

May 2024

HOUNSLOW CHARACTER, SUSTAINABILITY AND DESIGN CODES SPD

PART B2 HANWORTH



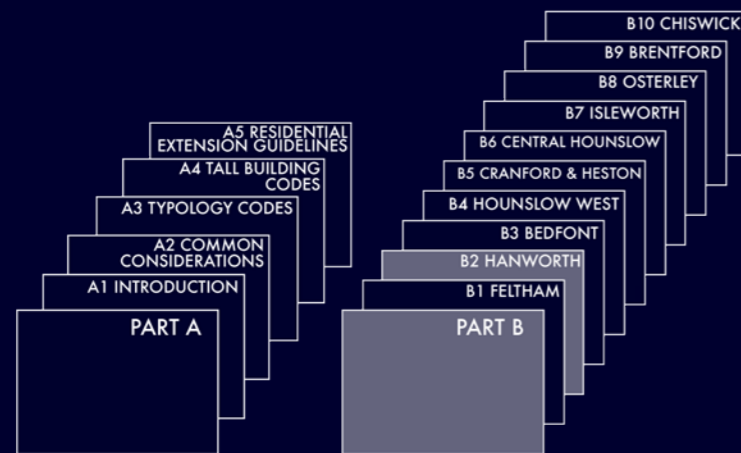
PLACES

Document structure

This Character, Sustainability and Design Codes SPD is comprised of the following documents;

- Part A: Introduction & Design Codes
- Part B: Places

These are individual files that must be opened separately to view. Use this diagram to help navigate the structure of the Character, Sustainability and Design Codes SPD.



FELTHAM

HANWORTH

BEDFONT

HOUNSLOW WEST

HESTON AND CRANFORD

CENTRAL HOUNSLOW

ISLEWORTH

OSTERLEY

BRENTFORD

CHISWICK

* This document is **Hanworth**
To view other places please open the relevant documents as named above.

Introducing Hounslow's places

Neighbourhoods and Places

- B2.1 This section, Part B, explores character at a scale best understood by local people - at the neighbourhood and place level. The Borough is comprised of a series of places and neighbourhoods which each have a subtle, or sometimes distinct, character of their own. The map overleaf shows an interpretation of Hounslow's neighbourhoods. It has been developed using the previous study areas set out in the 2014 characterisation, together with local residents.
- B2.2 Identifying where neighbourhoods begin and end is inherently subjective - there will be overlaps and blurred edges between boundaries, even disagreements, as places in the Borough mean different things to different people. Influencing factors like physical infrastructure (roads, railway lines), natural assets (waterways, open spaces), local parades and centres, ward boundaries, can all help to inform the drawing of neighbourhoods that make sense. The degree of consistency or diversity of different aspects, like a particular typology or ethnic group, is also key to how neighbourhoods are perceived.
- B2.3 The purpose of dividing the Borough into these smaller areas is to provide detail on the special qualities and specific challenges for local people in each neighbourhood. This will help to ensure future growth is fairer, greener and more inclusive, and will help shape policies to ensure that the existing identity and character of neighbourhoods is a key consideration. The 37 neighbourhoods have been grouped into ten larger places. The neighbourhoods have been grouped by similarities in character and sense of place informed by: discussions at community

workshops to understand Hounslow's diverse communities; the mapping of physical assets such as topography, landscape and urban morphology; the historic evolution of each area; analysis of land use and housing typologies and their future growth direction.

Structure of Part B - Places

- B2.4 Part B describes the ten places in the Borough. This chapter has three sections:

1. **Place-level analysis** - this section sets out the baseline analysis for the place and the vision for the place, which has been shaped by the contribution of local people through an online survey and workshops, and have been developed by considering:
 - What are the area's key assets that people love and that should be celebrated and conserved?
 - What are the current social, economic, health and environmental issues of a particular area that we want to address?
 - What opportunities for growth exist in this area and where? This includes thinking about planned investment in infrastructure, Council aspirations for growth and wider trends e.g. changing role of high streets, shift to active travel informed by existing or proposed transport hubs/links/interchanges.
2. **Neighbourhoods** - this is design guidance that sets out the special qualities for each neighbourhood in turn, and what that means for development in the area. Each neighbourhood page includes photos, key materials and features, the distribution of typologies and where possible, quotes from

local people to help convey what makes each neighbourhood unique.

3. **Sites** - this section draws on the design codes set out in Part A and for the Neighbourhoods to provide design codes at a site-specific scale on key sites identified by the Council.

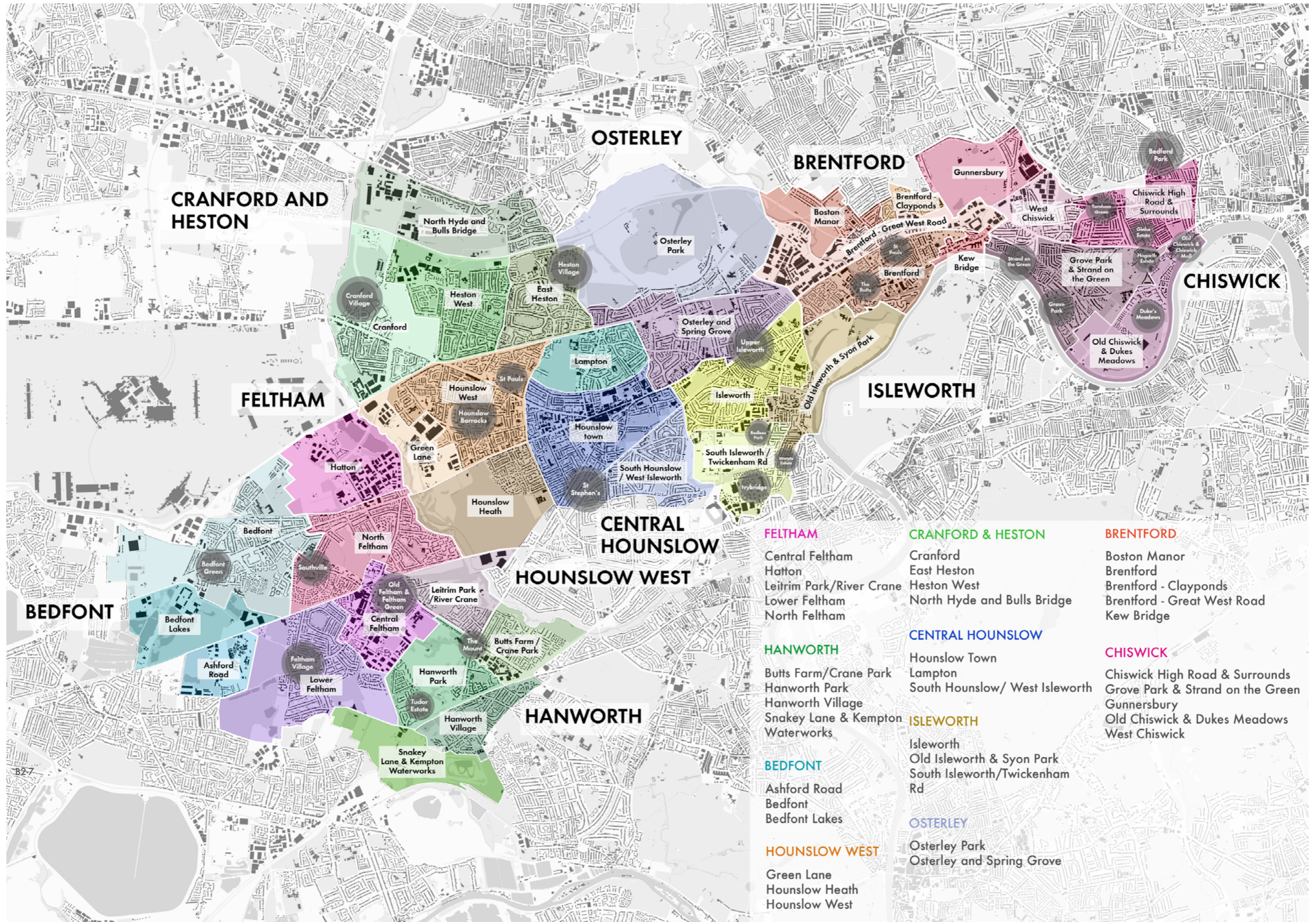
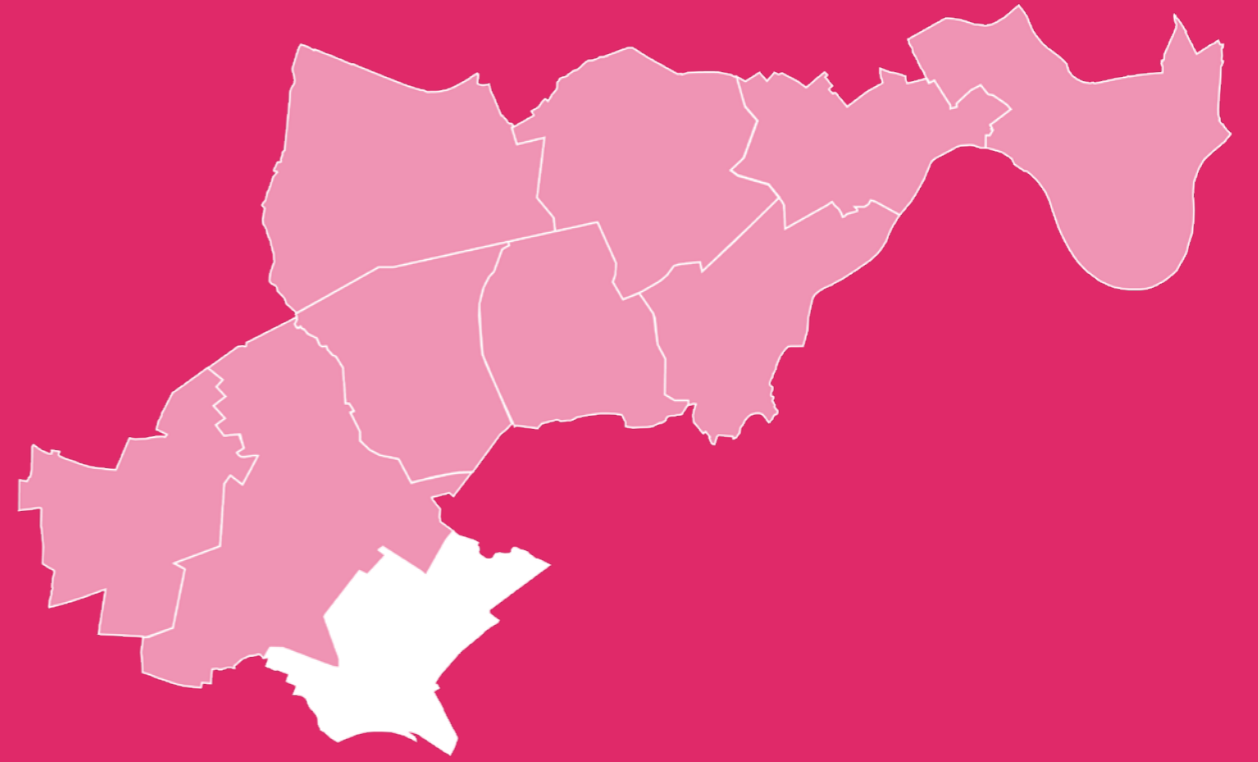


