



Regent's Canal

Conservation Area

1. Character Appraisal

2. Management Guidelines

London Borough of Tower Hamlets

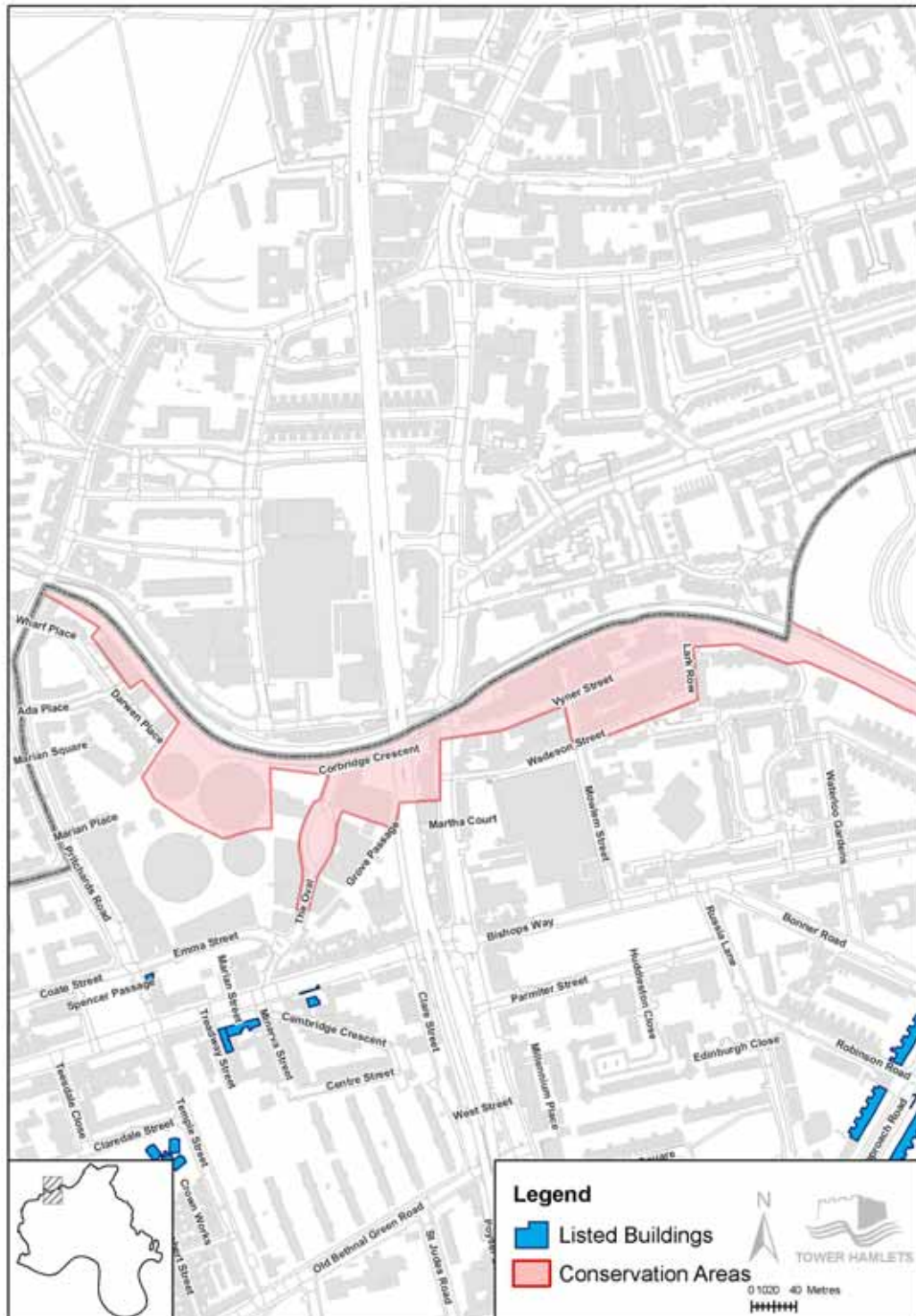
Adopted by Cabinet: 4th November 2009

Introduction

Conservation Areas are parts of our local environment with special architectural or historic qualities. They are created by the Council, in consultation with the local community, to preserve and enhance the specific character of these areas for everybody.

