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Old Oak Outline Historic Area Assessment

LOCAL PLAN SUPPORTING STUDY

Draft for Regulation 18 Consultation
4 February 2016

MAYOR OF LONDON

Role of this study

This study has been produced to inform the draft Local Plan and should be read alongside other relevant studies, the draft Local Plan and the London Plan.

Study overview

Document title	**Old Oak Outline Historic Area Assessment & addendum**
Lead author	Historic England
Purpose of the study	**Inform the development of planning policy for Old Oak and the designation of local heritage assets.**
Stage of production	Completed
Key outputs	■ Summary of historical development ■ Identification of designated and undesignated potential heritage assets ■ Identification of designated assets whose settings may be affected by development within Old Oak.
Key recommendations	■ Suggested heritage assets to be locally designated including the Cumberland Park Factory conservation area.
Relations to other studies	Interfaces with Green Infrastructure and Open Space Strategy, Character Area Note, Development Capacity Study.
Next steps	The Assessment will inform the development of a Park Royal focussed heritage assessment

Consultation questions

1. Do you agree with the recommendations of this supporting study? If not, please explain why.

2. Do you agree with the methods used in delivering the recommendations? If not, please set out alternative approaches and why these should be used.

3. Are there any other elements which the supporting study should address? If yes, please define these.

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RESEARCH REPORT SERIES no. 8 - 2015

OLD OAK

OUTLINE HISTORIC AREA ASSESSMENT

Geraint Franklin

ASSESSMENT

ENGLISH HERITAGE

Front cover: an oblique aerial view of Kensal Green Cemetery from the north west. 16 September 2003; NMR 23258/18; © English Heritage.

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OLD OAK

OUTLINE HISTORIC AREA ASSESSMENT

Geraint Franklin

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ABSTRACT
This outline historic area assessment was commissioned by English Heritage's National Planning and Conservation Department in response to the emerging Park Royal City Opportunity Area Planning Framework (OAPF). It presents a preliminary snapshot of the historic character and appearance of a built landscape that will see considerable change in forthcoming years.

Insights into the historical drivers of change reveal a complex and multi-layered landscape. The area initially developed as a series of linear routes driven through an agrarian landscape. Industry clustered alongside the transport network, sustained by railway sidings, canalside wharfs and improved road links. North Acton and the neighbouring Park Royal estate saw overlapping phases of industrial growth, transformation and decline throughout the twentieth century. Recent developments hint at new land uses including housing, retail and offices.

The report is divided into three parts. The first summarises the historical development of the area. This is followed by a gazetteer of designated and undesignated elements, grouped by sub-areas. A third section sets out the designated heritage assets whose settings may be affected by future development within the Opportunity Area, including the Grand Union Canal, Kensal Green and St Mary's Catholic Cemeteries and Kensal House and Day Nursery.

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CONTENTS

Summary 1

Acknowledgements 3

Introduction 4

Part I: Summary of historical development 6

Early development 7

Grand Junction Canal (today Grand Union Canal) 9

The railways 10

Industry 12

Housing 16

Part II: Gazetteer of built heritage elements 18

Kensal Sub-area 19

South Park Royal City Sub-area 25

North Park Royal City Sub-area 32

North Acton Sub-area 37

Part III: Setting of designated heritage assets 42

Conservation Areas and Registered Parks and Gardens 44

Listed Buildings 55

Endnotes 59

Map of Park Royal City Opportunity Area 63

Ordnance Survey historic mapping 64

SUMMARY

This outline historic area assessment was carried out at the request of Graham Saunders of the National Planning and Conservation Department in response to the emerging Park Royal City Draft Opportunity Area Planning Framework (OAPF), shared informally by the Greater London Authority in March 2013. The assessment represents a scoping study into the historic built environment of the area. It seeks to present a preliminary snapshot of the historic character and appearance of a built landscape that will see considerable change in forthcoming years. A draft version of this assessment was circulated to key stakeholders in August 2013 in order to inform the developing OAPF.[1] By making this assessment available in revised form in English Heritage's Research Report Series, it is hoped that it will continue to contribute to wider discussions about this fast-changing area. This includes informing the latest consultation version of the *Old Oak and Park Royal Opportunity Area Planning Framework* (2015).

The development of the Old Oak Common area in the nineteenth century was dominated by a un-coordinated succession of linear routes driven through an agrarian landscape. The construction of the Grand Union Canal in 1801 and the railway network from 1838 are part of a national story of the development of transport infrastructure, yet those decisions had substantial and unplanned consequences on localities such as those studied here. A variety of industries grew up alongside the transport network, sustained by railway sidings, canalside wharfs and improved road links. North Acton and the neighbouring Park Royal estate saw marked industrial growth in the early twentieth century. New railway stations attracted speculative suburban housing, especially in the neighbouring districts of North Kensington, Kensal Green and in the rising ground north of Harrow Road.

The decline of heavy industry and changes to the rail network have left parts of the study area with the appearance of an exposed or semi-derelict post-industrial landscape. Late twentieth century commercial and industrial redevelopment, on vacant sites or industrial estates, is marked by clusters of light metal-framed sheds. If first impressions suggest the area is empty, incoherent or fragmented, insights into the historical drivers of change reveal a complex and multi-layered landscape. Recent developments around North Acton Station complete the picture, hinting at new land uses including housing, retail and offices.

To most, the Old Oak Common area is a thoroughfare, not a place of arrival: most people encounter the environment through the windows of a train, tube carriage or car. The severance of the area by transport routes and the lack of public access does not encourage people to linger. Yet those who do explore the area at leisure discover a distinctive place.[2] In coming years, the replanning of parts of the Opportunity Area and investment in transport infrastructure, places of work and housing will inevitably and dramatically alter its character. An early understanding of the character and value of the historic environment maximises the contribution of historic assets can make to future economic growth and community well-being.[3]

The report is divided into three parts. The first summarises the historical development of the area. This is followed by a gazetteer of designated and undesignated elements, grouped by the sub-areas set out in the March 2013 OAPF. A third section sets out the designated heritage assets whose settings may be affected by future development within the Opportunity Area. Key designated assets within or in close proximity to the Opportunity Area include:

- The Grand Union Canal, built in 1801 as the Grand Junction Canal, transects the Opportunity Area. The portions of the canal within the Boroughs of Ealing and Hammersmith & Fulham are designated Conservation Areas. The canal and towpath are enclosed by trees and hedgerows, representing a relatively tranquil area enhanced by features such as bridges, wharves and basins which provide insights into the historical use and development of the canal.

- Kensal Green Cemetery, laid out in 1833 and a designated Conservation Area and a Registered Park and Garden. A distinctive and valued landscape of burial and commemoration, rich in historic associations yet a working and managed cemetery. It is also an important green open space with a diverse habitat of flora and fauna, and the relationship between built and natural environments is a key aspect of its historic setting.

- St Mary's Catholic Cemetery, opened in 1858, is a rich and varied ensemble of monuments within a designed landscape, and offers an insight into the development of London's immigrant communities, especially the Irish and Italian population. It is designated as a Conservation Area.

- Kensal House and Day Nursery of 1936-37 by principal architects Maxwell Fry and Elizabeth Denby for the Gas Light and Coke Company. The Grade II* status of both buildings is a recognition of their historic and architectural significance as a socially-progressive and philanthropic housing development in the Modern Movement idiom.

ACKNOWLEDGEMENTS

Graham Saunders is thanked for explaining the development contexts during an initial site visit in March 2013 and subsequently editing the report. John Minnis and Jo Smith contributed valuable information on aspects of industry and transport, and Susie Barson and Pete Herring commented on a draft. Vijya Mehta provided access to the photographic collection of English Heritage's London region, and Andrew Lewis is thanked for supplying several images from his website www.blog.jartweb.net. Philip Adshead and his colleagues in the London Waterway section of the Canal & River Trust kindly supplied information about the numbering of bridges over the Grand Union Canal. The assistance of the archivists of the Local History Centres of the London Boroughs of Ealing and Hammersmith & Fulham is gratefully acknowledged.

INTRODUCTION

This historic area assessment presents the results of a preliminary scoping study of the Park Royal City Opportunity Area. It was commissioned by English Heritage's National Planning and Conservation Department in response to the emerging Draft Opportunity Area Planning Framework (OAPF) shared informally in March 2013 by the Greater London Authority (GLA).[4] On 28 June 2013 the GLA formally published for public comment *Old Oak: a Vision for the Future*, an updated version of the draft OAPF with a new title and boundary changes.[5] A subsequent consultation version of the Planning Framework was published by the GLA in March 2015 entitled *Old Oak and Park Royal Opportunity Area Planning Framework*. This historic area assessment was prepared in response to the March 2013 draft and its area and scope has not been updated to reflect subsequent iterations. Subsequently the opportunity was taken to make a revised version of the historic area assessment more widely available in English Heritage's Research Report Series. The planning context will continue to evolve, but it is hoped that the substance of this assessment will continue to inform the latest emerging planning framework.

This report does not make specific recommendations for action. Rather it aims to inform processes of regeneration through a broad understanding of how the historic development of the Old Oak area has informed its distinctive character and appearance. Outline Historic Area Assessments capture baseline information on the character and appearance of the historic built environment of the area and its components and, in so doing, flag up key elements for attention or further targeted investigation. The report is not intended as a comprehensive or fully-inclusive survey in terms of extent of coverage and degree of detail, nor does it cover the whole range of historic asset types, such as sub-surface archaeology. Former urban commons, such as the Old Oak Common area represent a potentially rich archaeological resource due to relatively non-intensive land-uses, and archaeological significance and condition should be assessed at an early stage in the planning process through a desk-based assessment.[6]

The scope and methodology of this study approximates a 'rapid area assessment' (level 2), as set out in English Heritage's 2010 guidance on historic area assessments.[7] That is to say, it is primarily based on a combination of external field observation, undertaken on foot, and a study of historic mapping. This has been supplemented by study of key secondary sources and previous investigations undertaken by English Heritage. No systematic documentary research has been undertaken. Access restrictions meant that it was not practicable to visit certain areas, particularly land in ownership of Network Rail, although key views from public places were identified. No internal inspections of buildings were made.

The area assessment is divided into three sections. The first summarises the historical development of the area under broad thematic sub-headings. Salient features and characteristics are identified and related, where relevant, to the evolution of the region and historical and architectural contexts. This is followed by a gazetteer of built heritage elements, which identifies the range of building types, and their chronologies and forms, within each of the sub-areas defined in the Draft Opportunity Area Planning Framework

(OAPF).[8] This seeks to demonstrate the makeup of the evidence base in a representative rather than exhaustive manner, and the omission of any specific structure, space, feature or aspect of its appearance or character should not be taken to imply that it has no heritage value. Bridges over the Grand Union Canal are identified by the official numbering system devised by the Canal & River Trust. The third and final part is a gazetteer of designated heritage assets whose settings may be potentially affected by development within the relevant Opportunity Areas.

PART I: SUMMARY OF HISTORICAL DEVELOPMENT

PART I: SUMMARY OF HISTORICAL DEVELOPMENT

Early development

The superficial geology of the area comprises river terrace deposits of sand and gravel, and river brickearth, overlying London clay. Willesden and Harlesden Green lie on a gentle hillside which slopes down to the south and south east towards Wormwood Scrubs and Kensal New Town. Old Oak Lane and Victoria Road delineate a slight ridge with views to the north west and south east (fig. 1).

As the Anglo-Saxon name Acton ('oak town') suggests, the northern part of the parish and much of Old Oak Common was heavily wooded in the Middle Ages. Much of the woodland had been cleared by the seventeenth century and the last great oaks on the commons were felled in the early nineteenth century, although oaks and elms survived in hedgerows and along lanes into the twentieth century.[9] The woods and scrublands gave way to arable, meadow and pasture lands. Farm holdings of likely early origin included Wales Farm (renamed St Leonard's Farm), Lower Place and Redhouse Farm. By the late eighteenth century a relatively intense agricultural regime had developed between Paddington and Willesden, dominated by the growing of wheat, hay for horses and livestock for meat and dairy production. Three annual crops of hay could be obtained through the application of manure and the sowing of meadows with meadow foxtail grass and white clover from imported Dutch seed.[10]

Figure 1: Composite panoramic view, south east from the Old Oak Lane bridge over the Bakerloo line. Willesden Junction Station is to the left, and the Trellick Tower and the Post Office Tower can be glimpsed on the horizon (P6846001).

The Ordnance Survey 1:2500 edition, surveyed in 1865 (fig. 56), shows the newly-established rail network slicing a swath of agrarian Middlesex, characterised by a pattern of field boundaries interrupted by the extensive Old Oak Common and Wormwood Scrubs (known earlier as Old Holt Wood and Worm Holt Wood respectively).[11] Old Oak Common Lane, still unmetalled in early twentieth-century photographs, linked Harlesden Green with the nucleated settlements of Friars Place and East Acton. To the north, strung along the busier Harrow Road were Harlesden Green, Kensal Green and Kensal New Town, settlements which would have seemed progressively newer and more suburban in character as one travelled towards Paddington.

From at least the seventeenth century Acton developed a reputation for being a healthy place, removed but accessible from the unsanitary conditions of London. Dr Edward

Cobden, rector of Acton from 1726-64 and a chaplain to George II, wrote 'Give over all the busy care / of gain, and with despatch repair / To Acton for untainted air'.[12] The three springs of Acton Wells, on the site of Wells House Road, were one of London's minor spas, noted for their medicinal properties as early as 1612. They reached a peak of popularity during the reign of Queen Anne, when summer visitors took the mineral waters at the grandly-named Assembly Rooms. But Daniel Lysons wrote in 1795 'the wells have long since lost their celebrity, fashion and novelty having given a preference to springs of the fame nature at a greater distance from the metropolis. […] The assembly room being nearly in ruins, is now about to be converted into two tenements'.[13]

Figure 2: Lost Acton: a 1976 view of the Friars, a villa of c.1785 on Wales Farm Road. Latterly Leamington Park Hospital, the building was much altered by the time of its demolition in 1989. The site is today occupied by housing, laid out in the 1990s. The street names—Jenner Avenue, Garrett Close, Lister Close and Seacole Close—commemorate notable figures of medicine. (English Heritage London Region photographic collection, box 228, ref 76_143783).

Old Oak Common was said to contain 200 acres of oak and hawthorn scrub in 1590, and commoners, supervised by the parish overseerer, enjoyed rights of grazing cattle and pigs. It was also a noted duelling ground and prize fight venue, while the Household Cavalry exercised at Wormwood Scrubs.[14] In 1800 the chapter of St Paul's Cathedral sold its right in the common to the Duke of Devonshire, and they were in turn sold in 1821 to Thomas Church of Wells House. The parishioners received compensation in lie of the loss of grazing land in 1805 for the construction of the Grand Union Canal and in 1837 from the Great Western Railway. Under pressure from local landowners most of the common was enclosed in 1862 under protest from the commoners, although a small area in the south remained open and was later incorporated into the adjoining Wormwood Scrubs common in Hammersmith.[15]

The nineteenth century saw the area transformed by transport infrastructure which in turn encouraged industrial development. The encroachment of housing to the north and east completes the picture of a working London suburb. An early hint of the westward spread of the Metropolis was Kensal Green Cemetery, opened in 1833 in response to the cholera epidemic of the late 1820s and poor conditions at the London graveyards. The neighbouring St Mary's Roman Catholic Cemetery was laid out in 1858 (see below).

Figure 3: The open space of Wormwood Scrubs, from the south-west edge looking east. Wikimedia Commons image by Chris Fow.

By the early twentieth century the area was largely built-up, as Walter Jerrold regretted in 1909:

> Willesden […] spreads down to the canal, Acton and Ealing are spreading up to it, for within recent years these old-time villages have got infected with the virus of civic 'boulimia' [sic] and are rapidly devouring the surrounding country. Old houses have been pulled down, old trees felled, old gardens laid waste, and these, in common with the neighbouring fields, have fallen under the influence of the untiring builder.[16]

Yet Charles Booth, the famed documenter of London's working classes, could still detect in Kensal New Town

> something of the appearance of a village, trampled under foot by the advance of London, but still able to show cottages and gardens; and gateways between houses in its streets leading back to open spaces, suggestive of the paddock and pony of days gone by.[17]

Today, isolated traces of rural character survive in the open spaces of Kensal Green Cemetery and Wormwood Scrubs common (fig. 3), and in the more abstract form of place name evidence and the fossilisation of the pattern of field boundaries and rural lanes in modern layouts.

