

An aerial photograph of the Hackney Wick industrial area in London, showing a dense cluster of buildings, streets, and a canal. The image is overlaid with a semi-transparent blue filter. The text is centered on the right side of the image.

HACKNEY WICK

CONSERVATION AREA APPRAISAL

LONDON LEGACY DEVELOPMENT CORPORATION
NOVEMBER 2014

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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 Hackney Wick 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 Hackney Wick 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 Fish Island & White Post Lane Conservation Area Appraisal and Management Guidelines, which has been prepared in parallel for the Fish Island Conservation Area to the south of the railway line (in the London Borough of Tower Hamlets). 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.



Above: View of farm buildings, Hackney Wick c. 1795

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.

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.

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.

Opposite: Aerial view, 1921, south east across the railway line towards the Lea Navigation

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.

2.2 BACKGROUND TO THE HACKNEY WICK CONSERVATION AREA

The original Hackney Wick Conservation Area centres on Wallis Road. It was designated in November 2009 without a public consultation process. The accompanying conservation area appraisal document produced by LB Hackney was not adopted and remains in draft form. Two sites were added to the local list at the time of the original conservation area designation; namely the Lion Works and the Central Books/George Spill Vulcanised Rubber buildings. Accompanying maps, however, suggest that only part of these two complexes were included on the local list. Further structures on these sites and elsewhere have now been identified as heritage assets..



Above: View North from Hackney Wick Station
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2.3 SUMMARY OF SIGNIFICANCE

As well as its historic buildings and distinctive pattern of streets and yards, Hackney Wick's special interest derives, in part, from infrastructure such as the Lee Navigation. 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 buildings within the area.

The development of the canal system is the reason why Hackney Wick's (including Fish Island's) industrialisation came about and it and 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.

This was not fully explored in the rapid 2009 designation and, therefore, the LLDC has (following public consultation) extended the Hackney Wick Conservation Area to cover the Lee Navigation (both left and right banks) north of the railway and to encompass Main Yard in its entirety. The boundary has also been adjusted slightly to take in the 19th century cast-iron sewage vent pipe just north of Wallis Road on the east side of Berkshire Road. The southern edge of the railway

embankment and the south side of the railway bridge over the Lee Navigation is the dividing line between the London Borough of Hackney and the London Borough of Tower Hamlets. As pieces of strategically important infrastructure, waterways, railways and sewers are subject to gradual material change. Nonetheless, the canal remains sufficiently intact to be historically important as an authentic survivor of the past.

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. Hackney Wick was a nationally important centre for these innovations and for factories that served these new markets and a new society. This included the world's first plastics, pioneering developments in petrol production, dyes, printing, rubber garments, dry-cleaning and extensive confectionary production.

Many of the buildings involved in these and related processes remain in existence. Alongside these industrial buildings, the conservation area also contains buildings that relate to the social history of industrial life, namely the Carless Institute building and a boat shed that are a physical record of a philanthropic interventions in the poor industrial areas of east London. 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 (the Central Books complex for example was used for rubber then plastics). Some of the industrialists were also suppliers to other related industries in the area.

This cross-fertilisation is part of Hackney Wick's special interest as a conservation area and 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 that have used 'transitional' engineering solutions and which that mark the transition from cast-iron and timber industrial buildings to steel and concrete. Central Books is an important example of this phenomenon that is witnessed even more extensively south of the railway line. 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 inherent to its special interest. The series of industrial yards that developed off its principal streets forms part of its character even where the historic buildings fronting these yards have not survived in full. An example is Main Yard. Many losses occurred during the war and following post war clearances

but a few post-war buildings were erected that are a continuance of its established character, for example Oslo House with its saw-toothed roof and brick panels and the expressed framing of 86 Wallis Road (facing Main Yard). The post war period, after a period of decline, also saw a continuation of Hackney Wick's history of creativity. Since the early 1980s, 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 uses, and the morphology of Hackney Wick that constitute its unique 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. The merits of the many individual heritage assets within the conservation area are set out in the next section. In widening the boundaries of the conservation area, to preserve its multi-faceted special interest, it is also recognized 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 an area-based designation that crosses London Borough boundaries for the long term, two separate boundary extensions rather than one larger conservation area is considered to be more practical.

