HAVERING
CHARACTERISATION STUDY
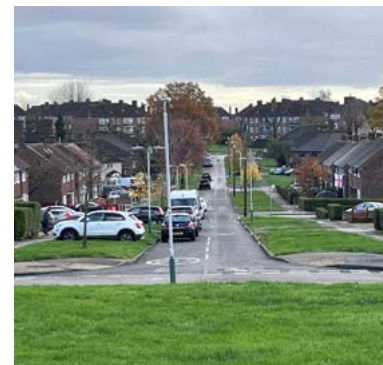
APPENDIX 1

BASELINE ANALYSIS

Contents

1 HISTORIC EVOLUTION

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Fig 3 The Broadway, Elm Park, 1935 (Facebook)

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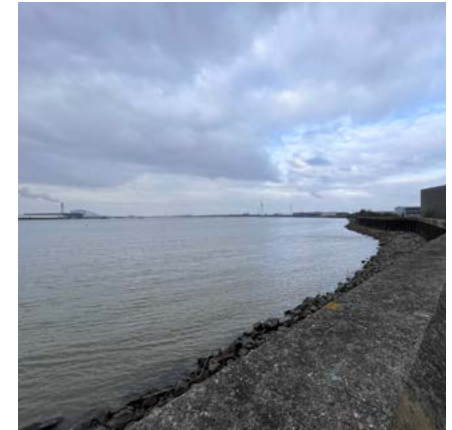
1a PHYSICAL EVOLUTION
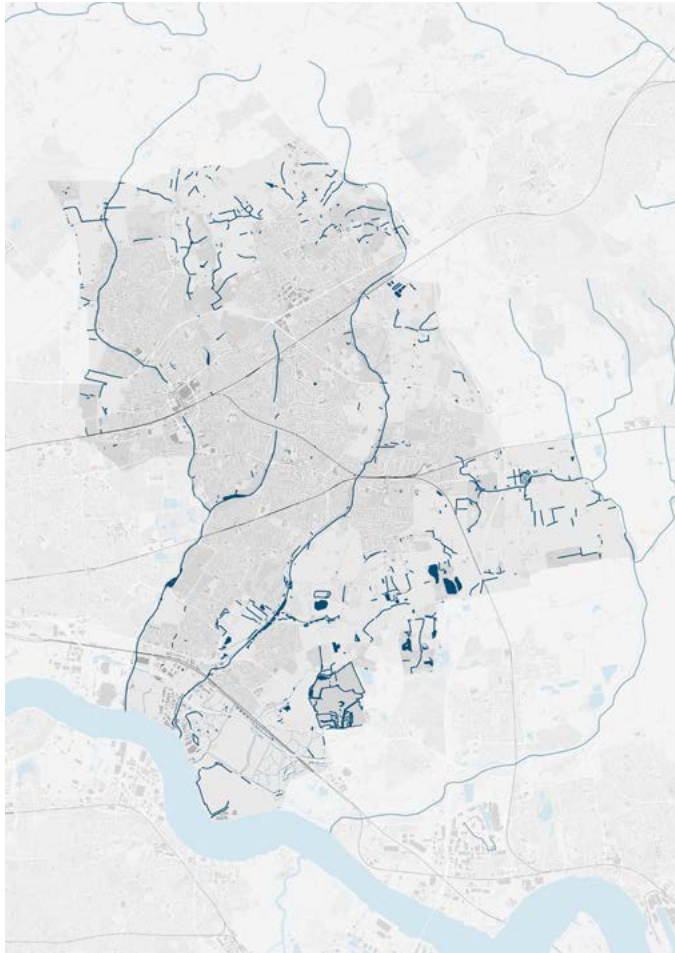
How has the landscape shaped the borough?

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.

The three exports on the following page show the present day blue network, bedrock geology, flooding and topography context for the borough.

Blue network (2020)
Source: OS Data

Superficial
Name
- Alluvium
- Glacial Sand And Gravel
- River Terrace Deposits (Undifferentiated)
- Sand And Gravel Of Uncertain Age And Origin
- Till
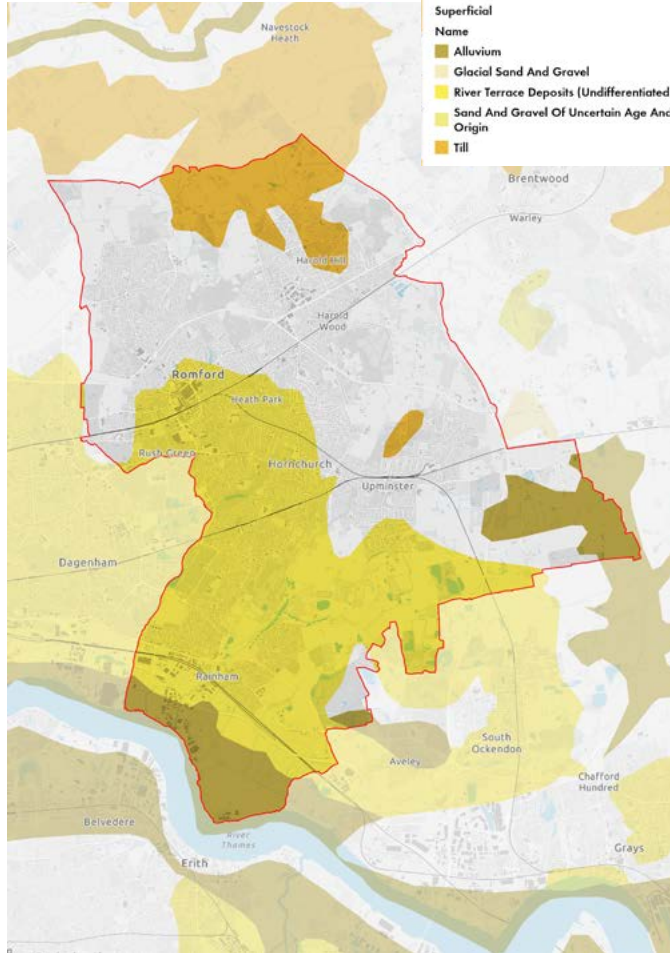
Bedrock geology (2020)
Source: BGS British Geological Survey

Flood zones
- zone 2
- zone 3
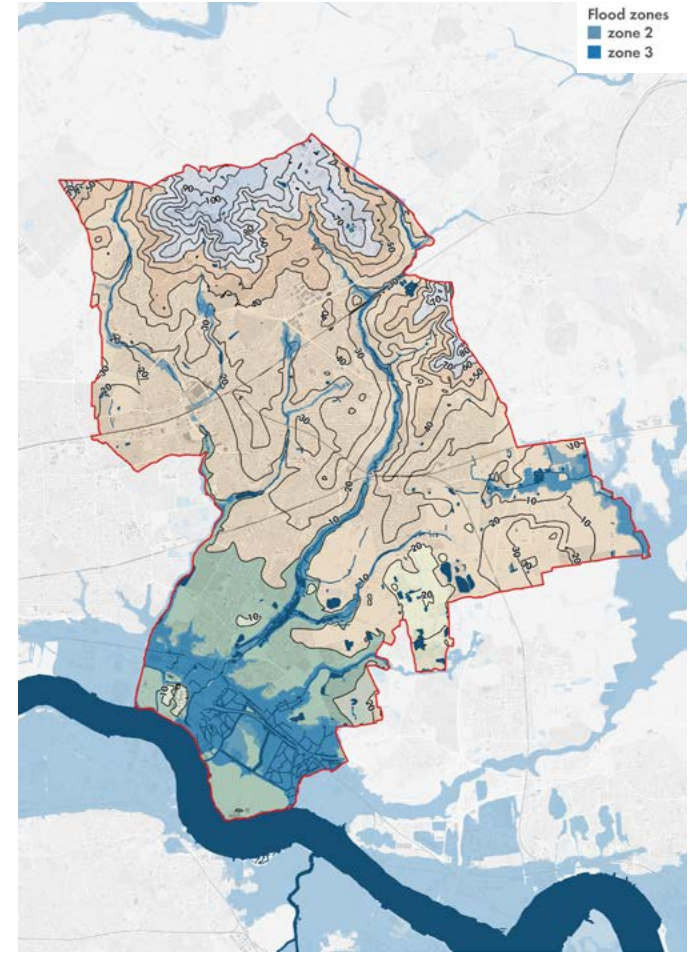
Topography and flooding (2022)
Source: Ordnance Survey, Department for Environment Food & Rural Affairs

What was the role of the Thames?

Photographs of River Thames and surrounding land from the river's northern banks, in Beam Park
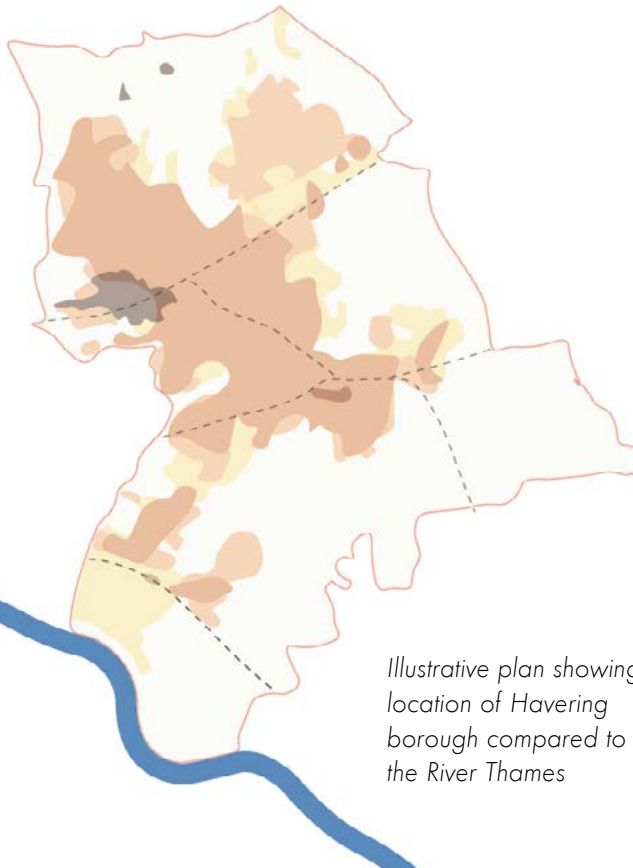
Illustrative plan showing location of Havering borough compared to the River Thames

Historically the river Thames has played its part in shaping the borough into how we know it today.

The River Thames was a key part of transporting produce and materials for agriculture and trading, both of which were key economic drivers in early Havering including the medieval times. In 1809 the Romford Canal was proposed, but construction was halted in 1875 after just two years of digging. The Romford Canal was put forward as a way of transporting produce such as potatoes and manure between Romford, Collier Row and central London. A section remains and is filled with water, in the Beam Valley Country Park in Dagenham. In 1917 the Murex Iron Founders settled along the Thames marshlands in Rainham and extended across the edge of the Thames, supporting light industry that still remains in Rainham today. In this way the River Thames has facilitated both historic and modern agricultural and industrial economies in Havering, supporting the local and regional populations.

Today, the River Thames remains a defining feature of the borough. The southern edge of Havering runs along the Thames and is part of the London Riverside redevelopment area of the Thames Gateway - an area identified for change. The Thames is relevant to two of the eleven conservation areas; Rainham conservation area in proximity, and Cranham conservation area which is bisected by a medieval route from eastern Havering to the river. It has fantastic and protected viewpoints from Havering Ridge and Havering-atte-Bower and one can see Mulberry Harbour, Dagenham and the Queen Elizabeth II bridge when standing on the marshlands in Rainham.

suburbia

medieval parish churches

Thames marshlands

"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

Edwardian suburbia

Romford

Evolution: over the following pages the spatial and architectural evolution of the borough is explained

Evolution of settlements
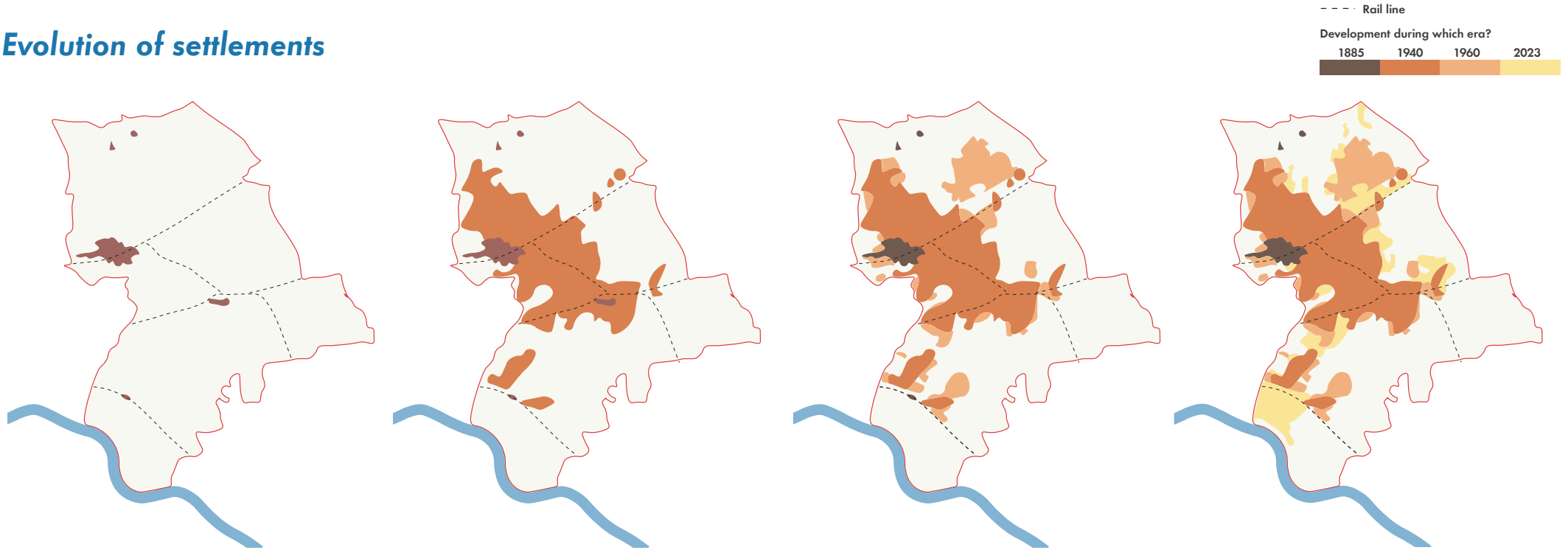
Evolution of architecture & typologies

ANCIENT   MEDIEVAL   GEORGIAN   VICTORIAN / EDWARDIAN   INTERWAR   POSTWAR   RECENT   TODAY

Evolution of borough population
Havering's spatial growth shown alongside population growth

Development during which era?

| 1885 | 1940 | 1960 | 2023 |

300,000

250,000

200,000

150,000

100,000

50,000

1801 1811 1821 1831 1841 1851 1861 1871 1881 1891 1901 1911 1921 1931 1941 1951 1961 1971 1981 1991 2001 2011
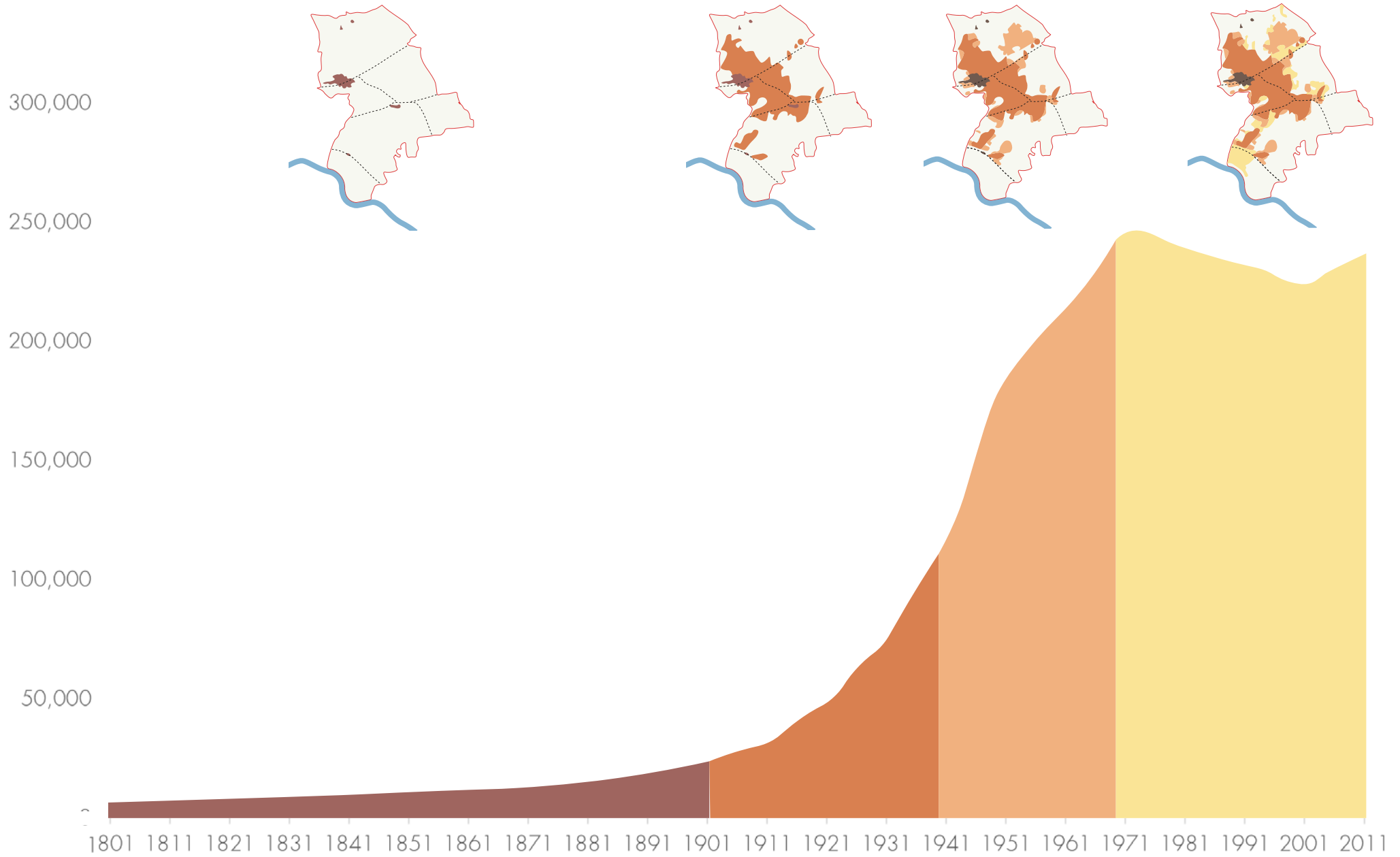
Data source to create graph: Census data

Early years

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

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.

Pyrgo Park in Havering atte Bower
Source: Britain from Above
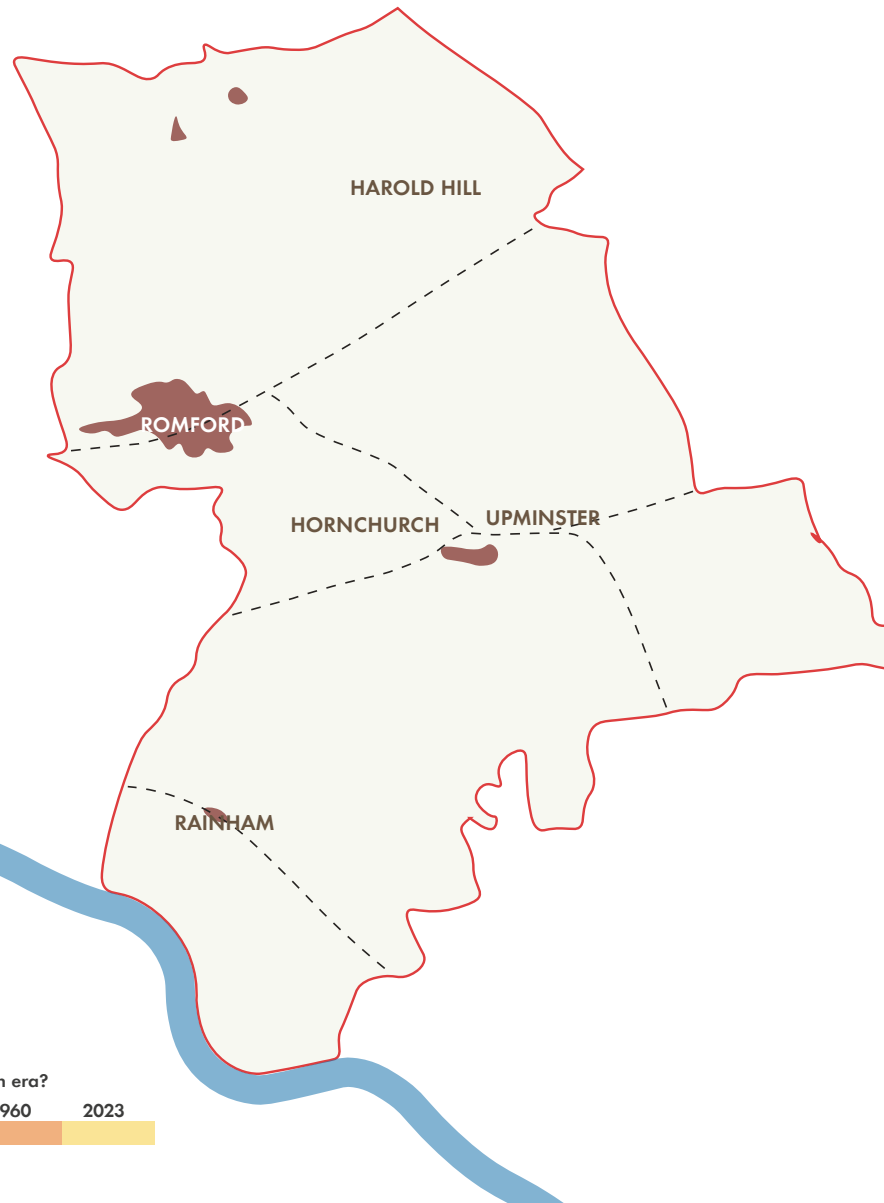
ANCIENT

MEDIEVAL

GEORGIAN

Victorian era

VICTORIAN / EDWARDIAN

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 NE 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.

HAROLD HILL

ROMFORD

HORNCHURCH   UPMINSTER
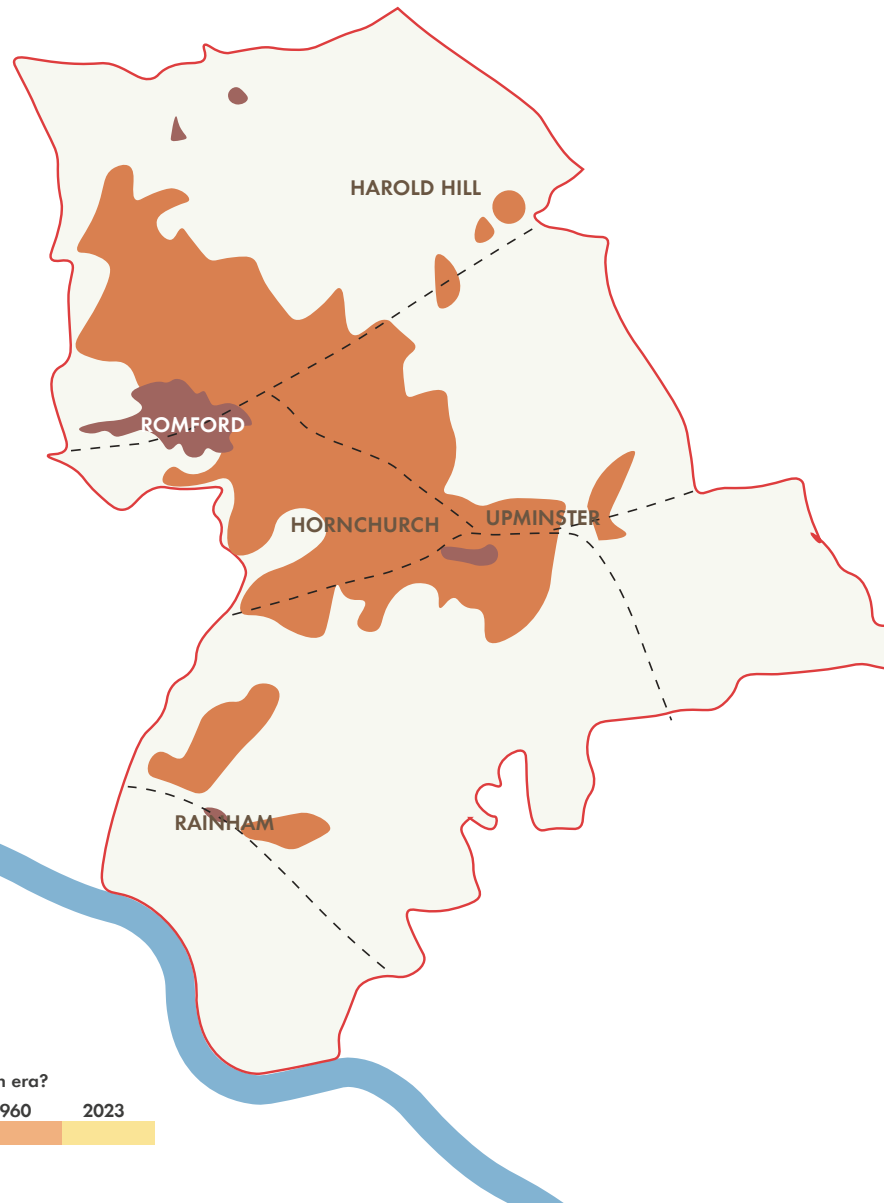
RAINHAM

MODERN PLACE NAMES

– – – ·   Rail line

Development during which era?

1885   1940   1960   2023

VICTORIAN / EDWARDIAN

Photograph sources: Allies and Morrison

War period

The newly electrified London Underground District Line was extended eastwards to Upminster, opening stations at Elm Park and Upminster Bridge. In addition to this, 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), two large housing estates were 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.

HAROLD HILL

ROMFORD

HORNCHURCH   UPMINSTER

RAINHAM

MODERN PLACE NAMES

- - - - Rail line

Development during which era?

1885   1940   1960   2023

INTERWAR

Photograph sources: Allies and Morrison

What experience did Havering have during the wars?

Havering had a unique experience of the two World Wars. During the First World War, the borough was home to military camps and recovery medical centres such as Grey Towers, Gidea Hall, Hare Hall and Whybridge Farm. Sutton's Farm airfield (Hornchurch) gained public attention when William Leefe-Robinson was recognised as the first British pilot to shoot down an enemy airship over Britain in 1916. He was attached to a night-flying squadron at Sutton's Farm airfield.

RAF Hornchurch defended London and the SE England vigorously throughout the Second World and is well remembered for its role in the Battle of Britain. RAF Hornchurch closed in 1962 and is now a conservation area.

The wars damaged the borough significantly, particularly on the 19th April 1945 when one fifth of all wartime deaths took place. This was due to an air-raid in Romford, destroying many homes and public spaces.

"Anderson shelters were not very good because they tended to fill with water, particularly in Havering as the area was below the water line."

Military war hospital in St Laurence Church during WWI
Source: Havering Local Studies
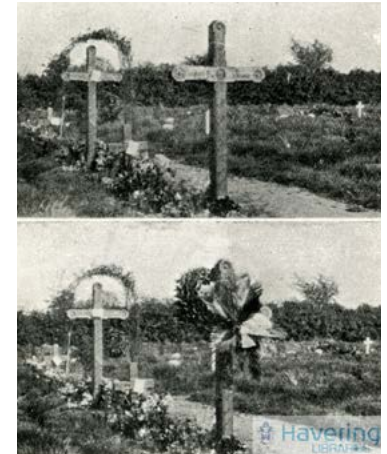
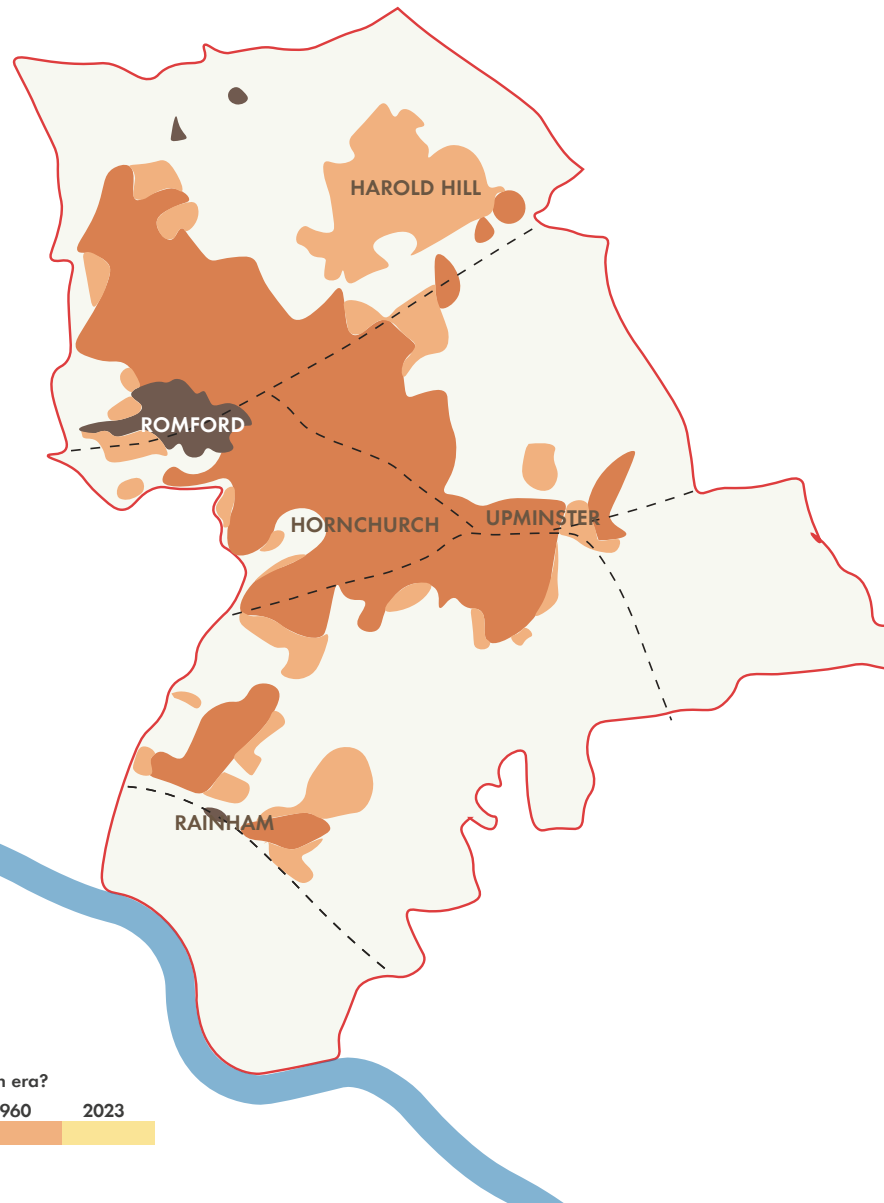*Soldiers graves in Hornchurch, 1919*
Source: Havering Local Studies

Bomb damage in Elm Park during WWII
Source: Havering Local Studies

Post-war period

Suburban expansion in Havering continued into the post-war period, with housing typologies such as suburban semi-detached and terraced homes. This period increased the borough's overall area of built form to create larger areas of continuous urban sprawl in some places. This coalescence was halted firmly by the Green Belt (London and Home Counties) Act in 1938, alongside other post-war planning acts. 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 added to including The Mall in 1990 and The Brewery in 2000.
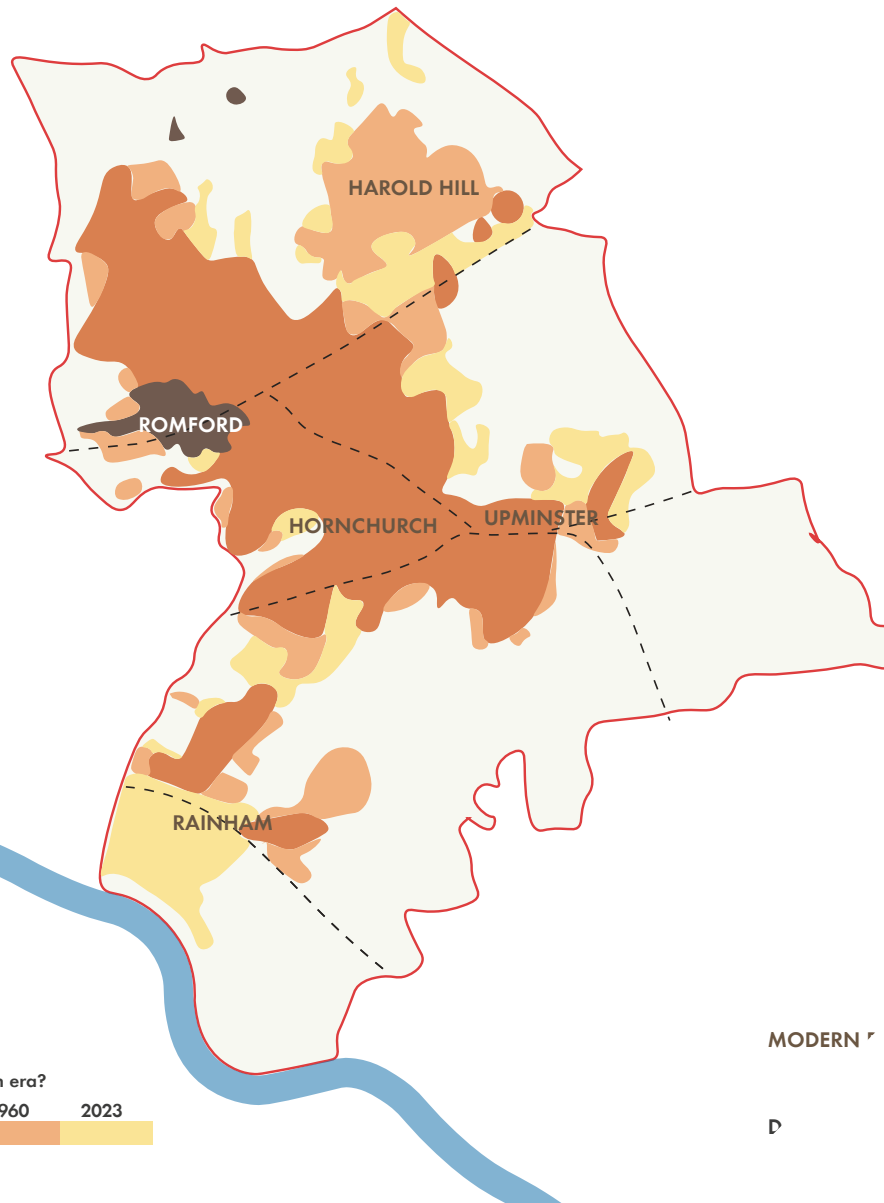
HAROLD HILL

ROMFORD

HORNCHURCH   UPMINSTER

RAINHAM

POSTWAR

MODERN PLACE NAMES

– – – · Rail line

Development during which era?

