

LEB10(2)

SUB AREA 1 - HACKNEY WICK & FISH ISLAND

ISLAND


This sub area consists of the Queen Elizabeth Olympic Park and 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



Sub Area 1 - character areas

	Character Area Boundary
	Green Area
	Conservation Area
	School
	Listed Buildings
	Locally Listed Buildings



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 overtime with new development. This led to the creation of the Trowbridge Estate 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20th century saw the reshaping of parts of the Trowbridge Estate, with the removal of housing tower blocks, which have been replaced by newer, low-level housing, such as Wick Village along the canal edge. The grade 2* nationally listed 19th century Gainsborough School buildings 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 Leebank Square.

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. 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 on the corner junction of the Hertford Union Canal and Lee Navigation. In some cases these new residential development saw the loss of existing buildings such as the Lee Tavern and existing industrial space.

The Olympics however was the biggest factor in changing the area from the mid to late 2000s, with areas to the west of the Lee Navigation/River Lea being cleared from 2007, following their acquisition to form part of the 2012 Olympic Park. In Eastwick this led to the development of the Press and Broadcast Centres (now Here East) and the Handball Arena (now the Copper Box), along with areas of parkland and Games time concourse both here and in Fish Island East. The Fish Island East area served as a home for back of house and temporary uses during the 2012 Games, with areas of warehousing and industry as well as a bus garage acquired, relocated and cleared to enable this usage. Construction of the permanent Kings Yard Energy Centre at White Post Lane was the only permanent development in this part of Fish Island.

Due to its usage in relation to the 2012 Olympics, 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 LCS set 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 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 has been completed,

delivering part of a critical north-south route through the area. Its design references the plastics industry historically located here. The outline permission for Hackney Wick Central envisages sensitive mixed-use redevelopment around key heritage assets 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 reclaimed public space as a catalyst for change such as the Street Interrupted at Felstead Street.

To the south of this area, significant 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 Wyle and Monier Roads. Sites at Bream Street and 415 Wick Lane have planning permission and are under construction, as is the Neptune Wharf scheme 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 SIL and OIL designated zones, providing a home for greater amounts of floorspace and employment.



