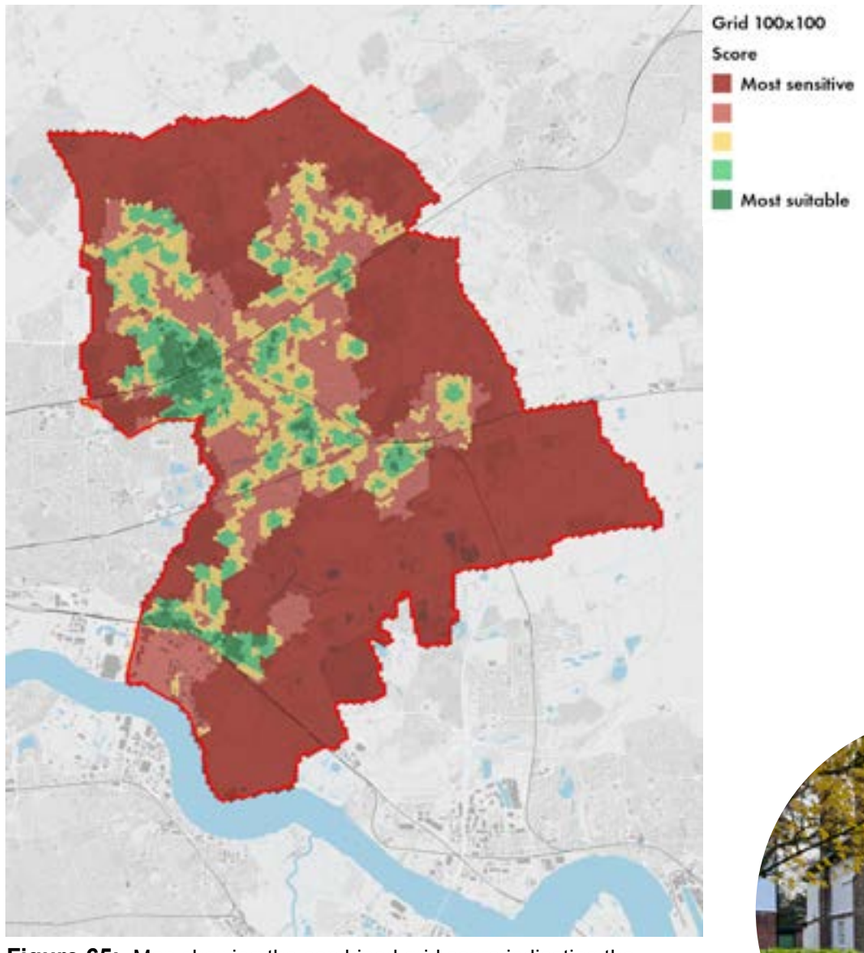


Figure 65: Map showing the combined grid score indicating the relative sensitivity to or suitability for mid-rise intensification

Types of densification

Opportunity areas

Numerous large sites within opportunity areas at Romford Town Centre and at Beam Park are allocated for redevelopment to reimagine the existing character.

- Intensify existing mono-use employment and retail sites through targeted repair of the urban fabric with high density taller buildings in appropriate locations. The largest sites are most likely to be appropriate for taller elements.
- Create a transition in density and uses between these locations and surrounding residential neighbourhoods
- Analyse existing and recent development so new schemes can help to bring harmony to these typically more heterogeneous environments
- Consider block lengths in addition to heights, to provide appropriate scale and massing and variation in façades

Suitable scale and building types

- Diminutive towers, perimeter blocks ranging from tall to mid-rise, contemporary mid-rise mansion blocks

Other town centres

The scale of buildings in the borough's town centres, outside of Romford, is generally modest. Many centres have opportunities for medium-high density mixed use schemes.

- High street facing developments should reinforce the character, grain and form of existing centres whilst gently intensifying use of available sites which may include modest increases in height.
- Buildings which are above the existing prevailing height should improve local way-finding and contribute to delivering uses that reinforce 15 minute sustainable neighbourhoods.
- Opportunities should be explored to intensify behind high streets and parades, through additional storeys and surface car park development (see earlier local parades and centres guidance).
- A sensitive transition in height between the core town centre and residential streets beyond this should be ensured.

Suitable scale and building types

- Mid-rise / mixed use buildings, deck access flats and modest extensions above commercial parades should be considered.

Good practice examples

Figure 66: Wellington House, Wimbledon, increases height in a compact manner, making good use of a corner site, reusing elements of the former building in a sustainable way image © MATT architecture

Figure 67: Development in Rainham near the station delivering a new library and homes, sensitively increases in scale from the surrounding context

Figure 68: Lexicon in Harrow mediates between the town centre and surrounding area with a 5-11 storey scheme that has strong frontage to the main road with attractive landscaping. A good example of mid-scale high density to achieve density without towers.

Figure 69: Agar Grove, Camden, provides a clear base, middle and crown to the building, with active frontage to the street and a stepped roofline, image © Hawkins Brown.

Areas of search for tall buildings

Identifying areas of search

The opportunities for intensification analysis provides an initial indication of where higher density may be appropriate. In order to identify potential areas for taller buildings (defined as over 6 storeys) a more nuanced filtering process is required.

This analysis first discounts those areas inappropriate for tall buildings to establish distinct areas in which to then apply further sensitivity/suitability layers. Through a staged process this analysis produces a set of areas of search for tall buildings. It is important to note that these areas are not defined as appropriate for tall buildings, rather that they are least sensitive and therefore with detailed masterplanning work could be deemed to be appropriate for some taller elements.

