

Havering Local Plan 2016-2031
Regulation 22(1)(c) Consultation
Statement March 2018

Annex 8

Direction of Travel Document

Local Plan - Direction of Travel

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1 Background and Context

1.1 The Havering Local Plan

- 1.1.1** The London Borough of Havering is in the process of preparing a new Local Plan which will replace existing planning policies set out in the Local Development Framework (LDF).
- 1.1.2** The Local Plan will guide future development and land use within Havering over the next 15 years up to 2032. Havering's population is expected to grow from 249,085 to 290,739 over this period⁽¹⁾ The Plan will set out the Council's vision, strategy and policies to manage this growth and development and ensure the delivery of successful, sustainable places. The Plan will indicate the broad locations in Havering for future housing, employment, retail, leisure, transport, community services and other types of development.
- 1.1.3** The policies in the Local Plan will help ensure that the needs of the borough over the next 15 years are sustainably met and that growth is planned in a positive and pro-active manner which is well suited to the particular characteristics of Havering.
- 1.1.4** The Local Plan together with the London Plan will comprise the Development Plan for the borough and will be the primary basis against which planning applications are assessed and advice is provided to prospective developers.
- 1.1.5** The intention is to prepare a new style Local Plan which is purposely concise and is set out in user friendly format. The Local Plan will not repeat policy or guidance that is set out elsewhere including within the London Plan and the National Planning Policy Framework. It will therefore be essential that the Local Plan is read alongside these policy documents.

Related Planning Policy Documents

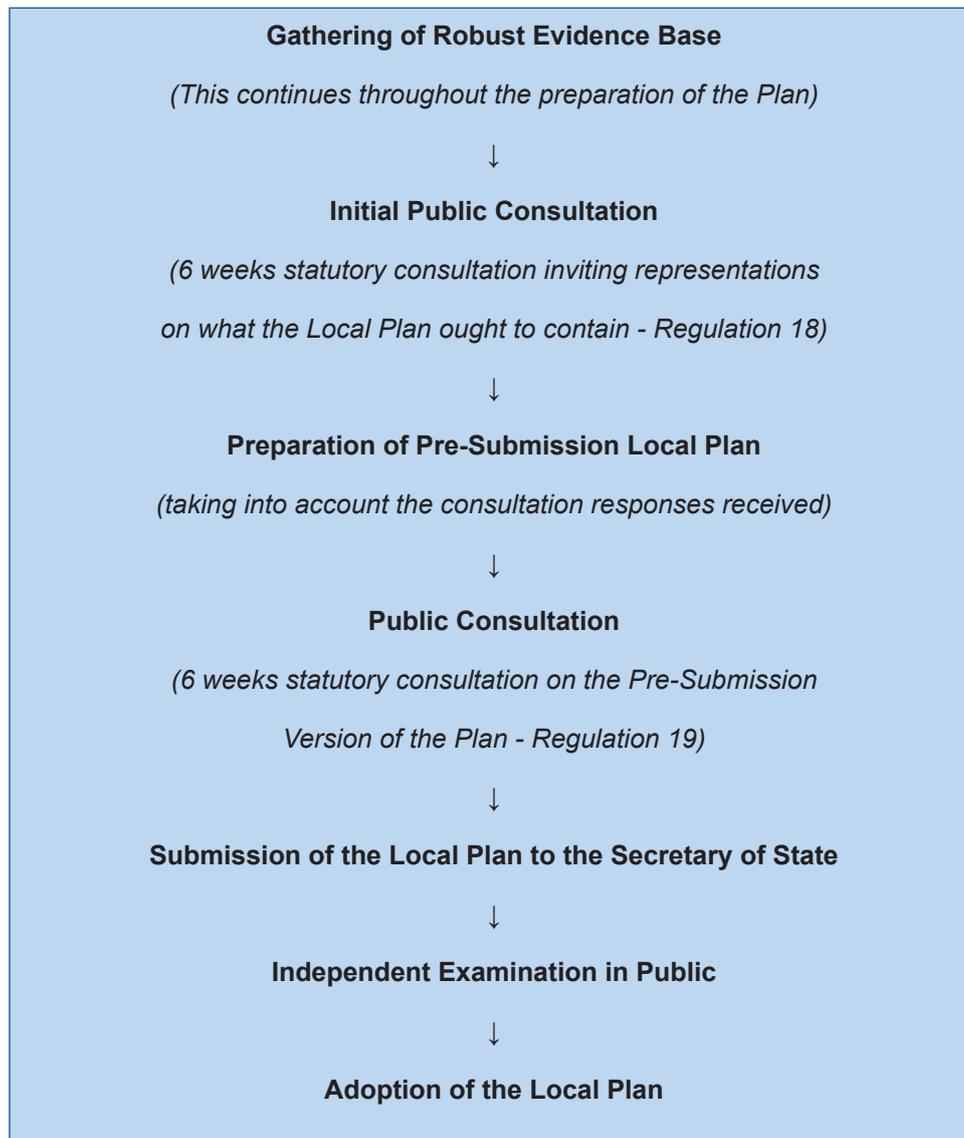
- 1.1.6** A Proposals Map which sets out land use designations and shows where the Plan's policies apply to specific locations will be prepared alongside the Local Plan.
- 1.1.7** In due course, the Local Plan will be supported by a separate Detailed Sites Local Plan which will identify individual sites for specific uses that are intended to assist in delivering the priorities, objectives and strategy set out in the Local Plan.
- 1.1.8** Havering currently has a number of Supplementary Planning Documents (SPDs) which provide additional guidance on the planning policies within the LDF. During preparation of the Local Plan, the Council will assess which SPDs need to be taken forward and reviewed.
- 1.1.9** The Council is also progressing its Community Infrastructure Levy alongside the Local Plan to assist with the delivery of essential infrastructure. The Preliminary Draft Charging Schedule was published for consultation in early 2015 and is available on the [Council's website](#). Further Consultation on the Draft Charging Schedule is due to take place in winter 2016/17.
- 1.1.10** In 2012 the four East London Waste Authority boroughs of Barking and Dagenham, Havering, Newham and Redbridge formally adopted the Joint Waste Development Plan Document. The Plan enables the adequate provision of waste management facilities (including disposal) in appropriate locations for municipal, commercial and industrial, construction and demolition and Hazardous waste. The Joint Waste Plan will remain in place and will not be superseded by the emerging Local Plan.