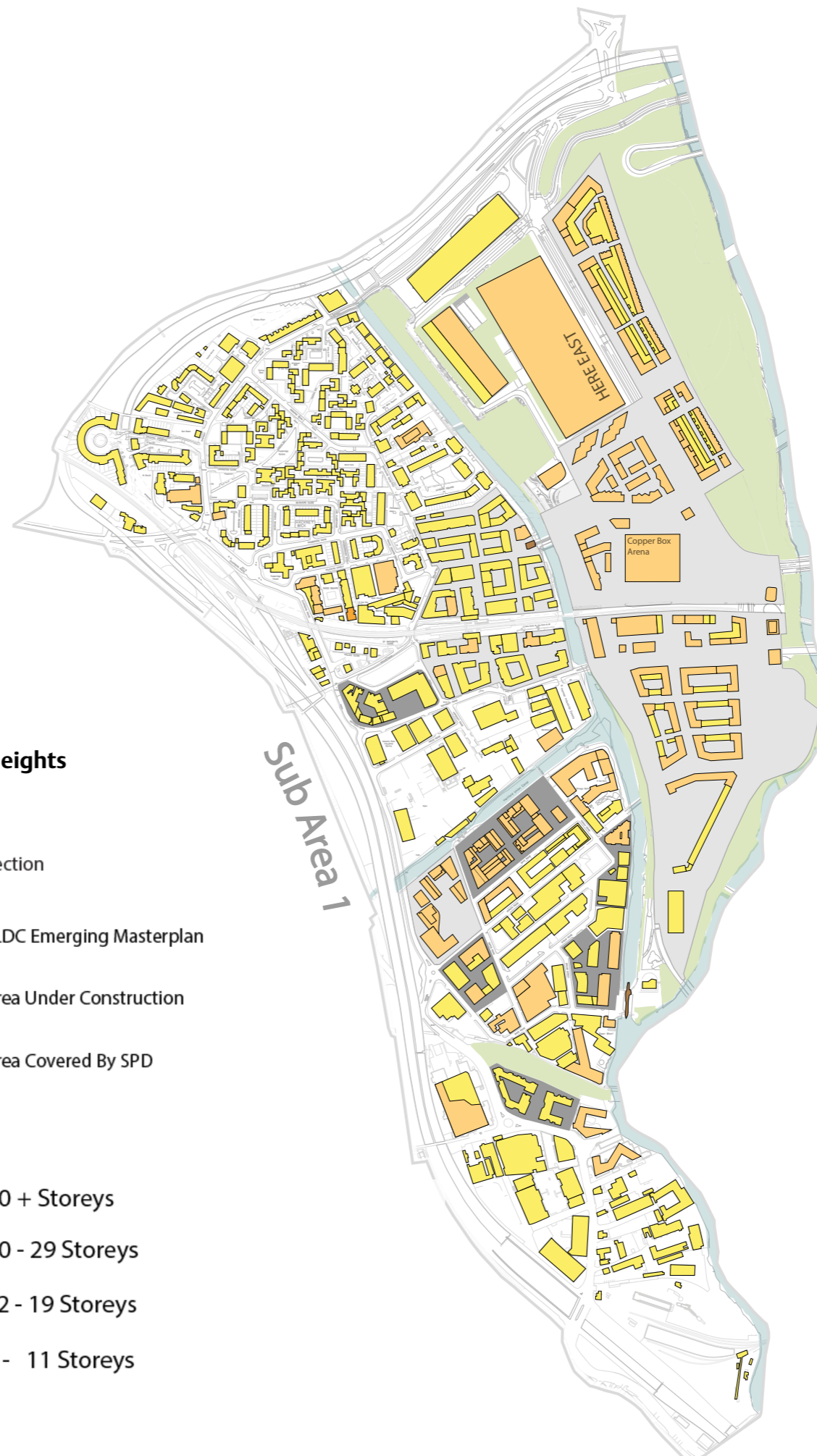
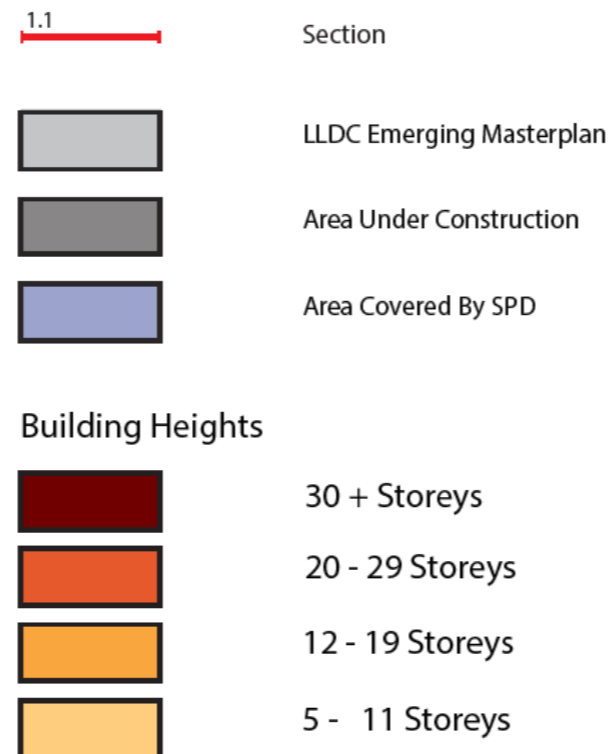
BUILT FORM

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 and Here East, which are part of the legacy of the 2012 Olympic 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. The façade facing east across the park, which formed the gantry of the previous Broadcast and Media Centre usage, is being redeveloped with artists' studios and makers' spaces added in innovative and colourful modules.

