SUB AREA 1 - HACKNEY WICK & FISH ISLAND

This sub area consists of Queen Elizabeth Olympic Park, its Sweetwater and East Wick legacy development zones and the technology hub at Here East, as well as the established areas of Eastway, the Trowbridge Estate and the previously predominantly employment use areas of Hackney Wick and Fish Island. The area is bordered to the east by the River Lea and to the north and west by the A12.

The sub area can be broken down into six character areas as reflected in the Hackney Wick & Fish Island SPD (March 2018):

- Eastway and the Trowbridge Estate (including Wick Village)
- Hackney Wick Neighbourhood Centre
- East Wick and Here East
- Sweetwater
- Fish Island-Mid
- Fish Island South

Figure 1.10: View along the River Lee Navigation towards Here East including the King’s Yard Energy Centre
Figure 1.2: Sub Area 1 - Historical Map 1893

Figure 1.3: Sub Area 1 - Historical Map 1947
HISTORIC AND CURRENT CONTEXT

This sub area has its urban origins as part of the wider area of industry that grew alongside the River Lea at the eastern edge of London. These 18th and 19th century origins led to there being a mixture of factories and yards along the river and canal edges alongside rows of terraced workers housing, which dominated the area up until the mid-20th century.

Extensive bomb damage at the end of the Second World War provided a catalyst for change in Hackney Wick and Fish Island that saw much of the remaining terraced housing and damaged industrial sites cleared and replaced over time with new development. This led to the creation of the Trowbridge Estate (Figure 1.11) to the north of Hackney Wick Station and up to the Eastway as a housing area. The late 20th century saw the reshaping of parts of the Trowbridge Estate, with the removal of housing tower blocks, which have been replaced by newer, low-level housing, such as Wick Village (Figure 1.14) along the canal edge. The Grade 2* nationally listed 19th century Gainsborough School buildings (Figure 1.14) remain in use as a local primary school. To the south of this lies a newer low-level private housing development at what is now Leabank Square (Figure 1.22).

The early 21st century saw the reintroduction of an element of residential community to Fish Island South with the construction of the multi-storey live work developments at 417 and 419 Wick Lane (Figure 1.76). More residential focused development of a similar scale followed in Fish Island Mid alongside the Greenway at Iron Works of Dace Road and at Omega Works, Roach Road (Figure 1.12) on the corner junction of the Hertford Union Canal and River Lee Navigation. In some cases these new residential developments saw the loss of existing buildings such as the Lee Tavern and existing industrial space.

The 2012 Games however was the biggest factor in changing the area from the existing buildings such as the Lee Tavern and existing industrial space. (Figure 1.12) on the corner junction of the Hertford Union Canal and River Lee the Greenway at Iron Works of Dace Road and at Omega Works, Roach Road focused development of a similar scale followed in Fish Island Mid alongside work developments at 417 and 419 Wick Lane (Figure 1.76). More residential community to Fish Island South with the construction of the multi-storey live work developments at 417 and 419 Wick Lane (Figure 1.76). More residential focused development of a similar scale followed in Fish Island Mid alongside the Greenway at Iron Works of Dace Road and at Omega Works, Roach Road (Figure 1.12) on the corner junction of the Hertford Union Canal and River Lee Navigation. In some cases these new residential developments saw the loss of existing buildings such as the Lee Tavern and existing industrial space.