The factors initially used to discount areas as inappropriate for tall buildings are:

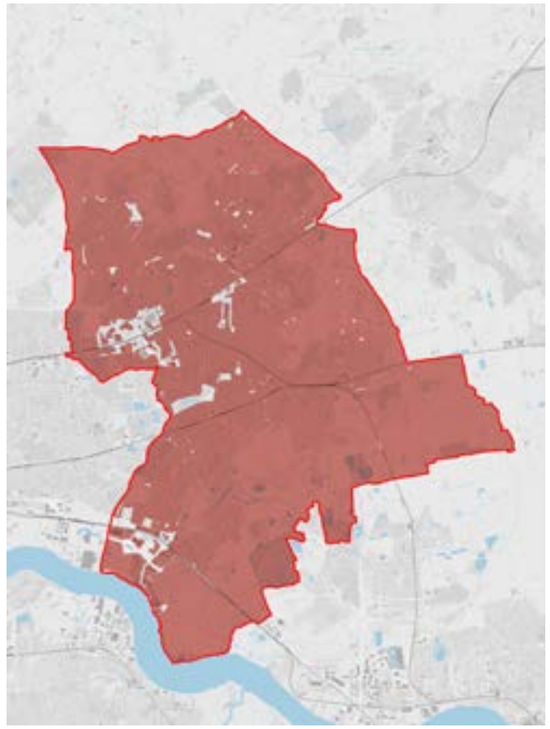
- Green Belt
- London Riverside Conservation Park
- Consistently low building heights

This establishes the areas for analysis for appropriateness to which the following filters are then applied:

- Heritage sensitivities - Conservation Areas and Listed Buildings
- Biodiversity sensitivities - SINCs, SSSIs and wildlife corridors
- Suitability factors - Opportunity areas, movement corridors, Local Plan Housing Trajectory Sites and additional Opportunity Areas

Figure 70: Examples of existing taller buildings in Havering, both photos are in Romford.

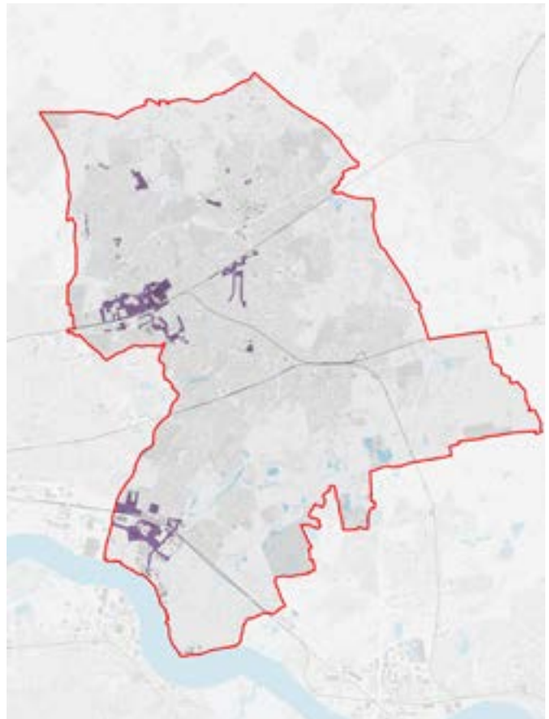
Areas excluded / included from Tall buildings analysis



Excluded

This plan shows the areas excluded from the tall buildings analysis. This includes the following layers:

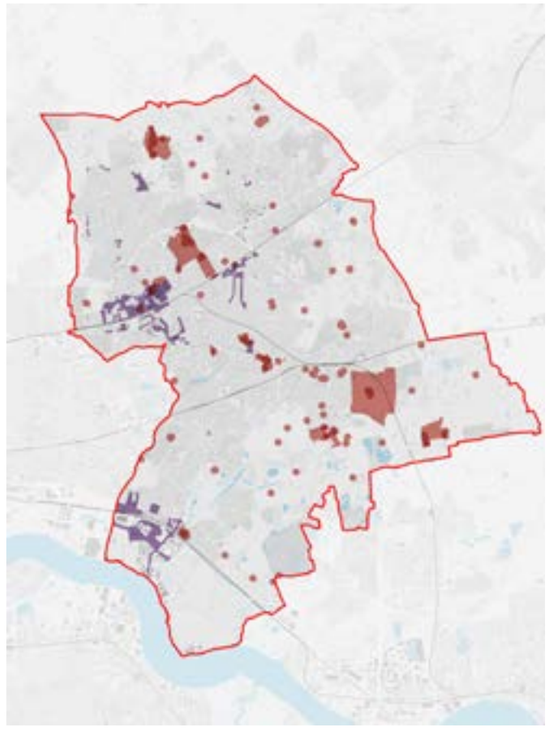
- Green Belt
- London Riverside Conservation Park
- Consistently low building heights

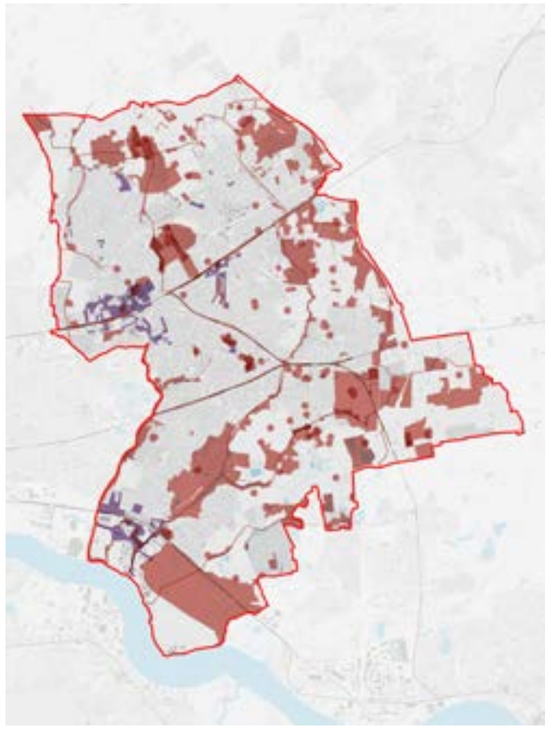


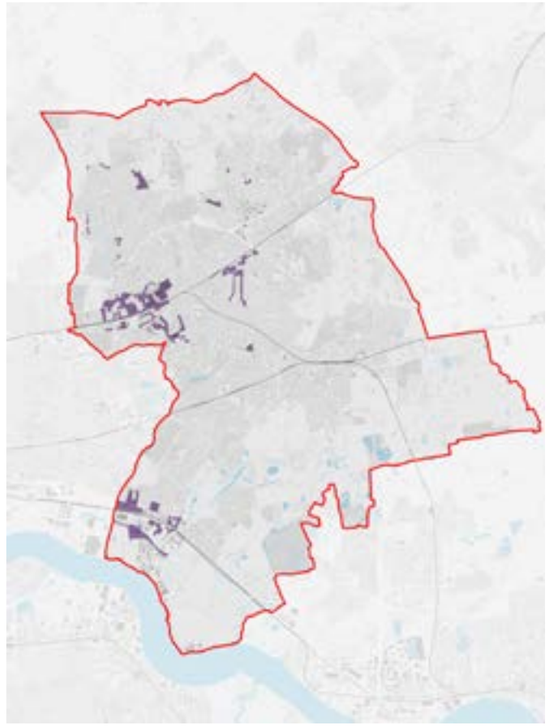
Included

This is an inverse of the areas of exclusion plan, and shows the areas included in the tall buildings analysis over the following pages.

