



FISH ISLAND & WHITE POST LANE

CONSERVATION AREA
APPRAISAL

LONDON LEGACY DEVELOPMENT CORPORATION
NOVEMBER 2014

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DIVISION



Acme
Flooring Factory

Recreation
Ground

Dainborough Road
Bridge

Horkney
Canal Ward

Tender
Yard

Clarnon
Works

VICTORIA

Printing
Works

Wolsey
Match Works

Football
Ground

Knobhill
Collings

Old Ford
Station

1.0 INTRODUCTION

1.1 BACKGROUND

On 30th April 2014 the Board of the London Legacy Development Corporation (the Legacy Corporation) agreed to approve designation of an extension to the Fish Island Conservation Area (renamed Fish Island and White Post Lane Conservation Area). This followed an extensive consultation that took place between December 2013 and February 2014.

The Board report for 30th April 2014 outlines the reasons for extending the conservation area and can be accessed at: <http://queenelizabetholympicpark.co.uk/our-story/the-legacy-corporation/our-committees/board-meetings/archived-minutes>

Under Section 71, of the 'Planning (Listed Buildings and Conservation Areas) Act 1990', the Legacy Corporation, as a Local Planning Authority, now has a duty (a) to formulate and publish its proposals for the preservation and enhancement of the conservation areas and (b) to submit them for consideration to a public meeting in the area to which they relate.

The Legacy Corporation's proposals for the preservation and enhancement of the Fish Island and White Post Lane Conservation Area can be found

in Chapter 4 of this document.

The public meeting at which the Management Guidelines will be considered will be held at The White Building, Unit 7, Queen's Yard, White Post Lane, London E9 5EN on 10th December 2014 between 5 - 7 pm.

Members of the public are invited to review Chapter 4 and attend the meeting in order to express their views on the proposed Management Guidelines. The Legacy Corporation will have regard to the views expressed at the meeting when finalising the Management Guidelines.

This appraisal document should be read in conjunction with the Hackney Wick Conservation Area Appraisal and Management Guidelines, which has been prepared in parallel for the Hackney Wick Conservation Area to the north of the railway line (in the London Borough of Hackney). These two conservation areas together cover much of the remaining historic environment of the wider Hackney Wick area.

1.2 THE PURPOSE OF CONSERVATION AREAS

A conservation area is an area of special architectural or historic interest “the character or appearance of which it is desirable to preserve or enhance” (Planning (Listed Building and Conservation Areas) Act 1990, s. 69). The purpose of a conservation area designation is to help preserve or enhance the special character of the designated area.

A conservation area designation helps a planning authority control and direct development to this end. Extra controls operate over matters such as roof extensions or advertisements and there is a presumption against the demolition of structures or the loss of trees that contribute to the area’s character or appearance. Conservation areas are heritage assets in their own right and may contain further heritage assets within them in the form of statutory or locally listed buildings - or there may be none. An area’s significance as a heritage asset may be of local, regional or, at times, be of national importance.

It is the area as a whole that is of special interest as well as its individual features. Elements that make up character and appearance include: the historic layout and materials of roads; paths and boundaries; characteristic buildings; public and private spaces such as gardens, parks and greens; street trees and street furniture. As well as physical form, its character

may also be generated, in part, by the uses or mix of uses that happen there. Local views may also be important. It is also recognised that some elements of a conservation area may not contribute to, or could even detract from, its special interest. These represent opportunities to enhance.

In reaching its decisions regarding proposed developments within a conservation area, the planning authority is required to pay special attention to the desirability of preserving or enhancing the character and appearance of a conservation area. It will also seek to protect the setting of individual elements of the conservation area as well as the setting of the area as a whole.

1.3 THE PURPOSE OF THIS REPORT

This report provides a detailed analysis of the conservation area's architectural and historic character in order to define its special interest and to assist stakeholders in understanding this significance, the desirability of preserving its special interest, as well as identifying opportunities for its enhancement.

This report follows best practice guidance including English Heritage's Understanding Place: Historic Area Assessments: Principles and Practice (2010) and Understanding Place: Conservation Area Designation, Appraisal and Management (March 2011). It also has regard to the National Planning Policy Framework (March 2012) that sets out policy on conserving and enhancing the historic environment.

Hackney Wick and Fish Island is the subject of intense

development pressure. This offers many welcome opportunities to enhance the conservation area and its setting but also poses threats to its special interest if its characteristic elements and uses were to be lost.

This introduction is followed by an outline of Hackney Wick and Fish Island's context and historical development. The area's present state and its key heritage assets are then set out and their significance described. The issues affecting the area are summarised and draft management guidelines set out.



Above: View South from Hackney Wick Station



2.0 BACKGROUND

2.1 A SHORT HISTORY OF HACKNEY WICK & OLD FORD

The Hackney Wick and Fish Island area has a pattern of human settlement that extends back to prehistoric times and includes substantial activity during the Roman period. It has been conjectured that much of the activity related to the crossing point of the River Lea at Old Ford (near today's Old Ford Lock) that marked a strategic point on the route between Essex and the London area. Old Ford is first recorded as Eldeford or Oldeford in the 13th century. No standing monuments remain although there may be significant archaeological deposits to be discovered.

Until the 19th century, Hackney Wick, just to the north of Old Ford, was a hamlet in the marshland (Wick derives from a word for farm) reached from Wick Lane. Its principle buildings were Wick Hall, a snuff mill and, from the 1780s, The White Lion public house. Hackney Brook crossed the area west to east to join the River Lea.



Above: Wick Hall in 1830

Opposite: Aerial view of the junction of Hertford Union Canal and Lee Navigation 1921

It was the redevelopment of this snuff mill into a silk works that marked the first stirrings of the area as an industrial district. This intensified following the digging of the Hackney Cut in 1770 (this now forms part of the Lee Navigation); more so following the creation of the Hertford Union Canal in 1830. These waterways together with the navigable River Lea were crucial to the area's future development although the area remained predominantly agricultural until the late 1840s. The coming of the railways then hastened the area's transformation.

The North London Railway ran on a north-west, south-east embankment through the area, beginning services in 1847 with a passenger station at Old Ford Road. From 1856 an additional station at Victoria Park served the Hackney Wick area for more than 70 years before the line closed. From 1866, an east-west branch line ran through the northern part of Hackney Wick on another embankment – testament to the marshy character of the area. Today's Hackney Wick Station opened on this line in 1980 as part of the reinstatement of services between Camden and Stratford. The Victoria Park station building and the path of the railway line were demolished during construction of the A102 (M) in the 1970s.