Due to its usage in relation to the 2012 Games, the post games momentum has meant that the development of this sub area is advanced. The former Press and Broadcast Centre has been converted to become Here East, a major technology and business hub. The Legacy Communities Scheme planing permission sets out parameters for the East Wick development in Hackney Wick and Sweetwater in Fish Island East, including floorspace for approximately 1,500 new homes, community facilities including a library, retail and commercial space as well as workspaces. From this outline scheme, detailed development is now coming forward to the east of the River Lee Navigation/ River Lea, two primary schools have been delivered and are occupied, and construction has begun on the first phase of East Wick. Development of both new communities is expected to continue into the 2020s. A project to rebuild Hackney Wick Station (Figure 1.32) has been completed, delivering part of a critical north-south route through the area. Its design is contextual and references the industry historically located here. The outline planning permission for Hackney Wick Central envisages sensitive mixed-use redevelopment around key heritage assets (for example 7 and 9 Queen’s Yard (Figure 1.13)) that will provide new homes and retain or re-provide workspace and affordable workspace, as well as introducing a retail and service element necessary to establish the location as a new Neighbourhood Centre. A range of initiatives have supported this, including the Olympic Fringe programme which reclaims public space as a catalyst for change such as the Street Interrupted at Prince Edward Road (Figure 1.35).

To the south of this area, new developments are being delivered, introducing significant amounts of new residential and employment floorspace. Currently this is particularly focused around Rothbury Road, White Post Lane, and Wyke and Monier Roads (Figure 1.62). Sites at Bream Street and 415 Wick Lane have planning permission and are under construction, as is the Neptune Wharf scheme (Figure 1.12) which will deliver more than 500 homes. To the north of the Hertford Union Canal, a site currently used for waste has permission for a mixed-use redevelopment which would reuse existing heritage buildings whilst delivering approximately 500 homes and new commercial space and workspace. It is expected that over time, remaining sites in the Fish Island-mid area will also come forward for development at a similar scale and density. To the south of this, the Local Plan supports the potential to intensify the industrial and other employment uses in the Strategic Industrial Land (SIL) and Other Industrial Location (OIL) designated zones, shown in Figure 0.4, providing a home for greater amounts of floorspace and employment.
The area to the west of the River Lea and River Lee Navigation has become a focus for a significant cluster of cultural and creative businesses and artists work space, with a particular focus within Hackney Wick Neighbourhood Centre and Fish Island Mid areas, taking advantage of the range of factory, workspace and yard typologies that exist within the area. Some combine public facing elements to the range of uses that operate, whether retail, food and drink or community related functions. While many such uses occupy buildings or units on a short-term basis, the stock of longer term space has begun to increase as new development schemes include re-provision of workspace, including low-cost and affordable workspace. This is reflected in the designation of Hackney Wick and Fish Island as a Creative Enterprise Zone by the Mayor of London in 2018.

**BUILT FORM**

The built form of this area is varied, with housing to the north, other built forms such as industrial warehousing to the south, new mixed-use developments emerging around Hackney Wick Station and structures such as the Copper Box Arena (Figure 1.31) and Here East (Figure 1.43), which are part of the legacy of the 2012 Olympic and Paralympic Games. These structures reference the industrial nature of the area with metal cladding and through their scale and massing, but are of a contemporary design. The large signage on Here East, combined with a use of bright colours amongst the metal and glass cladding, make this site visible through much of the area (Figure 1.10). The façade facing east across the park, which formed the gantry of the previous Broadcast and Media Centre, is being redeveloped with artists’ studios and makers’ spaces added in innovative and colourful modules.

Much of the area has historically been a focus for industry and therefore buildings of an industrial nature continue to be a feature of the built form. Around and to the south of Hackney Wick Station, older industrial structures have been supplemented by mid and later 20th century industrial and business premises to create a more intensive industrial zone. The construction of the A12 urban motorway in the 1970s created a containing barrier for this zone (Figure 1.65). It also created a significant barrier to the residential communities at Hackney Wick wishing to access areas to the west such as Homerton and Hackney Central. Much of the now internal area local road network has remained unchanged. The areas around Hackney Wick Station and Fish Island Mid have become a focus for redevelopment, with a number of new mixed-use schemes introducing residential alongside new ground floor and stand alone blocks of employment space, within the established street pattern. Brick is the dominant material used, with this and the design reflecting the historic characteristics of the location. Temporary uses, such a Hub 67 on Rothbury Road emphasise the character of an area in transition. A number of non-designated heritage assets (locally listed buildings and structures), mainly clustered within the two conservation areas (Hackney Wick Conservation Area and Fish Island & White Post Lane Conservation Area) provide the key reference point for and anchor this recent change to the history of the area.

