


## CANALSIDE CONSERVATION AREA

Date Designated	1982, Extended 1991 and 2007	
Last Appraisal	March 2007	
Last Management Plan	March 2007	
Existing Article 4 Direction	<input checked="" type="checkbox"/>	
Summary and key changes since last appraisal	<p>The Canalside CA includes the whole length of the Grand Union Canal within Ealing, except for a stretch between Norwood Top Lock and the Hanwell Locks, which are contained within the St Mark's Church and Canalside CA.</p> <p><b>The stretch in North Acton (sub area 11) now falls with the OPDC area, and it is now the OPDC's responsibility to review CAs within their area. The proposals put forward in this report do not apply to Sub-Area 11 (North Acton).</b></p> <p>The GUC is an important part of the area's industrial heritage but it covers a significant area and much of it is now not considered to be of very special character to justify its CA status. Ealing's approach to the designation of the whole canal network within the Borough is quite unusual when compared with the rest of London, and nationally; in cases elsewhere where canals are designated within CA areas, they normally relate to very specific stretches or junctions around bridges or buildings, and it is quite rare to include an entire network within a borough. Within the adjoining boroughs of Hillingdon and Hounslow, only relatively small parts of the canal network are included within a CA designation and these relate mainly to areas containing historic locks and/or buildings and structures close to the canal (e.g. Bulls Bridge in Hillingdon and Boston Manor in Hounslow). The OPDC are planning to designate a conservation area for the length of the Grand Union Canal within the OPDC area; this represents a relatively short stretch of canal when compared to the more extensive network in Ealing Borough.</p> <p>Within Ealing the canal network covers a total of approximately 17 kms (10.5 miles) (of which 1.9kms runs through the Canal and St. Marks CA and</p>	

	<p>1.3 kms runs through Hillingdon). It is narrowly defined to the canal itself and the towpath, where there are very few buildings and structures, and completely excludes the wider setting of the canals. As such there is little in practice to control the greatest potential impact on the CA that comes from the surrounding land and setting.</p> <p>It is therefore recommended that the majority of the canal network (apart from some limited stretches within the Canalside CA and the Hanwell Locks within St Marks and Canal CA) is de-designated as a CA. The network will still continue to be protected through the land ownership of the Canals and River Trust (CRT). In addition, the listed buildings and structures along the canals are also protected in their own right. The Council can of course still continue to collaborate with the CRT and other bodies to improve the network as a cultural, leisure and transport resource.</p>
Meeting with CA Area Panel	<p>The Hanwell and Canals CA Panel have raised the following issues:</p> <p>General issues and areas of concern in Hanwell:</p> <ul style="list-style-type: none"> <li>A. Green open space - part of the special character of most of our CA's. <ul style="list-style-type: none"> <li>1. General eroding of green open space through side and rear extensions, paving over front gardens and garden developments.</li> <li>2. Loss of front hedges due to crossovers for parking.</li> <li>3. Street trees disappearing.</li> <li>4. Large blocks of flats - along the Uxbridge Road and elsewhere with little or no amenity space - changing the general appearance of Hanwell from Village.</li> <li>5. Generally creeping reduction of open space and downgrading nature conservation value of the areas (Hanwell Hootie on Brent Meadow, Ken and C Cemetery, garden reductions).</li> </ul> </li> <li>B. Generally residents do not value Conservation Area status – they wish to develop their properties with large side and rear extension, roof extensions, basements, at times with a larger footprint than main dwellings, off road parking in front garden and another house in garden if possible - they wish to increase the size and value of their properties</li> <li>C. Local residents do not want to be a member of the Conservation Area Panel – attempts to find additional panel members who have a concern for the preservation and enhancement of the conservation areas have been unproductive.</li> <li>D. Keeping an eye on and responding to applications in all the conservation areas in Hanwell is impossible for two people.</li> </ul>

- E. Planning officers and their managers fail to respond to any enquiries from the panel and seems to have no concept of working with the conservation panel.
- F. We have no idea how the planning department is organised – e.g. are their teams with team leaders for specific parts of the Borough (east, west or ward based).
- G. We often don't get consulted about developments within Hanwell e.g. concerning listed buildings in Hanwell which might not be in a Conservation Area e.g. St Mellitus and unrelated bodies do get consulted - Pitshanger residents Association consulted over planning application for St Mellitus Garden.
- H. On the other hand we sometimes get consulted about Canalside developments e.g. Greenford, Perivale etc. when we only cover Canalside up to Windmill Lane.
- I. Visible satellite dishes and front elevation drainage.
- J. Suggest most of our Hanwell Conservation areas should be walking areas with vehicle access only for residents. This would create easy and safe walking to green open space
- K. Uncontrolled advertising hoardings is a problem in many of the areas – this includes the Council (often on park gates and fences) who put up notifications and never take them down. Recent violation has been an enormous advert for West Ealing farmers market put on the railings on corner of Station Approach and Station road (Village Green Conservation Area and listed building area).

### Canalside

The CA Panel raise the following specific issues:

In theory we are only responsible for sub area 1 – Brent Valley Canalside – but seem to get consulted at times, on applications beyond Three Bridges. We have in the main covered Canalside in St Marks and Canals comments.

In terms of **change**, the only significant development in the canalside between the boundary of St Marks CA and Hounslow boundary (just beyond Osterley Lock), has been the Hanwell Locks Housing development to the North of Trumpers Way.

There are however significant **threats** to this area:

	<ul style="list-style-type: none"> <li>• Large scale housing development application for south side of Trumpers Way – visually intrusive.</li> <li>• Large scale dumping/land infill/mountain on the west side of the canal which has been going on for years and this large site is getting bigger and bigger. Footpath from Osterley Lock to the west towards Long Wood has been covered over and lost.</li> <li>• The condition of the Canal is a problem – rubbish, silt, pollution. Rubbish never seems to be cleared.</li> </ul> <p><b>Boundary Changes</b> – we suggest inclusion of Canalside parts of Elthorne Park – this might help to control the housing developments on Trumpers Way</p> <p><b>Additional Planning Controls.</b></p> <ul style="list-style-type: none"> <li>• Controls to sort out the land mountain dump.</li> <li>• Controls to protect wildlife/ecology value of Canal side in this area.</li> </ul>
CA Boundary Changes	<p>The CA Appraisal notes that the existing boundary is drawn tightly around the canal and towpath to reflect the special historic and architectural interest, but it identified a small number of extensions to the CA:</p> <ul style="list-style-type: none"> <li>• Add the Canalside docks and basins – Adelaide Docks, Southall and Lyons Dock, Greenford</li> <li>• Add historic housing – parts of Bankside, Southall <ul style="list-style-type: none"> <li>- The Common, Southall</li> <li>- Williams Rd, Southall (not specified)</li> </ul> </li> </ul> <p>Add pubs which stand next to historic bridges including:</p> <ul style="list-style-type: none"> <li>• The Black Horse, Oldfield Rd</li> <li>• The Kings Arms Hotel, Bull’s Bridge Rd</li> <li>• The Old Oak tree, The Common</li> <li>• The Lamb, Norwood Rd (currently within Norwood Green CA).</li> </ul> <p>Add open spaces that contribute to rural character and setting of the CA including:</p> <ul style="list-style-type: none"> <li>• Part of Elthorne Park, Paradise Fields, Perivale</li> <li>• Part of Horsenden Recreation Grounds</li> </ul> <p>Add small areas of public open space including:</p> <ul style="list-style-type: none"> <li>• Small green on south side of Havelock Rd</li> <li>• Small green next to Old Oak Bridge, Regina Rd</li> <li>• Pocket Park leading from Uxbridge Rd down to the Canalside (maps referred to but not included in CA Appraisal)</li> </ul>