This guide has been prepared for the following purposes:

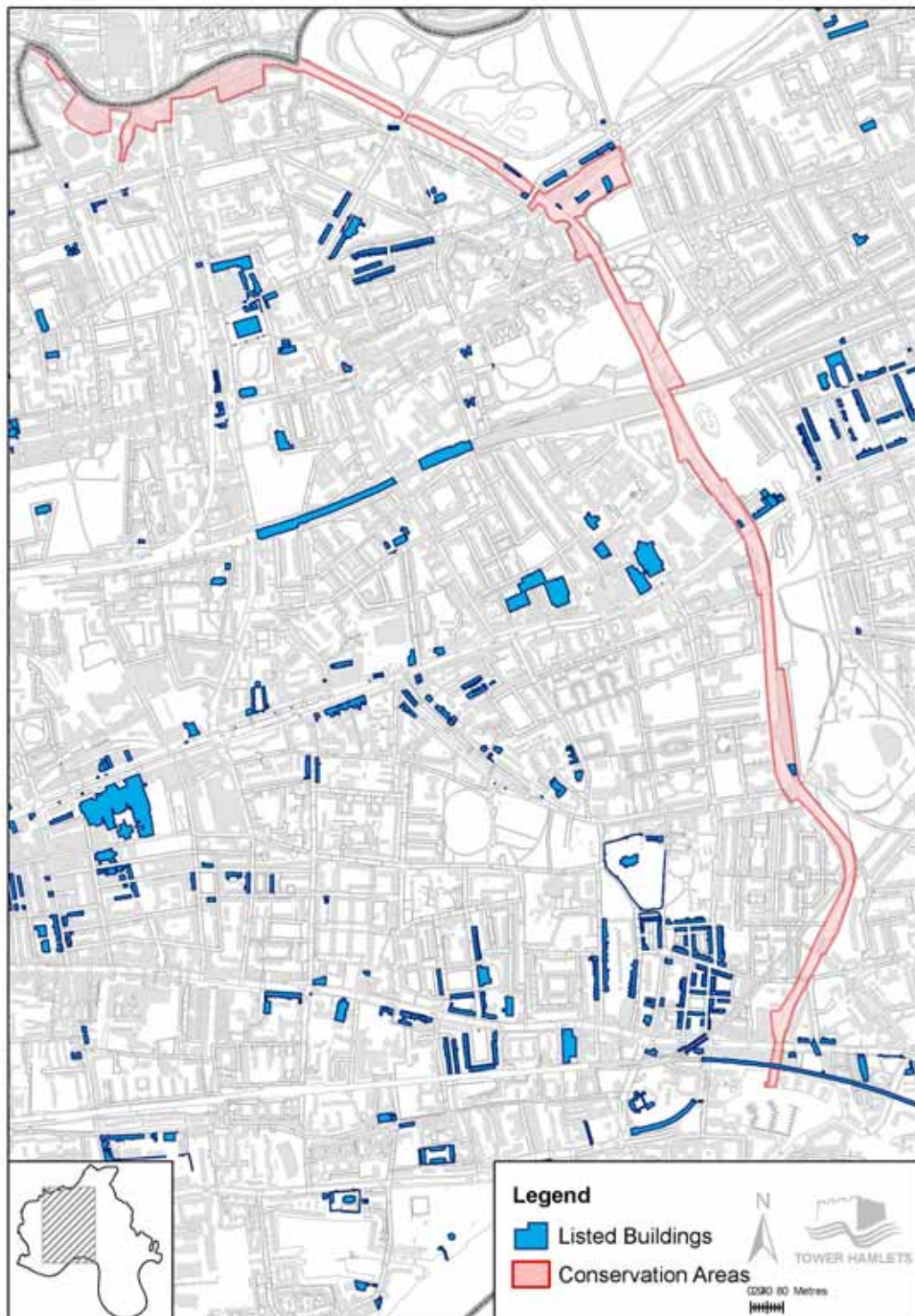
- To comply with the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 69(1) states that a conservation area is “an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”
- To provide a detailed appraisal of the area’s architectural and historic character.
- To provide an overview of planning policy and propose management guidelines on how this character should be preserved and enhanced in the context of appropriate ongoing change.



REGENTS CANAL (NORTHERN SECTION) CONSERVATION AREA

This map is indicative only and is not a planning document. For further information please contact the Council.