The following paragraphs do not cover every aspect of the development of the area but set out the main drivers of change, namely the establishment of water and rail transport, industry and housing. Buildings for health and education, worship and recreation do not figure prominently within the Opportunity Area, and those outside are documented elsewhere.[18] The exception is the cemeteries of Kensal Green and St Mary, which are covered in Part 3 of this report.

Grand Junction Canal (today Grand Union Canal)

The Grand Junction Canal opened in stages from 1794. Its Paddington branch, a 13½ mile (21.5km) stretch from Bull's Bridge near Hayes to the Paddington Basin, was authorised by an Act of Parliament of April 1795. Laid out by the civil engineers Jessop & Barnes, it opened in July 1801 'amidst great public rejoicings, the ringing of bells, the firing of cannon, and the liberal display of flags'.[19] Its route truncated many landholdings

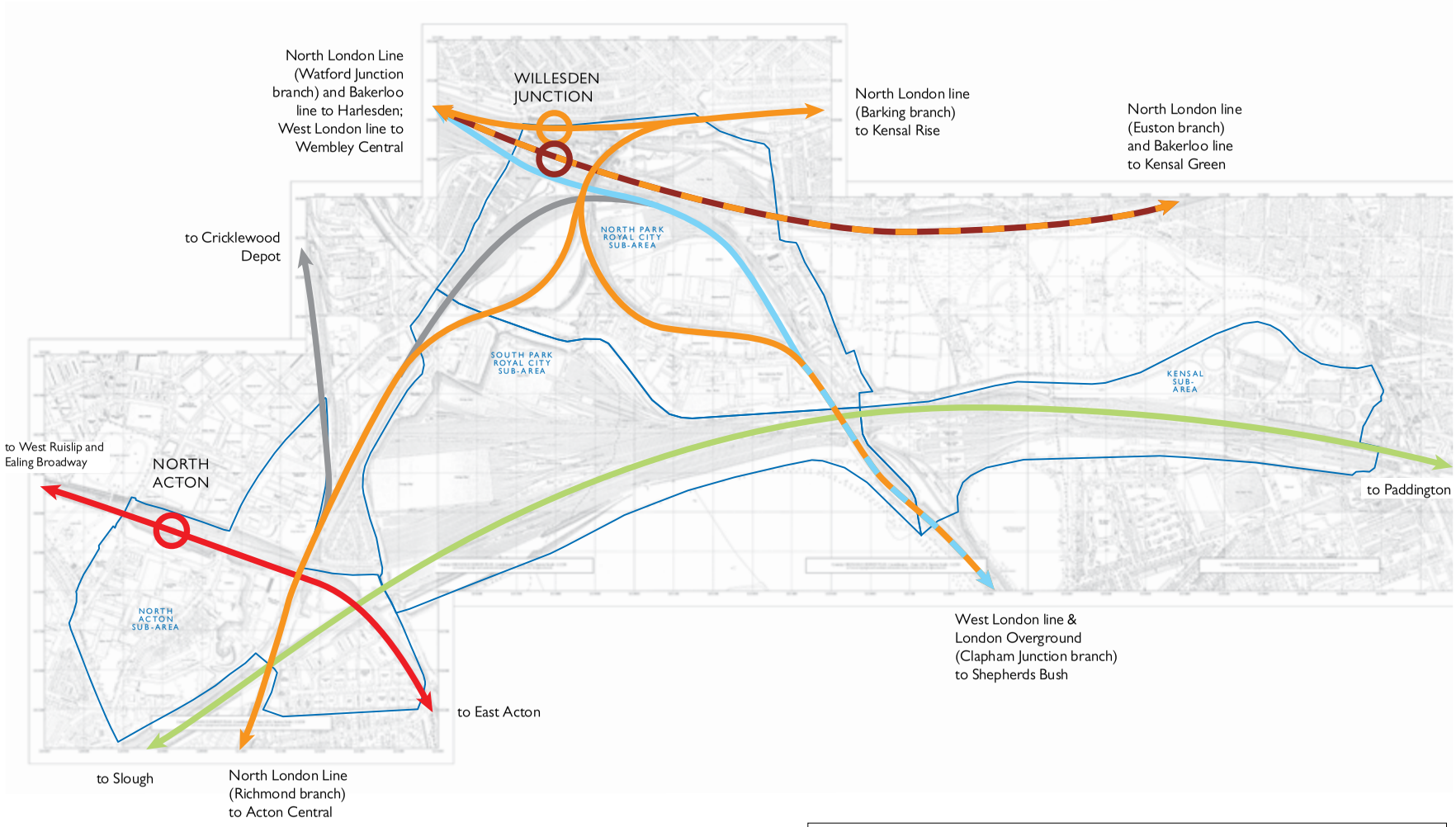
requiring compensation arrangements, and new bridges were built for local traffic. The key bridging points have conditioned development ever since. They include Mitre Bridge, named after a nearby Mitre Tavern, which carried Scrubs Lane over the canal, and other road bridges at Old Oak Lane and Portobello Lane (now Ladbroke Grove).[20]

Primarily a trade route, with coal barges unloading at private wharves along its length, a ferry service plied between Uxbridge and Paddington, offering the working classes the possibility of cheap excursions into the country.[21] Roach, chub, perch, gudgeons, eels and jack could be fished along the length of the Paddington branch for at least the first decades of its existence.[22] The Grand Junction was amalgamated with the Regents Canal in 1929 to form the Grand Union Canal. Commercial traffic on the canal dwindled in the post-war decades and today residential and leisure uses predominate.[23] The range of elements associated with the canal are described in the Gazetteer below, and an account of attendant setting issues follows in part three of the report.

Figure 4: The Grand Union Canal viewed from the Old Oak Lane overbridge. In the foreground is a winding hole, a wider area used for turning a canal boat. 'View corridors' are framed by vegetation and bridges (P6846002).

The railways

The first railway lines to cross the area were complete by 1838 (fig. 5). These were Isambard Kingdom Brunel's Great Western Railway (GWR) and Robert Stephenson's London & Birmingham Railway (today the West Coast Main Line).[24] In 1846 the London & Birmingham was subsumed into the London & North Western Railway (L&NWR). The West London Railway was completed in 1844 with the main intension of carrying freight from the London & Birmingham line, with which it joined at Willesden Junction station,



Great Western Main Line (formerly Great Western Railway)
West London Line, operated by Southern Rail (formerly West London Railway)
Bakeroo Line (formerly London and North Western Railway)
Central Line
London Overground (formerly London and North Western Railway, North and South Western Junction Railway and Hampstead Junction Railway
Freight (former Midland and South Western Junction Railway) or unknown

Figure 5: schematic map showing rail network in the Opportunity Area. Not to scale; sub-area boundaries depicted as thin blue lines.

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to the Kensington Canal Basin, although a short-lived and unsuccessful attempt was made to diversify into a passage service in 1844.[25]

Although the transport of local goods continued, later expansion mostly took the form of suburban passenger services, driven by a demand for regular stops and cheap and frequent trains. Sir George Berkley's Hampstead Junction Railway, which ran between Willesden Junction and Camden Road, was opened in 1860; today it forms part of the North London line.[26] The last major line was the Midland and South Western Junction Railway (M&SWJR), built by the Midland Railway to provide a link between Cricklewood and Kew. It opened to freight in 1868 and first carried passengers in 1875. The tangle of lines through Old Oak Common was completed with the 'Acton Wells loop' between the Great Western main line and that of the L&NWR in 1877. In 1904 the GWR commenced a suburban service on its new Birmingham line, opening a station at Park Royal in time for the Royal Agricultural Society's show (it was rebuilt in 1935-36) and installing rail motor 'halts' at North Acton (1904) and Old Oak Lane (1906). Services lasted until 1947.

At the junctions and interstices of the tracks were installed sidings, sheds and railways yards. The largest areas were the GWR Old Oak Common Sidings, the L&NWR's depots at Willesden Junction (opened 1873) and Mitre Bridge. Temporary control of the rail network during the First World War gave national government a foretaste of the reforms it might achieve in peacetime. In 1923 almost all the railway companies were amalgamated into the 'Big Four' companies.[27] The railway network was nationalised in 1948 and further rationalised with the Beeching report of 1963, which led to the axing of marginal or uneconomic services. The Old Oak sidings were modernised in the 1960s with electrification of the line and the switch from steam to diesel. In 1968 BR opened a Freightliner Terminal at Willesden Junction on the former site of the Willesden Depot. From here, containerised rail freight was shipped to British and European destinations.[28] The last major infrastructure investment was the redevelopment of North Pole International Depot in 1991-92 for the maintenance and servicing of rolling stock for the new Eurostar passenger service.

Industry

Trade and manufacture in and around the Opportunity Area has a long and diverse history.[29] For our purposes, it is possible to distinguish between three overlapping stages of industrial development. The earliest type of industry, prevalent up to the mid-nineteenth century and continuing on a reduced scale thereafter, comprised the provision of goods and services to a largely self-sufficient local community. Activities tended to be small scale and labour intensive with a preponderance of cheap female labour. Workplaces were unregulated, informal and integrated with domestic areas. The laundries which earned South Acton and Kensal Town the nickname of 'soap sud island', and as the manufacture of bricks and tiles for neighbouring streets demonstrates, small-scale industry continued to meet local needs well into the twentieth century.[30]

Industries could also survive by evolving and expanding to serve new markets. In his study of South Acton housing, Peter Guillery observes that the numerous nineteenth century piggeries, slaughterhouses and rendering plants relate not to the perpetuation of

rural traditions of livestock keeping but to the absence of restrictions in property leases.[31] Pig keeping was regulated by bylaws from the 1880s, yet meat processing continued elsewhere on a larger scale. In 1919 Thomas Wall built a large factory near Friar's Place, manufacturing the sausages and ice-cream for which the firm became famous. Wall's opened a new plant in Atlas Road in 1958, followed by Wall's House (now Nash House), a prominent 1960s office block on Old Oak Lane.[32]

Figure 6: The derelict Wall's House (latterly Nash House), of c.1968 by Beard, Bennett, Wilkins & Partners. The canal bridge is at the right of the photograph (P6846003).

The industrial revolution was slow to arrive at the Old Oak Common area and was at first represented only by a scattering of enterprises, of which scant trace remains today. The railways and canals prepared the way for new manufacturing and processing industries characterised by more intensive use of land and building, mechanised processes and the long-distance shipping of raw materials and goods to mass markets. The concentration of industry around the rail and canal network represents the second category of our three-fold classification. The peripheral and transitory character of the land around the railways and canal, especially outside the administrative area of the Metropolitan Board of Works and later the London County Council, encouraged so-called 'offensive' trades, such as chemical works and the rendering of animal carcasses.

The Western Gas Company is the first major example in the Opportunity Area of an industry serving the wider needs of the Metropolis and further afield at what some felt was the expense of the amenities of the immediate surroundings. In 1845 the Company erected gasholders and other structures on land south of the canal purchased from the Talbot estate. The works, constructed under the supervision of the engineer George Holdsworthy Palmer, supplied cannel gas to St Pancras, Marylebone, Bloomsbury, Hampstead, Paddington and Chelsea.[33] The gas, obtained from bituminous coal, was widely used for domestic lighting throughout the nineteenth century up to the introduction of the incandescent gas mantle in the 1880s.[34] The General Cemetery Company were so alarmed by the 'serious injury to all property' they appealed, unsuccessfully, to the law to halt the development.[35] After amalgamation with the Gas Light and Coke Company in 1872, the gasworks was converted from cannel to coal gas, and expanded into the adjacent plot to the west, owned by the General Cemetery Company.[36] In the 1930s the company entered another period of reform which saw the gasworks rebuilt under chief engineer Thomas Hardie and the construction of Kensal House, a model housing development.[37] The gasworks closed in 1970.

The Naphtha Works, north of the canal bridge on Old Oak Lane, was an early if short-lived example of the presence of chemical industries around Old Oak Common. The works, formed by 1865, manufactured naphtha, a volatile petroleum-derived product used in the manufacture of solvents and cleaning fluids. It was closed by 1894 (fig. 57). From 1868, waterproof paper was pioneered at the Willesden Paper & Canvas Works, south of the canal on Old Oak Lane. The company, founded by Alfred Healey, expanded in 1873 and 1888, manufacturing waterproof tents in the First World War.[38]

Exploitation of the river brickearth in Acton is first recorded in 1799, but the early brickfields were mostly limited to the south of the parish. The fields around Red House Farm and the Mitre Tavern, south west of Kensal Green Cemetery, may also have been dug in 1835-50; the kilns were probably of the ephemeral clamp type.[39] The manufacture of ceramic building materials on an industrial scale corresponds with building cycles of suburban housing to the north and east of the Opportunity Area. The Atlas Brick and Tile works, west of the Old Oak railway cottages, made a railway sidings agreement with the Midland Railway Company in 1885. The works and kilns, together with a large clay pit to the south, operated from 1886 to 1909 under James Knox.[40] Recorded as disused

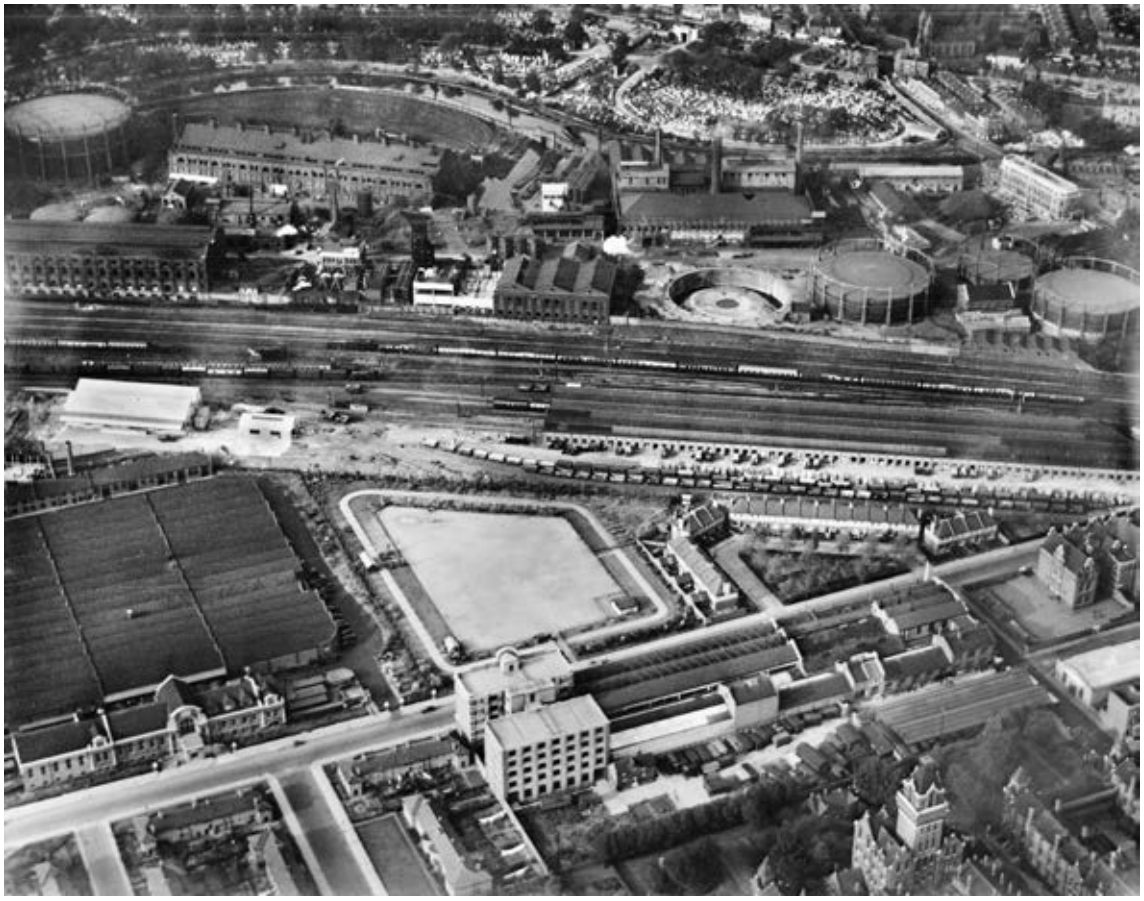


Figure 7: A 1928 aerial photograph showing part of the Kensal Sub-Area from the south west. Most of the Kensal Green Gas Works is visible, as well as sidings and carriage sheds associated with the Great Western main line. To the bottom left may be seen Ladbroke Hall and the Clement Talbot motor works and, across the road, the Pall Mall Deposit building, a former furniture depository of 1901. EPW024752 © English Heritage. Aerofilms collection.

in 1913, and redeveloped after the First World War, the firm is commemorated in Atlas Road and the Atlas Wharf of the Grand Union Canal.[41] East of Wales Farm Road, Kellett & Sons' Willesden & Acton Brickworks operated from 1894–1910.[42]

Twentieth century industry in the area tended to occupy plots along new roads, their distributions reflecting to a degree the influences of municipal regulation and motorised transport. The industrial conglomerations at Hythe Road and Cumberland Park are a transitional development in this respect, having adopted roads at the front and railway sidings or canal wharfs at the back. The final phase of industrial expansion occurred in the early twentieth century the fields west of Acton Wells. Piecemeal development was underway by the outbreak of the First World War and by 1935 an industrial area was fully built up and served from 1923 by North Acton station.