The decision to extend the Hackney Wick Conservation Area has been taken at the same time as the decision to extend the Fish Island Conservation Area south of the line. The latter has been renamed the Fish Island & White Post Lane Conservation Area in recognition of the geographical



Above: Booth's poverty map of 1889 showing housing along Felstead street occupied by the poorest.

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. Given Hackney Wick's 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 in early plastics and oils, the Hackney Wick area could be regarded as being of high significance. However, because of the losses to the fabric of the area, the significance of the Hackney Wick Conservation Area (and the Fish Island and

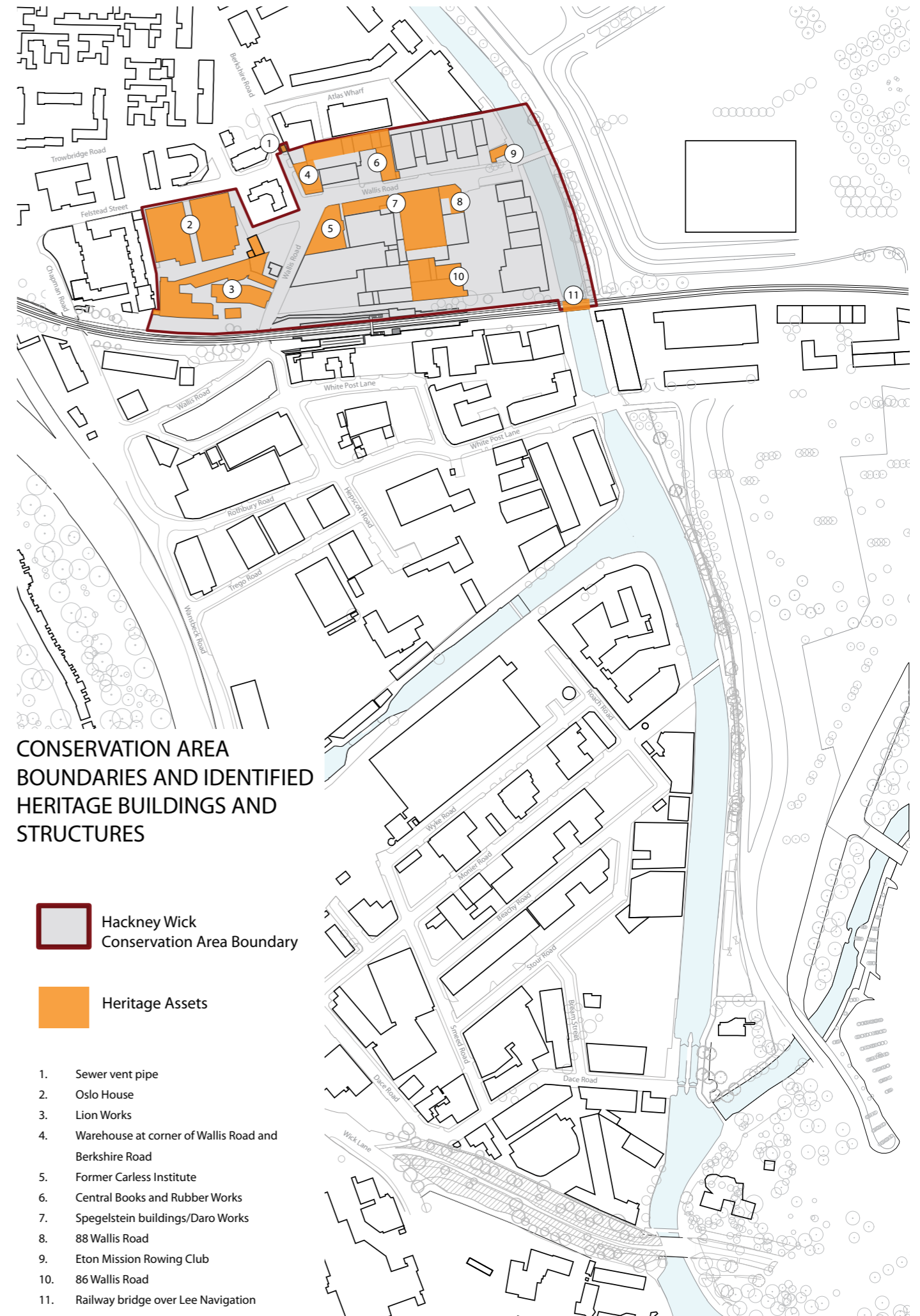
White Post Lane Conservation Area) as heritage assets should be regarded as medium to high. The significance of each of the conservation area reinforces that of the other, and serves to mutually enhance the special interest of both. This significance assessment should be reviewed upwards if individual items are statutorily listed.