In the north, Buxhall Crescent provides a more recent area of 2-4 storey houses and flats built in yellow brick (Figure 1.24). The Trowbridge Estate, Wick Village and Leabank Square continue this yellow and red brick-built theme with mainly 2-4 storey buildings. Most buildings have tiled pitched roofs, with a predominant use of red roof tiles. Areas of green space with trees surround the network of local streets resulting in a low scale and open character (Figure 1.11).
Figure 1.5: Sub Area 1 Sections
Section 1.2 A
Hackney Wick Neighbourhood Centre
& Fish Island-mid

- Existing
- Under Construction / Permitted / SPD
- Conservation Area
- Locally Listed Buildings

Figure 1.6: Sub Area 1 Sections
Section 1.2B
Hackney Wick Neighbourhood Centre & Fish Island-mid

Existing

Under Construction / Permitted / SPD

Conservation Area

Locally Listed Buildings

Figure 1.7: Sub Area 1 Sections
ACCESSIBILITY, PERMEABILITY AND GREEN INFRASTRUCTURE

Road, rail and waterway infrastructure present both barriers and opportunities within this area. The proximity of the A12 means that there is easy access onto this strategic route which supports the areas industrial and commercial usage. However the A12 creates an east and west barrier to local connectivity, creating the need for local bridges to improve connectivity. Routes to the east across the River Lee Navigation and River Lea are frequent and evenly spaced. The Eastway provides a road connection in the north west of the area, and Wick Lane provides a local road route under the A12 towards Victoria Park whilst also connecting to the A12 to the south. Pedestrians and cyclists are mainly restricted to the underpass route of Wick Lane or two relatively narrow pedestrian/cycle bridges, one connecting Chapman Road to Victoria Park and another linking Crown Close to Old Ford Road at Bow.

Several bridges across the River Lee Navigation create local pedestrian, cycle and road links between East Wick and Sweetwater and existing communities and businesses at Hackney Wick and Fish Island. Carpenters Road provides connections to Stratford and East Village with further links via pedestrian and cycle bridges within the Queen Elizabeth Olympic Park. Watenden Road provides a road link from the A12 in the north of the area past Here East and links into Westfield Avenue on the edge of Stratford. To the south, the Greenway joins Wick Lane and provides a well-used and accessible pedestrian and cycling link towards Pudding Mill and beyond this, towards Beckton.

Buses serve the area, running along Eastway, Wick Lane and White Post Lane and providing connections to areas including; Homerton, Hackney Central and Stratford. The newly rebuilt Hackney Wick Station links the area to the major rail and bus hub at Stratford and to north and west London through London Overground services. A new bus will serve Fish Island along Monier Road linking to Sweetwater.

The waterways also contribute towards movement within the area. The tow paths along the River Lee Navigation/River Lea and the Hertford Union Canal are well used by cyclists and pedestrians travelling within and through the area.

Green infrastructure runs along roads (streets), waterways and other infrastructure such as the route of the Greenway and the route of the Thames Water pipes that run north-south through the area, providing corridors of land that cannot be built on. There is a pattern of green infrastructure across the area made up of green roofs (such as Here East), parks, pocket parks, street trees, green walls and planters along walkways, in front gardens or in court yard areas.
Sub area 1
Positive and negative features of the area