Fig B2.1 Hounslow's neighbourhoods

HANWORTH



Introducing Hounslow’s places.....5

Towards a greener, healthier, cleaner, safer, thriving and liveable... ..

Hanworth..... 15

Hanworth Park 23

Butts Farm and Crane Park 25

Hanworth Village 27

Snakey Lane and Kempton Waterworks 29





Towards a greener, healthier, cleaner, safer, thriving and liveable... Hanworth

B2.5 Hanworth is the borough's most south westerly area, looking out towards Sunbury and Hampton. The area has a long history, first mentioned in the Domesday Book in 1086, as "Hanewrde" and was mainly agricultural. In the 13th century, Hanworth Manor, now Grade II listed, was established, and the area remained rural until the 19th century, when it began to develop. In the 1920s and 30s, Hanworth underwent significant development with many new houses built in the area. During World War II, Hanworth was heavily bombed due to its proximity to Heathrow Airport, which was a military airfield at the time. The area suffered extensive damage, and many houses were destroyed. After the war, Hanworth underwent reconstruction and redevelopment, and many new houses were built. In the 1960s, the area was designated a London overspill area, and many families from inner London were relocated to Hanworth.

B2.6 Many local residents are employed at Heathrow airport, or work in aviation-related industries in the Borough. Around Hanworth there are pockets of light industry. As well as aviation-related businesses, there are a number of small family owned enterprises and other industrial activities that contribute to the economy, vibrancy and character of this area.

B2.7 Air quality in Hanworth is a concern, particularly due to its proximity to Heathrow Airport; air quality is also poor along major routes. Hanworth has recorded levels of nitrogen dioxide (NO2) that exceed the legal limit set by the European Union. Key to improving air quality are measures to reduce car reliance and greening measures.

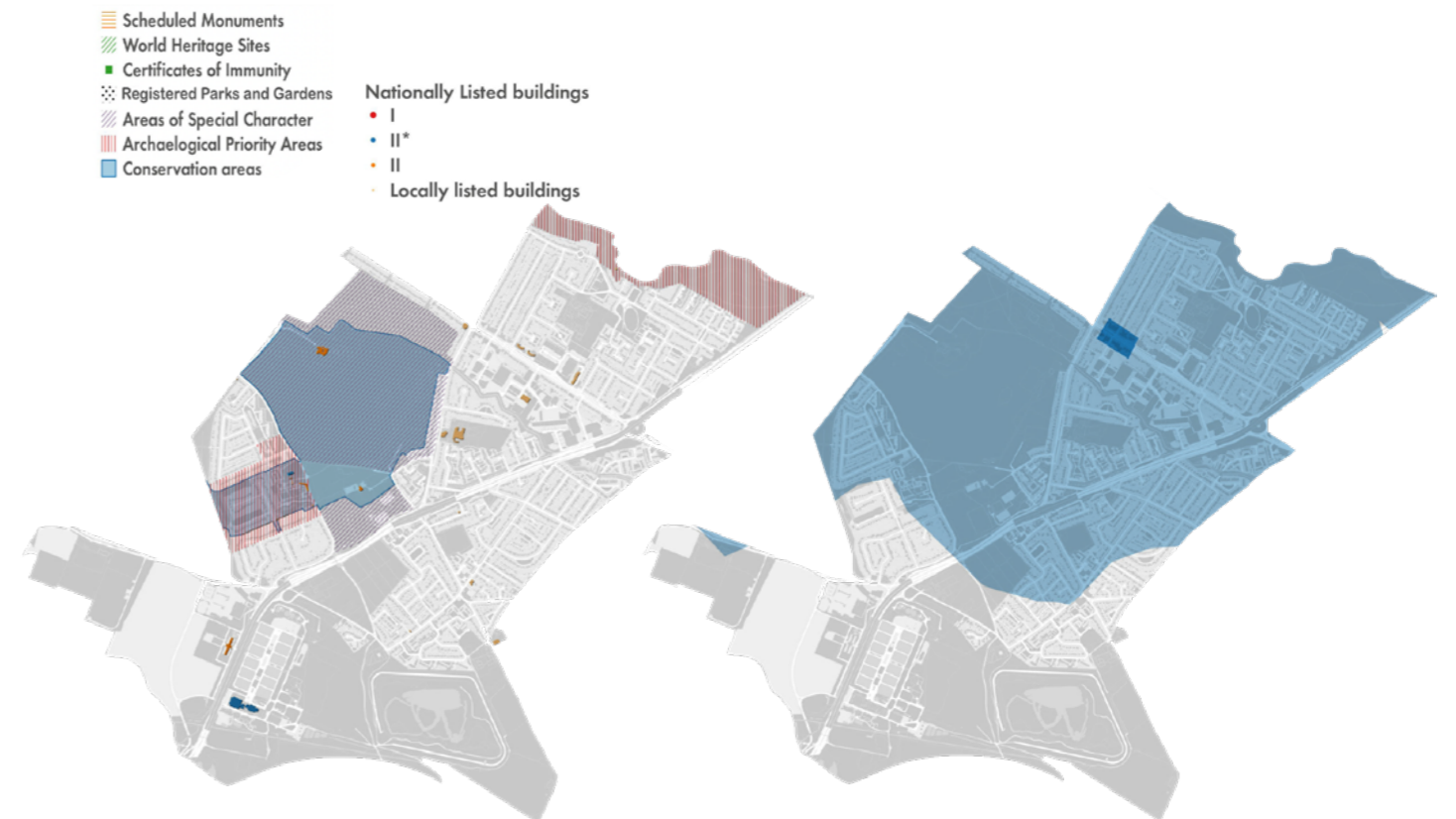


Fig B2.2 Heritage. Blue areas show conservation areas. Red hatch shows archaeological priority area.

