

Newham's Local Plan

Detailed Sites and Policies Development Plan Document Issues and Options



Evidence Base: **Areas of Townscape Value**

Public Consultation - January 2015

Areas of Townscape Value – Evidence Base

1.0 Introduction.....	2
2.0 Definition	3
3.0 Methodology of Appraisal.....	3
4.0 Site Appraisals	4
4.1 Canning Town – (western end of Barking Road).....	4
4.1.1 History of the area	4
4.1.2 What is special about the existing townscape?	5
4.2 Forest Gate - Sebert Road / Sprowston, Atherton Roads and Mews; Earlham Grove, Clova Road, Norwich Road and parts of Romford Road	9
4.2.1 History of the area	9
4.2.2 What is special about the existing townscape (Sebert Road)?	10
4.2.3 What is special about the existing townscape (Sebert Road / Sprowston, Atherton Roads; Earlham Grove, Clova Road, Norwich Road and parts of Romford Road)?	12
4.3 Manor Park – Romford Road/High Street North.....	15
4.3.1 History of the Area	15
4.3.2 What is special about the existing townscape?	15

1.0 Introduction

1.1 In 2011, a Character Study of the Borough of Newham was prepared to inform policies outlined in the Core Strategy, and subsequently, support the preparation of the Development Plan Document and any Supplementary Planning Documents that will form part of the wider Local Plan.

1.2 More generally, it aimed to analyse Newham's 'development canvas' to:

- Understand Newham-wide components of character;
- Identify character typologies comprising the key features of different types of development in the borough;
- Identify how these relate to different parts of the borough contributing to local distinctiveness;
- Assess them against principles of good design and other components of quality through SWOT analysis to draw out cues for development to address as part of good design;
- Help understand where there are local heritage assets which could be further protected and enhanced;
- Help understand where taller buildings may be suitably located; and
- Make appropriate recommendations for further work, new policy directions and guidance.

1.3 It delved into the importance of Conservation Areas and Area of Townscape Value, outlining those already adopted previously as part of the UDP, and identifying a number of other areas that could potentially warrant further recognition due to their special architectural or historic character

as part of the UDP. Design and conservation officers also identified a number of other areas that could potentially warrant future recognition due to their special architectural or historic character; or to upgrade existing Areas of Townscape Value to Conservation Areas and to identify new listed buildings.

1.4 Following this Study, Policy SP5 - Heritage and other Successful Place-Making Assets was prepared as part of the Core Strategy recognising the value of heritage and other assets (natural, cultural, architectural, and infrastructural) through protection, conservation and enhancement. It identifies further appraisal work as an important part of implementation.

1.5 This piece of work focuses on the possible designation of new Areas of Townscape Value through site appraisal. The following locations set out in the Character Study for further consideration are as follows:

- Canning Town – Barking Road (western end)
- Canning Town – 'Bevan Housing'
- East Ham – Hameway and Brooks Avenue
- East Ham – Central Park/Rancliffe Road
- Manor Park – Elsenham Road
- Manor Park – Romford Road/High Street North

- Forest Gate – Earlham Grove, Clova Road, Sebert Road, Sprowston, Norwich and Atherton Roads; part of Romford Road.

1.5 Those highlighted in red are deemed a priority for appraisal and potential designation; others either having been taken forward as potential Conservation Areas, or being subject to less intense development pressure.

2.0 Definition

2.1 Areas of Townscape Value are not considered as special as Conservation Areas, but recognised as being of some greater merit than other areas. That is if they have a character or appearance that is of sufficient local interest to warrant differentiation from their surrounding area.

above the usual and of some merit. They have a character or appearance that is of sufficient local interest to warrant differentiation from their surrounding area.

2.2 Areas of Townscape Value have no statutory recognition in law unlike Conservation Areas, and have no legal controls over and above those that already exist. However, the Council can encourage the retention of a particular area's character and appearance by the application of development plan policies, identifying them as 'non-designated heritage assets'. It does so in Core Strategy Policy SP5. The purpose is to draw the public's attention to the character of these areas and encourage sympathetic design responses and enhancements.

3.0 Methodology of Appraisal

Each area was appraised in accordance with the findings of the 2011 Character Study. This involved extensive primary research that included visiting each of the locations highlighted in red to identify the characteristics that could define each of the areas as an Area of Townscape Value. Photographs of buildings deemed important to the area were recorded to support the written evidence outlined under each section. A brief history and description of why the area presents heritage value is also included.