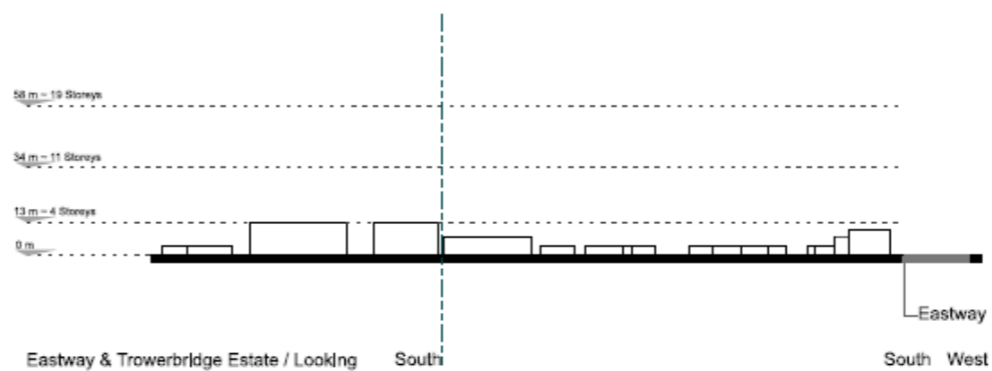
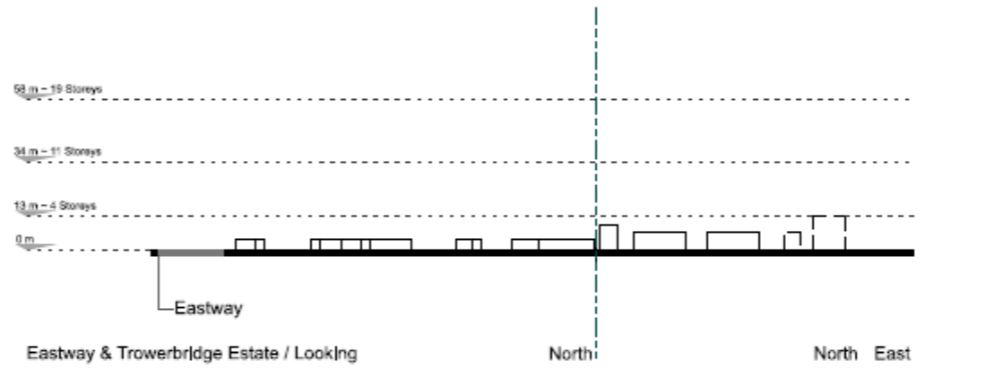
Much of the area has historically been a focus for industry and therefore buildings of an industrial nature continue to be a feature of the built form. Around and to the south of Hackney Wick Station, older industrial structures have been supplemented by mid and later 20th century industrial and business 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. 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.

In the north, Buxhall Crescent provides a more recent area of 2-4 storey houses and flats built in yellow brick. 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.