Fig B2.3 Proximity to centres (15 min walk) Light blue shows areas within a 15 min walk from a centre (dark blue)

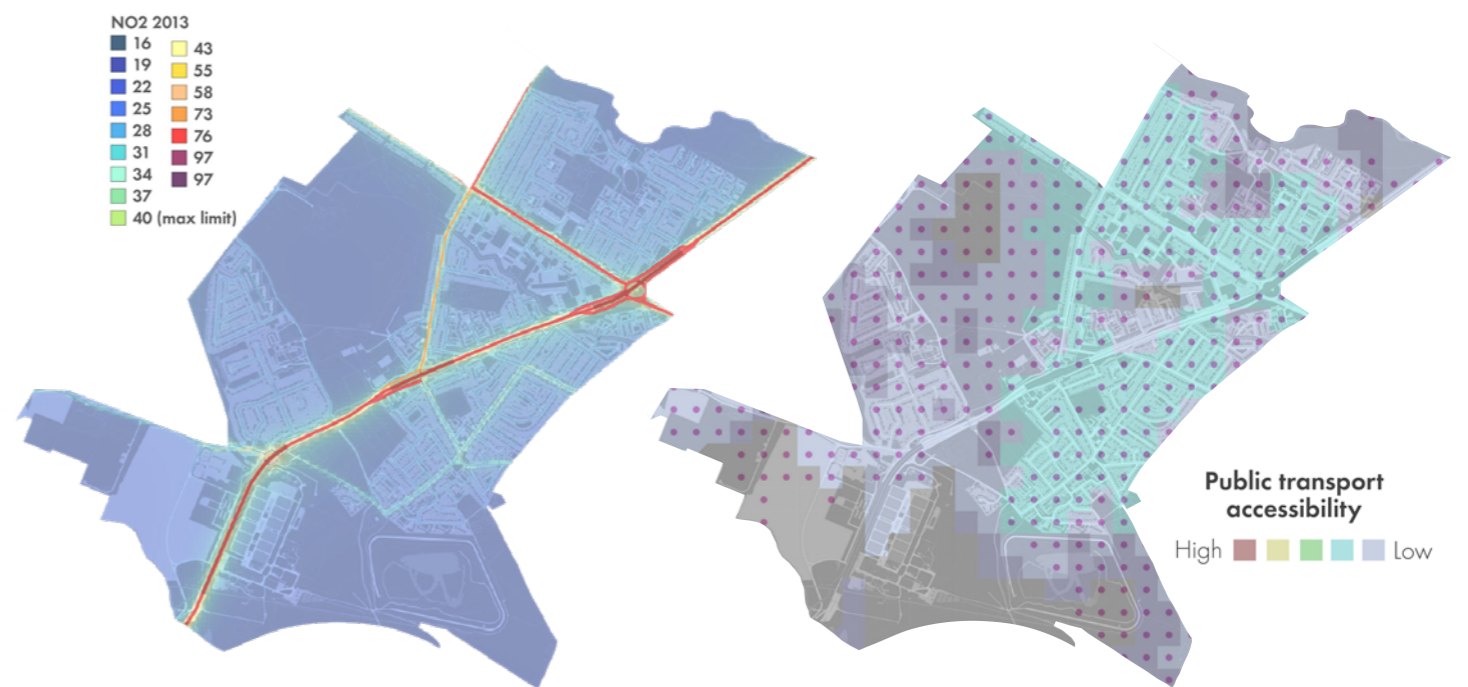


Fig B2.4 Air Quality Poorer air quality is found along the major routes

Fig B2.5 Public Transport Accessibility Levels (PTAL)

B2.8 The area's local residents are mainly white British. On average, 32% of residents are from Black, Asian and Minority Ethnic (BAME) backgrounds (2011 Census). There are also a significant number of Pakistani residents in Hanworth Park. There is a greater prevalence of residents with no religion living in Hanworth than elsewhere in the area and Borough as a whole (22% compared with 16% Borough average). Over 52% of residents identify as Christian, compared to 41% Borough-wide average (2011 Census).

B2.9 Hanworth ward is the most deprived ward in Hounslow with the highest number of children living in income deprived households. 11% of residents are employment deprived, the highest proportion in Hounslow. The ward scores the worst for educational outcomes in children (standardised testing) and has the 5th highest levels of crime in Hounslow. Air quality and geographical barriers to services and housing remain a problem for Hanworth Park, as it does across the Borough.

B2.10 The character of this area - its rich past, diverse people and physical attributes - needs to be recognised, strengthened and valued through understanding the qualities that make it a good place to live and work for its residents, and challenging the quality of design of proposals which come forward and their appreciation of local character. The quality of development coming forward must be improved, with an emphasis on valuing quality over quantity.

B2.11 Much of this area is characterised by suburban streets and housing. This means that generally there are moderate levels of green infrastructure built into the structure and grain of the area. Back gardens, green verges, street trees, park areas, river corridors and open Green Belt land all contribute to this moderate level of urban greening. As Figure B2.10 illustrates, most street blocks have an existing estimated Strategic Urban Greening Factor of around 0.5. However the trend of loss of front gardens and street trees must be reversed.

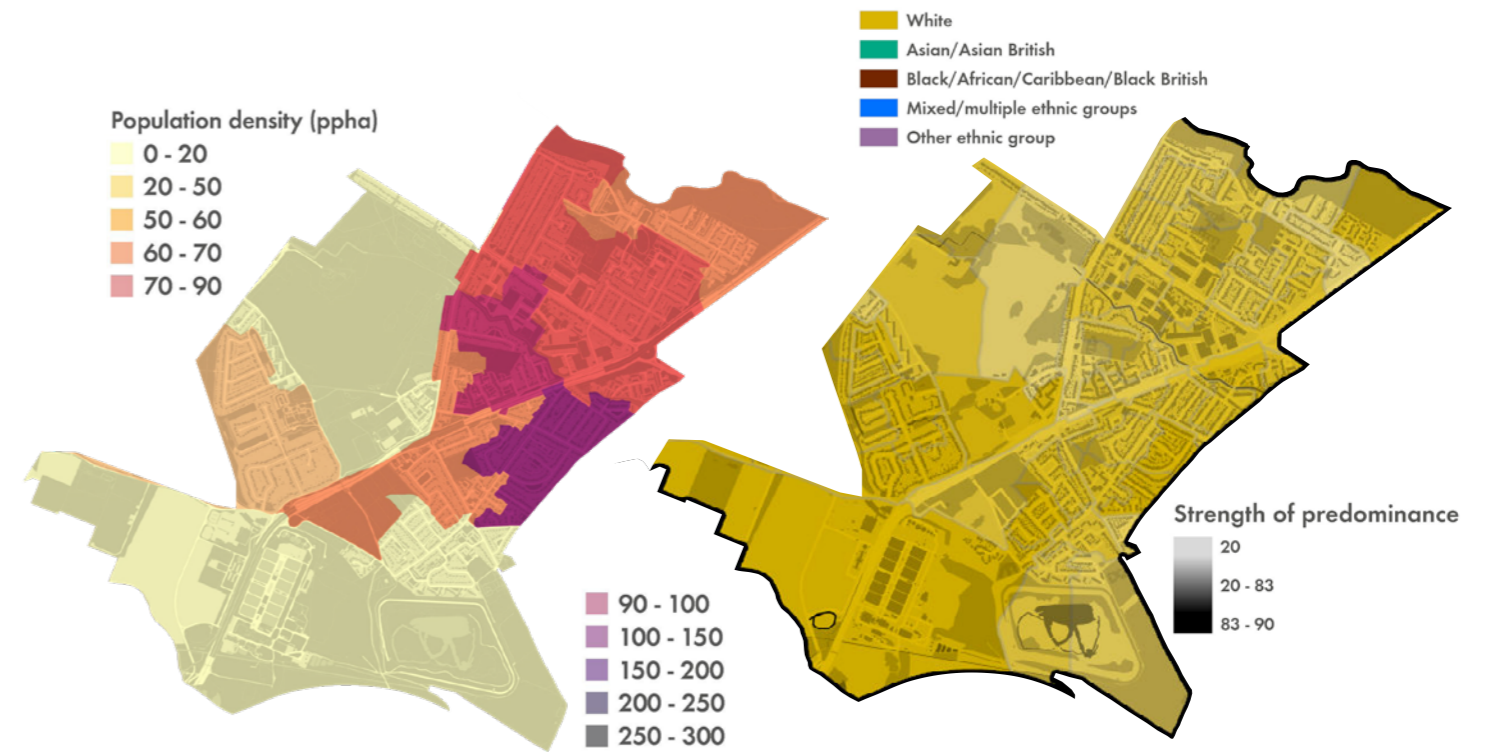


Fig B2.6 Population Density. Darker shades indicate a higher density.