Further sensitivity analysis







Above left: Conservation areas and Listed buildings

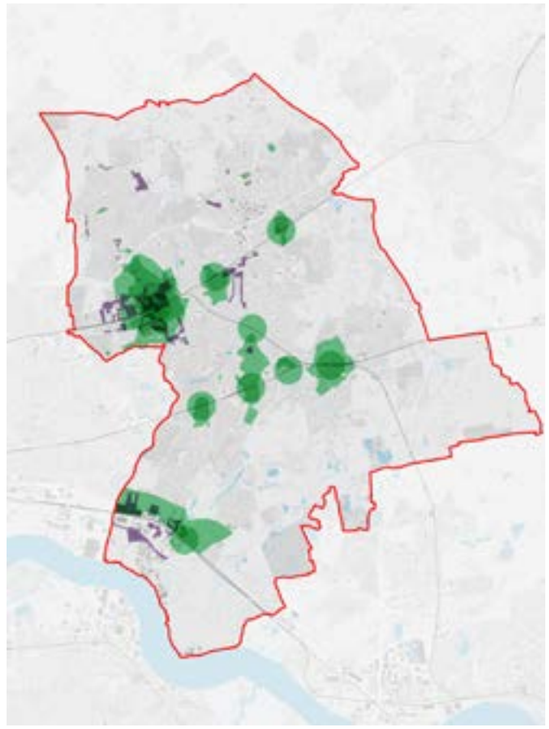
Above right: Conservation areas and Listed buildings, SINCs, SSSIs, Wildlife corridors

The above two plans show the areas included in the tall buildings analysis (in purple) layered with several sensitivity layers (in red).

Left: Remaining

This plan shows the remaining areas of consideration for the tall buildings analysis following the exclusion of those areas with heritage or wildlife sensitivity.

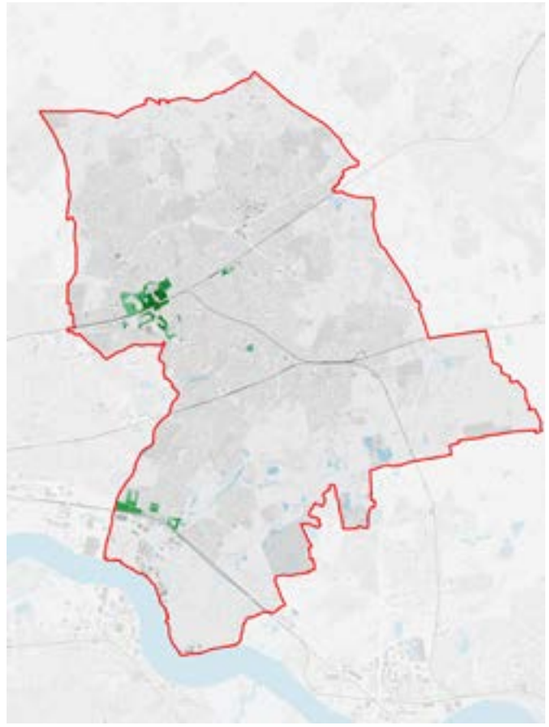
Further suitability analysis



Areas of inclusion and suitability factors

This plan shows the areas of inclusion (in purple) following the sensitivity analysis layered with the following suitability factors in green:

- Opportunity areas (that do not include industrial uses)
- Local Plan Housing Trajectory Sites
- Additional Opportunity Areas
- 400m buffer around railway stations
- PTAL levels 3+



Suitability factors

This plan shows in green the resulting areas that are suitable to be considered for tall buildings. This is following the sensitivity analysis shown on previous pages that excluded areas from analysis as well as considering suitability factors (above). The map has highlighted areas that satisfy all criteria. In the main these areas are concentrated in Romford town centre and Rainham.

Identified areas suitable for tall buildings

This plan identifies those areas that could potentially be appropriate for tall buildings (defined as 6 storeys/18 metres or higher). These sites are predominantly within the Romford Town Centre and Rainham and Beam Park Opportunity Areas.

The plan shows areas which as a result of the sieving process are more likely to be appropriate to tall buildings. The assessment of an area as being potentially appropriate for a tall building should not be taken to imply that every site within that area would receive planning consent for tall building proposals. As such the plan should not be used as evidence to suggest a tall building on any of these sites would be approved as individual cases need to be fully appraised and considered.

Applications for tall buildings will be expected to include considered and thorough urban design and architectural analysis demonstrating why a specific site presents a clear and positive opportunity for a tall building.

Further detailed design work on proposed development sites will be needed to determine the appropriateness of proposals for tall buildings on a case-by-case basis, including Townscape and Visual Impact Assessments and Landscape and Visual Impact Assessments.