4.0 Site Appraisals

4.1 Canning Town – (western end of Barking Road)

4.1.1 History of the area¹

Prior to the 19th Century, Canning Town and the surrounding area was largely marshland, forming part of the Essex Marshes. As such, for many centuries, the only way to reach Canning Town and beyond was by boat or paying to use a toll bridge.

However, in 1809, an Act of Parliament was passed for the construction of Barking Road, forming a link between East India Docks and Barking. Gradually, development started to follow suit. This was exacerbated by the passing of the Metropolitan Building Act of 1844 through Parliament, allowing noxious industries to locate here safely out the way from the city of London and indeed, more upmarket central areas.

In 1846, the North London Railway Line was built in order to transport coal and good from the docks where industries had located. This brought with it even higher levels of industrialisation to the docklands. The type of industries present reflected the success of the ports and docks. They included manufacturers of rubber goods, sugar refineries and chemical manufacturers.

The construction of a passenger railway station at Barking Road, and the opening of Royal Victoria Dock in 1855, brought with it a significant increase in the construction of housing to house dock workers and their families. However, these homes were squalid and poorly built. The new settlements lacked water supply and had no sewage system. This eventually led to the outbreak of diseases such as cholera and smallpox.

Canning Town remained a location for slum housing until the council began a programme of slum clearance in 1930. However, these changes were short-lived with almost 85% of Canning Town's housing stock being destroyed in the Blitz. Nevertheless, this presented an opportunity for the rebuilding of Canning Town and the wider area after World War II.

With a shortage of housing, 8,000 new homes were built between 1945 and 1965. Therefore much of the housing in and around Canning Town is relatively synonymous of post war development (prefabricated tower blocks); albeit some were demolished due to safety concerns. Much of the housing development towards the end of the 20th Century took the form of smaller units in a series of cul-de-sacs, built by housing associations.

Following extensive war damage and waves of regeneration in the early 20th Century and post-war period, today's Canning Town is mainly a residential neighbourhood, with development including terraced houses, walk-up maisonettes blocks and tower blocks.

¹ Newham Story – various pages regarding Canning Town. (www.newhamstory.com)

Significant investment

This has given rise to a £3.7 billion regeneration programme of Canning Town and Custom House.

4.1.2 What is special about the existing townscape?

Through the 2011 Character Study, the western end of Barking Road, Canning Town, was identified as presenting some historical value/assets despite the impetus to redevelop much of the surrounding area over the coming years. With such desires to rapidly modernise the area for physical, social and economic benefit, it is worth considering what buildings and wider townscape may provide some heritage value and thus, be worthy of protection through the designation of an Area of Townscape Value.

The area observed stretches between 45-171 Barking Road. It comprises of late 19th Century/early 20th Century development, including a long terrace with reasonably well preserved features and details; and consistent cornice line. Canning Town Library and Public Hall, St Margaret's Church and the former Royal Oak public house are Grade II listed.

45-49 Barking Road

45-49 Barking Road is a small block of units that are typical of late 19th/early 20th Century architecture. Despite the differences in height, the buildings appear well maintained, particularly the floors above the units on the ground floor.

Each building, although different in character, has neat and parallel windows. Cornice lines can be seen on the lower level buildings.

Pictures in order top-bottom: Buildings at western entrance to Barking Road; example of cornice line.



67-99 & 1-51 McCabe Court

Generally, the buildings at the eastern end of this section of Barking Road are of lesser design merit. These buildings include a post-war tower block (Anchor House) and 21st Century apartments (McCabe Court).

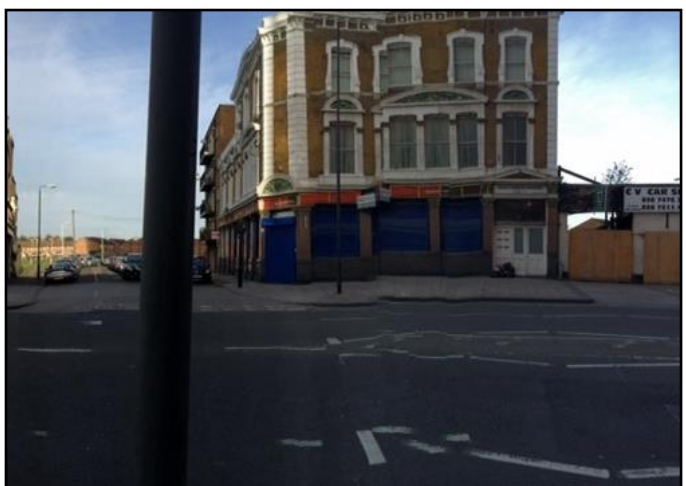
However, to the west of Anchor House is St Margaret's Roman Catholic Church. This is a Grade II listed building. The present church of St Margaret & All Saints dates from 1876. The style of the church is built in 12th Century French Transitional Gothic.