Fig B2.7 Ethnic groups predominance.

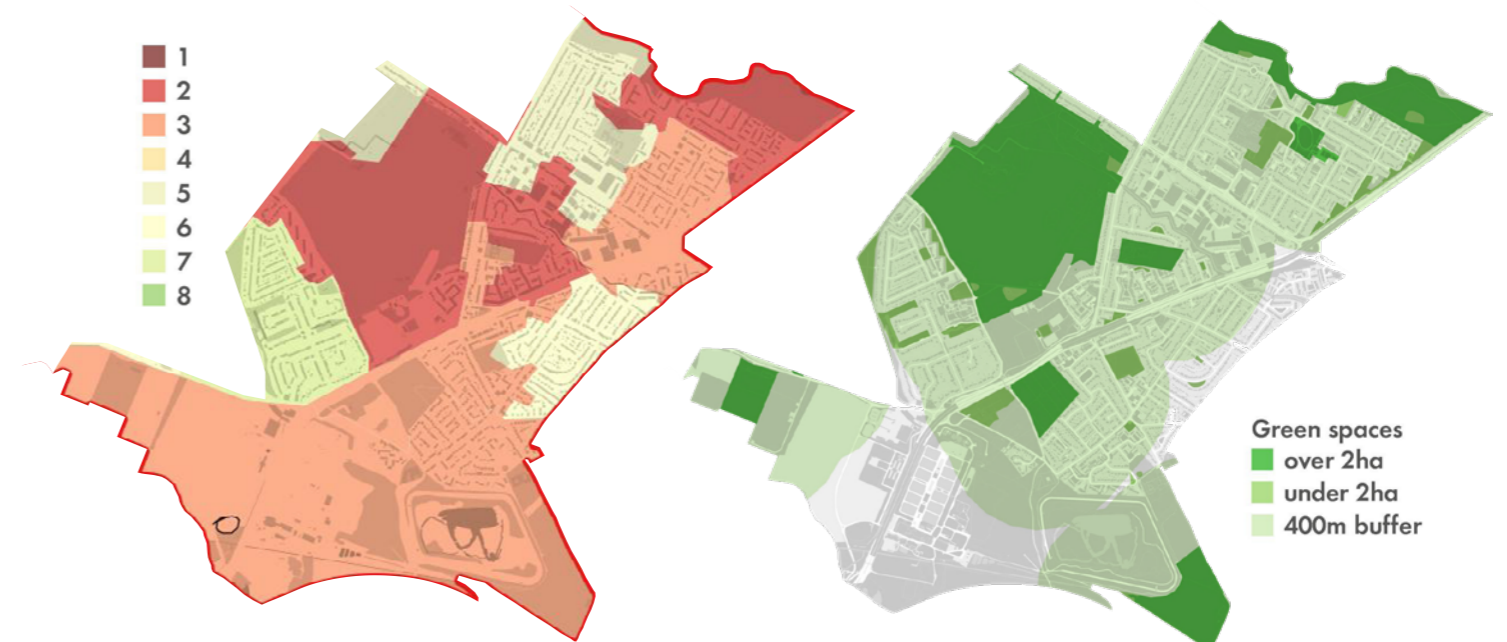


Fig B2.8 Index of Multiple Deprivation Decile (where 1 is most deprived 10%). Red shows more relatively deprived areas, dark green shows least

Fig B2.9 Access to green spaces. Dark green show open space, light green shows 400m radius from green space.

B2.12 Generally in this area there is a lower density of street trees and this is an important characteristic to change. It is suggested therefore that in this area, sites must achieve the minimum Urban Greening Factor target (see Urban Greening Factor code in Part A2) on site and then contribute towards greening in the public realm. Opportunities to increase the incidence and frequency of street trees on streets would be a priority for contribution.

B2.13 The Longford River and Portlane Brook are the two watercourses that run through Hanworth. There is real potential to lift the environmental quality of the places they run through, and to improve sustainable and healthy routes/connections along them. They are important environmental assets whose contribution to the overall sustainability of the area could be increased through environmental investment

and opening up public access. There is scope to enhance the biodiversity contribution of these assets too with proactive wildlife focused management. Opening up and enhancing green corridors along each of the watercourses, and investing in a set of wider green routes to connect to major green space assets would have a significant impact on the area, and help support the wider aim to improve physical and mental health among local residents within this part of the Borough.

B2.14 The existing buildings across the area are predominantly two or three storeys. Key typologies in this area are suburban residential and cottage estate. Across the area both these typologies will come under increasing pressure to intensify. Whether this be through extending existing properties to increase the floorspace of existing homes as is already the case, or through

infill or adaptation to sub-divide existing properties. In all cases local character objectives should be supported, this includes increasing urban greening as part of plot intensification.

B2.15 New development in this area will see some uplift in density, but will be primarily of low to mid rise (generally between three to eight storeys) so as to sit comfortably in this predominantly suburban character. New developments must have particular regard to the priorities in this area of increasing the quality of green and blue infrastructure, improving streetscape quality, supporting walking and cycling routes and raising the quality of design.

B2.16 New development is expected to achieve a Floor Area Ratio of at least one. This may require a 50% uplift in building heights in some locations.