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REGENTS CANAL CONSERVATION AREA

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1. Character Appraisal

Overview

The Regent's Canal Conservation Area was designated in October 2008. The Canal is managed by British Waterways London and cuts across the north western corner of the Borough before running southwards to join the Limehouse Basin. The Conservation Area includes not only the whole length of the canal from the Borough boundary in the North to the Limehouse Basin in the South but also some pockets of historic townscape which are closely associated with and back onto the Canal, including Vyner Street and the Oval.

The proposed designation protects the special character of the banks of the Regent's Canal and specific canal features such as the locks, bridges, wharves, moorings and towpath. The townscape quality of the Canal, its historic features and the associated built fabric, are recognised as being of a special character and are part of the cherished familiar local scene.

History

The Regent's Canal was intended to connect Birmingham, the Midlands and the North Junction via the Grand Canal with the River Thames and was suggested as early as 1802. However, it was not until July 1812 that the proposal to build the Canal was approved, and not until 1820 that it was finally completed.

John Nash was appointed as a Director of the company formed to oversee the construction of the Canal with James Morgan as the Canals Engineer. It was Nash who secured the patronage of the Prince Regent after whom the Canal was eventually named.

The Regent's Canal opened in two sections, the first between Paddington and Camden in 1816 and the second between Camden and Limehouse in 1820. The construction had proved more difficult than anticipated and completion was four years later than expected and at £772,000, twice the original cost. The main trade on the

8 1/2 mile long canal was coal, which was loaded from colliers in the Regent's Canal Dock (now Limehouse Basin) into 14-foot wide coal barges. The horse drawn coal barges supplied coal merchants and several gas houses built along its banks.

In 1830 Sir George Duckett opened the Hertford Union Canal between the Regent's Canal below Old Ford Locks and the Hackney cut on the River Lee Navigation. The 1 1/4 mile long canal was purchased by the Regent's Canal company in 1854. The western end of Canal and Bow Wharf has been included in the Conservation Area to protect the historic junction of the two canals and the setting of the Grade II Listed Stop Lock Bridge.

This iron bridge was built c1830 over the entrance to the Hertford Union Canal to serve as a towing and accommodation bridge. Stone ramps up to the west part of the iron bridge take the Regent's Canal towpath over the Hertford Union Canal; whilst the wider east part provided vehicular access from Old Ford Road (via a granite stoneway) to land on the south side of the canal which is now part of Bow Wharf.

Today the role of the Regent's Canal and Hertford Union Canal have changed, no longer is it industrial infrastructure vital to the transportation of goods over both short and long distances, instead it offers amenity space and leisure and recreational opportunities, the chance to be quiet away from the hustle and bustle of the modern world.

Character

The special character of the area is set out below

The Regent's Canal Conservation Area is a linear conservation area with the boundaries drawn tightly around the Canal and features associated with it including bridges, locks, lock cottages, warehouses and industrial features such as the Bethnal Green gasholders. It is the association between all these elements which form part of the canals special character and interest.

Historically the Canal had an industrial role and was a commercial venture today it provides a significant resource for leisure, with the opportunity to walk or cycle along

the towpath or cruise along the canal. The Regent's Canal retains elements of its industrial heritage which must be protected and successfully combined with its new role as a recreational resource, providing a peaceful haven of tranquil amenity space.

The character of the Regent's Canal is that of a waterway, with the water framed by the towpath and then fringed with greenery. Associated with the canal and towpath and part of its special character are the locks, lock cottages, wharves, lay-bys, bridges, bridge guards, horse ramps and boundary markers..

Within Tower Hamlets the canal passes through five locks Old Ford Lock, Mile End Lock, Johnson's Lock, Salmon Lane Lock and Commercial Road Lock. Like the other seven locks, they were built with two chambers to allow two-way working. But in most cases, the chamber furthest from the towpath has been converted to a weir. Johnson's Lock is the only lock in the Regent's canal to have retained its central paddle gear; and its upper pound contain the Conservation Areas only two surviving horse ramps. When horses worked along the towpath towing barges, they occasionally fell in the canal and the horse ramps were used for leading them back up to the towpath. Associated with some of the locks are the lock cottages these are small scale two storey stock brick buildings with slate roofs in the main.

The surviving lock-keeper's cottages at Salmon Lane and Mile End date from 1864. Each had an attached single-storey boiler house with a steam pump maintaining the water level in the pound above the locks. A new system for keeping parts of the Locks at this end of the canal supplied with water was introduced in 1898. A 3-foot diameter back-pumping pipe was laid from a new pumping station on the River Thames to the pound above Mile End Locks. The massive pipe is still seen crossing the canal by Commercial Road Bridge where it continues under the towpath to the Mile End pound.