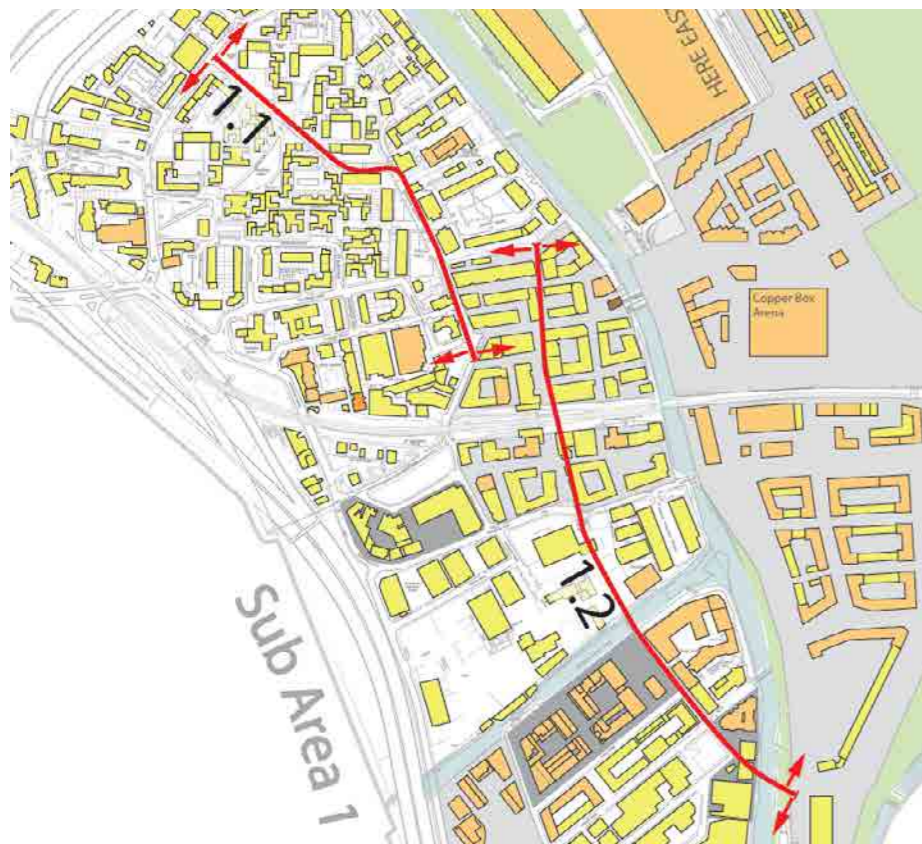
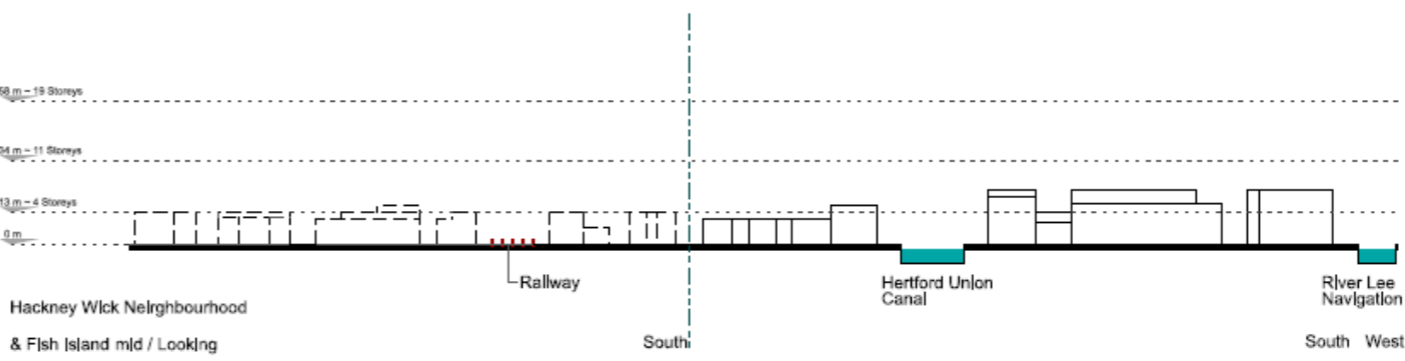
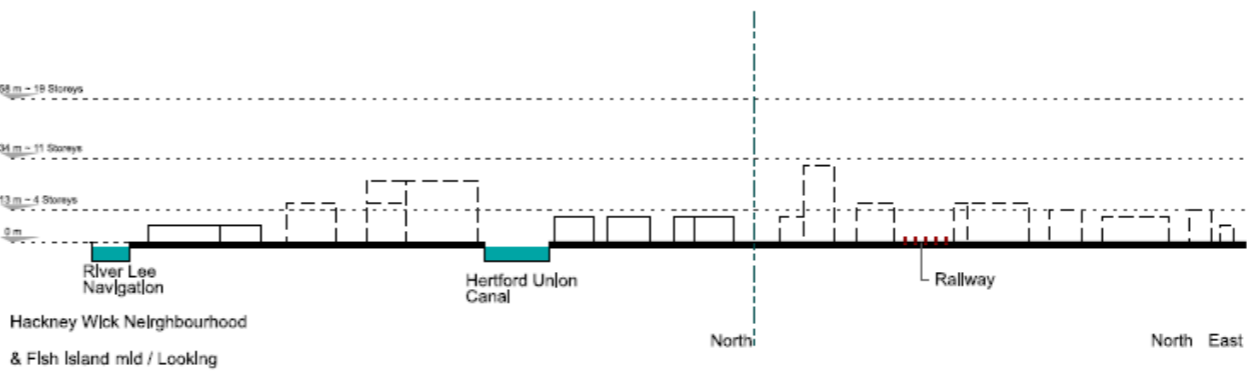
Sub Area 1 - building heights



1.1



1.2



ACCESS AND PERMEABILITY

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 as the A12 bounds and east and west of this area it creates a barrier to local connectivity, creating the need for local bridges to increase local routes, while routes to the east 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 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. Warterden 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.