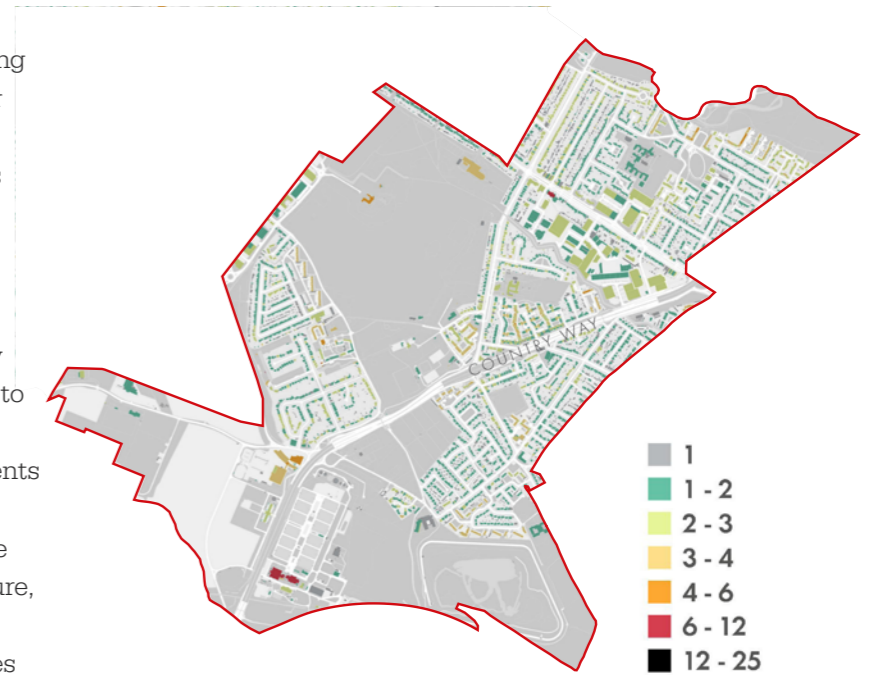


Fig B2.12 Approximate Existing Building Heights

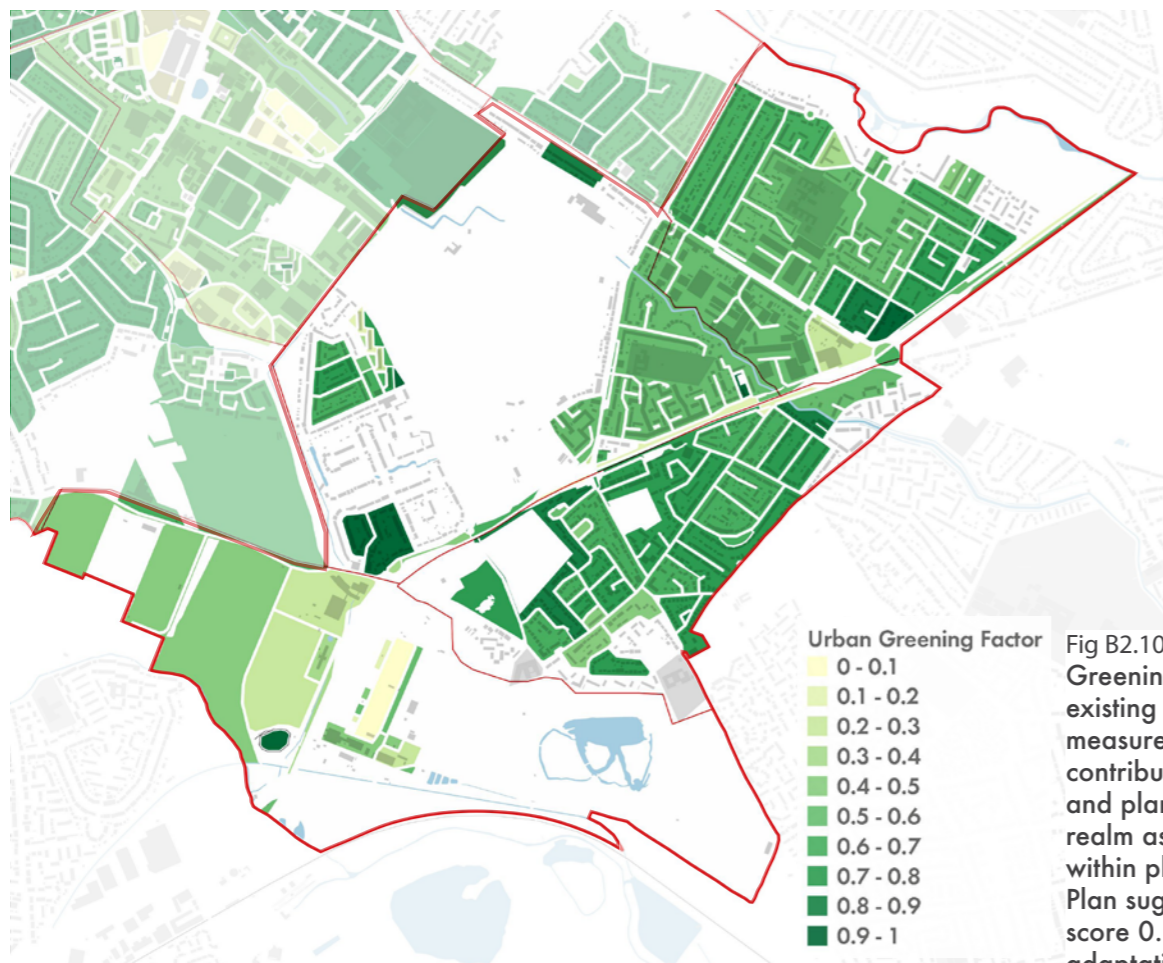


Fig B2.10 Strategic Urban Greening Factor analysis of existing street blocks - this measurement includes the contribution of street trees and planting in the public realm as well as greenery within plots. The London Plan suggests a minimum score 0.3 to support climate adaptation.

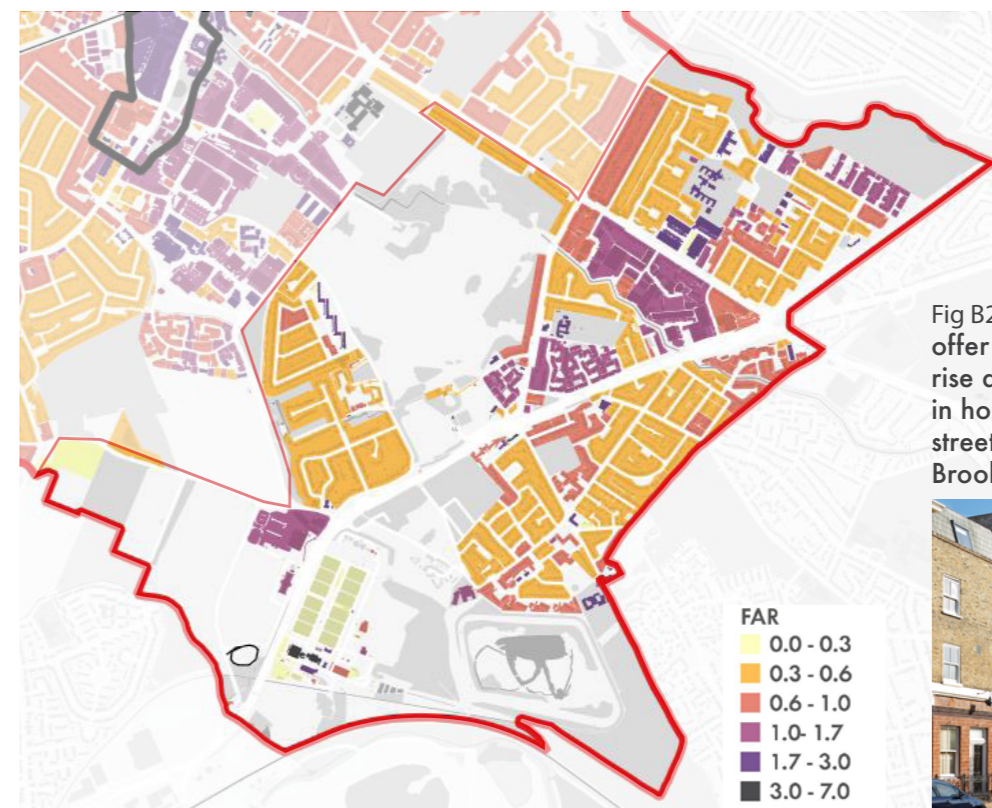


Fig B2.11 Strategic Floor Area Ratio density analysis of existing street blocks - this analysis measures FAR at the street block level rather than plot level and so gives an average estimate of FAR on plots.

Fig B2.13 Some sites in the area will offer opportunities to introduce mid rise development to support an uplift in homes and enhancement to local streets. Example: Ely Court © Alison Brooks



B2.17 For a greener, healthier, cleaner, safer, thriving and liveable Borough, Hanworth should transition towards:

1. **Enhancing the recognition and role of green and blue infrastructure and its contribution to the character and image of the area.** There are a large number of public rights of way and footpaths in this area. A priority for the area is helping to enhance the quality of existing assets and extend public access along corridors and into new and/or enhanced green spaces. In some locations there may be opportunities to sensitively redevelop the edges of the Longford

River corridor in order to help enhance the river corridor and access along it, being mindful of the special local context, safety and character. Improving lighting along the Longford River in a nature sensitive manner is key to enhancing access. There is an opportunity to increase the environmental quality and public access connections along the Feltham Brook Way - Hanworth Park - Leirim Park - Hounslow Heath corridor too play an increasingly important role for walking and cycling through this part of the Borough.

2. **Enabling the further evolution of Hanworth to support the sustainability of local centres and communities and investment in accessibility.** Future growth should embrace the opportunities to evolve existing character and embrace landscape-led development around green and blue assets. Any major new development must be accompanied by investment in public transport and active and sustainable connections to address low PTAL levels in the area.

5. **Improving the sustainability of existing buildings and future development.** The growth diagram for Hanworth shows that the majority of the area falls within the conserve and enhance categories. To enhance sustainability of the existing built environment in this area, sensitive retrofit solutions are necessary. Solutions such as solar panels, air source heat pumps and secondary glazing are encouraged, however must be situated discreetly to avoid visual intrusion. Retrofit solutions should also be applied to industrial development. The feasibility for a district heating network should be explored in this area.

3. **Supporting employment and light industry, and enhancing its contribution to the character and image of the area.** Light industrial areas in Hanworth form important employment hubs for people locally and further afield. Industrial parks include uses such as offices, light industry, industry and storage and logistics and there exists further demand for these uses. Growth in employment uses will have benefits for the local economy, and it is important that new development helps to enhance local character through good design, including active frontages, greening on site and on streets and active and sustainable travel links.

4. **Reinforcing and enhancing the role of surviving historic fabric and routes.** Clusters of historic fabric in locations such as Hanworth Park should be supported through environmental improvements to support their settings. Historic routes such as Uxbridge Road have proved adaptable over history to changing roles and demands. Opportunities to enhance these routes as the focus for communities as well as connections in the future should be maximised. Opportunities to integrate archeological remains in new development to add archaeological interest and contribute to placeshaping should be explored.