1885   1940   1960   2023

Photograph sources: Allies and Morrison

Mid-century & modern era

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.

HAROLD HILL

ROMFORD

HORNCHURCH

UPMINSTER

RAINHAM

MODERN

MODERN PLACE NAMES

– – – Rail line

Development during which era?

1885   1940   1960   2023

RECENT

TODAY

Photograph sources: Allies and Morrison

What were the economic drivers?

A timeline

Agriculture, trading markets, corn mills, brick-making

e.g. Romford Street Market

Engineering, manufacturing, brewing

e.g. Star brewery

Romford market, 1945 (Havering Local Studies)

Engineering, manufacturing, brewing

e.g. Romford Factory

Romford Brewery (Londonshoes.com)

early years | **georgian era** | **victorian era** | **war period** | **post-war** | **mid-century & modern**

Spice Pits farm, Noaks Hill (Havering Local Studies)

Cloth making, charcoal burning, metal working, brewing, light industry

e.g. Roneo Vickers Ltd

Engineering, manufacturing, brewing, war efforts

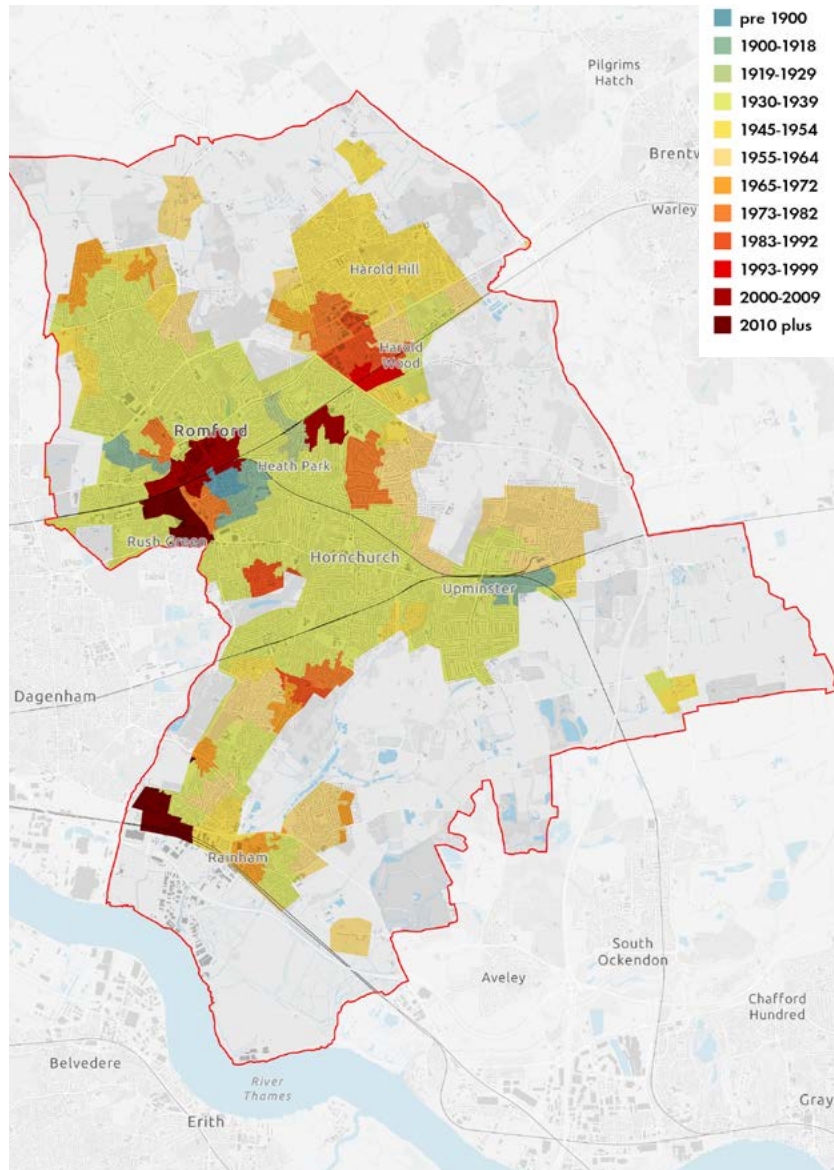*e.g. Ford Dagenham*
e.g. RAF Hornchurch

Liberty Shopping centre (Pinterest)

Commercial, retail, distribution, manufacture

e.g. Liberty Shopping Centre

How is this history represented today?

Building age

As well as the maps showing how the borough developed spatially over time, the building ages are a useful indicator in how Havering came to be as it is today. The building age and typologies represent Havering's history and tell this story.

A large proportion of the borough is characterised by early 20th century housing in Upminster, Emerson Park and Gidea Park. This is to be expected as suburban expansion in the first half of the 1900s particularly during the inter war period was instrumental in shaping Havering. This expansion was followed by post war, socially-motivated development in Elm Park, Upminster Bridge and the estates in Harold Hill and Collier Row. The mass of 20th century housing provides a back drop for the older and rarer architectural gems.

Legend:
- pre 1900
- 1900-1918
- 1919-1929
- 1930-1939
- 1945-1954
- 1955-1964
- 1965-1972
- 1973-1982
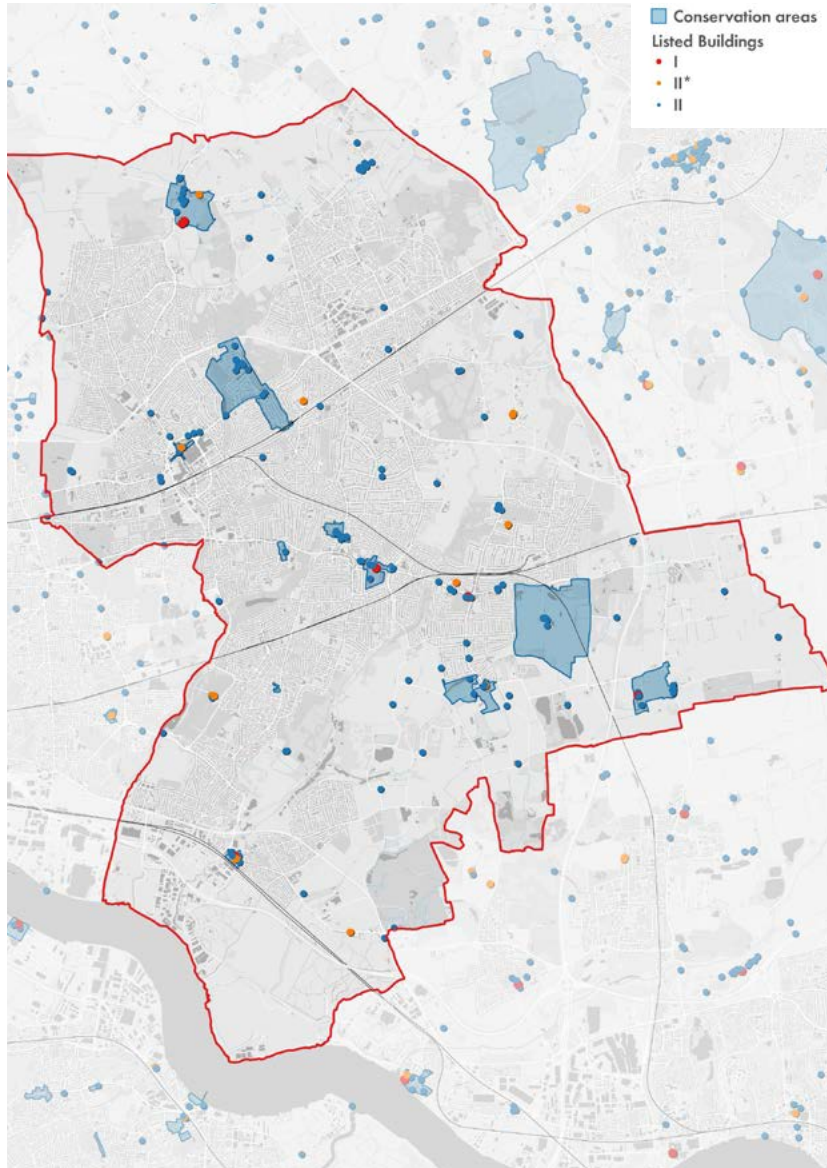- 1983-1992
- 1993-1999
- 2000-2009
- 2010 plus

Photographs (Allies and Morrison)

A spectrum of buildings differing in age from the oldest at the top and newest at the bottom.

How is this history represented today?

Heritage assets

The borough's history is well captured in its heritage assets, with a large number of listed buildings which span each of the use classes in the borough. Many of these listed buildings reflect the vernacular style of both London and Essex. There are 6 Grade I buildings including The Bower House and the Parish Church of St Andrew. There are 15 Grade II* listed buildings including Great Tomkyns house and Rainham Hall. The borough has 11 conservation areas and several Grade II listed buildings.

Photographs (Allies and Morrison) from top to bottom:

Church of St John the Evangelist, Havering-atte-Bower (Grade II)

Church of St Thomas, Noak Hill (Grade II)

Hare Hall, Gidea Park (Grade II)

Havering Town Hall, Romford (Grade II)

□ Conservation areas
Listed Buildings
• I
• II*
• II

How is this history represented today?

Grade I assets

Stable Block at the Bower House

Fig 13 Source: Geograph.org.uk

The Bower House

Fig 15 Source: Hidden London

Parish Church of St Andrew

Fig 17 Source: Parish of Hornchurch

Church of St Mary Magdalene

Fig 14 Source: Geograph.co.uk

Church of St Helen and St Giles

Fig 16 Source: Allies and Morrison

Church of St Laurence

Fig 18 Source: Youtube (image to be replaced)

How is this history represented today?

Conservation areas

Havering's 11 conservation areas protect both buildings and areas of special architectural or historic interest. They ensure that the borough's unique historic evolution and character is maintained, enhanced and preserved within the context of growth and development. The 11 conservation areas can be characterised into three categories: historic village, beautiful and historic suburbia, specific asset(s). These three categories indicate the different roles and context of the borough's conservation areas. The different roles of each conservation areas has preserved different types of heritage from specific built assets, historic viewpoints and routes, architectural movements and medieval settlements creating great variety within Havering's heritage context.

1 Havering atte Bower conservation area
historic village

2 Gidea Park conservation area
beautiful and historic suburbia

3 Romford conservation area
beautiful and historic suburbia

4 Langtons conservation area
beautiful and historic suburbia

5 St Leonard's conservation area
specific asset (St Leonard's Childrens Home)

6 St Andrew's conservation area
specific assets (St Andrew's Churchyard, Hornchurch Cemetery)

7 RAF Hornchurch conservation area
specific asset (RAF Officers' mess)

8 Rainham conservation area
beautiful and historic suburbia

9 Cranham conservation area
specific asset (Cranham Hall)

10 North Ockendon conservation area
specific assets (The church of St Mary Magdalene)

11 Corbets Tey conservation area
historic village

Conservation areas
Listed Buildings
• I
• II*
• II
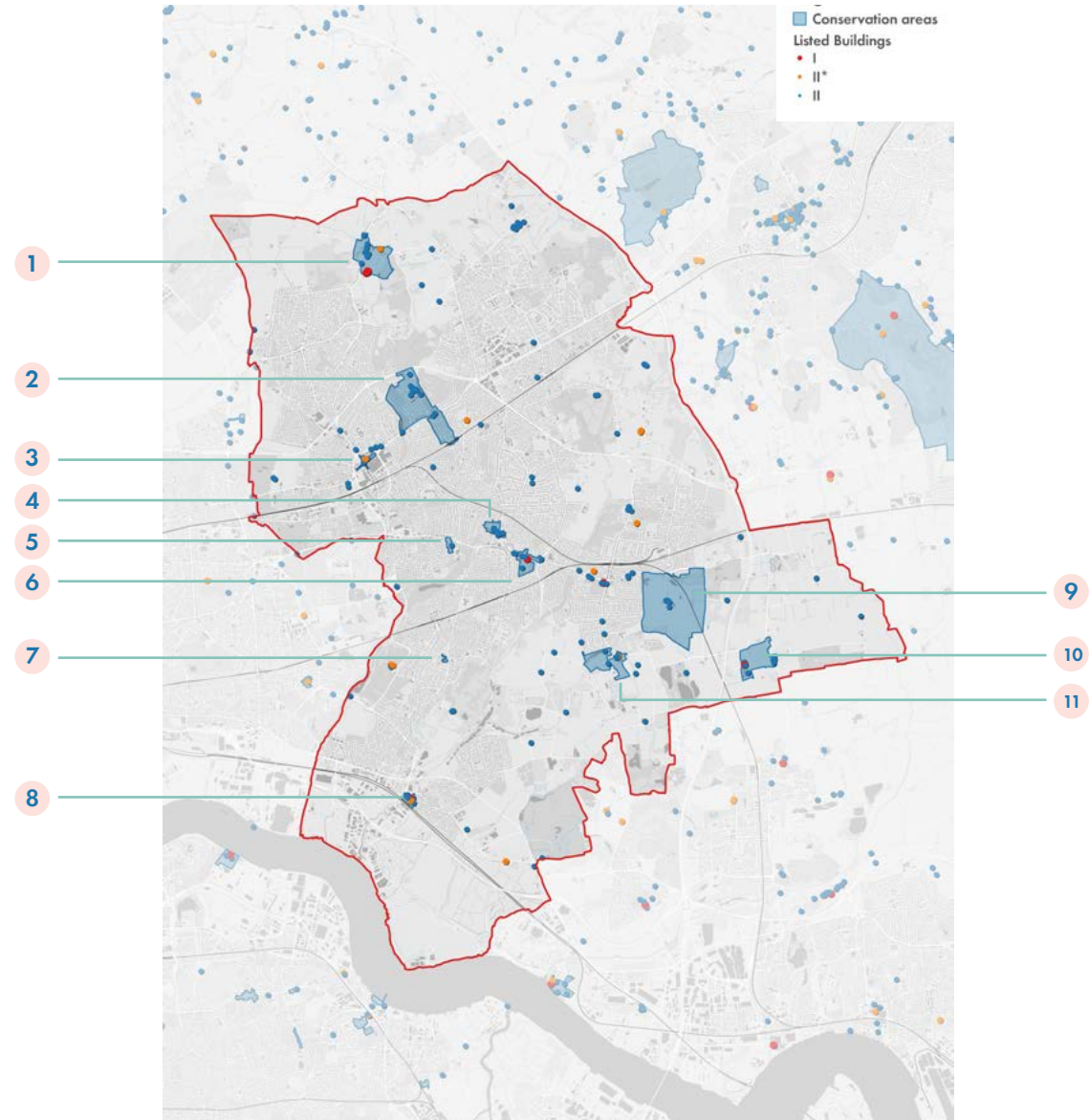
How is this history represented today?

Reuse of historic buildings

Within Havering there are countless examples of the reuse of historic buildings. This is positive for both the circular economy and the restoration of built character. A review of just a small portion of the borough reveals how well many historic assets have been re-purposed and re-used over recent years:

1. Bower House in Havering-atte-Bower by Amana Trust (now a training centre) purchased and restored from 2005.
2. Hall in Havering-atte-Bower by Saint Francis Hospice (end of life care) purchased and restored from 1978.
3. The Roundhouse in Havering-atte-Bower now The Hideaway Studio (a recording studio).
4. Havering Country Park was formerly part of Havering Park, itself part of the estate of the medieval Royal Palace of Havering which was abandoned in the 17th century. Its royal history commenced in 1066 when William the Conqueror decided to keep the manor of Havering for himself and the palace received many royal visits over the years.
5. Bedfords Park now a destination owned by Havering Council including a walled garden, deer sanctuary, adventure trail and an Essex Wildlife Trust reserve and visitor centre.
6. Former site of Union Workhouse in Romford now redeveloped as new community around Jubilee Park.
7. Mission Hall on Birkbeck Road, Romford still in use as church space.
8. 98-102 North Street, Romford was originally a family home. It has been re-purposed as an office for a law firm.
9. The Morris Dancer Public House in Harold Hill was formerly a 19th century farmhouse.
10. The former Railway Factory, Gidea Park (Grade II) is now residential apartments.

Bower House (Hidden London)

Saint Mary's Hospice (Saint Mary's Hospice)

Round House (Roundhouse.com)

Havering Country Park

Bedfords Park (Havering Council)

Jubilee Park

House of Compassion (Google Earth)

HSH Solicitors (Historic England)

The Morris Dancer Public House (Historic England)

1b SOCIAL EVOLUTION

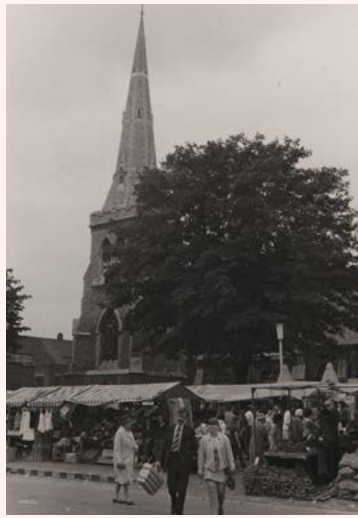Fig 19 Romford Market Place, 1938 (Facebook)

Fig 20 Church and market in Upminster, 1967 (Havering Local Studies)

Fig 23 Royal family visit Havering in 1948 (Havering Local Studies)

Fig 24 Elm Park bowling green (Havering Local Studies)

Fig 25 Romford Football Club champions, 1956 (Havering Local Studies)

Fig 22 Romford market, 1945 (Havering Local Studies)

Fig 28 Above: Hornchurch Airfield (Havering Local Studies)
Fig 29 Below: Romford Football Club, 1948 (Havering Local Studies)

Fig 30 Bedfords park, Havering atte Bower (Havering Local Studies)

Fig 26 LB Havering Central Library, 1967 (Barking And Dagenham Archive Photos)

Fig 21 The Broadway, Elm Park, 1935 (Facebook)

Fig 31 Arthur Cuthbert's scrap book (Havering Local Studies)

Fig 27 LB Havering Central Library, 1967 (Barking And Dagenham Archive Photos)

Memories of Havering

This section explores the social evolution that has taken place in Havering over the past century. The previous section laid out the historic built form and landscape evolution, and how this character has been preserved. The borough's physical transformation changed the way the area felt and the kinds of people that lived, shopped and worked there.

An analysis of the available social history and recorded memories have shown that there are three key physical changes that have influenced the social evolution:

1. Suburban expansion - simply the mass increase in population, especially at the beginning of the 20th century.
2. New demographics and types of people settling in Havering - as London expanded outwards, more urban and suburban homes were built as well as planned estates such as Harold Hill.
3. The creation of the London Borough of Havering in 1965 whereby the area was no longer considered as Essex.

Quotes from the Rising Sun project allowed residents to talk about their memories in Havering and reflect on the changes that have happened.

"I was born in the Royal Free Hospital in Grays Inn Road and in the Borough of St Pancras at that time when it was the LCC. That was way back before the war. Spent most of the war being evacuated, bombed out twice our house and eventually at the end of the war we were moved down to Harold Hill which was just being developed as a family. And lived in the Romford area then for something like 50 or 60 years. Moving out and into the Romford area was another world. "

"Years ago the market was like the hub and meeting place and lots and lots of stalls and there was a lot more going on and I think it died down. I think the market is getting going a little bit more now"

Fig 32 All photographs from the Havering Local Studies Library

Rising Sun project

Rising Sun was an immersive art project to reveal hidden identities in Havering. A space mimicking the setting of a public house, where community members could relay and record stories and memories of their time in Romford and the wider area, with a specific focus on celebrating Romford's market which has served its community for more than 775 years. The borough's residents have a strong sense of pride around where they live and many stories to illustrate this.

The quotes come directly from the project's transcripts.
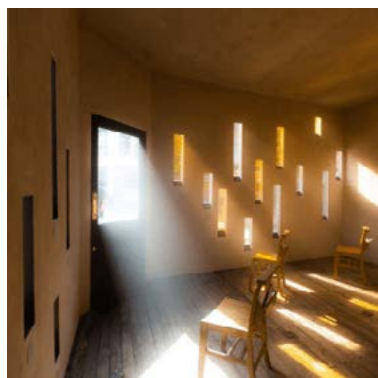
The Rising Sun 'public house', Romford by David Shearing

community

"It is a very community based street where all the neighbours know each other, we all talk to each other and it's nice. It's a really friendly environment."

community

"The people in the café, I was saying earlier there's like a close knit, close family and my friends as well"

history

"I lived in Harold Hill with my partner but we've been together 22 years, 2001 was our first year. And it's the best thing I ever did"

ethnicity

"It just felt like this own ecosystem that existed outside of London, this own pocket of whiteness … Hearing people explain to me that I'm like the first black girl they've ever met, like I was some sort of unicorn"

community

"I prefer it here, everybody in here is so friendly. You come to work in the mornings and they all say hello and when you go they say goodbye. It's nice. "

Identity - London or Essex?

An interesting part of Havering's identity is its geographic location between central London and Essex. Historically, the borough stayed rural due to little settlement until a period of heavy, rapid 20th century suburban expansion. In addition, the borough was a part of Essex until 1965 when the London Borough of Havering was created as a part of Greater London. The new Greater London embraced parts of the Home Counties, such as Essex to be the *primary unit of local government in Greater London*, with a population of between 100,000-250,000.

This new borough brought together the former area of the Municipal Borough of Romford and Hornchurch Urban District. These changes meant Havering evolved from a set of small, rural settlements in Essex to a part of London with a new collective population.

This creates interesting dynamics around whether people feel that they identify with Essex or London. The Rising Sun project explored different areas of people's identities, including their affiliation with London or Essex.

The Havering Character Study will explore this theme more throughout the engagement events, perhaps developing an understanding of whether factors such as geographic location, deprivation and age profile of neighbourhoods have an influence.

"You know how it gets thrown about you know, Essex and the way they talk sort of that kind of makes sense you know so yes I just class myself as London you know, east end boy sort of thing"

"Romford is … that middle ground between the city and the countryside, its somewhere in between and it kind of sits there. For me I very much prefer country and nature than I do the city"

"I know Romford is Havering, London Borough of Havering now but I still feel that it's part of Essex and I know a lot of people round here do still feel the Essex connection"
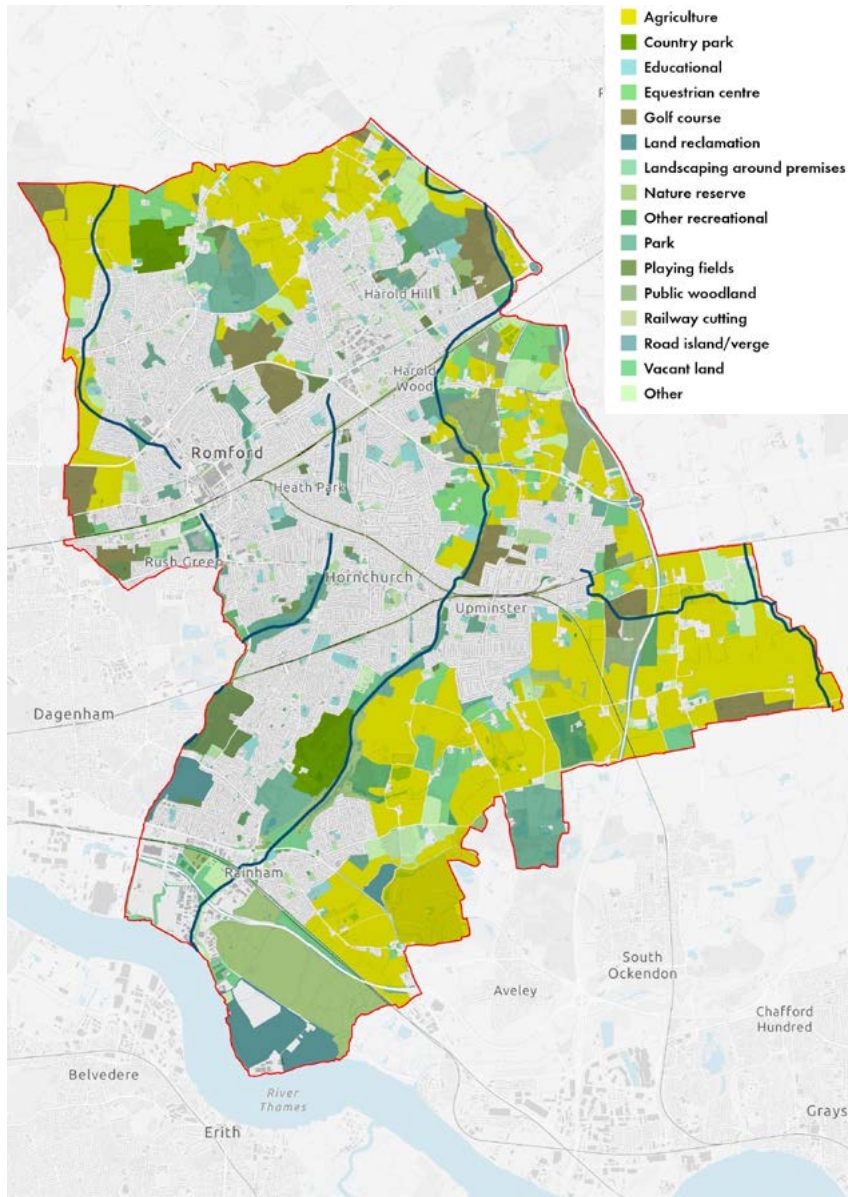
2

CHARACTER

2a PHYSICAL & ENVIRONMENTAL FACTORS

Green and blue networks

Agriculture
Country park
Educational
Equestrian centre
Golf course
Land reclamation
Landscaping around premises
Nature reserve
Other recreational
Park
Playing fields
Public woodland
Railway cutting
Road island/verge
Vacant land
Other

Source: Greenspace Information for Greater London CIC (GiGL)

The borough's green and blue networks contribute significantly to its character, drawing on the important agricultural history.
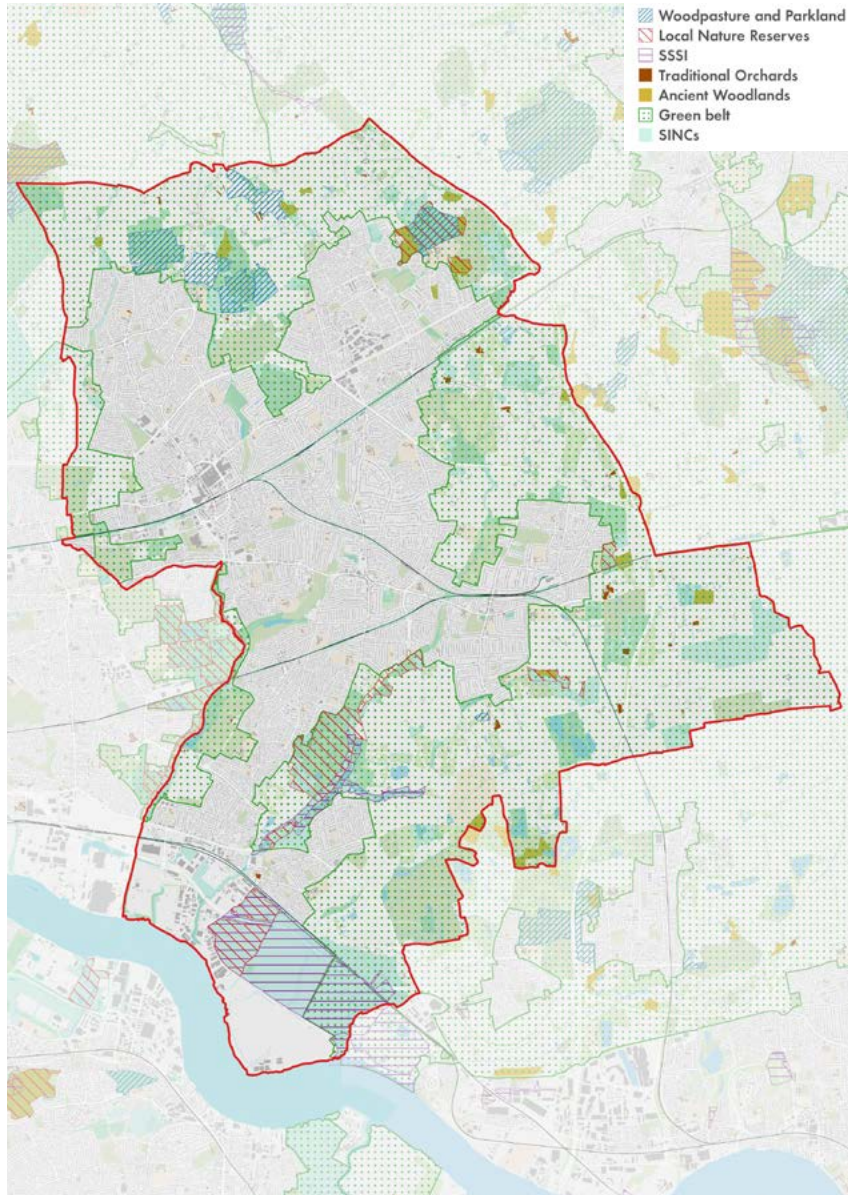
The northern and eastern portions of Havering are green, explained by its location on the very edge of Greater London. There are many different types of green land categorised within these green borders. This great amount of green space allows Havering to have a semi-rural feel throughout the borough 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. There are also pockets of green spaces packed into the urban built form.

The borough's blue network is made up of three rivers: the Thames (south of borough), the Ingrebourne (through centre of borough) and the Rom / Beam (along north-western boundary). The river Thames borders Havering's southern boundary and has marshland that provide fantastic views into central and South London.