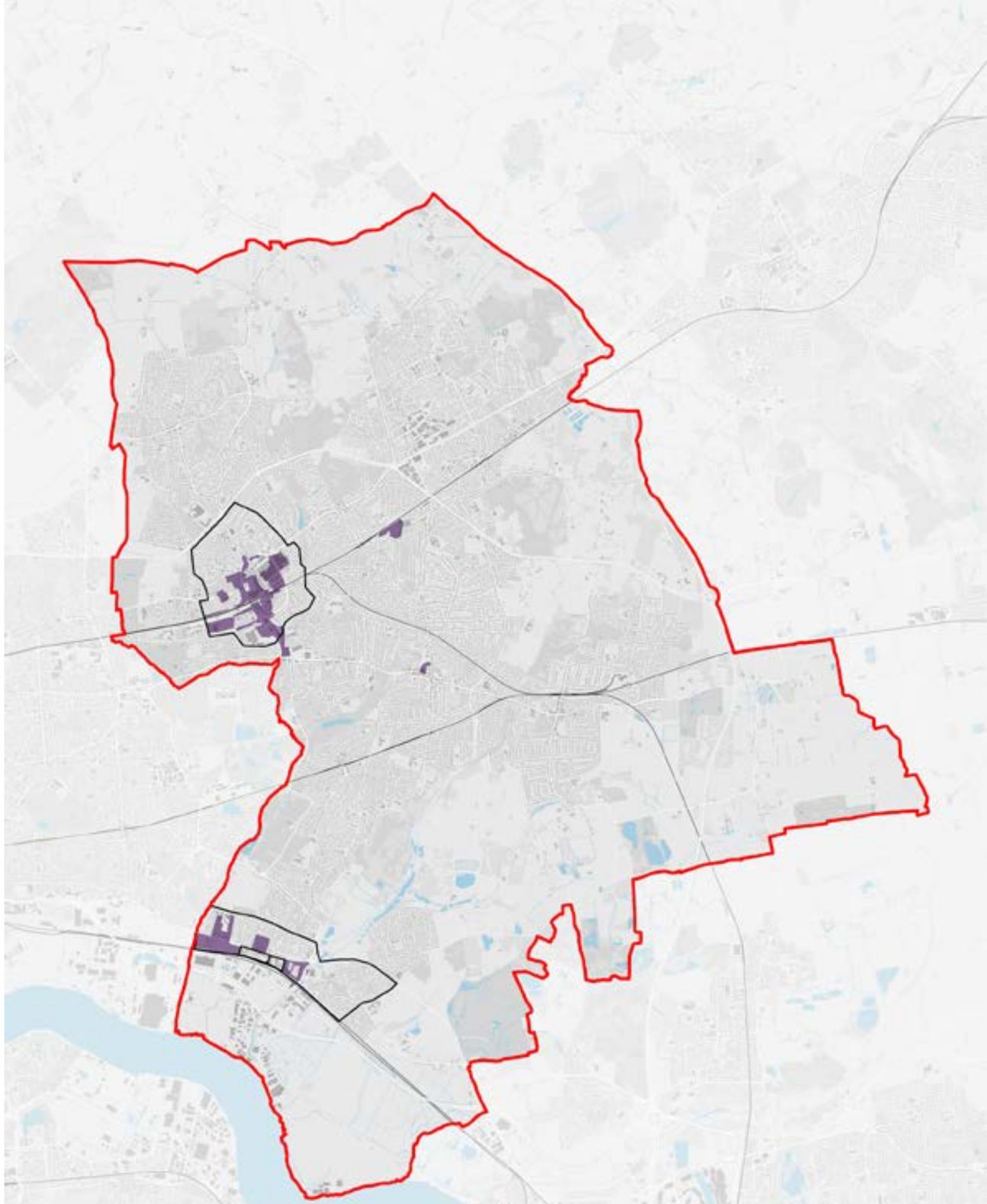


Figure 71: Map showing areas potentially appropriate for tall building resulting from the areas of search analysis and filtering exercise

Combined scope for intensification

This plan combines the areas most suitable for mid rise intensification with those areas potentially appropriate for tall buildings. Together it gives an overall strategy towards context-led intensification and a sense of where growth and intensity should be steered towards.

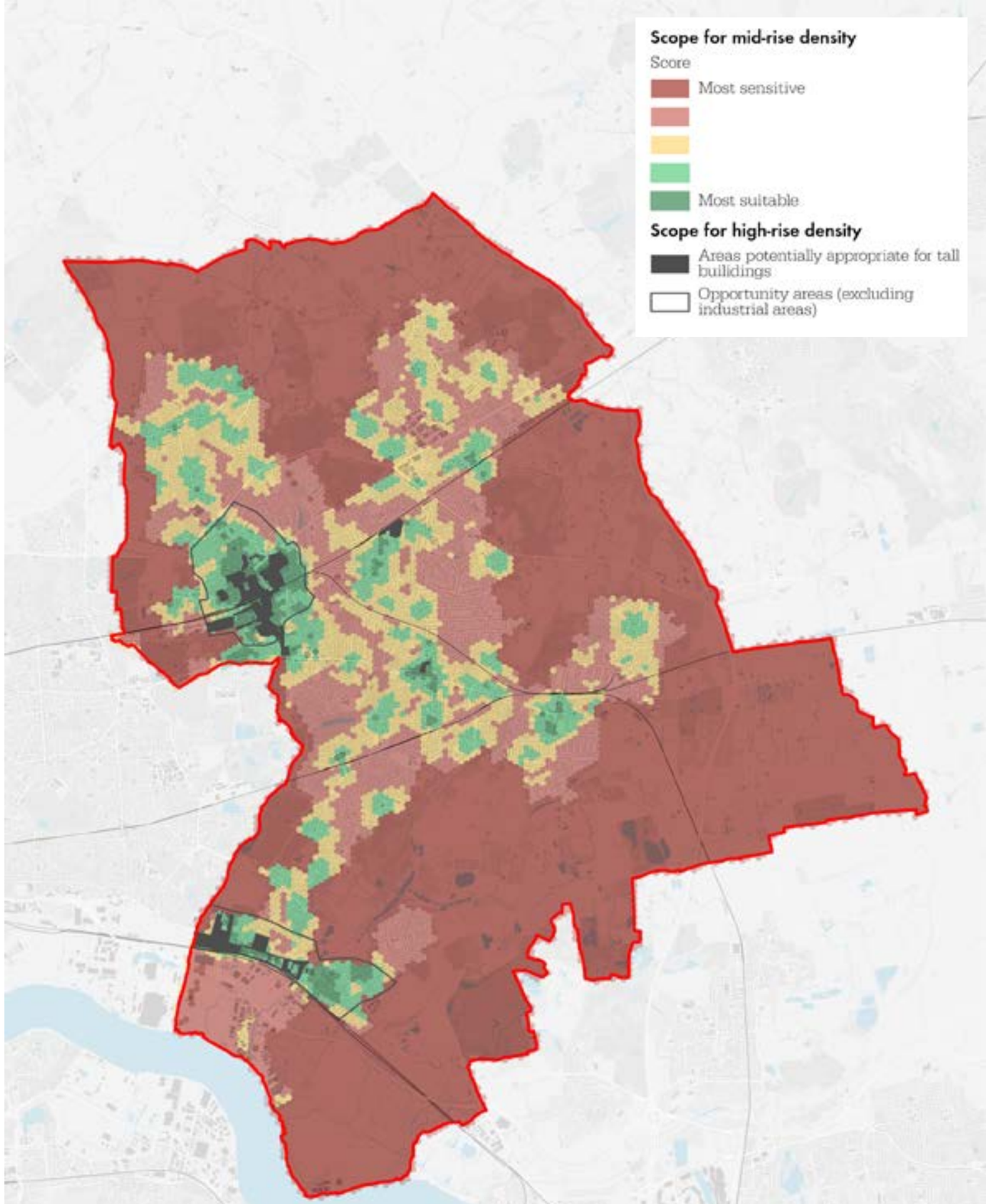


Figure 72: Map combining areas potentially appropriate for tall building resulting from the areas of search analysis and filtering exercise with areas most suitable for mid rise intensification

Tall buildings design guidance

Whether three or ten storeys, all buildings should be consciously designed with attention to their base, middle and top. The design of all tall buildings must use the Housing Design Standards LPG which bring together housing standards from the entirety of the London Plan 2021.