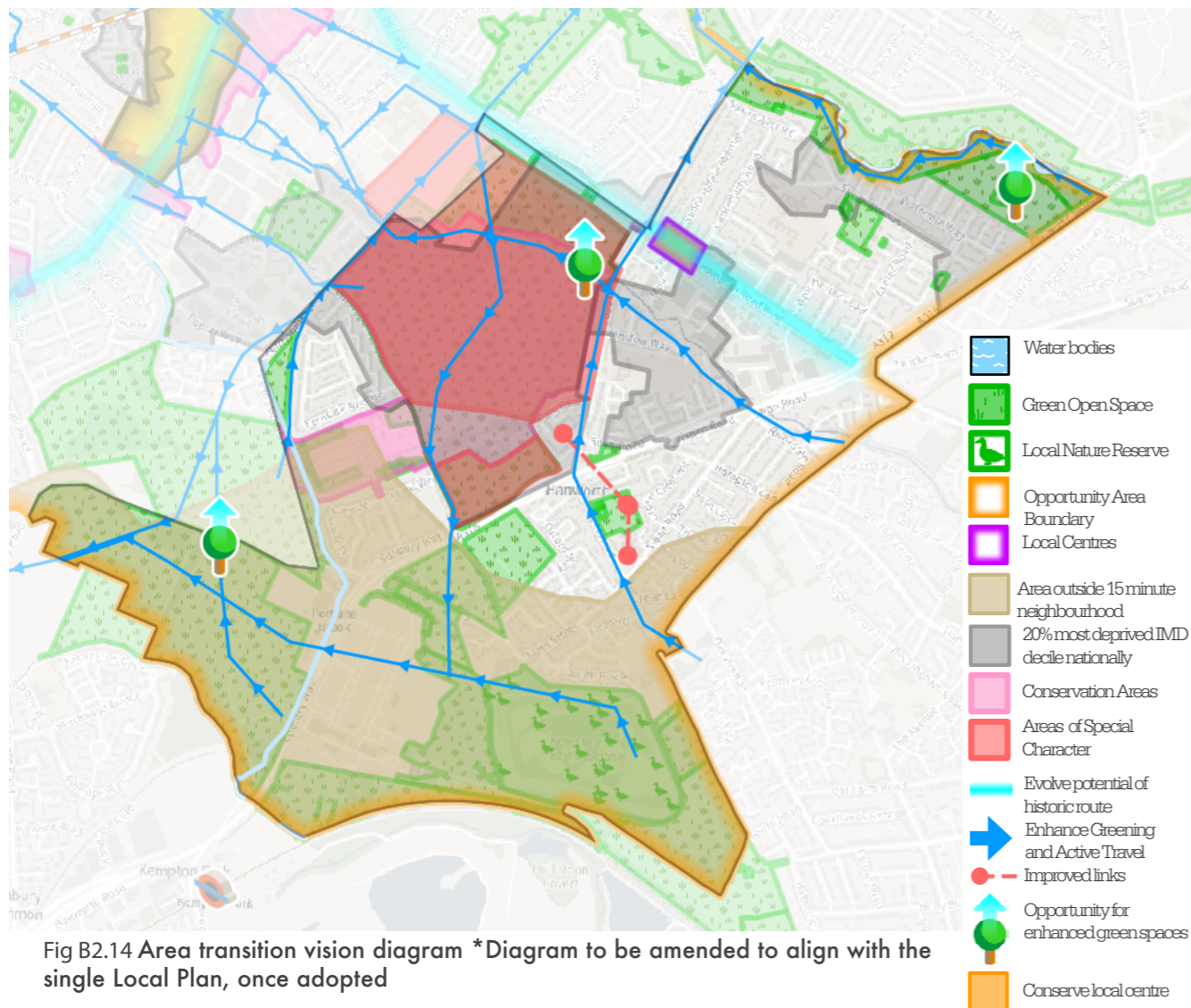
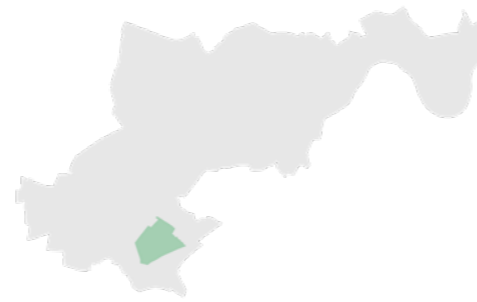


Fig B2.14 Area transition vision diagram *Diagram to be amended to align with the single Local Plan, once adopted



Hanworth Park



What's special about Hanworth Park?

B2.18 The neighbourhood is within the Hanworth Park ward. The majority of the ward is white, with 30.8% Black and Asian Minority Ethnic (BAME) residents. Indian and Pakistani are notable ethnic groups (2011 Census). 54.4% of locals describe themselves as Christian, 20.4% have no religion and 12.4% are Muslim. The median age is 34 which is also the Borough average (GLA 2015-based Demographic Projections).

B2.19 The ward has one of the highest levels of volunteering across the Borough (Community Life Survey 2016/17). Key neighbourhood groups and facilities include the Baitul Wahid Mosque / Ahmadiyya Muslim Association off Snakey Lane, Hanworth Village Hall and The Hanworth Centre on Hounslow Road. The area is well connected by bus to Feltham, Hounslow, Twickenham and Kingston.

B2.20 Hanworth Park is an area of special character as it is one of the Borough's Historic Parks and Gardens, formerly a Royal Park and Palace used by King Henry VIII, it is also designated as the Hanworth Park Conservation Area. The park is home to the historic Hanworth Park House now empty and derelict, as well as the Longford River that flows through part of the park. The use of the park is mostly recreational with leisure facilities including Airparks play area to the south and outdoor gym to the east. The area's long history can also be seen today with the site of Hanworth castle and moat converted to housing. The area is well connected by bus to Feltham, Hounslow, Twickenham, Richmond and Kingston.

B2.21 The area around the park itself is mainly residential

Selection of locally distinctive architectural details and materials which may inform new developments



Red brick
B2-23
London stock brick
Generous front amenity space
Wide tree-lined pavements
Pitched roofs
Stepped frontage with inset balconies

with a mix of housing types, but overall post-war two storey semis and detached houses. Houses have generous front gardens that continue to add to the green character of the area. An extensive local parade can be found east of Hounslow Road, as well as a short parade of shops to the south of Hampton Road, which serve as local centres for the area.

B2.22 The area to the east of Hounslow Road was developed throughout the 20th Century, with the homes around Winslow Way south of the Longford River and homes immediately north of the present day Country Way developed in the 1920s early 30s. A school (now the Oriel Academy) was developed to the south of this by 1965. Development continued just to the north of Country Way along with the area around Park Road on the western side of Hounslow Road to form the Oriel Estate, which replaced some of the earlier 20th century development in this area. A small number of late 19th Century development can be found on the eastern side of Hounslow Road, in addition to Hanworth Village Hall on the western side.

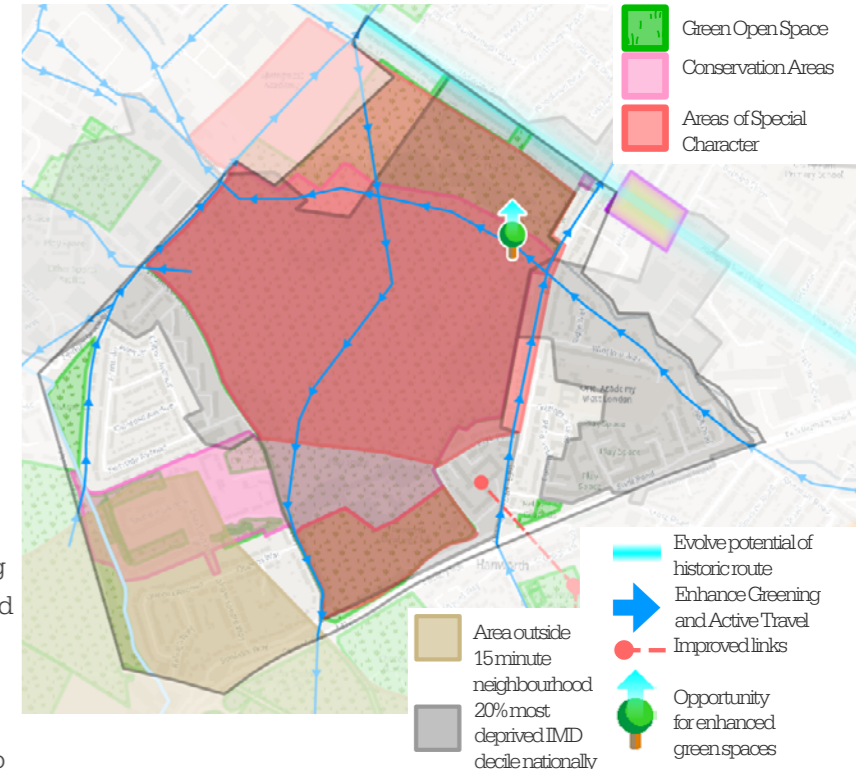
Prompts for character-led development

- Hanworth Park House serves as a local asset, which should be refurbished and re-used. Hanworth Park also presents a wider opportunity as a real community asset and heritage-led enhancements to the site to support its wider use are to be encouraged.
- The existing building height range in this neighbourhood is 2-4 storeys approximately and new building heights should also fall within this range.