Enhancing the access and setting of the rivers is a council priority, particularly for the Rom. The Restoring the River Rom project aims to recover and enhance the mostly underground River Rom. The River Ingrebourne openly runs through Hornchurch Country Park and the River Thames can be accessed via the Thames Marshes in Beam Park.

Environmental designations

Legend:
- Woodpasture and Parkland
- Local Nature Reserves
- SSSI
- Traditional Orchards
- Ancient Woodlands
- Green belt
- SINCs

Source: Council data

The borough is well covered by environmental designations. Over half of the borough's surface is assigned as Green Belt land (not a formal environmental designation - but still relevant here), protecting these areas from development. In addition, there are local nature reserves such as Hornchurch Country Park, traditional orchards and areas of ancient woodlands. There are leafy areas in the north assigned as wood pasture and Parkland such as Bedfords Park. Part of the Inner Thames Marshes SSSI lies south of Rainham, as a protected nature reserve.
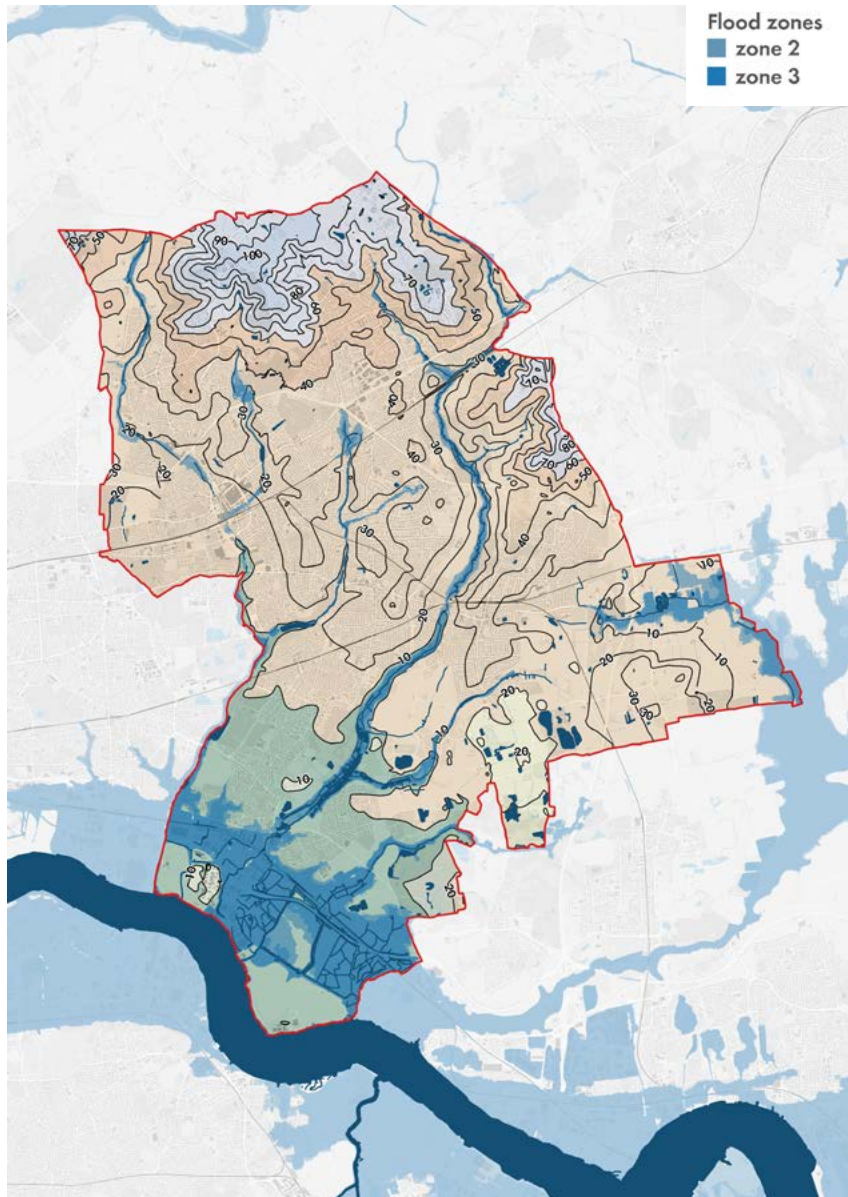

Extent of Thames Chase Community Forest
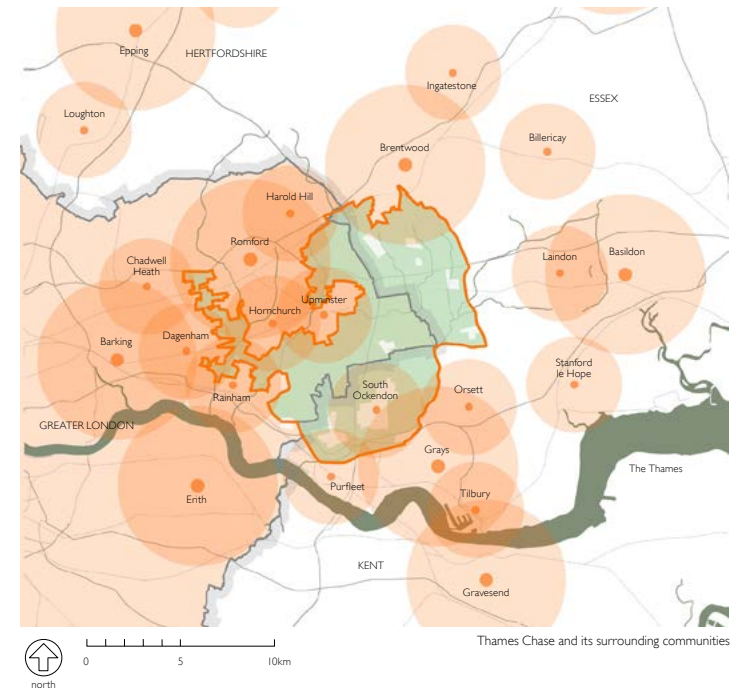
Thames Chase and its surrounding communities

Topography & flooding
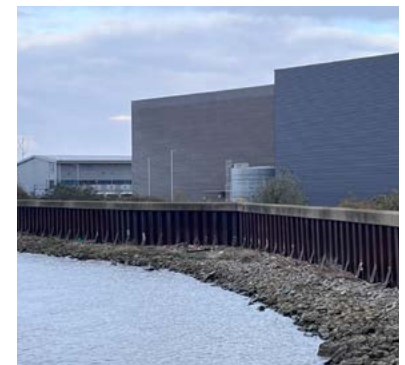

Flood zones
- zone 2
- zone 3

Water has shaped the landscape of Havering as explored previously in the report. There are three rivers in Havering: River Thames, River Ingrebourne, River Rom / Beam.
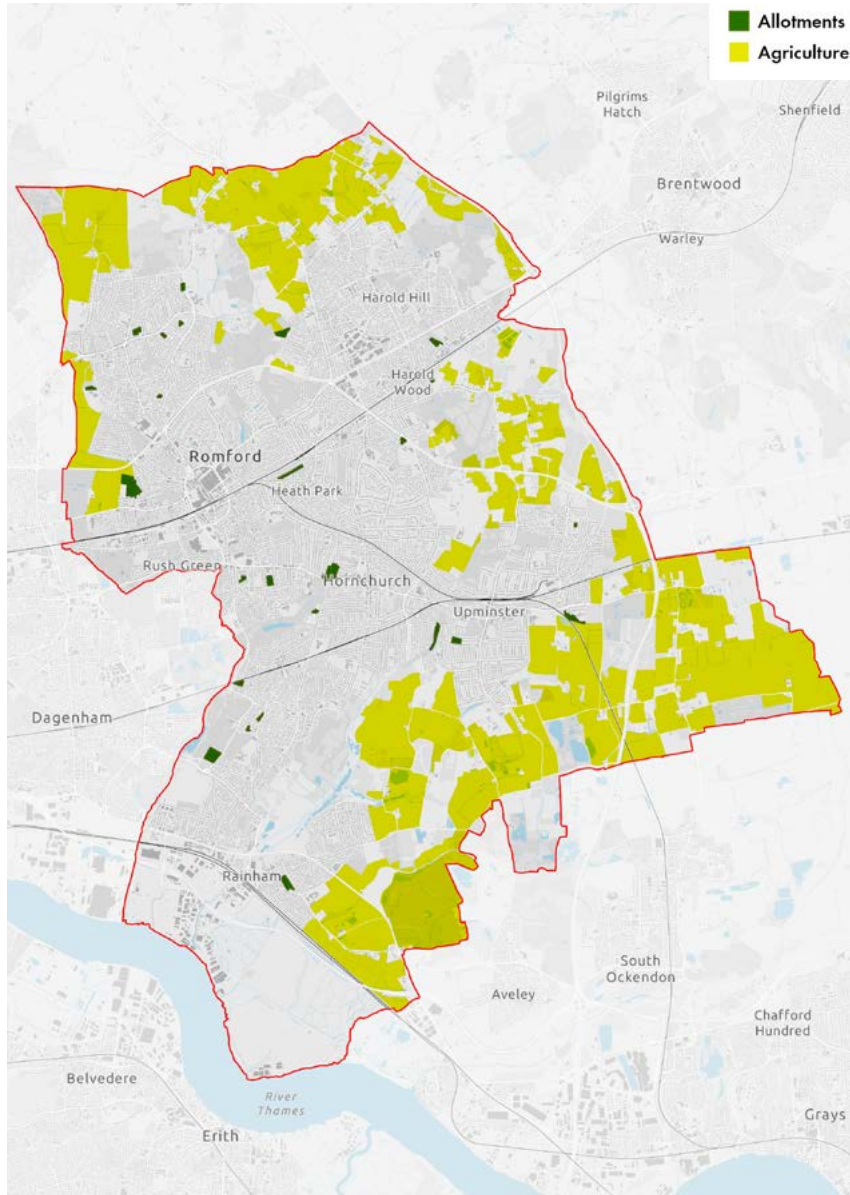
The borough's topography can be described generally as a valley sloping towards the Thames. The River Ingrebourne then creates a strong secondary valley north-south through the borough.

Flood risk zones track the river routes and occupy much of the southern marshes of the borough which form functional floodplain storage during times of high rainfall. Much of the drainage network is separate as opposed to a combined system, suggesting it was built from 1930s. There have been several floods throughout history in Havering, recently including the August 2020 floods affecting 72 locations across the borough. The primary cause of this was the large amount of rainfall recorded over 36 hours which overwhelmed the water systems.

Havering is much hillier in the northern parts of the borough, with Havering-atte-Bower sitting on a hill around 100m above sea level. The southern end of the borough is on much flatter ground.

Source: Ordnance Survey, Department for Environment Food & Rural Affairs

Food growing locations

Allotments (dark green)
**Agriculture** (yellow)

The borough is well served by food growing locations, mainly from agricultural land; a legacy that has remained through history in Havering.

It is estimated that 44% of the borough is farm land, which forms part of the wider green infrastructure network. Much of this farmland is arable farmland, but there is some open farmland with woodland including some ancient woods near Upminster, Cranham, Harold Hill all designated SINCs. The farmland is important to the ecological corridors in the borough, for biodiversity in terms of habitat improvements and tree planting. Much of the eastern farmland is within the Thames Chase land which aims to restore woodland.

Havering has 27 allotment sites adding up to over 35 hectares - all council owned sites. This equates to 0.15 Ha per 1,000 population which is below the National Society of Allotment and Leisure Gardeners' standard. There are waiting lists for these allotments, suggesting that the demand is not being met by the allotment supply. Most allotments are located within the central band of the borough, however, access is relatively good with most people being within a 10 minute walk from an allotment.

Habitat networks

Source: Natural England
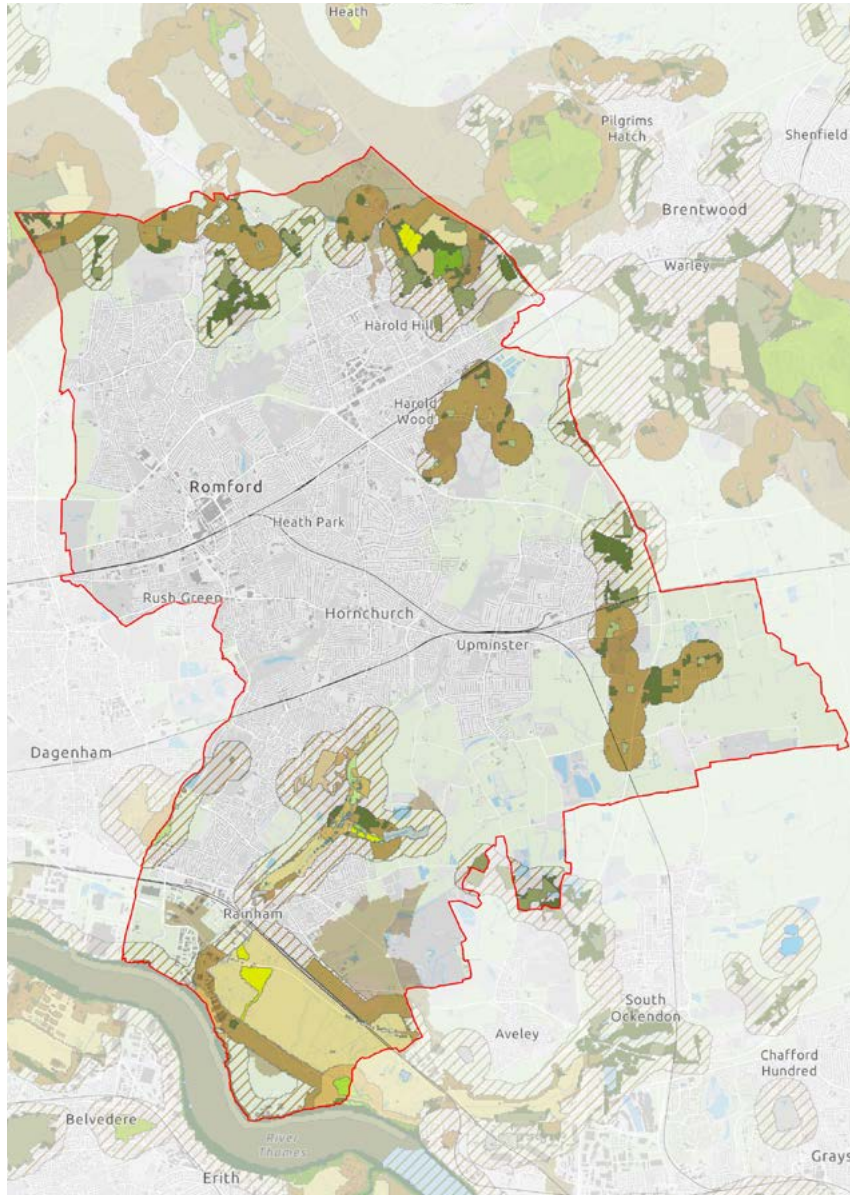
The plan shows the various habitat networks in the borough. There are Network Enhancement Zone 1s and 2s in the greener, more rural areas such as Hornchurch country park, Noak Hill, Harold Wood and east Upminster. The Network Enhancement zones are specific locations for a range of actions to help improve the ecological resilience for each of the habitats/habitat networks. Zone 1 locations are within very close proximity to existing habitat patches and Zone 2 locations ajoin these.

The former landfill sites particularly on the Thames Marshes and north of Orchard Village provide opportunities for environment and habitat restoration. The Local Plan (2021) explains that following such extractive activity, restoration is a priority to secure long lasting community and environmental benefits.

The initiatives will increase a higher biodiversity in the borough, moving towards a biodiversity net gain. The following page addresses biodiversity.
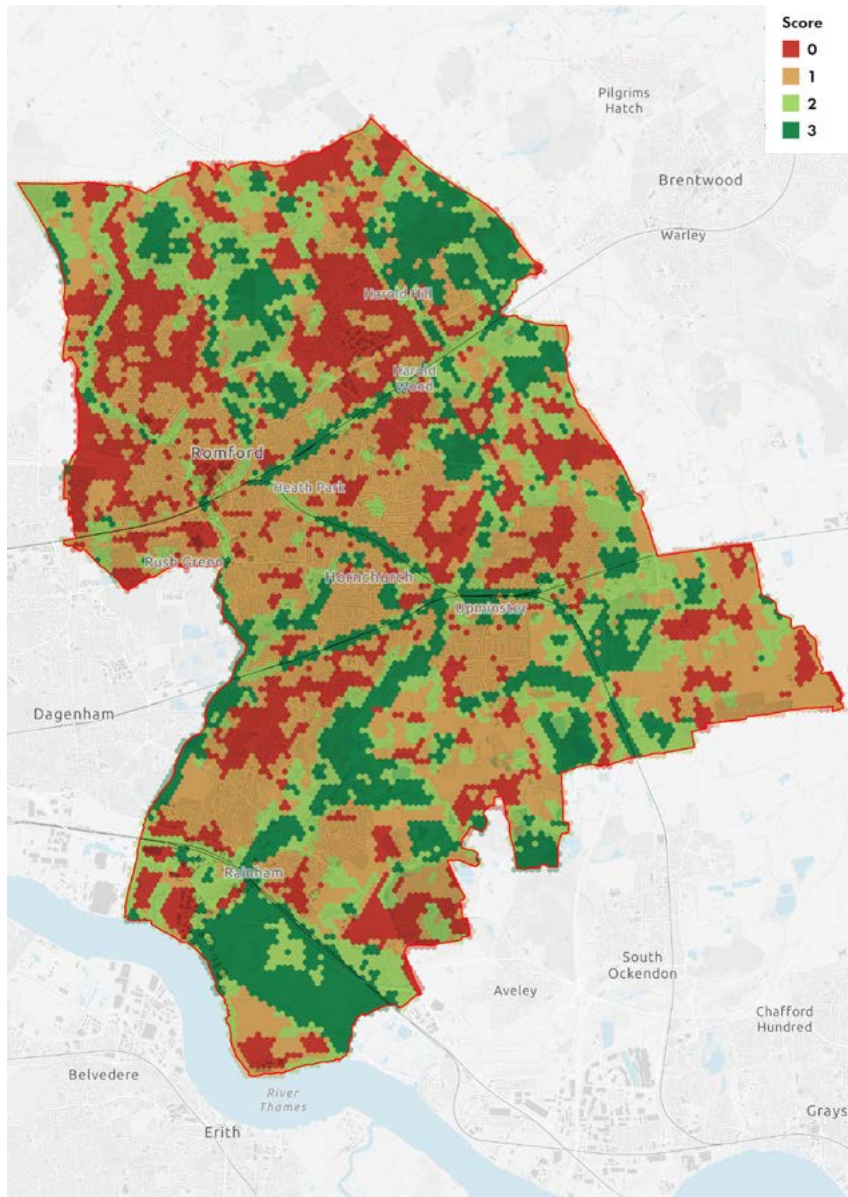
The Environment Act 2021 introduced a requirement for Local Nature Recovery Strategies to be prepared by responsible bodies. The GLA is preparing the Local Nature Recovery Strategy (LNRS) for London. This will include a map of existing nature conservation sites, opportunities for nature recovery and a statement of London's strategic biodiversity priorities. The GLA is also preparing a London Green Infrastructure Framework (LGIF) to replace the All London Green Grid. Both of these documents are expected to be published by Summer 2025 and will help inform the new Local Plan and any future Local Nature Recovery Plans or Biodiversity Action Plans for the borough.

Habitat Networks (Combined Habitats) (England)
© Natural England

Ancient woodland	Lowland meadows	Habitat Restoration-Creation
Coastal saltmarsh	Reedbeds	Restorable Habitat
Lakes	Traditional orchard	Fragmentation Action Zone
Lowland dry acid grassland	Wood pasture and parkland	Network Enhancement Zone 1
Lowland fens	PHI_Other	Network Enhancement Zone 2
Lowland heathland	SSSI	Network Expansion Zone

Biodiversity hotspots

Source: Greenspace Information for Greater London CIC (GiGL)

It is no surprise that Havering's green and open spaces have the highest biodiversity scores compared to the built areas. Generally, the borough has a mixed picture in terms of biodiversity hotspots with the rail lines having the highest score of 3. There are also large patches of high scoring biodiversity hotspots in the Rainham Marshes, Dagnam Park, Hornchurch Country Park and other smaller patches in local parks and green spaces. The areas that have the lowest score for biodiversity are Harold Hill, western and north-western Romford and Wennington. There are other smaller areas throughout with very poor scores. The rest of Havering lies somewhere in between.

The borough has a network of defined wildlife corridors which are intended to allow wildlife to disperse outwards into the borough and beyond. This has had some success, but the Council identify that a proactive approach is needed to increase biodiversity in Havering.

Nature Conservation & Biodiversity Strategy (2014)
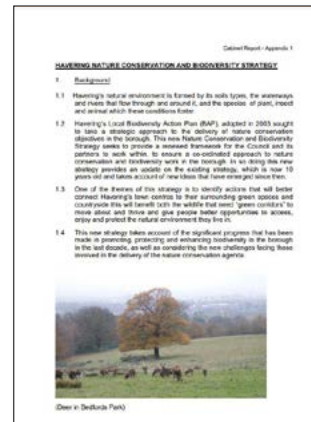
Tree canopy
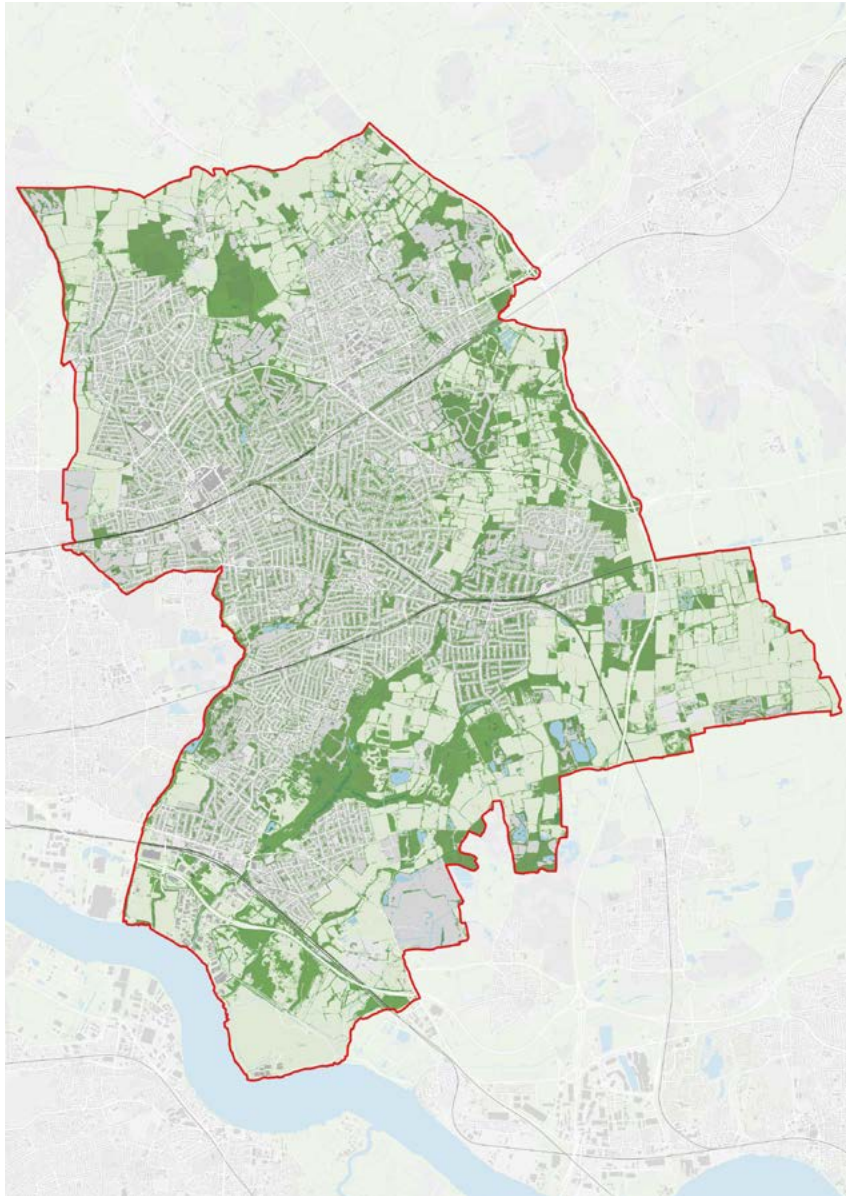
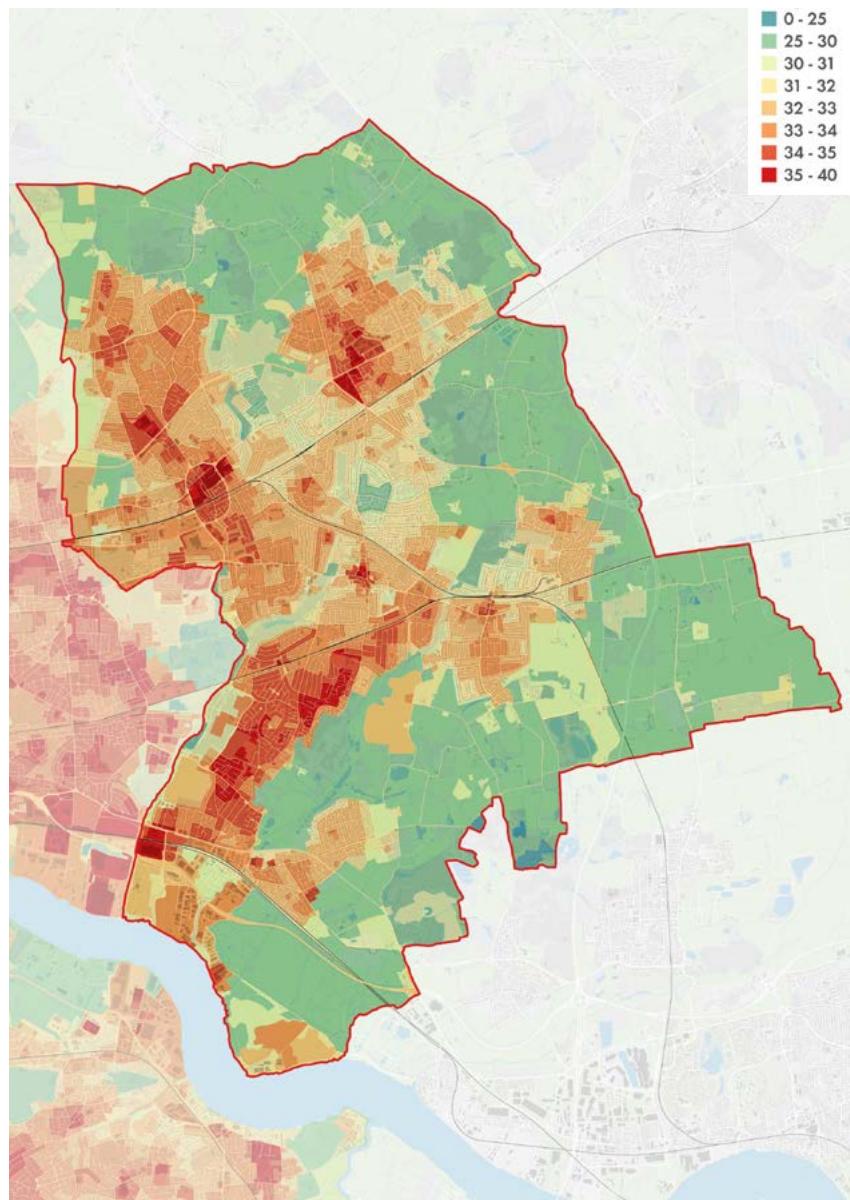Source: Bluesky - National Tree Map™ (NTM™)

Generally, Havering is well covered by trees and shrubbery. The northern and eastern parts of Havering that are characterised mainly by green and open spaces have a high tree coverage, with the local woodland and country park categories at the top. Notably, almost all of Hornchurch Country Park is covered by trees, allowing residents to enjoy sheltered walks and bike rides. Large parts of the built areas are well covered by trees too, such as suburban streets in Upminster, Emerson Park and northern Romford. This relates to the housing typologies that are found in these areas, which tend to allow for greenery along the roads and have green front and back gardens. Less tree covered areas include Harold Hill and parts of Rainham which do not have much urban greening or open spaces integrated into the area. In some areas, such as Romford and the north east there are many trees but they exist in the back gardens rather than on the street and the public realm.

LONDON BOROUGH OF HAVERING
StreetCare – Environmental Maintenance
Tree Strategy 2009 - 2019

Tree Strategy (2009)

Heat spots

Legend:
- 0 - 25
- 25 - 30
- 30 - 31
- 31 - 32
- 32 - 33
- 33 - 34
- 34 - 35
- 35 - 40

Source: GLA

This plan uses thermal satellite data to show the land surface temperature in Havering. Land surface temperature is defined as the radiative surface temperature.

Notably, centres are the most sensitive to heat as shown by the high temperatures in central Romford, Rainham and Emerson Park. Other typologies experiencing the same are big box retail, industrial estates and campuses. The residential area with the highest temperature is Elm Park. This is in direct contrast to the large areas on the Essex-facing sides of Havering that have low temperatures, particularly open and green areas. Residential areas that have a low surface temperature are Emerson park, Gidea Park and east of Harold Hill.
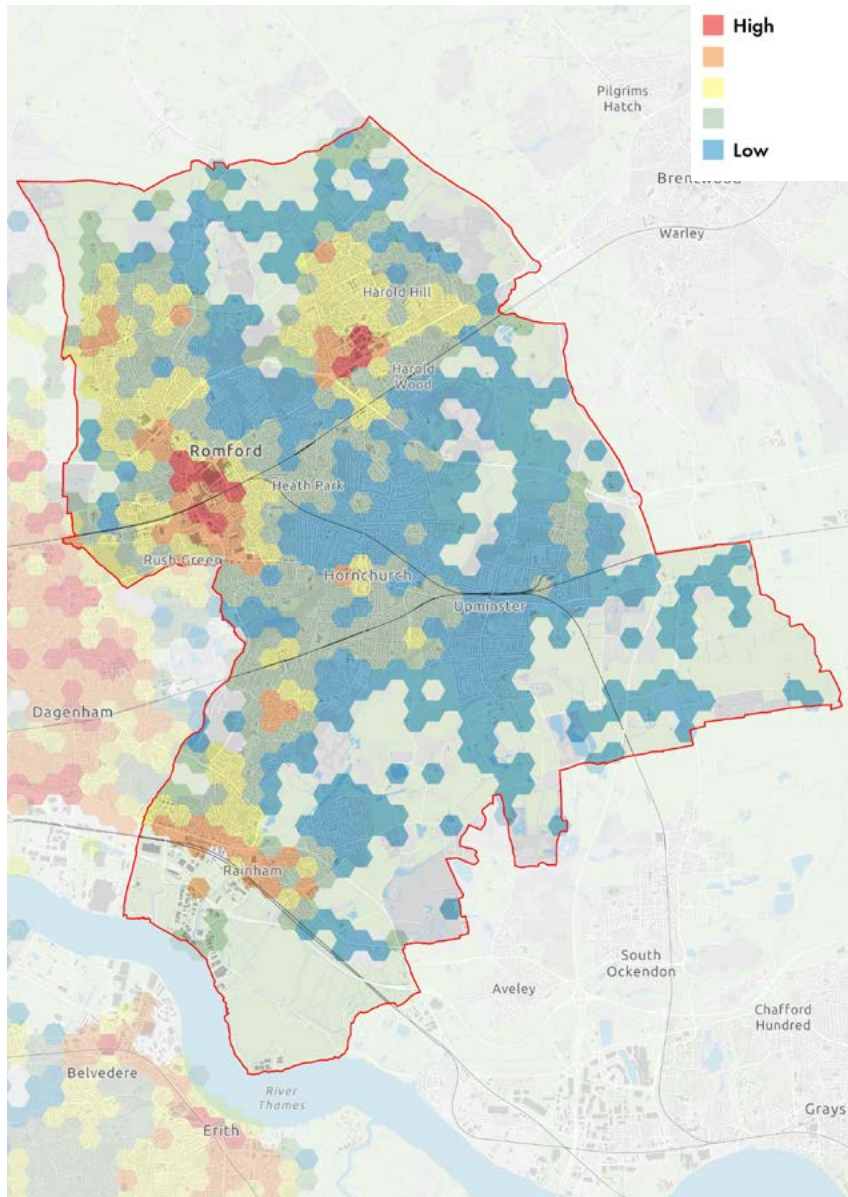
The heat risk was felt significantly in 2022, when fires during a heatwave destroyed nearly 20 homes, 12 stables and five cars in Wennington.