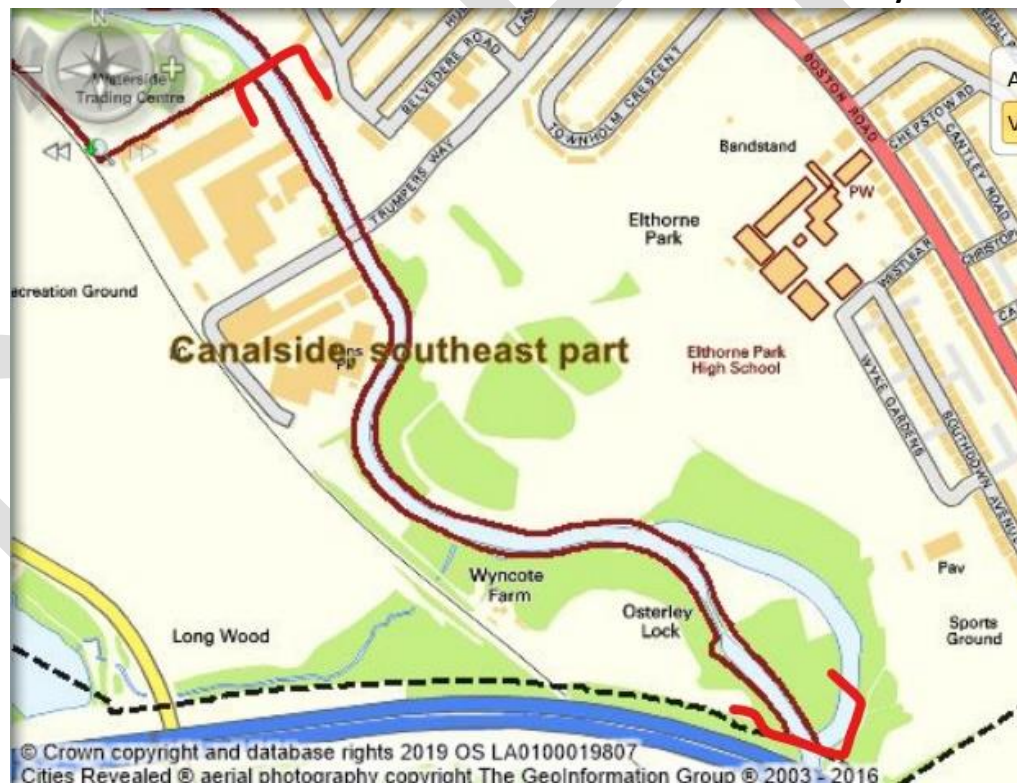
Boundary recommendations as part of this strategic review:

**Sub Area 1- Brent Valley**

Highly industrialised setting on west side with Waterside and River Brent Industrial Estates dominating north and south of Trumpers Way. Also, modern housing development on east side. Some attractive parkland (part of River Brent Park) within setting to the east. No significant historic assets (apart from Osterley Lock which is protected by CRT as part of the operational apparatus of the canal). To the south, the canal does form part of the GUC and Boston Manor CA in Hounslow Borough. This section includes the historic house and parkland of Boston Manor and runs down to the River Thames.

Apart from some historic interest in relation to interwar and post war industrial development in this area there are no buildings of very significant architectural merit on or within the Ealing boundary.

**Recommend remove entire section of sub area 1 from CA boundary:**



Part of canal runs through **St Marks Church and Canal CA** – this contains the statutory listed flights of Hanwell locks, several statutory listed lock keepers cottages, scheduled monuments – St Bernard’s hospital wall and Windmill Bridge and the statutory listed bridge at Glade Rd. This is the most characteristic and well preserved part of the canal within the Borough.



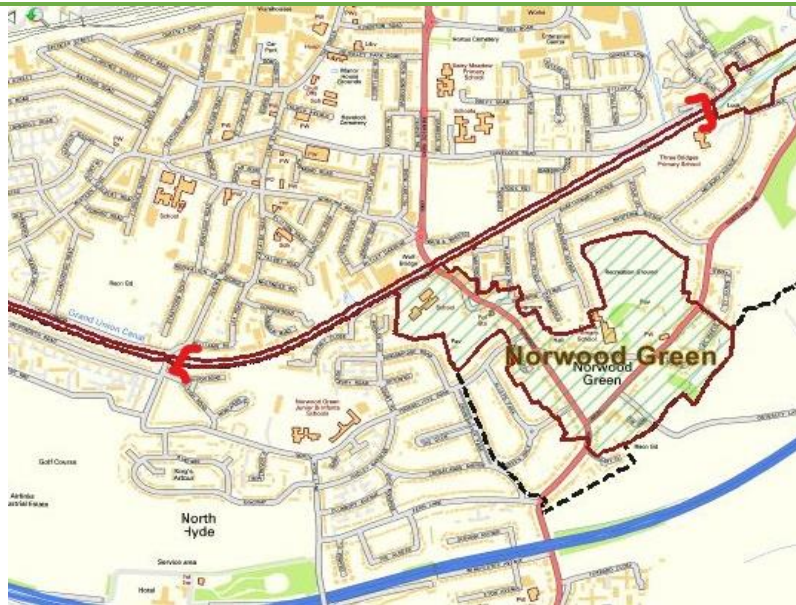
**Recommend therefore that that the CA boundary in relation to the canal in the St Marks Church and Canal CA remains substantially unaltered with the exception of modern housing and industrial development around the Glade Rd bridge area (Works between Canal and Poplar Avenue, Barge Close and Baxter Close and potentially 1-6 Glade Avenue) (as set out in the map below and recommendations in the St Marks Church and Canal CA assessment.**



#### **Sub Area 2- Norwood Green to Williams Road**

A sub urban area heavily influenced by residential and industrial surroundings. Largely of no significant historical or architectural character and running between residential areas with poorly defined boundaries (including Havelock Estate) together with new residential development. Of some interest is Adelaide Dock (just outside the CA) but this has now largely redeveloped (or has planning permission) for housing development. The Lamb PH on Wolf Bridge is of interest- this is locally listed, but falls within the adjoining Norwood Green CA. Wolf Bridge itself is not statutorily or locally listed. West of Wolf Bridge the southern edge of the canal lies within Hounslow Borough and is not covered by a CA designation on that side.