Base elements

- The design of the ground floor of a building has the most implications on the character and quality of the adjacent streets and spaces.
- Buildings on larger, mixed-use streets should maximise active frontages: entrances, windows, and ground floor programming.
- Long extents of blank walls should be avoided.
- Where pavement width and street environment safely permits, outdoor seating areas should be permitted for food and beverage establishments.

Welcoming entrances

- Entrances should be welcoming, providing space to safely transition and enter into the building. This is especially important on buildings with narrow pavements or tight clearances from the public realm.
- Entrances should be proportionate in size to the number of properties they serve.
- Entrances for private properties should include opportunity for personalisation.
- Staircases should be designed and located to encourage people to use them. They should be clearly signposted, well lit, and attractive.
- Pedestrian passages to back-lot properties should be well lit, with daylighting at the end to create a safer environment.
- Buildings along the ring road and primarily commercial streets should not have residential uses adjacent to the public realm at the ground floor.
- Entrances to residential buildings should be tenure-blind.

Well-integrated services

- Sufficient storage space should be included for bins and bikes within the design of the entrance and/or the front yard boundary treatment.
- Where large (collective) bins are used, a dedicated garbage room or screened enclosure should be provided.
- Ventilation grilles and louvers should not be located on primary façades or next to pedestrian pathways.
- Utility access panels and cleanouts should be incorporated into the design of the facade and the ground hardscaping.

Figure 73: Active frontages - retail

Middle elements

The middle of building façades form the main visual component of urban streets, with neighbouring buildings cumulatively creating or eroding the sense of character for the street.

Responsive design

- In the design of new façades, take into consideration the character of neighbouring buildings: floor heights, window sizes, parapet heights etc. Facade heights should be continuous to provide good public realm containment.
- Buildings should be oriented to support the public realm hierarchy; primary façades should address the most important streets and spaces.
- Window proportions, location and number should be responsive to the solar orientation of the facade.

Clean facade

- Vents, drain pipes and building envelopes should be properly detailed to avoid wall staining and efflorescence.
- Facade design should include concealed or aesthetically acceptable locations for conduits, cables and downpipes. Ad-hoc surface mounted building elements should be avoided.
- Where applicable, buildings should provide shared digital feeds or antennas for individual units. The installation of independent satellite dishes should be avoided.
- Rationalisation of modern interventions such as satellite dishes and condensors is encouraged.

Character

- In post-industrial areas, consider the use of ancillary building structures (fire escapes, balconies, walkways).
- Provide opportunities for personalisation and expression of craft by building occupants.
- Provide deeper reveals for doors, windows and balconies.

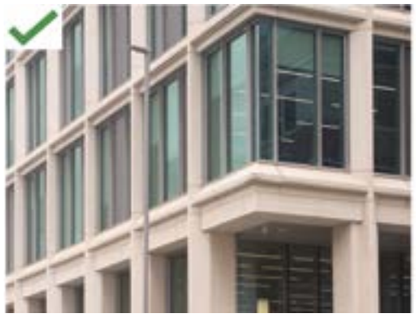


Figure 74: Deep window reveal.

Figure 75: Addressing public spaces

Top elements

The tops of buildings interface with the sky, and create rooflines that define urban character.

Coherent skyline

- The composition of roof elements should consider the roof profile of surrounding buildings and create a coherent roofscape. It should contribute to the overall landscape.
- Where neighbouring buildings are of lower height, consider setting back upper floors to reduce the impact of massing on the street.
- Rooftop plant and building maintenance units (in their storage position) should not be visible from the public realm below; they should be screened or set back from the roof edge.

Outdoor amenity

- The provision of biodiverse roofs, that also play an active role in rainwater management, is encouraged.
- The provision of outdoor amenity space is encouraged, and should be inclusive and accessible.

Figure 76: Steeped roofs

Figure 77: Green roofs

Climate Change

The suggested areas to consider tall buildings are Romford and Rainham Beam Park - which are also the areas that are hotspots for overheating. Creating a good micro-climate is important here, and it is shaped by the interaction between the climate and the built environment. It influences the way buildings perform and how residents experience their homes and surroundings through variations in temperature, humidity, rainfall, wind and other factors.

Severe micro-climatic variations which relate directly to apartment buildings include:

- Extreme wind turbulence: caused by the height and three-dimensional form of a buildings and its orientation to the prevailing wind direction.
- The urban heat island effect: whereby canyon-like developments with large surface areas absorb and reflect sunlight increasing the rate at which urban streets and spaces are heated.

Other factors that should be considered when carrying out micro-climate analysis while designing a building are: solar radiation, temperature, wind, noise and air movement.

In addition to careful positioning and facade design, schemes should also ensure good levels of green infrastructure and planting are included at ground level to support a comfortable environment and surface water management.

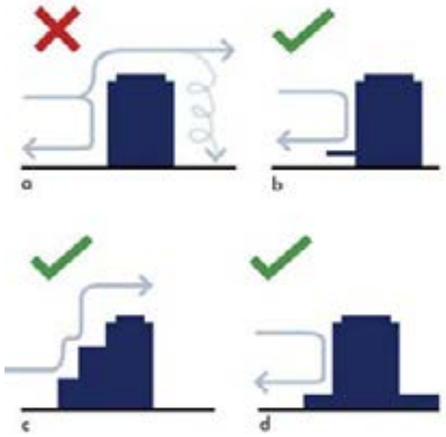


Figure 78: Wake and downwash effects of excessive wind (a) can be mitigated by canopies (b), setbacks (c) and podia (d)

Figure 79: Canyons may result in the urban heat island effect

Figure 80: Setbacks and wider street can mitigate the excessive heat

Additional sustainability considerations

The introduction of a tall building brings with it additional responsibilities and expectations. This is not only in terms of design quality and architectural design, but also in the wider contribution it makes to a local area.