2.4 THE NEW BOUNDARY

The boundary of the extended conservation area as expanded follows the canal, adjacent roads and the property boundaries of heritage buildings, and the boundary between the London Boroughs of Hackney and Tower Hamlets.

The northern boundary follows Felstead Street as far as the corner of the Prince Edward Road and then takes in properties on the south side of Felstead Street including the Lion Works and heritage assets on the south side of Wallis Road. It runs along the south side of the railway line embankment (the borough boundary) and takes in the railway bridge. The boundary crosses to the east bank of the canal where it then turns northward to take in the water body and its setting to the back of the towpath.

The boundary returns west across the canal in a line running along the back of property boundaries on the north side of Wallis Road to Berkshire Road – taking in the Vulcan Rubber Works/Central Books complex and its setting and the historic sewer vent pipe.





3.0 CHARACTER APPRAISAL AND INDIVIDUAL ASSETS

3.1 THE CONTEXT AND SETTING OF THE CONSERVATION AREA

Hackney Wick Conservation Area is within the London Borough of Hackney, some five miles north of the River Thames. 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 Stratford and east of central Hackney. To the south are the City of London and Tower Hamlets.

The Hackney Wick Conservation Area sits within the wider Hackney Wick and Old Ford area (the latter within Tower Hamlets). Hackney Wick itself is bound by the East Cross route to its north, rail lines and the A12 to its west, the Lee Navigation to its east and railway lines to its south. The distinct geography of Hackney Wick and

the Old Ford area emerges out of this network of waterways and other transport infrastructure. The area lies close to important green areas including Victoria Park, Hackney Marshes and the Queen Elizabeth Olympic Park.

The Hackney Wick Conservation Area itself contains no formal public buildings (with the exception of the former Careless Institute) 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 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.

The related Gilbert Johnston Boat House is within the Hackney Wick Conservation Area. The statutorily listed Gainsborough School and the Public Baths on Eastway (now the Wick Community Centre) also survive to the north of the conservation area and form part of its hinterland. The area remains unusual in that services such as fire and police stations were never built.

The whole of the area to the west of the Lee Navigation is designated an Archaeological Priority Area.



Above: St Mary of Eton, designed by G. F. Bodley and built in 1889-92

Opposite: Roofscape of Hackney Wick looking towards Central Books

3.2 THE CHARACTER OF THE HACKNEY WICK CONSERVATION AREA

The conservation area is located immediately north of Hackney Wick station, and focuses on a group of historic factories that extend across to the south side of Hackney Wick station within the London Borough of Tower Hamlets.

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 production of goods relating to

the birth of the consumer age. The heritage significance of these factories has been largely overlooked. The factories housed a range of activities such as confectionary manufacture, dye works, rubber, 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.

A plaque near the corner of Wallis Road and Berkshire Road

commemorates Alexander Parkes who invented the world's first true synthetic plastic 'Parkesine' in the sheds to the west of what is now the Central Books building.

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'. The works also supplied Achille Serre's company with dry cleaning fluids.



Left: Examples of Parkesine, the first man made plastic, heralded a new age of mass produced affordable luxury.

Above: Spegelstein's/the Daro Works and Artists studios now occupy these buildings on the south side of Wallis Road. The frontage was rebuilt post-war.

3.3 FORM, LAYOUT, OPEN SPACES AND VIEWS

The conservation area's extant buildings date from the 1860s onwards with a number of structures from the late 19th and early 20th centuries set amongst some post-war buildings that have replaced earlier factories. The conservation area retains much of its original street pattern and is devoid of purpose-built residential architecture.

The industrial buildings are, for the most part, low-rise and of one, two, or three storeys. The Central Books building is an exception to this and acts as a landmark.

There is a great diversity in architectural language evident in the area – although brick predominates, be it the traditional construction of 19th century buildings or as infill panels at Oslo House. Within the conservation area and in the wider Hackney Wick area, these bricks may be London stocks or hard red or blue engineering bricks. This could be as stock brick walls with blue brick plinths and detailing and segmental arches, iron or steel lintels and metal-framed windows that may 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.