**With the exception of the area around Old Oak bridge (see sub section 3) it is recommended that the substantive part of this stretch of the Canal CA should be de-designated.**



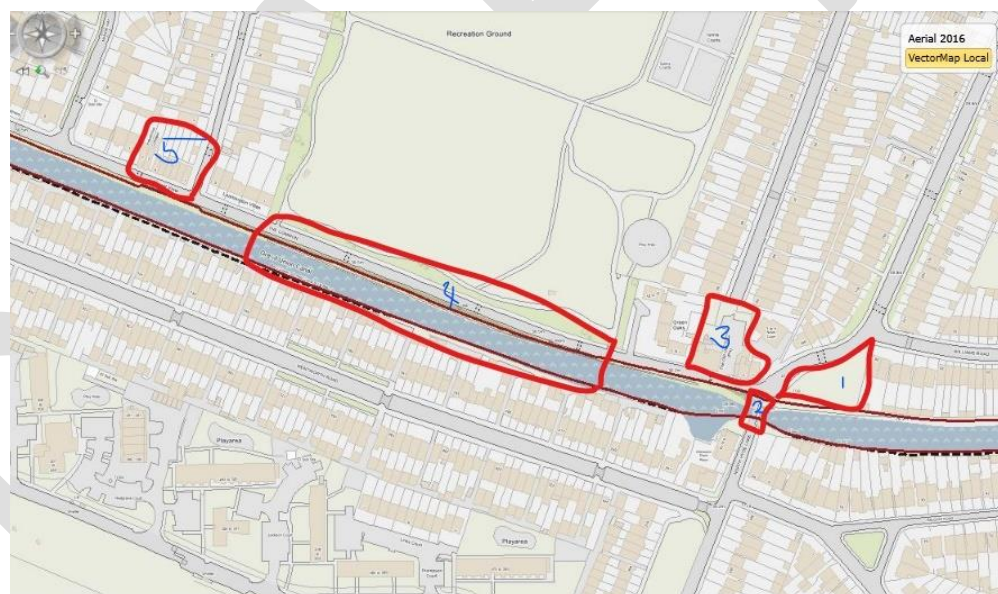
### **Sub Area 3 – Williams Rd (Old Oak Bridge) to Western Road.**

Long straight section of canal surrounded by residential uses. The entire southern edge falls within Hounslow Borough, which is not designated as a CA on that side. Much of it is unremarkable from a special character perspective and it is recommended that the CA be undesignated along this stretch. The exception to this is in relation to a limited number of areas that could potentially remain, and in some cases be expanded, at certain clusters of buildings/structures and open space. These include:

- 1) A small triangle of well-maintained landscaped area between the canal and Regina/Williams Rd that contributes positively to setting of canal.
- 2) Old Oak Bridge- late C.18 locally listed (CA Appraisal says it should be considered for national listing and this should be investigated further)
- 3) Old Oak PH and adjoining parade- not listed or in very good condition but it does have some historical/social value as part of its association with the nearby bridge.
- 4) Stretch of canal along Southall Recreation Ground- well maintained landscaped area contributing positively to the setting of the area.
- 5) 1 & 2 Industrious cottages and 1-9 Mount View- Victorian cottages – not locally listed and have been altered but again they have some historical value, representing some of the oldest houses (1870-1890) along the canal.

These elements are all referred to in current CA Appraisal as making positive contribution. Whilst in close proximity to each other, there is development in between them of no conservation value, and so will be difficult in practice to place a single CA boundary around all of them. **Nevertheless, it is recommended that this section be considered for retention as a CA.**





#### **Sub area 4- Western Road to Bull's Bridge.**

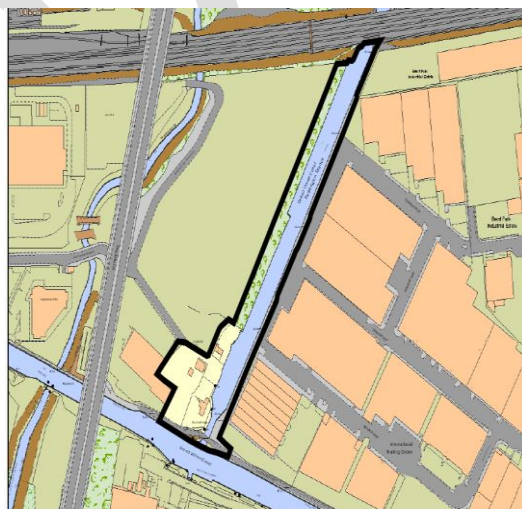
This CA has a more of an industrial feel than preceding areas but with some residential on the Ealing side. This reflects the historic development of industry in the area surrounding the Bulls bridge junction with Paddington Branch as well as the redevelopment of the brick fields that were worked out in in the 19<sup>th</sup> Century. The southern boundary entirely within Hounslow Borough (and not designated as a CA). And the Paddington Brach north of Bull's Bridge is partly within Hillingdon Borough (not designated as a CA apart from area around Bulls Bridge- see below). The Junction Arms PH – is locally listed- next to Western Avenue, but otherwise generally



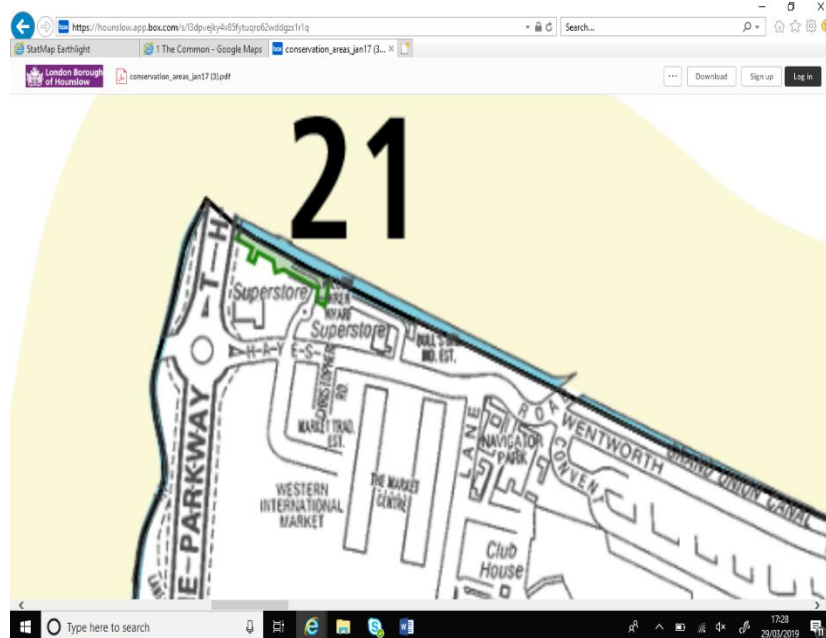
unremarkable stretch in terms of character, close to Hillingdon and Hounslow boroughs.



NB. Part of the area of the canal plus the cottage fall within the Bull's Bridge, Hayes CA in **Hillingdon Borough** as shown in map below. It was designated in 1973 but no appraisal is available. It is not clear from the designation if the towpath between Bull's Bridge and the railway Bridge falls within in Hillingdon or Ealing. Nor Bull's Bridge itself- which is half in Ealing, half in Hillingdon according to the Ealing CA boundary but Hillingdon's CA boundary assumes it is entirely within Hillingdon. North of the railway bridge, alongside the gasworks site, the towpath seems to fall more clearly within the Ealing side.



NB. The area to the south of Bulls Bridge is also identified as a proposed CA within **Hounslow Borough** as shown in the map below. This covers area immediately south of canal along edge of the superstore site. It is not currently designated.



**CA designations in Hillingdon, Hounslow and Ealing around Bull's Bridge all need to tie into each other and complement its Grade II listing:**

*WESTERN ROAD (off) 1. 5010 Southall Bull's Bridge No 21 over Grand Union Canal and Grand Union Canal (Paddington Branch) Junction TQ 17 NW 4/3 II GV 2. Late C18 or early C19 canal bridge in painted brick. Single depressed arch with some blue engineering brick repairs at base. Band course at base of parapet. Some multi-coloured stock brick repairs*

**It is recommended** that further clarification on the CA boundaries in relation to Bull's Bridge is undertaken between Ealing, Hillingdon and Hounslow boroughs.