The industrial development of North Acton eventually linked up with the neighbouring development of Park Royal to form one of the largest concentrations of industry south of Coventry. Park Royal was one of the industrial heartlands of west London, its reputation consolidated by the early presence of such large and well-known manufacturers as Heinz and Guinness. The North Acton/Park Royal Industrial Area is roughly bounded by the Bakerloo line to the north, Western Avenue to the south, Victoria Road to the east and the North Circular Road to the west. It is difficult to draw hard and fast boundaries between North Acton and Park Royal, and the place names have on occasion been used loosely or interchangeably, a process of redefinition and re-characterisation which will doubtless continue with regeneration and the westwards relocation of industry.[43]

North Acton was occupied by a diverse patchwork of enterprises representing virtually every industrial sector and every scale from family firms to household names via partnerships and shareholdings (fig. 59). The key industries—mechanical, electrical and instrument engineering, metal processing, transport, chemical processing, paper and printing, and food and drink—required a skilled workforce. Two examples of inter-war industrial development in North Acton are the Chase Estate developed from 1929 by Allnat Ltd and the extensive stationery works of Harold M. Wesley Ltd was developed on an 11 acre site off North Acton Road from 1925. For his workforce Wesley provided company housing (including Wesley Avenue and Harold Road) and amenities including the 'Wesley Playing Fields', 'Wesley Social Hall' and a sports ground, including a bowling green and tennis courts.[44]

The development of the area predated the enactment of planning regulations in the form of the 1947 Town and Country Planning Act, and it was noted in 1977 that 'the lack of planning controls in the past led to a lack of unity in the area with an abundance of building styles, materials, and a high density of development with little relief from brick, tarmac and concrete'.[45] The small Westway Factory Estate, planned *c.* 1927 by Hillier, Parker, May and Rowden, is an interesting exception.

The late twentieth century decline of industrial North Acton was bound up with the loss of heavy industry and the relocation of firms outside Greater London, encouraged by greater car ownership and the 'dispersal' policies of central government. A Joint District

Plan, agreed by the London Boroughs of Brent and Ealing in 1976, sought to stem 'the loss of firms and jobs, the decline in general appearance and the deterioration in transport provision'.[46] Late twentieth century redevelopment was driven by two related factors: the acquisition of property by financial institutions and property investors and a growth in warehousing, distribution, refurbished offices and retail.[47] Much of industrial North Acton has been rebuilt in recent years in the form of proprietary steel-framed sheds.

Housing

In the past the Opportunity Area has represented a place of work but it has never been a residential area in any real sense, and most local workers travelled in from neighbouring districts. Old Oak Common, enclosed in the early 1860s, was low-lying and poorly drained land, and this, together with the proximity of the railways, cemeteries and early industry may have deterred prospective housing developers and residents alike. What little housing was built on the fringes of the railway and industrial land tended to be piecemeal and fragmentary in character, often developed by companies for their own workers. Typical examples are the railway cottages at Old Oak Lane of 1889, Midland Terrace and the Wells House Road triangle of *c.*1908.

The small inter-war Friars Estate of *c.*1932 represents the role of the local authority as providers of housing under the so-called Addison Act of 1919. This and other contemporary estate developments may be a direct response to the Development (Loans, Guarantees and Grants) Act 1929, which subsidised local authorities to undertake capital programmes to relieve unemployment and stimulate the national economy. An existing segregation of industry, commerce and housing was reinforced and codified from the 1930s by zoning policies adopted by the local planning authorities.

The surrounding areas, however, present a diverse range of twentieth century housing developments. To the north, on the higher ground of Harlesden and College Park, terraces were laid out in the 1870s and 1880s for the lower-middle classes.[48] Charles Booth's *Maps Descriptive of London Poverty* of 1898-99 suggest that the early housing of

Figure 8: A view of the Old Oak Lane Conservation Area. On the left is the Fisherman's Arms, an inter-war public house (P6846004).

Kensal Green and Kensal New Town was of similar character.[49] The area south of Western Avenue was developed from the early twentieth century for suburban housing. In Acton, the Great Western Railway was responsible for a large Co-Partnership housing development on garden village lines, built in 1923-25 to the designs of T. Alwyn Lloyd, a former assistant of Raymond Unwin. Philanthropic housing is represented by small inter-war estates by the Sutton and Peabody Trusts to the east of Little Wormwood Scrubs. West of the Opportunity Area, the speculative Hanger Hill Estate of the early 1930s is unusual in being planned and designed by the well-known firm of Welch, Cachemaille-Day and Lander, best known for their London churches.[50] The Old Oak Estate, south of Wormholt Scrubs, is one of the pioneering housing estates built by the London County Council and built from 1911 onwards. Today it is a Conservation Area (see Part 3).

PART II: GAZETTEER OF BUILT HERITAGE ELEMENTS

PART II: GAZETTEER OF BUILT HERITAGE ELEMENTS

This section comprises a gazetteer of historic structures and built elements within each of the sub-areas set out in the March 2013 draft OAPF. Designated assets such as Conservation Areas, Listed Buildings and Registered Parks or Gardens are noted along with those elements included on the local lists maintained by some local planning authorities. Fig. 55 provides an overview of these elements.

Kensal Sub-area

This 21ha tract of land bounded by the Kensal Green and St Mary's cemeteries to the north, Scrubs Lane to the west, Little Wormwood Scrubs and the Sutton/Peabody housing estates to the south and Ladbroke Grove to the east. The linear sub-area is both defined and constrained by two historic routes which run roughly east-west, the Grand Union Canal and the Great Western main line. The establishment of the Kensal Green Gasworks in 1845 represents an early industrial presence within the Opportunity Area.

Figure 9: This oblique aerial photograph of 1928, taken from the west-south west, shows part of the Kensal Green Gas Works including Canalside House under construction and coal barges mooring at No. 1 Basin. Beyond is Ladroke Grove, the Nonconformist Mortuary Chapel of Kensal Green Cemetery, the Grand Union Canal, Corporation Yard, St John's Church and the Regency villa known as Kensal House. The Great Western main line is at the bottom right hand corner. Compare fig. 7, probable taken on the same Aerofilms sortie. EPW024753 © English Heritage. Aerofilms collection.

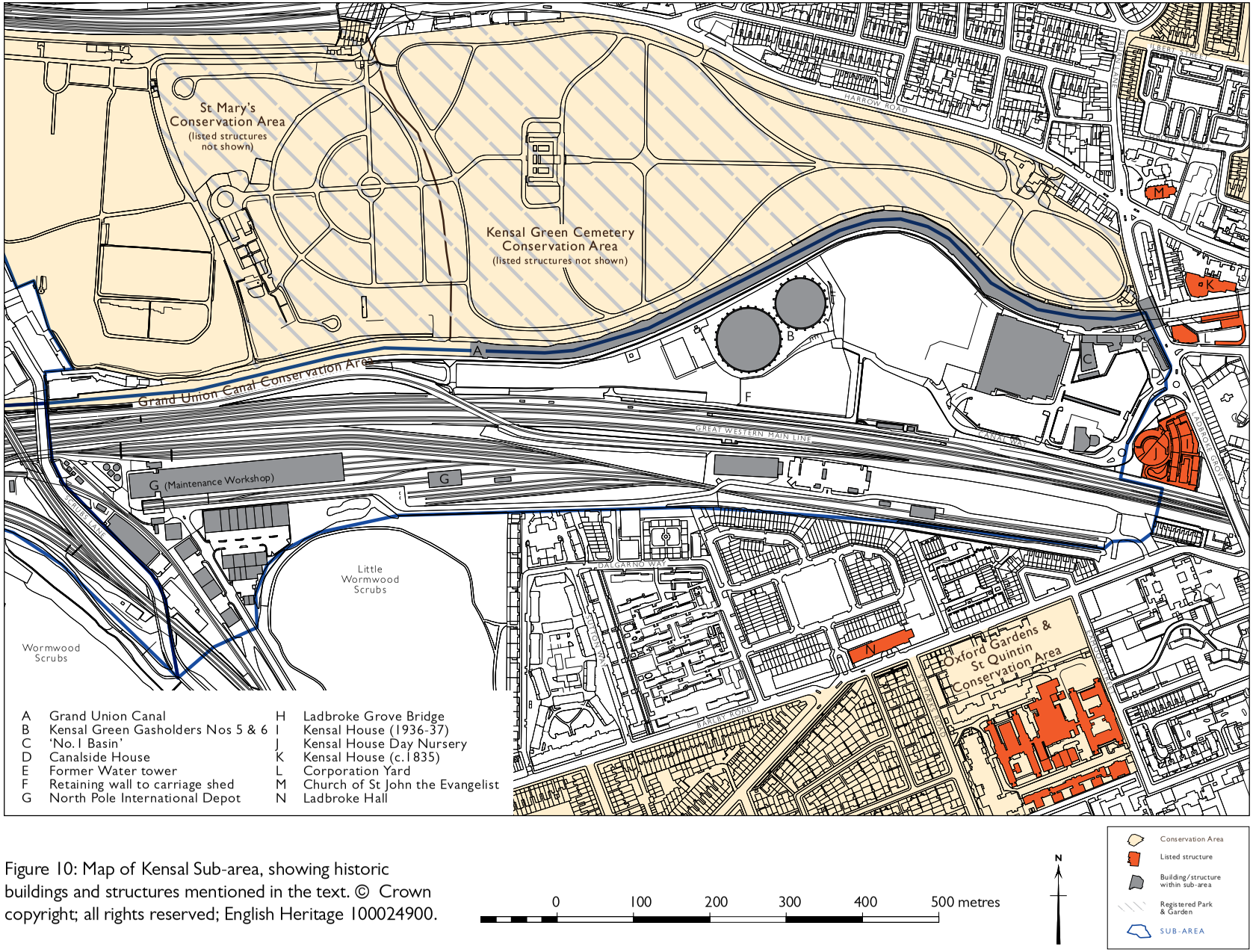


Figure 10: Map of Kensal Sub-area, showing historic buildings and structures mentioned in the text. © Crown copyright; all rights reserved; English Heritage 100024900.

The gasworks rapidly installed rail sidings, canal loading basins and vehicular access from Ladbroke Grove, but expansion was ultimately thwarted by the landlocked site.

Aside from its intrinsic architectural significance, the redevelopment of a corner of the gasworks site for Kensal House and Kensal House Day Nursery (see Part 3) is an early example of the diversification of land use in areas previously confined to industry. The closure of the gasworks in 1970s gave further opportunities for retail, leisure and mixed-use developments, with the opening of a Sainsbury's supermarket in 1989 and the adjacent Boathouse Centre by NTA Projects Ltd. The limited pedestrian access and connectivity of the sub-area means that it is usually perceived from the moving viewpoint of a train, car, canal boat or towpath. The enclosed and tranquil setting of the waterway cut mediates between the mature landscaping of the cemetery boundaries and the open landscape to the south, which includes Wormwood Scrubs, the North Pole International Depot and vacant plots. The gasholders represent a valued local landmark, with intrinsic aesthetic appeal and associations with the industrial origins of the area.

• **Grand Union Canal** (NGR extent 521499, 182571 to 523893, 182375)
The Grand Union Canal, originally named the Grand Junction Canal, extends through much of the Opportunity Area, forming the boundary between the North and South Park Royal City sub areas and the northern extent of the Kensal sub-area. The portions of the canal within the London Boroughs of Ealing and Hammersmith & Fulham are separately designated as Conservation Areas. Given that the borough boundaries do not coincide with those of the sub-area, the entire length of the canal that falls within the Opportunity Area is considered as a whole here. The development of the canal is set out above, in the Part 1 of this report (Summary of Historical Development), and its setting is discussed in Part 3 (Setting of Designated Heritage Assets).

Figure 11: Old Oak Wharf on the Grand Union Canal, recently constructed for the use of the Powerday recyling centre. In the background is the bowstring struss bridge carrying the Richmond branch of the London Overground. Photograph by Andrew Lewis; reproduced from www.blog.jartweb.net by kind permission.

The Paddington Branch generally follows the 30m (98½ feet) contour line, obviating the need for locks. Its course comprises straight lengths with periodical bends and more rarely curves foreshortening views along the corridor. Apart from the waterway itself, the banks, towpath, bridges, wharves, docks and associated spaces and structures contribute to its historic character and interest. The towpaths were constructed primarily for horse-drawn traffic. Between the Old Oak Lane Overbridge and the railway overbridge to the east is a winding hole, a widened area used for turning a canal boat. Near the Sainsbury's supermarket are two horse escapes, ridged slopes to enable horses who had fallen in the canal to scramble out. Other significant features include the toll gauging narrows under Ladbroke Road Bridge. Within the context of the Opportunity Area, Conservation Area designation by the Royal Borough of Kensington and Chelsea would ensure that the special interest of this section of the Paddington Arm of the Grand Union Canal was consistently recognised. Review of the terminal section outside of the Opportunity Area, which falls within the City of Westminster, should also be considered for Conservation Area designation.

• **Kensal Green Gasholders Nos 5 and 6** (NGR 523443, 182369)
Gasholder no 5, the smaller of the two, was designed by Vitruvius Wyatt, the constructing engineer for the Gas Light and Coke Company (GLCCO) and erected in 1877-79. Gasholder no 6 followed in 1890-92 to the designs of George Trewby. At its inauguration in 1892 the structure was named 'the colonel' after Col. Sir William Thomas Makin, a director of GLCCO.[51] The building contractor for both holders was S. Cutler & Sons and the tanks were manufactured by Aird & Sons. The gasholders were the largest element of the western expansion of the Kensal Green Gasworks following the amalgamation in 1876 of the Western Gaslight Company (which had established the site in 1845), with the GLCCO.

The former Kensal Green gasworks occupied a wedge-shaped island site of about 16 acres (6.5 ha), bounded by the Great Western line to the south, the Grand Union canal to the north and Ladbroke Grove to the east. The south eastern corner of the site was redeveloped in 1936-37 by the GLCCO for Kensal House and Kensal House Day nursery

Figure 12: The contribution made by the gasholders and the Kensal Green Cemetery to the setting of the Canal. Photograph by Andrew Lewis; reproduced from www.blog.jartweb.net by kind permission.

Figure 13: A detail of the gasholders. The larger and later Gasholder No 6, also known as 'the Colonel', is to the right (P6846005).

(see below). The majority of the site was cleared after the closure of the gasworks in 1970 and a Sainsbury supermarket built on eastern portion in 1989. Other surviving elements associated with the gasworks are considered separately below.

The following summary is based on a detailed appraisal of 2000 by Malcolm Tucker.[52] No 5 gasholder has a nominal capacity of 56,600m³ (2 million cubic feet), a diameter of 59.1m (194 feet) and is 22.8m (74 '9") in height. The guide frame has 20 sturdy cast-iron standards of a lattice web design. Connecting the standards are horizontal girders of wrought-iron latticework. The holder was formerly topped by cast-iron finials, but these have not survived. At the time of its construction Kensal Green Gasholder No 6 was the fourth largest in Britain. It has a diameter of 76.1m (250 feet), a capacity of 212,400 m³ (7.5 million cubic feet) and a height of 50.8m (166'6"). 28 box lattice standards of mild steel are connected by a ring of lattice girders and braced by delicate diagonal rods. The designs relate to the earlier nos 7 and 8 holders at Beckton, east London. The holders are today used for the storage of natural gas.

Wyatt's 1876 designs for the no 5 gasholder are described by Tucker as 'exceptionally decorative', although its visual integrity has suffered to some degree by the loss of the cast iron finials.[53] The no 6 holder demonstrates technical developments of the 1880s which enabled the guide frames to increase in size and capacity, while components became lighter and more slender. In this case, the nature of the innovation can be readily appreciated from a visual comparison without requiring extensive technical knowledge. The contrast between the principal members and the attenuated cross bracing is especially effective. The contrasting character of the two frames, side by side, illustrates wider trends in late 19th century construction such as prefabrication, the combination of cast iron and wrought iron components and the transition from iron to steel.