London Borough of Havering

Climate Change Action Plan 2021

Havering
LONDON BOROUGH
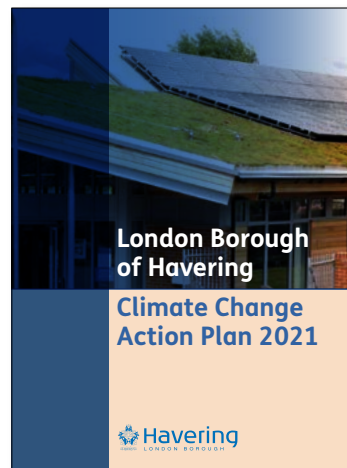
Climate Change Action Plan (2021)
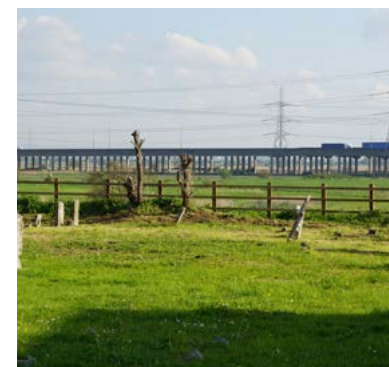
Climate risks

The plan shows a Climate Risk index across the Havering borough. It shows that the eastern parts of the borough is at relatively 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: Ages Under 5, Ages Over 75, English Proficiency, Income Deprivation, Social Renters, BAME, Average Land Surface Temperature, Surface Water Flood Risk, PM2.5, NO2, Green/Blue Land Cover, Areas of Deficiency In Access To Public Open Space. It combines data for each of these factors and assigns areas scores from low-high. Please note the index does not include tidal flood risk.
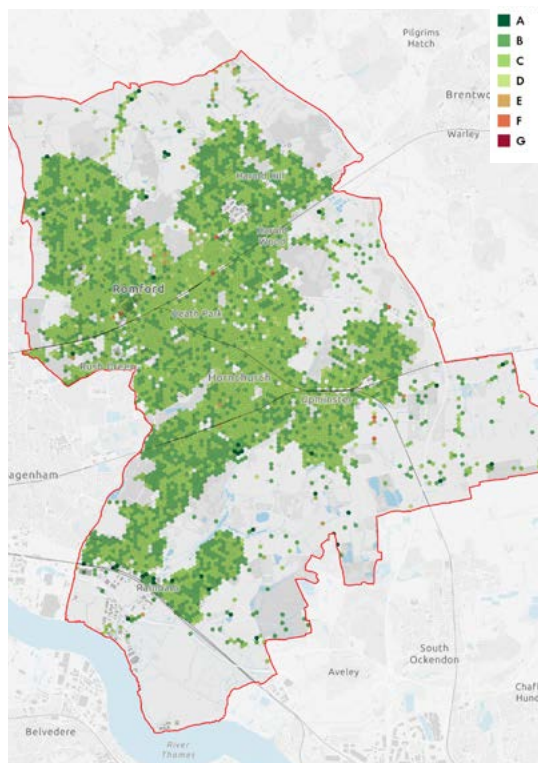
Climate Change Action Plan (2021)

Source: Greater London Authority and Bloomberg Associates
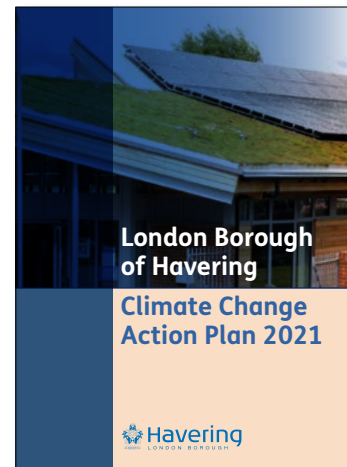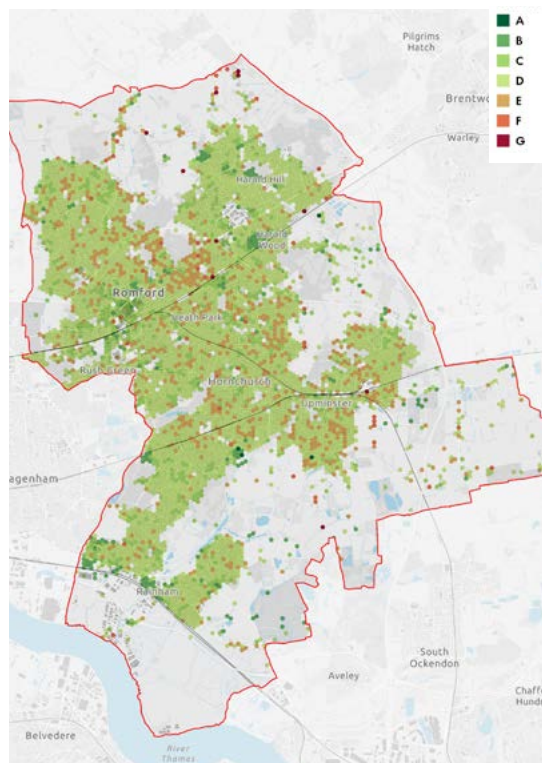
Energy efficiency

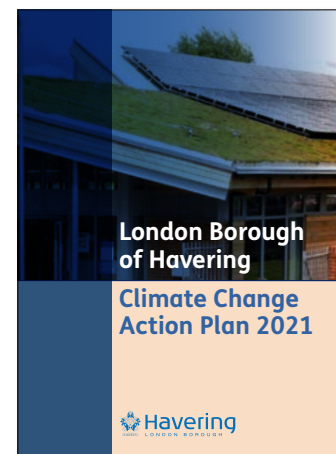

Current energy efficiency rating

Potential energy efficiency rating

The energy efficiency picture in Havering is disappointing and will require action. The borough had the worst scoring Energy efficiency out of the London boroughs as of March 2023. There are very few ratings of Band A and B (lettable after 2030). There is a large proportion of Havering that has a current energy efficiency rating of band C (unlettable after 2027). There are a fair few areas where most of the houses are within band E (again, unlettable after 2027). There are a couple of areas showing up in bands F and G, meaning homes here are unlettable after 2023.

The potential energy efficiency is more encouraging, with most of the borough covered by bands B and C.

When comparing these plans with dwelling age, it is interesting to see that the homes built around 1910-1930 are performing the worst in energy efficiency. As more work is done throughout the Havering Character Study on typologies, a clearer picture for recommendations on this topic will emerge.

London Borough of Havering

Climate Change Action Plan 2021

Havering
LONDON BOROUGH

Climate Change Action Plan (2021)

Road & rail noise

Noise Bands
- 75+ dB(A)
- 70.0-74.9 dB(A)
- 65.0-69.9 dB(A)
- 60.0-64.9 dB(A)
- 55.0-59.9 dB(A)
- 00.0-54.9 dB(A)
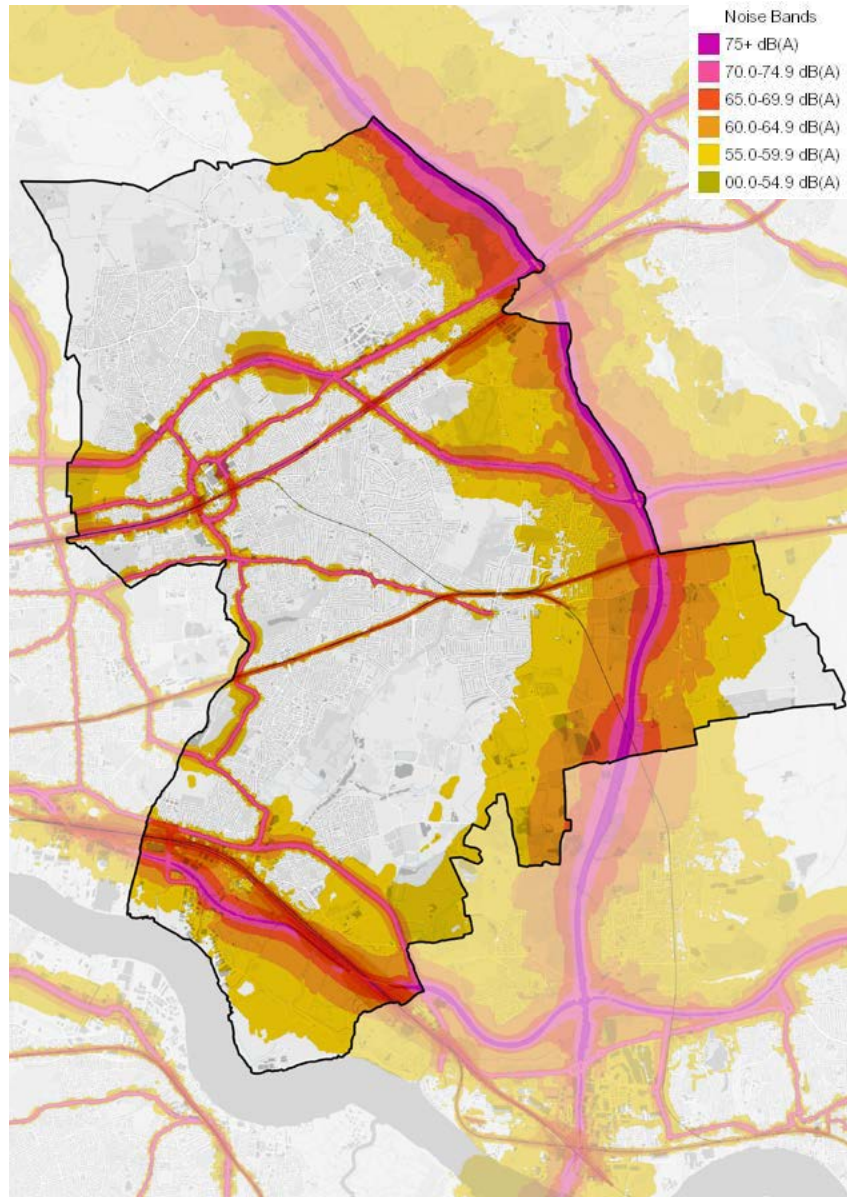
Source: Department for Environment, Food and Rural Affairs

The noise levels in Havering follow the main roads and railway lines. The M25 which borders the east of the borough produces the most noise which spreads westwards into Havering reaching 75+ db(A). The A12 produces noise that affects the immediate surrounding areas, with some spreading to Rise Park and Raphael Park. The most southern area in Havering has high noise levels from the A13, A1306 and c2c rail lines.

Climate Change Action Plan (2021)

London Borough of Havering

Climate Change Action Plan 2021

Havering
LONDON BOROUGH
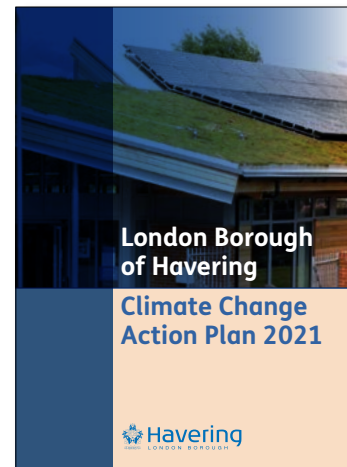
Air quality (Nitrogen dioxide)

Value
- 16 - 19
- 19 - 22
- 22 - 25
- 25 - 28
- 28 - 31
- 31 - 34
- 34 - 37
- 37 - 40
- 40 - 43
- 43 - 46
- 46 - 49
- 49 - 52
- 52 - 55
- 55 - 58
- > 58
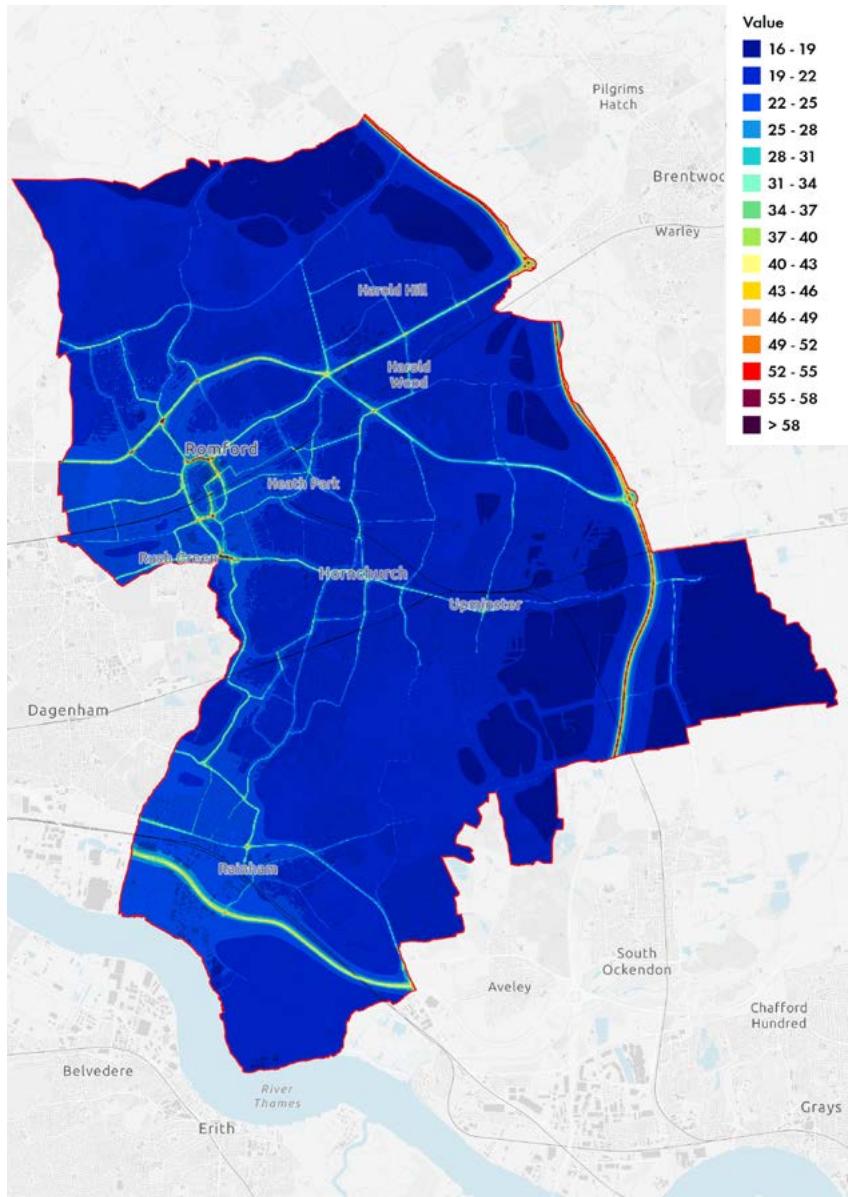
The nitrogen dioxide concentration levels in the borough are relatively good with much of the borough being 19-22 µg/m3. There are areas along the northern and eastern boundaries that are 16-19 µg/m3 which can be attributed to the open green space there, despite being next to the M25. The nitrogen dioxide levels are worst along the railway lines and roads in the strategic road network, notably along the M25, A12, A127 and A13.

Air Quality Action Plan (2018)

London Borough of Havering

Air Quality Action Plan 2018- 2023

Havering
LONDON BOROUGH

Source: GLA and TfL

Air quality (PM10)

PM10 ($\mu g/m^3$)
- < 16
- 16 - 19
- 19 - 22
- 22 - 25
- 25 - 28
- 28 - 31
- 31 - 34
- 34 - 37
- 37 - 40
- 40 - 43
- 43 - 46
- 46 - 49
- 49 - 52
- 52 - 55
- 55 - 58
- > 58

PM10 data maps where there is very small particles found in dust and smoke, an is an indicator of air quality. Much like the nitrogen dioxide data, almost all the Havering borough has a very good level of PM10 at less than 16 µg/m3. Levels along the railways and roads are higher.
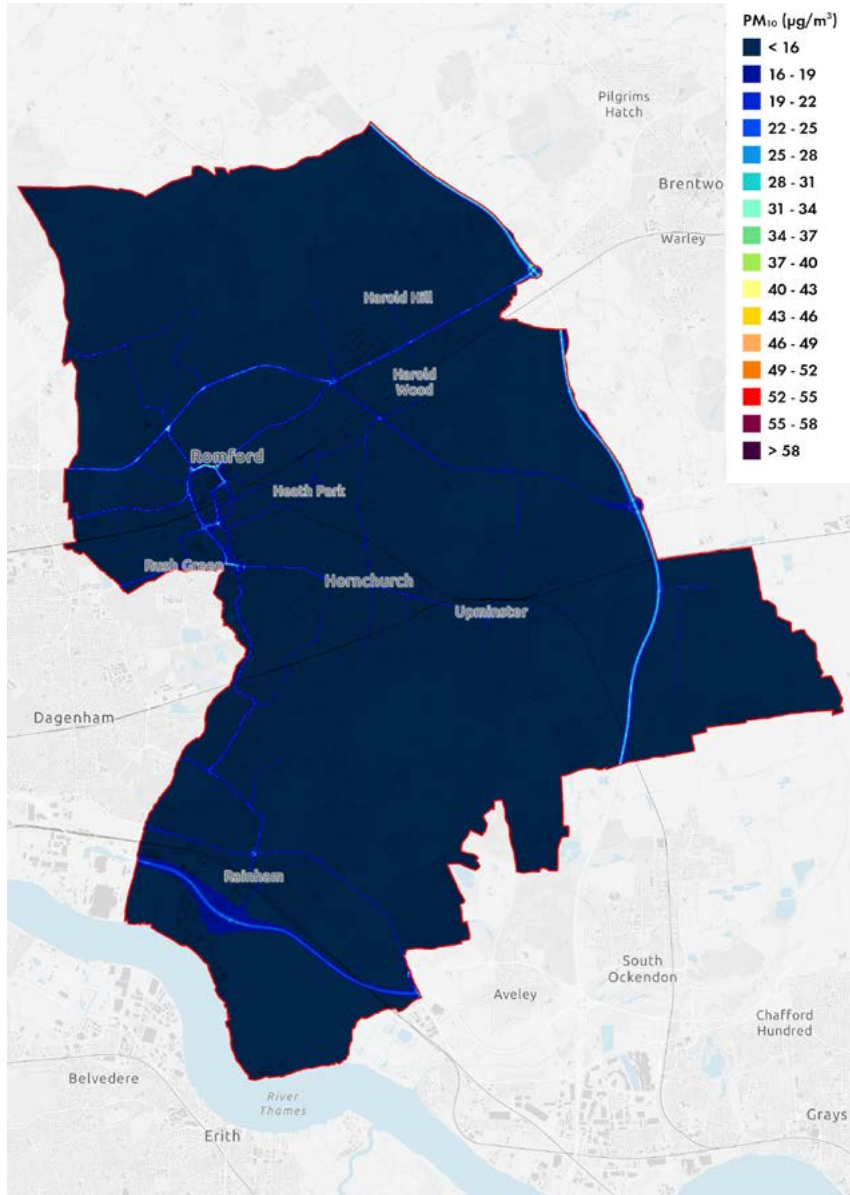
Air Quality Action Plan (2018)

London Borough of Havering

Air Quality Action Plan 2018- 2023

Havering
LONDON BOROUGH

Source: GLA and TfL

Summary

- Havering has strong green and blue infrastructure networks which are protected by various environmental designations. These networks played a key role in the historic development of the borough, dictating largely where settlements were built.

- The borough has many well-loved public parks, but there are patches with a lack of access particularly in relation to children's play areas.

- With the presence of Havering's three rivers and the dramatic topography in the north of the borough, flood zones are much more prevalent in the south especially along the Thames marshes. There is an opportunity for river restoration.

- The levels of biodiversity and the number of habitats in an area varies heavily across the borough. There are opportunities here to improve these factors in light of climate change and its ability to make these factors worse.

- The borough as an impressive tree canopy, including lots of the built areas too. This correlates with the heat spots and climate risks data, whereby the surface area temperatures are lowered by the presence of street trees and urban greening.

- Energy efficiency levels are low, however, there is the potential to enhance this with retrofitting etc. This correlates with building age and typologies.

- Road and rail noise and air quality are worst around the key routes and railway lines.

- Generally there is lower biodiversity in the built areas, despite the borough having a good overall tree canopy - creating an opportunity to increase this. Could this be informed by expanding the wildlife corridors that emanate from Thames Chase habitats?

- Mid century and late 20C buildings have higher surface temperatures, but there are exceptions where the plots are large and green and there is a substantial amount of trees e.g. Emerson Park.

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 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
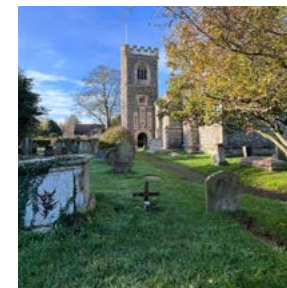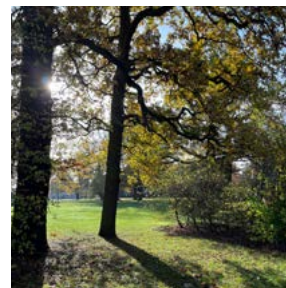
2b URBAN FORM

Urban form
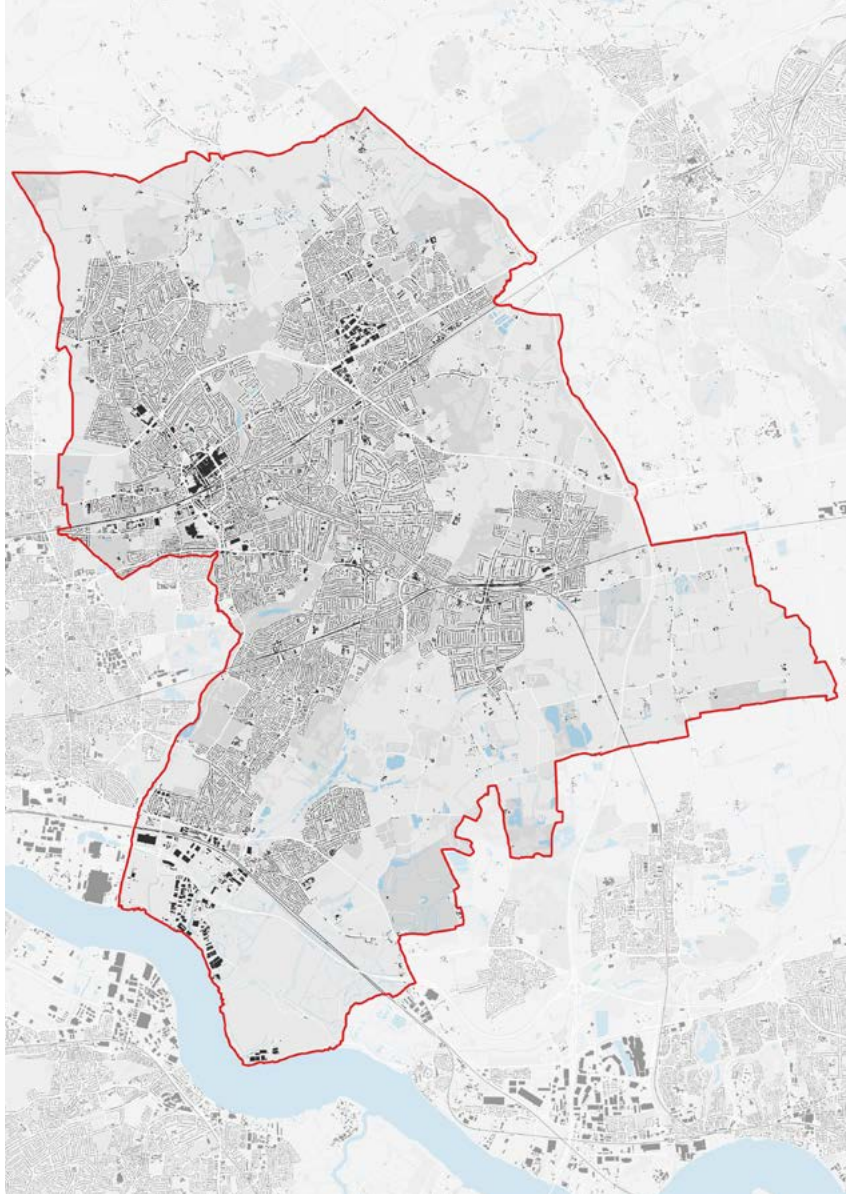
Source: OS

The plan shows a figure ground plan of the borough, the black areas are built form (buildings).

The LB Havering's built form extends north eastwards out from London's suburbs. The borough has a large amount of green space, keeping much of the built form in the central and western parts of the borough's boundary. The built form is characterised mostly by suburban perimeter blocks supplemented by cul-de-sac typologies and some town centre / industrial floor plates.

More information on typologies will be provided as part of the next stage of work.

Land use

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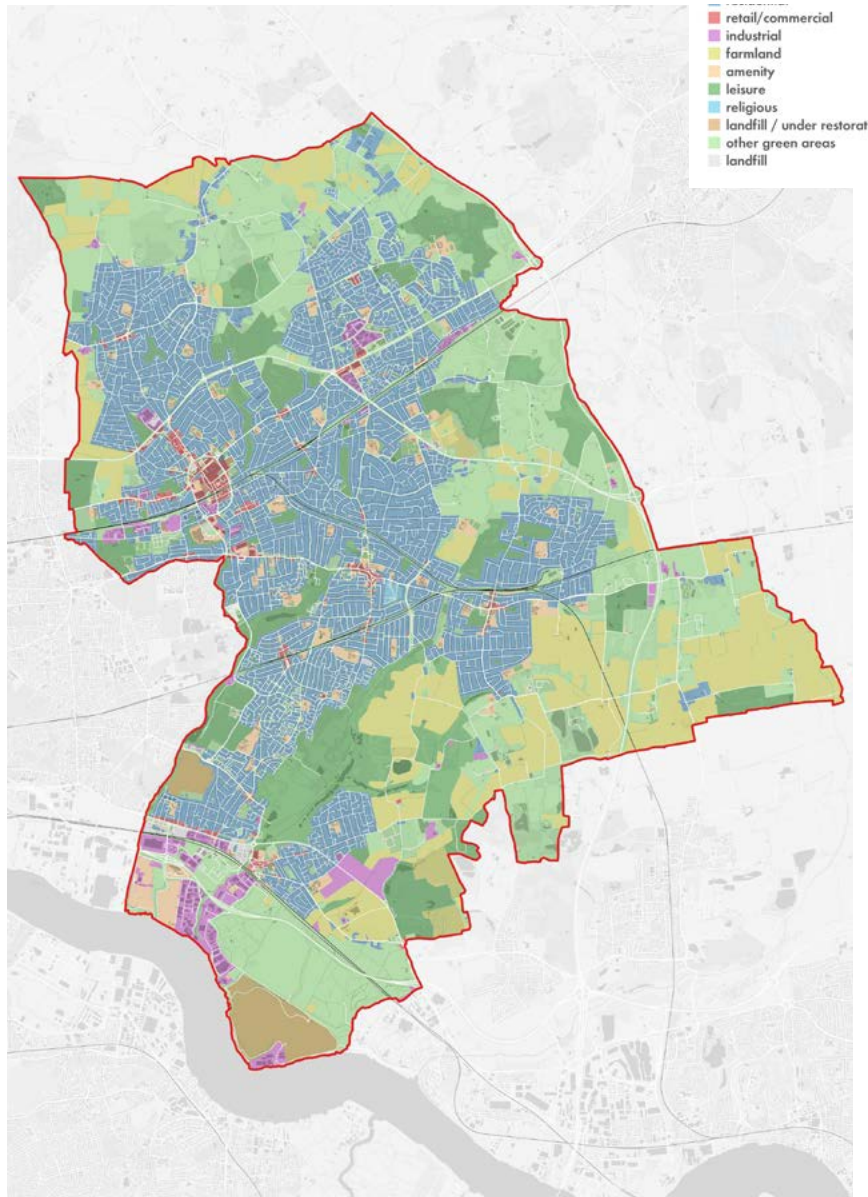
Havering has a consistent land use pattern, with residential neighbourhoods bordered by green and open space. There is some industrial use, mainly just south of Rainham as well as smaller amounts in Wennington, Romford and Gallows Corner. Amenity, retail and commercial use are typically found on local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

More commentary on the functional character of Havering can be found in Section 2e.

Source: Openstreetmap

Urban morphology types

Legend:
- Central Business District
- Countryside Sceneries
- High Street and Promenades
- Railway Buzz
- Suburban Landscapes
- The Old Town
- Victorian Terraces
- Waterside Settings
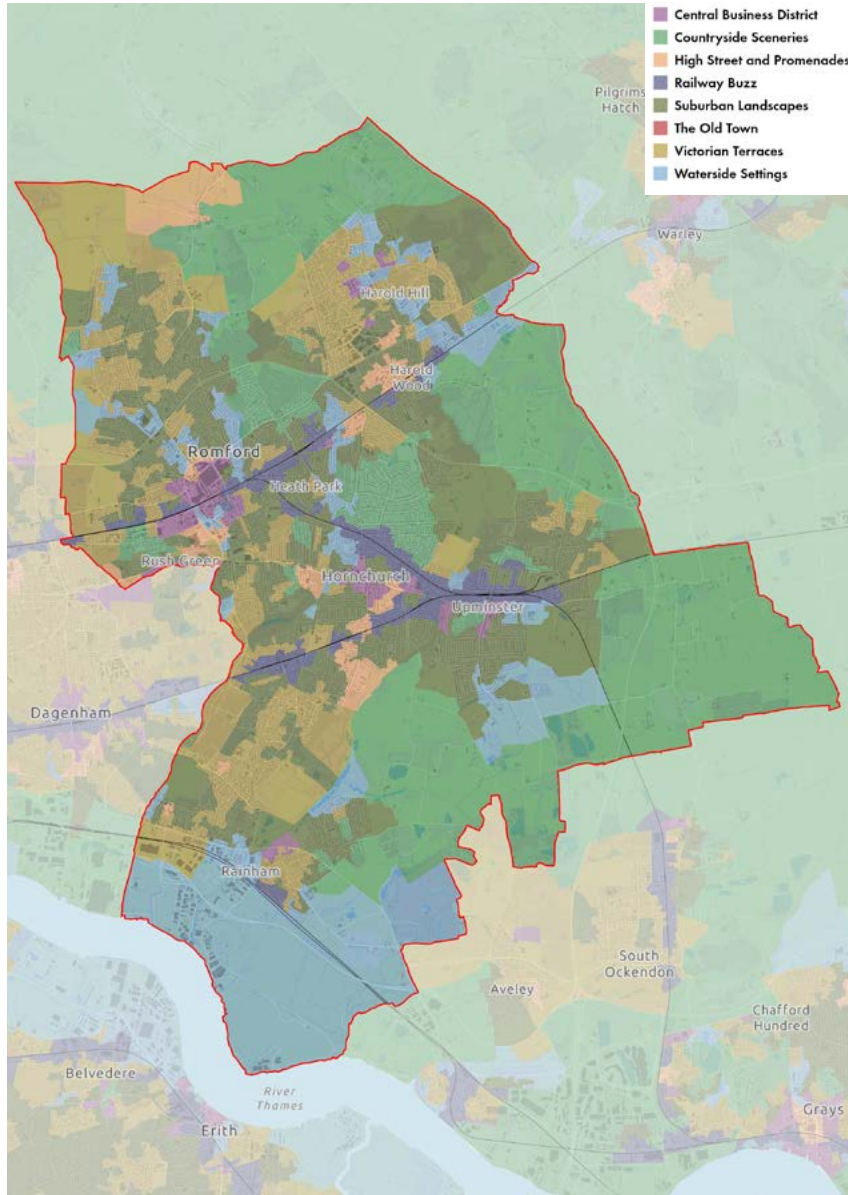
The borough has a varied urban morphology type. Along the railway's there are Railway Buzz homes, often close to Havering's Central Business Districts. There is a large amount of suburban landscape and Victorian terraces which contribute strongly to the borough's built character. Local high streets and promenades are dotted throughout, and there is waterside setting south of Rainham.