**It is recommended** that the remainder of section 4, along the canal between Bull's Bridge and Western Rd Bridge (in Ealing Brough) is de-designated.

### **Sub Section 5: The Paddington Branch from Bull's Bridge to Bankside (site visit 14.3.19)**

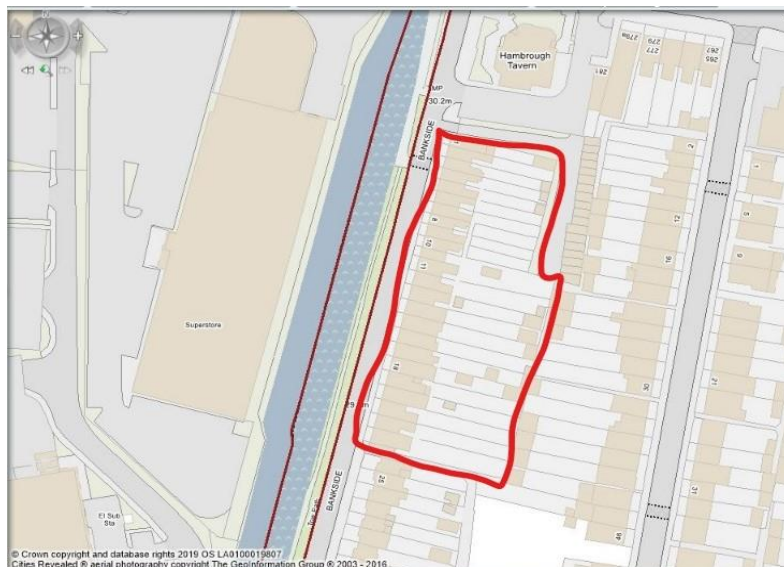
Southall Gas Works site redevelopment is now under construction and influences a significant part of the canal in this stretch. However, this remains an isolated section of the canal running outside the residential areas through areas of disused industrial land and former wasteland managed as a wildlife reserve.

There is little of architectural or historic interest apart from Bull's Bridge and some late Victorian cottages alongside Bankside. The western flank of the canal is entirely within Hillingdon Borough, and apart from a very small section near Bull's Bridge is not designated as a CA on the Hillingdon side. As discussed in Section 4), it will be necessary to coordinate the designation of the Bull's Bridge section with Hillingdon and Hounslow.

**Recommend remove CA designation from entire length of canal in this section.**



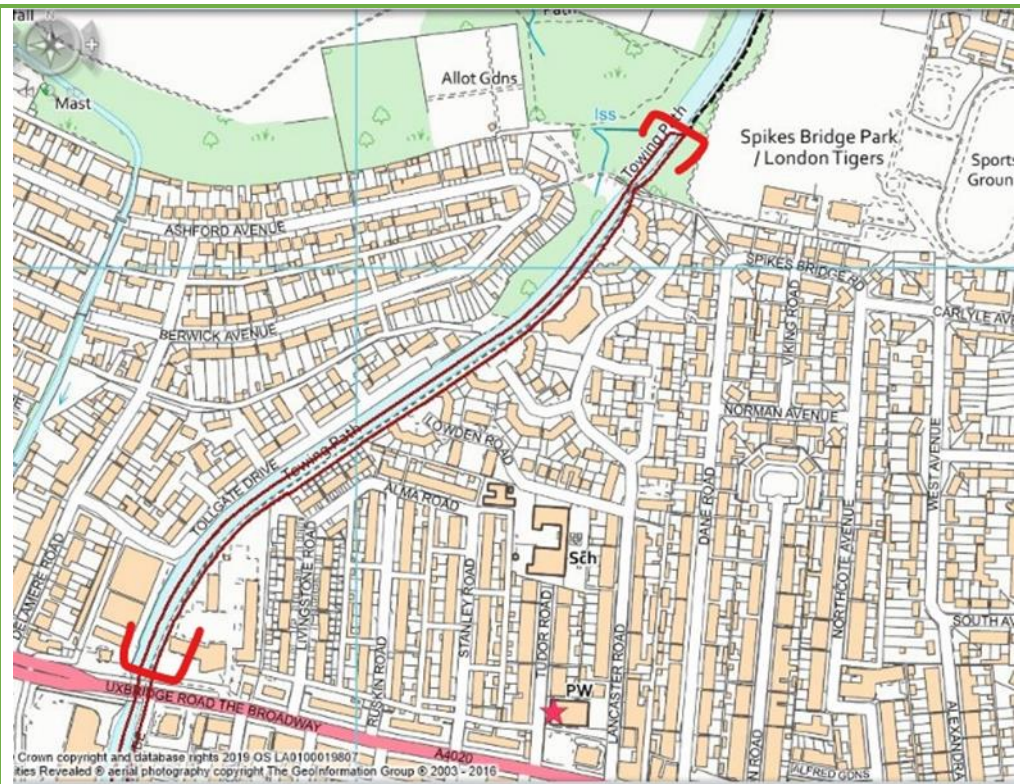
**Recommend add 1-24 Bankside to local list as buildings of façade and group value.**



**Sub Area 6: Bankside to Spikes Bridge Park.**

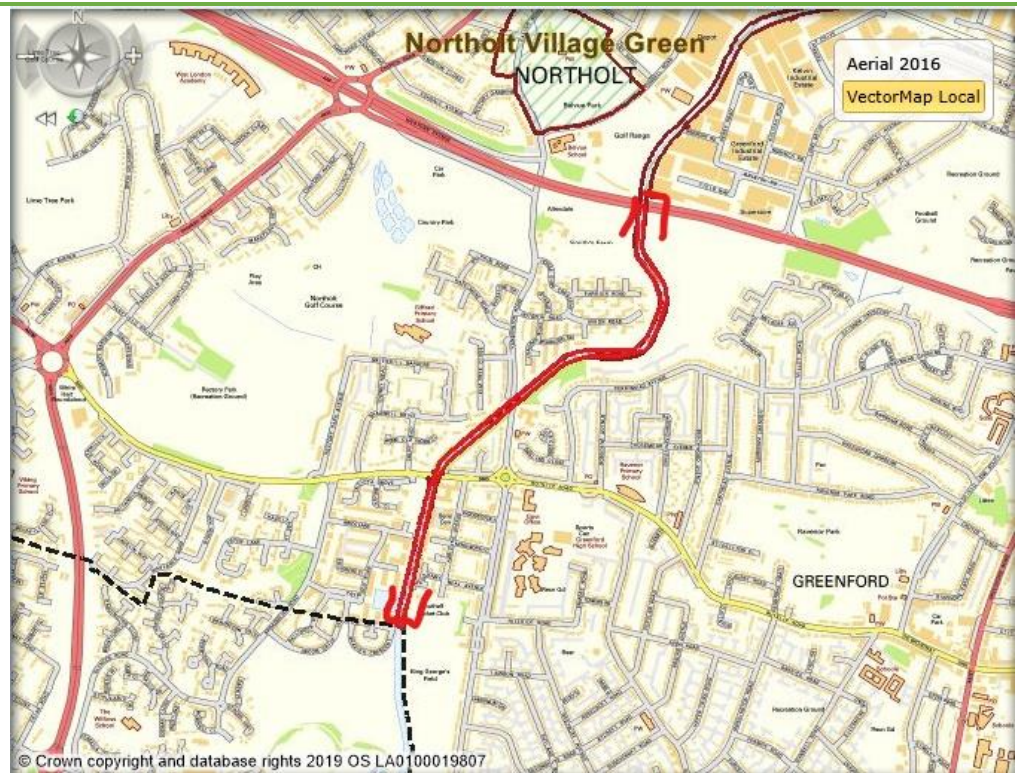
The character of this area is mixed – suburban residential development and light industry (on the Hillingdon side). Again, it is reasonably pleasant but not considered to be of sufficient special architectural character to warrant CA designation. The entire western flank of the canal is within Hillingdon and is not designated as a CA on that side. **Recommend remove CA designation from entire length of canal in this section.**