1 (GLA Round Population Projections - 2015 long term trends)

1.2 The Local Plan Process

1.2.1 Local authorities have to prepare Local Plans in accordance with Planning Regulations. The key stages in preparing a Local Plan are set out below.

Table 1.1 Local Plan Process



1.3 The Purpose of this Document

1.3.1 In line with the Council's commitment to engaging with stakeholders on the preparation of the local plan, the purpose of this document is to:

- Provide an update on:
 - The progress of the Local Plan and set out the timeframe for its delivery;
 - The evidence base that has been prepared and that which is currently underway;
 - Previous public consultation; and
 - How the Duty to Co-operate is being fulfilled.

- Set out in further detail:
 - The spatial portrait - where we are now;
 - An emerging vision for the development of Havering - where we want to be;
 - The emerging objectives for the Local Plan;
 - The emerging spatial strategy for the Borough over the next 15 years; and
 - The emerging approach to individual policy areas.

- Provide the opportunity for stakeholders to comment on the local plan work to date and how the Council is taking it forward.

1.4 The Status of this Document

- 1.4.1** This Direction of Travel document has been prepared as a way of engaging with and keeping stakeholders up to date on the Havering Local Plan and providing further detail on the emerging strategy and policy approach that will be reflected in the Pre-Submission Local Plan in due course. The preparation of the Direction of Travel is not a statutory requirement and has been prepared to inform stakeholders and assist in the process of preparing a new Plan. It is anticipated that this document will be of interest to all Local Plan stakeholders.
- 1.4.2** Statutory consultation on the Local Plan under regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations was undertaken in early 2015 and there will be further statutory consultation under Regulation 19 in early 2017. The Direction of Travel is not a formal part of the Local Plan process and is not subject to statutory consultation. However, it is important that the Local Plan reflects issues that are important to our stakeholders and we welcome comments during the preparation of the Plan. Please refer to section 4 of this document to find out how you can engage in the Local Plan preparation.
- 1.4.3** Please note that the Direction of Travel Document has been informally endorsed by the Council's Cabinet Members however it has not been subject to formal agreement. It will inform the preparation of the Pre-Submission Plan but does not commit the Council to any policy approach at this stage.

1.5 Acheiving Havering's Corporate Vision

- 1.5.1** The Local Plan has an important role in contributing to the delivery of the Council's emerging new dynamic vision of **'People making Havering'** which sets the scene for the changes Havering is experiencing and how we will meet those challenges. The emerging new vision is focused around **Communities, Places, Opportunities and Connections.**⁽²⁾
- 1.5.2** We will create places where people want to live, work and value as well as ensuring that our infrastructure supports vibrant communities. All residents will have opportunities to thrive and will benefit from improved transport and digital connections.
- 1.5.3** Our previous vision of clean, safe, proud has now been accepted as a basic requirement. We want Havering to be clean and to look after our environment for future generations. We want you to be safe whether you're a pensioner walking through a town after dark, or a young child growing up without the security of a loving home. We want you to be proud to live in Havering, where we respect each other, value our traditions and work together to improve our quality of life.
- 1.5.4** We will support our community by spending your money on the things that matter most to you - like clean, safe streets and protecting people in need. We will support local firms to grow and create jobs; we will re-energise our towns, to improve the quality of life in Havering and we will help local people to bring about the changes they want to see in their neighbourhoods.
- 1.5.5** We will use our influence to bring more jobs, homes, schools and transport to Havering. We will use our planning powers to balance the growth of business centres, with the protection of 'green Havering' and its quieter communities and we will encourage local people to do the right things: keep Havering tidy, be good neighbours and lead healthier lives.
- 1.5.6** And we will lead by example by running a low-cost Council that respects you, by using your money wisely. We will work with others to reduce costs; we will help people do business with us at any time of the day or night; we will hold ourselves to the high standards you expect from us and we will spend each penny as if it were our own.
- 1.5.7** The Council's vision links to the Corporate Plan which is available on the [Council's website](#)

2 NB. Havering's emerging vision is still in development and has not been subject to formal agreement

1.6 Planning Policy Context

The National Planning Policy Framework 2012

- 1.6.1** The National Planning Policy Framework sets out the Government's Planning policies for England and how these are expected to be applied. The Havering Local Plan is required to be consistent with the framework.
- 1.6.2** The core principle of the NPPF is a 'presumption in favour of sustainable development', which should be seen as a 'golden thread' running through both plan-making and decision-taking. There are three dimensions to sustainable development: economic, social and environmental and it is the role of the planning system to balance these dimensions.
- 1.6.3** The NPPF sets out detailed guidance in relation to key planning principles including building a strong economy; ensuring the vitality of town centres; promoting sustainable transport; delivering a wide choice of affordable homes; good design; promoting healthy communities; protecting open space and the built environment; conserving the historic environment; and meeting the challenge of climate change.