Source: ESRC Consumer Data Research Centre
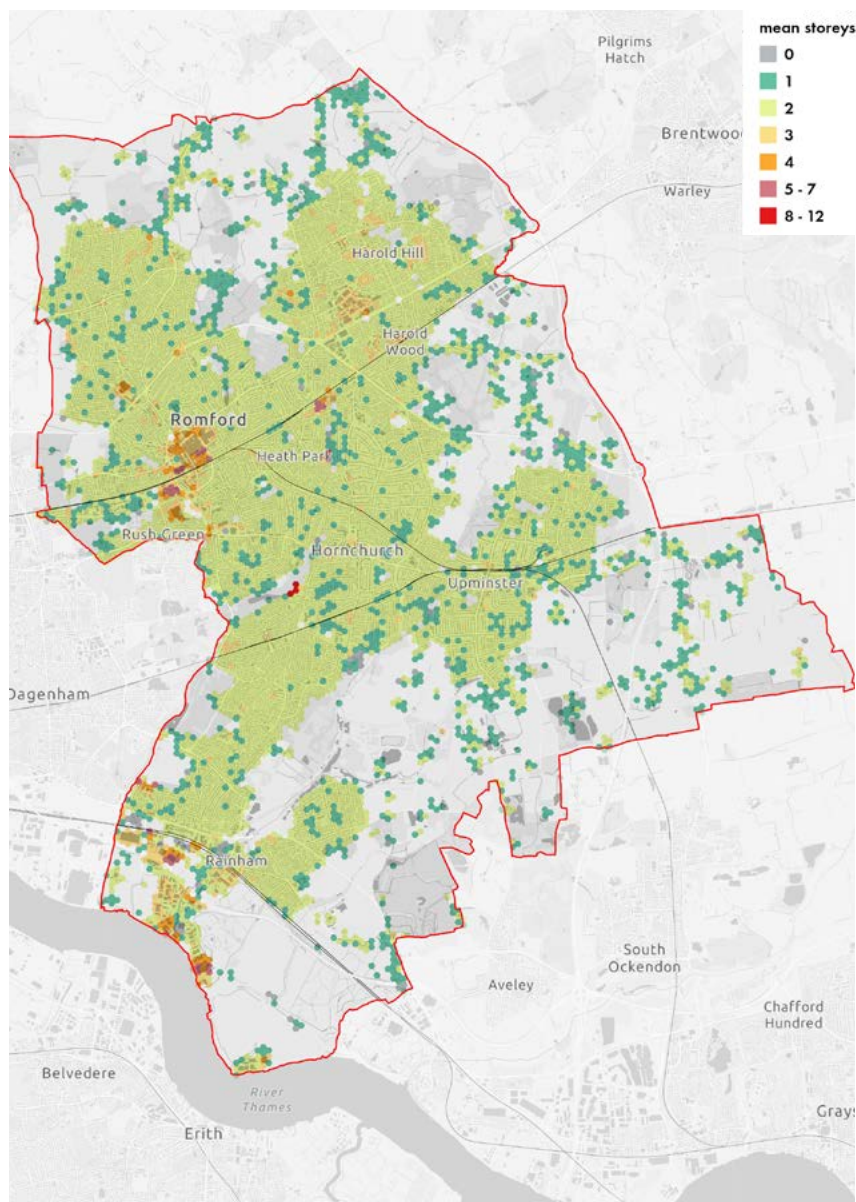
Building heights

Havering's building heights vary across the borough and the typologies present. The residential areas tend to be 1, 2 and sometimes 3 storeys - typical of suburban, Victorian and modern low-density typologies. Areas with great consistency include Hornchurch (1 storey mainly) and Harold Hill (2 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.

There are areas where the building heights are less consistent such as housing around Romford and between Rainham and Hornchurch where there has been small scale or infill regeneration providing a mixed picture in housing and heights. The centres, industrial estates, and areas of higher density housing have the highest heights with 7+ storeys in Romford, the borough's main centre.

Source: AAM based on OS and Environment Agency

Density

Floor Area Ratio
- 0-0.1
- 0.1-0.3
- 0.3-0.4
- 0.4-0.6
- 0.6-0.9
- 0.9-1.5
- 1.5-3
- 3-5

$$FAR = \frac{Total\ floorspace\ proposed}{Total\ site\ area}$$

FAR
Source: AAM based on OS and Environment Agency

Floor area ratio (FAR) is a metric used to calculate the density of development regardless of building type and use. FAR is expressed as the ratio of a building's total floor area to the size of the plot upon which it is built.

The plan shows that 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, correlating with higher building heights and their function as leisure, retail and commercial centres.

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. The plan shows that the open and green areas have the lowest FAR in the borough as expected.

Density

Dwellings/ha
- 0-5
- 5-15
- 15-25
- 25-30
- 30-40
- 40-65
- 65-150
- 150-250

Mean dwellings per Ha
Source: Census

This second density plan is looking at the mean dwellings per hectare i.e. residential density over the whole area rather than the density of the buildings themselves. The pattern is relatively similar to the FAR but there are some differences. Areas with higher densities (65dph+) are parts of the north of Harold Hill, parts of Romford town centre and the area between Gidea Park and Ardleigh Green. These areas of high dpHa tend to be tall buildings, some old slab typologies and some new 21st century builds.

Urban block perimeter

Legend:
- 0-300
- 300-600
- 600-1000
- 1000-1500
- 1500-2000
- 2000-3500
- 3500-5000
- 5000-9000
- 9000-15000
- 15000-30000
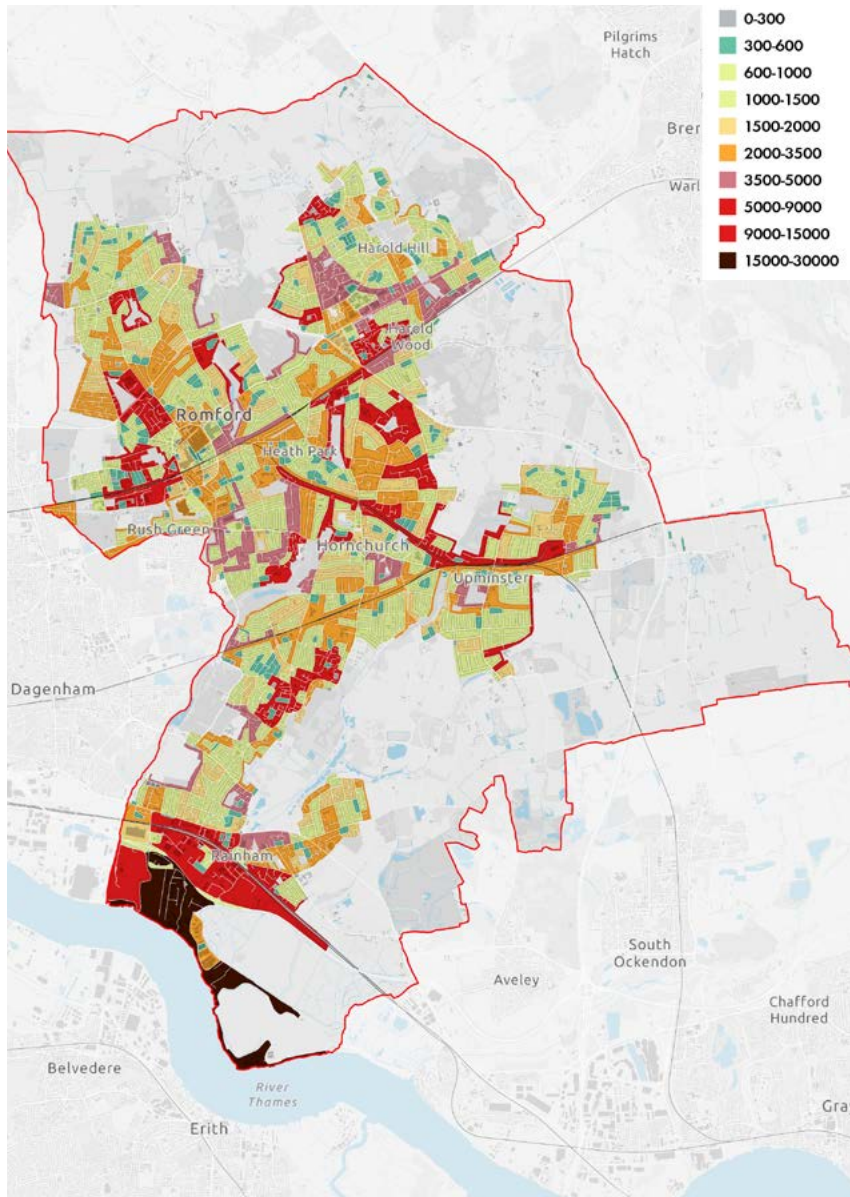
There is a mixed picture in Havering in terms of block size. Block size refers to the size of the group of buildings between the road network. This plan measures the perimeter of each urban block and is a useful indicator of permeability.

A good proportion of urban blocks throughout the built areas have a block perimeter of 600-1,000m - typically where there are perimeter blocks and block structures that are easy to move around. Cul-de-sac and more informal layouts, for example in Harold Hill and Emerson Park, are less permeable and have a perimeter of 1,000-2,000m. The plan shows the rail lines as a barrier to permeability in Havering too, resulting in blocks with higher perimeters. The highest block perimeters are found in the industrial area in Rainham, bordering the River Thames.

Source: Allies and Morrison analysis based on OS mapping

Spatial policies

Source: Client
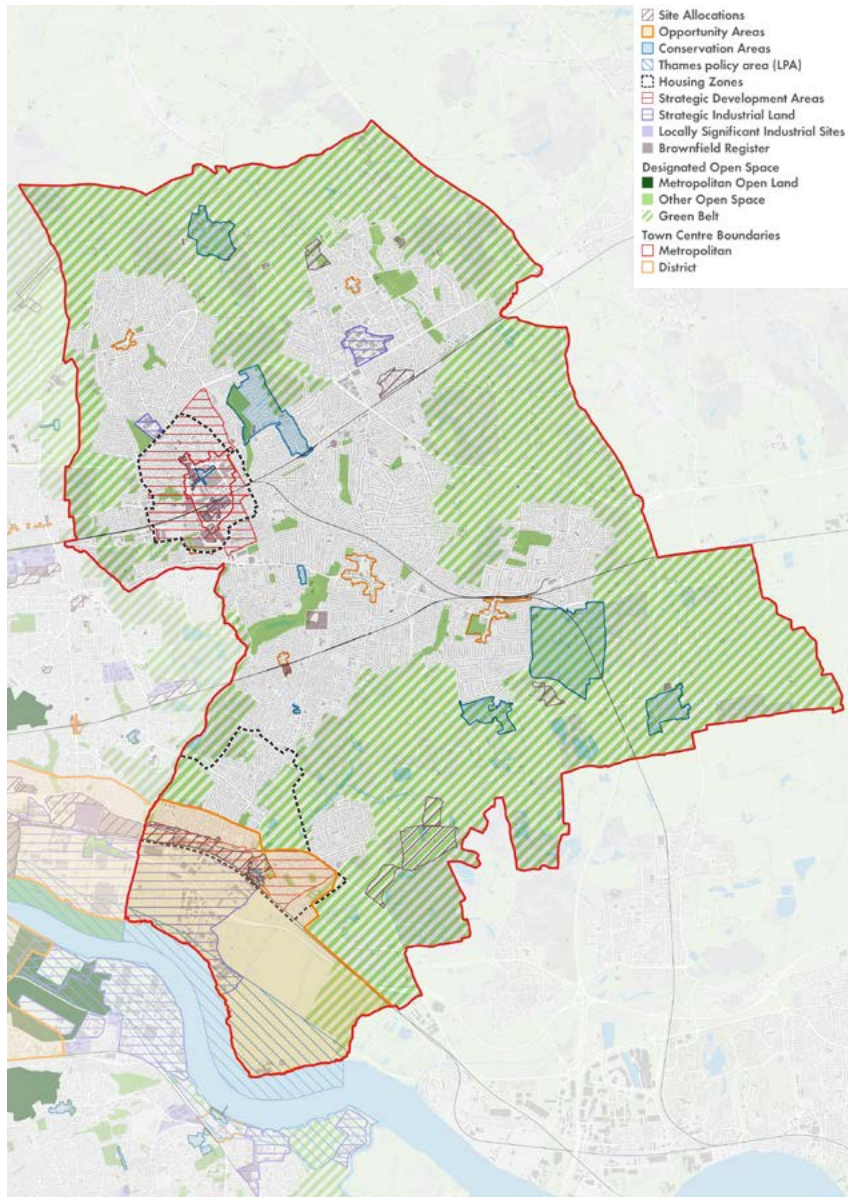
This map shows the spatial policies for Havering set out in the Havering Local Plan (2021). The borough has a town centre hierarchy identifying Romford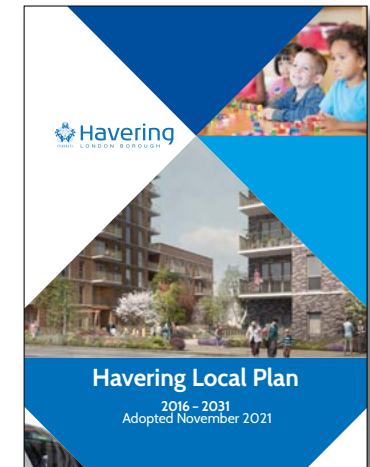 as the metropolitan centre, Collier Row, Elm Park, Harold Hill, Hornchurch, Rainham and Upminster as district centres and 75 local centres. Regeneration and enhancement of several of these centres is identified to support the borough's local economy.

The identification of two housing zones around Romford and Rainham will support the delivery of new homes. The Local Plan asserts that any new development should being in keeping with the local character of the existing built form, which will be supported by the Havering Character Study. Beam Park and Rainham form part of the London Riverside redevelopment area of the Thames Gateway - an area identified for change as labelled as Opportunity Areas on the plan. More locally, the Local Plan identifies Romford, Beam Park and Romford as Strategic Development Areas to help deliver new homes, jobs and amenities. Another aim of the Local Plan is major regeneration projects of Council owned housing estates. The former Mardyke Estate is now the new Orchard Village, in a similar project completed in 2016.
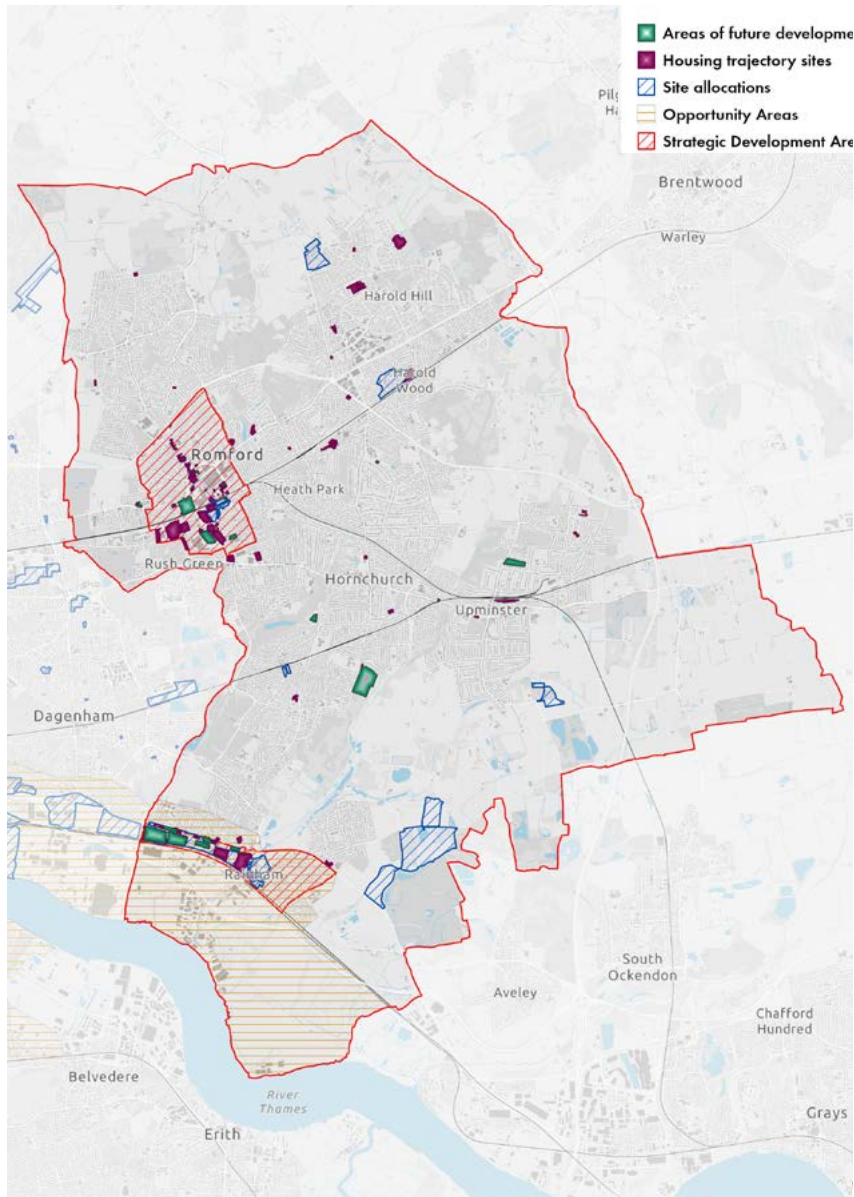
The Local Plan's spatial strategy takes account and respects the semi-rural and rural nature of much of the borough, with 56% of Havering assigned as Green Belt land.

Havering Local Plan (2021)

Future development

Legend:
- **Areas of future development** (green)
- **Housing trajectory sites** (purple)
- **Site allocations** (blue outline)
- **Opportunity Areas** (yellow)
- **Strategic Development Area** (red)

The plan indicates the different categories for future development in the borough. The very southern portion of the borough and below the rail line in Rainham forms part of the London Riverside redevelopment area of the Thames Gateway - an area identified for change as labelled as Opportunity Areas on the plan. The area is considered to have potential for large scale development, providing substantial new jobs and homes in this area. There are several site allocations dotted throughout Havering with large areas suggested for change including around the Rainham quarry and Ingrebourne Links Golf Club. There are many housing trajectory sites including two large clusters in Romford and Rainham – correlating with their allocation as Housing Zones.

Havering Local Plan (2021)

Havering Local Plan
2016 – 2031
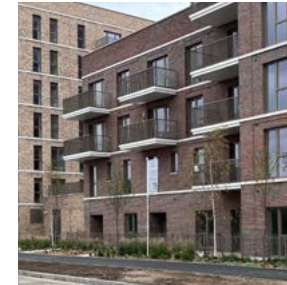Adopted November 2021

Source: Client

Summary

- Havering's built form is bound by the large amount of green and open space, typical of an outer Greater London borough.

- As a result of the rapid early-mid 20th century expansion, the borough has a dominant suburban character. This is reflected by the dwelling age data and morphology types.

- The borough's building heights and floor area ratio are generally low, tying back in with the suburban typologies present. Typically, regeneration schemes and town centre buildings have higher heights and densities.

- There are various areas that are suggested for future development such as Romford and parts of Rainham. The Local Plan (2021) has identified housing trajectory sites, site allocations, housing areas and opportunity areas.

- There are areas with lots of bungalows; born from a history of being right on the edge of London which suits older people retiring out of the city.

- Havering has a high consistency in built form / heights in post-war and large scale planned developments e.g. Hornchurch, Harold Hill and 21C schemes in Romford and Rainham. Less consistent areas tend to have been subject to infill intensification and redevelopment.

- There are correlations between the areas identified as 'housing zones' in the future development plan and those having very high surface temperatures and climate risks. This provides an opportunity to introduce more sustainable housing typologies in the area / retrofit and an increase in urban greening.

Key messages

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

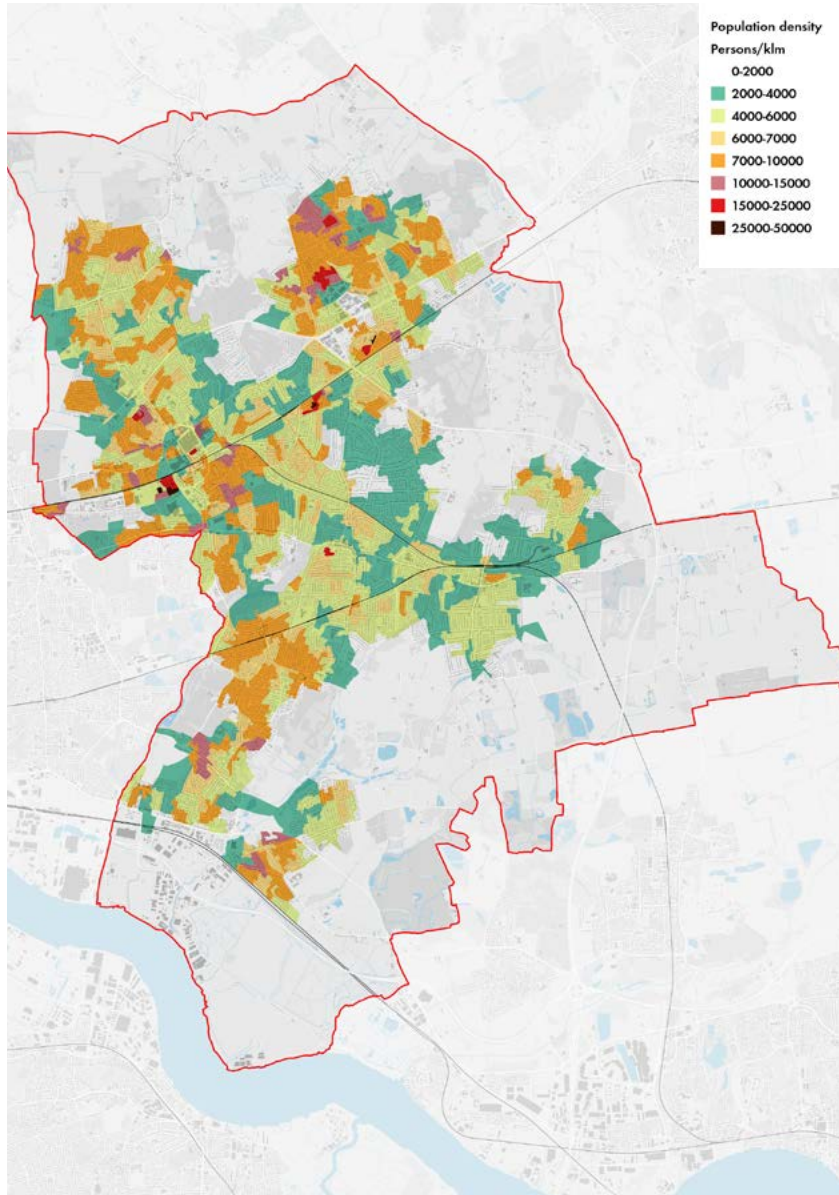*In areas Havering feels both like Essex and a London borough*

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

2c SOCIO-ECONOMICS & IMPLICATIONS

Population density

Population density
Persons/klm

- 0-2000
- 2000-4000
- 4000-6000
- 6000-7000
- 7000-10000
- 10000-15000
- 15000-25000
- 25000-50000

Overall, Havering has a low population density of 2,292 people per square km; 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 on Essex. Within the borough, the population mostly vary between 2,000-10,000 people per square. 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. The population densities in Havering correlate strongly with the building heights, FAR and size of plots.

Source: ONS

Ageing in place classification

Type
- Struggling, More Vulnerable Urbanites
- Multicultural Central Urban Living
- Rurban Comfortable Ageing
- Retired Fringe and Residential Stability
- Cosmopolitan and Coastal Ageing

AiPC classifies the Over 50s population in England, based on a number of high quality data sources such as the 2011 Census, British Population Survey (BPS), Access to Healthy Assets & Hazards (AHAH), NHS English Prescribing Data (EPS) and Registered Patient (RP) data.

The following statement should be included when citing the use of this dataset:

"The data for this research have been provided by the Consumer Data Research Centre, an ESRC Data Investment, under project ID CDRC ES/L011840/1; ES/L011891/1" as a part of Nuffield Foundation research grant (ref: WEL/44091).

Havering, much like the rest of the UK, has a growing elderly population. There are large patches of the borough that are classified as 'Retired Fringe and Residential Stability'; especially in the north-west, east and south-east. Harold Hill and Rainham are classified as 'Struggling, more vulnerable urbanities' – linked to their deprivation levels. Upminster and parts of Romford have large 'Urban comfortable ageing' populations. Around Romford there are more diversity in classifications, reflecting the variation in factors such as deprivation, employment levels, household size and tenure.

Despite the growing elderly population, Havering is experiencing a wave of new younger residents coming to live in the borough. The Borough's young people population has grown rapidly and, according to the 2021 census, Havering saw the fourth greatest percentage increase in its child population in England. This is shifting the population dynamics and age profile of Havering.

Definitions for classifications:
- "Struggling, More Vulnerable Urbanites" is a supergroup of people who tend to live in urban and semi-urban areas around major cities in the UK. They are more likely to live in income-deprived households, experience fuel poverty, and have poor health.
- "Multicultural Central Urban Living" refers to a supergroup of highly educated residents who live in crowded households, particularly flats, and are concentrated in London and other affluent suburbs of major cities.
- "Rurban Comfortable Ageing" describes a supergroup of older residents who live in rural or semi-rural areas and enjoy a comfortable lifestyle.
- "Retired Fringe and Residential Stability" refers to a supergroup of retired residents who live in suburban or rural areas and value stability.
- "Cosmopolitan and Coastal Ageing" describes a supergroup of older residents who live in coastal towns or cities and enjoy cultural amenities.

Retired percentage

Retired Percentage %

- 0-5
- 5-10
- 10-20
- 20-30
- 34-40
- 40-60
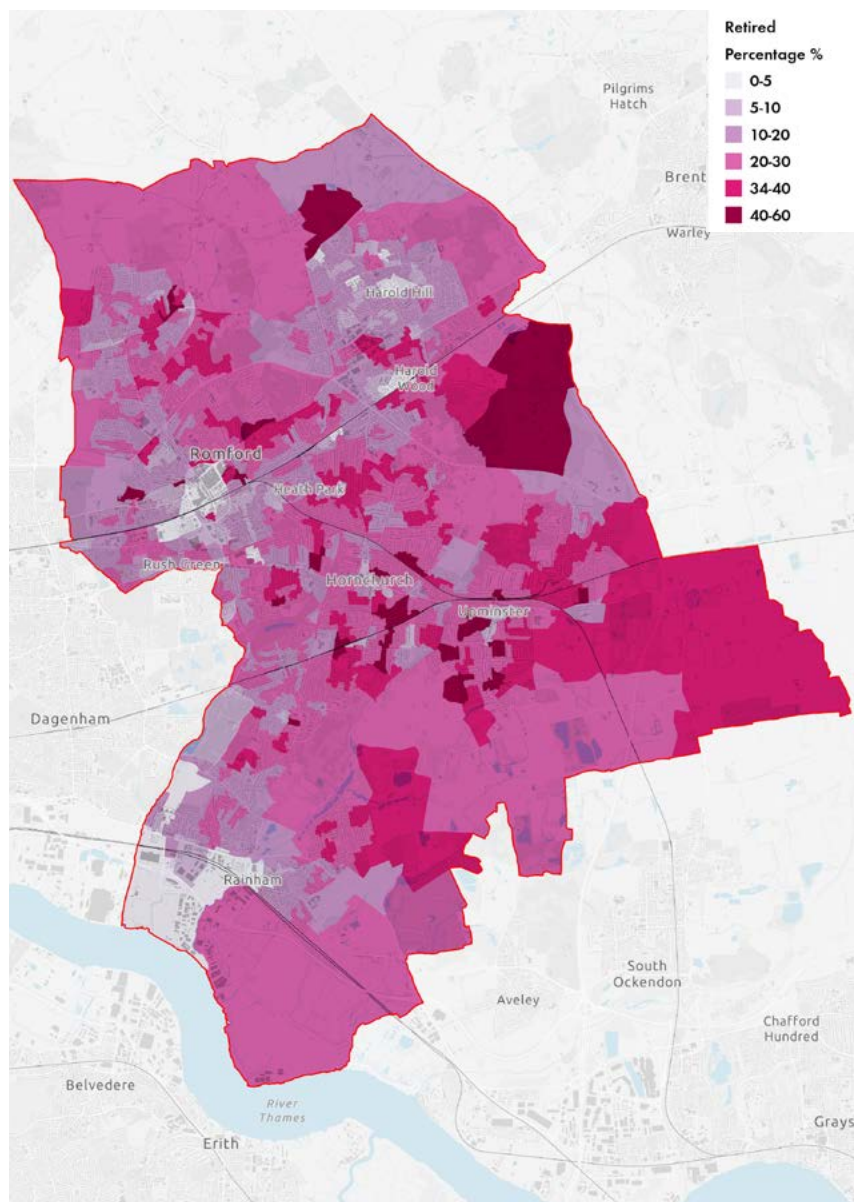
The plan shows a relatively high retired population living in Havering. Mostly, 20-30% of the borough's neighbourhood populations are retired compared with a national statistic of 18.6% (ONS, 2022). This shows that the borough has a large, older population. There are patches with higher retirement rates, for example in eastern Upminster as well as north-east Rainham at 35-40%. The highest percentages are seen in Havering atte Bower, the area just southeast of Harold Wood and other smaller patches in Hornchurch and Upminster at 41-60%. The lowest percentages are in Harold Hill, Rainham and Romford which correlates with the higher deprivation of these communities.

Definition: People aged 16 years and over are economically active if, between 15 March and 21 March 2021, they were:
* in employment (an employee or self-employed)
* unemployed, but looking for work and could start within two weeks
* unemployed, but waiting to start a job that had been offered and accepted

It is a measure of whether or not a person was an active participant in the labour market during this period. Economically inactive are those aged 16 years and over who did not have a job between 15 March to 21 March 2021 and had not looked for work between 22 February to 21 March 2021 or could not start work within two weeks.
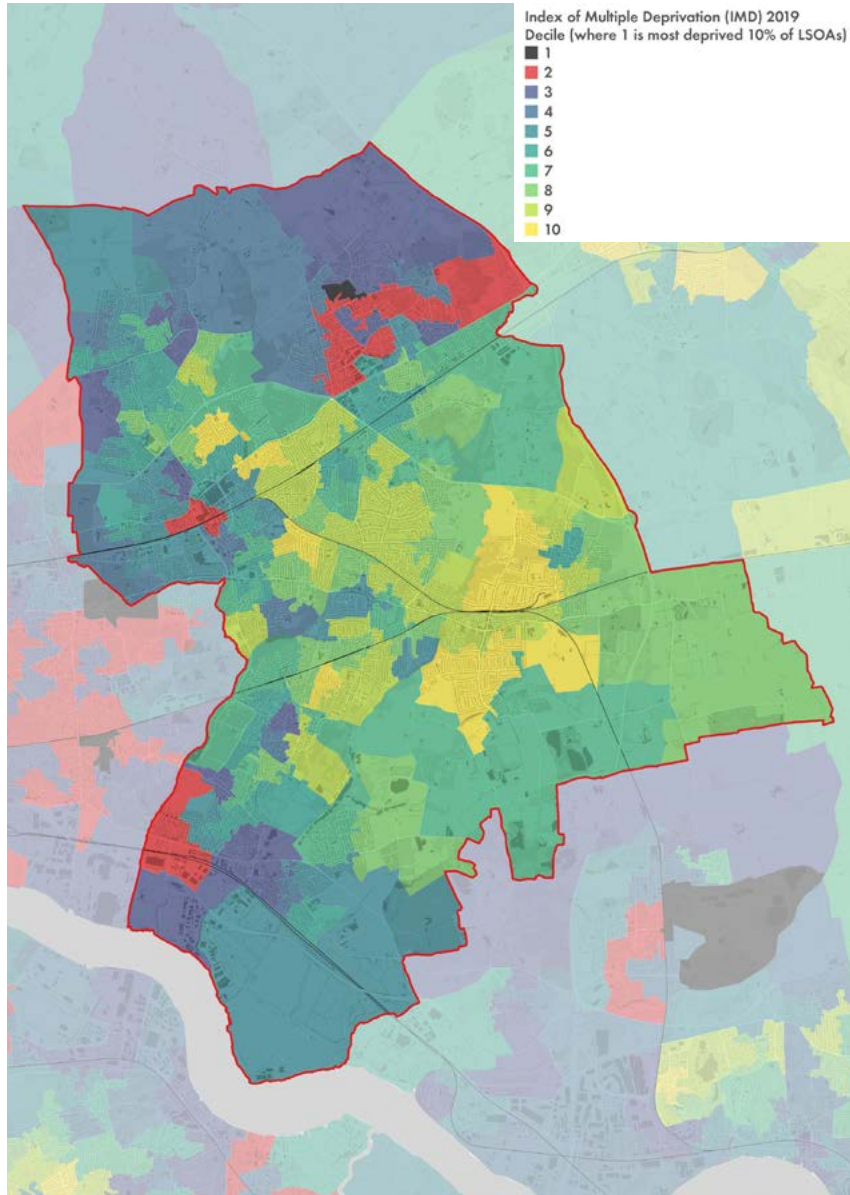
The census definition differs from International Labour Organization definition used on the Labour Force Survey, so estimates are not directly comparable.