At the most western end of this section of Barking Road is another Grade II listed building which was formerly the Royal Oak public house. The ground floor is an empty shop unit and the floors above have been converted into flats.

Whilst both the St Margaret's Church and former Royal Oak pub could warrant protection ... they are divided by a low quality structure which is occupied by a taxi firm.

Nevertheless, this could present an opportunity for future redevelopment and enhancement mindful of the listed buildings on either side.

Pictures in order top-bottom: modern apartments; post-war flats; St Margaret's Roman Catholic Church; former Royal Oak public house.



101-105 Barking Road

101-105 Barking Road comprises of 3 large buildings, 2 of which are of particular grandeur (Canning Town Library and Community Links formerly Canning Town Public Hall and Free Library). These latter buildings, which date from the 1890s, are listed and clearly distinguishable from surrounding buildings and could therefore warrant further protection.

However, the Aurelia development (opposite these buildings) intends to deliver a new library and community facility which may bring the future use of the buildings into question. Placing them within an Area of Townscape Value could help to strengthen recognition of their heritage value in any re-use plans.

The building to the west of the library is not of a similar character to the Grade II listed buildings, which may be sufficient evidence to exclude it from a potential designation.

Pictures in order top-bottom: Building to the west of lower quality; library; community hall.



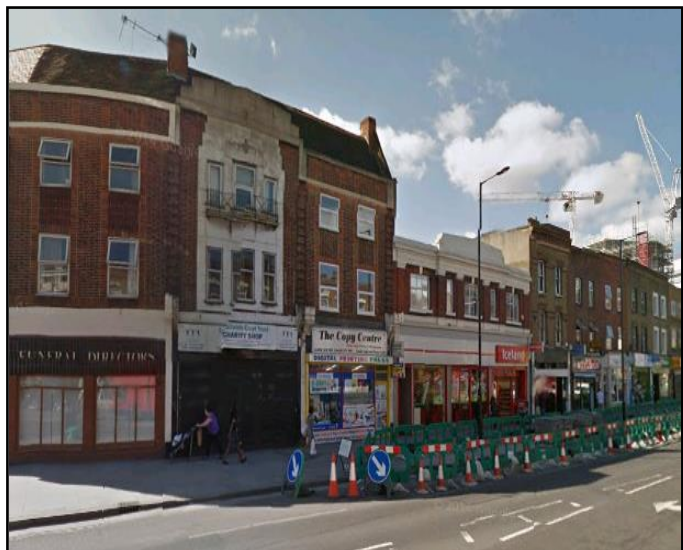
125-171 Barking Road (Victorian Terraces)

125 – 171 Barking Road presents a row of 3 storey Victorian terraces with shops below. The terraces are equal in height, built using similar brick and each have 2 windows on the 1st and 2nd floors.

The shop fronts are not of merit and disrupt the uniformity of the terrace, but the character of the 1st and 2nd floors remains largely unchanged. Identifying the heritage value of the terrace as a whole could also help to protect the ground floor frontages from further degradation.

Although there are similarities on the opposite side of the road (i.e. building materials), there is less uniformity and overall, buildings are of lower quality with fewer retaining ongoing original style windows and features.

Pictures in order top-bottom: Typical 3 storey building with ground floor unit, and parallel windows above; neat building line and full extent of Victorian terraces; differing architecture on the opposite side of Barking Road.



4.2 Forest Gate - Sebert Road / Sprowston, Atherton Roads and Mews; Earlham Grove, Clova Road, Norwich Road and parts of Romford Road

4.2.1 History of the area²

Forest Gate's origins lie in early Victorian times, which was once a small cluster of houses surrounding a barrier to Epping Forest. This is now commonly referred to as Woodford Road. However, it was not until the 1870s that this area to the south of Wanstead Flats became recognisable as a London suburb.