Due to their scale and visual qualities, the gasholders represent an important Kensal Green landmark. The pair, situated on the bend of the Grand Junction towpath, form an element of the setting of the canal and the Kensal Green and St Mary Cemeteries beyond, marking a transition from the inner suburb of North Kensington to an open area of industrial character. The gasholders are also highly visible to rail passengers, from the surrounding roads and local open spaces such as Wormwood Scrubs. It is therefore suggested that the heritage value of the structures and their contribution to the wider townscape should be given further consideration when assessing their future. These features would also contribute to the potential designation of a Conservation Area relating to the Kensington and Chelsea portion of the Grand Union Canal (qv).

• **'No.1 Basin'**: Gasworks Basin on the Grand Union Canal (NGR 523813, 182328). The earlier of two private basins, used by coal barges for docking and unloading at the Kensal Green Gasworks. Malcolm Tucker dates the feature to *c.*1851; it is labelled as 'wharf' on the 1865 Ordnance Survey map. By the time of the 1891-93 revision, the basin had been enlarged and rebuilt with regular sides. A hump-backed bridge (Bridge 5A) carries the towpath was carried over the mouth of the basin. In the 1990s a large mixed-use development was built over part of the basin, although the feature remains in use by the Boathouse Centre. No. 2 Basin, west of the Sainsburys supermarket, is infilled or overgrown, although its mouth and humpbacked bridge survives. The basins would contribute to the potential designation of a Conservation Area relating to the Kensington and Chelsea portion of the Grand Union Canal (qv). East of the Ladbroke Grove bridge (and outside the development area) is the Grade II-listed for Paddington Vestry Refuse Transfer Depot, variously known as Corporation Yard, Kensal Wharf and Portabella Dock.[54]

Figure 14: The humpback bridge carrying the canal towpath over the entrance to Basin No.2. Note the survival of historic surfaces and fittings (P6846006).

• **Canalside House**, 383 Ladbroke Grove (NGR 523895, 182333). Headquarters of *c.*1928 for the Gas Light and Coke Company.[55] A long block in the Neo-Georgian style, Canalside House is of fifteen bays and three storeys of stock brick with ashlar dressings. The building is today managed by Royal Borough of Kensington & Chelsea as office and meeting space for voluntary and community organisations. It is an important townscape building, enhancing the setting of Ladbroke Grove and its road bridge (qv) whilst providing a degree of enclosure to the exposed and open former gasworks site. Canalside House possesses group value as part of a cluster of elements relating to the Kensal Green gasworks, including the two remaining gasholders and the Grade II* listed Kensal House and Day Nursery (qv). The building would contribute to the potential designation of a Conservation Area relating to the Kensington and Chelsea portion of the Grand Union Canal (qv).

• **Former Water Tower**, Canal Close (NGR 523869, 182349). A reinforced concrete water tower, built between 1935 and 1955 for the Gas Light and Coke Company. It was recently converted to a house by Peter Harris of architectural practice SUSD for the designer Tom Dixon.[56]

• **Retaining wall to carriage shed** (NGR 3486, 182255). A minor fragment of a late nineteenth century brick carriage shed over the gas works sidings of the GWR line. Wide piers flanked by segmental arches. The shed was erected some time between 1865 and 1891-93.

• **North Pole International Depot**: see Kensal sub-area.

• **Ladbroke Grove Bridge** (no.4; NGR 523885, 182381), carrying Ladbroke Grove over the Grand Union Canal). A late twentieth century rebuilding or refacing of an earlier bridge. The previous bridge had been widened in 1881–3 to the designs of H. Vignoles, the contractors being Messrs. Nowell and Robson of Kensington and the iron supplied by the local foundry of J. M. Bartle & Co.[57] Under the bridge are toll gauging narrows. Here the weight of boats' cargoes was measured and tolls charged.

Figure 15: Ladbroke Grove Bridge, with toll gauging narrows underneath. Photograph by Andrew Lewis; reproduced from www.blog.jartweb.net by kind permission.

South Park Royal City Sub-area

The South Park Royal City sub-area lies within a largely rail-locked site of 51ha in area. It is bounded by the Grand Union canal to the north, Wormwood Scrubs to the south, Old Oak Common Lane to the west and Scrubs Lane to the east. In origin a portion of the Old Oak Common, it was progressively developed from 1906 by the Great Western Railway as an area for the maintenance and repair of rolling stock. Until recently these functions continued in a reduced form as the Old Oak Common Traction Maintenance Depot (TMD). The southernmost strip was redeveloped in the early 1990s as the North Pole International Depot for the Eurostar service. On the northwest fringe of the sub area, off Old Oak Common Lane, a mid-twentieth century depot and hostel relates to the British Rail period.

The landscape of the South Park Royal City Sub-area is open and presently quasi-derelict. Views into the area can be obtained from Old Oak Common Lane, the Grand Union Canal and the Great Western main line. The sidings were always an inaccessible and severed place: the only north-south linkages were the bridging points at Old Oak Common Lane and Scrubs Lane. The historical associations of the railway workers' housing of Old Oak Common Lane and Victoria Terrace with the sidings they overlook maintain a degree of coherence and continuity.

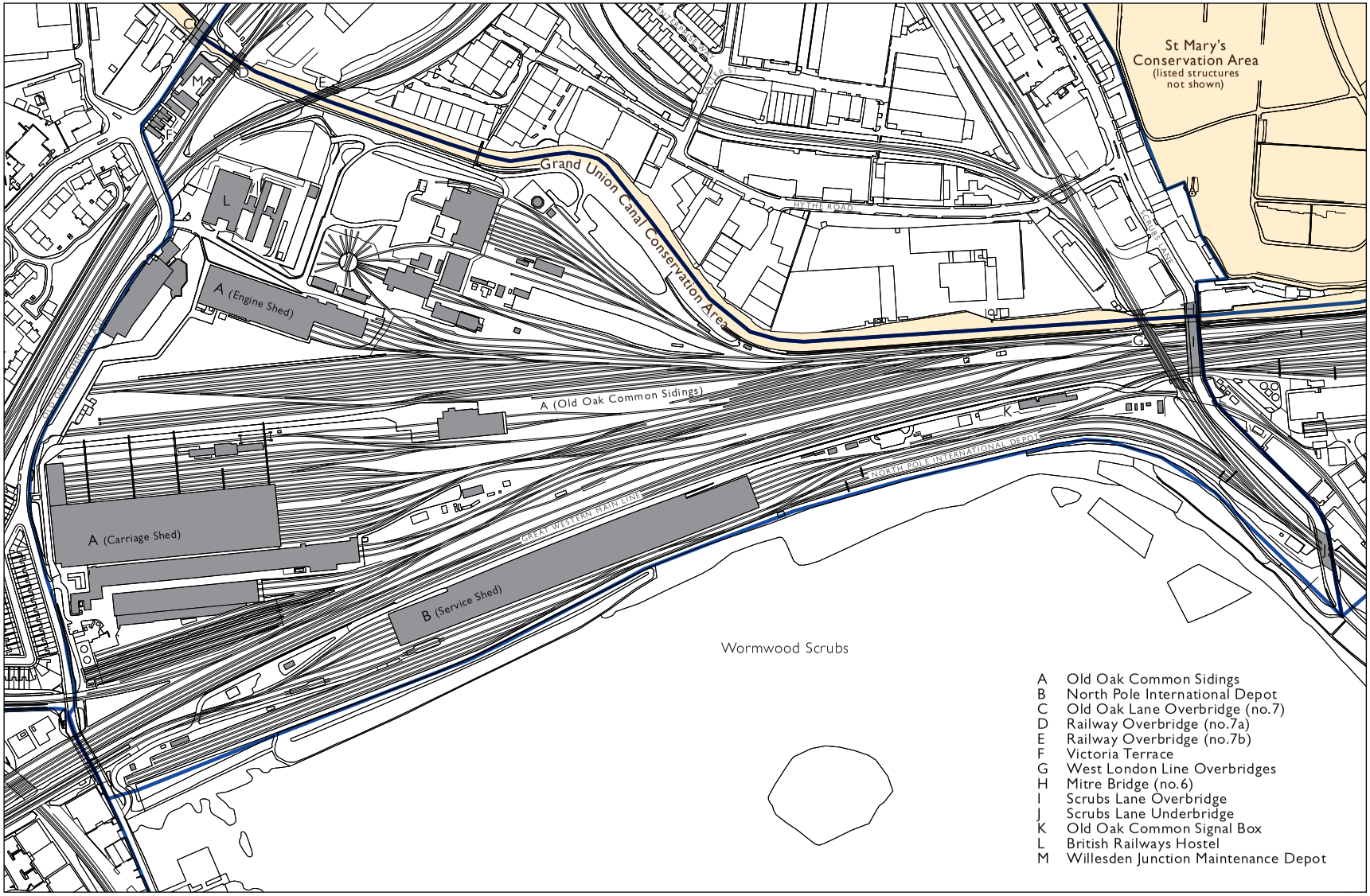
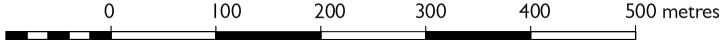
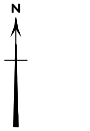
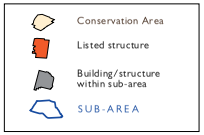


Figure 16: Map of South Park Royal Sub-area, showing historic buildings and structures mentioned in the text. © Crown copyright; all rights reserved; English Heritage 100024900.







• **Victoria Terrace**, 2a/b–8a/b Old Oak Lane (NGR 521489, 182482).
A short terrace of workers' housing of 'Tyneside Flat' type, where paired front doors each give access to a single flat. These flats, perhaps part of a larger development, were built between 1896 and 1915, possibly by a nearby employer such as the Willesden Paper & Canvas Works or the North & South West Junction Railway. As the name implies, this house type is mainly encountered in the north east of England, although London examples have been identified in Walthamstow, Clapham and Colliers Wood.[58]

Figure 17: Victoria Terrace. To the right is the Old Oak Common Lane overbridge (P6846007).

• **Old Oak Common Sidings** (centred on NGR 521805, 182203). This former GWR locomotive depot was opened in 1906, remaining as a working site until compulsory purchase in 2009 for the Crossrail project. The site was partially cleared in 2010-11.[59] The earliest surviving buildings are a carriage shed of 1906, part of the original installation, and a smaller carriage repair depot of the late 1930s. Both are heavily altered.

In March 1906, the Great Western Railway company (GWR) opened the Old Oak Locomotive Depot, three miles from the Paddington terminus. The new facility, designed under C.J. Churchward, replaced the West London Sidings south of the line at Kensal Green.[60] Sidings terminated in separate sheds for carriages and engines. The carriage shed is *c.*90×30.5m (296×100 ft) and four bays in width, each bay comprising five roads of track. There were 12 reception and 41 stabling sidings, totalling 16.9km (10½ miles) of track. A 15.25m (50 ft) turntable in the centre of the main yards was used for turning locomotives and carriages. A separate pair of lines between Paddington and Old Oak Common were constructed so that the movement of empty stock did not congest the main passenger line.

Figure 18: The carriage repair depot erected between 1936 and 1941 as part of the Great Western Railway's modernisation of the Old Oak Common Sidings (P6846008).

Figure 19: This oblique view of Old Oak Common Sidings from the west was taken by Aerofilms in 1923. Between the GWR carriage shed (centre) and the engine shed (left) may be viewed remnants of Old Oak Common, informally divided into squarish plots (perhaps allotments). In the foreground is the Wells House Road development, and Wormwood Scrubs lies to the right. EPW009683 © English Heritage. Aerofilms collection

The introduction of new coaching stock and longer trains necessitated major changes in 1936-41, including the extension of the carriage shed, the reconfiguration and expansion of the sidings and a new carriage repair depot and boiler house. The repair depot was a brick shed measuring *c.*125.5×21.3m (412×70ft), which contained electric hoists, wheel-turning lathes and overhead travelling cranes. This survives in altered form. In 1953 the turntable was replaced by a new 21.3m diameter (70ft) turntable, manufactured by Cowans, Sheldon & Co Ltd of Carlisle, and a 61m (200ft) platform for washing out horseboxes. At its mid-twentieth century peak Old Oak Common Sidings was the largest passenger marshalling yard in England and employed over 600 staff on the servicing, maintenance and preparation of carriages.[61]

The sidings were further modernised in 1960-62 with the reconstruction of the old carriage sheds, reducing the covered accommodation from 30 to 15 of the roads. The repair depot was converted into a servicing shed for newly introduced diesel engines, but returned to use as a repair depot in 1973. In 1976 a three road servicing shed was constructed alongside the carriage depot for the new InterCity 125 locomotives; it was enlarged in 1986. In 2009 the site was acquired through compulsory purchase for the Crossrail project. Many of the GWR buildings and sidings were subsequently demolished. The western shed turntable was moved to Swanage Railway in Dorset in 2010 to make

way for a temporary works manufacturing concrete tunnel segments for the Crossrail project.[62]

• **North Pole International Depot** (centred on NGR 522420, 182153). (NB Although this site is split between the South Park Royal City and Kensal sub-areas, for the sake of convenience it is dealt with as a whole here).

Eurostar, a high speed passenger service connecting Britain with the continent via the Channel Tunnel, occasioned a major investment in rail infrastructure in the south east. This was managed by European Passenger Services (EPS), a division of British Rail and represented BR's last major capital project prior to privatisation in 1991-94. For passengers the most conspicuous part of the journey, apart from the 'chunnel' itself was the Waterloo International terminal, designed by Grimshaw Architects. The British maintenance depot for the Eurostar fleet was constructed at a cost of £76 million at the North Pole Depot, a sliver of land between the GWR main line and Wormwood Scrubs.[63] With privatisation, ownership of EPS transferred to London and Continental Railways (LCR) in 1996. When the Eurostar service moved to St Pancras in November 2007, the maintenance and servicing operation transferred from North Pole Depot to Temple Mills in East London.

The Eurostar sheds were built in 1991-92 to the designs of YRM Architects & Planners, and are of space frame roof construction.[64] The longest is in the South Park Royal City sub-area to the west. The service shed is six roads wide and a quarter of a mile long, sufficient to enclose an entire 20 carriage train. It is connected by arrival sidings to the rest of the complex were east of Scrubs Lane. This includes a maintenance workshop, four roads wide and ten vehicles long, together with a bogie drop shed, a wheel lathe shed, stores complex and reception area.[65]

Figure 20: A view of the Eurostar maintenance shed of 1991-92 at North Pole International Depot (P6846009).

• **Old Oak Lane Overbridge** (no. 7; NGR 521502, 182576) carrying Old Oak Lane over the Grand Union Canal. The single-span steel deck and concrete parapets were rebuilt in 1981-82, and the abutments from the previous bridge were retained.[66]

• **Railway Overbridge** (no. 7a; NGR 521542, 182549). Carries the former N&SWR line from Old Oak Junction to Willesden Junction over the Grand Union Canal. Hogback steel girder deck on brick piers. Unknown date.

Figure 21: A view of Old Oak lane Overbridge from the south west (P6846010).

• **Railway Overbridge** (no. 7b; NGR 521628, 182509). Carries the Richmond branch of the North London Line over the Grand Union Canal. A single-span skew overbridge comprising two bowstring trusses. A prominent local landmark. Cliff Wadsworth assigns a date of 1885.[67]

• **West London Line Overbridges** (NGR 522527, 182262). Carries the Clapham Junction branch of the North London line over the Grand Union Canal (no. 7d) and the Great Western main line. Presumably constructed by the L&NWR as part of the West London line. The canal bridge comprises single-span riveted steel girder decks on engineering brick abutments. A single-span skew bridge composed of braced steel trusses spans the Great Western main line.[68] Cliff Wadsworth dates the structure to 1908. It replaced a four-arched brick bridge.[69]

• **Mitre Bridge** (no 6; NGR 522575, 182272). Carries Scrubs Lane over the Grand Union Canal. It was reconstructed *c.*1905 by Mayoh and Haley for the London County Council to carry the new tramway line between Hammersmith and Harlesden.[70] The cost of the tender was £5,726. A hogback overbridge composed of flanged steel plates. The adjacent bridge carrying Scrubs Lane over the Great Western main line (qv) is presumably contemporary. The name derives from the Mitre Tavern, described in 1840 as 'a house of entertainment of some celebrity, that, upon the opening of the Paddington Canal, was established here upon its northern bank, but has long been converted into a cottage ornée'.[71]

Figure 22: Mitre bridge from the west (P6846011).