Quality information: As Census 2021 was during a unique period of rapid change, take care when using this data for planning purposes.

Comparability with 2011: Broadly comparable. We changed some of the wording on the Census 2021 questionnaire and removed some of the options that people could choose from.

Source: ONS

IMD

Index of Multiple Deprivation (IMD) 2019
Decile (where 1 is most deprived 10% of LSOAs)
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

IMD is an index that considers multiples 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, central Romford) and some of the least deprived areas in the country (for example Upminster, 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.

The index accounts for 7 indicators as listed above. The indicators that show decile 1 (most deprived 10% of LSOAs) are as follows:
- Barriers to housing and services (S of Upminster, Romford, Noak Hill)
- Crime (Harold Hill and surrounds, Romford)
- Education (Harold Hill and surrounds)
- Employment (Harold Hill)
- Income (Harold Hill)

Source: ONS

Economically active (2021)
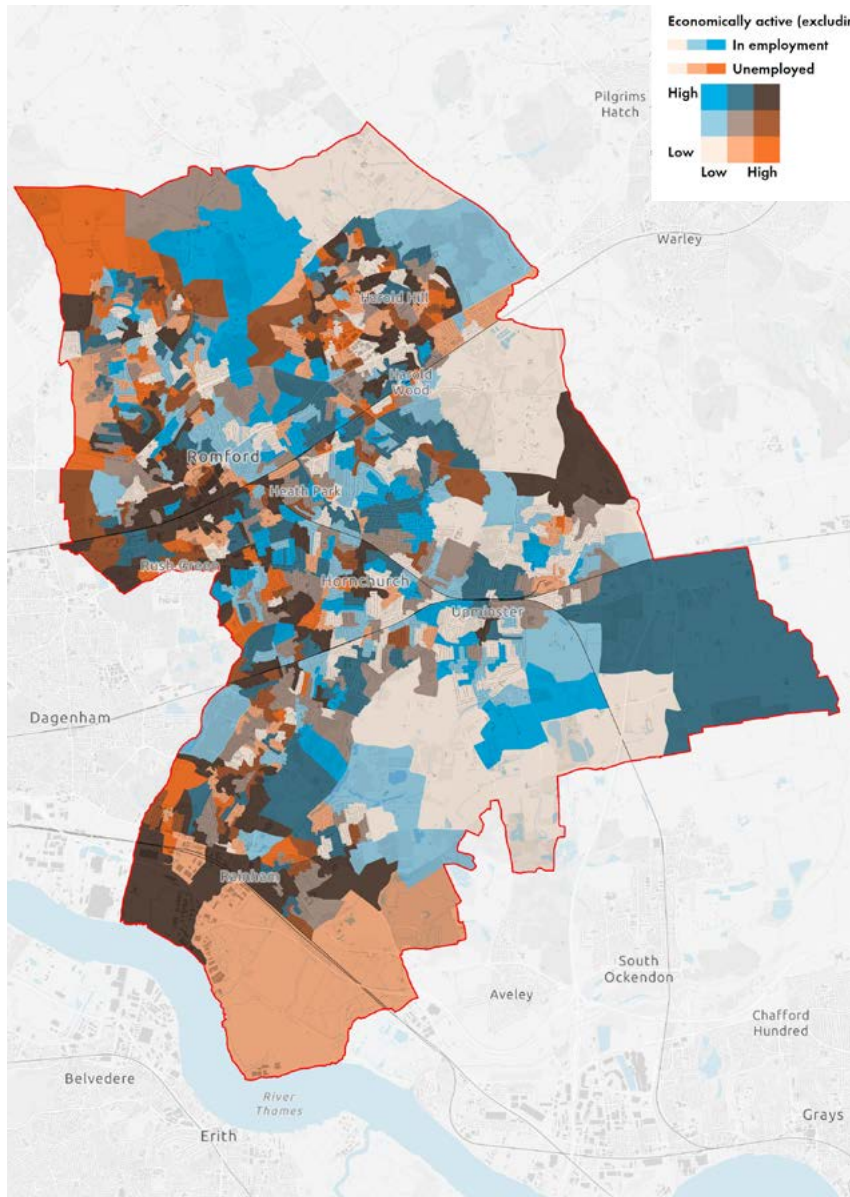
The plan shows the borough's neighbourhoods status regarding economic activity. Havering has a mixed picture in this regard. The eastern parts of Havering have an large older population as shown by other data sets within this report. The more western parts around Rainham, Romford, and Hornchurch are much more varied with some pockets having high unemployment, some having low unemployment and some having a high number of both within the same proximity.

Definition: People aged 16 years and over are economically active if, between 15 March and 21 March 2021, they were:
* in employment (an employee or self-employed)
* unemployed, but looking for work and could start within two weeks
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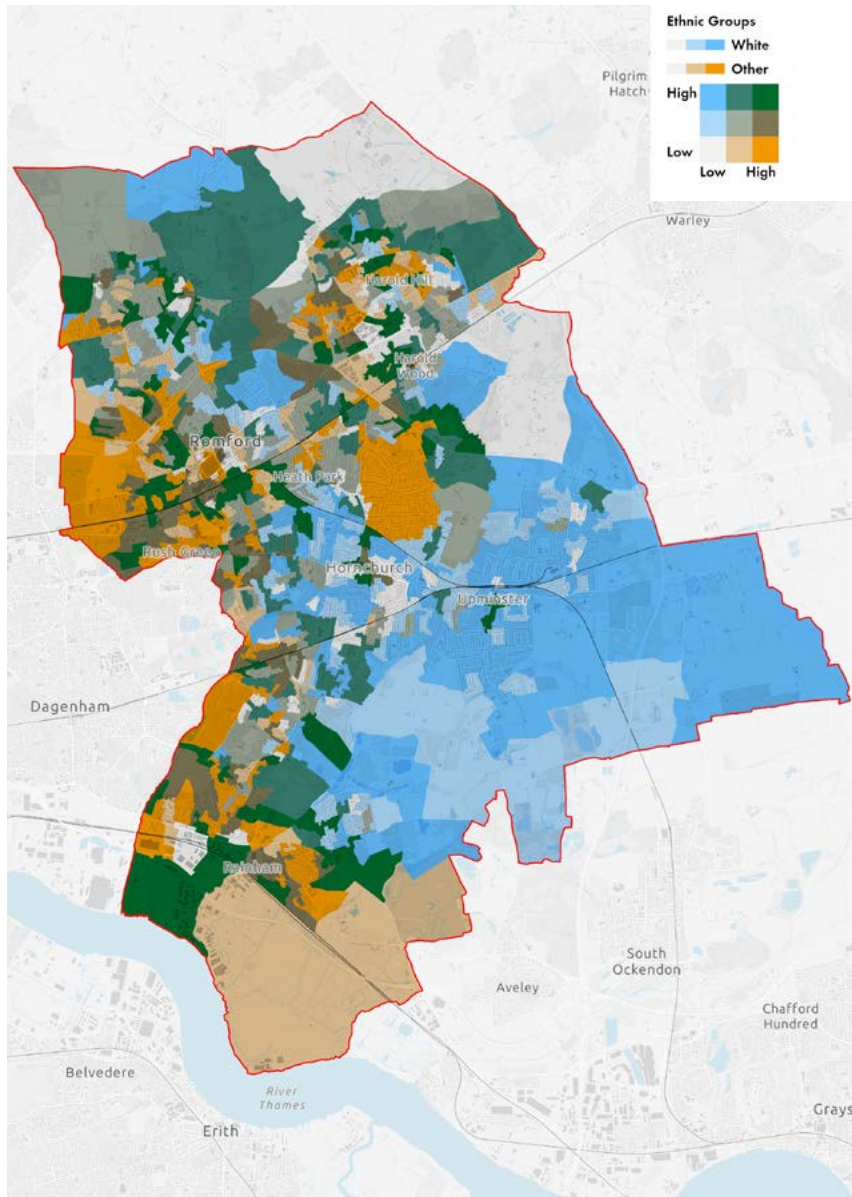
The census definition differs from International Labour Organization definition used on the Labour Force Survey, so estimates are not directly comparable.

Quality information: As Census 2021 was during a unique period of rapid change, take care when using this data for planning purposes.

Comparability with 2011: Broadly comparable. We changed some of the wording on the Census 2021 questionnaire and removed some of the options that people could choose from.

Source: ONS

Ethnicity

Havering's ethnic structure has changed significantly over the last decade. According to the 2021 census, 66% of Havering's residents were White British as compared to 83% in 2011. This remains higher than the London average and other outer London boroughs.

However, as this map shows there is a diversity throughout many neighbourhoods in the borough. The northern and northern and western parts of the borough have higher proportions of black and other ethnic groups than the southern parts. Romford is a particular focus for greater diversity of population. Extending eastwards from Hornchurch, the southeast portion of Havering has a large white population, as well as Havering-atte-Bower and smaller pockets throughout.

Please see the Havering Joint Strategic Needs Assessment Demography Chapter for further information on the borough's ethnicity.

Definition: The ethnic group that the person completing the census feels they belong to. This could be based on their culture, family background, identity or physical appearance.
Respondents could choose one out of 19 tick-box response categories, including write-in response options.

Source: ONS

Obesity

NHS data shows that Havering has the 49th highest proportion of obese adults in England with 31.8% of adults being classed as obese. In addition, 2 in 5 children are overweight or obese by 10-11 years of age.

The findings of the Obesity Health Needs Assessment for Havering show that in 2022/23 25.2% of Havering's Year 6 children were obese and 14.9% were overweight. This has been part of a 20% increase of childhood obesity in the last 15 years.
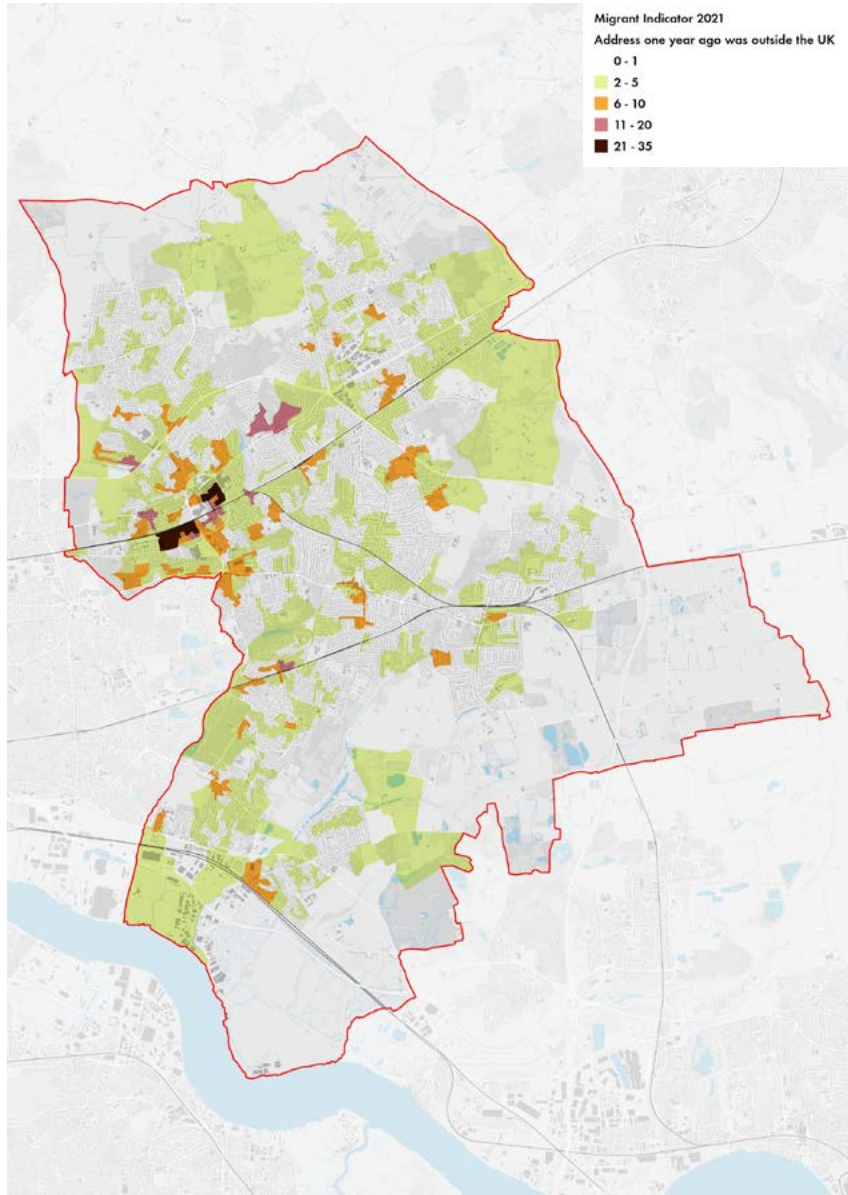
Childhood obesity has implications as studies show that if children are obese at ages 10-14, 80% will be obese as adults.

Obesity is now a corporate priority for the London Borough of Havering and the *Havering Healthy Weight Strategy 2024-2029: Everybody's Business* has been approved taking a place-based, whole systems approach to obesity.

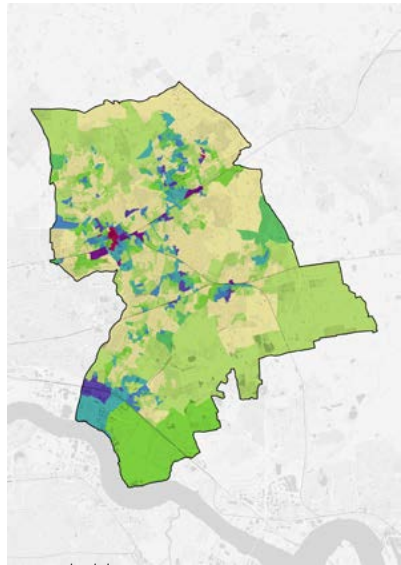*Havering Healthy Weight Strategy 2024-2029*

Refugees

Migrant Indicator 2021
Address one year ago was outside the UK

- 0 - 1
- 2 - 5
- 6 - 10
- 11 - 20
- 21 - 35

The borough has welcomed migrants and refugees over its history, with a significant influx over recent years as local residents opened their doors to Afghan and Ukrainian refugees. Communities have worked hard to support refugees and vulnerable migrants with centres providing help concentrated in the north of the borough.

Council and emergency housing stock is very low in Havering generally. There is, however, planning consent for a new Family Welcome Centre in Harold Hill. This will provide emergency accommodation for vulnerable families in the borough. The application forms part of the first phase of the Harold Hill Town Centre Regeneration Masterplan.
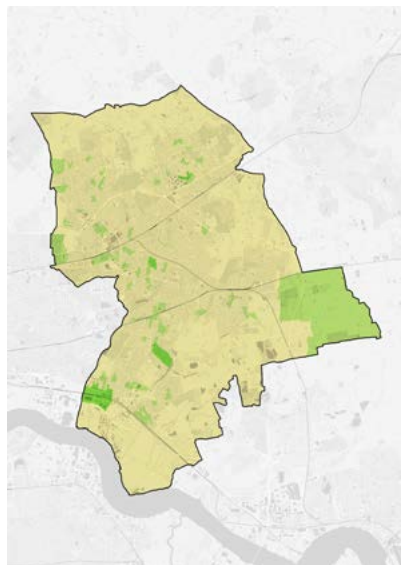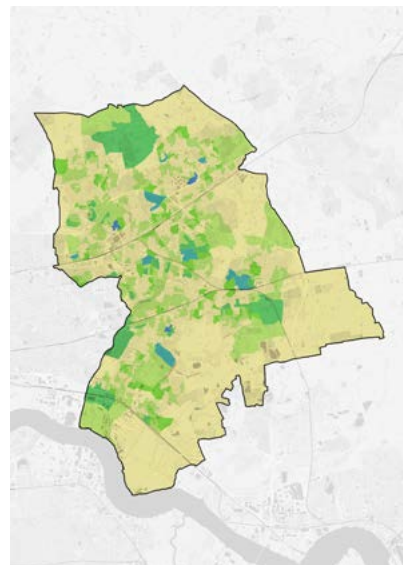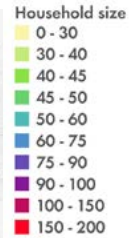

Source: ONS

Household size

Household size: 1 person
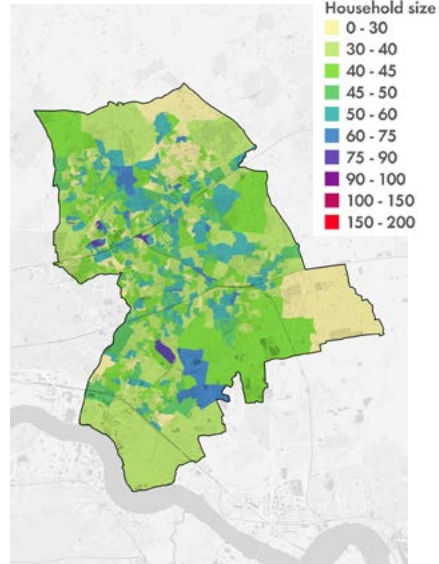
Household size: 2 people

Household size
- 0 - 30
- 30 - 40
- 40 - 45
- 45 - 50
- 50 - 60
- 60 - 75
- 75 - 90
- 90 - 100
- 100 - 150
- 150 - 200

Household size: 3 people

Household size: 4+ people

Source: ONS

The borough has a mixed picture in terms of household size, and how many people reside in each home. These plans show how many homes of 1-4+ people there are per neighbourhood.

Singe person households are found mainly in Romford, Harold Wood and Rainham - potentially linked to higher density developments and younger populations.

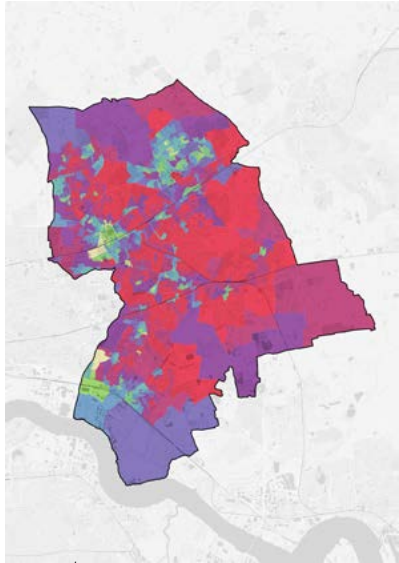There are a large number of 2 people homes, with a large patch around the quarry and Hornchurch Airfield.

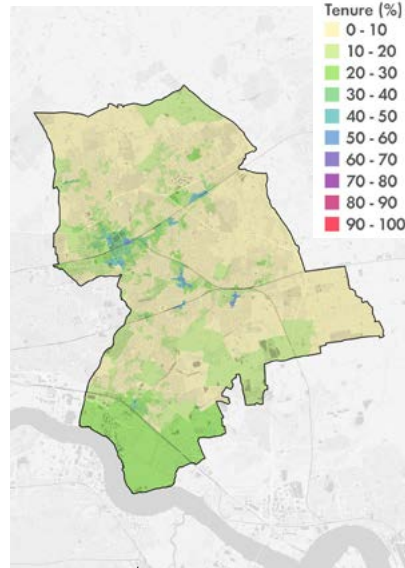There are fewer 3 people households.

There are more 4+ people households, spread relatively evenly throughout Havering. This final category raises interesting questions around family structures, typologies and deprivation levels in Havering and how much these factors affect one another and the household sizes.

Tenure

Owned

Private rented

Tenure (%)
- 0 - 10
- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50
- 50 - 60
- 60 - 70
- 70 - 80
- 80 - 90
- 90 - 100

There is a very high proportion of owned homes, especially in affluent areas as expected. In town centres there are higher levels of private renting. Social rented properties are high in the estates and more deprived areas. There are also patches of social rent homes where there have been recent redevelopment projects.

Social rented

Source: ONS

Summary

- Population density is low in Havering, reflecting the low building densities and heights as discussed in the previous section.
- The borough has a large older population, some are deprived while others are affluent.
- Havering has a mixed picture in terms of deprivation with some areas being very affluent (Upminster) and some being very deprived (Harold Hill). There are areas that fall into the lowest 10% in the country with barriers to housing and services, crime, education, employment, and income all scoring in the first decile in at least one of the borough's LSOAs.
- Havering has a mixed status in terms of economic activity, between the growing retired population in eastern Havering to the more economically active generally along the western edge and closer to central London.
- The borough has a very high proportion of the population in the white ethnic group compared with other London boroughs. There are a greater mix of ethnicities in the southern and western parts of Havering.
- Havering has a very large proportion of owned homes. Household size is varied with more 1 and 2 people homes in Romford and Rainham, especially in recently regenerated locations. There are many 4+ people homes, evenly spread across Havering. Deprivation levels, ethnicities and typologies correlate with this.
- Why do people stay at home in the borough? Is it because young people are staying with their affluent parents due to general housing crisis or are they choosing to stay in Havering?
- There are low retirement rates around Harold Hill where it is more deprived. Here there are more people living in bungalows (1 storey homes) and living on their own.

Key messages

Havering has both very affluent and very deprived communities

Havering has a growing elderly population who are retired and live in privately owned homes

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

2d MOVEMENT & TRANSPORT
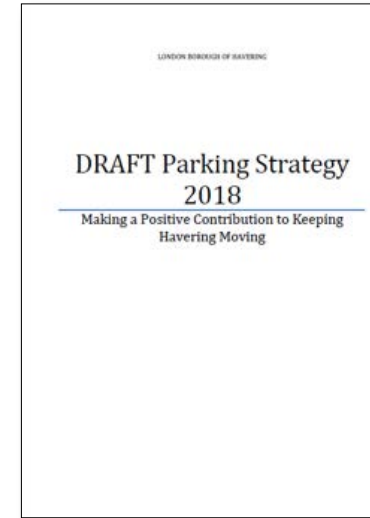
Relevant policies & studies
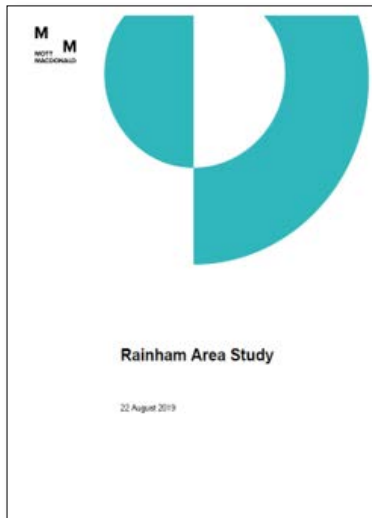

Havering Local Plan (2021)
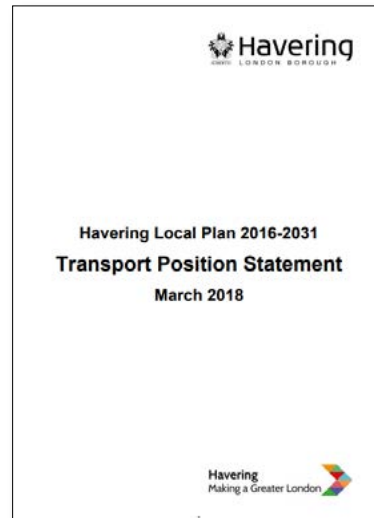

Havering Active Travel Strategy (2022)

Havering Local Implementation Plan (2019)
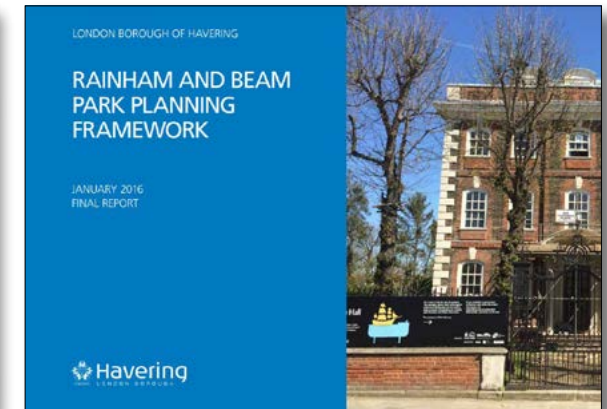

Havering Parking Strategy (2018 draft)

Rainham Area Study (2019)

Havering Local Plan Transport Position Statement (2017)

Rainham Regeneration Study (2020)

Rainham and Beam Park Planning Framework (2016)

Local transport & movement objectives

'By 2033, Havering will be recognised as an inspirational example of sustainable London outer borough, where its Active Travel facilities have made a clear positive difference to environment, local economy, people's lives and the borough's character.'

Taken from the emerging (draft, working document) Havering Active Travel Strategy

Amalgamated Havering Transport Objectives from various local policies and strategy documents

Address the climate emergency

Addressing the impacts of air and noise pollution

Mitigate the impacts of the energy crisis

Support positive, healthier lifestyle choices

Address social inequalities

Support High Streets recovery

Make Havering a better place to walk and cycle Around

Create clean and safe Environments for All

Improve north-south connectivity

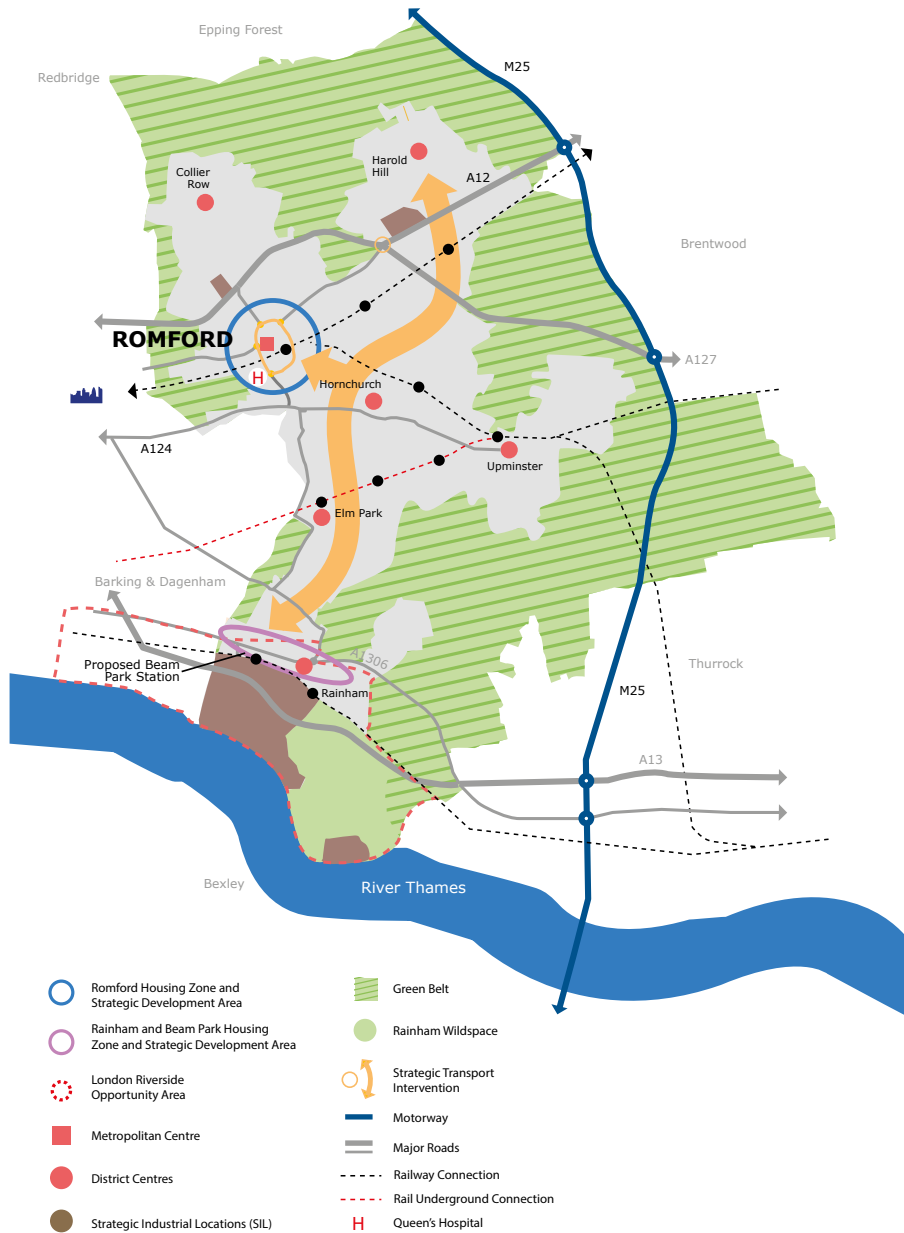Maintaining access to key trip generators

Enabling a modal shift away from the private vehicle

Deliver sustainable communities in Rainham, Beam Park and Romford

Havering Local Plan

This is the Key Diagram from the Havering Local Plan which illustrates the spatial strategy for Havering over the 2016 -2031 lifetime of the Plan. The Local Plan is committed to supporting and encouraging accessible development that does not impact the transport network in an adverse way. Active and sustainable travel is an important part of the Council's thinking on new developments and moving around the borough as it exists today.

Epping Forest
Redbridge
M25
Collier Row
Harold Hill
A12
Brentwood
ROMFORD
Hornchurch
A127
A124
Upminster
Elm Park
Barking & Dagenham
A1306
Proposed Beam Park Station
Rainham
Thurrock
M25
A13
Bexley
River Thames

Legend

- ◯ Romford Housing Zone and Strategic Development Area
- ◯ Rainham and Beam Park Housing Zone and Strategic Development Area
- ◌ London Riverside Opportunity Area
- ▪ Metropolitan Centre
- ● District Centres
- ■ Strategic Industrial Locations (SIL)
- ▨ Green Belt
- ● Rainham Wildspace
- ↻ Strategic Transport Intervention
- ━━ Motorway
- ━━ Major Roads
- ┈┈ Railway Connection
- ┈┈ Rail Underground Connection
- H Queen's Hospital

Relevant Havering strategic projects

Short Term
0-5 years

Medium Term
5-10 years

Longer Term
15 years+

Station upgrades including the recently completed Romford Station and town centre improvements (Elizabeth Line)

Review and improving parking restrictions

M25/J28 Improvement Scheme

Refurbishment of Gallows Corner

A1306 (Beam Parkway) transformational scheme improving sustainable travel links between Dovers Corner and Marsh Way junction

Improved north south bus connectivity

Improving bus access to London Riverside

Sustainable transport links to Beam Park station/ Rainham Employment Area, Romford and Queens Hospital

Rainham Creek east-west bus improvements

Improving Romford Ring Road
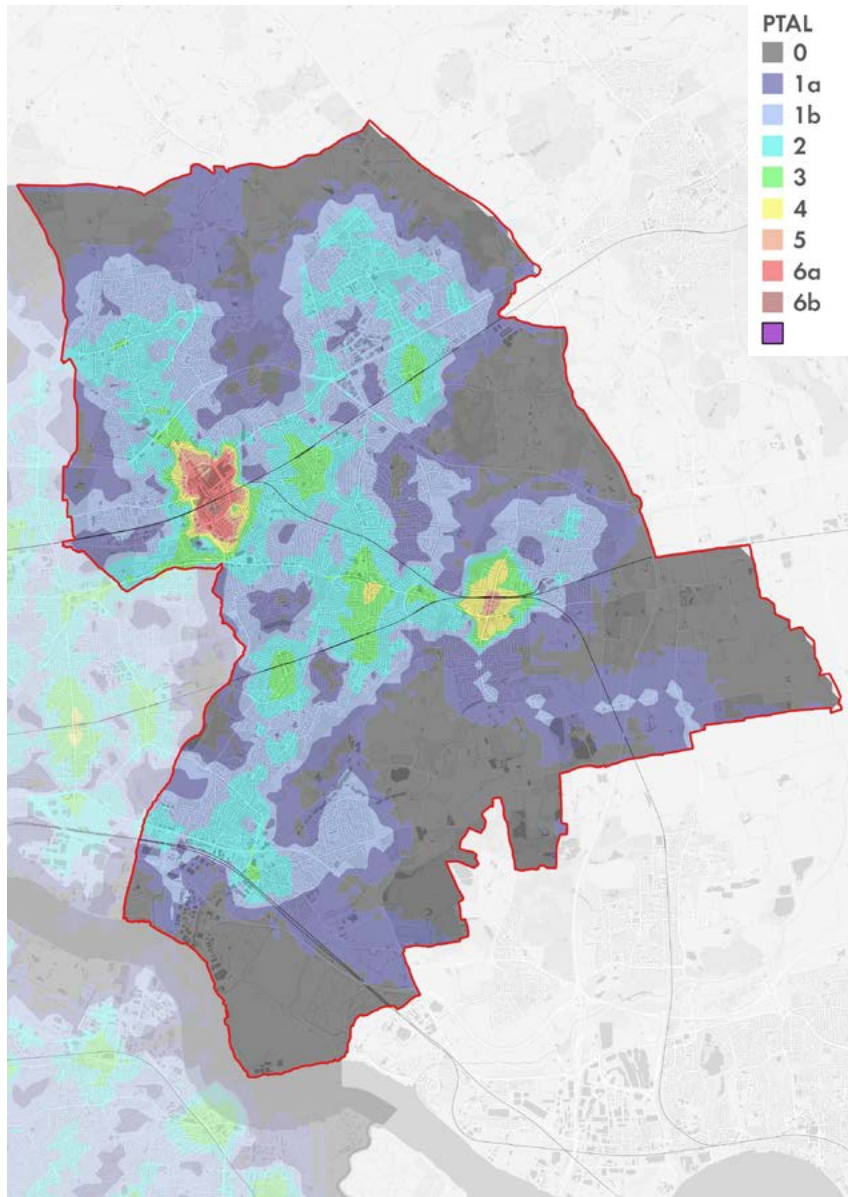
Addressing the A127 Growth Corridor

Introducing the new Lower Thames Crossing

North-South connectivity improvements from light-rail / tram proposals

Reconfiguring Gallows Corner

Public transport accessibility levels (PTALs)

PTAL
- 0
- 1a
- 1b
- 2
- 3
- 4
- 5
- 6a
- 6b

Havering suffers from poor public transport access levels as displayed on the PTALs plan. There are large portions of the borough that have a 2 or below PTAL level which is poor and encourages journeys to be taken by car. Poor PTAL levels are most pronounced near the river in Rainham and Wellington, as well as in the north and east around Harold Hill, Chase Park and Emerson Park. Poor PTAL levels are typical of areas of deprivation. Highest PTAL Levels can be seen in Romford.