Wallis Road is the spine of the area with streets and yards opening off it. Its winding form suggests a pre-industrial

existence. The yards can be extensive such as Main Yard on the south side of Wallis Road or more tightly confined such as those seen at the Lion Works. These yards are put to various purposes – simply for parking or loading or for activities related to the creative activities and industrial buildings that surround them.

There are no formal open spaces or parks within the conservation area but the towpath on the east side of the Lee Navigation and spaces to the south of the boathouse and the east of Oslo House act as informal public spaces. The yards are sometimes capable of supporting this function too. These spaces have the potential to be informal amenity spaces with 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.



Above: Maps of Hackney Wick c. 1862 and 1948 showing changes to the patterns of the yards in the area.

3.4 THE ESTABLISHED SCALE OF THE CONSERVATION AREA

The scale of the conservation area is an aspect of its character and helps identify it as a distinct entity from the residential area to the north and open spaces further to the east. The buildings are generally two to three-storeys high. The tallest building is the Central Books main warehouse, which is clearly visible from Hackney Wick station and can be glimpsed from the towpath of the Lee Navigation. This is the landmark building within the conservation area, with Oslo House and its recent cut-out signage at roof level being the second most significant landmark.

The prominence of these buildings within the townscape is a positive feature that future development proposals should complement. There is some newer development along Felstead Street that includes a taller, residential block, however, its relationship to Oslo House is only satisfactory.

3.5 LAND USE AND ACTIVITIES

The area has housed production-related uses since the 1860s, onwards and has grown, been adapted, and re-built to accommodate changing industrial trends throughout its history. Wartime and post-war losses to the fabric have, however, been considerable. Despite this, the buildings and the area today continue to accommodate productive uses such as workshops, warehouses and light industrial activities, as well artists' and photographers' studios, art galleries, design ateliers and other creative uses. These represent continuity in the area's historic employment character. There is also a small amount of retail along Felstead Street with its mix of convenience stores, cafes and more esoteric outlets such as a bicycle repair shop and antiques dealer.

Unfortunately, the buildings that existed between Wallis Road

and the railway line have been demolished, leaving empty sites that contribute negatively to the character of the area.



Above: Clarnico factory workers in 1908. Photo: Newham Arts & Heritage

3.6 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.

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 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.



Above: The Clarnico Works on the Lee Navigation

George Spill's Vulcanised Rubber Works buildings (1861) and the Central Books building (c1910), 99 Wallis Road.

Four-storey warehouse of Central Books with north and south parapeted gables on an engineering brick plinth with shallow arched segmental window heads, beveled blue brick cills and original wooden window frames.

Built c.1910 as a printworks and cardboard box factory. Interiors have concrete upper floors supported by partially exposed I-section girders on I-section steel stanchions to centre line. Three-storey back addition.

The buildings set back from Wallis Road and west of the tall Central Books warehouse, are the surviving elements of George Spill's Vulcanised Rubber Works (1861). In stock brick with arched detailing they form a group with Central Books.

The three-storey back addition to the back of Central Books adjoins the former rubber works which occupied buildings immediately to the west including a stock brick building with white brick round-headed arches and key stones and, to the west of that, a shed with three white segmental window arches.

Between 1864 and 1874, Spill's works were used for the

manufacture of the world's first plastic – Parkesine. Sheds, c.1866, running parallel to Wallis Road (behind later frontage sheds and a garage) contain attractive timber roof structures. These were part of Alexander Parke's Parkesine Co Ltd – the world's first purpose-built plastics factory. The last, most westerly bay, where the roof structure is in steel dates from the mid 20th century.

These are possibly the oldest surviving rubber works buildings in London and the world's first plastics factory. During the early 20th century these buildings formed part of the Clarnico (Clarke, Nickolls & Coombs Ltd) confectionary works that extended south of the railway line and east



across the Lee Navigation.

The simple, stock brick warehouse at the corner of Wallis and Berkshire Roads is in poor condition but, to some degree, has townscape merit and contributes positively to the character and appearance of the conservation area.

88 Wallis Road- corner building to Main Yard, (Late 19th century/early 20th century with later additions)

Two-storey corner building with canted façade to Main Yard. A single-storey wing to the west with a steeply pitched, partially glazed, saw-tooth roof was added at a later date. There is also an extension to the south facing Main Yard that is of no historic or architectural interest.