<table>
<thead>
<tr>
<th>Positive Features</th>
<th>Negative Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>• High level of public sector investment in Sub Area 1, which is reflected in new, high quality infrastructure including the upgrade of the Overground station at Hackney Wick, power infrastructure, the Copper Box Arena and Queen Elizabeth Olympic Park parklands.</td>
<td>• There is a need to improve connections north to south over the Hertford Union Canal.</td>
</tr>
<tr>
<td>• The waterway network supports biodiversity and provides both a visual amenity and recreation opportunity, it also supports other infrastructure such as moorings and a continuous public footpath, with increasing amounts of public realm and additional footpath being opened along the south side of the Hertford Union canal as key new development comes forward. The waterways have given the area an island character.</td>
<td>• The A12 presents a significant physical barrier to local movement, particularly for pedestrians and cyclists, leading to poor quality local connections to the west with limited opportunities to improve this.</td>
</tr>
<tr>
<td>• Continuous towpath route along either side of the River Lee Navigation and River Lea, with newly created Canal Park alongside as part of Queen Elizabeth Olympic Park.</td>
<td>• High levels of use of towpaths for active travel, while positive, also present opportunities for conflict between different types of users and high volume of usage.</td>
</tr>
<tr>
<td>• There are many buildings across the area relating to supporting infrastructure, including the King’s Yard Energy Centre and Hackney Wick Station, many acting as design exemplars for the development that will follow.</td>
<td>• A current lack of local retail and service uses given the very early stage of development of the new Neighbourhood Centre.</td>
</tr>
<tr>
<td>• The historic context of the canals and the two conservations areas along with associated designated and non-designated heritage assets form a strong element of the area’s character. Responding to this has enhanced design of developments taking place in the area. Smaller plot sizes and land ownership has allowed granular development to take place which responds to the existing granular context.</td>
<td>• Short-term temporary effects of development in terms of highways movement that require management and coordination and visual impact on surroundings, including from hoardings.</td>
</tr>
<tr>
<td>• A diverse mix of businesses and associated employment provision from industrial and transport related, to technology focused at Here East, to the significant number of cultural and creative enterprises in the area. The area benefits from a range of affordable workspace in existing spaces and new development encouraging business growth. The range of premises includes shared and co-working spaces and bigger light industrial workshops. A high concentration of businesses operating from the residential area in and around the Trowbridge Estate in the north of the area.</td>
<td>• Negative impact from traffic levels on some routes and junctions associated with the A12 and poor relationship between street parking and the street in some places.</td>
</tr>
<tr>
<td>• The influence and impact of the creative businesses and artists with recognition in designation by the Mayor of London as a Creative Enterprise Zone.</td>
<td>• Disparity in quality of waterway edge and environment in some locations between east and west banks of the River Lee Navigation and River Lea with Canal Park to the west and mixture of water edge development sites and existing development to the west.</td>
</tr>
<tr>
<td>• Good provision of schools, with the Mossbourne Academy Primary School and Bobby Moore Academy (primary and secondary) completed and occupied, complemented by the existing Gainsborough Primary School.</td>
<td>• Dominant scale and massing of some earlier residential and ‘live/work’ developments including in the area around the Greenway.</td>
</tr>
<tr>
<td>• Industrial heritage which is referenced throughout development in the area and through existing heritage buildings, and the design of details on the new Hackney Wick Station (see Appendix 1).</td>
<td>• The significant levels of change in the area means that there is a high level of construction activity which impacts on its surroundings.</td>
</tr>
<tr>
<td>• Fish Island South Strategic Industrial Land (SIL) with proximity of major road and rail connections providing a positive location for industry and business.</td>
<td>• Quality of public realm and wayfinding in some locations improved by recent interventions and investment, including public access to the canal edge in some locations.</td>
</tr>
<tr>
<td>• The Other Industrial Location (OIL) designation provides a buffer zone between the purely industrial and the more mixed use/residential areas.</td>
<td>• Passing through the area there are a range of ‘moments’ of green spaces and public realm for people to experience, including Bow Lock, Old Ford Lock, the Great British Garden and the Canal Park.</td>
</tr>
</tbody>
</table>
**CHARACTER AREAS WITHIN SUB AREA 1**

**Eastway and Trowbridge Estate (including Wick Village)**

This is an established and predominantly residential area bordered to the north and west by the A12. Eastway is a route with mainly 19th century cottages and buildings on its north side, including the Old Baths complex (Figure 1.21) and St. Mary of Eton Church (Figure 1.25). To the south of this, Wick Village and Leabank Square (Figure 1.22) are areas of late 20th century, low rise housing, and the Trowbridge Estate has mainly mid-century origins and is low rise at predominantly 1-3 storeys (Figure 1.23).