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



Sub Area 1 - connections



Primary Connections 2015



Secondary Connections 2015



Infrastructure Barrier



Station

Positive and negative features of the area

Positive Features	Negative Features
<ul style="list-style-type: none"> • Historic street patterns in many places influencing the form of development • Waterway network providing biodiversity and visual amenity • Access to open space and parkland, particularly QEOP and its facilities, the Canal Park, Victoria Park to the west and Hackney Marshes to the north • Historic context of the canals and the two conservation areas along with the associated designated and non-designated heritage assets • 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 including artists' studios • A mix of business premises types and sizes, including shared and co-working spaces • Good provision of local connections from west to east • Good provision of schools with Mossbourne Academy Primary and Bobby Moore Academy (primary element) completed and occupied, complementing the existing Gainsborough Primary School • Future provision of new community facilities as part of East Wick and Sweetwater, including medical facility, library and nurseries in current plans. 	<ul style="list-style-type: none"> • A need to improve connections north to south over the Hertford Union Canal • Poorer quality local connections to the west across the A12 • High levels of use of towpaths for walking and cycling, while positive, also presenting opportunities for conflict between different types of users • A current lack of local retail and service uses given the very early stage of development of the new Neighbourhood Centre • Visual and other effects in the short term as sites are cleared and developed, or hoarded prior to and during development. Examples of this are at Sweetwater with development acting as a barrier to east west movement as well as between this site and East Wick, as well as the blank frontage caused by development.

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 Hackney Wick Old Baths complex and St Mary of Eton Church. To the south of this, Wick Village and Leabank Square 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.

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 Lea 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 Hackney Wick 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.

Trowbridge Estate and Wick Village continue this low-level brick-built form of 2-4 storeys in red or yellow brick. This provides a private frontage to the River Lee Navigation. There are generous spaces around and adjacent to the buildings with a high amount of this area given to hardstanding for car parking. Evidence has shown that there is a high concentration of small businesses located within the Trowbridge Estate. 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.



Hackney Wick Neighbourhood Centre

This area was designated as a Neighbourhood Centre in the Legacy Corporation Local Plan adopted in 2015 and is now emerging along the lines of the 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 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.

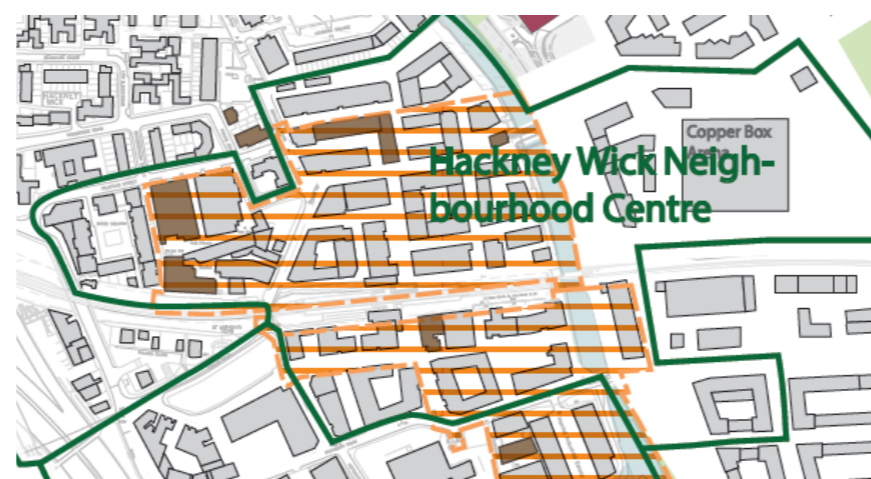
Much of the core of this area falls within the Hackney Wick Conservation Area, which recognises its industrial history and character. A number of buildings and structures are also locally listed as 'non-designated heritage assets' within the Local Plan. The area around Oslo House and along the southern side of Felstead Street already provide a home for street facing retail and business units. 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 rebuilt Hackney Wick Station. Figure X identifies the heritage assets and their location, with further information available, in the Conservation Area Character Assessment. 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, while this area is also experiencing delivery of a significant amount of new mixed-use development.