In 1812 Samuel Gurney, a well-known Quaker philanthropist, purchased the Ham House estate established by Dr. John Fothergill, who had lived there since 1762. During his residency the house and grounds were known throughout Europe as a botanical rival to Kew. The house remained a family residence until 1852.

From the 1850s the estate, along with others owned by the Gurney family, were broken up and sold for property development. The western part of the estate became the West Ham and Jewish cemeteries and the Forest Gate Industrial School (later the Newham Maternity Hospital and now a housing estate and small park). The remainder became the Gurney housing estate, comprising of Hamfrith, Atherton, Norwich, Sprowston and Clova Roads, as well as Earlham Grove. This area dates back to circa 1895. The houses here were built to be substantial to accommodate middle class families.

Development of the Woodgrange Park Estate, the area between Manor Park cemetery and Woodgrange Road, also began in the 1850s. This area had originally been part of Woodgrange Farm and was sold to Thomas Corbett. He and his son were responsible for the construction of the large villas that remain to characterize this area. These were designed for, and sold to, city business men, doctors and others important professionals. Whilst this area is defined as a Conservation Area, Sebert Road to the north is not. However, it is characterised by Victorian housing on the south side, and in some sense, acts as a seal to preserve the Woodgrange Park Estate immediately to the south. Sebert Road is believed to have been constructed in 1878 to act as a thoroughfare to Manor Park Cemetery.

Development of the area to the south of Romford Road was also rapid, although the properties here were smaller and housed mainly clerical workers and skilled labourers. Upton Lane became a commercial focus as good quality shops opened to rival those in Woodgrange Road and service the local population.

Much of the area remains the same, albeit with some signs of post-war and recent infill development.

² History of Forest Gate (<http://forestgate.net/history/>)

4.2.2 What is special about the existing townscape (Sebert Road)?

The Character Study identifies parts of Forest Gate that present heritage value based on the high quality Victorian residential development typology they showcase. Sebert Road is similar, but is physically set apart from other roads worthy of consideration. It is therefore considered separately from the other grouping set out in 4.2.3. Locally listed buildings along this road include Forest Gate Congregational Church and Cemetery Lodge.

Sebert Road (26-206 even)

Through observations, it was identified that almost the entire southern side of Sebert Road presents an opportunity to be considered as an Area of Townscape Value. The houses here are presented as semi-detached or terraced; and of a similar Victorian style.

There are elements of uniformity (e.g. brick type and building line) and individuality compared to the more disjointed form on the northern side which includes some infill of different ages and patterns of building inconsistency.

Forest Gate Community Church, a locally listed building, is also located between the row of terraced houses.

Pictures in order top-bottom: Southern side of Sebert Road; typical semi-detached houses; Forest Gate Community Church.



Sebert Road (228-234 even)

The far eastern side of Sebert Road is severed by Balmoral Road and the railway line but the architectural style continues beyond. A few houses at the end near the entrance to Manor Park (232-248) are not of similar character and therefore do not present any form of heritage value.

Conversely, the turning circle immediately in front of Manor Park should be included as this is a similar feature seen in the Winsor Terrace considered Conservation Area.

Pictures in order top-bottom: Examples of mixed, infill development on northern side of Sebert Road; turning circle and entrance to



4.2.3 What is special about the existing townscape (Sebert Road / Sprowston, Atherton Roads; Earlham Grove, Clova Road, Norwich Road and parts of Romford Road)?

The Character Study suggests several other tree lined streets of substantial and attractively designed and detailed houses, built for the wealthy middle classes, as candidates for better recognition through Areas of Townscape Value designation. Earlham Grove, Norwich Road and Clova Road form the heart of this area whilst Sprowston, Atherton and Romford Roads make up the east, west and southern ends to this area.

Earlham Grove and Sprowston, Atherton, Norwich, Romford and Clova Roads.

Much of Earlham Grove and Norwich Road is of similar character. It comprises of predominantly early 20th Century semi-detached houses with varying frontages including driveways, front yards and/or steps leading to front doors. Wide footpaths with evenly spaced trees also align the road.

The character of the Royal Mail depot at the far eastern side of Earlham Grove would create a well defined boundary to any designation.

There is evidence of infill development around Earlham Grove in the form of low rise flats, typical of 80s/90s design. This is particularly apparent at the eastern end of Earlham Grove. These buildings do not conform to the dominating character of the area, and thus, do not present heritage value worthy of inclusion within a designation.

Pictures in order top-bottom: tree lined Clova Road; typical semi-detached villas along Earlham Grove; Royal Mail depot.