• **Scrubs Lane Overbridge** (NGR 522580, 182244). Carries Scrubs Lane over the Great Western main line, was reconstructed by the GWR *c.*1905. A single-span bowstring truss bridge, constructed of steel with purple and red engineering brick abutments.[72] The structure has a degree of aesthetic value and is a local landmark. The GWR cooperated with the London County Council to permit the bridge to share a common abutment with the adjacent Mitre Bridge (qv).[73]

Figure 23: Early twentieth century bowstring truss bridge carrying Scrubs Lane over the Great Western main line (P6846012).

• **Scrubs Lane Underbridge** (NGR 522716, 182027). Carries the West London Line over Scrubs Lane. Reconstructed *c.*1905 by the London and North West Railway Company with the co-operation of the London County Council to carry the tramway then being built between Hammersmith and Harlesden. The contract sum was £5,400.[74]

• **Old Oak Common Signal Box** (NGR 522415, 182179). British Railways Western Region, 1962.

• **British Railways Hostel** (now Oakland House), Old Oak Lane (NGR 521560, 182394). A large hostel and canteen for British Railways Western Region train crews, opened in 1949.[75]

• **Willesden Junction Maintenance Depot**, Old Oak Lane (NGR 521498, 182525). An auxiliary building, probably of 1960s date and designed by the British Railways (Western Region) Architect's Department. Two low blocks of dark brick and shuttered concrete in a Brutalist idiom. It is possibly the office, amenities and workshop block for the Freightliner depot to the north, which opened in 1968.

North Park Royal City Sub-area

North Park Royal City sub-area occupies an area of 54ha, bounded by the London Overground Line to the north, the Grand Union Canal to the south, Scrubs Lane to the east and Old Oak Lane to the west. The character of the area is defined by enclaves of

Figure 24: Willesden Junction Maintenance Depot, Old Oak Lane, a 1960s building probably designed by the British Railways Western Region Architect's Department (P6846013).

industry severed by linear transport routes. The northern part is dominated by railway lines meeting at the transport interchange of Willesden Junction and fringed by late-nineteenth century terraced housing.

Small-scale engineering and manufacturing concerns flourished along Hythe Road and Scrubs Lane from the 1890s and the area was essentially fully developed by 1913. Part of Scrubs Lane was referred to as Cumberland Park, and further research might establish the processes and protagonists of this development, which may represent a small trading estate.[76] The late twentieth century saw a process of consolidation in which larger factories and offices were developed on amalgamated plots. Today, the freehold of the majority of the site is in the ownership of five landowners: Car Giant, Powerday, European Metal Recycling, Network Rail and the London Borough of Hammersmith and Fulham.[77]

22-49 Old Oak Lane, Crewe Place, Stoke Place and Webb Place (centred on NGR 521636, 182746). This represents that part of the Old Oak Lane Conservation Area (qv) within the study area. These terraces of workers' cottages were built *c.*1889 by the London and North Western Railway for its employees. 22-49 Old Oak Lane is additionally included on the Ealing list of buildings of architectural or historical significance.

• **Willesden Junction Station** (NGR 521863, 182957). Low-level platform buildings, wooden canopies and east footbridge of *c.*1912, with additions and alterations of later date.

Willesden Junction Station was first opened in 1866 and soon afterwards two groups of high level platforms provided access to regular passenger services to the City. Due to its confusing layout the station became known as 'bewildering junction', and in 1879 William

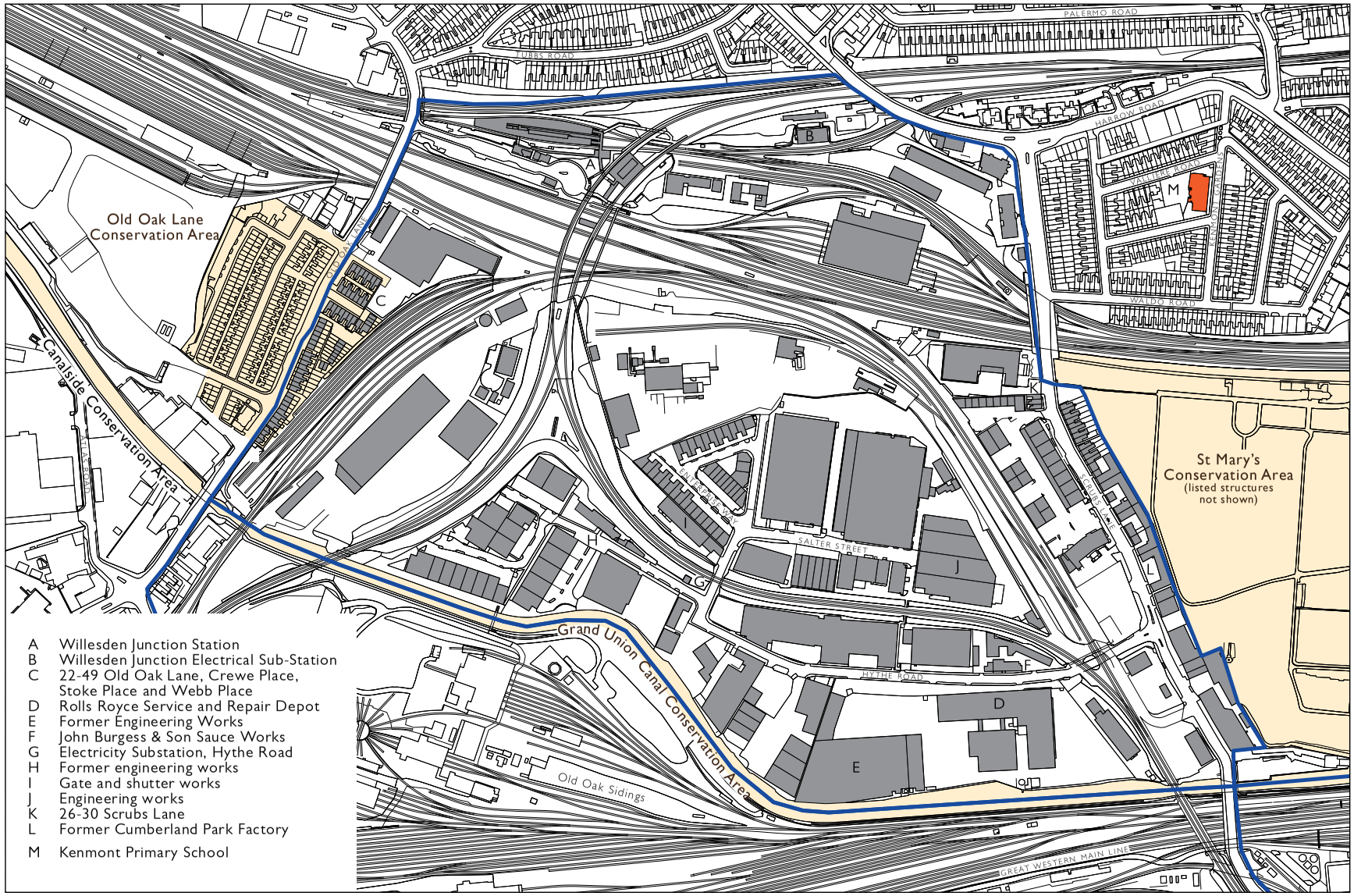


Figure 25: Map of North Park Royal City Sub-area, showing historic buildings and structures mentioned in the text. © Crown copyright; all rights reserved; English Heritage 100024900.

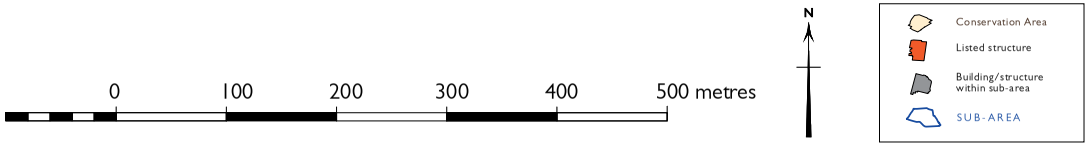


Figure 26: Old Oak Lane, looking north (P6846014).

Morris warned his daughter 'it is a mere trap for the unwary, everything is arranged so that you shall miss your trains there; there are scarcely any men about, & what there are refuse to answer questions'.[78] The station was partially rebuilt with a single group of high-level platforms in 1894. The existing low level platforms, originally Willesden Junction New, were opened in 1912 as part of the Watford electrification scheme. The original low-level main line platforms were removed in 1962 as part of the electrification of the West Coast Main Line.

Today, the 1912 low-level platforms are used by the Bakerloo line and London Overground services between Euston and Watford Junction. The low-level platform buildings, wooden canopies and east footbridge and intact and typical of their date. These structures are described in a 2006 TfL heritage audit as 'of significant historic and architectural interest'.[79] After suffering bomb damage in the 1939-45 War, the high-level platforms were rebuilt as a single island platform in 1956-57. These today serve the North London and West London Line. The ticket office facing Old Oak Lane is a steel-

Figure 27: View of the early twentieth century low-level platforms of Willesden Junction Station, from the road bridge over the Bakerloo Line (P6846015).

framed structure of 2000. An earlier ticket office, located between the high and low level platforms, is thought to relate to the 1912 work. It is a well-detailed red brick structure with terracotta details including joggled keystones, and a hipped slate roof.[80]

• **Former Cumberland Park Factory**, 69-89 Scrubs Lane (NGR 522477, 182564). A distinctive planned development of paired L-plan units on two storeys, built between 1894 and 1913. Cumberland Park Estate Ltd was incorporated in 1900 and dissolved before 1916.[81] The 1913 Ordnance Survey revision labels the building 'Cumberland Park Factory (Bedding)'. Targeted documentary research may shed more light upon this possible trading estate.

Figure 28: The rear elevations of the former Cumberland Park Factory overlook St Mary's RC Cemetery (P6846016).

• **26-30 (even) and 45-67 (odd) Scrubs Lane** (NGR 522375, 182678).
Three late-nineteenth century shop units with accommodation above, with stone plaque reading 'Cumberland Park'. Opposite at nos 45-67 is a short terrace of late-nineteenth century workers' housing, a remainder of a more extensive development.

• **Willesden Junction Electricity Sub-Station** (NGR 522134, 182957). One of ten sub-stations built *c.*1916 for the electrification of the London & North Western Railway.[82] An imposing brick building with round headed windows and a monitor roof. Derelict.

• **Rolls Royce Service and Repair Depot** (now Car Giant), 45 Hythe Road (NGR 522337, 182362). A purpose-built maintenance depot of 1939-40 in a Moderne style. A long red brick range of three storeys and 27 bays with Crittall-type windows arranged into horizontal bands. Central nine bay, two storey entrance colonnade with ashlar pilasters and spandrel panels with geometrical decoration. The original railings and entrance piers survive at the front. The Depot later became the coachbuilding factory for H.J. Mulliner Park Ward, subsidiaries of Rolls Royce, after the former Park Ward factory in Willesden closed. The highly elaborate Rolls-Royce Phantoms were built here in small numbers.[83] After being vacated in 1992, the building was heavily altered when the wings were over-clad with metal panels. The former depot was removed from the Hammersmith and Fulham local list in 1992.[84]

• **Former Engineering Works**, 44 Hythe Road (NGR 522197, 182297). An accretion of north-lit, two storey factory buildings of stock brick. It is possible that elements from the two structures shown on the 1894 Ordnance Survey revision survive; much of the present footprint was established by 1913 in a period of intense but piecemeal growth. The premises are described as 'disused' in the 1935 OS resurvey and were functioning as a glass works by 1955.

Figure 29: Former engineering works at 44 Hythe Road, photographed from the canal. Photograph by Andrew Lewis; reproduced from www.blog.jartweb.net by kind permission.

• **John Burgess & Son Sauce Works** (now Park Avenue), 1-3 Hythe Road (NGR 522339, 182415). The northern range (no. 3) and the double-pitched building (no. 2) were built between 1894 and 1913; the range fronting Hythe Road (no. 1) was remodelled or rebuilt after 1955. The earlier buildings are of two storeys of rendered brick with metal framed, segmental headed windows.

The company was founded by John Burgess, a farmer from Hampshire in the late eighteenth century and was trading from the Strand by 1774. The firm established its works here in 1908 and the head office relocated in 1914. Burgess's was most renowned for its essence of anchovies, and won awards at the 1867 Paris Exhibition and 1873 London International Exhibition for both its fish pastes and pickles. The company moved to Edmonton in 1960, after which the building became a laundry.[85]

• **Electricity Sub-station, Hythe Road** (NGR 522005, 182490). Constructed between 1913 and 1935.[86] A tower-like building, square on plan and three storeys high. Red brick with recessed bays and reinforced concrete sills and lintels to windows (now blocked).

• **Former engineering works**, 18-19 Hythe Road (NGR 521909, 182548). Constructed between 1894 and 1913. No 18 comprises several phases, the earliest of which is probably the two storey, double fronted house to the west (now Beck's Cafe). No 19 is a long two storey industrial range of stock brick with large segmental headed windows.

• **Gate and shutter works**, south of 1-10 Enterprise Way (NGR 522009, 182542). Built between 1894 and 1913. So described on the 1913 revision of the Ordnance Survey Map.

• **Engineering works**, nos 1, 5 and 45 Salter Street (NGR 522277, 182505). A large north-light factory, built between 1913-35 and later. So described on the 1913 revision of the Ordnance Survey Map.

North Acton Sub-area

The North Acton sub-area is an irregular tract of land, 25ha in area, to the west of the Opportunity Area. It is bounded by Victoria Road to the north, the Brunel Road Industrial Estate to the south, Old Oak Common Lane to the east and Acton Cemetery to the West. The area is fragmented by the Great Western main line, the Central Line and the Dudding Hill freight line, yet it was better and faster roads which led to the industrial development of North Acton in the early twentieth century.

In 1901 north and south Acton were connected by Victoria Road, which followed the old route from Harlesden Green to East Acton. Midland Terrace and the short terraces around Old Oak Junction were fragmentary housing developments near to the tracks. A southern extension of Old Oak Lane was built alongside the North and South Western Junction line, leading to the triangular Wells House Road of *c.*1908.[87] With the opening of Western Avenue (the A40) in 1927 industrial North Acton merged with the adjoining Park Royal estate.[88] Chandos Road, St Leonard's Road, School Road and Bethune Road were laid out in the early years of the century and the inter-war years saw frenetic expansion.

The character of North Acton has changed much in the last two decades, with the renewal of many of the industrial units. The redevelopment of the area around North Acton Station for a medium-rise residential and student housing scheme, and the forthcoming redevelopment of Nash House on Old Oak Lane for student housing, suggests future trends of industrial relocation and new patterns of land-use.

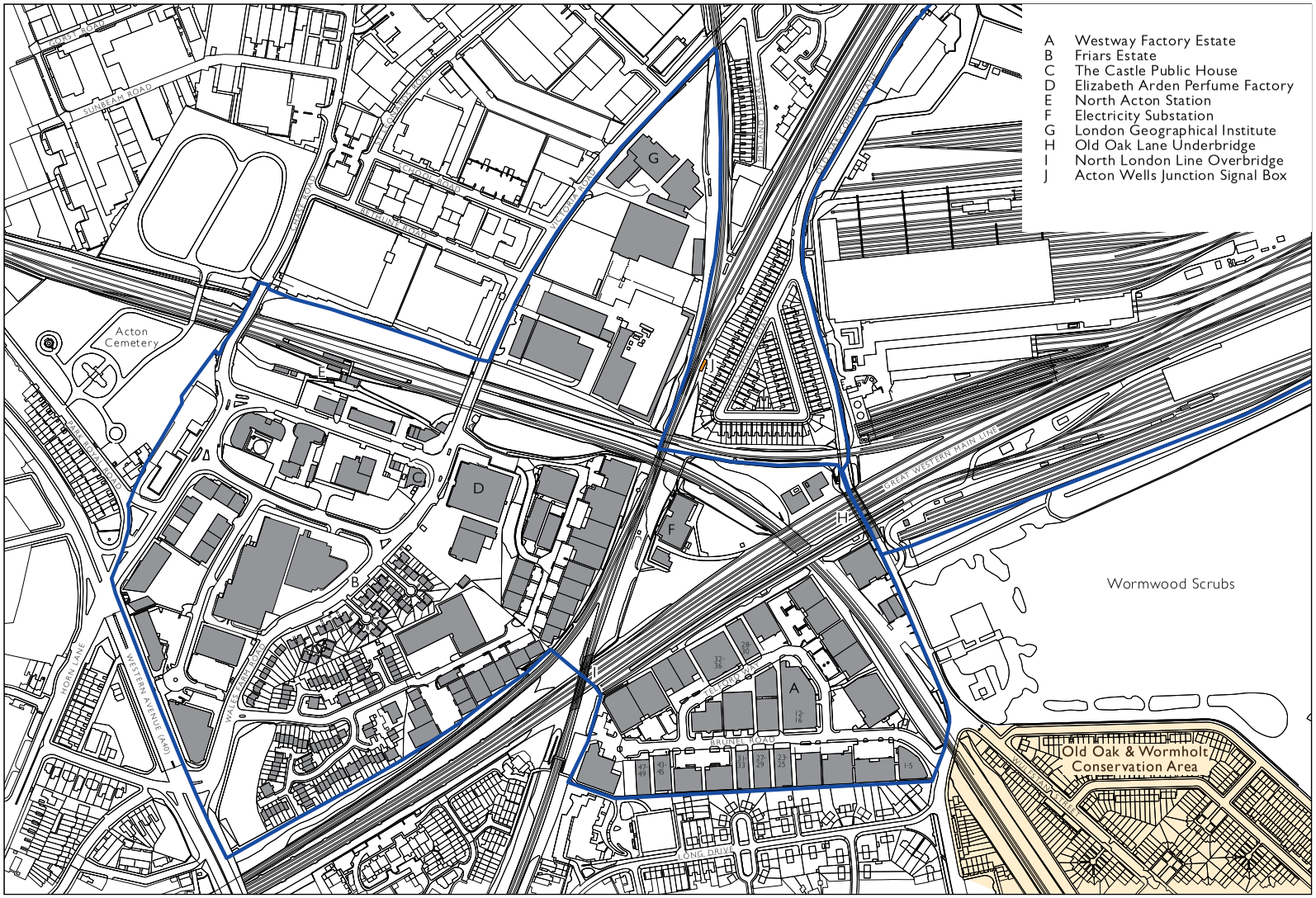


Figure 30: Map of North Acton Sub-area, showing historic buildings and structures mentioned in the text. © Crown copyright; all rights reserved; English Heritage 100024900.