London Plan 2015 (Consolidated with Alterations Since 2011)

- 1.6.4** The London Plan is the Spatial Development Strategy produced by the Mayor of London setting out the integrated social, economic and environmental framework for the future development and growth of the city.
- 1.6.5** The Havering Local Plan is required to be in general conformity with the London Plan. The London Plan is also part of the statutory development plan for the borough and has to be taken in account in the determination of planning applications.
- 1.6.6** The London Plan contains detailed policies which must be considered alongside the Local Plan policies.
- 1.6.7** Specifically in relation to Havering the London Plan:
- Sets an annual average housing target of at least 1,170 new homes per annum over the Plan period.
 - Identifies London Riverside (including Rainham and Beam Park) as an Opportunity Area (an opportunity area has significant potential for new residential and economic development)
 - Identifies Romford as a Metropolitan Centre and Hornchurch, Upminster, Collier Row, Harold Hill, Rainham and Elm Park as District Centres
 - Identifies Rainham Employment Area, Harold Hill Industrial Estate and King George Close Estate in Romford as Strategic Industrial Locations (protected for industrial use)
 - Sets an annual indicative benchmark of 185 specialist housing units for older people between 2015 - 2025
 - Identifies Havering as one of four minerals boroughs.
- 1.6.8** The London Plan recognises the unique characteristics of outer London and in appropriate cases it is possible for locally specific policy provisions to be made through Local Plans, for example the London Plan enables outer London boroughs to consider more generous parking standards in areas with low public transport accessibility levels.
- 1.6.9** Following the election of a new London Mayor in 2016, a review of the London Plan is underway. At this stage it is anticipated that a new London Plan will be adopted in 2018. The Council will work closely with the Mayor of London to ensure that Havering's priorities and aspirations are reflected in a new Plan.
- 1.6.10** There are a number of other Mayoral documents that have been prepared and will be taken account of in the preparation of the Local Plan including the London Riverside Opportunity Area Planning Framework and the Mayor's Transport Strategy.

2 Progress on the Plan to date

2.1 Initial Consultation

- 2.1.1** The Council undertook consultation on the priorities for the Local Plan (Regulation 18 consultation) between February and March 2015. A total of 69 responses to the consultation were received. A further 4 responses were received after the consultation closed. The consultation responses are available to view on the [Council's website](#).
- 2.1.2** The consultation responses are currently being considered and where appropriate are being taken into account in the emerging Local Plan. A full consultation statement setting out how each comment has been considered will be prepared and published alongside the Pre-Submission Version of the Local Plan in due course.
- 2.1.3** The Council has also received 73 representations (to date) from landowners and their agents asking the Council to consider removing sites from the green belt. A number of these representations were submitted during the formal consultation period and are available to view at the link above. However, the majority of these sites have been submitted to the Council during the Local Plan process but outside of the formal consultation period. Sites submitted outside of the formal consultation period have been accepted as it is important that the community has the opportunity to continually engage with the Council in the progression of the Local Plan. All of the green belt submissions will be considered during the preparation of the Local Plan. Details of all 73 sites can be viewed on the [Council's website](#).
- 2.1.4** A number of residents have since raised concerns about the green belt sites that have been submitted to the council and have expressed their support for continued protection of the green belt. These comments will also be taken into consideration in the preparation of the Plan.
- 2.1.5** The initial Local Plan consultation document identified a number of strategic priorities for the Local Plan to address. Those who responded to the consultation generally supported the priorities.
- 2.1.6** These priorities (set out below) have been reflected in the emerging vision and objectives for the Local Plan.
- Business growth and economic activity
 - New housing provision
 - Town centre development
 - Transport Infrastructure
 - Social Infrastructure including schools and health provision
 - Culture and leisure provision
 - Protecting and enhancing the green belt
 - Environmental management and climate change
 - Waste management and minerals extraction
 - Delivering high quality design
 - Protecting and enhancing Havering's heritage assets

2.2 Evidence Base

2.2.1 The Local Plan is required to be supported and justified by a credible and robust evidence base. Once completed, evidence reports are made available on the [Council's website](#) for information.

2.2.2 The key pieces of evidence that have been/ are being prepared are set out below.

Local Evidence

2.2.3 Strategic Flood Risk Assessment (SFRA) - Havering's SFRA Level 1 was published in 2014 and provides a robust depiction of flood risk across the borough. Since the report was finalised the Environment Agency has published revised climate change projections which are required to be taken into account. An update of the 2014 SFRA is therefore currently underway and will be published in due course.

2.2.4 Retail and Commercial Leisure Needs Assessment - Havering's Retail and Commercial Leisure Needs Assessment was published in 2015 and builds on previous work undertaken in 2012. The study considers the current retail and leisure provision within the borough's town centres as well as assessing the need for new retail and leisure floorspace over the Plan period.

2.2.5 Employment Land Review (ELR) - Havering's ELR was published in 2015 and builds on previous work undertaken in 2012. The study considers the current quantity, quality and viability of the borough's employment land as well as future need.

2.2.6 Open Space, Allotments and Sport and Recreation Needs Assessment – This piece of work is underway and will provide a comprehensive assessment of the borough's existing supply of and future need for open spaces, allotments and sports facilities (both indoor and outdoor).

2.2.7 Infrastructure Delivery Plan – The Infrastructure Delivery Plan is currently underway, it will identify the infrastructure needed to support the population and housing growth over the plan period. The study will cover transport, water supply, wastewater and its treatment, energy, telecommunications, utilities, waste, health, social care, education and burial space. The IDP will also form the evidence base for the Council's emerging Community Infrastructure Levy.