Houses along Sprowston and Clova Road are of a similar 20th Century architectural style but are less grand and demonstrate some signs of individuality. They comprise of both semi-detached and terraced houses. There are also signs of some infill development, particularly along Clova Road.

Further typology exemplars exist along the spatially contiguous area of Romford Road. A former church (Grade II listed) is located on the corner of Atherton Road/Romford Road whilst the remainder of this area is characterised by 3 storey, stepped access villas with driveways.

Pictures in order top-bottom: Clova Road; house along Sprowston Road; villas with stepped access on Romford Road; Grade II listed former church.



Atherton Road was analysed but it was felt that the character here is not of a similar nature to that of the other roads observed in this area. Design was typical of 1970s low rise flats and contained some lower quality 3 storey houses. There was also some 21st Century infill housing opposite the former Atherton Leisure Centre site that is currently being redeveloped.

Pictures in order top-bottom: 1960s post-war low rise flats at the northern end of Atherton Road; construction site on former Atherton Leisure Centre site.



4.3 Manor Park – Romford Road/High Street North

4.3.1 History of the Area³

First used in the nineteenth century to describe a suburban settlement near Manor Park station, Manor Park today denotes the entirety of the former district of Little Ilford. The name derives from the Manor House built in the nineteenth century, once home to the Lord of the Manor of West Ham.

Manor Park's population rose steadily during the late 1800s as local estates were sold in order to building houses for workers in nearby industry. This was particularly prominent in the 1880s when the Corbett Family built on farmland that previously formed part of the Gurney Estate (as they did in Forest Gate). A limited range of house styles were built, giving the area a distinctive character and unity. This followed the development of Manor Park Cemetery in 1854 and the opening of Manor Park Railway Station along the Great Eastern Line in 1872. This pattern of development continued into the early 20th Century, as did much of London. Manor Park also became the focal point of one of Newham's largest regeneration projects after the Second World War, witnessing the demolition of a number of roads in the area, replacing them with new shops and residential accommodation.

4.3.2 What is special about the existing townscape?

There a number of heritage assets located within Manor Park at the junction between Romford Road and High Street North. They include designated assets such as the Earl of Essex Public House and Coronation Cinema; as well as non-designated assets including 618-622 Romford Road, Broadway Chambers, Salisbury School and 495-499 High Street North. All are somewhat different in character, demonstrating architectural and heritage value.

The Earl of Essex Pub is typical of Edwardian Baroque architecture with its road corner location, arched openings and central taller tower-like element. It has been vacant for some years but should the building come back into use, placing it within a heritage designation could help to reinforce its value as a heritage asset alongside its listed status.

Pictures in order: Earl of Essex Public House.



³ History of Manor Park (<http://www.newhamstory.com/node/2476>)

To the south is the former Coronation Cinema, built in the early 20th Century. This was once a super cinema of its time but has since become a banquet hall following its previous use as a bingo facility. Nevertheless, it retains its historical architectural style and should be recognised through designation.

The remaining two buildings along the western side of High Street North include a single, three storey building typical of Edwardian style (499) and a large building in use by Manor Park Club (495) dating back to 1920.

On the eastern side of the road is Manor Park Community Centre, which was formerly the Rehobeth Strict Baptist Chapel. This is not a non-designated asset but its architectural style supports the unique character of buildings in the area.

Pictures in order: Coronation Cinema; 495-499 High Street North (Manor Park Club); Manor Park Community Centre.



To the north of the former church is Broadway Chambers. This is an early 20th Century 2 storey building with symmetrical features on either side of the original entrance. The ground floor has been converted to individual units whilst the first floor appears to be in use as office space (B1).

The last building in this row is 618-622 Romford Road. This 3 storey building curves around High Street North and Romford Road. It has a smooth appearance, with arches above the 1st floor windows. Despite its Edwardian style, it contains a pillared ledge fronting the roof, something often associated with neoclassical architecture.

Lastly, to the rear of Earl of Essex is Salisbury School. Built in 1893, and typical of a large, Victorian School, it demonstrates

Pictures in order top-bottom: Manor Park Community Centre; Broadway Chambers; 618-622 Romford Road; Salisbury School.



Taking the evidence base forward

The evidence presented in this document has been used to formulate spatial designation options in the areas identified as presenting heritage value. These can be found within the Issues and Options document as part of the emerging Detailed Sites and Policies Development Plan Document.