Figure 31: This oblique aerial photograph from a 1931 Aerofilms sortie shows a slice of industrial North Acton. The jumble of north light roofed structures between Wales Farm Road and Victoria Road include the Telegraph Condenser Works (Aerofilms' client), the Actona biscuit works, Victoria Paper Mills, a scientific instrument factory and a rubber works complete with sports ground. In the foreground is the Acton Corporation's refuse destructor and the future site of the Friars estate, seemingly pressed into temporary use as allotments. At the top of the image is Acton Cemetery, the premisis of Landis & Gyr Limited and Western Avenue, with housing being laid out along it. EPW035225 © English Heritage. Aerofilms collection

Figure 32: A 2009 view of the Castle Public House on Victoria Road. Creative Commons image by Ewan Munro.

• **The Castle Public House**, 140 Victoria Road (NGR 520901, 181833). Built between 1913 and 1935 on the site of Wales Farm (latterly St Leonard's Farm). A large, characterful and intact London pub and prominent local landmark. It is architecturally notable as a successful albeit late example of the application of a Victorian 'free style' to a public house.

• **Acton Wells Junction Signal Box** (NGR 521215, 181955). Built *c.*1892 by the North London Railway, the signal box is identified in a recent thematic study by English Heritage one of three surviving signal boxes by this railway company.[89] The structure has been extensively altered in recent years, including UPVC window replacements. The signal box remains in operational use and is included on London Borough of Ealing's local list.

• **Westway Factory Estate**, Telford Way and Brunel Road (centred on NGR 521284, 181602). A small, speculative industrial estate, planned in the late 1920s for Old Oak Factories Limited. Acton Council granted permission for a layout provided by the estate agents Hillier, Parker, May and Rowden of 27 Maddox Street, London on 2 July 1927. The firm also designed, or commissioned the design of the individual factories in an Art Deco style.[90] The majority of the 1930s buildings have been replaced in recent years.

• **Friars Estate**, Wales Farm Road (centred on NGR 520833, 181668). A mixture of two-storey blocks of flats and semi-detached housing, laid out *c.*1932 for Acton Urban District Council around Wales Farm Road, Conway Grove and Acorn Gardens.

Figure 33: View of Wales Farm Road, showing flats on the Friars Estate, erected by Acton Urban District Council in the early 1930s (P6846017).

• **Elizabeth Arden Perfume Factory** (now the Perfume Factory), 140 Wales Farm Road (NGR 520970, 181820). Wallis, Gilbert & Partners, 1939. A two storey range of offices, with a single storey north-light shed behind. The building was turned down for listing in December 1995.[91] Since then, the front has been heavily altered, with the removal of the central tower and partial rendering of the facade. The building is included on the Ealing list of buildings of architectural or historical significance. To the south is an additional block of post-war date, of four storeys on a reinforced concrete frame. Wallis, Gilbert & Partners also designed nearby factories for the Telegraph Condenser Company and S. G. Brown Ltd.[92]

• **North Acton Station** (NGR 520829, 181937). Built by the Great Western Railway in 1923. A single-storey brick booking hall with a post-war extension and passenger footbridge to two island platforms.

• **Electricity Transformer Station, south of** Wells House Road (NGR 521177, 181778). Built between 1894 and 1913, with later additions. The building, presently derelict and overgrown, is located on a raillocked triangle of land. A monitor roof structure with parallel 'aisles'. The structure is identified as a 'transformer station' on the 1974 Ordnance Survey revision, but not on previous editions. It is possible that the installation originally related to a private electricity supply for a nearby industrial building such as the Ducon Condenser Works.

Figure 34: The much-altered Elizabeth Arden Perfume Factory; Wallis Gilbert Partners, 1939. The building was commemorated as 'the vanity factory' in the song I'm Not Angry, *written by former employee Elvis Costello (P6846018).*

• **London Geographical Institute**, Victoria Road (NGR 521161, 182187). Built between 1896 and 1913 with later extensions; much altered. The printing works of George Phillip & Son of Fleet Street, publishers of maps and atlases.

• **Old Oak Lane Underbridge**, carries the Great Western main line over Old Oak Lane (NGR 521380, 181808). A steel girder bridge on brick abutments; probable early twentieth century date.[93]

• **North London Line Overbridge** (NGR 521074, 181602). Carries the Richmond branch of the North London Line (originally the North & South Western Junction Railway) over the Great Western main line. A three-span skew steel girder overbridge of unknown date.[94]

Figure 35: This Aerofilms aerial photograph was commissioned by the London Geographical Institute in 1934. The sign above the door reads 'George Phillip & Son Geographical Publishers'. Beyond are the backs of Midland Terrace, adjacent dye works, Wells House Road and the huge GWR carriage shed. EPW044098 © English Heritage. Aerofilms collection.

PART III: SETTING OF DESIGNATED HERITAGE ASSETS

PART III: SETTING OF DESIGNATED HERITAGE ASSETS

Section 12 of the National Planning Policy Framework ('Conserving and Enhancing the Historic Environment') states that: 'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, *including any contribution made by their setting*' [emphasis added]. The NPPF goes on to state that:

> Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (*including by development affecting the setting of a heritage asset*) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal [emphasis added].[95]

The term 'setting' in relation to a heritage asset is defined by the National Planning Policy Framework as:

> the surroundings in which an asset is experienced. All heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance, or may be neutral.[96]

This section comprises a gazetteer of designated heritage assets whose setting has the potential to be impacted by future redevelopment within the Opportunity Area. The emphasis of this section lies in defining the relationship between the character and significance of an asset and its landscape setting. It is hoped that this section will inform those involved with managing sustainable development within the emerging Planning Framework and, in particular, assessing the potential for the setting of designated heritage assets to be harmed by future development within its zone of visual influence.

Rather than attempting to anticipate the extent, location, scale, height and density of development within the Opportunity Area, reference is made to the emerging land use strategy as set out in the Park Royal City Draft Opportunity Area Planning Framework as published in March 2013. The area around the proposed 'Park Royal City International' station (the present Old Oak Common Sidings) is identified as a 'high density development opportunity', including 'opportunities for tall buildings'. The planned transport interchanges around North Acton Station, Willesden Junction and the proposed 'Kensal Portobello' station (the former gasworks site) are identified as 'medium density development opportunity' areas, with potential for tall buildings at North Acton. The Planning Framework notes that tall buildings should 'make a positive contribution to the London skyline and should not have an unacceptably harmful impact on their surroundings including the neighbouring conservation areas'.[97] It is acknowledged that there are aspects of the draft OAPF that may have been revised in *Old Oak: A Vision for the Future* of June 2013 and further reviewed in the *Old Oak and Park Royal Opportunity Area Planning Framework* of March 2015. However we would suggest that the principles raised in this historic area assessment are still relevant.

Conservation Areas and Registered Parks and Gardens

• **Kensal Green Cemetery Conservation Area**, designated 1984
• **Kensal Green (All Souls) Cemetery Register of Parks and Gardens** entry, designated 1987 at Grade II*, upgraded 2009 to Grade I.
All Saints Cemetery, Kensal Green falls within two London boroughs: the original extent of the site lies within the Royal Borough of Kensington & Chelsea, whereas the later extension to the west lies within the London Borough of Hammersmith & Fulham. Because Conservation Areas are designated and managed by local planning authorities, each borough has designated a separate Conservation Area for that portion of the site which falls within their respective administrative area. The western portion of Kensal Green Cemetery is included, along with the adjacent St Mary's Roman Catholic Cemetery, within the St Mary's Conservation Area (qv). This section, however, considers Kensal Green Cemetery as a single historic entity, referring as necessary to the respective supplementary planning guidance.[98] The Cemetery is additionally included on the Register of Historic Parks and Gardens of special historic interest maintained by English Heritage.

All Saints Cemetery, Kensal Green, opened in 1833, was the first of London's public cemeteries to be established. Significantly, the prime mover was the General Cemetery Company, one of several cemeteries run by private joint stock companies which predated the public cemeteries by publicly-financed Burial Boards established by parish vestries. The need for large, detached cemeteries outside inner-London was an acknowledgement not only of the congested and insanitary conditions of parish churchyards and crypts but also of the lack of non-conformist burial grounds in the capital. The General Cemetery Company acquired land for the cemetery in 1831 and an Act of Parliamentary was passed the following year against the grim background of the London cholera epidemic.

The site comprised 55 acres (22ha) of farmland off the Harrow Road, of which 47 acres (19ha) were consecrated for the use of Anglicans and a 7.5 acre (3ha) area to the east set aside for the interment of dissenters. The grounds were laid out to the designs of John Griffith of Finsbury, the Surveyor to the Company, as modified by the landscape designer Richard Forrest. Griffith also designed with a number of buildings and structures in the Greek Revival Style, including two chapels and an entrance gateway with lodges. The cemetery was consecrated on 24 January 1833 and the first burial took place a week later. The social prestige of the cemetery rose with the burial in 1837 of Augustus Frederick, Duke of Sussex, the sixth son of George III, followed by other minor royals and members of the aristocracy.

The grounds of the 18th century country house provided a model for the early public cemeteries, with its informal picturesque landscapes, boundary walls, entrance lodges; chapels provided a suitably monumental substitute for the country house itself. A contemporary journal noted the influence of the Parisian cemetery of Père Lachaise, opened in 1804, on the cemetery at Kensal Green, remarking 'the enterprise has had considerable prejudice to combat, from the custom of burial in planted grounds, apart from churches, being *foreign*, and chiefly peculiar to Catholic countries' [emphasis in

original].[99] The colonnaded 'catacombs' along part of the north wall, meanwhile, were apparently borrowed from a new cemetery at Frankfurt.[100] A further 22 acres were later acquired to the west and part of this area was developed in 1938-39 as the West London Crematorium, designed in an austere classical style by Gerald Berkeley Willis with a memorial garden by Edward White of Milner White and Son. The site remains in private ownership and is still managed as a working cemetery by the General Cemetery Company.

The key buildings include a separately listed Anglican Chapel of All Souls, (Grade I), a non-conformist Mortuary Chapel (Grade II*), Entrance Gateway (Grade II*), a range of colonnades and catacombs (Grade II), and the Wakeman Road gateway (Grade II). The perimeter walls and railings are listed Grade II. Following a re-listing survey, there are now 130 listed tombs, memorials and mausolea, eight of which are Grade II*: an exceptional tally for a cemetery.[101] An inventory of the listed structures within the

Figure 36: An oblique aerial view of Kensal Green Cemetery from the north west. 16 September 2003; NMR 23258/18; © English Heritage.

Conservation Area can be found in the 2003 Proposals Statement for Kensal Green Cemetery Conservation Area.[102] A further three Grade II-listed tombs lie within the Kensal Green section of the St Mary's Conservation Area.[103]

The site, roughly rectangular with a narrowing tail of land to the east, slopes gently from north-west to south-east. The Harrow Road and the housing of Kensal Green forms a northern boundary, and to the south is the Grand Union Canal, Great Western main line and gas works site. Ladbroke Grove provides the east boundary, and the Roman Catholic Cemetery of St Mary's lies to the west, separated from Kensal Green Cemetery by a brick wall. The boundaries to the north and east are defined by high brick walls while the canal is separated from the site partly by ivy-clad walls and partly by iron railings.[104]

The landscape design establishes a contrast between the formal tree-lined avenue that terminates to the west with the Anglican chapel and the distributor paths that wind around it, defining burial plots of irregular shape. It is this contrast of formal and informal

Figure 37: The Anglican Chapel of Kensal Green Cemetery of 1836 by John Griffith (P6846019).

Figure 38: G. Berkeley Willis' 1939 West London Cremetorium (P6846020).

Figure 39: An oblique aerial view of the western extension of Kensal Green Cemetery, looking north. The Grand Union Canal and the Great Western main line are visible at the bottom of the photograph and to the top left is College Park, Victorian suburban development on land purchased from All Souls College, Oxford. 16 September 2003; NMR 23258/24; © English Heritage.

vistas, in which picturesque clusters of trees and tombs are set against axial avenues and classical set pieces which imbues the Cemetery with a distinctive sense of place. The Cemetery is both a designed landscape and a natural habitat (a designated Site of Metropolitan Importance for nature conservation), and the relationship between 'art' and 'nature' forms an intrinsic aspect of the aesthetic of nineteenth century public cemeteries in general and the setting of Kensal Green Cemetery in particular.

Notwithstanding the screening effect of mature vegetation, the southern aspect is fairly open and the canal, former gas works, superstore, railway land and other industrial developments can be seen from key points within the cemetery, especially from the

slightly elevated position of the Anglican chapel (fig. 41). The juxtaposition of Victorian funerary monuments and the gasholders—themselves monuments to Victorian industry—is a powerful one which might be considered to enhance the setting of the Conservation Area. The Conservation Area Proposals Statement (which features such a view on its front page) notes that the gasholders 'do not detract from [the Conservation Area's] appearance as they are part of a Victorian urban landscape'. [105] Indeed the presence of the railways and the gasworks are an historic aspect of the setting of the cemetery. In 1838, months after the opening of the first lines through the area, one account noted:

> 'we remember to have stood in a charming meadow hard by, and there to have contrasted the clear yet chilling note of the Cemetery chapel bell with the almost indescribable noise of the approaching engine and its train upon the railway many yards beneath. The position was of painful interest.' [106]

The tranquillity of the Cemetery and views towards its mature landscape are key elements of the setting of the stretch of the Grand Union canal which passes to the south, including the Grand Union Canal Conservation Area to the south west (qv). The Kensal Green Conservation Area Proposal Statement notes the capacity of surrounding development to impact upon the setting of the Cemetery: 'Despite the large size of the cemetery there are relatively few areas in which one is unaware of buildings beyond is perimeter. Impact on views can be intrusive and show that areas adjacent to the cemetery are particularly sensitive to development, especially those on a large scale'.[107]

These comments are specially pertinent to potential setting impacts from development within the Kensal Green area.

Figure 40: The southern aspect of Kensal Green Cemetery P6846021).

Figure 41: The gasholder forms an element of the setting of Kensal Green Cemetery. South eastern view from the steps of the Anglican Chapel (P6846022).