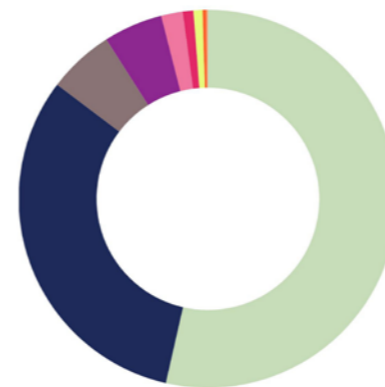
- Local shopping parades on Hanworth Road, and Hampton Road provide opportunities for enhancement and intensification. Hampton Road and Uxbridge Road require active travel and greening improvements.

- Proposals should seek to address deprivation in Hanworth Park through addressing barriers to housing, education and employment and improving the quality of the local environment.

- All development sites must also make a contribution towards greening in the public realm on streets and corridors in the local area, such as increasing street trees and planting or enhancing green corridors such as the Longford River and the Portlane Brook. This will require a considered analysis of existing green infrastructure and a landscape-led response to design. The introduction of new green elements must maximise their environmental performance and contribution with particular attention to sustainable drainage and biodiversity.



Plan of neighbourhood *Diagram to be amended to align with the single Local Plan, once adopted



Neighbourhood typologies

- 54% Green space
- 21% Suburban
- 18% Slabs
- 18% Cul-de-sacs
- 5% Institutions
- 1% Industry
- 1% Parades
- 0.3% Urban terrace



Butts Farm and Crane Park



What's special about Butts Farm & Crane Park?

B2.23 The area sits within Hanworth ward. The median age of residents is 34 (GLA, 2015). The majority of the population are white, with 32.4% of residents from BAME backgrounds (2011 Census). Black African and Indian residents are significant ethnic minority groups in the area. The shopping parade north of Hampton Road West includes a Tesco Express as well as other local and chain shops. From here the area is well connected by bus to Feltham, Hounslow, Twickenham, Richmond and Kingston. Crane Park Primary School is a focus for the community, and Hanworth Methodist Church on Churchfields Avenue also serves the area.

B2.24 The residential neighbourhood sits to the south of the Crane Valley, bounded to the east by Great Chertsey Road and to the west by Hounslow Road. The significant open space of Crane Park is a popular local spot for recreation and helps to define the physical character of the area too. There are good pedestrian links into Crane Park from the 'Grove' streets off Watermill Way. Within the park and close-by is a kids play and workout area. Hanworth Park is another large open space just outside of the neighbourhood to the southwest across Hampton Road.

B2.25 The history of Butts Farm & Crane Park is evident in the 19th century terrace of Butts Farm cottages lining Bell Lane to the south of the neighbourhood. Generally, housing dates from the first half of the 20th century and includes a mix of types, from suburban semis and terraces

Selection of locally distinctive architectural details and materials which may inform new developments



Red brick Pitched roofs and half-timbering Open green spaces

B2-25

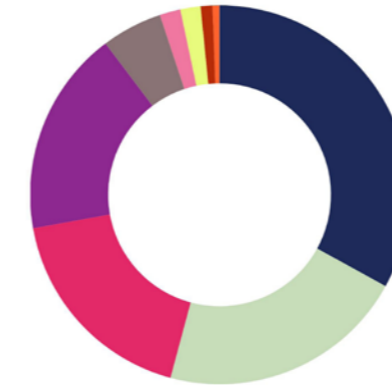
through to free-form blocks like Towfield Court and newer housing around Fountain Close.

B2.26 Hanworth Trading Estate to the south of Hampton Road West is a thriving local employment hub with a mix of larger businesses and local enterprises. Local businesses include a flower delivery service, Cash&Carry and roofing supply shop. To the north is Hampton Business Park.

Prompts for character-led development

- Access to the Crane Valley and Hanworth Park should be improved to support the health and mental well-being of local residents. There is also an opportunity to improve surrounding residential areas alongside open space improvements.
- The existing building height range in this neighbourhood is 2-4 storeys approximately and new building heights should also fall within this range.
- Recent redevelopment and intensification of Butts Farm has been well executed and the collaborative approach used to inform design should be repeated for any future interventions. Proposals should seek to address deprivation in Butts Farm & Crane Park through addressing barriers to housing, education and employment.
- There is a need for improvements to sustainable travel linking the area to employment opportunities. Enhancements to Hampton Road, should include improvements to pedestrian crossings as well as the local shopping parade along its length.
- All development sites must also make a contribution towards greening in the public realm on streets and corridors in the local area, such as increasing street trees and planting or enhancing green corridors such as the River Crane. This will require a considered analysis of existing green infrastructure and a landscaped response to design. The introduction of new green elements must maximise their

environmental performance and contribution with particular attention to sustainable drainage and biodiversity.



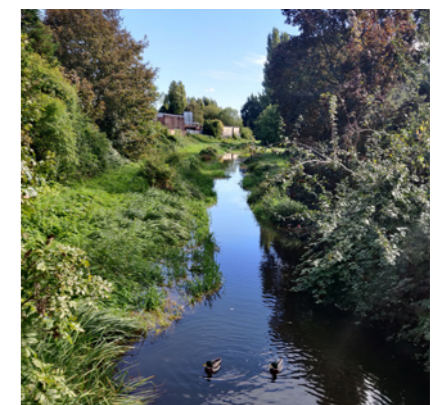
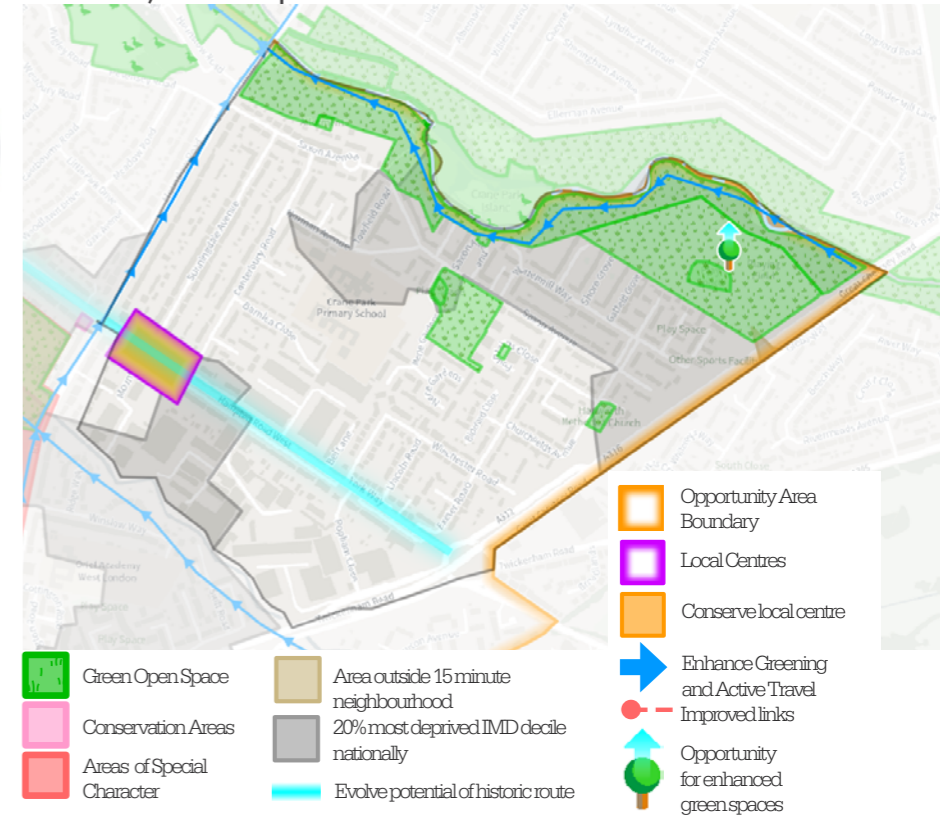
Neighbourhood typologies

- 33% Suburban
- 21% Green space
- 18% Industry
- 18% Cul-de-sacs
- 5% Slabs
- 2% Institutions
- 2% Parades
- 1% Modern urban
- 1% Urban terrace

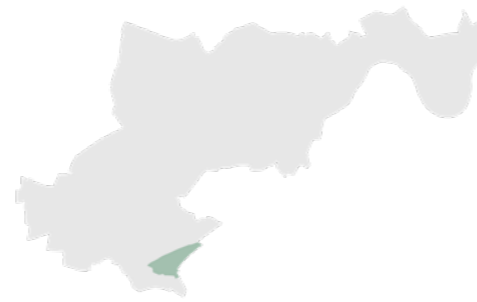
"My area is local, quiet and safe"

- Local resident

Plan of neighbourhood *Diagram to be amended to align with the single Local Plan, once adopted



Hanworth Village



What's special about Hanworth Village?

