

GRAND UNION CANAL & BOSTON MANOR

Consultation Draft
Conservation Area
Appraisal

September 2017



**London Borough
of Hounslow**

Foreword

I am pleased to present the draft Grand Union Canal and Boston Manor Conservation Area Appraisal. Grand Union Canal and Boston Manor are important parts of Brentford and a valuable part of the heritage of the borough.

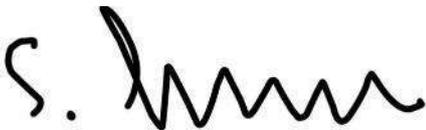
This draft appraisal builds on the original conservation statements for Hounslow's conservation areas and has been reviewed as part of a comprehensive review of Hounslow's conservation area statements.

The purpose of the appraisal is to provide an overview of historic developments and key components that contribute to the special interest. This appraisal will also identify positive and negative contributors as well as opportunities for improvement in order to inform a comprehensive understanding of the conservation area.

The regeneration of Brentford offers the opportunity to improve the high street and areas surrounding the conservation area through high quality new development and improved public spaces. In addition, we are working to secure funding for projects such as the restoration Boston Manor House and gardens, in order to raise the profile of one of the borough's great estates. We hope this document will play a significant role in the future management of Grand Union Canal and Boston Manor Conservation Area and will be a guide for developers, residents and planners.

We look forward to hearing your views on the draft appraisal and will amend this where appropriate, following consultation.

Steve Curran



Councillor Steve Curran
Leader of the Council and Cabinet Member for
Corporate Strategy, Planning and Regeneration

Executive Summary

Presented here is the draft consultation version of the Grand Union Canal and Boston Manor Conservation Area Appraisal. The purpose of a conservation area appraisal is to provide an overview of the historic development of the area and to describe the key components that contribute to the special interest of the area.

- describe the historic and architectural character and appearance of the area which will assist applicants in making successful planning applications and decision makers in assessing planning applications
- raise public interest and awareness of the special character of their area
- identify the positive features which should be conserved, as well as negative features which indicate scope for future enhancements

This document will be subject to public consultation in Autumn 2017, and following that consultation it will be amended to reflect responses where appropriate. The final version is scheduled for adoption by the council in March 2018. The council's Spatial Planning and Infrastructure Team has an extensive programme for producing or reviewing conservation area appraisals for the 28 conservation areas in the Borough, will all be subject of consultation. The council is committed to ensuring it manages its heritage assets to the best of its ability.

Prepared by:

Spatial Planning and Infrastructure Team
Regeneration, Strategic Planning and Economic Development
London Borough of Hounslow
Civic Centre
Lampton Road
Hounslow
TW3 4DN

Email address: ldf@hounslow.gov.uk

Contents

- 1 Introduction
 - 1.1 What is a conservation area?
 - 1.2 Format of the conservation area appraisal
 - 1.3 Location and context of the conservation area
- 2 Planning context
 - 2.1 National policies
 - 2.2 Regional policies
 - 2.3 Local policies
 - 2.4 Implications of designation
- 3 Historic development of the conservation area
 - 3.1 Historic maps
 - 3.2 Geographic, economic and social features that helped shape the area
 - 3.3 Historic and current photos
- 4 The conservation area and its surroundings
 - 4.1 The surrounding area and the setting of the conservation area
- 5 Character areas
 - 5.1 Arcadian River Brent and Grand Union Canal
 - 5.2 Boston Manor House and Park
 - 5.3 Great West Road
 - 5.4 Brentford Lock and the Island
 - 5.5 St Lawrence
 - 5.6 The Ham
 - 5.7 Brentford Waterside
- 6 Recent/new developments and their impact
- 7 Key views, local views and focal points
- 8 Open spaces and trees
- 9 Condition of the conservation area, maintenance and alterations
- 10 Regeneration of Brentford
- 11 SWOT analysis
 - 11.1 Strengths
 - 11.2 Weaknesses
 - 11.3 Opportunities
 - 11.4 Threats
- Appendix 1 Recommendations for further designation
- Appendix 2 Schedule of designated heritage assets in the conservation area
- Appendix 3 Schedule of properties in the conservation area
- Appendix 4 Further reading, information and websites

1 Introduction

1.1 What is a conservation area?

1.1.1 A conservation area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Conservation areas are very much part of the familiar and valued local scene. It is the area as a whole rather than specific buildings that is of special interest.

1.1.2 The ability to designate areas, rather than individual buildings, first came into being as a result of the Civic Amenities Act of 1967. The special character of these areas does not come from the quality of their buildings alone. The historic layout of roads, paths and boundaries; a particular mix of building uses; characteristic building or paving materials; public and private spaces such as gardens or parks and trees and street furniture can all contribute to the special interest of the area. Conservation area designation gives a much broader protection than the individual listing of buildings, all features (listed or otherwise) within the area are recognised as part of its character. The conservation area as a whole and the buildings/structures and spaces within it are all designated as heritage assets.

1.1.3 The first designations tended to be of very obvious groups of buildings, landscapes or small areas of strongly similar architectural design. Later it was seen that larger areas, where less obvious original features such as topography, routes or uses had produced a special character, could benefit from being designated.