The following should be considered by all tall buildings to ensure they go above and beyond to benefit the local area and community:

- All developments must meet appropriate biodiversity net gain requirements and London Plan Urban Greening Factor minimum levels. Higher density schemes and tall buildings should maximise opportunities to go beyond these minimum requirements.

- All developments will be required to deliver amenity space, and childrens' play where appropriate. Higher density schemes and tall buildings must work hard to integrate attractive and sociable spaces both within the building design and at ground level to support residents/users of the building and the wider community.

- Communal food growing opportunities should be explored - ideally this would be on land within the site and adjacent to the development with careful consideration of sunlight and micro-climate.

Good practice examples

Figure 81: St Andrews, Bromley by Bow © Allies and Morrison. Mixed typology masterplan which includes courtyard blocks with taller elements as well as a standalone tower.

Figure 82: Lampton Parkside, Hounslow © Allies and Morrison. Residential scheme which steps up to height around the edge of Lampton Park.

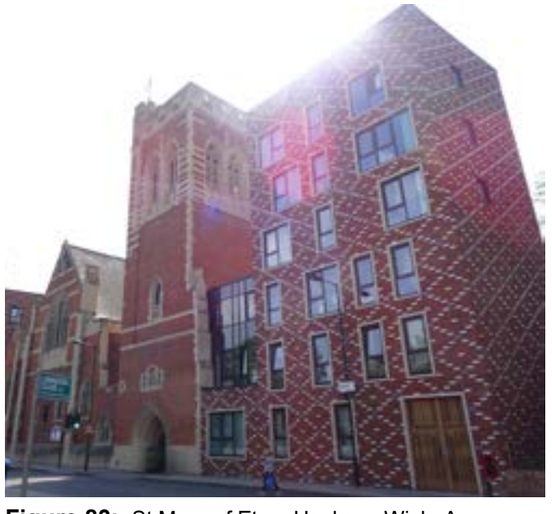
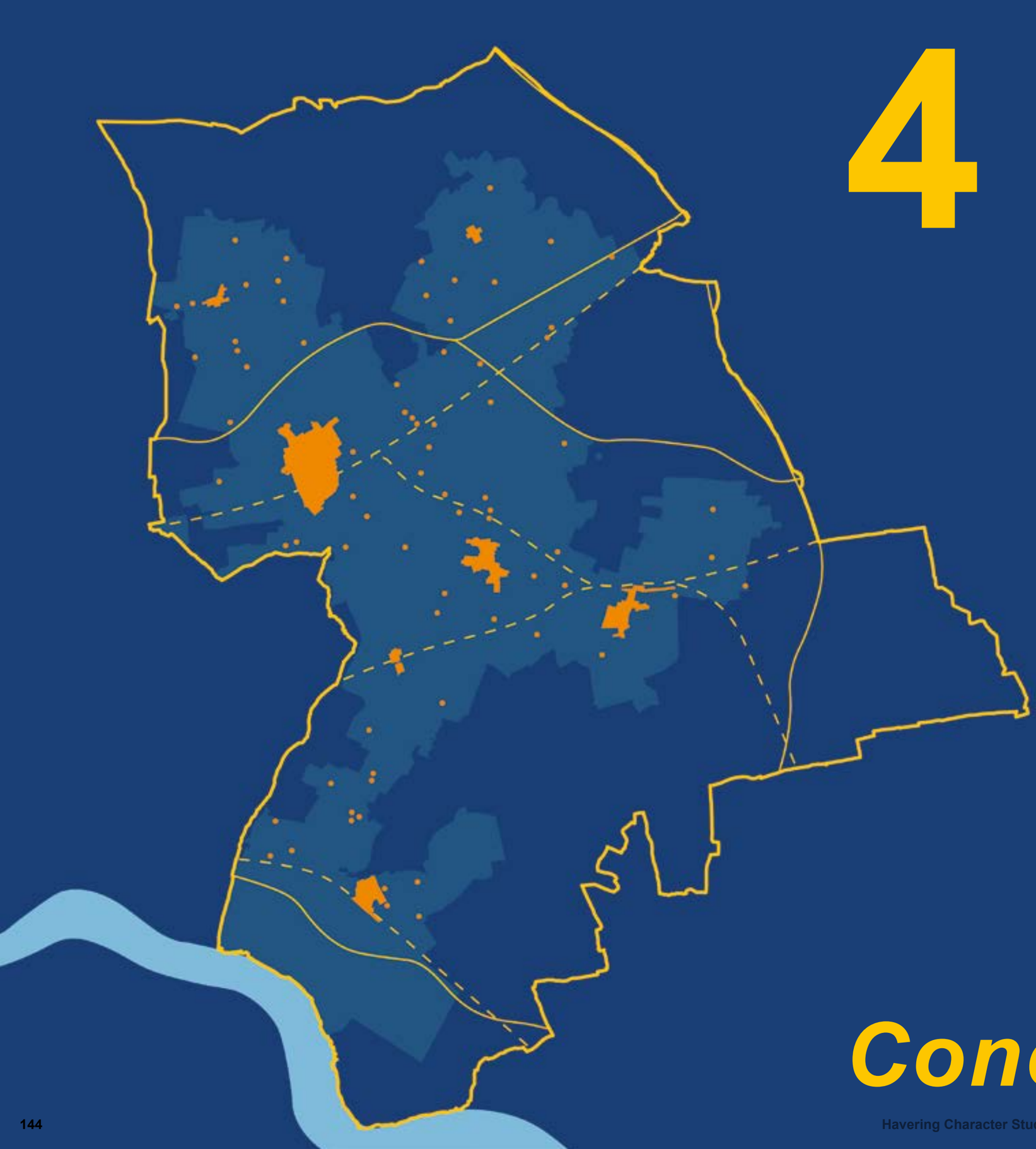


Figure 83: St Mary of Eton, Hackney Wick. A high density scheme which has created three new contemporary buildings carefully integrated with the church.

Figure 84: 67 Southwark Street, Southwark © Allies and Morrison. An example of a diminutive tower which does not dominate the skyline but makes very efficient use of a small footprint.



4

Conclusion

Key findings and implications

Headline messages

The character study has revealed important messages for how the borough should evolve in the future. Four key themes have emerged that are outlined on the following spread:

1. **Protect and enhance the traces of a natural landscape**
2. **Celebrate the gems and enhance suburban character**
3. **Overcome divides caused by ancient routes and modern infrastructure**
4. **Explore opportunities to strengthen the individuality of character in local centres**

Raising the bar

It is clear that much good work has been happening over recent years to enhance the design quality of proposed developments. The results of this are being seen in schemes under construction in the borough's opportunity areas. However, there is still a lot to do to raise the quality bar to a point where design proposals fully appreciate local character, get all the basics right and invest suitably in architectural and landscape quality.