The two widest of the original brick road bridges survive: the remarkable twin arched Commercial Road Bridge of 1818; and the single arches Mile End Road Bridge of the same date. Most of the narrower road bridges have been rebuilt but the original Stepney footpath Bridge of 1818 survives between Solebay Street and Mile End Park. The original Bonner Hall Bridge of 1819 was rebuilt c1845 as the main entrance to

Victoria Park. The brick bridge with stone facings and iron balustrades is a scheduled ancient monument.

The Ben Jonson Road Bridge was rebuilt in 1907. It is an arched steel plate girder bridge with four stone-capped brick piers and an attractive pier and panel brick wall along the north side of Ben Jonson Road.

In addition to the utilitarian functional elements associated with a working canal (locks, lock cottages, wharves, lay-bys and towpath), the character of the canal is also highly dependant upon the character of the buildings and uses which adjoin it. These vary along the length of the Regent's Canal. Some sections retain more industrial heritage than others, some sections adjoining Mile End Park offer a more spacious open character, and some sections reflecting the changing nature of the canal with its increased amenity value. Examples of each of these different characters can be seen at different points along the canals journey through the Borough.

The areas where the industrial heritage of the canal is most obvious are where the canal is bordered by the warehouses on Copperfield Road and at Bow Wharf on the Hertford Union Canal, also in the northern sections of the canal where it shares a border with Hackney: Vyner Street, the Oval and beyond to the gasholders and Wharf Place.

Typically the warehouses in Copperfield Road sit on the back edge of the towpath rising straight up from the back of the pathway to between 4-6 storeys. Generally of stock brick the architectural style changes dramatically between the traditional three-bay canal side warehouses of the Ragged School Museum and the later loft apartments, but the bulk and massing remains similar.

At Bow Wharf, there is a 1901 three-storey canal side warehouse, converted to a bar and comedy club. Also a former two-storey paint factory of 1912, now mainly occupied by a fitness centre and a new restaurant. On its west side, a brick lean-to and a square chimney shaft survive from and 1896 steam saw mill, although the upper

part of the chimney shaft has been replaced by a fibreglass replica concealing mobile phone masts.

In Vyner Street the buildings rise from the Canal side without a towpath to interrupt. These buildings look somewhat neglected but form part of the industrial heritage and character of the Canal. To the south of Vyner Street, Wadeson Street offers an interesting row of three storey Victorian workshops mostly converted to residential use with their ground floor shop fronts replaced by “Georgian” style house ground floors. Both types contribute positively to the character of this part of the Conservation Area. A burgeoning artistic community is evolving in Vyner Street and the surrounding area, and its character is in transition.

Beneath the Mare Street Bridge and the rear elevations of the properties on Vyner Street are replaced by Corbridge Crescent bordering the canal. Most important in this canal scape is the characterful Georgian cottage of two storeys in height with a hipped roof and semi circular bays which sits at the junction of Corbridge Crescent with the Oval. This property has been neglected but with proper repair and refurbishment could be delightful once more. The Oval was originally developed by Andrew Pritchard ‘tile maker of Hackney Road’ with 36 Cottages and a chapel having been built by 1836, what remains from this era is the cottage fronting the canal and the original street layout a remnant of the areas history. Features of this earlier phase of development need to be valued and protected, they form part of the areas special character.

Further west again, we can see the four gasholders at Bethnal Green Holder Station silhouetted on the skyline, they are a remnant from the earliest days of the Canal when Gas companies were keen to locate next to canals in order to make use of the cheap transportation of the large amounts of coal they required to operate. These are substantial structures which make a significant impression as you walk along the canal. Of the two canal side gasholders included in the conservation area, the smallest dates from 1865-66 and has a guide frame of 16 pairs of superimposed classical cast-iron columns. The larger one dates from 1888/89 and has a lattice guide frame of wrought-iron or steel with 22 tapering standards and 4 tiers of girders.

Just before the boundary with Hackney we can see a typical warehouse building which has been successfully converted to residential use. Typical of such buildings it is constructed in stock bricks with loading doors in vertical slots. This provides evidence once again of the changing nature of the canal side.