### Sub Area 7 – Southall Avenue

Mixed open and residential character in this stretch. Both sides on Ealing. Mixed age of housing including fairly recent residential blocks (e.g. Engineer's Wharf) and new footbridge, giving sense of activity. This is coupled with older flatted development and post war estates, generally well screened from towpath. Semi-rural feel with open space further north. Again this is a reasonably pleasant area but not of sufficient special architectural character to warrant CA designation. **Recommend remove CA designation from entire length of canal in this section.**



#### **Sub Area 8- Western Avenue to Greenford Rd.**

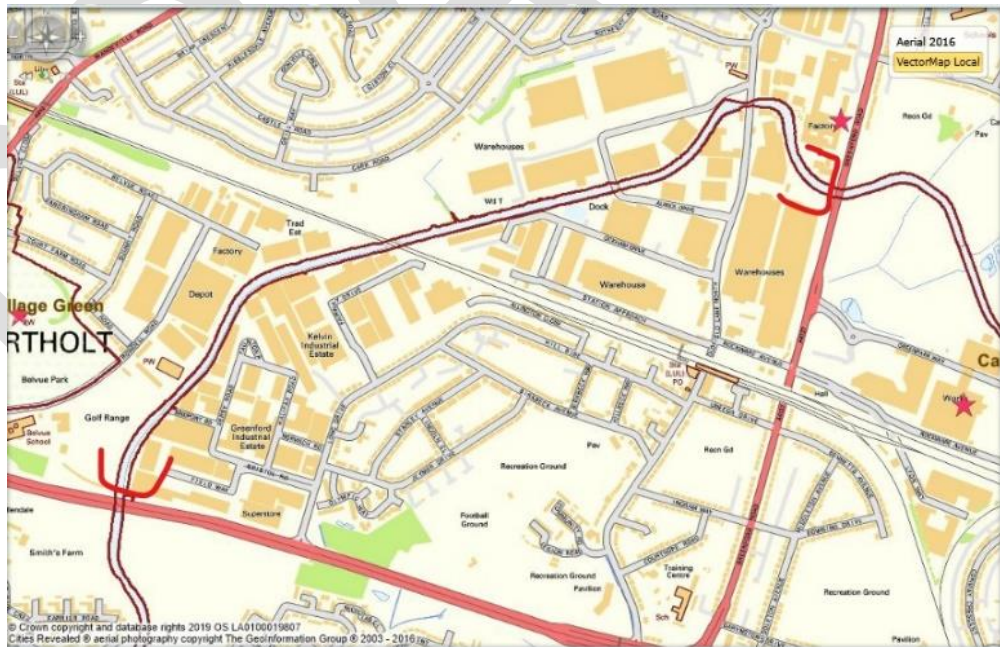
The CA Appraisal says that the canal passes through Greenford's historical industrial area developed from farmland during the early C.20, exploiting canal and rail links and proximity to London's markets. Some parts are now redeveloped, some for new industrial and other uses:

- Northolt Mosque, Mohammedi Park Masjid complex, Rodwell Rd. Planning permission granted 1987. Imposing building – recommend adding to Local List.
- Warehouses on west side of canal. Building with chimney (and adjoining building) appears to date back to pre-1947. Identified in CA as historic building. Recommend adding to local list.
- Railway bridge (Central line between Northolt and Perrivale stations.). Not statutory listed or locally listed. CA appraisal indicates that undesignated railway bridges along the canal such as this lattice frame one merits protection. Recommend further research of similar bridges across London rail network and consider local listing.
- Dock at Oakham Drive on south bank. Dock created between 1910-1930 along with industrial estate surrounding it- in 1930 occupied by Greenford Factories (Confectionery). Now modern warehouse/logistics. One of the earliest industrial sections (wharves) along the canal. Other areas developed post 1930. Currently outside CA.



- The canal in this sub area is heavily influenced by Greenford's historic industrial area developed in early part of C.20. Whilst as noted in the CA appraisal some historic industrial buildings survive (notably the Glaxo HQ building) many have been replaced by modern industrial/warehousing units. Remnants of historic wharves and docks remain but have also been transformed. The redevelopment of the Glaxo site will have a huge bearing on the future character of this section. If the CA designation along the canal were to remain, recommend including the Black Horse PH within scope, but on balance it is not considered that there is any benefit in retaining a narrowly defined CA boundary that has had little influence on protection or redevelopment of the surrounding hinterland.

**Recommend de-designate CA designation from entire length of canal in this section.**



Semi- rural character along this stretch, heavily influenced by views of high quality landscape of Horsenden Hill to the north – which is also a scheduled monument, and Perivale Wood to the south (wildlife area).

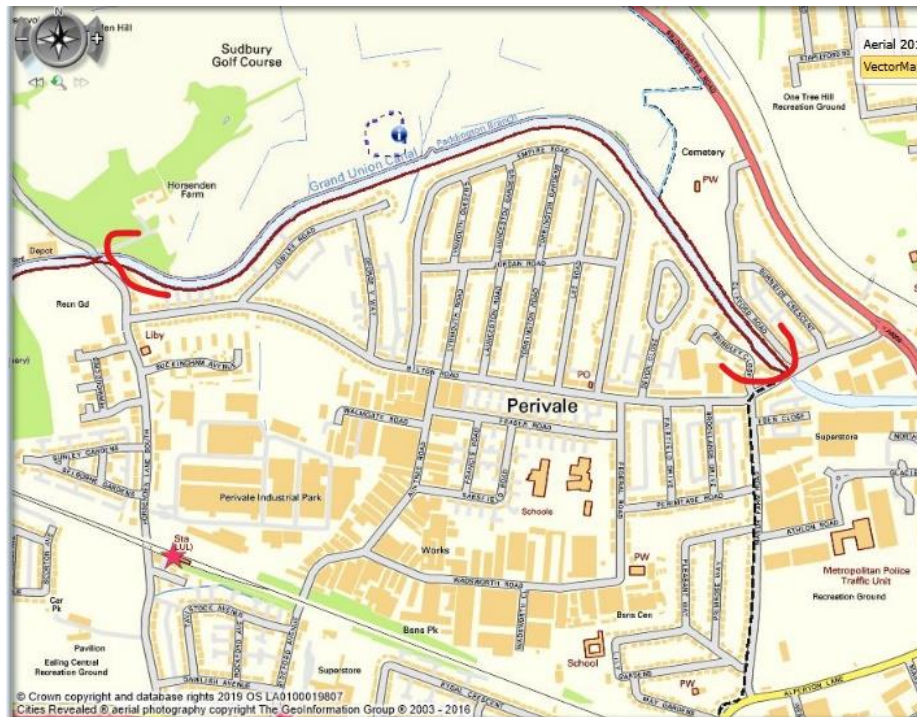
**Recommend de-designate CA designation from entire length of canal in this section.**



Area retains semi-rural aspect to north with views across to the green open space of Sudbury Golf Course and Horsenden Hill beyond. However, it is spoiled by backs of suburban housing to the south which by virtue of their boundary treatments and outbuildings are not well related to the canal. Apart from the Ancient Monument – Moated site at Sudbury Golf Course to the north, there are no historic buildings or structures. Manor Farm bridge is of interest but has been widened/modernised and is not listed or locally listed. Early C.19 – character appraisal says it should be considered for local or statutory listing. Recommend further research into this building.