Havering Active Travel Strategy (2022)

Transport classification of Londoners (TCoL)

TCoL is a multi-modal customer segmentation tool developed by Transport for London (TfL) to categorise Londoners on the basis of the travel choices they make and the motivations for making those decisions.
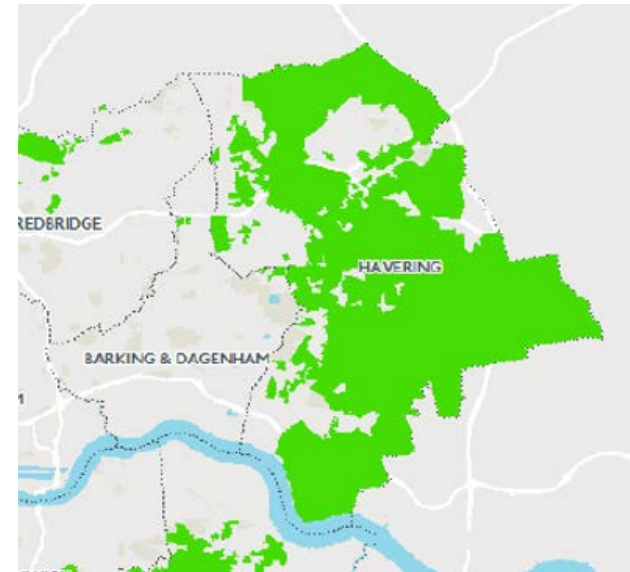
TCoL describes Havering as being largely categorised by 'Detached Retirement' (57%) which is a location with very high car use and very low levels of active and sustainable travel use. The borough also has some 'Settled Suburbia' which includes low income families with high car use. Both 'Detached Retirement' and 'Settled Suburbia' are categorised as being areas that are very unlikely or unlikely to change their travel behaviour

Motivations for behaviour change:

- Changes to roads and driving
- Health and fitness
- Changes to public transport
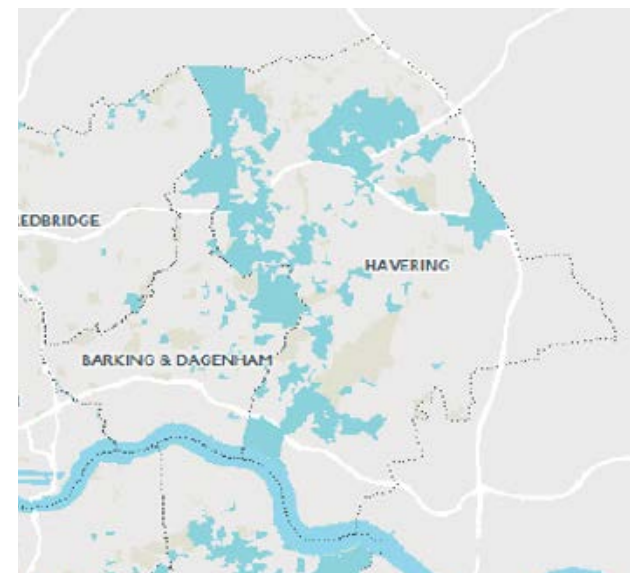- Lifestyle changes
- Income.

It is important to note that TCoL data was collated from 2011 census and a 2012-2015 travel demand survey data and therefore provides only a snapshot in time of the situation in Havering. However, when TCoL outputs are compared with 2021 census data for 'Retired', 'IMD' and 'Economically Active' populations (see pages 58 – 60), there remains a corresponding relationship between that of 2011 and 2021 census datasets.

Interestingly, from review of the 2021 census data, there has been an 9.3% increase in the retired population but a marked increase of 19.7% of the under 15s population since the 2011 census survey. These population categories will therefore require careful consideration with regards to ensuring and enabling access to sustainable transport and active travel to meet these population travel needs.
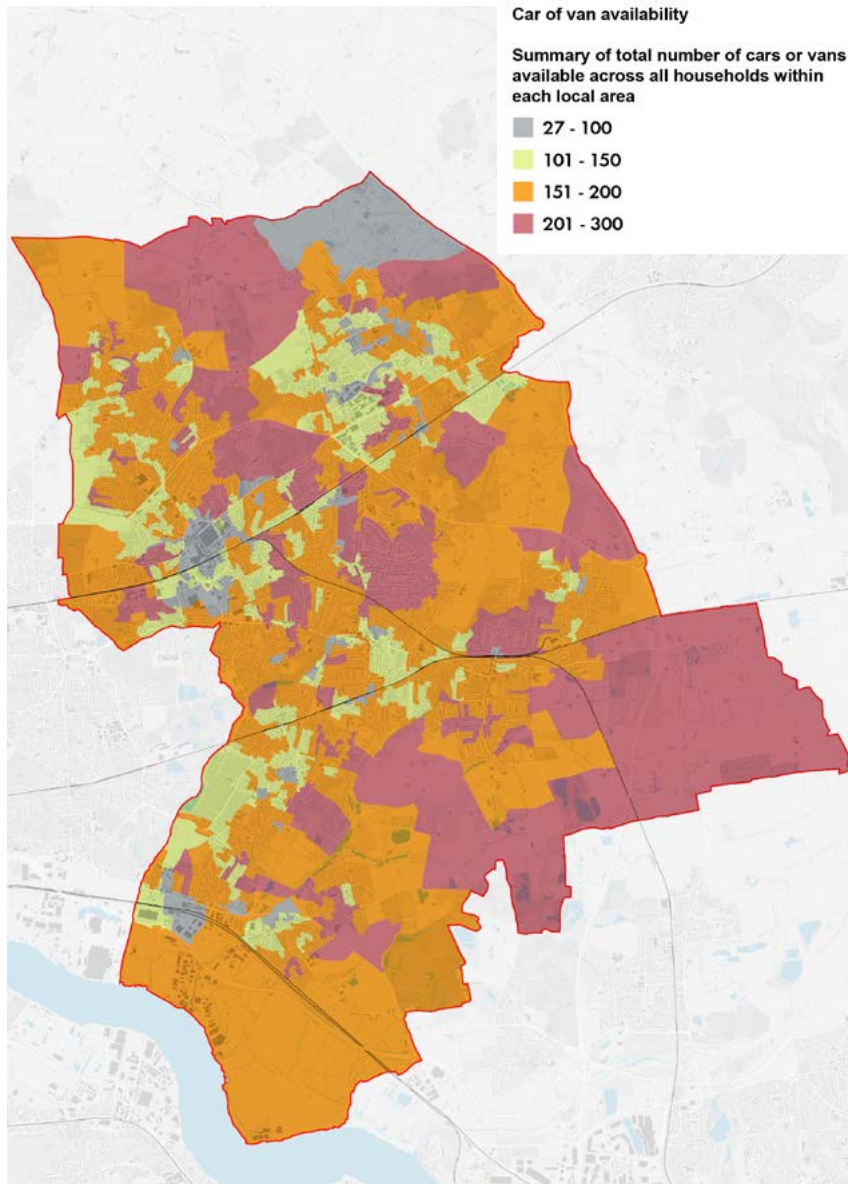
TCoL Detached Retirement

'Detached Retired' Catchments

TCoL Settled Suburbia

'Settled Suburbia' Catchments

Car Ownership

Car of van availability

Summary of total number of cars or vans available across all households within each local area

- 27 - 100
- 101 - 150
- 151 - 200
- 201 - 300

Car ownership in Havering is one of the highest in London, with 78.5% of households owning 1 or more cars according to 2021 Census data.

Areas where car ownership is highest also corresponds with areas where PTAL and air quality are equally 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 southwest of the borough where PTAL, deprivation and childhood obesity also appear to be problematic.

Targeting sustainable and active travel measures and initiatives to local needs in areas where car ownership is particularly high or indeed very low, alongside improving local facilities and the environment will help to better integrate communities and reduce the need and / or pressure to own a private vehicle.

Please note this map shows the total number of cars or vans available across all households in each statistical output area. Output areas are designed to have a similar number of people and homes in, and therefore the higher the number of cars or vans in an area the higher the availability to households, and the more likely that each household owns more than one vehicle.

Car ownership in Havering. Source: Census (2021)

Public transport

The Elizabeth Line has recently opened in a newly refurbished Romford station. A new station was planned for Beam Park (Thameside Line) and was due to open in 2024, however, at the time of writing, the future of this station is uncertain.

There is a need to improve public transport, notably bus access to:

- The Centre of Engineering and Manufacturing (CEME) and Havering College in London
- Borough hospitals
- Commercial centres within minor and district centres including Upminster and Hornchurch
- London Riverside Business Improvement District (BID)

Havering Council continues to work with the rail operator C2C to improve capacity on the Essex Thameside line. The recent introduction of class 720 trains on the Essex Thameside line now being introduced by C2C will help with this.
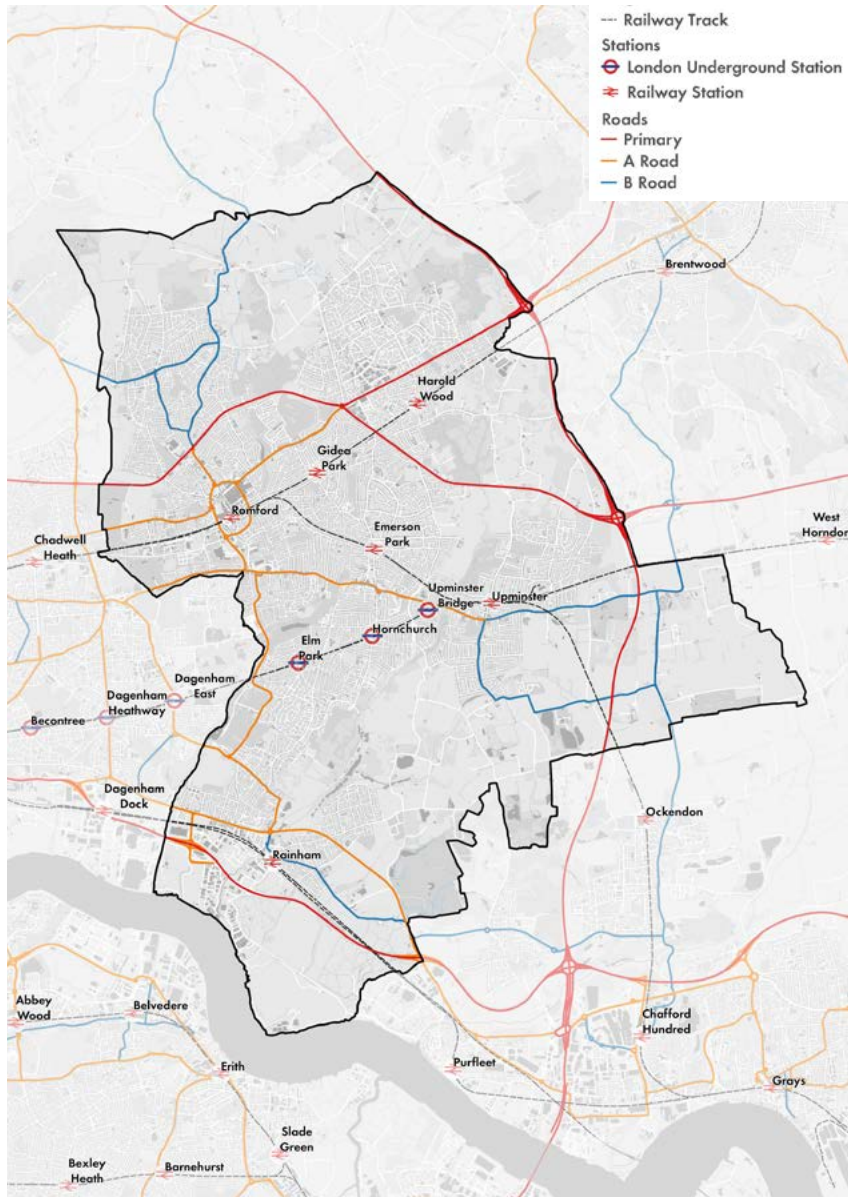

Queen's Hospital, Romford. Photo © BDP

CEME. Photo © Free Office Finder

Visualisation of Beam Park Station

Existing highway network

Havering has good road network with links to London, Essex and Kent including M25, A12, A13 and A127. The high traffic volumes is one of the reasons why walking, cycling and public transport use is low due to delays, severance, actual and perceived safety.

The Council has limited powers to make significant improvements to the TLRN* which has a significant impact on active and sustainable travel

There is a need to improve north to south connectivity through the borough including connections between Rainham and Romford housing zones - reducing severance by the TLRN.

There is a need to improve connections around Collier Row and Harold Hill to the north. Harold Hill is one of the most deprived parts of Havering

There is an ambition to build on existing school streets to improve road safety in the vicinity of schools and collision hotspot areas. A further round (Phase 3) of School Streets are expected to be introduced in Autumn 2023

*TLRN – Transport for London Road Network

58% of journeys that originate in Havering are made by car, the second highest in London (TfL's Travel in London Record)

According to the Healthy Street Scorecard consortium, only 10% of Havering's roads have 20mph speed limits

Public transport, walking & cycling

Legend:
- ⊖ Railway station
- → Railway lines
- · Bus stop
- — Cycle route
- ▬ Bus routes
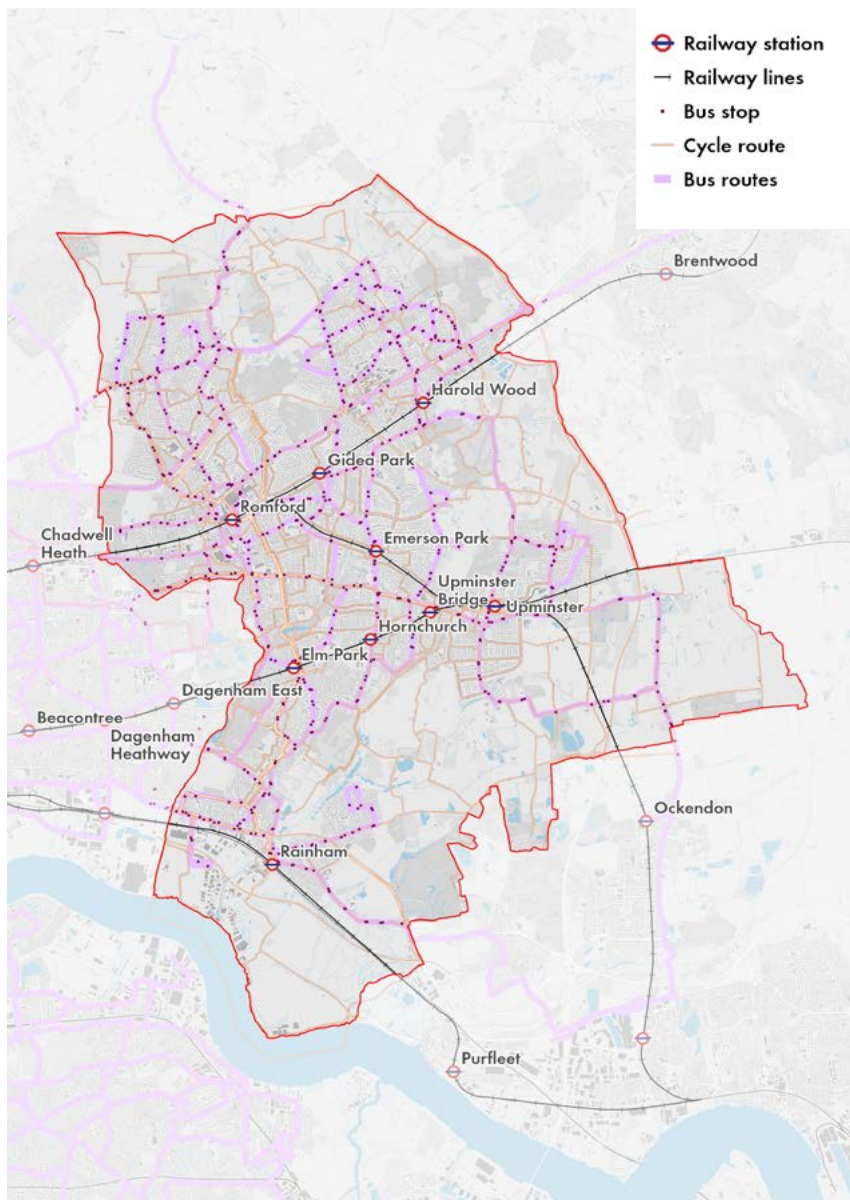
Havering has a good network of buses throughout the borough including good bus / rail interchange. The bus occupancy levels tend to be lower in the north and east of the borough due to bus frequencies and accessibility. TLRN and congestion can impact bus journey times and accessibility resulting in higher car use.
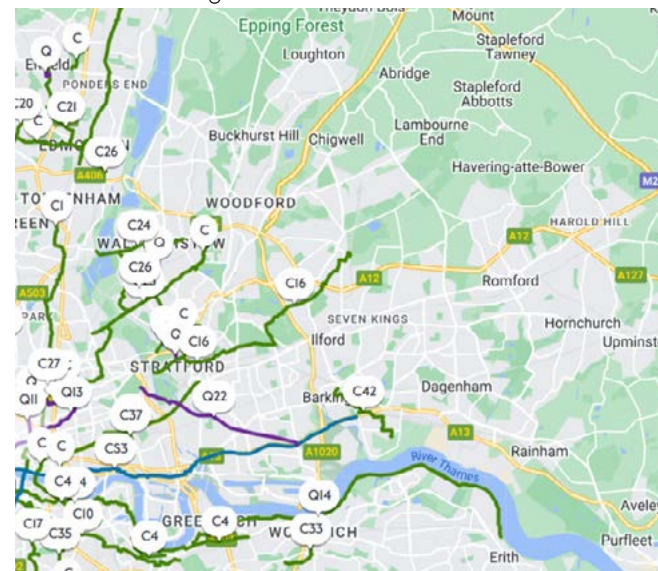
There is an opportunity in that more can be done to improve bus stop accessibility and bus priority throughout the borough.

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 (see plan opposite).
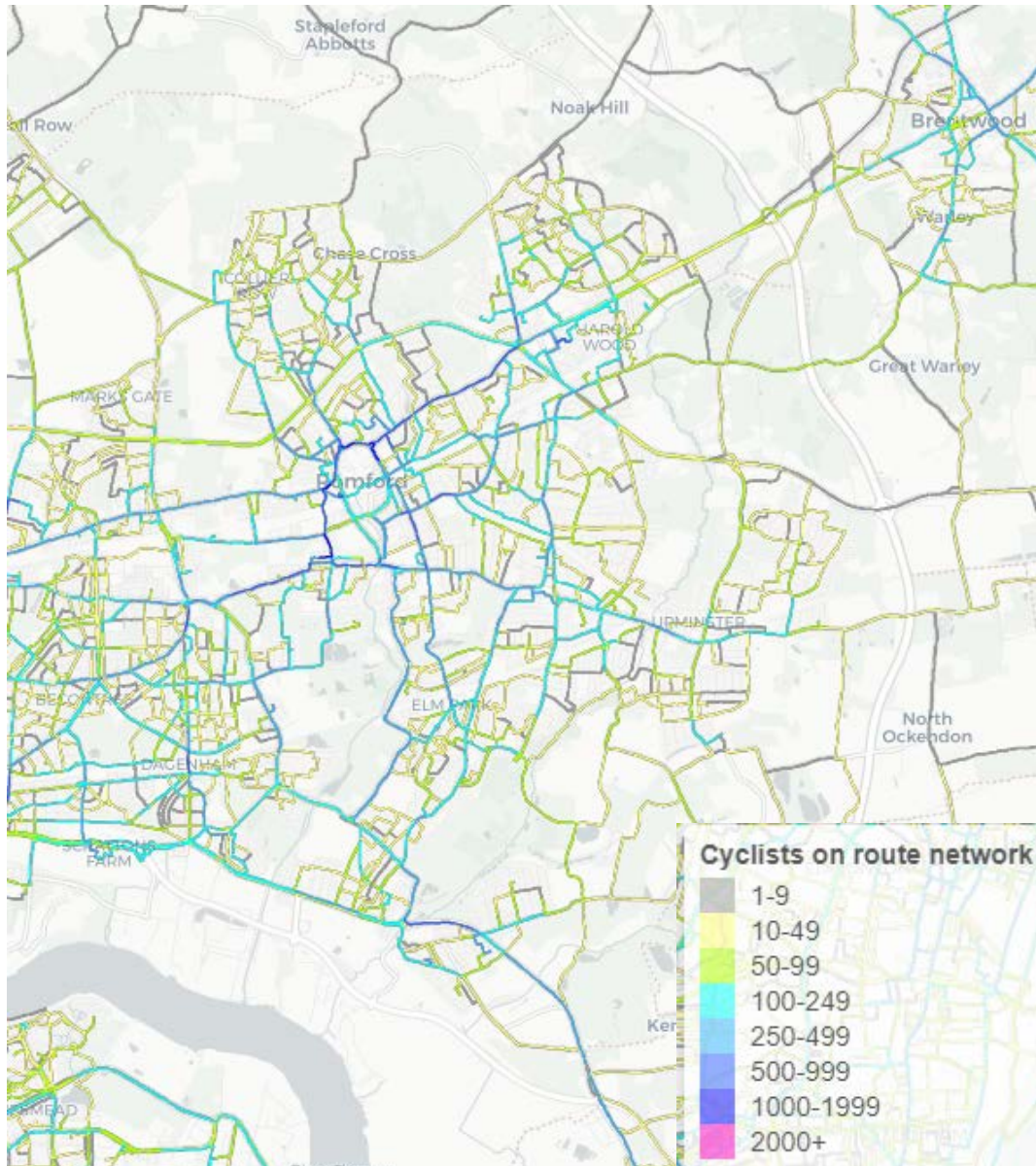
Prioritised key links beyond current plans (TfL, 2017) (Havering Emerging Transport Strategy)

Extent of TfL's existing quietways which do not currently extend to Havering

Propensity to cycle

Cyclists on route network
- 1-9
- 10-49
- 50-99
- 100-249
- 250-499
- 500-999
- 1000-1999
- 2000+

The likely propensity to cycle within the borough is currently low, which is largely reflective of the 'Detached Retirement' and 'Settled Suburbia' nature of the borough. To encourage cycling, much more is needed to improve existing infrastructure and tailor it, as well as marketing and training to support local residents. Provision of hire electric bikes would help increase propensity to cycling.

The plan shows that there is scope for more people to take up cycling in the borough. This however relies on a major borough-wide campaign and investment into cycling road safety, infrastructure and supporting measures to support a 'Go Dutch' cycling scenario for commuting

Only 1% of Havering's road length compared to Waltham Forest (12.5%) has protected cycle tracks (Healthy Streets Scorecard)

Existing and planning walking and cycling routes

4. Existing & Planned Walk & Cycle Routes

To ensure coherence between walking and cycling networks, we have mapped all existing and planned routes through and around Havering (Fig. X).

Existing Routes

The following existing routes have been mapped:

1. London Walks (LOOP Walk, Green Chain Walk and Thames Path)
2. National Cycle Network (1, 13, 125, 136, 137 & links)
3. London Cycle Network (Q14, C42, C16, CS3)
4. Other Local Cycle Infrastructure (not always continuous, especially at junctions)
5. Dartford Crossing Shuttle
6. Public Right of Way (footpaths, bridleways and byways).

Sources of information are:

• Sustrans website
• Transport for London website
• Local authority websites
• Stolen Ride website (showing TfL Cycle Infrastructure Database)
• Bing Map (showing Ordnance Survey).

Planned Routes

The following proposed routes have been mapped:

7. Cycle Route Proposed by an Authority
8. Other Cycle Route Proposed in Former LCN+ (non/partly implemented or just signposted)
9. Other Cycle Route Proposed by Local Cyclists.
10. Other Walk/Cycle Route Proposed as Part of Thames Lower Crossing Plans.

Sources of information are:
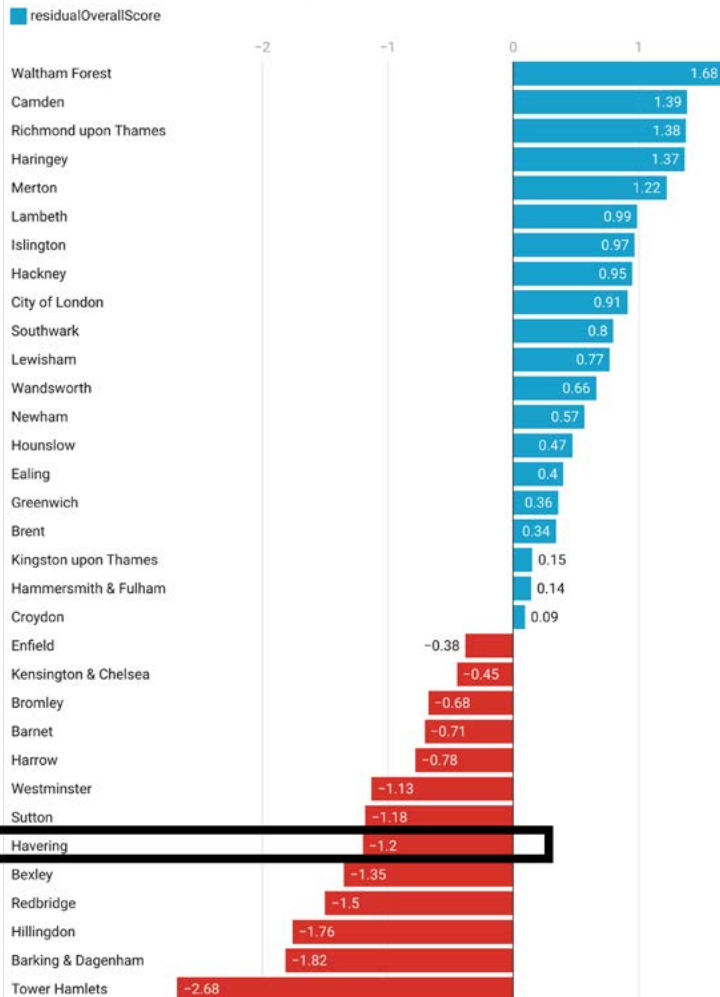
• Local authority websites
• Wikipedia / Waymarkedtrails websites (showing former LCN/LCN+ routes)
• Cyclestreet / Open Cycle Map websites (showing routes proposed by local cyclists)
• National Highways website (Lower Thames Crossing plans).

Healthy streets scorecard

Boroughs performing better or worse than expected for overall scores based on their density, 2022 Scorecard data

The residual (difference between absolute overall score and relative overall score weighted for housing density) plotted for each borough, 2022 Scorecard data. View all results

■ residualOverallScore

Borough	Score
Waltham Forest	1.68
Camden	1.39
Richmond upon Thames	1.38
Haringey	1.37
Merton	1.22
Lambeth	0.99
Islington	0.97
Hackney	0.95
City of London	0.91
Southwark	0.8
Lewisham	0.77
Wandsworth	0.66
Newham	0.57
Hounslow	0.47
Ealing	0.4
Greenwich	0.36
Brent	0.34
Kingston upon Thames	0.15
Hammersmith & Fulham	0.14
Croydon	0.09
Enfield	-0.38
Kensington & Chelsea	-0.45
Bromley	-0.68
Barnet	-0.71
Harrow	-0.78
Westminster	-1.13
Sutton	-1.18
Havering	-1.2
Bexley	-1.35
Redbridge	-1.5
Hillingdon	-1.76
Barking & Dagenham	-1.82
Tower Hamlets	-2.68

The higher the residual, the 'better' the borough's score is relative to its density.
If the residual is negative, the borough's score is 'worse' than expected.
View Housing Density Results

Chart: London Boroughs Healthy Streets Scorecard • Source: Land Use by Borough • Created with Datawrapper

Just over a third of adults (35.4%) in Havering walked at least 5 times per week, which was below the London average of 38.1%

Havering, along with Barking and Dagenham, had the lowest proportion of adult residents regularly cycling of the London boroughs. Less than 1% of residents cycled frequently (at least 5 times per week), well below the London average of 4.5%

Havering has to act quickly and decisively to ensure that the borough can meet the UK and London's targets for climate change, improve air quality and reduce our dependency on the NHS.

Just 45% of journeys in Havering were made by sustainable modes (walking, cycling and public transport) in 2021, which is well below the London average of 66% (Healthy Streets Scorecard)

HEALTHY STREETS SCORECARD

Commenting on Havering's 2021 Scorecard performance, we said: "Little progress has been made implementing measures that result in healthier streets" & "there is little sign its political leadership has any will to deliver improvements for anyone other than drivers".

Parking

Only 12% of streets are covered by Controlled Parking Zones (CPZs) when many boroughs now have controlled parking on all roads. Currently, controlled parking zones are largely limited to small areas around Romford and Harold Wood. There are plans to expand controlled parking zones around key stations and town centres

The London Plan sets parking provision, design and standards. Havering Local Plan says:

'Development car parking should aim to strike an appropriate balance between meeting the essential parking needs of the site whilst neither acting as a discouragement to using public transport nor adding to demand for on-street parking'.

There are plans to role out electric charging points throughout the borough over the next few years (on-street and off-street).

Currently only 12% of streets are covered by Controlled Parking Zones (CPZs) when many boroughs now have controlled parking on all roads

Summary

The Current Situation

- Havering has a largely retirement catchment with a high propensity to use the private car and limited likelihood to switch to active or sustainable modes without significant and tailored investment.
- There has been an increase in population of those under the age of 15 in Havering over the past 10 years. This age group will need to be carefully considered to ensure existing and future public transport and active travel measures meet their travel needs.
- Car ownership in Havering is one of the highest in London due to the distances between centres and lack of quality active and public transport alternatives. In contrast, 25% of households in the borough do not have access to a private car, and these households tend to be located in areas where PTAL is very poor, and where deprivation and child obesity is also of concern. Tailoring active and sustainable transport measures, placemaking and improving local community facilities would help address these imbalances, as well as address the need and / or pressure to own a private vehicle.
- Poor PTAL creates a significant barrier to sustainable transport in some of the most deprived parts of the borough including Harold Hill and the Riverside.
- The TLRN and congested roads create a significant barrier to walking, cycling and bus reliability.