Other former canal side industrial building in the Conservation Area includes the former barge builders building of 1866, incorporated in the residential development at Twig Folly Wharf. A former paraffin and paraffin wick warehouse C1868 with its south wing heightened in 1937 for an engineering works – now the Mile End Climbing Wall, south of the Palm Tree Public House in Mile End Park and the former house at 357 Mile End Road built in 1820 by John Gardner at the southern end of his canal side wharf, from where he operated a fleet of canal barges carrying coal, timber and malt from Regent's Canal Dock.

Large sections of the canal are bordered by Victoria Park and Mile End Park and in these areas the spaces widen out and the canal is bordered by broad green swathes the character here is different, the parkland adjoining the canal giving it the feeling of a green corridor. This is maintained between the two parks by the two small wooded open spaces at former wharves on the west bank of the Regent's Canal, more or less opposite the listed Stop Lock Bridge over the entrance to the Hertford Union Canal.

Elsewhere such as where the Canal is bordered by the campus of Queen Mary, University of London, and Grand Walk on the south side of Mile End Road, the character is one which is founded on the amenity value of the Canal and public uses and spaces, together with residential accommodation bordering the canal. These are set back from the edge of the canal offering the opportunity for people to enjoy the view of the Canal, also, the new residential development on the site of Stepney Gas Works. Here a wide canal side walkway starts by a remnant of an 1853-54 coal store wall on Ben Jonson Road and incorporates three cut down cast-iron columns surviving from an elevated coal tramway of 1872 – now the only indication of a coal handling structure on the Regent's Canal. Four cut-down cast iron gasholder guide frames

columns f 1853-54 have also been re-erected in the east-west open space near Harford Street.

Land Use

The majority of this conservation area is comprised of open space, the canal and towpath. But associated with it historically are light industrial and warehouse uses as seen in the northern sections of the canal increasingly subject to conversion to residential.

Scale

The scale of the Conservation Area varies from the small scale of the Lock Cottages which adjoin the Canal and the Georgian Cottage at the junction of Corbridge Crescent and the Oval, to the larger scale of the Bethnal Green Gasholders and the converted industrial warehouse building of Wharf Place, but the scale is predominantly low and essentially human in character.

The height and location of new buildings is a concern, not just aesthetically but because of the danger of tall buildings casting shadow onto the water and causing damage to the ecosystem. Developers must consider the impact on the canal of loss of sunlight and overshadowing.

The openness or enclosure of sections of the canal should be respected as this contributes to the special character of the various sections along its length. It is important that the existing character is conserved and built upon as far as possible. The character of the canal is derived from the traditional uses and buildings associated with it and the conversion, rather than the demolition, of buildings which make a positive contribution to the character of the canal side should be encouraged.

Open Space

The Canal and its towpath are an amazing recreational and leisure resource connecting the north and south of the borough with a quiet traffic free route for pedestrians, cyclists and boats. They are a tranquil open space away from the

hustle and bustle of the modern world. For large sections the Canal adjoins the open spaces of Victoria Park and Mile End Park.

The Canal is also important as a habitat for numerous fauna and flora, and a feeding corridor for Bats, it is recognised as a Site of Metropolitan Importance for Nature Conservation and this contributes to enjoyment of this resource. It is also an important element in the preservation and potential enhancement of the biodiversity and ecology of Tower Hamlets, and of London as a whole.

Views

The views within the conservation area are of the canal and towpath fringed by green stretching into the distance. In some instances these views also include structures associated with the canal including locks, lock cottages and bridges and industrial buildings.

Elsewhere if you look up above the horizon of the Canal you can see a variety of views. In the northern section of the canal the views are more industrial with the huge gasholders at Bethnal Green and the two plate girder railway bridges dominating an industrial skyline. Walking south the views of Canary Wharf rising in the distance are astounding. Especially south of Victory Bridge where Canary Wharf is seen with the red-brick sewer vent shaft (built next to the towpath C1906 to ventilate the Northern Low Level No.2 Sewer and the Limekiln Dock Inversion Sewer), and the former London to Blackwall Extension Railway Viaduct of 1847-49 with its 1876 bridge over the Canal. Finally, on emerging from the eastern area of the Commercial Road Bridge, there is a grand view of the locks spanned by one of three great arches in the London to Blackwall Railway Viaduct of 1839. This frames a further view into Limehouse Basin opened in 1820 as a small canal basin with a ship lock from the River Thames. Named Regent's Canal Dock, it was enlarged in 1851-53 and again in 1865-69, and renamed Limehouse Basin in 1968.