The Eastway provides a link to Here East and onto the A12 to the east and to Homerton and Hackney Central in the West, while the Lee Conservancy Road links to Mabley Green. Local routes provide bus, walking and cycling connections south to Hackney Wick Station. The Eastway also provides a focus for some non-residential uses, including protected employment sites and community uses such as the Old Baths.

This is a low-rise area with predominantly brick built buildings ranging between two and four storeys in height. Building height rises from two storeys to around four at its western end, with only the more recent infill housing at St. Mary of Eton rising above this in the context of the church buildings (Figure 1.25).

The area has a range of amenities for the local community including the listed Victorian red brick Gainsborough Primary School building and related facilities. There is a strong business community in the area with evidence showing a high proliferation of small businesses located in this area.

Trowbridge Estate and Wick Village constitute low-level brick-built form of 2-4 storeys in red or yellow brick. This provides a private frontage to the River Lee Navigation (Figure 1.22). The streetscape is characterised by a mixture of pedestrianised routes with integrated planting of trees and roads surrounding estate buildings. Green space is found within spaces left over between the buildings and the road. Small parks and open spaces have been created across the estate for local residents. There are generous spaces around and adjacent to the buildings with a high amount of this area given to hardstanding for car parking. Whilst it is unlikely that housing will come forward through the development of small sites, there it is acknowledged that there is a low potential for small site delivery in this location (Figure 0.7).
Hackney Wick Neighbourhood Centre

This area was designated as a Neighbourhood Centre in the Legacy Corporation Local Plan, adopted in 2015, and much of it is now emerging within the parameters set by the Hackney Wick Central masterplan developed in conjunction with the London Borough of Hackney. The vision is to develop a mixed-use centre which serves the local needs of the existing and new residential population as well as businesses in and around Hackney Wick and Fish Island. This area stretches from Waterden Road at the Copper Box Arena in the east to the western end of Felstead Street, to Rothbury Road/White Post Lane in the south and to the edge of the properties surrounding Leabank Square in the north, straddling the River Lee Navigation.

Much of the core of this area falls within the Hackney Wick Conservation Area, which recognises its industrial history and character. Further information is available in the Conservation Area Character Assessment. A number of buildings and structures are also locally listed as ‘non-designated heritage assets’ within the Local Plan. The area around Oslo House and along the southern side of Felstead Street already provide a home for street facing retail and business units (Figure 1.35). Other uses are expected to emerge in the form of retail, food, drink and entertainment establishments, alongside workspace, working yards and business premises around the upgraded Hackney Wick Station (Figure 1.32). This area is a location that will be home to significant levels of redevelopment, incorporating many of the heritage buildings and a significant number of new homes. To the south of the station, there are community and cultural uses at the Yard Theatre and Hub 67 (Figure 1.34), while this area is also experiencing delivery of a significant amount of new mixed-use development. Much of the new development acknowledges the historic industrial and warehouse usage in the area, using sensitive materials such as brick and referencing the historic architectural forms within the new (Figure 1.36).

The part of this character area that lies to the east of the River Lee Navigation is part of the East Wick redevelopment area and incorporates the Copper Box Arena (Figure 1.31). Development of this area has planning permission, getting underway in the second half of 2018, and will provide a range of retail and business units around Copper Street. An element of the Neighbourhood Centre underway in the second half of 2018, and will provide a range of retail and

The Neighbourhood Centre is very much an area of change and development, with planning permissions reflecting the existing scale, form and street patterns to the west of the River Lee Navigation. The legacy development zones of East Wick and Sweetwater add a new form and character to the area.