• **St Mary's Conservation Area**, LB Hammersmith & Fulham, designated 1989
St Mary's Conservation Area, at the northern extremity of the borough, includes St Mary's Roman Catholic Cemetery and the western extension of Kensal Green Cemetery. For reasons of consistency only the Catholic cemetery is considered here, and Kensal Green Cemetery is considered as a single historic entity in the separate entry above. The Borough's *Conservation Area Character Profile* was adopted in 1998 as supplementary planning guidance.[108] The Conservation Area is included on English Heritage's 2012 Heritage at Risk Register.[109] The area is additionally designated as Metropolitan Open Land in the Council's Unitary Development Plan.[110]

St Mary's Catholic Cemetery and St Patrick's Cemetery in Leytonstone are the only exclusively Catholic cemeteries in London. The 29 acre site was purchased from the General Cemetery Company and opened in 1858 by the St Mary's Catholic Cemetery Company. A Gothic lodge which accommodates 500 coffins and a chapel were built in 1859-60 to the designs of Samuel J. Nicholl. Many of the early burials were of Irish immigrants from the Great Famine; later gravestones include many Irish, Polish and Italian names. The Conservation Area Character Profile remarks that 'to walk through this cemetery is to experience a striking reminder of the contribution to London's life made by various immigrant communities'.[111]

The Cemetery is notable for a concentration of exceptional mausolea in a variety of architectural styles and states of preservation. The majority of the historic monuments and structures are located in the north east quadrant of the Cemetery. Three freestanding mausolea are listed at Grade II: the late-nineteenth Century Emmet family mausoleum designed by William Henry Romaine-Walker, the elaborate Gothic mausoleum for the Marqués de Misa (fig. 43) and C.H.B. Quennell's Neo-Byzantine mausoleum of 1904 for the Campbell family. The last two are included on English Heritage's 2012 Heritage at Risk Register (Priority category A). To the east is a large and handsome Belgian war memorial designed *c.*1920 with sculpture by Philip Lindsey Clark and Sue Dring (fig. 44). It is listed at Grade II. A further four structures are locally listed.[112]

The roughly rhomboid-shaped site is bounded to the north, west and east by brick walls. To the north lies London Overground Line and the short Alma Terrace of *c.*1860, included within the Conservation Area. The Grand Union Canal Conservation Area and Great Western main line skirt the cemetery to the south. The Cumberland Park industrial buildings which line Scrubs Lane define its western boundary and the eastern boundary with Kensal Green Cemetery is marked by a brick wall and tree planting. The Harrow Road entrance to the Cemetery is shared with Kensal Green Cemetery and branches off to a second pair of gates and a lodge to the east; beyond is a processional driveway which skirts the Kensal Green Cemetery, opening up views of the chapel and burial grounds.

St Mary's Cemetery is a markedly more open landscape than the adjoining Kensal Green. Formal planting is limited to the principle avenue of horse chestnut trees and scattered trees along the south and east boundaries. The historic core of the cemetery is the north eastern portion, and its axial layout, mature planting and the clusters of prominent

funerary monuments, mausolea and the chapel establish a firmly Victorian character (fig 42). The south and west parts were laid out some years later, and their character has been altered by the late twentieth century raising of ground level to provide additional burial space. Today this area comprises orderly rows of gravestones within rectilinear plots. The principal axial route terminates in the south west corner of the Cemetery with a War Memorial to the fallen of the 1914-18 and 1939-45 wars.

Views to Kensal Green Cemetery are screened by a line of mature trees which breaks to permit light and views to the 1939 West London Crematorium. To the west, the low, brick-built Cumberland Park buildings contribute a sense of enclosure and screen the Cemetery from the busy Scrubs Lane. The falling ground and open aspect to the south and south west permits long views of Wormwood Scrubs and West London beyond, with Mitre Bridge and modern industrial development in the foreground. The railways to

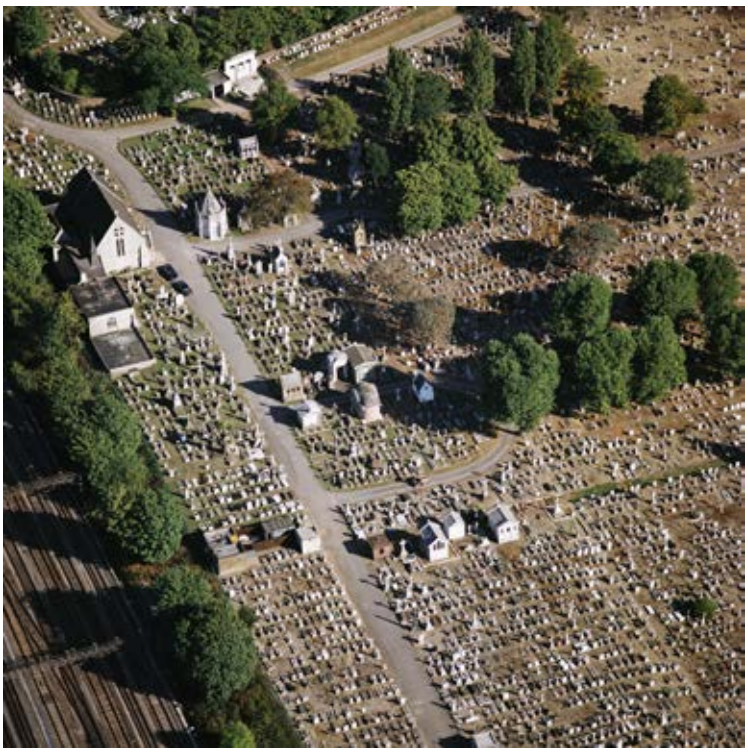


Figure 42 (top): An oblique aerial photograph of the north of St Mary's Roman Catholic Cemetery. 16 September 2003; NMR 23258/19; © English Heritage.

Figure 43 (bottom left): Late nineteenth century Gothic mausoleum of Conde De Bayona Marqués de Misa (P6846023).

Figure 44 (bottom right): Belgian War Memorial of c.1919 (P6846024).

the north and south are in low-level cuttings at this point and only visible from limited viewpoints, but the noise and vibration of passing trains also represent setting impacts. Redevelopment within the Opportunity Area has the potential to impact upon the setting of the cemetery. The Conservation Area Character Profile notes that 'great care is required not to block, or have an impact on, key views by intervening or inappropriate development'.[113] It should be noted that St Mary's Conservation Area and two listed structures within it are on English Heritage's 2012 Heritage at Risk Register. In light of the forthcoming potential development any opportunities to improve the condition of this collection of important heritage assets should be explored.

• **Grand Union Canal Conservation Area**, LB Hammersmith & Fulham, designated 2002
The Grand Union Canal Conservation Area includes the whole length of the waterway that lies within the borough of Hammersmith & Fulham. This section is concerned with the length of waterway within the Park Royal City Draft Opportunity Area; that is, from Old Oak Lane Bridge to Ladbroke Grove Bridge. To the west is the Canalside Conservation Area, designated in 1993 by LB Ealing[114]; the portion of the canal within the Royal Borough of Kensington & Chelsea is believed to be undesignated. The historic development of the canal is summarised in Part 1, and Part 2 describes the constituent elements that make up the Conservation Area. This section discusses the character and setting of the canal.

Unusually, the Conservation Area takes the form of a long narrow corridor which traverses areas of contrasting character and appearance. In contrast with its commercial and industrial origins, the waterway is today a place of leisure for walking, cycling and boating and a home for the many canal boats alongside mooring points. Most people experience the Conservation Area from a moving viewpoint, whether walking or jogging along the towpath or from the leisurely pace of a boat. The canal is valued by many as a quiet and relatively tranquil place. Perception of sound and noise can be a significant aspect of the setting of heritage assets, and greater foot-fall and more intensive use of the surrounding areas will inevitably alter the character of the Conservation Area.

The lower grade of the cutting and its margin of trees and hedgerows maintain a sense

Figure 45: A view of the Paddington arm of the Grand Union Canal. To the left is the Kensal Green Cemetery, and in the distance is the humback bridge carrying the towpath over the mouth of No.1. Basin. The photograph shows the cumilative setting imact of new buildings including the Boathouse Centre and the Sainsbury's supermarket. Photograph by Andrew Lewis; reproduced from www.blog.jartweb.net by kind permission.

Figure 46: The cemeteries of St Mary and All Saints Kensal Green make a positive contribution to the setting of the Grand Union Canal (P6846025).

of enclosure and detachment from the potential intrusion of surrounding areas and activities. Linear views along the waterway are framed and terminated by changes of course and bridges. Industrial buildings, mooring points, wharves, basins and boundary walls which overlook the canal maintain historical continuities with the former working life of the canal. The adjacent conservation areas of St Mary's Roman Catholic Cemetery and Kensal Green Cemetery also have a positive impact on the setting of the canal. Based on the information provided, development within the Opportunity Area has a high potential impact on the setting of the Grand Union Canal Conservation Area and, to a lesser extent, the Canalside Conservation Area within LB Ealing.

• **Old Oak Lane Conservation Area**, LB Ealing, designated in 1982, extended in 1990 and 1994.

Figure 47: The former Railway Institute on Goodhall Road (P6846026).

Figure 48: The rear gardens of the railway cottages back onto alleys, where coal was unloaded into outhouses. The contrast between formal street and informal alley has been emphasised in parts with deliberate planting (P6846027).

The Old Oak Lane Conservation Area comprises around 194 late-Victorian terraced workers' cottages near Willesden Junction, built in 1889 by the London and North Western Railway for its employees. The housing is labelled 'Railway Cottages' on the 1891-94 OS revision; The names Stephenson and Goodhall Streets only appear on the 1913 resurvey. The housing was laid out as 'through terraces', with neat, regular street fronts contrasting with narrower and more informal back alleys, today gated and overgrown (fig. 48). A railway institute and mission church and school were also provided. The Fisherman's Arms Public House is an inter-war addition to the group (fig. 8). The housing on the south side of Old Oak Lane lies within the development area, and 22-49 Old Oak Lane is additionally included on the Ealing list of buildings of architectural or historical significance (fig. 26).

The setting of the asset is determined by its rectilinear street pattern and enclosed, self-contained or 'inward-facing' character. The rhythm of enclosed streets and narrow back alleys, and the fine grain of the long terraces contrasts with the open and incoherent spatial character of its largely industrial surroundings. The principle views out from the Conservation Area are along the terraced streets aligned north east–south west. The 2007 *Old Oak Lane Conservation Area Character Appraisal* considers that 'Views into [the Conservation Area] are of a closed, wholly urban nature, along Old Oak Lane and the small streets that feed into it'.[115] The key views into the Conservation Area, from the higher level of the bridges over the Bakerloo Line and Grand Union Canal, shows the group within its industrial context.

• **Old Oak and Wormholt Conservation Area**, LB Hammersmith & Fulham, designated 1980.
The Old Oak Estate represents one of the exemplary early housing estates provided by the London County Council. Built in phases from 1911 on land acquired from the Ecclesiastical Commissioners, the estate comprises carefully-arranged groups of two storeyed cottages in red brick in an informal and well landscaped layout that reflects the influence of Hampstead Garden Suburb.[116] After the First World War, 783 dwellings and two schools were laid out along similar lines as the Wormholt Estate (fig. 50).[117] The spatial character of the Conservation Area derives from its immediate setting: the

Figure 49: A 1975 photograph of 206-10 Du Cane Road on the LCC Old Oak Common estate (English Heritage London Region photographic collection, box 310, ref 75/18577).

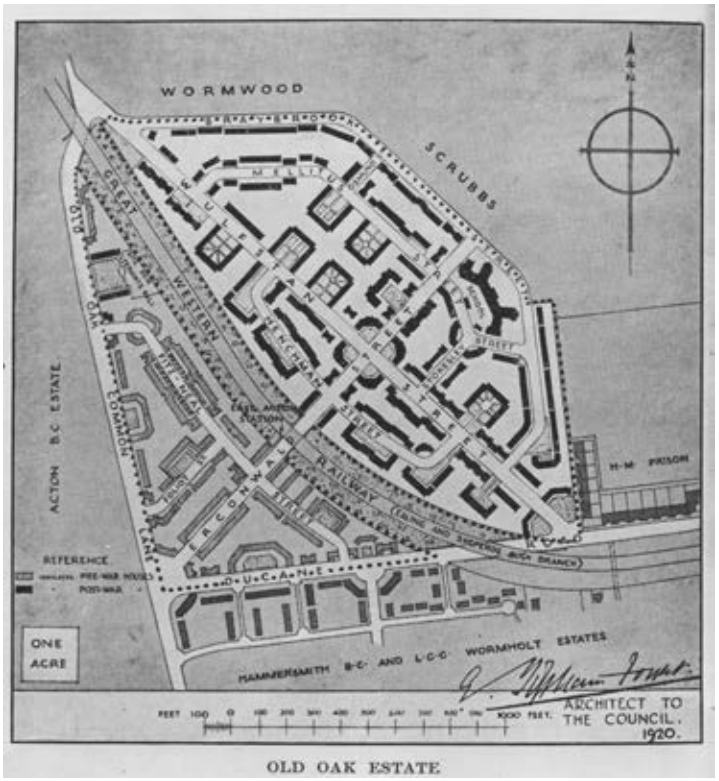


Figure 50: This LCC site plan of 1920 shows the planned Wormholt Estate (solid fill) in relation to the completed Old Oak Lane Estate (hatched). (English Heritage London Region photographic collection, box 310, ref 74/15365).

detailing, scale and sense of enclosure of the surrounding streetscapes, which show the influence of the Garden City movement (fig. 49). Nevertheless, development within the North Acton sub-area, especially in the form of tall buildings, has the potential to impact the setting of the Conservation Area.

• **Oxford Gardens and St Quintin Conservation Area**, RB Kensington & Chelsea, designated 1975, extended 1976 and 1989.
The Conservation Area represents a diverse area of late-nineteenth century speculative housing. The development of the Portabello and St Quintin estates followed the opening of the Hammersmith and City Railway across North Kensington. The property speculator C.H. Blake, who had a financial interest in the Hammersmith line, was

responsible for much early development on the Portabello estate and a portion of the adjacent St Quintin estate in agreement with the freeholder Col. M.C.D. St Quintin. Long rows of terraced housing were built east of St Marks Road, with plots as small as 16 feet wide by 48 feet deep. The plans were probably provided by a local surveyor, J. C. Hukins of Westbourne Grove.

The remainder of the St Quintin Estate was developed under 99 year leases granted by St Quintin. His architect Henry Currey laid out the streets and supervised plans and elevations. The result was a series of large and pretentious detached and paired houses on the long parallel streets of Cambridge and Oxford Gardens and Bassett Road, intersected by St. Mark's Road and St. Quintin Avenue. Between 1871 and 1890 around 400 houses were built on the St Quintin estate. Later development on the south west corner of the estate was of lower social status. The houses on Oxford Gardens (west of St. Helen's Gardens), Finstock Road, Wallingford Avenue, Balliol Road, Highlever Road, Kingsbridge Road and Kelfield Gardens were built between 1905 and 1914 to the layout devised by engineers Trant, Brown and Humphreys on behalf of the St. Quintin family. Several hundred two-storey red brick terraced houses on twenty foot frontages were erected by Daley and Franklin and other building contractors.[118]

The character and appearance of the Conservation Area relates largely to the relationship between the housing and its suburban streetscape including road layouts, roads, trees, gardens, backlands, boundaries, street surfaces and the gaps between buildings.[119] Views within, along and across the immediate streetscape contribute to the setting of the Conservation Area. Changes to long distance views are considered to have a low potential impact due to the enclosed and built-up spatial character of the Conservation Area. Development within the Kensal Sub-area has the greatest potential to impact the northern part of the Conservation Area.

Listed Buildings

Listed structures associated with **Kensal Green Cemetery** and **St Mary's Cemetery** are discussed above under their respective Conservation Areas.

• **Kensal House**, 1-68 Ladbroke Grove; Grade II*
• **Kensal House Day Nursery**, Ladbroke Grove; Grade II*.
A progressive housing development of 1936-37 by designed by executive architect Maxwell Fry, advised by Robert Atkinson, C.H. James, G. Grey Wornum and Elizabeth Denby. Kensal House (not to be confused with the Victorian villa to the north east) was a model development undertaken by the Gas Light and Coke Company for their employees and others on a corner of their gasworks site (qv). Described by its architects as an 'urban village', the scheme is an early example of the social reformist aspect of the Modern Movement in Britain, yet belongs to a longer tradition of corporate philanthropy. It consists of two linked slab blocks of housing and a day nursery, of white-rendered reinforced concrete with metal-framed windows. The flats boasted sophisticated gas-fired central heating, lighting and kitchen equipment and was part of a wider campaign to demonstrate the efficiency of gas as a mass fuel to consumers and local government.[120]

The Kensal House development enjoys strong historical associations with the other, undesignated surviving elements of Kensal Green Gas Works, including the two

Figure 51: The Kensal House Day Nursery, with Kensal House behind; 1936-37, principal architect Maxwell Fry (English Heritage London Region photographic collection, box 476).

gasholders which are inter-visible. The connection is underlined by the fact that the nursery was planned on the curve of a demolished gasholder, taking advantage of its foundations (fig. 51). The living rooms of the five/six storey flats overlook the Kensal Sub-Area, which lies immediately to the west, and the Grand Union Canal and Kensal Green Cemetery beyond. The site—on the junction of Ladbroke Grove with the Great Western main line with industry close by—has always been a busy and relatively noisy one. Concerns about the potential setting impact of development around the planned 'Kensal Portobello' station relate to issues of height, overlooking and overshadowing.