Summary

The Regent's Canal and the western part of the Hertford Union Canal is a remarkable early 19th century civil engineering achievement.

It represents both an important industrial heritage and a public amenity. This is an area of particular special architectural and historic interest, worthy of protection. The character and appearance of the area, as described in this appraisal, define its special qualities.

2. Management Guidelines

Overview

This Management Plan has been prepared in consultation with the community, to set out the Borough's commitment to high quality management of Conservation Areas and their settings. The Development Design and Conservation Team operates within the context of the Development and Renewal Directorate of the Council, alongside Major Projects, Development Control, Strategy and Building Control.

Areas are as much about history, people, activities and places as they are about buildings and spaces. Preserving and enhancing the Borough's architectural and historic built heritage over the next decades is of vital importance in understanding the past and allowing it to inform our present and future.

Conservation Areas also promote sustainability in its widest sense. The Council is committed to this in Policy SO3 of the Core Strategy its Local Development Framework (LDF). The re-use of historic buildings and places is environmentally responsible as it protects the energy and resources embodied in them and combats global warming.

Consideration of appropriate amendments to the boundary of the Conservation Area, and recommendations for additions to the register of listed buildings, either the statutory or local list, will be considered by the Council.

Part of the Regent's Canal borders the London Borough of Hackney. It will be important to work together with Hackney where this is the case,

Who is this document for?

This is an inclusive document which will engage with many different people and organisations. It will depend on the support of the community to achieve its objectives. It is aimed primarily at the residents, businesses, developers and others living and

working in the area. The Conservation Area belongs to its residents, as well as the whole community, and their priorities will be reflected in these documents after the consultation process.

The document has also been prepared to align conservation objectives within different parts of the council, and provide a single point of reference for the management of the area. It represents our shared commitment to conserve the special architectural and historic character, and to help manage sensitive new development and refurbishment where appropriate to successfully preserve and enhance the quality and character of the area.

Outline Guidance on Applications

Before carrying out any work in this area, you will need to apply for consent even for minor work such as replacing railings. These consents include planning, listed building and Conservation Area consent, as well as others for work such as felling trees.

When planning applications in a Conservation Area are decided, the planning authority will pay special attention to whether the character of the area is preserved or enhanced. The character of the Regent's Canal Conservation Area is described in detail in the Appraisal in the first part of this document.

In the Regent's Canal Conservation Area, as in other Conservation Areas, planning controls are more extensive than normal. Consent is required to demolish any building, and a higher standard of detail and information is required for any application. When applying for listed building consent, please note that all parts of the building, including its interior walls, ceilings and all other internal features, are protected. Some buildings are nationally (statutorily) listed, and some are locally listed by the Borough to indicate buildings that the Borough wishes to protect.

The exact information required will vary with each application, but in general applications must include:

- A clear design statement and/or conservation plan explaining the reasons behind the various architectural, masterplanning or other design decisions.
- Contextual plans, sections and elevations of existing buildings
- Drawings, including construction details, produced at larger scale (eg. 1:50 or 1:20) clearly indicating the nature of the work proposed.
- Additional detail regarding materials and construction.
- Photos of the condition of existing building (including details where appropriate).

More details are available on the Tower Hamlets website. If in any doubt, the Council welcomes and encourages early requests for advice or information.

When alterations are proposed to listed buildings, complying with the building regulations can be particularly complex, and early consideration of building control issues can help identify potential problems early in the process.

Policies Relevant to the Conservation Area and how they are implemented:

Any new development should have regard to national, regional and local planning policy.

- At the national level, the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on Tower Hamlets to designate Conservation Areas in “areas of special architectural or historic interest”, and to formulate and publish proposals for the preservation and enhancement of its Conservation Areas. National policy for planning and the historic environment is set out in Planning Policy Guidance 15 (PPG15).
- At the regional level, policy 4B.1 of the London Spatial Development Strategy (or London Plan) states that ‘The Mayor will seek to ensure that developments ... respect London’s built heritage.’
- At the local level, the new Local Development Framework (LDF) of Tower Hamlets states that ‘the Council will protect and enhance the historic environment of the borough’. The Core Strategy states as an objective that we

will 'Protect and celebrate our history and heritage by placing these at the heart of reinventing the Hamlets to enhance local distinctiveness, character and townscape.