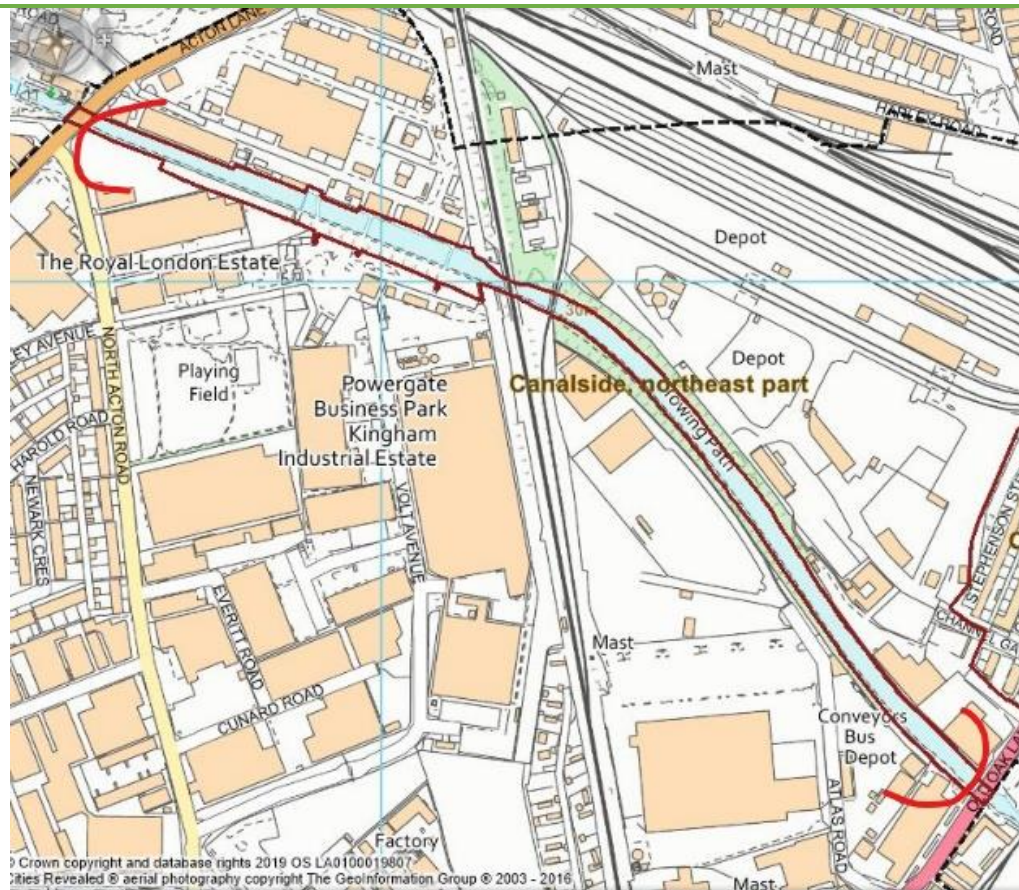
**Recommend remove CA designation from entire length of canal in this section.**



#### **Sub Area 11: North Acton**

**Since the last appraisal, the establishment of the Old Oak and Park Royal Development Corporation (OPDC) means that this section of the canal (together with Old Oak Lane CA) lies within the OPDC area and it is now their responsibility to designate and review CAs in their area. The proposals put forward in this report do not apply to Sub-Area 11 (North Acton).**

For information, a map of this section is shown below.



#### Key unlisted Buildings

The CA Appraisal notes that the tight boundaries of the CA mean that it contains few buildings or structures other than canal banks and bridges. However, it suggested that the boundary should be widened in some areas to include buildings that make a positive contribution, or identify those that makes a positive contribution to setting of the CA.

- **Bull's Bridge** is only listed structure. Grade II. Probably built 1801-1805, during construction of Paddington Branch.
- **Old Oak Bridge**, at crossing of Regina Rd over canal is of similar design – late C.18 construction. Locally listed. CA appraisal says that given the pressure for upgrading of bridges to accommodate greater transport flows it should be considered for statutory listing.
- **Ballot Box Bridge** at Horsenden Lane – similar to Old Oak bridge in terms of design and age. Locally listed and should be considered for statutory listing.
- **Manor Farm Bridge** – as above – early C.19, partly in Ealing, partly in Brent Borough. Should be considered for local or statutory listing.
- The surroundings of these bridges also contain areas of C.20 **copings**.

	<ul style="list-style-type: none"> <li>• The <b>two lattice-framed steel bridges</b> crossing the canal are also of interest between Northolt and Greenford station and contribute to views along the canal</li> <li>• Several <b>other road and rail bridges</b> are considered to make a positive contribution – illustrated on accompanying Townscape Map (which is missing from the CA Appraisal)</li> <li>• <b>Lyons Dock Basin</b> in Greenford and <b>Adelaide Dock</b> in Southall make important contribution to context of canal by illustrating relationship with surrounding sites.</li> <li>• <b>The Lamb PH</b> on Norwood Rd (within adjoining Norwood Green CA) and <b>King's Head Hotel</b> on Bull's Bridge Rd – both locally listed – make important contribution to appearance of CA and some indication of the waterway's social history.</li> <li>• The <b>Old Oak Tree PH</b> makes a strong contribution to space of The Common along towpath.</li> <li>• The <b>Black Horse PH</b> on Oldfield Rd also makes a positive contribution despite extensive late C.20 extensions.</li> <li>• <b>C.19 rows of terraced housing on Bankside</b> and the Industrious Cottages overlook canal and make positive contribution to character of CA.</li> <li>• <b>Corrugated metal clad factory</b> building with accompanying redbrick engine house and chimney at Boston Business Park (location map in CA Appraisal is missing)</li> <li>• <b>Red brick industrial buildings</b> with saw tooth roof tiles and a second engine house at Rowdell Rd (location map in CA Appraisal is missing)</li> <li>• <b>Buildings to rear of Glaxo at Greenford Rd</b> – storage block and early factory block (site now being redeveloped).</li> </ul>
Threats and Negative factors from last appraisal	<p><b>Issues /Negative Factors from last appraisal:</b></p> <ul style="list-style-type: none"> <li>• There has been little change within the current boundaries of the CA over the last 60 years – [Agreed, but mainly because the boundary is generally narrowly confined to the canal/towpath only and associated bridges]</li> <li>• However, developments alongside, particularly in respect of the changing nature of industrial development have affected its value. All of the modern industrial estates are inward-facing, leaving the canal itself relegated to the back-lands, and therefore poorly managed, neglected and affected by encroaching scrub growth [Agreed]</li> <li>• The Canalside is often faced with featureless walls or impenetrable security fencing, which detract from feeling of activity and increase</li> </ul>

sense of isolation, which can be intimidating for users of the canal/towpath [Agreed]