This is a location characterised by its mix of building types, heights and form. Until now, the area has been characterised by a mix of sizes of warehouse, workshops and other employment uses of varying age. The area has suffered from poor north/south connectivity and a lack of good quality public realm. The rebuilt station at Hackney Wick has provided for a new north/south route, and development is beginning to provide improved public realm in the area.

The street pattern and building density results in street trees only being found in areas that can opportunistically accommodate them. There are internal courtyards or yard spaces with a section of Canal Park, associated with the River Lee Navigation, forming most of the green infrastructure.

Figure 1.31: The Copper Box Arena from the corner of Waterden Road / Copper Street

Figure 1.32: Upgraded Hackney Wick Station

Figure 1.33: 7 Queen’s Yard (the White Building) from White Post Lane bridge

Figure 1.34: View of Hub 67 along Rothbury Road looking towards White Post Lane

Figure 1.35: Oslo House and Street Interrupted on Prince Edward Road

Figure 1.36: New development on the corner of Wallis Road makes reference to warehouse structures
East Wick and Here East

This area runs along the edge of the permanent parklands of Queen Elizabeth Olympic Park to the east (Figure 1.45) and the River Lee Navigation to the west. It includes Here East to the north, the technology focused business hub that has been developed through adaptation of the former 2012 Games broadcast and press centres (Figures 1.42 & 1.43). The East Wick development area has an approved Zonal Masterplan, required by the outline Legacy Communities Scheme planning permission, and a detailed approval for the first phase, which sits between Here East and the Copper Box Arena. The area is dissected from north to south by Waterden Road, which feeds traffic from the A12 and Eastway in the north towards the new part of central Stratford that includes Westfield Stratford and the International Quarter London. The overall form and character of the area is therefore established in principle but will develop in detail as the different elements of the East Wick area gain detailed planning approval.

Along the eastern edge of the area, the northern part of the Canal Park (Figure 1.41), which provides a north/south link for the area, has been completed providing an accessible green edge along the canal and providing an outlook for the Canalside food, drink and retail area at Here East. To the south of this, the Mossbourne Riverside Academy (Figure 1.28) has been completed and occupied along with a fence enclosed sports pitch that serves both this school and the Gainsborough Primary School on the opposite side of the canal, linked by a privately accessed bridge.

Here East itself is home to a range of technology focused business, media and education uses in a large campus around a large courtyard area. It will also provide space for cultural uses including a collection and research centre for the Victoria and Albert Museum. Associated to this is a Multi-storey Car Park which screens the remainder of Here East from the A12 to its north. It is anticipated that this area will develop into a mixed, family focused residential area with access to local retail and services in the adjacent Neighbourhood Centre, while Here East will continue growing into its role as a vibrant, modern technology hub, drawing movement through Queen Elizabeth Olympic Park, from the Hackney Wick Station area, and to a lesser extent from the A12 and Eastway. It is not expected that housing will be delivered through the development of small sites in this location (Figure 0.7).

The landscape is mainly made up of the North Park (Figure 1.45) and Canal Park (Figure 1.41) with connecting spaces in the centre of the Here East complex and near the Multi-storey Car Park. Waterden Road will eventually have street qualities when East Wick is constructed, with pocket spaces and a diagonal route connecting Hackney Wick with the Park.
Sweetwater

This area is bounded to the north by railway lines and the Kings Yard Energy Centre (Figure 1.51), to the east along the line of the River Lea adjacent to “Stadium Island” that is home to the London Stadium and to the west by the River Lee Navigation, narrowing to a point where this meets the River Lea. This long triangle of land also hosts the southern part of the water side Canal Park along the River Lee Navigation (Figure 1.52), which creates a north/south link in the area. Several bridges provide local vehicular, walking and cycling links across the canal. The southern tip of the area is home to the primary element of the all-through Bobby Moore Academy school (Figure 1.54) and its playing pitches. The road network for this area is being completed, however, the outline planning permission for this zone has yet to be defined by the development of a zonal masterplan, which will be followed by the detailed design of the development plots. The area has a significant amount of water frontage, reflected in the many bridges, both existing and new, providing improved connectivity between Sweetwater and Fish Island and the surrounding area.