In the mid 19th century it was intended to build a new gas works on 30 acres of railway and marshland to the east and south of the railway embankments. However, a decision to build the gas works elsewhere led to the development instead of a factory town made up of a loose grid of terraced houses and neighbouring factories. Building began c.1878. Fish Island earned its name from the series of streets that take their names from freshwater fish.

At the same time, the waterways were upgraded. This led to the development of noxious industries including oil and coal tar distilleries – especially in the White Post Lane area just south of the railway line in present day Tower Hamlets. This was followed by the development in the late 19th and early 20th century of factories producing the consumer goods for which the area became known; printing ink, rubber, dry cleaning, confectionary, plastics and the like.

Of these, Clarnico was the largest (named after its founders Clarke, Nickolls and Coombs). It began in 1872 and was eventually bought by Trebor-Bassett. It used buildings north east and west of the railway line, some of which have since been lost.

By the end of the 19th century, the Old Ford/Hackney Wick area was an area of intense, often noxious industries isolated from surrounding residential areas and where materials could be brought in and out by rail and canal system with its links to the Thames and its docks. The Lee Navigation between Dace Road and the Hertford Union Canal were important wharves for timber distribution and related industries were established such as a piano factory on Stour Road.

In the late 1880s the Wick Lane Rubber Works (founded by Birnbaum of Spitalfields) and the cardboard box printing works – the Britannia Works – were built and the factories in this part of Fish Island demonstrate innovations in industrial construction. A number of buildings incorporate rare “transitional structures” – that is, the transition from the use of cast and wrought iron and timber to steel and reinforced concrete.

Hackney Wick and Fish Island reached their peak in respect of an accumulation of what is now regarded as historic fabric in the period immediately preceding the Second World War. The story from then on is (with rare exceptions) of a catastrophic loss of this fabric – due to bombing followed by slum clearance, railway closures and motorway building.

Some late 19th/early 20th

century factories survived the Blitz together with associated structures such as bridges, locks, walls and public houses. The buildings were repaired after the war and remain occupied by either traditional or newer creative industries. Rarely have buildings of any architectural quality been erected in the post-war period.

The area also changed in the post-war period as factories were replaced by low employment uses such as warehousing and timber yards. Further housing clearances took place to the north of the area where the Greater London Council built the Trowbridge Estate (1965 - 1970). This development also erased historic street patterns. The high-rise towers of the estate were in turn demolished and made way for low- and medium-rise housing in the 1990s.

More recently, there have been further losses of historic fabric in and around Hackney Wick through neglect or patchwork redevelopment. This has happened on a large scale with developments such as the Omega Works. The character of extant historic structures is also being eroded steadily by the loss of original fabric. Historic factories have been replaced by storage yards or simple portal sheds.

The area now forms part of a cluster of vital creative industries that are now an established part of its character. These new uses began in the early 1980s in the Tower Hamlets section of Hackney Wick but have since spread to the point where the Hackney Wick area as a whole now has the most dense concentration of artist studios in the UK.



Above: Booth's Poverty Map of 1889 showing residential either side of the Hertford Union canal.

2.2 BACKGROUND TO THE FISH ISLAND & HACKNEY WICK CONSERVATION AREA

The Fish Island Conservation Area as declared in October 2008 centred on the industrial buildings of Dace, Smeed and Bream Streets and part of Stour Road. Its accompanying conservation area appraisal document was adopted in November 2009.

The area's character derives in part from infrastructure such as the waterways and its distinctive pattern of streets and yards but this was not entirely explored in the 2008 designation. The London Borough of Tower Hamlets made preparatory work for the designation of an additional conservation area centered on the White Post Lane area and including part of the Lee Navigation and the environs of the Hertford Union Canal. A draft conservation area appraisal followed but no designation was made before planning powers transferred to the Legacy Corporation on 1st October 2012.

2.3 SUMMARY OF SIGNIFICANCE

As well as its historic buildings and distinctive pattern of streets and yards, Fish Island & White Post Lane's special interest derives, in part, from infrastructure such as the Lee Navigation, the Hertford Union Canal and the Northern Outfall Sewer. It is considered vital to include this infrastructure in the extended conservation area in order to preserve and enhance the character and appearance of the historic waterside environment as well the individual structures and groups of buildings sitting within the area.

The development of the canal system is the reason why Hackney Wick's (including Fish Island's) industrialisation came about and alongside the later railways formed a transportation system that was the catalyst for the emergence of a unique creativity and innovation. The canals are themselves heritage assets that are intrinsic to the waterside character of the area and they are part of the wider canal system within east London that has been protected by heritage designations in a number of other locations.

As pieces of strategically important infrastructure, waterways, railways and sewers are subject to gradual material change. Nonetheless, the canals, Northern Outfall Sewer, and the locks and bridges over the canal remain sufficiently intact to be historically important as authentic survivors of the past. It is the totality of the experience that is important to the character of the

conservation area whether this be a mooring post, a length of field stone bank or an entire bridge. The wider boundaries now designated include the Hertford Union Canal east to the motorway and the Lee Navigation up to the southern embankment of the railway carrying the London Overground line through Hackney Wick station. The boundary also encompasses more of the retaining wall and embankment of the Northern Outfall Sewer (the Greenway) and Old Ford Lock. The extension covers surviving clusters of historic fabric including those around White Post Lane, Stour Road and either side of the waterways. It encompasses the surviving historic street pattern including the area's characteristic yards. A number of individual buildings and structures have also been identified as heritage assets.

The late Victorian and Edwardian periods witnessed the burgeoning of the consumer age with the rapid growth of the middle class as well as technological innovation. Fish Island and White Post Lane was, as part of Hackney Wick, a nationally important centre for these innovations and for factories that served these new markets and new society. This included the world's first plastics (to the north of the railway line), early developments in petrol production, dyes, printing, rubber garments, dry-cleaning, pianos and extensive confectionary production. Many of the buildings involved in these and related processes remain in existence.

Some of the industrialists had premises operating both north and south of the railway line at the same time. Individual buildings also changed use on occasion from one innovative use to another. Some of the industrialists were suppliers to other related industries in the area.

This cross-fertilization is part of Fish Island & Hackney Wick South's special interest as a conservation area. It is expressed in the architecture of its buildings. This extends not only to the external form and scale of the buildings such as extensive roof lights and the use of stock, red and engineering bricks but also in the innovative structure of some of the buildings which use 'transitional' engineering solutions that mark the transition from cast-iron and timber industrial buildings to steel and concrete. Many of these buildings remain along Dace Road and White Post Lane. The contribution of such transitional structures to British architectural history has only recently been explored.