2.2.8 Gypsy and Traveller Accommodation Needs Assessment - This piece of work is underway and will provide a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpersons accommodation within the Borough. It is outside of the scope of the GTAA to make recommendations or decisions about how this need should be accommodated and the study will not consider the suitability of sites.

2.2.9 Town Centre Audits - Surveys of all designated town centres within the borough have been undertaken. The surveys provide an up to date understanding of the uses and vacancies within each town centre. The Audit will inform decisions on any updates to the town centre designations within the Local Plan.

2.2.10 Wind Energy Assessment - This study seeks to identify areas within the London Borough of Havering which are potentially suitable for the development of wind turbines. This is in response to the Written Ministerial Statement (HCWS42) on the 18th June 2015 and the subsequent amendments to the Planning Practice Guidance which states that Local Planning Authorities should only grant planning permission for wind turbines if the development site is in an area identified as suitable for wind energy development in a Local Plan.

2.2.11 Green Belt Study - The Study is underway and will assess Havering's green belt against the purposes of green belt as set out in the National Planning Policy Framework.

2.2.12 Parking Standards Paper - This topic paper is currently being prepared and will set out the evidence to inform local car parking standards within the Plan.

2.2.13 Transport Background Paper - This topic paper is currently being prepared and will bring together a number of transport evidence base documents to support the Plan.

- 2.2.14 Viability Assessment** - This assessment will be undertaken to determine the likely impact that the policies and standards in the Local Plan will have on the viability of developments within the borough. The purpose of the viability assessment is to show (in general terms) that the cumulative impact when considering the Plan as a whole does not put the implementation of the Plan at risk.

Sustainability Appraisal

- 2.2.15** The Sustainability Appraisal (SA) is a key component of the plan making process, it is an on-going piece of evidence which is prepared alongside the Local Plan. The purpose of the SA is to ensure that the promotion of sustainable development is integrated in the plan making process. It is a key tool used to appraise the environmental, economic and social effects of plans, strategies and policies.
- 2.2.16** The first stage of the process was to prepare the Sustainability Appraisal Scoping Report which was published for consultation in February/ March 2015 alongside the initial consultation on the Local Plan. Comments received on the Scoping Report have been taken into account and a final version of the Report has been published and is available to view on the [Council's website](#).
- 2.2.17** The current stage involves developing and refining options for the Local Plan and assessing the effects of these options, the results will be published for consultation alongside the Pre-Submission Local Plan in due course.

Sub-Regional Evidence

- 2.2.18 Outer North East London Strategic Housing Market Assessment (SHMA)** - This study has been undertaken with the London Boroughs of Barking and Dagenham and Redbridge. It outlines the objectively assessed need for private and affordable housing within the housing market area for the outer north east London area. Prior to the publication of this study updated population and household projections were published by the GLA. Work is underway to ensure that these projections are reflected in the SHMA.

Regional Evidence

- 2.2.19** The Mayor has produced evidence at the London wide level to support the 2011 London Plan and subsequent alterations. These studies are available to view on the Greater London Authority Website.
- 2.2.20** The London-wide **Strategic Housing Land Availability Assessment (SHLAA)** is of particular importance and informed the revised housing targets for individual boroughs in the London Plan.

Please note that the information above highlights the key evidence being prepared to support the Plan, further evidence may be progressed if required and the Council will also draw on other studies where appropriate to support the Plan.

2.3 Duty to Co-operate

- 2.3.1** The Havering Local Plan is being prepared in accordance with the 'Duty to Co-operate' which places a legal duty on local authorities and other public bodies to engage constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation on strategic cross-boundary matters.
- 2.3.2** The Council is committed to engaging and continually working with a range of organisations to ensure that the Local Plan has wide spread support. The Council tailors its approach to the Duty to Co-operate depending on the issues identified and taking into account the expectations of each organisation.
- 2.3.3** A comprehensive Duty to Co-operate Statement will be prepared to support the Pre-Submission Local Plan, however a summary of the Council's approach to the Duty to Co-operate is set out below:
- Duty to Co-operate workshop held with eight neighbouring authorities in February 2015
 - Neighbouring authorities and public bodies invited to comment on the initial Local Plan consultation in February/March 2015
 - Joint working on the Outer North East London Strategic Housing Market Assessment (SHMA) with Barking and Dagenham and Redbridge (Newham were also part of the commissioning group but fall within a different Housing Market Area)
 - Individual meetings and follow up discussions with neighbouring authorities and public bodies to discuss cross-boundary and strategic issues affecting the Local Plan
 - Engaging with neighbouring authorities on the progression of their own Local Plans and policies by attending meetings and providing formal representations where appropriate
 - Participation in the London Aggregates Working Party
 - Supporting the Transport for London Borough Officers Sub Regional Transport Panel
 - Engagement through the Association of London Borough Planning Officers meetings
- 2.3.4** In the preparation of next stages of the Local Plan the Council is continuing to engage with public bodies and neighbouring authorities in both Essex and London, including the Mayor of London (GLA). This will inform the policy approach in the Local Plan on issues such as distribution of housing, provision of strategic infrastructure, protection of the green belt, employment needs and flood risk.

3 Local Plan Content

3.1 Spatial Portrait - Where we are now

- 3.1.1** The emerging Spatial Portrait provides a summary of the key characteristics of Havering as it is now. It draws on a range of sources. The Spatial Portrait will continue to evolve and reflect updated data and the emerging evidence base for the Plan.