The design guidance and illustrated solutions in the distinct typologies section in Chapter 3 are intended to support this aim. They focus on the most common and significant development types coming forward in the borough; seeking to resolve some of the most common mistakes made in these proposals. But there are some important steps that should apply to every development proposal, regardless of typology.

At the heart of these steps is the message that proposals should be context-led - they should be properly informed by and respond positively to the local context. To do this, proposals need to get under the skin of local character and how places function. That means wider analysis and community engagement. The following steps should be followed by all development proposals:

1. Analyse the site and surrounding context - looking at physical characteristics, social factors, and the historic development of the area.

2. Explore how the historic evolution has influenced today's character - looking at neighbourhood make-up, townscape, movement patterns, the pattern of plots, the nature of boundaries, materials and detailing.

3. Identify the character threads that positively give the local area its identity and that should be drawn through into the development proposals.

4. Identify any issues or negative aspects to local character that the proposal could help rectify or avoid.

5. Identify relevant evidence and guidance - using this character study and its appendices as a starting point.

6. Establish a sustainability baseline - setting targets for building performance and understanding how future climate scenarios need to influence the design.

7. Develop a vision and explore options for your site - the starting point for options should be to explore how any existing structures can be adapted or re-used.

8. Prepare design-led proposals which clearly demonstrate how local character and sustainability has informed the approach.

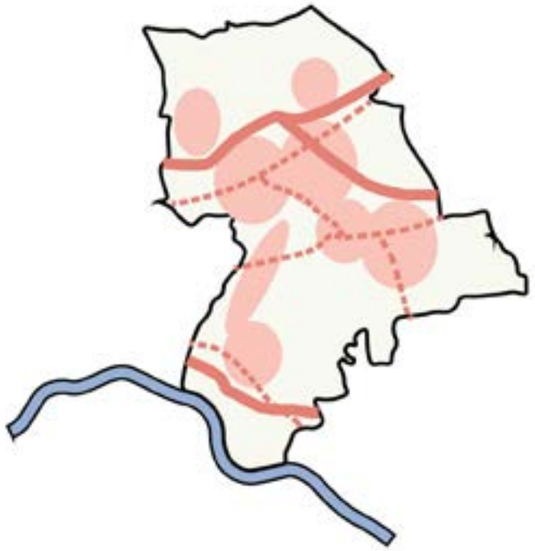
9. Engage with the local planning team before making any application.

Protect and enhance the traces of a natural landscape

The borough has a well-valued and diverse network of natural landscapes which can be traced back to assets that were there before human settlement in the area. These are part of the character of the borough today and need to be drawn through and celebrated as part of borough's future character. This will occur at various scales - borough, region and neighbourhood.

Overcome divides caused by ancient routes and modern infrastructure

It is very easy to travel across the borough from east to west, by rail, tube and road. However, these east-west routes have a negative impact on north-south connections; dividing communities and neighbourhoods. Opportunities to overcome these divides and the impact they have on neighbourhoods should prioritised.

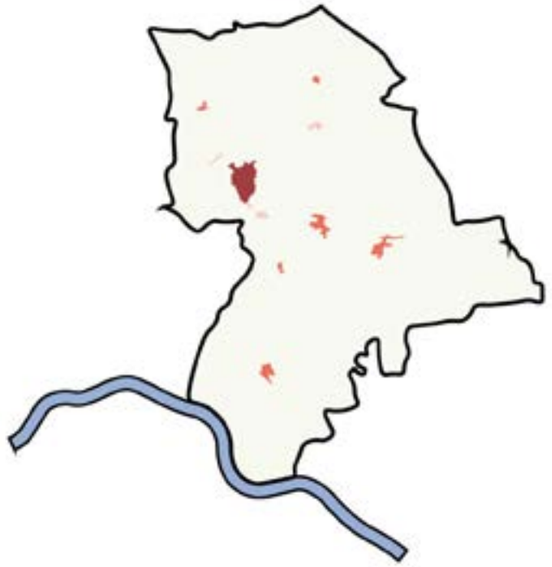


Celebrate the gems and enhance suburban character

The borough's historic built assets are protected by conservation areas and as listed buildings. Very generally, the borough's history is either ancient 'gems'- early centres and churches, or attractive examples of early 20th century suburbia. The character study shines a light on the value of these assets and recommends finding opportunities to further honour these protected assets, alongside exploring further opportunities to celebrate more of the undesignated 'ordinary' suburban character.

Explore opportunities to strengthen the individuality of character in local centres

The borough's network of centres has markedly different character - from the metropolitan feel of Romford, to the ancient 'village' centre of Rainham, to the classic, orderly and refined suburban centres along the District Line. Each have strong individual identities which should be enhanced through growth and investment.



Next steps

Influence and reach

This character study provides a strong basis upon which to embed a context-led growth strategy in the Local Plan. The borough-wide strategy outlined in Chapter 3 (and illustrated on the adjacent plans) should directly influence green infrastructure, movement and growth themes in the Local Plan to help support the sensitive enhancement of each part of the borough.

The findings should also influence wider council strategies, programmes and requirements including:

- town centre strategies and masterplans;
- heritage strategies and conservation area appraisals;
- housing and economic land availability assessments;
- site allocations; and
- future design codes - either area-specific design codes for areas of transformation or a borough-wide design code to set clear parameters for priority design aspects.

Recommendations

It is clear from the extensive engagement with stakeholders that there is a strong groundswell of interest in better recognising local character and in raising the quality of neighbourhoods - both through public realm interventions as well as the design quality of new developments.

The character study has identified a wealth of opportunities to do this, but to deliver change on the ground will require focused effort. It is recommended that the following next steps are undertaken to help target the effort required and the resources needed:

Applicant guide

It is recognised that pointing applicants to the character study will not on its own be enough to facilitate a change in the design approach to many sites. It is recommended that key sections are extracted into a short guide for applicants to emphasise the changes in approach that are needed. This guide would make clear reference back to the full character study to allow design teams to draw on the character analysis of each area. The short guide should be included on the planning applications' page of the council's website.