The part of this character area that lies to the east of the Lee Navigation is part of the East Wick redevelopment area and incorporates the Copper Box. Development of this area has planning permission and is getting underway in the second half of 2018, providing a range of retail and business units around Copper Street. An element of the Neighbourhood Centre also covers the north-western corner of the Sweetwater development area, which will include a library, local medical and other

community facilities.

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 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 and is currently difficult to typify. Until now, the area has been characterised by a mix of sizes of warehouse, workshop and other employment uses of varying age.



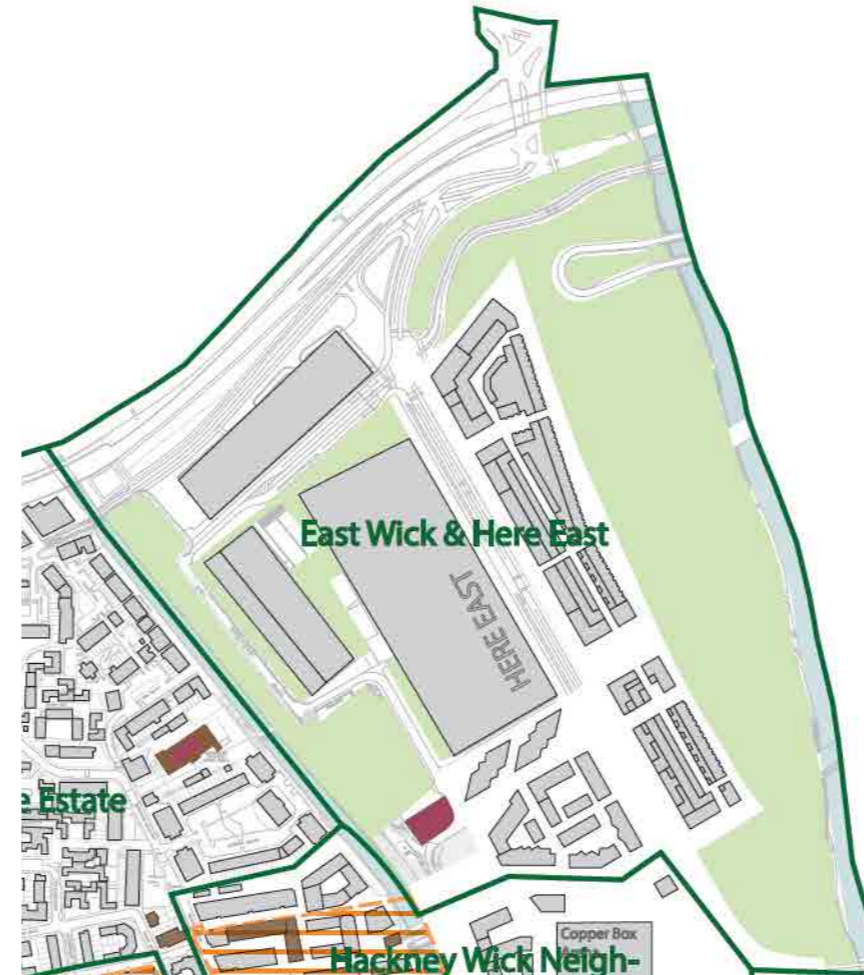
East Wick and Here East

This area runs along the edge of the permanent parklands of the Queen Elizabeth Olympic Park to the east and the 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. Other facilities developed for the 2012 Olympic Games such as the Copper Box Arena. 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. 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 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 East Wick Primary School 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 business, technology, media and education uses in a large campus around a large courtyard area. 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 grow into a vibrant modern business and technology hub, drawing movement through the 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.



Sweetwater

This area is bounded to the north by railway lines and the Kings Yard Energy Centre, 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 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 canal side. 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 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.

With the Sweetwater zonal masterplan yet to be developed the form any type of development is simply set by the 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 Main 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 Lee Navigation canal and lock/lock cottage to its south and west providing an open aspect, while the London Stadium dominates the view to the east in this southern part of Sweetwater. The permitted parameters will result in a general form similar 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.