Havering's Location

- 3.1.2** Havering is an outer London borough in North East London, situated just 13 miles from the City of London. Havering is also London's third largest borough, extending to approximately 43 square miles and home to an increasingly diverse and vibrant population of more than 249,000 people.
- 3.1.3** Located on the London/Essex border, the borough is adjoined by the London boroughs of Redbridge and Barking and Dagenham to the west, Bexley to the south beyond the river Thames and by Thurrock and Brentwood to the east and Epping Forest to the north.

Havering's Places

- 3.1.4** Havering covers 11,227 hectares of which more than half is within the green belt and the remainder of the borough is predominately suburban in character.
- 3.1.5** Romford is a large and important town centre for north east London and there are smaller but significant centres at Hornchurch, Upminster, Rainham, Elm Park, Harold Hill and Collier Row. London Riverside in the south of the borough is a significant industrial and employment area.
- 3.1.6** There is a wealth of heritage in Havering with 140 statutory listed buildings, of which six are Grade I listed and 15 are Grade II* listed, 11 Conservation Areas, additional buildings, parks and gardens of historical interest, 4 Scheduled Ancient Monuments, and whole areas of land rich in archaeology.

Havering's Population and Households

- 3.1.7** Havering has a population of 249,085, which is expected to grow to 290,739 by 2031 ⁽³⁾. It has the oldest population in London and this is expected to continue to grow. The borough has experienced the largest net inflow of children across all London boroughs (4,606 children) from 2009-2014 and the share of younger people in the borough is also expected to increase up to 2031 ⁽⁴⁾. Meeting the needs of Havering's growing and changing population including ageing population and increase in school aged children is an on-going challenge.
- 3.1.8** There are 100,660 households in Havering ⁽⁵⁾. Households are mainly composed of pensioners and married couples with dependent children. 70% of the population in Havering are home owners – one of the highest proportions across London boroughs. House prices in Havering remain significantly lower than the London average ⁽⁶⁾, while the number of affordable dwellings in the borough has increased, representing 15% of total stock.
- 3.1.9** Havering is a largely Christian borough, (over 66%) there is high growth of other religions, with Havering having the biggest percentage increase in Sikh (106%) as a religion, and those who stated No religion (81.1%) compared to all London boroughs.

Business Growth and Economic Activity

- 3.1.10** The key employment sectors in Havering are Human Health and Social Care Work Activities, Retail, Administrative and Support Service Activities, Education and Construction. The overall employment rate in Havering is higher than the London and England averages. About 76.5% of working age

3 (GLA round population projections, 2015 long term trends)

4 Havering Joint Strategic Needs Assessment 2016

5 (GLA, 2015)

6 (Land Registry 2014)

residents in Havering were in employment, between Jan 2015 and December 2015, compared to 72.9% and 73.6% in London and England respectively. Conversely the proportion of working age residents in Havering claiming out-of-work benefits (7.3%) is significantly lower than England (9.0%). In 2012/13 the average household income in Havering was £36,670 compared to £39,110 in London.

- 3.1.11** Despite low deprivation scores and high employment rates, the average gross household income in Havering (£44,430), as measured in 2012/13, is low in comparison to the London average of £51,770 and slightly higher than the England average of £39,557. It is in the lowest third of all London boroughs. This reflects that 10.5% of working age people within Havering have no qualifications, which is higher than both the London and England averages. Only 26% of the population have degree level education in comparison to the 50% in London and 37% in England. ⁽⁷⁾

Town Centres

- 3.1.12** Havering's town centres have different strengths. Romford is Havering's main centre, with a historic market, serving Essex, East London and the Thames Gateway. It is one of London's 13 Metropolitan centres, characterised by its very good accessibility and significant employment, service and leisure functions and increasingly a cultural role. Altogether there are six district centres, with Upminster and Hornchurch being the largest. Hornchurch is the centre for arts in Havering with the Queen's Theatre and Fairkytes Arts Centre. There is also a network of local centres that provide local shops and services for residents.

Environment

- 3.1.13** Havering is one of London's greenest boroughs, with half its 43 square miles designated as green belt land. As such, Havering has an extensive and varied network of open space and parks including the Thames Chase Community Forest, 93 Sites of Importance for Nature Conservation, 3 Countryside Conservation Areas and seven local nature reserves. Havering also contains several large rivers and 7 wildlife corridors that run through Havering.
- 3.1.14** Of Havering's green space offer, 11 of its parks and recreational open spaces hold the prestigious Green Flag status.
- 3.1.15** There are also a series of protected species that can be found in Havering, this list includes bats, the brown owl, great crested newts, water voles, badgers, harvest mice, the brown hare, stag beetle and other BAP species. Evidently the borough's open spaces and waterways support a wealth of wildlife and biodiversity.

Climate Change

- 3.1.16** The biggest sources of CO₂ in the borough are through domestic gas and electricity consumption, followed by industry and commercial uses. However renewable energy sources in the borough are increasing. Havering has the fifth highest number of solar photovoltaic installations on buildings of all London boroughs ⁽⁸⁾. There are also three large wind turbines, and energy-from-waste facilities in the borough, and there are future renewable energy projects in the pipeline.

Waste and Minerals

- 3.1.17** There are 54 public access sites with recycling facilities in the borough. In 2013/14, 33% of household waste was recycled, re-used or composted, which has been declining annually since 2011/12.
- 3.1.18** In terms of minerals, The London Plan identifies Havering as one of four areas that can make a significant contribution to the future provision of materials for building. There are currently four main players in the borough: Brett, Erith, Ingrebourne Valley and Veolia, providing a landbank of at least 1.75 million tonnes of construction materials to the capital.