Design codes

The character study provides the first stages of work towards any future design codes for the borough. It is recommended that the council focuses any design code resource towards areas of transformation in the first instance, but that in time the character study could be used to establish an authority-wide code in line with the National Model Design Code.

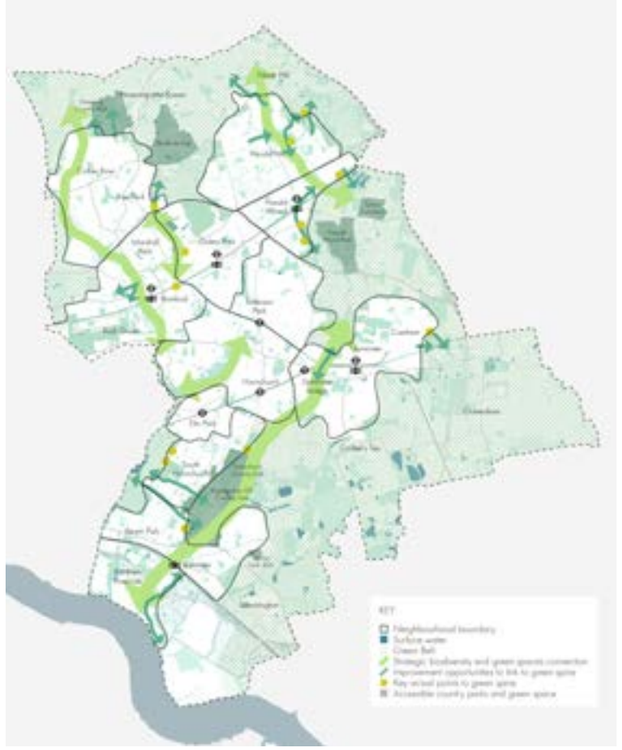


Figure 85: Borough-wide strategy map 1: Promote and strengthen the green character of Havering

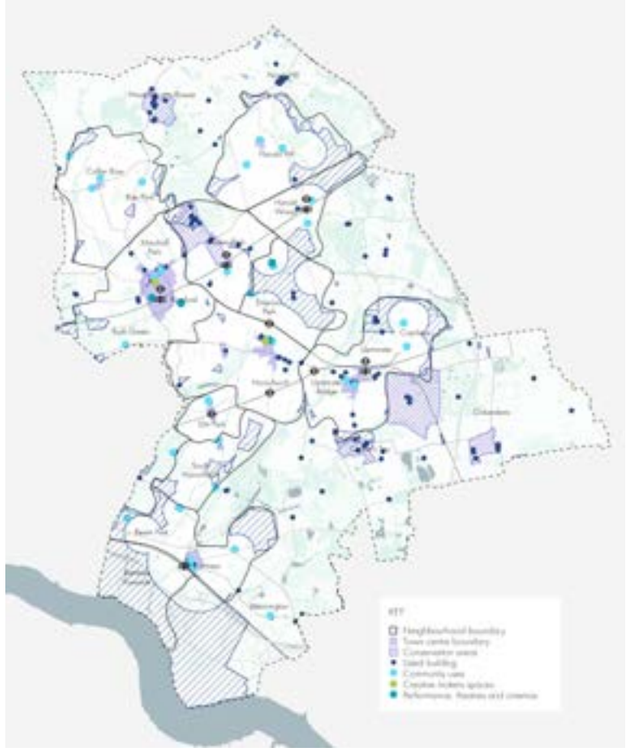


Figure 86: Borough-wide strategy map 2: Celebrate and invest in the diverse heritage, communities and varied local centres of Havering

Figure 87: Borough-wide strategy map 3: Enhance the existing connections and strengthen movement opportunities between isolated parts of the borough

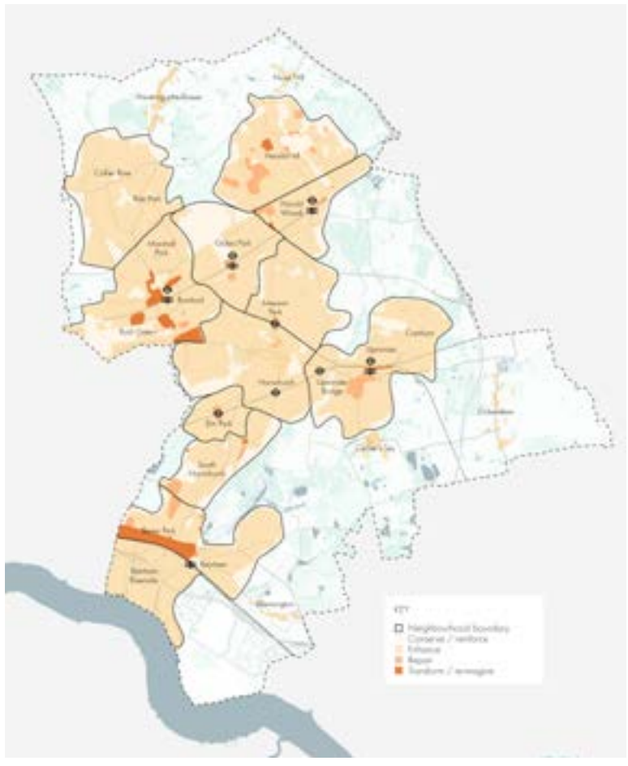


Figure 88: Borough-wide strategy map 4: Ensure a varied and contextual approach to growth and change

Existing stock strategy

One of the most significant challenges facing all local authorities is how to reduce the carbon emissions of the existing building stock. This goes beyond council-owned assets and includes all existing development in the borough.

Havering Council is ahead of many other local authorities and has already collated a strong set of data on building performance and energy consumption. This data has been used and added to in the character study to identify priority areas for intervention. This should be used as the starting point for outlining recommended actions for every building type alongside a strategy for how to catalyse improvements to building performance. Wherever the opportunities present themselves, the council should lead by example and establish demonstration refurbishment projects to illustrate to other landowners how interventions can best be delivered.

Green infrastructure interventions

The Council is in the process of outlining opportunities for green infrastructure and biodiversity interventions. The opportunities outlined in this character study should inform this work.

Given the green character of the borough is so cherished by local people, and that this character is a key element in setting Havering apart from other London boroughs, it should be a priority for attention. This means ensuring development proposals go above and beyond the minimum requirements for greening and in particular embrace the importance of green front gardens or thresholds as well as tree planting. But it also means investing in small interventions to support the connections between and the gateways into the borough's green assets.

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