The morphology of the area – the space between buildings and the scale of the buildings relating to these spaces – is also essential to its special interest. The series of industrial yards that developed off its principal streets form part of its character even where all of the historic buildings fronting these yards have not survived in full. Examples include Queen's Yard and the yards off Dace Road. Many losses occurred during

the war and following post war clearances, including the removal of all purpose-built residential development apart from two premises adjacent to the Lord Napier Public House. The historic residential street pattern, however, survives in large part.

Further losses to the area's historic fabric have occurred within recent decades. While this has resulted in further erosion to the area's historic character, the surviving elements of some of these lost structures contribute to the area's architectural interest and insular, 'backwater' character. These include the remaining boundary walls that edge towpaths and that mark the historic relationship between the industrial premises and the waterside, and the boundary walls of the Hope Chemical Works and Yard which define the west end of White Post Lane.

The post war period, after a period of decline, saw a continuation of the area's history of creativity. Since 1980, artists' studios have developed that have maintained innovative production in new ways. These now well-established uses are part of a unique continuity in form and related functions.

It is this complex interaction of the social and industrial history, architecture, engineering and productive uses, as well as the morphology of the conservation area that constitute its special interest. Regard has been had

to all these elements in deciding that it is desirable to protect this interest and to seek to preserve and enhance it holistically by extending the conservation area's boundaries.

In widening the boundaries of the conservation area to preserve its special physical and socio-economic interest, it is also recognised that this will mean some buildings and empty sites are included within the conservation area that do not necessarily contribute to its character and appearance. These represent extensive opportunities for the enhancement of the conservation area in accordance with paragraphs 126, 130, 131, 137 and 138 of the NPPF while preserving its individual assets, their group value and characteristic uses and the settings of all heritage assets including the setting of the conservation area itself and the canal-side environment.

It should also be noted that the various elements of the character and appearance of the area apply across Hackney Wick and Fish Island as an entity – that is the wider area north and south of the railway line. This wider Hackney Wick and Fish Island area should, therefore, be seen as a totality that further enhances the special interest of the conservation areas on each side of the railway line.

However, because of a desire to avoid a designation that crosses London Borough boundaries,

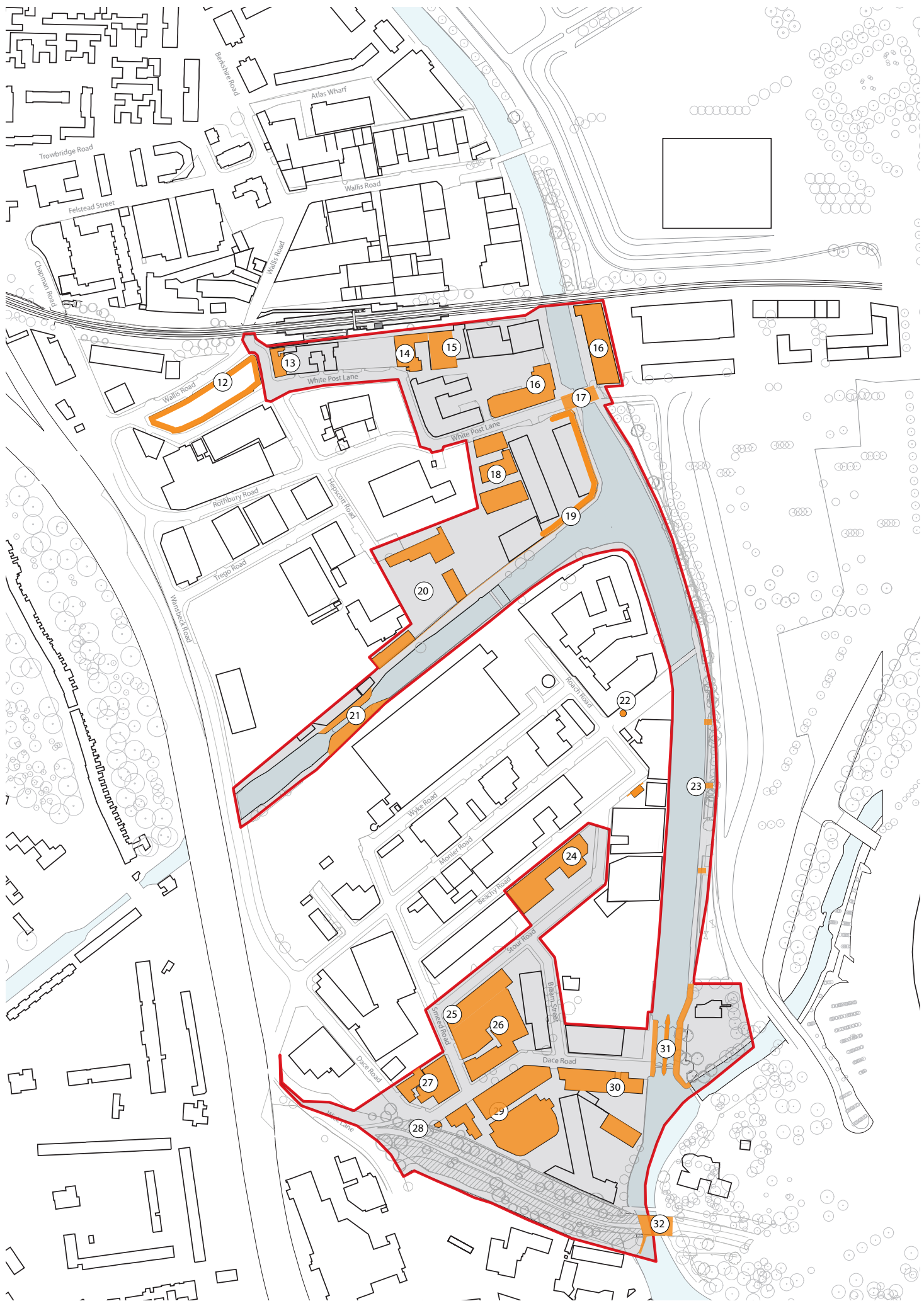
2.4 THE NEW BOUNDARY

two separate boundary extensions rather than one larger conservation area has been seen as practical for the long term. The decision to extend the Fish Island Conservation Area has been taken at the same time as the decision to extend the Hackney Wick Conservation Area north of the railway line. It has also been renamed the Fish Island & White Post Lane Conservation Area in recognition of the geographical extent of the area.