With the Sweetwater zonal masterplan yet to be developed and approved, the form and type of development is simply set by the approved outline planning permission parameters. Most of the area is simply a hoarded cleared site, hosting temporary single storey offices at the northern end and the completed and occupied Bobby Moore Academy School buildings to the south. The Kings Yard Energy Centre and Primary Sub Station building in the north present dark and bulky structures that dominate, with the enclosed flue stack of the energy centre providing a visible marker seen from a wide area, reflecting the industrial heritage of this location. The school building to the south has the River Lee Navigation canal to its west providing an open aspect, while the London Stadium dominates the view to the east in the southern part of Sweetwater. The permitted parameters will result in a general form similar to that of the East Wick area to the north. It is not expected that housing will be delivered through the development of small sites in this location (Figure 0.7).

The development will provide an important edge to the Park and contains the Belvedere, which connects North Park to South Park at its narrowest point. The Loop road has similar qualities to the Greenway and Canal Park, with a more biodiverse and naturalistic feel. The development will have a traditional residential street pattern, with street trees and commercial court yards providing local green infrastructure.
Fish Island-mid

From the southern edge of the Neighbourhood Centre, along White Post Lane and Rothbury Road, Fish Island Mid includes the area between the River Lee Navigation, the A12 and the Greenway. The Fish Island and White Post Lane Conservation area includes the area from Beachy Road to the Greenway, part of the River Lee Navigation and Hertford Union Canal, and extends up to White Post Lane. This contains two clusters of non-designated heritage assets, one centred around Hepscott Road/White Post Lane (Figure 1.63) and the other around Dace Road and the southern part of Smeed Road (Figure 1.61). The area around Wyke Road and Monier Road are the subject of a significant amount of new building, effectively establishing a new residential/mixed-use area around the existing street structure (Figure 1.62). Further significant development is also taking place at Bream Street up to the canal frontage.

The outcome of the extensive coverage of new development that could result from current planning permissions will be a mid-rise (up to around 6 storeys in height) mixed residential and small-scale employment area drawing its character from its history and more significant heritage assets. The Fish Island and White Post Lane Conservation Area Appraisal and the associated management guidelines provide further detail for heritage in this area, while the H. Forman and Son factory at Stour Road provides a relatively recent marker of industry in the area. Remus Road, to the west of the area, provides a location for a new three form entry primary school, permitted as part of the wider Neptune Wharf (Fish Island Village) development scheme.

Fish Island-mid, the area south of the Neighbourhood Centre and north of the Greenway is an area set out predominantly around an east-west aligned street grid forming relatively narrow built plots, particularly around Wyke, Monier, Beachy and Stour Roads. This reflects the historic street grid within which the mid-late 20th Century commercial and industrial buildings became established. The size and format of these buildings vary considerably but are generally between four to six storeys in height, in some cases less. The core of the Fish Island Conservation Area around Dace Road has a more historic character of older, larger footprint brick-built factory and commercial buildings with regular large windows and generous floor to ceiling heights. Building heights vary from two to five storeys and have frequently been adapted to provide smaller workshop or shared workspaces. Algha Works at Smeed Road provides a good example of this. While many of the pavements in the area are narrow, some feature areas of mature street trees.