7 Annual Population survey

8 (DECC, 2014)

Transport

- 3.1.19** The borough is well connected to London and Essex by mainline train services, TfL Rail services, London Overground services, the District Underground line and locally by buses. There are six mainline railway stations and four stations on the District line of the London Underground. However the northern areas of the borough are without rail links, and north-south connections by bus are also poor. The level of car use in the borough is the second highest in London, reflecting its location as an outer London Borough. Havering will benefit from Crossrail services at three stations, and a new rail station at Beam Park in London Riverside. The M25 leading to the Dartford Crossing runs along the eastern boundary of the borough and the A12, A127 and A13 are key strategic routes that provide vehicle access towards central London and out into Essex.
- 3.1.20** The number of cars and vans available to households in Havering was 117,634 in 2011. The 2011 census revealed that 77% of households in Havering have access to at least one car and compared to other local authorities in London, Havering has the second highest proportion of households with 2 or more cars (32.8%).

Education

- 3.1.21** Of Havering's 80 state funded schools, 59 are Primary, 18 are Secondary and 3 are Special Schools. There are also 6 Independent Schools and 4 Pupil referral units ⁽⁹⁾. However there is a growing need for school places in the borough. Further education is provided in Havering through 'Havering College of Further and Higher Education', 'Havering Adult College' and 'Manor Park College', as well as a series of libraries and other centres.

Health

- 3.1.22** Havering is a relatively affluent borough but there are pockets of deprivation to the north (Gooshays and Heaton wards) and south (South Hornchurch). This has led to health inequalities existing in the borough. Life expectancy in Havering has been mostly higher than the England average and has been on the increase over the last decade. However, the more disadvantaged neighbourhoods in Havering have significantly shorter life expectancies than the Havering average. In general however, Havering's resident's health is improving- with only 5.2% in 2011 admitting to bad health, declining from 8.2% in 2001 ⁽¹⁰⁾.
- 3.1.23** There are 52 GP practices in Havering covering a total of 256,731 patients. Havering is estimated to have one of the highest rates of serious physical disabilities among London boroughs, 18% of working age people in Havering disclosed that they have a disability or long term illness ⁽¹¹⁾.
- 3.1.24** Further data, information and research about the London Borough of Havering is available on the [Havering Data Intelligence Hub](#).

9 (DfE, 2013)

10 (Census 2011)

11 (Havering, 2016)

3.2 The Emerging Local Plan Vision for Havering

- 3.2.1** It is an exciting time for Havering, the population is increasing and becoming more diverse and the borough is an increasingly attractive part of London in which to develop and invest. Accepting and reflecting the changes that will occur in Havering an overarching vision for the Local Plan is beginning to emerge and a snapshot of what Havering will aspire to look like in 15 years time is set out below.
- 3.2.2** The Local Plan vision for Havering up to 2032 is to further enhance the borough as a safe, clean and attractive place to live, offering residents a high quality of life. Havering will be a place with integrated communities in which residents are proud to live and where they have access to range of housing options, education and employment opportunities, community and leisure and cultural facilities, open space and a reliable and effective transport system. This reflects the Council's overarching vision.
- 3.2.3** Romford will continue to grow as the Borough's main town centre and as a key residential growth area offering high quality town centre living and will be viewed as a place in which residents including families will wish to stay. Romford will benefit from the arrival of Crossrail and improved accessibility into Central London and beyond. Romford will be thriving and competing successfully with Stratford to the west and Lakeside and Bluewater to the east. It will have built upon its traditional character, with a remodelled market place and offer a wider range of retail, service and leisure facilities in a safe, attractive and high quality environment. The increased residential population in the town will support new business and employment opportunities as well as a wider mix of contemporary town centre uses including an enhanced and higher quality restaurant offer.
- 3.2.4** Rainham and Beam Park will be successfully transformed, a new green neighbourhood will have been delivered in a well-designed, modern residential environment that supports the wellbeing and health of the community. The new neighbourhood will have its own identity and sense of place, be structured around a new station and vibrant local centre at Beam Park, and integrate with the historic Rainham Village and surrounding residential neighbourhoods. The character of New Road will be transformed from a traffic dominated corridor into an urban street with enhanced public realm and will include a green parkway with high quality walking and cycling infrastructure. New homes will be supported by essential community infrastructure with a new primary school proposed as part of the redevelopment, as well as the establishment of new health and community facilities. The area to the south of Rainham and Beam Park will continue to be a strategically important employment area offering local employment opportunities.
- 3.2.5** Upminster and Hornchurch will continue to be thriving town centres, providing a diverse mix of uses with a high quality retail offer and convenient local services. Hornchurch will be a sub-regionally important cultural centre anchored by the Queens Theatre and Fairkytes Arts Centre in attractive settings which complement their role. Smaller centres will continue to be recognised for their importance to local communities.
- 3.2.6** The Council will have progressed its house building and estate regeneration programme, providing around 2,500 new, high quality, contemporary homes on existing Council owned housing estates.
- 3.2.7** Havering will enjoy a modern, first class, integrated system for getting people and goods around the Borough. The transport system will provide choice and options to reduce the need to travel, offer opportunities for healthier lifestyles and improve the quality of life for all sections of the community, including those who are less mobile. This will provide a competitive advantage for local businesses and will be a major attraction for people moving into the borough. New development will be focused on those parts of the borough most accessible to public transport.
- 3.2.8** By 2019 Havering will be benefiting from the completion of Crossrail and the enhanced connections and increased capacity this will provide. A new rail station at Beam Park will serve new residents and businesses in London Riverside by 2020. The Borough will also see enhanced public transport provision encompassing better north-south linkages and improved bus services.