Conservation areas can be of local, regional or national importance, which renders them of medium or high significance, respectively, as heritage assets. Because of its special place in the UK's industrial history and its unique physical record of this history of providing consumer goods and services including innovations such as dry-cleaning, petrol, confectionary and rubber goods, the Hackney Wick and Fish Island area could be regarded as being of high significance. However, because of the losses to the fabric of the area, the significance of the Fish Island & White Post Lane Conservation Area as a heritage asset can be regarded as medium to high. The significance of each of the conservation areas reinforces that of the other, enhancing the special interest of both areas.

This significance assessment should be reviewed upwards if individual items are statutorily listed.

The boundary of the extended conservation area has the Greenway as its southern edge. The back of the towpath of the Lee Navigation is its east side, widening to incorporate the setting of Old Ford Lock and the Energy Centre building (formerly part of the King's Yard site of the Clarnico Works). The northern boundary follows the railway east-west along its southern embankment and the south side of the railway bridge across the Lee Navigation. It then extends to the middle of the roadway of Wallis Road (within Tower Hamlets) and White Post Lane, turning south at 92 White Post Lane to incorporate the McGrath site and the bottom lock of the Hertford Union Canal. It then follows the southern streets of Fish Island. This boundary is set out in the plan on page 14



FISH ISLAND AND WHITE POST LANE CONSERVATION AREA BOUNDARY



Fish Island & White Post Lane
Conservation Area Boundary



Heritage Assets

12. Hope Chemical Works Wall
13. Lord Napier public house and adjacent housing
14. Everett House
15. 14 Queen's Yard
16. Queen's Yard and King's Yard/Energy Centre
(former Clarnico Works)
17. Carpenter's Road Bridge
18. 92 White Post Lane
19. Boundary Wall to the Hereford Union Canal
20. McGrath House and Outbuildings
21. Bottom lock of Hereford Union Canal
22. Carlton Chimney
23. 3 sets of Crane Rails and Ramps
24. Broadwood's Piano Factory and Timber Yard
Gatehouse
25. Algha Works
26. Wick Lane Rubber Works (East)
27. Wick Lane Rubber Works (West)
28. Retaining wall and steps to the Greenway
29. Britannia Works
30. Swan Wharf
31. Old Ford Lock
32. Northern Outfall Sewer Bridge



3.0 CHARACTER APPRAISAL AND INDIVIDUAL ASSETS

3.1 THE CONTEXT AND SETTING OF THE CONSERVATION AREA

The Fish Island & White Post Lane Conservation Area is within the London Borough of Tower Hamlets some five miles north of the River Thames. At this point, the eastern boundary of the borough is defined by the River Lea, which follows an approximately north-south direction from Tottenham down to the Thames at Canning Town. Hackney Wick lies west of the Old River Lea (which rejoins the Lee Navigation south of Old Ford Lock) and the Olympic Park and east of Victoria Park. To the south is Roman Road, Old Ford and Bow. The area south of the Greenway is outside the conservation area and has been designated a Strategic Industrial Location by Tower Hamlets. It is identified as Fish Island South in the Fish Island Area Action Plan (adopted September 2012).

The Fish Island & White Post Lane Conservation Area contains no formal public buildings but the surrounding area contains a number of significant buildings that form part of Hackney Wick's context and that contribute to the overall setting of the conservation area. These buildings include (to the north, within the LB Hackney) the mission church of St Mary of Eton, designed and built in 1889-92 by G. F. Bodley (1827-1907). The mission was responding to the worsening economic climate in the area and associated poverty. Gainsborough School and the Public Baths on Eastway (now the Wick Community Centre) also survive to the north and form

part of both conservation areas' hinterland.

To the south of the Greenway, the curves of Wick Lane and the waterways south of Old Ford Lock are also part of the setting of the Fish Island & White Post Lane Conservation Area. The former Christ Church Mission (1890) and industrial buildings on Crown Close as well as the (much altered) public house and Standard Ammonia Works warehouse on the south side of Iceland Street are among the surviving 19th century structures that contribute positively to this setting.

3.2 THE CHARACTER OF THE FISH ISLAND & HACKNEY WICK CONSERVATION AREA

The area is characterised by small clusters of industrial buildings, which, unlike the large-scale industrial structures of primary industries that have long been recognised as part of the Britain's heritage, were engaged in the invention and production of goods relating to the birth of the consumer age and whose heritage significance has, to date, been largely overlooked.

The factories housed a range of activities such as confectionary manufacture, dye works, waterproof cloth works, chemical, varnish, ink and printing works and other such related uses. French entrepreneur Achille Serre, who introduced dry cleaning to England, had industrial premises that fall within the conservation area.

Just off Wallis Road to the south of the railway line, Eugene Carless established a distilling and oil refining business that later invented the brand name 'petrol'. Industrial buildings and wharfs started to line the waterside of the Lee Navigation and Hertford Union Canal with some premises having openings that provided access to the towpaths. A number of factories changed their usage over time.

With the exception of the housing adjacent to the Lord Napier public house, all the 19th century residential buildings have been cleared. The lock keepers cottages to the east of Old Ford

Lock have been heavily remodeled and united as one house in the 1990s.

The conservation area's extant buildings date from the 1860s onwards with a number of structures from the late 19th and early 20th centuries and some post-war buildings that have replaced earlier factories. The conservation area retains much of its original street pattern. Although the 19th century residential architecture has almost completely vanished, there are live-work units in some former industrial buildings (especially around Dace Road). Some recent, large-scale residential developments on the waterways are of a scale, form and appearance that is detrimental to the overall character and appearance of the conservation area.



Above: Lord Napier public house, 1967

3.3 FORM, SCALE AND LAYOUT OF THE CONSERVATION AREA

There are two primary groupings of surviving historic industrial buildings – those around White Post Lane and those around Dace Road. These are in areas identified as Fish Island North and Fish Island Mid in the Tower Hamlets Area Action Plan. A secondary group of industrial structures is located near the junction of Roach Road and Stour Road. These clusters and their individual buildings are identified in the section on heritage assets below.

The historic industrial buildings vary in height from two to six storeys with post-war development generally low-rise and of one or two storeys. There are large vacant lots throughout the area where buildings have been demolished which offer opportunities for enhancement.

There is a great diversity in architectural languages evident in the area – although brick predominates. Within the conservation area and in the wider Hackney Wick area, these bricks may be London stocks or hard red or blue engineering bricks. Especially prevalent is a combination of stock brick walls with blue brick plinths and detailing and segmental arches, iron or steel lintels and metal-framed windows that may also be framed in contrasting brick. Collectively, there is a robust, utilitarian aesthetic and scale that, when coupled with the ‘island’ nature of Hackney Wick, results in

a particular sense of place.