B2.27 The long history of Hanworth Village is seen in the street structure of the historic heart of the village at the junction of today's Country Way and Bear Road, as well as the area's formerly rural streets. Today the area's focal point is further south on Bear Road at the junction with Swan Road, with a Tesco Express, Post Office and pharmacy serving locals. From here, the 111 bus connects the area with Kingston and Hounslow, and the H25 links Hanworth with Feltham and Bedfont. Local schools include St Richard's CE Primary School and Lindon Bennett School, integrated within the neighbourhood's residential areas, which are mostly late inter-war and early post-war low rise semis, short terraces and garden city style houses.

B2.28 Hanworth Village sits within Hanworth ward. The median age of residents is 34 (GLA, 2015). The majority of the population are white British, with 32.4% of residents from BAME backgrounds (2011 Census). Black African and Indian residents are notable communities. A local green space and play area off Bear Road serve locals, and Church Road allotments provides growing space for residents. Hampton Common and Hanworth Park across Country Way are larger green spaces for recreation. The Longford River runs behind back gardens to the east, a unique natural asset for the area.

Selection of locally distinctive architectural details and materials which may inform new developments



Pitched roofs **London stock brick** **Articulated masonry facade**

Prompts for character-led development

- Due to the barrier of Country Way (A316) the area feels isolated and interventions need to support its re-integration. The village centre presents an opportunity for intensification, which would help support its vibrancy and vitality.
- Interventions at the Bear Road and Swan Road shopping parade should improve the appearance of the local centre and repair the conference of the parade and the street, avoiding blank end walls. Interventions should enhance the existing shopfronts, the quality of the public space at the local centre through planting upgrades, introducing high quality, well-placed street furniture and opportunities for public art. Interventions should extend the provision of outlets to promote healthy lifestyles, including leisure provision and other amenities to meet the needs of local residents. Wider interventions should introduce cycling connections to Hanworth Park and Hampton Common and improve the sporting provision at Bear Road open space to encourage active lifestyles.
- The existing building height range in this neighbourhood is 2-4 storeys approximately and new building heights should also fall within this range.
- New development should recognise the quality of housing that predominates and the strong character and composition of these areas such as streets to the north of Main Street. Public realm enhancements should accompany development interventions and should include greening of streets and the promotion of active travel. This is supported by residents who would like to see more greening to bring life to local streets.
- Investment, enhancement and possible small-scale intensification should be explored for the neighbourhood's housing estates as highlighted in the area's transition themes. Proposals should seek to address deprivation in parts of Hanworth Village through addressing barriers to housing, education and employment, and improving the quality of the local environment.
- All development sites must also make a contribution towards greening in the public realm on streets and corridors in the local area. This will require a considered analysis of existing green infrastructure and a landscape-led response to design. The introduction of new green

elements must maximise their environmental performance and contribution with particular attention to sustainable drainage and biodiversity.



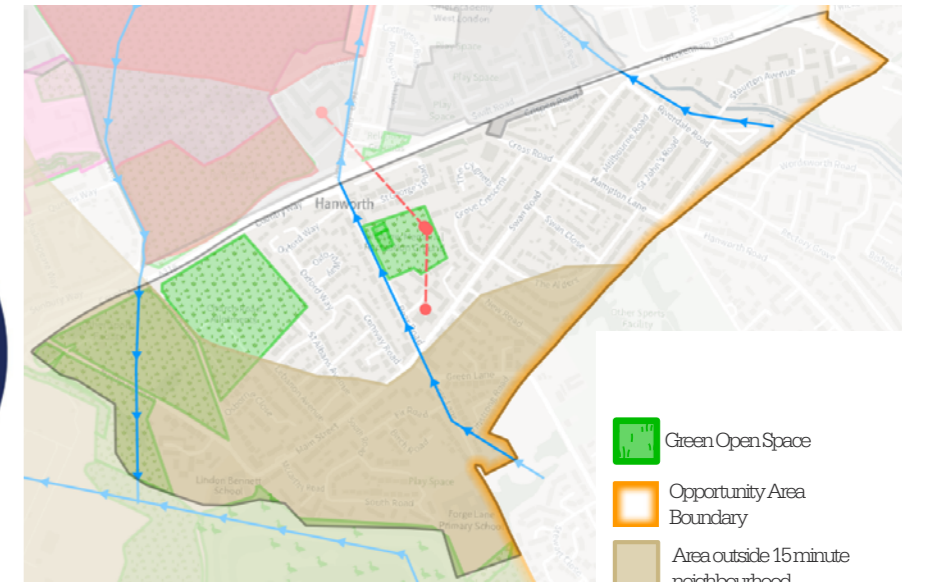
Neighbourhood typologies

- 52% Suburban
- 24% Green space
- 12% Cul-de-sac
- 9% Slab
- 3% Urban terrace
- 1% Parade



"I'd love to see much more colour, flowers and scented plants to help bring energy and life to our urban streets"

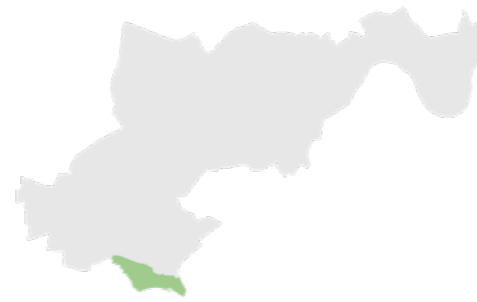
- Local resident



- Green Open Space
- Opportunity Area Boundary
- Area outside 15 minute neighbourhood
- 20% most deprived IMD decile nationally
- Enhance Greening and Active Travel
- Improved links

Plan of neighbourhood
*Diagram to be amended to align with the single Local Plan, once adopted

Snakey Lane and Kempton Waterworks



What's special about Snakey Lane & Kempton Waterworks?

- B2.29 Snakey Lane & Kempton Waterworks is a neighbourhood on the edge of countryside and Green Belt. It is an area of rich history, which can be seen today. Kempton Water Works Pumping station is a Grade II listed heritage asset to the north by A316 Country Way Road. It was built between 1897 and 1906 to supply North London with drinking water from the Thames.
- B2.30 A railway transported coal from Hampton Wharf to the waterworks between 1912 and 1947. Coal was needed to fire the furnaces to drive the engines that pumped the water to London. Today, Hampton Kempton Waterworks Railway and Kempton Steam Museum are both popular visitor destinations, showcasing the area's railway and industrial heritage. The museum is home to the world's largest working triple-expansion steam engine and a great feat of engineering. The Pumping Station is designated a Scheduled Monument.
- B2.31 Hanworth Dairy is a long standing industrial estate bounded north-east by the historic rural route, Snakey Lane, and includes a glass-bottling site. The site is a key employment hub.
- B2.32 The Portland Brook is a small river or stream that flows through this area. It is a tributary of the River Crane and is approximately 4.5 miles long.

Prompts for character-led development

- Snakey Lane & Kempton Waterworks have significant open spaces with Green Belt designation, however there are limited opportunities to access this countryside. A316 Country Way also forms a barrier / isolator to this area. Opportunities to enhance the countryside edge and access to the wider landscape should be encouraged. Supporting active travel more generally will also be important.
- The existing building height range in this neighbourhood is 2-4 storeys approximately and new building heights should also fall within this range.
- All development sites must also make a contribution towards greening in the public realm on streets and corridors in the local area, such as increasing street trees and planting or enhancing green corridors such as the Portlane Brook. This will require a considered analysis of existing green infrastructure and a landscape-led response to design. The introduction of new green elements must maximise their environmental performance and contribution with particular attention to sustainable drainage and biodiversity.



Plan of neighbourhood *Diagram to be amended to align with the single Local Plan, once adopted

Selection of locally distinctive architectural details and materials which may inform new developments



White fence boundary Tree-lined roads Open green spaces Horizontal facade articulation