- 3.2.9** Provision will be made for pedestrians and cyclists, offering a choice of transport modes for residents and visitors. The boroughs road network will also continue to be maintained and enhanced, reflecting Havering's location as an outer London Borough and the recognition that many people will continue to use the private car for travel.
- 3.2.10** Havering's residents and businesses will benefit from modern, high quality digital infrastructure enabling both economic and social connections to be made.
- 3.2.11** Havering schools and colleges will maintain and build upon their reputation for excellence. More Havering residents will have the opportunity to participate in further and higher education and lifelong learning, enabling them to improve their skills and qualifications, as well as extending their personal development at all stages of life. Additional school places on existing and new school sites will be available to meet the needs of the current and future population in Havering
- 3.2.12** Health will be a key focus for the borough building on the strengthened role and responsibility that Havering Council has for public health. The overall health of residents will have improved and people will have increased opportunities to pursue healthier and more active lifestyles.
- 3.2.13** There will be an enhanced range of appropriate care provision for the borough's growing elderly population including support for people to live healthily and safely at home whenever possible.
- 3.2.14** Havering's green and open spaces will continue to be valued and enhanced. recognising their contribution to Havering's character, the appeal of the Borough as a place to live, work and visit and the health and well-being and overall quality of life for residents.
- 3.2.15** Havering's existing green spaces will continue to offer an array of recreation and leisure opportunities and will be more attractive and usable, as well as more accessible to residents.
- 3.2.16** Development in Havering will use water and energy more efficiently and there will be less demand for natural resources. Opportunities for solar farms and wind turbines will be explored. Development will also be capable of dealing with the effects of climate change including heatwaves and flooding. Waste will be managed in the most sustainable way and utilised as a valuable resource.

3.3 The Emerging Strategic Objectives

3.3.1 Linked to the Council's emerging new dynamic vision, the Local Plan has four overarching aims, as set out below:

1. To enable vibrant, inclusive, healthy and happy **communities**
2. To provide **opportunities** for businesses and local people to thrive
3. To create successful, high quality **places** where people choose to live, work and spend time
4. To enhance physical and digital **connections** between places, communities and opportunities

3.3.2 To achieve these overarching aims, the following strategic objectives have been identified for the Local Plan:

- i. Create high quality, safe neighbourhoods with cohesive communities, where residents want to live and settle;
- ii. Increase the supply of high quality housing in Havering by a minimum of 1,170 dwellings per annum over the Plan period;
- iii. Ensure an appropriate mix of dwelling sizes and tenures to meet the needs of Havering's population;
- iv. Support the delivery of new residential communities in Romford and Rainham and Beam Park;
- v. Improve the health and well-being of Havering's population, reduce health inequalities and increase community safety;
- vi. Support economic growth and the supply of high quality, flexible, business premises within the borough's town centres and designated industrial areas;
- vii. Increase the quantity and variety of employment, training and learning opportunities for local people;
- viii. Enhance the vitality, viability of Havering's town centres and the diversity and quality of uses within them, enabling them to meet the needs of local communities;
- ix. Protect and enhance the borough's cultural assets and support new provision in the borough's town centres;
- x. Ensure that the essential physical social infrastructure is provided or existing infrastructure is enhanced to support the future development planned in Havering;
- xi. Create, protect and enhance distinctive places, spaces and buildings that are of high architectural quality, are well designed and respect the character of the local area;
- xii. Conserve and enhance Havering's historic environment;
- xiii. Increase the quality and accessibility of Havering's public open spaces and maintain and enhance biodiversity and geodiversity;
- xiv. Protect and enhance the green belt;
- xv. Support and promote new and improved transport links;
- xvi. Support sustainable transport options and make Havering a better place to cycle and walk around;
- xvii. Promote the re-use of minerals and ensure appropriate levels of aggregate extraction, whilst minimising adverse environmental impacts;
- xviii. Minimise the production of waste, maximise the reuse, recycling and landfill diversion of waste and ensure effective waste management facilities are provided with new developments;
- xix. Improve and manage air quality, noise, land and light pollution throughout the borough, protecting and enhancing the levels of amenity that Havering residents currently experience;
- xx. Ensure that development minimises its energy use and is designed to adapt to, and reduce the effects of, climate change;
- xxi. Improve water quality and protect water resources; and
- xxii. Avoid, reduce and manage all forms of flood risk, and support the use of Sustainable Drainage Systems (SuDS).

3.3.3 *Please note that the emerging strategic objectives set out above are not listed in order of priority.*

3.4 Emerging Spatial Strategy

- 3.4.1** The spatial strategy within the Local Plan will build on the context set by the London Plan, be based on the strategic vision and objectives and will outline the spatial framework for the future development of Havering up until 2032.
- 3.4.2** Within Havering there are two key areas that have the capacity to accommodate a significant level of new development. These areas are Romford Town Centre and underutilised employment land at Rainham and Beam Park. Outside of these two development areas, the boroughs district centres and employment areas offer some opportunity for small scale development and enhancement. The Council is seeking to progress a programme of regeneration and renewal at a number of council owned housing estates. The strategy for the remainder of the borough will largely be focused on enhancement.
- 3.4.3** The emerging spatial strategy reflects the over-arching strategy for London as set out in the London Plan. The Local Plan will seek to deliver a minimum of 1,170 new homes per annum over the plan period.
- 3.4.4** The key features of the Local Plan emerging spatial strategy are:
- Development largely focused on the most accessible and well connected areas of the borough;
 - New residential communities in and around Romford Town Centre;
 - A new, connected community at Rainham and Beam Park;
 - Continued focus on Romford as the borough's main town centre and a key centre for retail, leisure, community facilities and employment;
 - Regeneration and renewal of a number of existing Council owned housing estates;
 - Strengthening of and an appropriate scale of development in the borough's District Centres;
 - Maintain and enhance the green belt and the boroughs open spaces;
 - Continued protection of designated employment areas including London Riverside;
 - Enhancement of existing communities and neighbourhoods;
 - Improved connections into London;
 - Improvements to transport hotspots such as Gallows Corner; and
 - Improved north south transport links within the borough.