Yards associated with factories or groups of factories are an integral part of its distinctive character such as Queen’s Yard and the yards of Dace Road. The yards can be extensive or more tightly confined and are put to various purposes – simply as parking or loading or for activities related to the creative activities and industrial buildings that surround them.

With the exception of the linear Greenway that runs along the top of the Northern Outfall Sewer, there are no formal open spaces or parks within the conservation area but the towpath and spaces associated with the waterways act as informal public spaces. The yards are also sometimes capable of supporting this function too.

The towpath along the eastern side of the Lee Navigation is well-trafficked by pedestrians and cyclists, as is the towpath on the north side of the Hertford Union Canal (including the section where it turns north at its confluence with the Lee Navigation up to White Post Lane). There are additional waterside spaces such as that to the east of Queen’s Yard. These towpaths are amenity spaces with opportunities for adjacent recreational, cultural and leisure uses.

The canals, while a crucial element of the historic character

of the conservation area and historic infrastructure in their own right have, as is normal for working infrastructure, had their structures substantially reworked at various periods. Some original fieldstone banks remain on the reaches between the boathouse south past Old Ford Lock, but sheet-piling has replaced this in many areas resulting in the canals being of slightly less significance as heritage assets than they would otherwise have been. This assessment does not diminish their importance to the formation of the character and appearance of the conservation area.

The decline of industry in Hackney Wick and Fish Island in the post-war period, and the change of use of the waterways from predominantly industrial to recreational routes with moorings for houseboats, has been accompanied by the growth of informal greenery. As well as being an ecological habitat, these green areas are an important foil to the industrial buildings and help form its present, low key, backwater character.

This character is especially pronounced along the north side of the Hertford Union Canal and around Old Ford Lock where water, trees and other vegetation dominate the built form. This is reinforced by the heavy planting on the Newham side of the borough boundary such as around the Thames Water site

next to the Greenaway. The lock itself, although bomb damaged, has historic interest and is a key feature of this part of the conservation area as is the lower lock on the Hertford Union Canal.

In addition to the historic structures bridging the waterways (the rail bridge, the White Post Lane bridge, footbridges over the locks and the Northern Outfall Sewer) other bridges have been built in recent years, providing further linkages through the area. The recent bridge across the Hertford Canal is somewhat rudimentary in appearance.

Views from Dace Road eastwards towards the lock and the Olympic Park beyond, and to and from towpaths are an important

element of the character of the conservation area. Views within Dace Road and among the extant buildings on and around White Post Lane are much more urban in character. The latter has partial green views past the Energy Centre towards the Olympic Park although these are expected to change to a mixture of residential and parkland. View across the area are punctuated by the surviving former industrial chimneys including those within the setting of the conservation area such as that at the Big Yellow self-storage facility.

The Greenway is an important green space that allows attractive high-level views across Fish Island and helps form the area's insular character.



Above: Corner of Lee Navigation and Hertford Union Canal before redevelopment, 1985

3.4 LAND USE AND ACTIVITIES

The area has been in industrial use since the 1860s onwards and has grown, been adapted and re-built to accommodate changing industrial trends. Wartime and post-war losses to the fabric have, however, been considerable.

The buildings and the area today continue to accommodate commercial uses such as workshops, warehouses and light industrial activities as well artists' and photographers' studios, art galleries, design ateliers and other creative uses. There are also performance spaces around Queens Yard and a series of cafes, mainly along the waterfront.

Today the area is known for its concentration of creative industries and a considerable percentage of the active floorspace in the conservation area is occupied by these uses. This distinctive, local creative community utilises the historic buildings as studios and live-work spaces, is expressed externally in the area's street art and represents continuity in the area's historic employment character. The cafes and mixed-use ventures such as the Stour Space (café, gallery and artists' studios) form part of this character.



Above: The White Building; A Centre for Art, Technology and Sustainability at Queens Yard

3.5 INDIVIDUAL HERITAGE ASSETS AND THEIR SIGNIFICANCE

The significance of heritage assets is set out in brief below. This list does not include all structures that potentially contribute positively to the character and appearance of the conservation area.

Using broadly standard significance assessment measures, heritage buildings are of low (local) significance, conservation area of medium (regional) significance and listed buildings of high (national) significance. There are no statutorily listed buildings in the conservation area at present.

layout survive in large part and have significance.

The heritage assets identified are significant due to their architectural and historic interest, and every effort should be made to preserve or enhance them, as they contribute positively to the character and appearance of the conservation area.

HERITAGE ASSETS

The Legacy Corporation has identified a number of heritage assets that are of special architectural or historic interest, and which contribute to the character and appearance of the conservation area. There is a presumption in national planning policy in favour of retaining buildings and structures that contribute to this character and appearance and safeguarding their setting.

CHARACTER AREAS OF THE CONSERVATION AREA

The buildings and places of interest can be divided into clusters. The areas between them contain many post-war buildings and vacant sites that are of no heritage significance. However, the historic infrastructure and road

3.5.1 DACE ROAD CLUSTER

The former Wick Lane Rubber Works, east and west of Smeed Road were contained in a complex of 14 buildings built between 1882 and 1889. It is possibly England's only surviving steam-powered, steam process rubber works. These buildings, which also include a former multi-storey stable, box factory and other buildings either side of Dace Road, are a rare surviving group of transitional structures (from cast-iron and timber to steel and concrete). They form a coherent and complementary group of medium to high heritage significance. From 1980 onwards, many of these structures have been occupied by artists' studios.

Britannia Works (1898-99 plus additions) South-side, Dace Road

Three storeys. Built as the Britannia Folding Box Company and later the Percy Dalton peanut factory. In operation until 1973. From 1980 it has been occupied by artists studios. Angled eastern end added 1907. Rare transitional structure on two floors of concrete upper floors on cruciform steel stanchions and steel beams with rolled steel joist lintels, cast-iron mullions, blue brick cills. West across the road is the Percy Dalton Group office building, formerly the gatehouse to the Britannia Works.

A grouping of early 20th century/inter-war structures of one and two storeys to the south of the main works is included.

Swan Wharf stable block (1906-1912), South-side, Dace Road

Three storeys. Late transitional structure of cast-iron columns and steel floor beams. Attractive stock brick facades with blue brick trim but original window frames and ramp removed. Later extension to eastern end with concrete frame and part brick infill panels. East end is now residential.

This includes the fletton brick former workshop and forge of the Safety Tread Syndicate (1904).