Existing Opportunities

- The emerging Active Travel Strategy identifies a spatial plan and framework for change to support a wholesale shift from private car to walking, cycling and public transport in the short, medium and longer term.
- A large focus of regeneration and growth is happening in the south of the borough where significant investment is being sort including a new station at Beam Park.
- A large focus of regeneration and growth is happening in the south of the borough where significant investment is being sort including around Beam Park, however the future of the Beam Park station remains uncertain.
- There is a long term ambition to create a rapid transit north-south link to improve connectivity.
- Major schemes have been identified along key A road corridors to reduce severance and improve the local environment including the A127 and A1306.

The Characterisation Study and Movement

- More is needed to tailor transport and movement measures to support local users and needs including innovative approaches to support retired and suburban areas as well as the travel needs for children and young adults.
- More is needed to future proof sustainable transport as part of growth and development with innovative approaches to land uses, parking and accessibility required to reduce local trips by private car.
- Significant steps are required to reduce and better manage existing and future parking and provide viable alternatives.

Key messages

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

Havering could be affected by a lack of decisive and urgent 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.
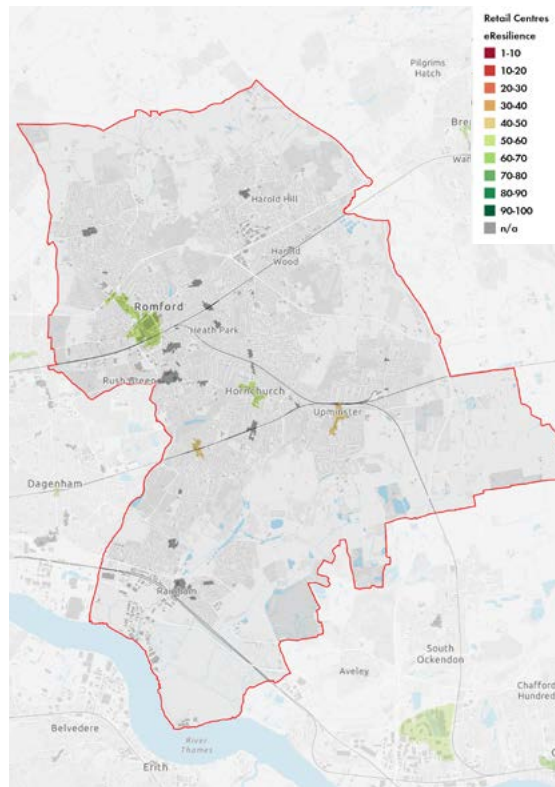

Picture: www.98fm.com – bikes for seniors – ways to tailor sustainable travel for the local population
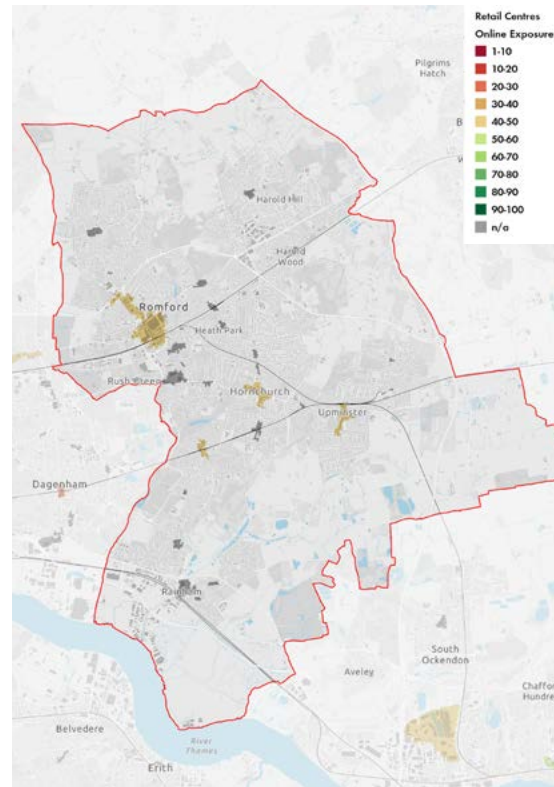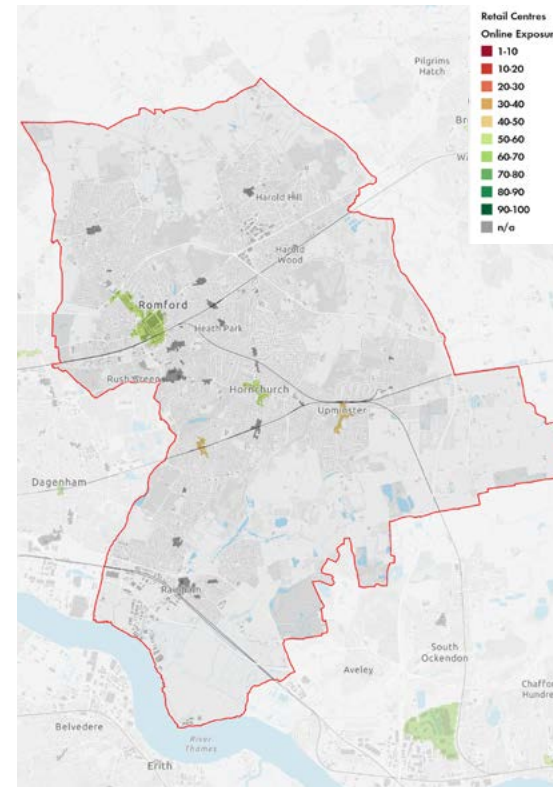
2e SERVICES & ORGANISATIONS

Retail centres

Retail centres resilience

Retail centres online exposure

Retail centres vulnerability index

Composition – a series of variables that summarise the key compositional differences between retail centres (presence of comparison, convenience, service and leisure retail).

Diversity – a series of variables summarising key differences in terms of diversity between centres, including the presence of independents and chains, and an aggregate 'clone town' score based on the 'Clone Town Britain methodology'.

Vacancy – a series of variables summarising key differences in terms of vacancy, including current vacancy rate, long-term vacancy rate and change in vacancy rate.

E-Resilience – series of variables summarising the relationship of retail centres to online shopping, including the index of supply vulnerability and online exposure index, which are used to create the final E-Resilience score.

Only Romford, Hornchurch, Elm Park and Upminster have data mapped for these factors.

The plan shows that Romford and Hornchurch are doing relatively well in terms of resilience and vulnerability at the 60-70% category. This is comparable to Brentwood and Lakeside. Upminster and Elm Park are shown as less resilient and vulnerable, at 30-40%. Romford, Upminster, Hornchurch and Elm Park have the same online exposure of 30-40%. This is the same as Lakeside but lower than Brentwood which sits at 50-60%.

When considering why Elm Park and Upminster are scoring lower in resilience, it is important to think about the retail centres around them. Merrielands retail park just south of Dagenham is easily accessible by rail and car and is home to Asda, Aldi, TK Maxx and McDonald's. This will provide some competition, potentially weakening the resilience of these centres. Other places that will do the same are Brentwood and Lakeside Shopping Centre.

Retail, commercial & leisure

This page summarises the research presented within the Havering Retail & Commercial Leisure Needs Assessment (2018) for each of the borough's centres.

Romford - Metropolitan centre
- Strong comparison and convenience offer
- Low vacancy rates
- 3 high quality shopping centres
- Recent public realm improvements
- Easily reachable by public transport

Elm Park - District centre
- Poor environmental quality and safety
- High vacancy rates
- Low comparison offer
- Easily reachable by public transport

Collier Row - District centre
- Generally lower quality offer
- Offer is mostly convenience and food
- High vacancy rates
- More easily reached by car

Harold Hill - District centre
- Mix of independent and high street names
- Offer is mostly convenience, goods and services
- Low vacancy rates (since opening of new library)
- Good environmental quality
- Easily reachable by public transport

Hornchurch - District centre
- Havering's 'culture centre'
- Recent public realm improvements
- Low vacancy rates
- Offer is good, including a vibrant night time economy
- Easily reachable by public transport

Rainham - District centre
- Anchored by Tesco Extra
- Gaps in retail and services
- Adequate overall performance
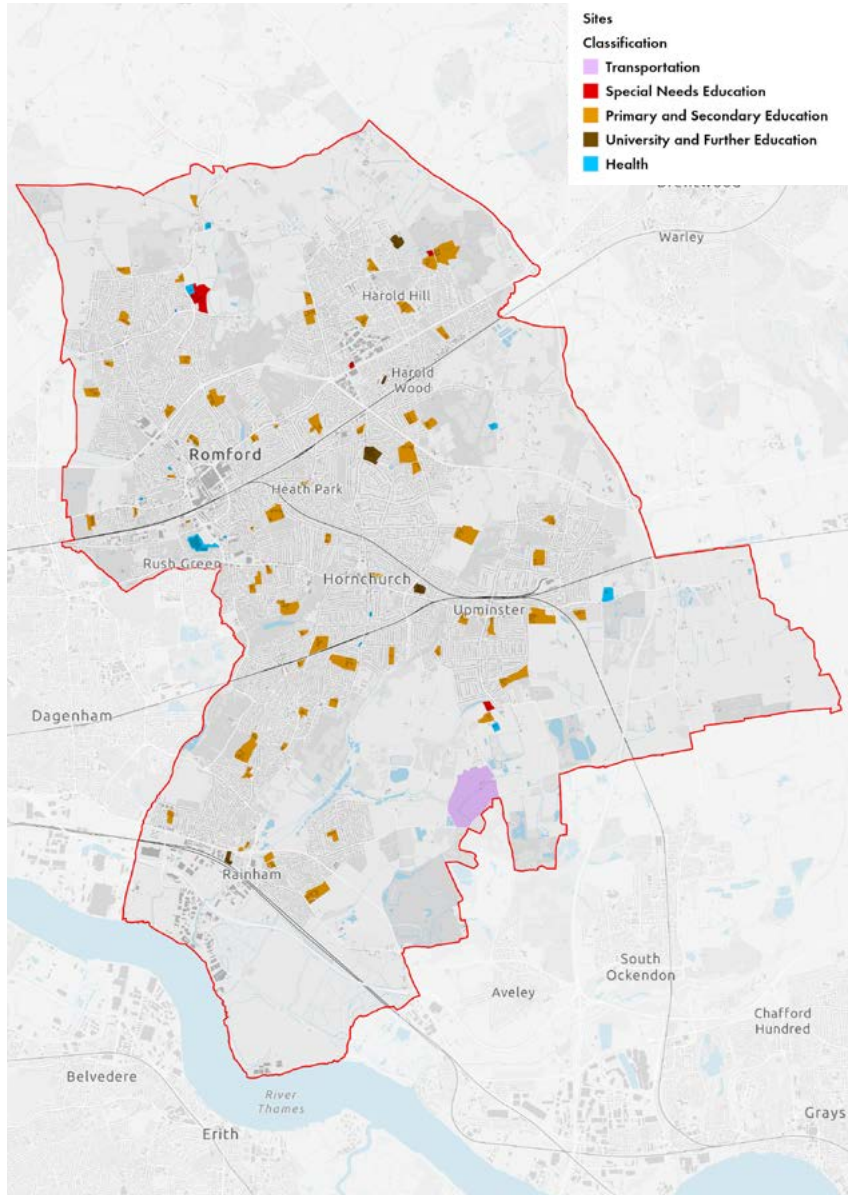- Easily reachable by public transport

Upminster - District centre
- Good quality and varied offer
- Low vacancy rates
- Good environmental quality and architecture
- Easily reachable by public transport
- Could benefit from public realm improvements

Havering Retail & Commercial Leisure Needs Assessment (2018)
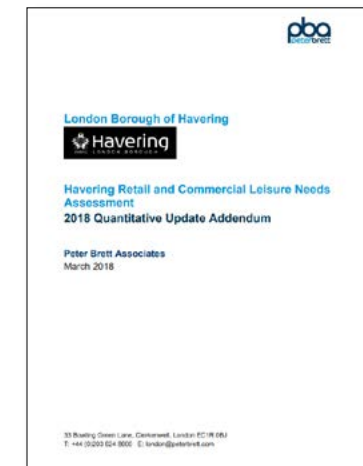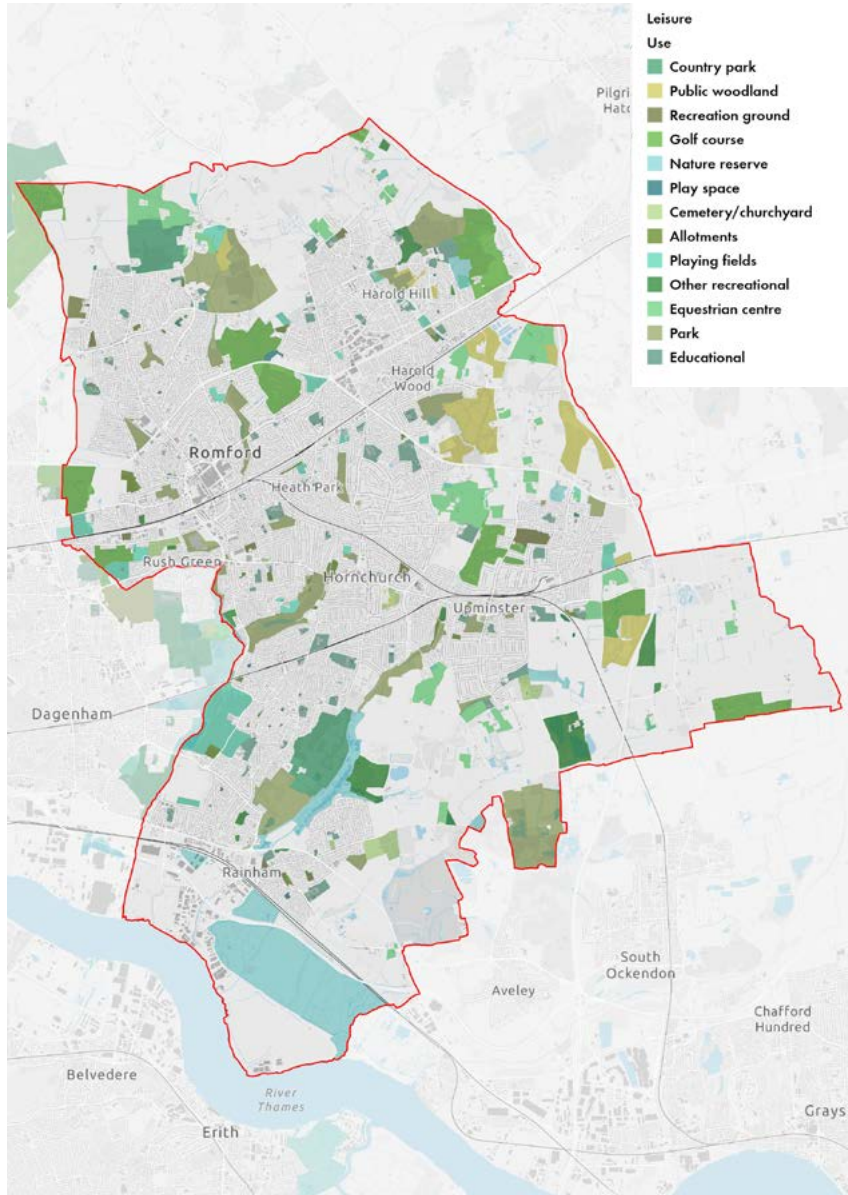
Community uses

Source: OS

There is an even spread of primary and secondary education throughout Havering. There are four further education colleges in the borough. There are three special needs education schools, two in the north (Collier Row and Harold Hill) and one at the south end of Upminster.
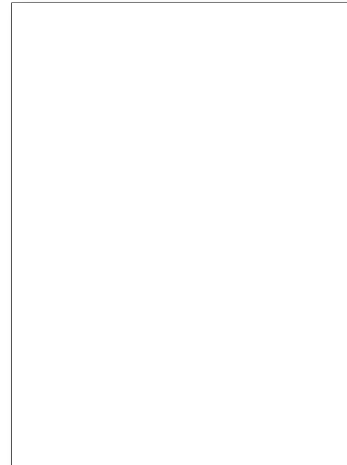
Leisure uses

Leisure
Use
- Country park
- Public woodland
- Recreation ground
- Golf course
- Nature reserve
- Play space
- Cemetery/churchyard
- Allotments
- Playing fields
- Other recreational
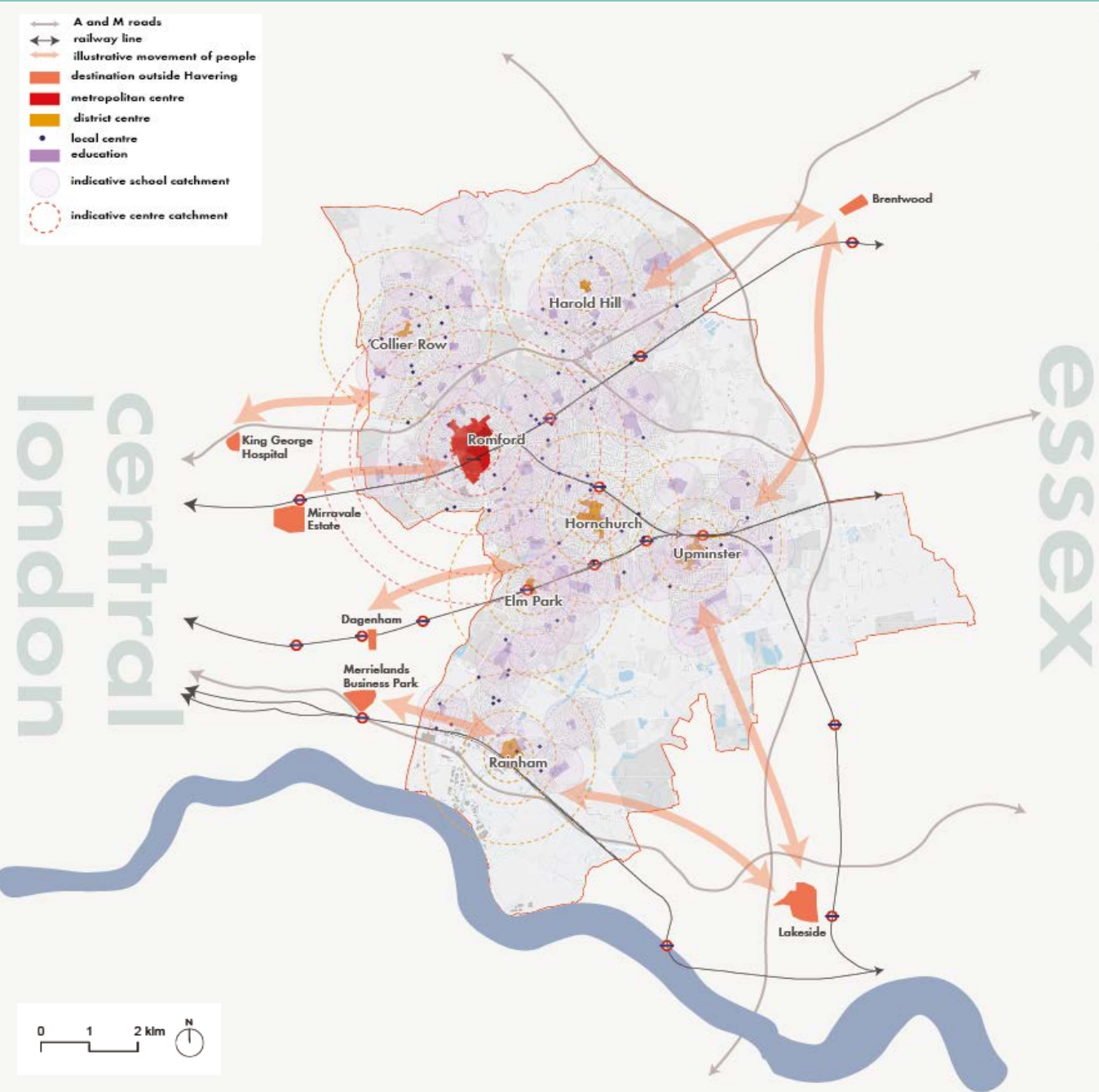- Equestrian centre
- Park
- Educational

Source: OS

The plan shows a good number of outside leisure spaces. Across the borough there are 1200 Ha of open space provision. This strongly adds to Havering's green and open character. 73% of the open spaces are above the threshold for quality, showing that they are well appreciated by the local populations.

Despite the good number of public parks and leisure spaces, there are patches across the borough that lack access to these spaces in central and southern Havering; in particular to children's play spaces. There are 40 play provision sites in the borough, however, more than often these are catered to older age groups rather than young children.

Havering Open Spaces Assessment Report (2016)

Functioning character

Legend:
- A and M roads
- railway line
- illustrative movement of people
- destination outside Havering
- metropolitan centre
- district centre
- local centre
- education
- indicative school catchment
- indicative centre catchment

Map labels: Brentwood, Harold Hill, Collier Row, King George Hospital, Romford, Mirravale Estate, Hornchurch, Upminster, Elm Park, Dagenham, Merrielands Business Park, Rainham, Lakeside, central london, essex

0 1 2 klm N

This illustrative plan shows the functioning character of Havering. The plan shows the schools, their indicative catchment areas, the metropolitan and district centres, their indicative catchment areas and local centres. These centres 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 500m (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 significant health uses. This mapping is partly to illustrate that residents do not live their lives by administrative boundaries and may use facilities from outside the borough.

The Character Study's engagement events will further develop this plan, developing a clearer picture of movement in and out of the borough and for what purpose.

Summary

- The borough is served by several district centres with Romford as its metropolitan centre. The resilience of these centres varies, added to by out-of-town retail and other town's performing well just outside of the borough. Each of the centres is performing differently and have unique selling points in terms of retail, commercial and leisure.

- Community uses and education are well spread throughout the borough, alongside generous amount of green and open space leisure facilities.

- Where are people choosing to visit in Havering, and where are people going instead of Havering for shopping, for example?

- People may be leaving Havering for retail, commercial and leisure needs to destinations such as Brentwood, Merrielands and Lakeside. This will be having an impact upon the borough's centres. This potentially may be more of an issue in the south of the borough.

- The metropolitan and district centres distribution allows for reasonably good access to retail, commercial and leisure functions throughout nearly the whole borough.

Key messages

Havering's local centres vary in performance and resilience

Residents do not live their lives by administrative boundaries and these connections out of the borough should be considered as part of the Character Study

3 CONCLUSIONS & NEXT STEPS

Next steps

The Havering Character Study baseline report sets out the large amount of research that has been undertaken, examining the borough's historic built and social evolution, physical and environmental factors, urban form, socioeconomic factors, transport context and functional character.

The project's next stage is four pop-up engagement events and a community workshop. Their purpose is to consider the borough's different neighbourhoods and the boundaries between them and also to continue to gain understanding on Havering's character.

HAVERING
CHARACTER STUDY

We are preparing a Character Study for Havering Council which will inform what future growth looks like for different areas in the borough. This document will play an important role in defining what is important about the existing character of the borough, and how this should help shape our future.

This study will assist the Council, community groups, developers and others with an interest in the borough to better understand Havering's distinctive local character.

We need your help to understand what makes your neighbourhood special and what could be improved.

The Character Study will support preparation of the Council's Local Plan update and will be used to inform a character and 'place-based' approach to managing growth in the borough. The study will also inform decisions made by Council officers and should be an important tool used by developers and others investing in Havering to ensure proposals positively respond to the local context.

We will be running an evening workshop to explore ideas in a more detail. For further information and to register your attendance, please email DevelopmentPlanning@havering.gov.uk

Please come along to one of the these pop-up events to share your views:

- Friday 17th March | 9:30am - 12:30 at Romford Market
- Friday 17th March | 2pm - 5 at Rainham Tesco Extra
- Saturday 18th March | 9:30am - 12:30 at Harold Hill Library
- Saturday 18th March | 2pm - 5 at Hornchurch Sainsbury's

Havering
LONDON BOROUGH

# Emerging cross cutting character-led spatial priorities for Havering

Protect and enhance the traces of a natural landscape

Today 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 the character study and future growth strategy. This will occur at various scales - borough, region and neighbourhood.
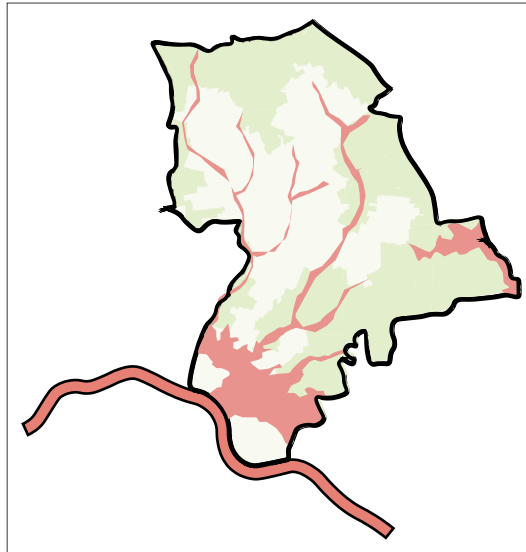

Celebrate the gems and enhance suburban character

The borough's historic 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 provides an opportunity to further honour these protected assets, alongside exploring further opportunities to celebrate more of the undesignated 'ordinary' suburban character.
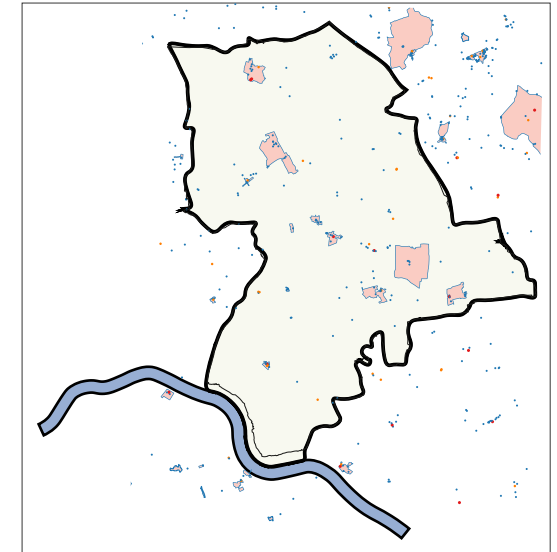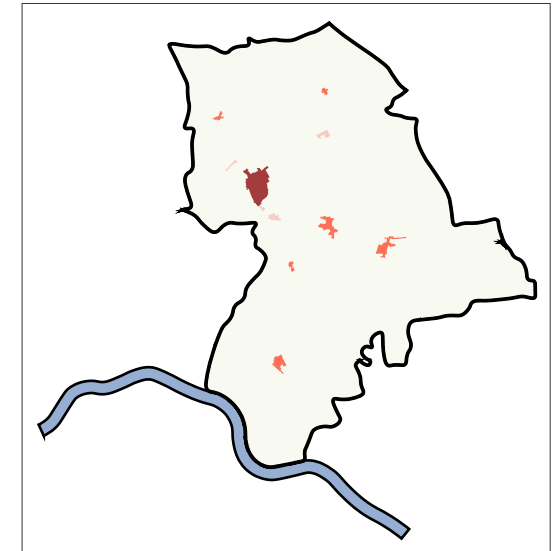

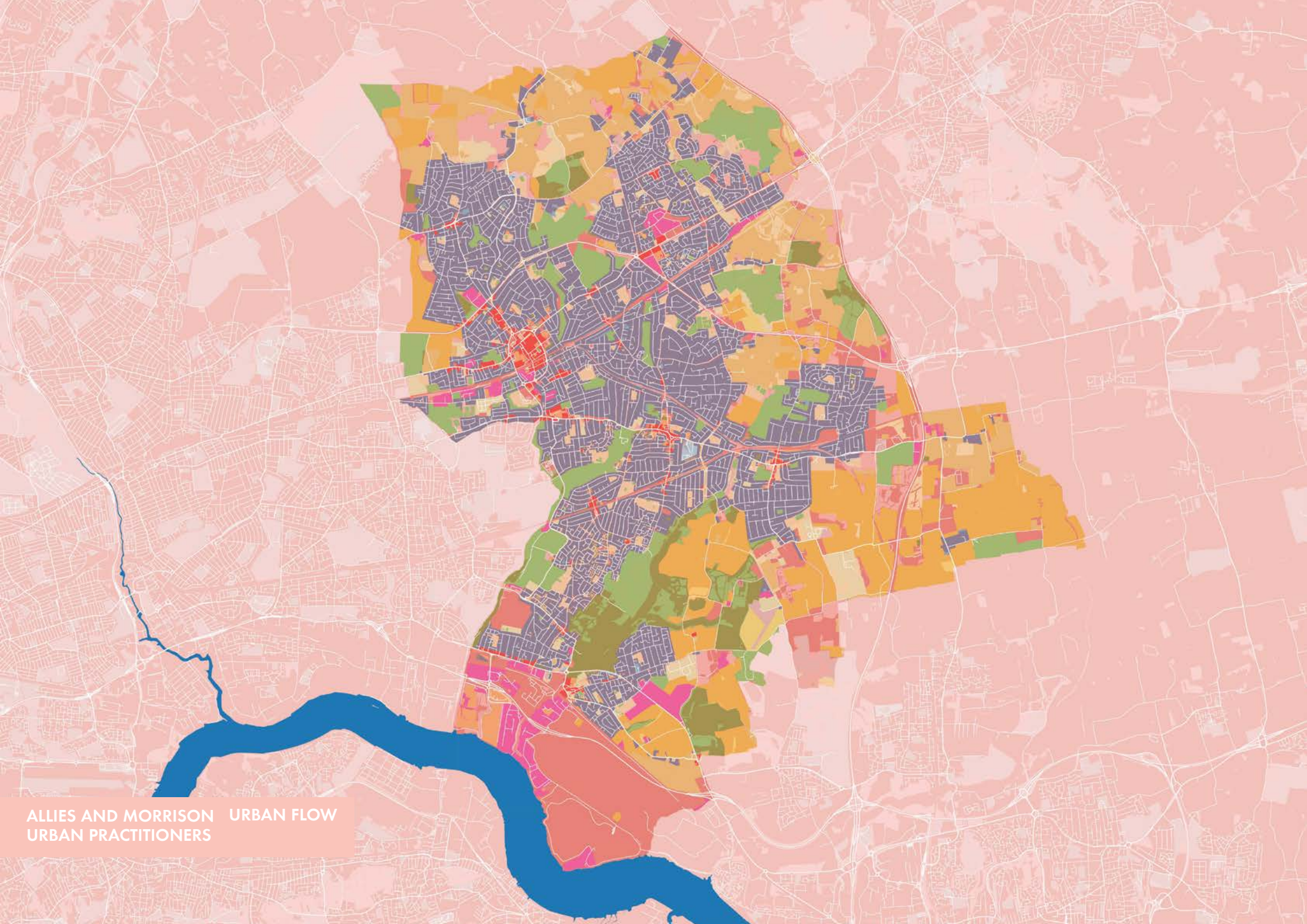## Overcome divides caused by ancient routes and modern infrastructure

It is very easy to travel across the borough from east to west, both by rail/tube and road. However, these assets have a negative impact in dividing communities and neighbourhoods. The north to south routes through the borough are also compromised. Exploring opportunities to overcome these divides and exploring their impact on neighbourhoods will be a key step as part of the next stage.
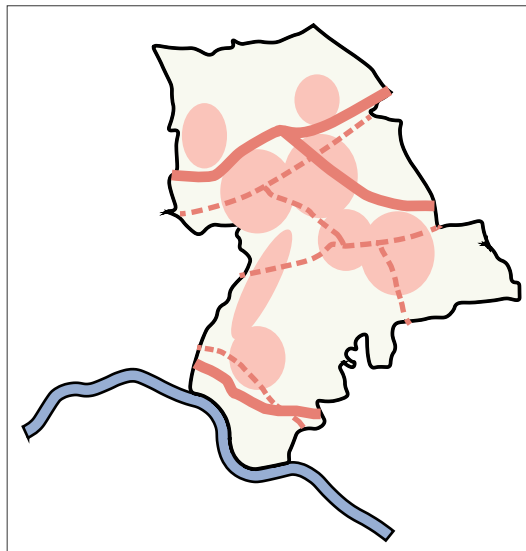
Explore opportunities to strengthen the individuality of character in local centres

The borough's network of centres have 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. The Character Study will explore how the individual identity of each of these places can be enhanced through growth and investment.