Romford Town Centre

- 3.4.5** Romford Town Centre has the capacity to deliver over 4000 new homes. The Romford Development Framework 2016 ([available on the Council's website](#)) indicates the level of growth that could be accommodated and the development opportunities that exist and consider the density, massing and heights of future development. The framework will be used to inform the preparation of the Local Plan, alongside the range of evidence documents identified in section 2.2.
- 3.4.6** Romford is identified as a Metropolitan Centre in the London Plan. Beyond the central area of London, town centres are identified as the main focus for commercial development and intensification, including residential development.
- 3.4.7** Romford was granted Housing Zone status in 2016 by the Mayor of London. Housing Zones are a new way to speed up the number of homes being built in areas with significant development potential and are key mechanisms to support the delivery of the Local Plan.

Rainham and Beam Park

- 3.4.8** Rainham and Beam Park has the capacity to deliver over 4000 new homes. The Rainham and Beam Park Development Framework 2016 ([available on the Council's website](#)) indicates the level of growth that could be accommodated and the development opportunities that exist. The framework, will be used to inform the preparation of the Local Plan, alongside the range of evidence documents identified in section 2.2

- 3.4.9** London Riverside is identified in the London Plan as an Opportunity Area, this covers an area of 2,500 ha crossing both Havering and Barking and Dagenham. Opportunity Areas are the Capital's main reservoir of brownfield land with significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility. The London Riverside Opportunity Area Planning Framework (2015) identifies that the area has the capacity to provide 26,500 new homes and 16,000 new jobs. In Havering, the focus is on the intensification of industrial land in the Rainham Employment Area and the creation of new residential communities at Rainham and Beam Park, served by a new station at Beam Park and supported by essential local services.
- 3.4.10** In June 2015, following a successful bidding process, Rainham and Beam Park was identified as one of the GLA's new 'Housing Zones'. This will bring tens of millions of pounds in investment funding towards the social and physical infrastructure necessary to support new homes in the area and will help to overcome some of the challenges of delivering development within the Rainham and Beam Park area

Local Authority Housing Estate Development

- 3.4.11** Over the plan period Havering Council is planning to build around 2,500 new homes for local people. The Council is currently at the early stages of this house building and estate regeneration programme. It is anticipated that the new homes will be built on unused and derelict land and through the renewal and intensification of some existing estates. Further information can be found on the [Council's website](#).

3.5 Local Plan Policies

- 3.5.1** The emerging Local Plan will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. This means that planning applications that accord with the policies in the Local Plan and the London Plan will be approved without delay, unless material considerations indicate otherwise.
- 3.5.2** The Local Plan is being prepared on the basis of the emerging evidence base including the Sustainability Appraisal and the responses received to the initial consultation. The policies within the plan that will deliver the spatial strategy set out in section 3.4 are still evolving however, at this stage it is envisaged that the Local Plan is likely to include policies addressing the following:



- 3.5.3** As set out in paragraph 1.1.5 it is the intention that the Local Plan will not repeat policies that are included within the London Plan and National Planning Policy Framework. It should be noted that this has been reflected in the table above. Please also note that the Local Plan is still in preparation and therefore the list above is not definitive and is subject to change.

4 Next Steps and Timetable for Delivery

4.1 Taking the Local Plan forward

4.1.1 Work is underway to prepare the Pre-Submission Local Plan for consultation in early 2017. The priority areas of work over the next few months are to:

- Complete the evidence base required to support the Local Plan
- Continue to integrate the findings of the Sustainability Appraisal into the plan making process
- Finalise the content of the plan (including the vision, objectives, strategy and policies)
- Continue to engage with neighbouring boroughs and statutory consultees and other stakeholders as the plan progresses
- Ensure all comments received on the Local Plan are fully considered

4.1.2 The indicative timetable for the progression of the Local Plan is set out below:

- Consultation (under Regulation 19) on the Pre-Submission version to commence in early 2017
- Submission - Spring 2017
- Examination - Summer/Autumn 2017 (subject to the availability of the Planning Inspectorate)
- Adoption - Winter 2017/18

4.2 How you can get involved in the Local Plan

- 4.2.1** As set out in section 1.4 this Direction of Travel document does not form part of the statutory plan making process and is not subject to formal consultation. However, we believe it is important to keep stakeholders updated on the Local Plan and to provide opportunities for ongoing engagement.
- 4.2.2** If you have any comments that you would like to be taken into consideration as the Local Plan progresses please send them to us by **30th December 2016**. Comments can be sent to Developmentplanning@havering.gov.uk or The Development Planning Team, London Borough of Havering, Town Hall, Main Road, RM1 3BD.
- 4.2.3** If you have previously submitted comments, there is no need to resubmit these as they are already being considered.
- 4.2.4** Alternatively if you would like to have an informal discussion about the Plan, please contact the Development Planning Team on 01708 433051.
- 4.2.5** The Local Plan pages of the [Council's website](#) contain up to date information about the progression of the Plan and stakeholders are advised to check these pages to keep abreast of progress.
- 4.2.6** If you would like to be alerted to consultations on the Local Plan and related documents please contact us at the email address above so we can add your contact details to our consultation database.