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 Lee Navigation/River Lea and the A12 south to the Greenway. The Fish Island and White Post Lane Conservation area includes the area from Beachy Road to the Greenway and runs along and includes the Lee Navigation to the Hertford Union Canal and along this to the A12 and extending in the east up to White Post Lane. This contains two clusters of non-designated heritage assets, one centred around Hespocott Road/White Post Lane and the other around Dace Road and the southern part of Smeed Road. 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. 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 Dace Road provides a relatively recent marker for the area's industrial heritage at Beachy Road. 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 development scheme.

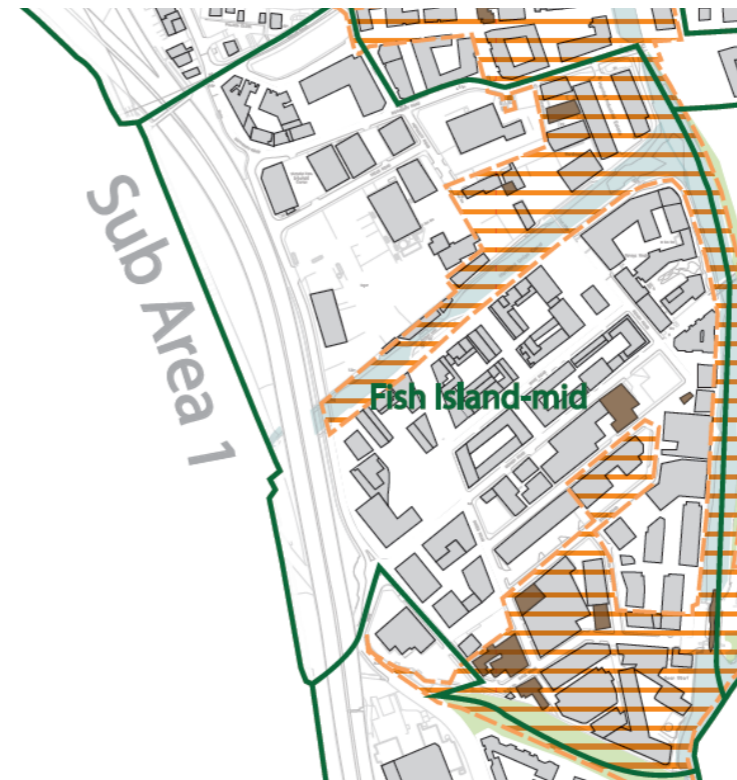
Fish Island-mid, the area south of the Neighbourhood Centre and north of the Greenway is an area set out predominantly around an east-west aligned street grid forming relatively narrow built plots, particularly around Wyke, Monier, Beachy and Stour Roads. This reflects the historic street grid within 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. Alpha 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 a five to six storey height. The designs generally reflect the historic character of the area, with buildings meeting the pavement edge and facades predominantly using brick.

Two large sites, Neptune Wharf and Hespocott Road (McGraths/Trego Road site) sit north and south of the Hertford Union Canal and bring a new aspect and character to the canal sides, including a linear park along the northern canal towpath edge.

Along the 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 an 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.



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. This is fed from trains into the site and has immediate access to the nearby A12 junction. North of this, around Autumn Street are a series of workshops and yards, with a petrol filling station at the junction of Wick Lane and Autumn Street.

To the north and west of this, but still within the SIL area, is the Old Ford Trading Estate into which Maverton Road runs, north of this area is the large vacant site at 616 Wick Lane, retaining some of its street front facades, 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 river side 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 (no.421) at the corner of Wick Lane and Iceland Road, also a non-designated heritage asset. 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). 419 has changed use to entirely residential 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 that retains a historic chimney from the past factory use.

This predominately industrial area, designated as either Strategic Industrial Land or Other Industrial Land in the Local Plan, 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 Strategic Industrial Land 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 buildings ages and sizes vary but are generally no more than two to three storeys in height and served by large yard areas. Aside from poor quality remaining building frontages along Wick Lane, the large site at 616 Wick Lane 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 West rail yard 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 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.