Former Wick Lane Rubber Works waterproof clothing buildings, (1882-1887), northside of Dace Road, west of Smeed Road

First factory to built on Fish Island road layout. Four storeys with red brick arches and details. Windows replaced under original iron or steel lintels. Transitional structure with timber upper floors, rolled-iron or steel girders and cast-iron columns.

Former Wick Lane Rubber Works (1886-1889) – northside of Dace Road, east of Smeed Road

Four storeys and two-storey offices and farina house (1887) with blind arcade. Four storey waterproof clothing element by Maxwell & Tuke (1889) with transitional timber, cast-iron and steel structure. Later part of Percy Dalton's Peanut factory. Boiler House to Dace Road remains but factory chimney cut down. Rubber works closed 1906 and this element renamed Old Ford Works and used by Waterlow & Sons as banknote and stamp printers. Now occupied by Bridge Riley Studios on upper floors.

Algha Works (1908) eastside, Smeed Road

Built for Waterlow & Sons printers by Henry C Smart. Raised ground floor over semi-basement plus three upper floors. Window bays form a giant arcade. Loading bay and wall crane. Concrete and steel transitional structure. Innovative prismatic stall-boards light the semi-basement.



3.5.2 STOUR ROAD CLUSTER

Between the roadways and the water, along Roach Road, Stour Road and Bream Street, are a series of industrial structures that, individually, are not architecturally distinguished, but together, and taking into account creative uses, are of interest. They include the surviving red brick Carlton brick chimney (1899-1900) directly south of the Omega Works (formerly Crown Wharf), Stour Space and building to its north and south at Vittoria Wharf, and the single-storey stock brick, hipped roof building that is built into the wall to its west (the gatehouse to the former Broadwood's timber yard).

Also of interest is the loosely gridded street layout of Fish Island. The residential buildings have been cleared but the distinctive layout, punctuated by mature, pollarded plane tree that allow long, straight vistas between the conservation area and its setting, remains. The surviving buildings on the east side of Stour Road have some significance.

Broadwood's piano factory and gatehouse, Beachy Road

Remaining structures of John Broadwood & Sons piano factory, built 1902 –1932, that once took up the entire city block and produced up to 3000 pianos annually as well as aircraft parts in wartime. A tapering square stock brick chimney stack and re-roofed three storey boiler house remain together with truncated walls of other structures. Opposite, at corner of Beachy Road and Roach Road, the one storey hipped roof, stock brick gatehouse to the Broadwood timber-yard is included in the listing.



3.5.3 WHITE POST LANE CLUSTER

White Post Lane is the main east-west route through Hackney Wick south of the railway line. Many of its industrial buildings have been lost, or remain only as vestiges. The latter include the 19th century perimeter walls to the Hope Chemical Works and the yard wall to the west of the canal towpath on the Lee Navigation below White Post Lane bridge. However, around Queen's Yard and King's Yard (west and east of the canal), a group of substantial historic factory buildings remains along with the original street pattern. The yards themselves, usually un-gated and accessible are also key element of the character of the area.

Everett House, White Post Lane

Set at angle between White Post Lane and Queen's Yard, it is an Edwardian commercial structure built in 1911 for the offices of Achille Serre whose name is still just visible at parapet level. It is in red brick with rusticated corner piers and a partial dentil cornice. An older, three-story eastern wing (c1898) was probably built as a dye warehouse.

An early 20th century building to its east at 14 Queen's Yard is a heritage asset.

Former Clarnico Works: White Building, 7 Queen's Yard, former chocolate factory, 9 Queen's Yard, Energy Centre, King's Yard

These buildings and some later structures of little historic interest form elements of the former Clarnico confectionary works on White Post Lane. Other buildings within the complex have been demolished. It was one of six Clarnico works in the area.

The White Building, now used as a brewery cultural space and bar, is a two-storey, white painted brick building with tall ceilings and windows facing the canal. It was built as a chemical warehouse in the late 19th century but later used by the Clarnico company. It is concrete framed with a lean-to roof of c.1921.

This is attached as an annexe to the former chocolate factory at 9 Queen's Yard (1913 -1914). The latter is an imposing five-storey brick building with brick



pilasters facing White Post Lane that complements 92 White Post Lane. Basement lights respond to the slope of the road. Most of its original windows have been replaced. The Queen's Yard Clarnico buildings were used as a furniture factory in the 1960s.

The remaining brick building of King's Yard sits parallel to the canal on its east bank and was built as the starch department of the Clarnico works (1904-05). It has a transitional structure and has been restored as the Energy Centre. Belfast trusses from a demolished boiler house that was adjacent in King's Yard are retained off-site for re-use. Some remaining buildings have transitional structures.

92 White Post Lane (1904-5 & 1923-4)

This set of linked buildings formed part of Achille Serre's dyeing and dry cleaning works. Four storeys. Built 1904 with transitional structural elements and in 1923. The fourth, most southerly building was demolished in 1995. Of stock brick with red brick and blue bull-nosed brick detail, they are used as artists studios and workshops.



**McGrath House and outbuildings,
Hepscott Road**

Main building, flat roofed three-storey building of 1905-06 (but altered) was formerly part of Lush & Cook dye works. The street pattern has been altered but the building once stood on Allamouth Road opposite Combass Road – both now vanished residential roads. The joint company (formed 1891) extended south and west towards the Hertford Union Canal. Two pitched roof, stock brick buildings, one, a partial survival at right-angles to the canal behind the main building and one parallel to the canal further west are also of interest.

**Lord Napier Public House, 25
White Post Lane**

Built c.1865, the two storey pub and two houses adjoining to the north are in a basic mid 19th century classical style with parapets concealing the roof. Windows have been replaced in large part although the houses retain some sashes. Pub frontage is possibly inter-war. These buildings are important as the sole survivors of the mid Victorian residential development of the area south of the railway.



3.5.4 INFRASTRUCTURE

In addition to the railway, the waterways and the Northern Outfall Sewer are the largest and among the most defining features of the area and contribute considerably to its special interest and to the character and appearance of the conservation area. As pieces of infrastructure they are subject to gradual change but the waterways and northern outfall sewer remain historically important and authentic survivors. There are some specific items – bridges, locks, ramps and rails for travelling cranes for example, that merit being identified as notable features but it is also the totality of the experience that is important, whether this be a mooring post, a field stone bank or an entire bridge; small and large elements combine to make the whole.