- The Canal links in with proposals for the Blue and Green Grid in East London.

With particular reference to the Canal network the following policy documents should also be considered:-

- The London Plan's Blue Ribbon Network policies apply to all London's waterways
- TCPA Policy Advice Note for Inland Waterways – produced in conjunction with British Waterways (July 2009)
- Waterways and Development Plans (BW 2003)
- Waterways for Tomorrow (DETR 2000 presently being reviewed)
- Planning a future for the Inland Waterways (Inland Waterways Amenity Advisory Council)

Canals in London are also recognised as "Sites of Metropolitan Importance for Nature Conservation".

Listed Buildings in the Conservation Area

Scheduled Ancient Monuments

Bonner Hall Bridge

Grade II

46-48 Copperfield Road

Lock Cottage, Old Ford Lock

Stable Block, Old Ford Lock

Stop Lock Bridge at the junction of the Regent's Canal and the Hertford Union Canal

Locally Listed Buildings

221 Grove Road

Bow Wharf, Grove Road

357 Mile End Road

Listed Buildings at Risk

There are no listed buildings at risk in the Conservation Area but immediately adjoining it within Victoria Park Conservation Area, Bonner Hall Bridge is “at risk”. Bonner Hall Bridge is a Scheduled Ancient Monument in the Regent’s Canal Conservation Area.

Highways and Transportation Issues

The quality of the streetscape, the surface materials, street furniture and other features can all be integral parts of the character of Conservation Areas. Any work carried out should respect this historic character. Anyone involved in development which impacts on public spaces should refer to the Council’s Street Design Guide, TfL’s own Streetscape Guidance and English Heritage’s ‘Streets for All’ document. The ongoing cost of maintenance should also be considered carefully.

The Oval retains at its northern end the original granite setts in the road way as does Corbridge Crescent. These setts should be preserved and enhanced and supplemented where possible. Elsewhere the opportunity exists to consider appropriate treatments. Any highways works should seek to preserve or enhance the character of the historic environment.

Works by statutory services (gas, electricity, water etc) have the potential to damage historic ground surfaces or ancient underground structures. Early consultation with the conservation team is encouraged for any works.

Opportunities and Potential for Enhancement

The Regent’s Canal Conservation Area is an important green corridor combining industrial heritage, wildlife habitats and a recreational resource.

The opportunity exists to encourage developments adjacent to the canal to front on to the canal and make the most of their special location.

Opportunities exist for moorings and leisure / sports activities along and on the Regent’s Canal, these uses can complement the historic nature of the

waterways and provide a link to their original function as well as supporting their active use and continued maintenance.

The opportunity to enhance the biodiversity of the canal, where this does not impede navigation exists.

Trees, Parks and Open Spaces

The Canal and towpath operates as an open space. They are an important recreational resource offering the opportunity of walking, cycling, fishing and boating. In addition they are a wildlife haven. It is important that both are appropriately maintained and that the informal character of the canal and its towpath are protected.

This waterbody is identified within the Water Framework Directive, which states as an ambition the improvement of the ecology of the area of the waterbody. The best way of doing this is the naturalisation of the banks.

The protection of the character of the canal side should be protected and the ongoing maintenance of the historic wharf walls and towpath features should be encouraged.

All trees in Conservation Areas are protected, and some trees are also covered by Tree Preservation Orders (TPO's). Notice must be given to the authority before works are carried out to any tree in the Conservation Area, and some works require specific permission. More information can be found in the Council's Guide to Trees, and on the Tower Hamlets website. Carrying out works to trees without the necessary approval can be a criminal offence, and the Council welcomes early requests for advice.

Equalities:

Valuing diversity is one of the Council's core values, and we take pride in being one of the most culturally rich and diverse boroughs in the UK. This core value has driven the

preparation of this document and will continue to inform changes to this document in the future. These values will also inform changes to buildings and places where this document provides guidance to ensure inclusivity for all sections of the community.

This Character Appraisal and Management Guidelines will support the Council's aims:

- a strong spirit of community and good race relations in Tower Hamlets.
- to get rid of prejudice, discrimination and victimisation within the communities we serve and our workforce
- to make sure that the borough's communities and our workforce are not discriminated against or bullied for any reason, including reasons associated with their gender, age, ethnicity, disability, sexuality or religious belief.