Significant change is underway within the Wyke Road and Monier Road area, with the implementation of planning permissions for mixed-use but residential-led development schemes that vary around five to six storeys in height. The designs generally reflect the historic character of the area, with buildings meeting the pavement edge and façades predominantly using brick. Two large sites, Neptune Wharf (Figure 1.12) and Hepscott Road (McGrath/Trego Road site) sit north and south of the Hertford Union Canal and will bring a new aspect and character to the canal sides, including a linear park along the northern canal towpath edge. Along the River Lee Navigation, new developments at 4 Roach Road and Bream Street, while reflecting the character of the area in their design, height and materials are also bringing a more mixed-use and residential character to the area. It is not expected that housing will be delivered through the development of small sites in this location (Figure 0.7).

The tight street pattern with a few street trees characterises the area, with wider green infrastructure routes along the waterways or elevated Greenway. Internal courtyards or yard spaces give an urban industrial feel with opportunistic planters and tree planting throughout.
Fish Island South

Fish Island South remains the core area of industrial and related activities and is covered by Strategic Industrial Land (SIL) and Other Industrial Land (OIL) designations in the Local Plan. Bow Goods Yard West occupies the southern portion of the area and hosts a strategic railhead, aggregate processing and concrete production (Figure 1.73). This is fed from trains into the site and has immediate access to the nearby A12 junction. North of this, around Autumn Street and Dye House Lane are a series of workshops and yards (Figure 1.72), with a petrol filling station at the junction of Wick Lane and Autumn Street.

To the north and west, but still within the SIL area, is the Old Ford Trading Estate into which Maverton Road runs. North of this area is a large vacant site on Wick Lane, retaining some of its street front façades, although in poor condition. An area mainly of workshops operates at Crown Close next to the A12.

The OIL designated area wraps around the SIL area until it meets at the riverside between Iceland Road and Autumn Street. To the south of Iceland Road an area of older structures, including one identified as non-designated heritage asset, occupy the land along with their associated yard spaces. The exception to the industrial buildings being the Lighthouse pub at the corner of Wick Lane and Iceland Road, also a non-designated heritage asset (Figure 1.71). To the north of Iceland Road are two substantial buildings dating from the 2000’s, providing several hundred units originally built as live-work accommodation - 419 and 417 Wick Lane respectively (Figures 1.75 & 1.76). The scheme at 419 has changed use to entirely residential use recently. Finally, to the north of Wick Lane and below the Greenway, the 415 Wick Lane site benefits from a mixed-use planning permission, and is being developed with an approach that seeks to provide a buffer between the SIL land on the other side of the road and the residential element of the scheme. To the west of this along Wick Lane, the largest local warehouse structure is the Big Yellow Storage building (Figure 1.74) that retains a historic chimney from the past factory use.

This predominately industrial area contains a range of larger format buildings and uses than is typical of the areas to the north of the Greenway. Wick Lane provides a spine road route through this area joining the A12 at its southern most point, with narrower, short roads branching off east and west to serve the warehouse and industrial buildings and yards that are typical here.

The SIL to the south of this is typified by clusters of warehouse and industrial buildings, particularly the Old Ford Trading Estate either side of Maverton Road. Other building ages and sizes vary but are generally no more than two to three storeys in height and served by large yard areas. A large site behind poor quality building frontages at Wick Lane, near Crown Close, has remained vacant and in poor condition, while to its west a cluster of smaller workshop uses and buildings predominate at Crown Close.

The southernmost portion of the area is occupied by the Bow Goods Yard West and associated concrete production facilities, with silos and conveyors visible from outside of the site, and a large area of aggregate storage and processing to the south of this. This facility is served both by rail and immediate access via Wick Lane to the A12 and the wider strategic road network. Due to the industrial nature of this area it is not expected that housing will be delivered through the development of small sites in this location (Figure 0.7).

The landscape and public realm is made up of leftover spaces from the main industrial buildings and uses, including associated car parking or storage. New development is taking advantage of assets such as the Greenway and River Lea as an attractive aspect of the area.