The Act to build the Lee Navigation (or Hackney Cut at this point) was granted 29th June 1767 and construction followed with widening completed by 1777. There were further improvements throughout the 19th century including the cutting of new and larger locks. After nationalization in 1948, locks were duplicated and mechanised. There was some rebuilding work after bomb damage, particularly around Old Ford Lock.

The Hertford Union Canal is 1.5 km long and connects the Regent's Canal to the Lea Navigation. It opened in 1830

but was not a commercial success and became part of the Grand Union Canal in 1927. There are three locks, the most westerly of which (outside the Legacy Corporation boundary) is statutorily listed.

Sewer Bridge over River Lea and wartime defence structures

Bazalgette's historic High and Middle Level sewers meet at Wick Lane and are contained within the Greenway embankment. This Northern Outfall Sewer crosses the river in cast-iron tubes suspended from a wrought-iron bridge (1862-63). This was later widened. At the south west corner of the bridge is the concrete apron of the outfall at the lost confluence with Hackney Brook. A Second World War pill box and tank barrier piers sit on the embankment above the bridge's west side.



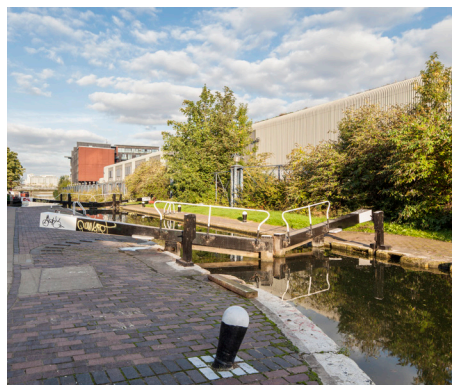
Old Ford Lock, Lee Navigation

At the south end of the Hackney Cut/Lee Navigation. The pair of locks were replaced c.1856 when their height was raised. Metal footbridge connects to Dace Road. The retaining walls were of Kentish ragstone but have been heavily remodelled in concrete and sheet pile in the post war period following bomb damage including the creation of a modernist mid-lock cabin. Old Ford Lock House to the east was heavily remodeled in the early 1990s. The house and its leafy grounds contribute to the setting of the lock. The three sets of disused ramps on the towpath to the north of Old Ford Lock, two with rails, are remnants of a west-east crane railway used to unload timber to the large timber yards that stood here and they contribute to the character and appearance of the conservation area.



Old Ford Lower Lock, No3, Hertford Union Canal

At the east end of the Hertford Union Canal. This is the most easterly of three sets of locks along the 1830 canal.



White Post Lane, road bridge over Lee Navigation

Connecting the former Clarnico plants, east and west of the Lee Navigation, this wrought iron plate girder bridge with the roadway divided by the structure has brick piers with the remains of lantern standards. Built c.1904 but altered.



14 Queen's Yard

Single-storey, brick-faced building with saw-toothed roof incorporating north-facing roof lights. The form and materials of its utilitarian architecture contribute positively to Queen's Yard.

Boundary Wall between McGrath site and the Hertford Union Canal

The McGrath site was originally a dye works then used by dry cleaners before becoming part of the Carless, Capel and Leonard premises. The building adjoining the tall brick boundary wall east of the main building is on the site of an early oil works. Until the 1950s, crude oil was delivered by barge and pumped by barge across the towpath. The wall forms part of the historic backdrop to the canal.



Crane rails and ramps on eastern towpath of the Lee Navigation

The towpath rises over three disused ramps, two with rails that once carried travelling cranes used to unload timber barges.

The Greenway retaining wall and steps leading from Dace Road

The Greenway path runs along the top of Bazalgette's Northern Outfall Sewer of 1860-64 that is buried within the embankment. The canted brick retaining wall to the north side of the embankment incorporates a flight of steps with the remains of a lamp standard and is important in forming part of the insular character of this part of the conservation area.



3.5.5 HERITAGE ASSETS THAT FORM PART OF THE SETTING OF THE CONSERVATION AREA

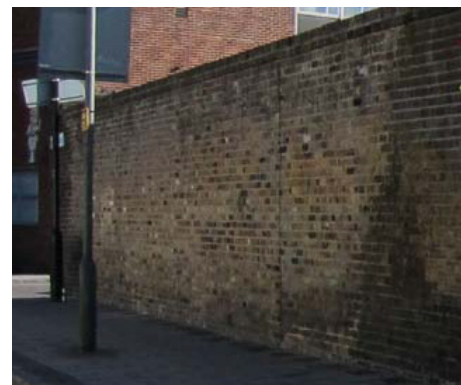
This appraisal has incorporated the wider area to ensure that heritage assets outside the Fish Island and White Post Lane Conservation Area are appropriately considered within the conservation and heritage context, as these assets are an important part of the industrial heritage and character of Hackney Wick and Fish Island.

Carlton chimney, land south of Crown Wharf, Roach Road.

Circular red brick stack with blue brick cornice (1899 -1900) by builders J Chessum & Sons for their own Crown Wharf builders yard. Until 2000 the name 'Younger' in sheet-steel letters was fixed to the structure referring to the cabinet works once on the site (c.1932).

Hope Chemical Works walls

The walled island block between White Post Lane and Wallis Road is the remains of the pioneering Carless, Capel and Leonard's Hope Chemical Works, established in 1859. It became the country's main crude petroleum distillery, coining the word petrol for its product in 1893 and also supplying dry cleaning fluid to the local industry. The walls date from 1891.



Stour Space, 7 Roach Road, and buildings its north and south

These brick buildings of one- and two-storeys stretching between the former timber yard gatehouse and chimney of the former Crown Wharf Yard are in a variety of uses including a café, studios and arts space. They are of no great intrinsic architectural merit but in their form and materials and uses contribute positively to the townscape of this part of the conservation area. Stour Space and the building to the south (beyond a recent metal-clad block) relate well to the waterfront.





Above: Former Clarnico Works, White Post Lane

3.6 TREE PRESERVATION ORDERS

While at its industrial height, trees and other vegetation did not form part of the Hackney Wick townscape, the ‘post-industrial’ period has seen vegetation flourish around the waterways to the point where the juxtaposition of greenery and industrial heritage is an important part of the established character of some parts of the area. This is especially so south and east of the Hertford Union Canal. At Old Ford Lock on the Lee Navigation, trees and shrubs dominate the townscape. In the main, these are a mix of black Italian poplars, and sycamore. The value of these trees is recognized in that some are already covered by tree preservation orders (TPOs).