Please contact us if you feel that this document could do more to promote equality and further the interests of the whole community.

Publicity

The existence of the Conservation Area will be promoted locally to raise awareness of current conservation issues and to invite contributions from the community.

Consideration of Resources Needed to Conserve the Historic Environment:

The most effective way to secure the historic environment is to ensure that buildings can continue to contribute to the life of the local community, preferably funding their own maintenance and refurbishment. Commercial value can be generated directly from the building, through its use as a dwelling or office, or through its role in increasing the attractiveness of the area to tourists and visitors. However, it should be noted that economic reasons alone will not in themselves justify the demolition or alteration of a building in a Conservation Area. The Council will consider grant aid to historic buildings and places.

In order to meet today's needs without damaging the historic or architectural value of a building, a degree of flexibility, innovation and creative estate management may be required.

Ongoing Management and Monitoring Change:

To keep a record of changes within the area, dated photographic surveys of street frontages and significant buildings and views will be made every 5 years. Also, public meetings will be held every 5 years to maintain communications between all stakeholders and identify new opportunities and threats to the Conservation Area as they arise.

The Council recognises the contribution of the local community in managing Conservation Areas, and will welcome proposals to work collaboratively to monitor and manage the area.

In addition, the Borough's Annual Monitoring Report, prepared with the new Local Development Framework, will assess progress on the implementation of the whole Local Development Scheme, including policies relevant to conservation.

Enforcement Strategy:

Appropriate enforcement, with the support of the community, is essential to protect the area's character. The Council will take prompt action against those who carry out unauthorised works to listed buildings, or substantial or complete demolition of buildings within a Conservation Area. Unauthorised work to a listed building is a criminal offence and could result in a fine and/or imprisonment. Likewise, unauthorised substantial or complete demolition of a building within a Conservation Area is also illegal. It is therefore essential to obtain Conservation Area or Listed Building Consent before works begin.

If listed buildings are not maintained in good repair, then the Council can step in to ensure that relevant repairs are carried out. In some circumstances, the Council itself

may undertake essential repairs and recover the cost from the owner. The Council has powers of compulsory purchase, if necessary to protect Listed Buildings.

The Council will enforce conservation law wherever necessary, and will consider the introduction of Article 4 Directions to remove Permitted Development Rights where appropriate.

Further Reading and Contacts

- The Buildings of England (London 5: East). Cherry, O'Brien and Pevsner.
- 'Bethnal Green: Cambridge Heath', A History of the County of Middlesex: Volume 11: Stepney, Bethnal Green (1998), pp. 109-112. URL: <http://www.british-history.ac.uk/report.aspx?compid=22747>.
- The Regent's Canal: London's Hidden Waterway. Alan Faulkner
- The London Canal Museum

The Council encourages and welcomes discussions with the community about the historic environment and the contents of this document. Further guidance on all aspects of this document can be obtained on our website at www.towerhamlets.gov.uk or by contacting:

Tel: 020 7364 5009

Email: dr.majorprojects@towerhamlets.gov.uk

This document is also available in Libraries, Council Offices and Idea Stores in the Borough.

For a translation, or large print, audio or braille version of this document, please telephone 0800 376 5454. Also, if you require any further help with this document, please telephone 020 7364 5372.

Also, you may wish to contact the following organizations for further information:

English Heritage www.english-heritage.org.uk

The Georgian Group www.georgiangroup.org.uk

Victorian Society www.victorian-society.org.uk

20th Century Society

www.c20society.org.uk

Society for the Protection of Ancient Buildings www.spab.org.uk

Listed Buildings at Risk:

At this time we are not aware of any listed buildings at risk in the Conservation Area.

Any other threats to the Conservation Area

A number of the buildings which contribute positively to the character of the Conservation Area are in a state of disrepair it would be unfortunate to lose any of these as a result of their deteriorating condition.

Listed Building at Risk

At this time we are not aware of any listed buildings at risk in the Conservation Area..

Priorities for Action (1-5)

1. Ensure appropriate repair of Bonner Hall Bridge to include missing balustrade.
2. Establish regular liaison meetings with British Waterways to provide a unified approach to the conservation of the canal.
3. Provide assistance for the conservation and promotion of the Ragged School Museum.
4. Protect the green spaces along the length of the canal.
5. Investigate a study of views and setting of the canal to assist in protecting these important aspects.