• **Kensal House**, Harrow Road; Grade II.
Kensal House (not to be confused with its inter-war namesake) is a detached stucco'd villa of *c.*1835. In 1910, an LCC Open-Air School for tuberculous children was opened at Kensal House. The original building, of five bays and three storeys, was extended by the

Figure 52: The stucco'd villa of c.1835, known as Kensal House, photographed from the towpath of the Grand Union Canal. Photograph by Andrew Lewis; reproduced from www.blog.jartweb.net by kind permission.

architects Newman Levinson for the Virgin Group *c.*1989 with two white-rendered wings and glass linking passages.[121] The original grounds of the house have long been hemmed in by late-nineteenth century workers' housing, but its setting derives value from a strong visual association with the thoroughfares of Harrow Road to the north and the Grand Union Canal to the south. Based on the information provided, the double-fronted form of the building, along with its orientation and unusual rooftop glazed turret room, raise the possibility of potential visual impact from future development with the Opportunity Area, particularly around the planned 'Kensal Portobello' transport interchange.[122]

• **Corporation Yard**, Kensal Road; Grade II.
Corporation Yard is a refuse transfer depot at Portobello Dock (originally called Kensal Wharf), built by the Vestry of St Mary Abbots Kensington in 1890-91 to handle the refuse from the houses and roads in the northern part of the parish. The asset consists of a canal dock services by a delivery road which runs around the perimeter of the site. Horsedrawn dustcarts from the Kensal Road entrance were directed up curved ramps to the platform above the east ends of the dock which had hoppers in its deck to allow the disposal of refuse into waiting barges below.[123] To the east are offices of 1988-89 for Virgin by Christopher Watts Associates.[124] An adjoining stable block has been recently demolished.[125] The setting of this asset relates to its significant relationships with the canal and the Portobello Dock to the north. Based on the information provided, development within the Opportunity Area is not anticipated to cause significant harm to its setting.

• **Church of St John the Evangelist**, Harrow Road; Grade II
St. John the Evangelist was created as a district church in 1845 within the civil parish boundaries of St Luke, Chelsea. The church, designed by H.E. Kendall and built in 1843-44, is a striking building in the Romanesque style of white and yellow brick with black flint dressings. It is of cruciform plan with a shallow apse and twin west towers.[126] Based on the information provided, it is unlikely that future development within the Opportunity Area will have significant impact on the setting of the listed building.

• **Kenmont Primary School**, Valliere Road; Grade II.
An elementary school of 1883, designed for the School Board of London by its architect E. R. Robson. An asymmetrical three-storey composition with battlements and turret contributing to a Romantic silhouette, the design is characteristic of Robson's later work. The significance of the asset also relates to its setting at the heart of College Park, an area of speculative housing developed in the 1870s and 1880s. Based on the information provided, it is unlikely that future development within the Opportunity Area will have significant impact on the setting of the listed building.

• **Ladbroke Hall**, 85 Barlby Road; Grade II.
An office block of 1903-04, designed by William T. Walker for the Clement Talbot Company's car factory, which was formerly located to the north, but now replaced with 1990s housing. The handsome Wrenaissance building, in red brick with Portland stone dressings, formed a decorative screen for the functional workshops behind. The building is part of Britain's earliest car factories, built by a syndicate established to import

Clement cars from France.[127] Based on the information provided, it is unlikely that future development within the Opportunity Area will have significant impact on the setting of the listed building.

Figure 53: A 1977 photograph of Kenmont Primary School (English Heritage London Region photographic collection, box 306, ref. 77/8423).

Figure 54: Ladbroke Hall in November 1989 (English Heritage London Region photographic collection, box 443, ref.B894652).

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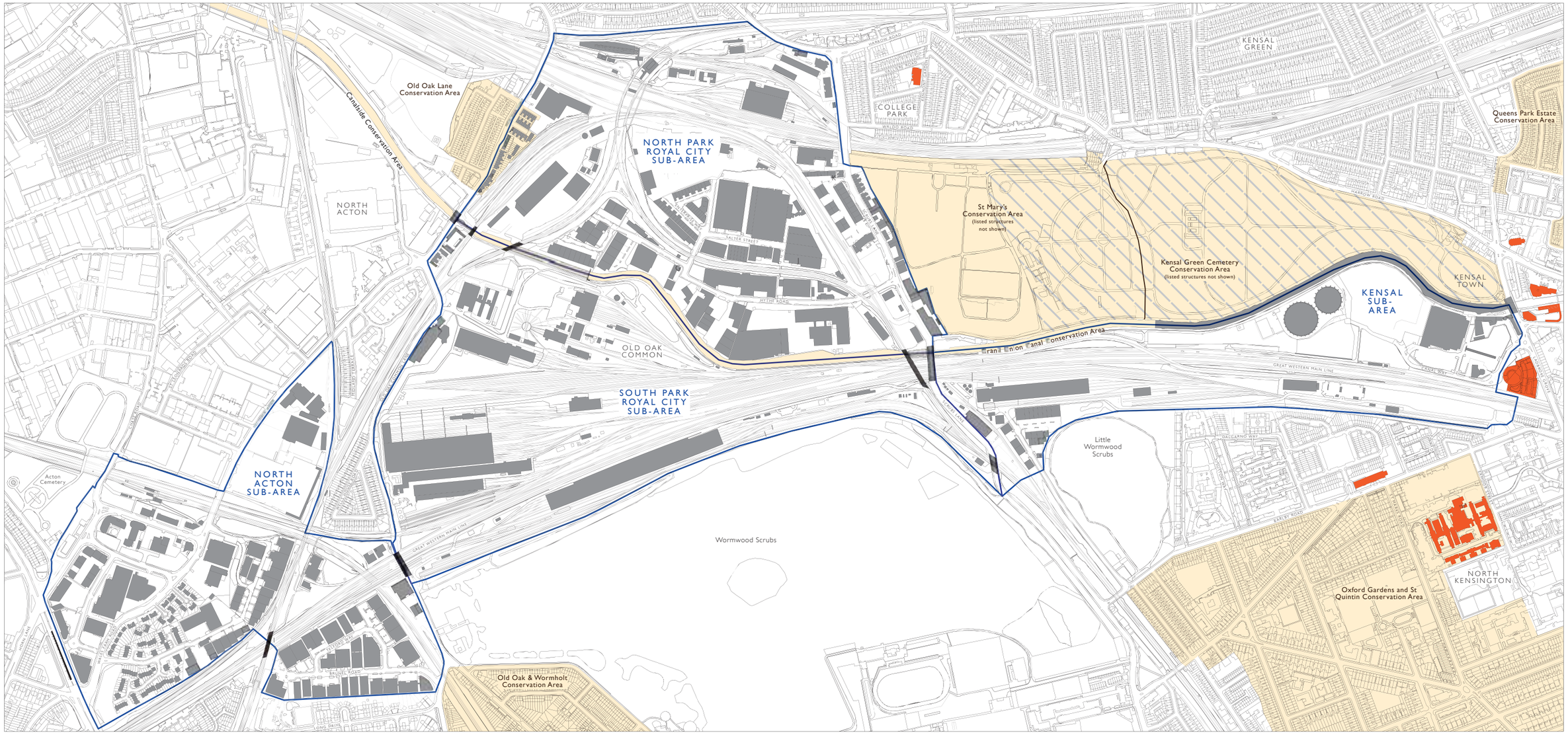

Figure 55: Map of the Opportunity Area, showing historic buildings and structures described in the text. © Crown copyright; all rights reserved; English Heritage 100024900.

Figure 56: Revisions of 1865 to the Ordnance Survey 25″ edition, published in 1871. Sub-area boundaries are shown in blue. Not reproduced to scale. © Crown copyright; all rights reserved; English Heritage 100024900.

Figure 57: Revisions of 1891-94 to the Ordnance Survey 25″ edition, published in 1896. Sub-area boundaries are shown in blue. Not reproduced to scale. © Crown copyright; all rights reserved; English Heritage 100024900.

Figure 58: Revisions of 1913 to the Ordnance Survey 25″ edition, published in 1915. Sub-area boundaries are shown in blue. Not reproduced to scale. © Crown copyright; all rights reserved; English Heritage 100024900.

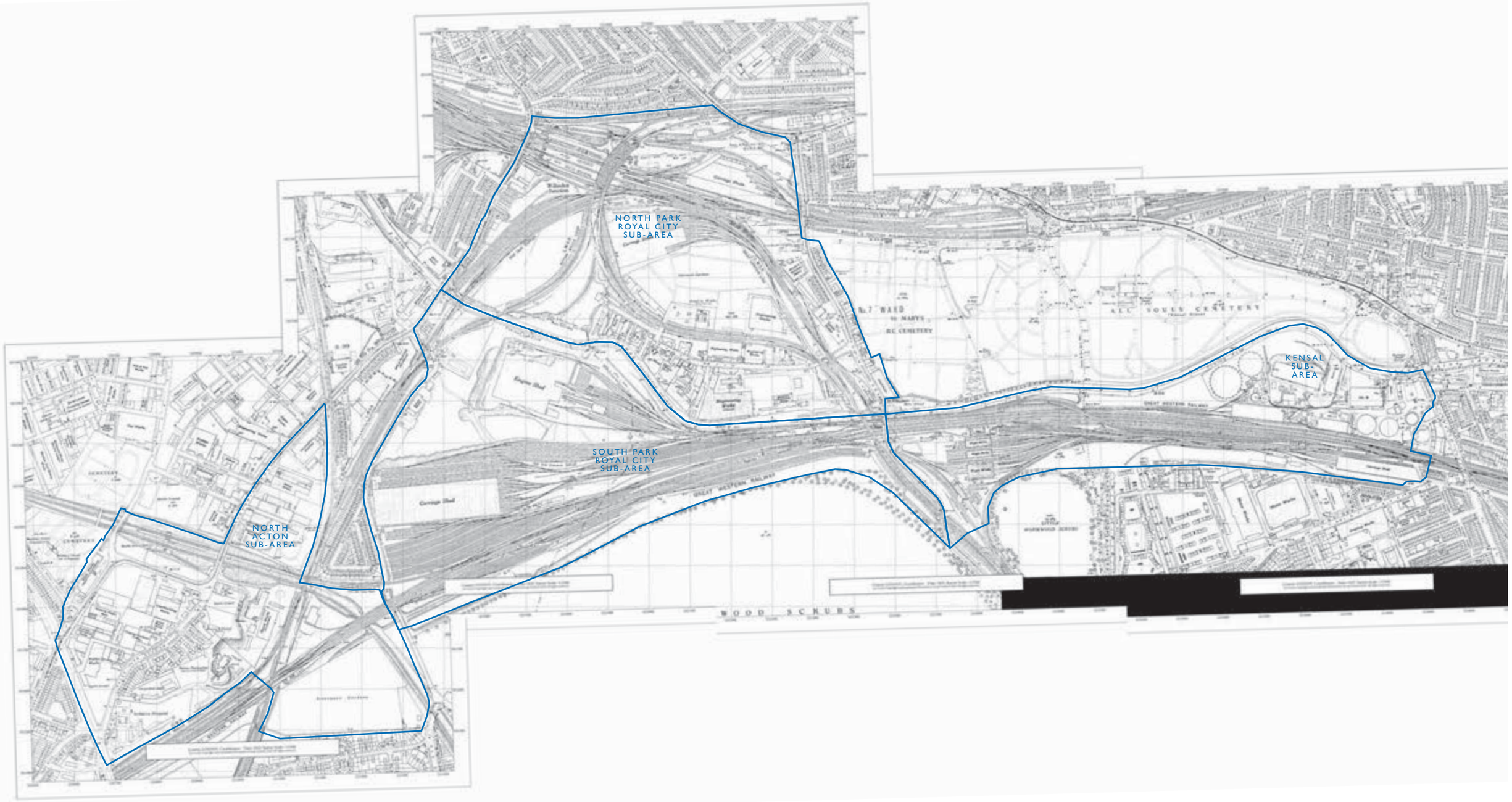

Figure 59: Revisions of 1935 to the Ordnance Survey 25″ edition, published in 1935. Sub-area boundaries are shown in blue. Not reproduced to scale. © Crown copyright; all rights reserved; English Heritage 100024900.

Figure 60: Ordnance Survey 25″ edition, published in 1955. Sub-area boundaries are shown in blue.
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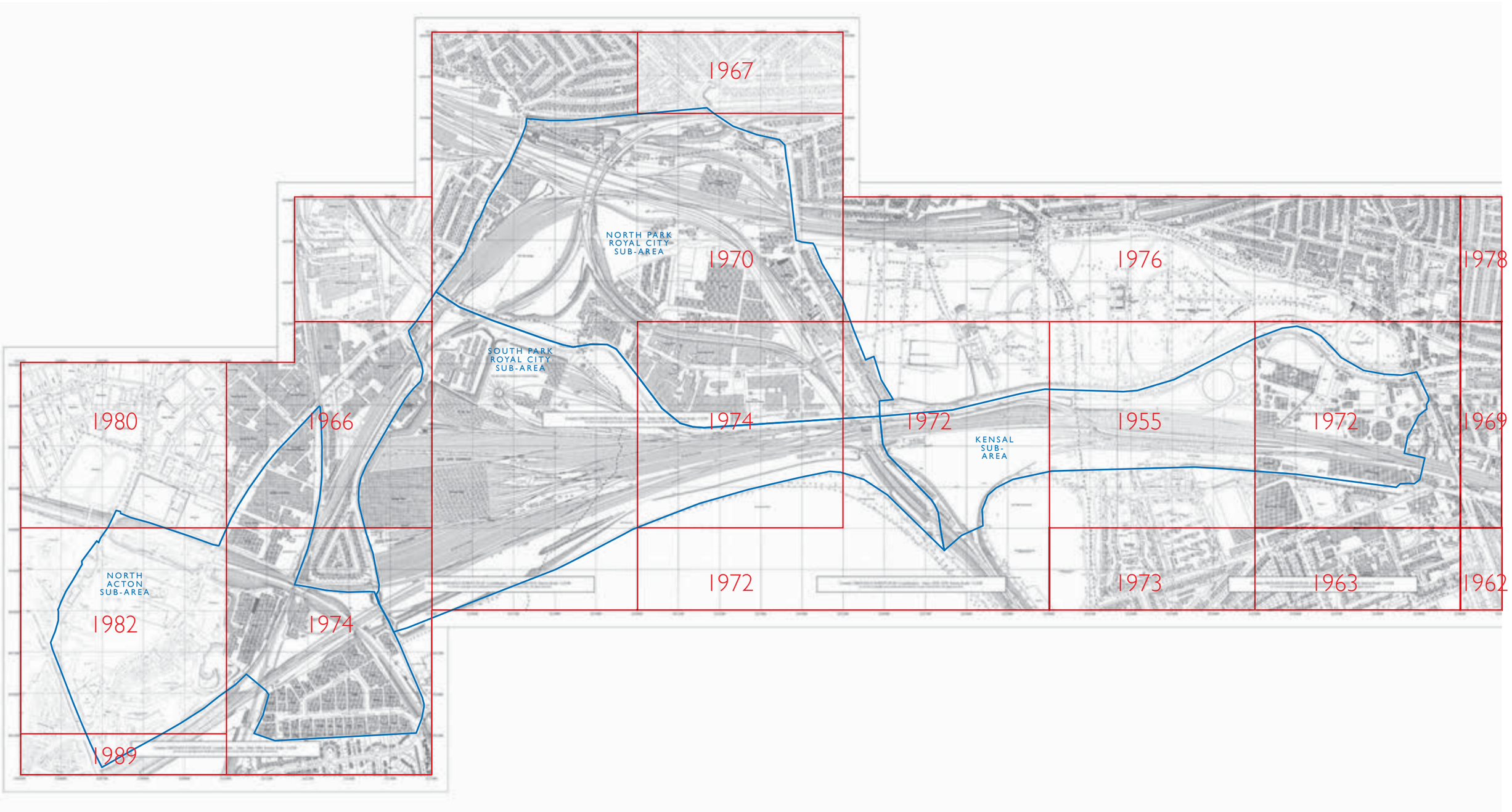

Figure 61: A composite map showing (in red) post-war revisions to the 25″ Ordnance Survey edition. The sub-area boundaries are shown in blue. Not reproduced to scale.
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