- Dumping of rubbish and other detritus has had a significant impact on the quality of the Canalside environment but can easily be resolved through clearance and better enforcement. [Very much remains the case today, particularly with litter].
- Some uses of land immediately adjoining canal do detract from its character. Examples:
  - ❖ Small scrap yard near to Osterley Lock
  - ❖ Underused industrial land at Hayes Rd, Hounslow
  - ❖ Former Southall Gas Works site next to Paddington Branch [now being redeveloped]
- Stretches of canal are affected by poorly maintained residential gardens, some have taken good care and others have neglected them, including land outside the property curtilage. Some confusion as to who owns and has responsibility for land. This has created a very unsatisfactory appearance to canal edge, especially along Norwood Green and Hounslow edges. [This very much remains the case with dilapidated sheds, outbuildings, fences and car parking at the back of gardens directly fronting the canal- this is mainly the case on the Hounslow side.
- A significant problem is the rise of large outbuildings along rear boundaries which greatly affects the character particularly where there is no tree screening or in some cases no boundary treatment whatsoever. Also other issues of dormers in rear rooflines and other rearward extensions. Some of these houses fall within neighbouring boroughs (Hounslow/Brent- where there is no CA designation)
- For a substantial length of the CA, the towpath surface is a mixture of grass and earth which forms mud in wet weather. This is not conducive to increasing use of canal corridor, including its accessibility to less able bodied users and should be regarded as a priority for improvement [Agreed – this remains the case. Some areas have been patched up quite crudely where puddles have been created but this is short term and looks untidy. Many areas are just mudbaths during periods of rain. It is recommended that a comprehensive programme needs to be undertaken to improve untreated surfaces with rolled/crushed concrete or compacted gravel or the like. Some areas have been freshly tarmaced – eg. Paddington Branch from Bulls Bridge, providing a hard wearing surface but arguably this stands out more. Need to investigate match funding opportunities between Council's highways and health budgets and CRT].
- A related issue is scrubby growth on side of towpath, and Canalside being overgrown, which detracted slightly from its appearance. [This was not seen as a significant issue during period of survey (Winter) but may be more of an issue in warmer months]



- Towpath lacks any provision for seats and benches, litter bins or street furniture. [Agreed. Whilst the narrowness of the towpath will make this difficult in many areas, there are wider verges and open spaces where it may be possible including around bridges. For e.g. on the small triangle of well-maintained landscaped area between the canal and Regina/Williams Rd that contributes positively to setting of canal.
- Public works of arts relating to historic use of canal and current use as wildlife corridor have been provided but many vandalised and require maintenance or renewal [Agreed, some interpretation boards need updating or replacing (including with digital interpretation solutions). Some metal sculptures are showing signs of age and covered in graffiti].
- Not all sections of towpath appear to be well used by walkers or cyclists- partly due to unsympathetic boundary edges including rusting corrugated metal sheet and poorly maintained fences along boundary of former Southall Gas Works and other locations. [Agreed. During survey very few users noted as compared to other parts of canal in other areas- for e.g. around Hanwell Locks. This is most likely also due to very poor condition of towpath surface which doesn't encourage users. Southall Gasworks site planned redevelopment also offers scope for improvement.
- The development of the canal as a new form of residential area, with several long-term mooring sites was seen as a positive development [Agreed].
- Decline of traditional large- scale industries along canal is resulting in redevelopment of some considerable areas of land next to the Canal. Also pressures for pockets of farmland to be converted to other uses, which would be detrimental to character of CA [Agreed in principle but new development can offer opportunities to improve canal setting and better integrate/connect with it]
- Much of the original brick walling with stone copings used to retain the canal bank has been lost over the years due to repair and widening, but where they survive they should be conserved [Agreed but not much evidence of surviving walling/coping seen]
- The canal has significant wildlife value (identified as a Site of Metropolitan Importance for Nature Conservation – now Blue Ribbon) – need to ensure no significant levels of overshadowing from new development next to the canal [Agreed].
- The four late C.18/early C.19 bridges (Bulls Bridge, Old Oak Bridge, Ballot Box Bridge and Manor Farm Lane Bridge) should be preserved and their settings preserved /enhanced. The CA appraisal also identifies the two railway bridges as important buildings which should be protected [Agreed that these provide interest but not all merit local or statutory listing].

	<ul style="list-style-type: none"> <li>The canal runs alongside boundaries with neighbouring authorities (Hillingdon, Hounslow and Brent) and Ealing will need to work in partnership with them to ensure new developments contribute positively to setting of the CA. Examples of new developments that were considered positive are the office development at Western Rd, Hounslow and residential development on Tollgate Rd, Hillingdon (late 1990s).</li> </ul>
Gaps sites and capacity for change	<p>Referred to in previous sections.</p> <p>Other sites with redevelopment opportunities:</p> <p><b>Elthorne Works, Trumpers Way.</b> Outside CA, to south-east.  <i>Ref:</i> 183980SCE. Request for a screening opinion for demolition of existing buildings and construction of a mixed use development comprising 2,332 sq.m (Use Class B1(b), B1(c) and B8); 213 dwellings.</p> <p><b>Southall Waterside (Gasworks).</b> On boundary of CA. Various consents. Planning permission granted for mixed use development comprising 3750 residential units, offices, leisure, retail, hotel, energy centre, health facilities and a school. Under construction.</p> <p><b>Quayside Quarter Former Honey Monster Factory Bridge Road.</b> Request for scoping opinion for the demolition of existing buildings and redevelopment of the site to provide up to 2,000 residential units, industrial, office, retail and community uses, energy centres (or a district network) and a film studio; (Ref: 183276SCO).</p> <p><b>Havelock Estate</b> (Phases 2-4). Various consents. Extant permission for demolition of 692 existing residential units, and phased construction of up to 922 new residential units plus retention of 154 existing residential units. Under construction.</p> <p>These major development sites in the vicinity of the Canalside CA will have the opportunity to improve the setting, and access to, the canal network.</p>
Public Realm issues	<p>The Canal network is a significant resource in for users (walkers, cyclist, boat users) and for the local community. Irrespective of the whether it remains as a designated CA, the Council should continue to work with the CRT, ODPC and other partners to improve the canal environment particularly in terms of surface improvements to the towpaths and development of a walking and cycle network, as well promoting the use of the canal for education, leisure activities and events.</p>
Management Plan	<p>The Management Plan (2007) contains specific guidance in relation to:</p>

**Historic Bridges** - The CA contains three bridges of late eighteenth or early nineteenth century origin, which relate to the origins of the canals' construction. They are narrow and create bottlenecks for vehicle traffic. Given pressures for upgrading of such structures, these bridges should be protected through statutory listing in recognition of their contribution to the survival of the canals' nineteenth century fabric.

Comment- The road bridges have already been widened/modernised in many cases. Whilst they have some historic value it is unlikely they would meet the criteria for statutory listing.

**Early C.20 industrial buildings** Several early twentieth century industrial buildings, with particularly characteristic design elements, including saw toothed roofs, engine houses with tall brick chimneys and use of traditional red brick and London stock brick are located within or in the immediate vicinity of the CA. These buildings make a significant contribution to the character of the CA and provide evidence for the industrial origins of the surrounding residential areas. However, redevelopment of surrounding industrial land has left them as isolated survivors of the past landscape and there is pressure for redevelopment of these sites for more intensive use. New uses that preserve the exterior appearance of these buildings should be considered in preference to demolition and replacement.