TPOs designated by Tower Hamlets protect: the line of black Italian poplars at the east end of Dace Road; a sycamore and three black Italian poplars directly east of Old Ford Lock and a line of black Italian poplars and sycamore on the west bank of the Old River Lea where it joins the Lee Navigation at Old Ford Lock. All these trees are within the extended conservation area as designated by the Legacy Corporation. All trees in conservation areas are protected if they have a stem more than 7.5cm wide and are more than 1.5 metres high.

In addition, the streets of Fish Island are characterized by avenues of street trees. Most of these are London Planes of middle age. These avenues are an important part of the streetscape both within the

conservation area itself and within its setting. In some locations where buildings have been lost entirely, they act as the structural framework for the townscape. The loss of this vegetation or of significant individual trees from these avenues could harm the established character and appearance of the conservation area.





A specialist survey of the street trees of Fish Island and the trees around Old Ford Lock was undertaken in May 2013. The findings are set out in detail in a separate report. It used the TEMPO methodology to score the health and longevity of the trees. A score of 16 suggested that a tree definitely qualified for a TPO and a score of 10 to 15 (many trees in the survey scored 14 or 15) suggested that a TPO on that tree was defensible. Given that for many of the street trees it is the effect of the avenue as a whole that is important to forming character and appearance more than individual trees per se, it has been considered that a TPO is appropriate for all the trees in both categories that fall within the boundary of Tower Hamlets. Six of the street trees surveyed did not rate a TEMPO score sufficient to merit a TPO including a tree previously designated by Tower Hamlets but now in poor condition.

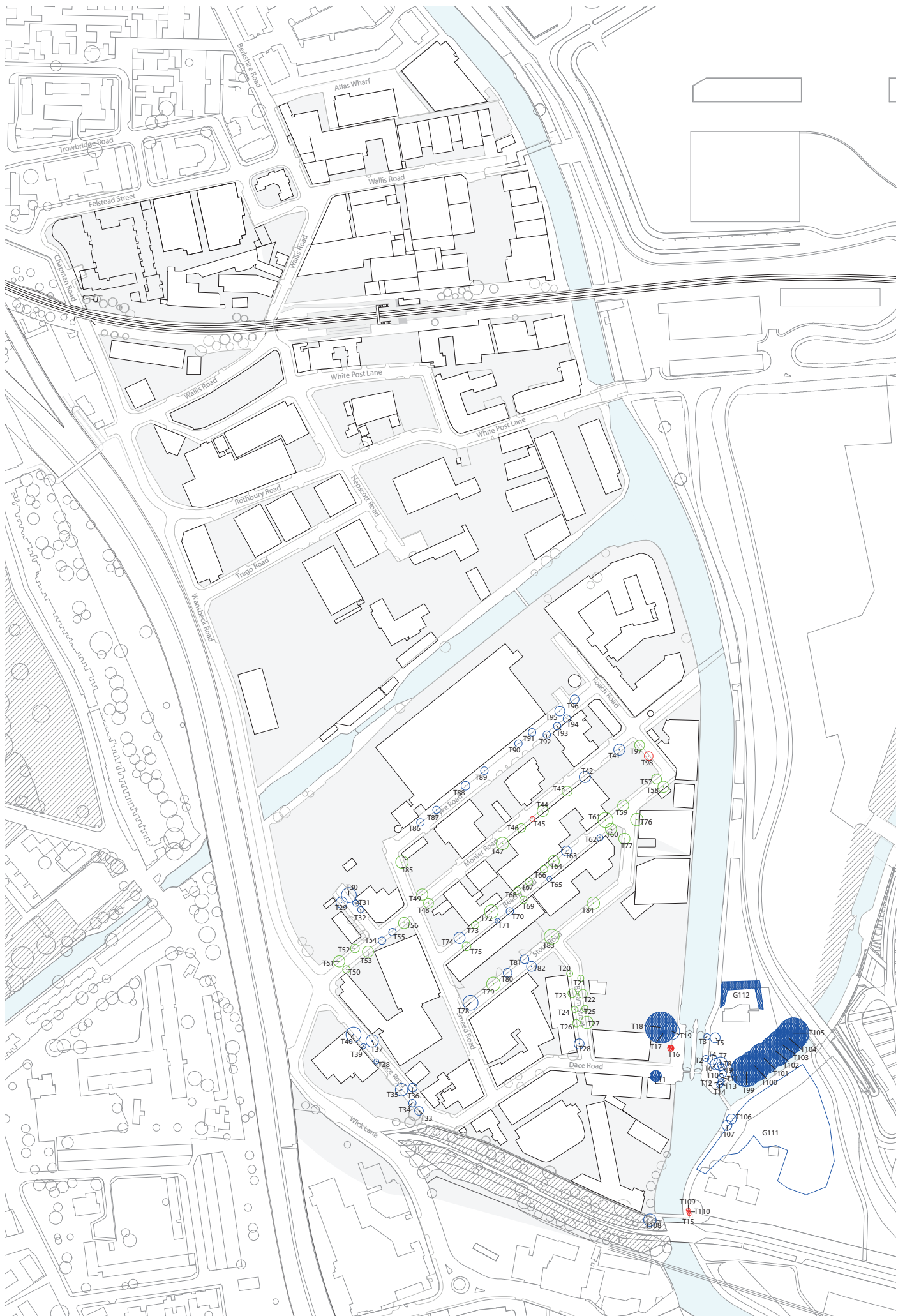
In summary, the following numbers of trees now subject to a TPO: Beachy Road (19); Bream Street (9); Dace Road (8); Monier Road (15); Remis Road (4); Roach Road (1); Smeed Road (1); Stour Road (9); Wyke Road

(11). In addition, some two dozen trees around Old Ford Lock are now subject to TPOs – including those previously designated by LB Tower Hamlets.

Trees on the Newham side of the River Lea are also important in forming the character and appearance of the waterways and in closing the views to the east down Dace Street – that is, to the setting of the Fish Island & Hackney Wick South Conservation Area. However, establishing suitable boundaries of a study area for trees on the Newham side of the River Lea falls out of the scope of this appraisal.

Tree Preservation Orders In Fish Island & Hackney Wick

-  Do not apply a TPO
-  Definitely merits a TPO
-  TPO defensible
-  Existing TPO





FURTHER READING AND CONTACTS

DISCUSSIONS

If you are intending to submit a planning application to the Legacy Corporation, you are encouraged to discuss your planning proposals with a member of the Corporation's Planning Policy and Decisions Team (PPDT) before doing so. This is particularly important for large and more complex planning schemes. Please contact the Planning Policy and Decisions Team on 020 388 8820 for further information or to discuss your planning proposal

IN PERSON

By prior arrangement only. Please call us on 020 3288 8820

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