The corner building is of low significance for its architectural and historic interest. It contributes positively to the character and appearance of the conservation area.

The saw-tooth roofed wing is of townscape merit as is the adjacent the neighbouring Spiegelstein & Son/Daro Works, 80-84 Wallis Road.



Oslo House East and Oslo House West (1955-6), 62-67 and 20-28 Felstead Street

These buildings replace a vulcanized rubber factory on the site and were once used, in part at least, for clothing manufacture and/or wallpaper printing. The strong steel-framing with red brick and glazed Crittal infill panels together with its saw tooth roof and north-facing metal roof lights suggest a post-war industrial confidence. They are of a once commonplace type that is now more rare. The building has recently been decorated externally and cut-out letters spelling out 'Hackney Wick' erected at roof level. These have rapidly become a local landmark.



Sewer Vent Pipe, Berkshire Road

A columnar, decorative late 19th century/early 20th century sewer vent-pipe with reeded pedestal at the south end, east side of the road. A panel on its pedestal records it as being manufactured by Frederick Bird & Co, Engineers.



Gilbert Johnstone Boat House (1934), 127 Wallis Road

While modest in scale and appearance, this red brick building has important historical associations with nearby St Mary of Eton and the social history of the university and Eton College missions working in the poor East End of London. It is gabled to its river frontage with rendered quoins and Crittal windows. It closes views east along Wallis Road. The Eton Mission Rowing Club was established here in 1885 by old Etonians. The present boathouse replaced an early structure built on the Hackney Marsh side of the waterway and its opening is commemorated with a plaque.



Former Carless Institute (1926, extended after 1937), 68 Wallis Road

A two-storey corner building in red brick with flattened classical detailing that shades into Art Nouveau. Although not architecturally distinguished, the entrance door at its canted corner with moulded architrave and its cornice give it a presence on a prominent site. It was built as a social centre for local workers and was established by William Leonard, owner of the nearby Carless, Capel and Leonard chemical works.



Rail bridge over the Lee Navigation

A steel-plate girder bridge. A panel on the west bank abutment records: LNER, 924.



Lion Works (c.1880), 55 Wallis Road

Formerly an iron foundry and later a glassworks, the buildings were part of Achille Serre's dry-cleaning complex from 1903-1927. During this period the factory was extended to the east and the west and is now arranged as a series of wings with intervening courtyards.

The main buildings are of stock brick with engineering brick quoins to their corners and windows and a brick cornice to one of two original, parallel wings. Other wings are built in a variety of bricks and varying detailing. Many parts of the complex are in poor condition with repairs in alien materials and unsympathetic replacement windows. Other parts facing Wallis Road have been

demolished.

On the street frontage of the Lion Works is a shop with residential above. This building is of little inherent architectural merit, is in poor repair, and is of minimal significance. However, as the last remaining fragment of the 19th century housing in the conservation area, its importance is enhanced. Ideally it should be retained as a reminder of the area's contrasting domestic and industrial architecture.





Warehouse at the corner of Wallis Road and Berkshire Road

This plain, stock brick warehouse has interest as a later part of the historic Central Books complex of buildings. It is in on a key corner and prominent within the conservation area. The form and materials of its utilitarian architecture are consistent and harmonious with the established character and appearance of the area.

Speigelstein & Son/Daro Works at 80-84 Wallis Road and 88 Wallis Road (to the west of the corner building to Main Yard)

These buildings form much of the south side of Wallis Road opposite Central Books. Their scale, saw-toothed roofs, brickwork and fenestration pattern are consistent and harmonious with the established character and appearance of the conservation area. In part, they contain artists' studios that form part of the characteristic uses of the area. The frontage building to 80-84 Wallis Road was re-faced in the post-war period in an attractive 'modern' style that includes an integral projecting canopy. The space between these two buildings acts as a small yard.

86 Wallis Road

The expressed structural frame, brick in-fill panels and windows with a horizontal emphasis form a strong architectural composition that has an affinity with the post-war architecture of Oslo House. It forms part of the enclosure to Main Yard.



FURTHER READING AND CONTACTS

DISCUSSIONS

If you are intending to submit a planning application to the LLDC, 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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