Comment- Agreed- there are a few remaining buildings of this type which should be retained where possible.

**Industrial Waterside** - Historically the Canalside within the industrial areas would have been a bustling area of activity. New developments in these areas have focussed on road frontages without consideration for routes through to the Canalside or use of the area to create an attractive buffer to the industrial activity and encourage better use of the area by pedestrians. There is potential for further redevelopment to continue to degrade the character of the CA in this manner. The sensitive use of the Canalside and provision of access to it should be considered when assessing applications for redevelopment of industrial sites adjacent to the CA. The value of using traditional materials, particularly red brick and London stock brick to enhance the character of the CA, as well as sensitively chosen public realm should also be considered when determining such applications.

Comment- Agreed. More recent developments, including in the Southall and Park Royal area, are beginning to make use of canal frontage and improve access and legibility. This should continue.

**Historic Fabric**- The appraisal has identified a number of areas where historic fabric of the canal, including brick wall and traditional stone copings, have survived. The Council will work with British Waterways (CRT) and

*councils of neighbouring London Boroughs to ensure that this fabric is preserved wherever possible.*

Comment- Agreed, but as noted in the assessment not a great deal of the original historic fabric is visible.

***Overshadowing*** - *The attractiveness of the Canalside as publicly accessible open space, as well as its importance as a wildlife corridor, could be considerably affected by large areas of overshadowing adjacent developments. The desirability of preserving natural lighting of the CA should be considered when determining applications for new development in its immediate vicinity.*

Comment- Agreed. In relation to recent developments this does not appear to be a significant issue, although having tall buildings close to the canal frontage has the potential to impact (e.g. Nash House in Park Royal).

**Open spaces-** The open spaces surrounding the Canalside are highly important to its character. Where possible the interconnections between the Canalside and these open spaces should be improved to encourage better use of the Canalside and to enhance its setting.

Comment- Agreed. Where they exist, there is certainly scope to improve them. Some are small and oddly shaped pieces of open land that could be improved/rationalised.

**Windows** - A small number of family houses are included in the proposed extensions to the CA. Many of these retain traditional timber framed windows and doors, which add greatly to their historic character. However, neighbouring buildings have had such features replaced with unsympathetic PVC-U units resulting in erosion of their historic character. Whilst it is considered inappropriate to adopt an Article 4 direction in this instance, the Council will provide residents within the CA with guidance on the advantages of retaining historic features and making use of renewable materials. In particular, the areas considered to be at greater risk are:

- Industrious Cottages, The Common.
- Nos 1 – 23 Bankside

Comment- Agreed. Especially with need to provide residents with greater advice. New guidelines on windows will be provided as part of revised management plans.

Other issues identified as part of strategic review:

The CA Panel has only two active members, yet it covers seven CAs in the Hanwell Area. In relation to the Canalside CA, this only includes sub area 1



	<p>(Brent Valley) together with part of the canal where it runs through the St.Marks Church and Canal CA – east of Windmill Lane.</p> <p>The Norwood Green and St Marks and Canal CA also covers the canal where it run through the St. Marks and Canal CA and westwards from Windmill Lane up to Glade Lane.</p> <p>This means that the majority of the Canalside CA in the Borough, from sub area 2 through to sub area 11, is not officially covered by any CA Panel representation. This clearly leaves a gap in terms of overseeing a large extent of the canalside environment, although as noted the Hanwell and Canals CA Panel sometimes get consulted on applications west of Windmill Lane.</p> <p>This gap in coverage for the Hanwell area could be addressed by the Council and CA Forum, with a drive to recruit new members from the area. However, if the boundary change proposals in this note are taken forward (see boundary change section) to effectively de-designate the majority of the canal environment in Ealing, then that would reduce the need for CA management oversight of much of the canalside.</p>
Article 4 Directions	<p>The CA Management Plan (2007) makes no specific recommendations for Article 4 Directions in this area, and none are proposed as part of the strategic review.</p>
Other Controls/ Guidance	<p>It is recommended that further design guidance is produced. This should include both specific guidance relating to the local vernacular of the Canalside CA (remaining parts) together with generic principles of good design. Generic guidance on the use of PVC-U windows and doors to provide clearer guidance on appropriate replacements will also assist together with guidance on the advantages of retaining historic features and making use of renewable materials. Further guidance will be provided in the <b>new Generic Management Plan and specific design guidance</b> for each CA.</p>
Planning Data	<p>There were relatively low levels of planning applications dealt with between 2007 and 2019, with an average of 20 per annum (Rank 19). 78% were approved, which is just above average (75%). There was very low appeal and enforcement activity, reflecting the fact that the CA contains relatively few houses or buildings of any kind.</p>

## Canalside CA

### By type:

Canalside	2007	2008	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Grand Total
ALL TYPES	39	3	16	35	39	35	16	36	1	11	10	23	264
ADVERT			2		1	2	1	2					8
TEL	1				1								2
CND	27	1	2	27	24	11	5	23		6	2	11	139
CPE/CPL/PRA	1		1		3		3	3			2	1	14
FULL	8	1	9	4	4	5	4	4	1	2	1	7	50
SCO/EIA/RMS	1					3							4
HH											3		3
CAC						1							1
LB. Demolition						1	1	2					4
VAR/NMA/COU			1	3	6	12	2	2		3	2	3	34
TPO/TPC/PTC		1		1								1	3

### By Decision:

Canalside	2007	2008	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Grand Total
APPROVED/ NO OBJ	20	1	3	15	19	16	5	21		8	3	17	128
APP with COND	7	2	11	6	5	12	5	10	1	1	5	4	69
PD			1		3		4	4			1	1	14
REFUSED	1		1	5	1	2	1				1		12
WITHDRAWN	11			9	11	3	1	1		2		1	39
APPEAL DISMISSED						1							1

**Enforcement Cases:**

Canalside	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Grand Total
<b>ALL CASES</b>					2						1			3
Change of Use					2									2
Enquiry											1			1

**KEY:****Application types:**

ADVERT:	Advertisement Consent
TEL:	Telecommunications Notification
CND:	Discharge of Conditions
CPE/CPL/PRA:	Certificate of proposed/ Lawful use/ Prior Approval
FULL:	Full Planning Permission
SCO/EIA/RMS:	Scoping Opinion/ EIA Application/ Reserved Matters
HH:	Householder Planning Permission
LBC/LBD:	Listed Building Consent/ Demolition
CAC:	Conservation Area Consent
VAR/NMA/COU:	Variation/ Non-Material Amendment/ Change of Use
TPO/TPC/PTC:	Works to a tree/ Tree Preservation Order

**Decision types:**

PD/PA:	Prior Approval/ Permitted Development/ Deemed Consent
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**Enforcement breaches:**

Advert Cont.:	Advert Contravention
Breach of Cs.:	Breach of Conditions
Constr. Det. Dw.:	Construction of detached residential dwelling
Dem. In CA:	Demolition in Conservation Area
Listed B. Contr.:	Listed Building Contravention
Not in acc. w/p:	Not in accordance with planning permission
Op. Dev.:	Operational Development
Use anc. out.:	Use of Ancillary outbuilding as separate dwelling
Tree Cont.:	Tree Contravention