1.1.4 The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special interest. The council as the local planning authority has a duty (under section 69) to consider which parts of the London Borough of Hounslow are '*...areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance*' and should be designated as conservation areas.

1.1.5 Grand Union Canal and Boston Manor Conservation Area was designated in July 2001 and has not been altered or extended since, although the boundary is proposed for extension.

1.1.6 Additional protection to the area includes: statutory listed grade I status of Boston Manor House; other nationally and locally listed buildings; (part) Metropolitan Open Land; Sites of Importance for Nature Conservation (SINC) (borough importance grades I and II); Thames Policy Area; Thames Landscape Strategy (Hampton to Kew); Transport for London walking route (Capital Ring); Canal and River Trust watercourse; area subject to flooding; Architectural Priority Area; route of Roman road and Area of Special Advertisement Control (north of Great West Road).

1.2 Format of the conservation area appraisal

1.2.1 This document is an appraisal document as defined by Historic England in its guidance document *Conservation Area Designation, Appraisal and Management, Historic England Advice Note 1*, February 2016 (originally March 2011).

1.2.2 An appraisal document, to quote from the Historic England guidance document, should provide '*...greater understanding and articulation of its character which can be used to develop a robust policy framework for planning decisions.*' It is intended to form a basis for further work on design guidance and enhancement proposals.

1.2.3 The appraisal describes and analyses the particular character of the Grand Union Canal and Boston Manor Conservation Area. It aims to portray the unique qualities which make the area special and provides an analysis of the significance of the area. Once adopted, the appraisal will become a material consideration when determining planning applications.

1.2.4 The document is structured as follows: this introduction is followed by an outline of the legislative and policy context (national, regional and local), for the conservation area. Then there is a description of the geographical context and historical development of the conservation area and a description of the buildings within it, the eight character areas, together with sections on the condition of the conservation area, recommendations for further designation and future regeneration of Brentford. A Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis is provided, to clarify and summarise the key issues affecting the area. Three appendices are included: a schedule of designated assets; a schedule of properties and further reading, information and websites.

1.2.5 This appraisal provides an understanding of the significance of the conservation area, by identifying and analysing its principal characteristics. It does not include specific detail about every building and feature within the area, and any omission from the text should not be interpreted as an indication of lesser significance.

1.3 Location and context of the conservation area

1.3.1 The Grand Union Canal and Boston Manor Conservation Area is located in Brentford, which is situated toward the eastern end of the London Borough of Hounslow, approximately 12km from central London. Brentford is bordered by Ealing to the north Chiswick to the east, and Isleworth and Osterley to the west. It is located along the historic main road out of London, at the confluence of the combined Grand Union Canal/River Brent watercourse and on a meander of the River Thames, which features two wooded islands. To the east is the Gunnersbury Park estate, while to the west lie Osterley and Syon Parks. Kew Gardens, a UNESCO World Heritage Site, lies across the River Thames to the south.

1.3.2 Brentford's built environment is predominantly two storey terraced housing and suburban estates. It has a unique and varied townscape with distinctive built and natural environments that are significant to its identity and sense of place. These include waterways and waterside environments; historic buildings; the A4 Great West Road (known as the Golden Mile) which functions as London's western gateway; and a large number of cultural and recreational assets.

1.3.3 There is a rich mix of residential and commercial development interspersed with open space. Large commercial developments dominate the Great West Road. The town centre provides for smaller commercial and retail development and is flanked by new high density residential development.

1.3.4 The stretch of predominantly retail uses along the High Street is designated as one of the borough's four town centres and a District Centre in the London Plan.

1.3.5 Brentford is traversed roughly east-west by the South West Trains railway line from central London, the A4 Great West Road and the elevated M4. The Underground's Piccadilly Line skims the northern edge of the district, with a station at Boston Manor. The combined Grand Union Canal/River Brent watercourse runs north-south through the west of the area to join the Thames south of the High Street. The combined A4 Great West Road and elevated M4 form a major physical and perceptual barrier to north-south movement.

1.3.6 Though it pre-dates the Roman occupation of Britain, Brentford first gained significance as a Roman station at a river fording point on the road from London to the west. By the middle ages it had evolved into a regionally important port, fishing, market and industrial town, the latter aspect escalating in the early nineteenth century, with the arrival of the canal and later the railways. Residential areas and a busy high street developed along with a water and gas works and a fully-fledged dock with railhead.

1.3.7 In the 1920s, congestion on the High Street led to the construction of a bypass, in the form of the Great West Road, which attracted high technology (for their time) industries in factory buildings with distinctive Art Deco facades facing the road.

1.3.8 The post Second World War years (1945 onwards) brought major changes, in the form of a partly demolished and widened high street, the elevated M4 motorway, the six 25 storey residential towers and the closing of the docks. Recent years have seen the ongoing redevelopment of former canal-side industrial sites.

1.3.9 Brentford is subject to a significant amount of development pressure within a relatively small area. Negative characteristics include high levels of traffic and aircraft noise, air pollution, and a social and physical infrastructure that struggles to match the pressures placed on it. The overall townscape lacks cohesion, with high quality historic and contemporary development fragmented by areas of lower quality. The district continues to be a major focus for regeneration both in the borough and in Greater London as a whole.

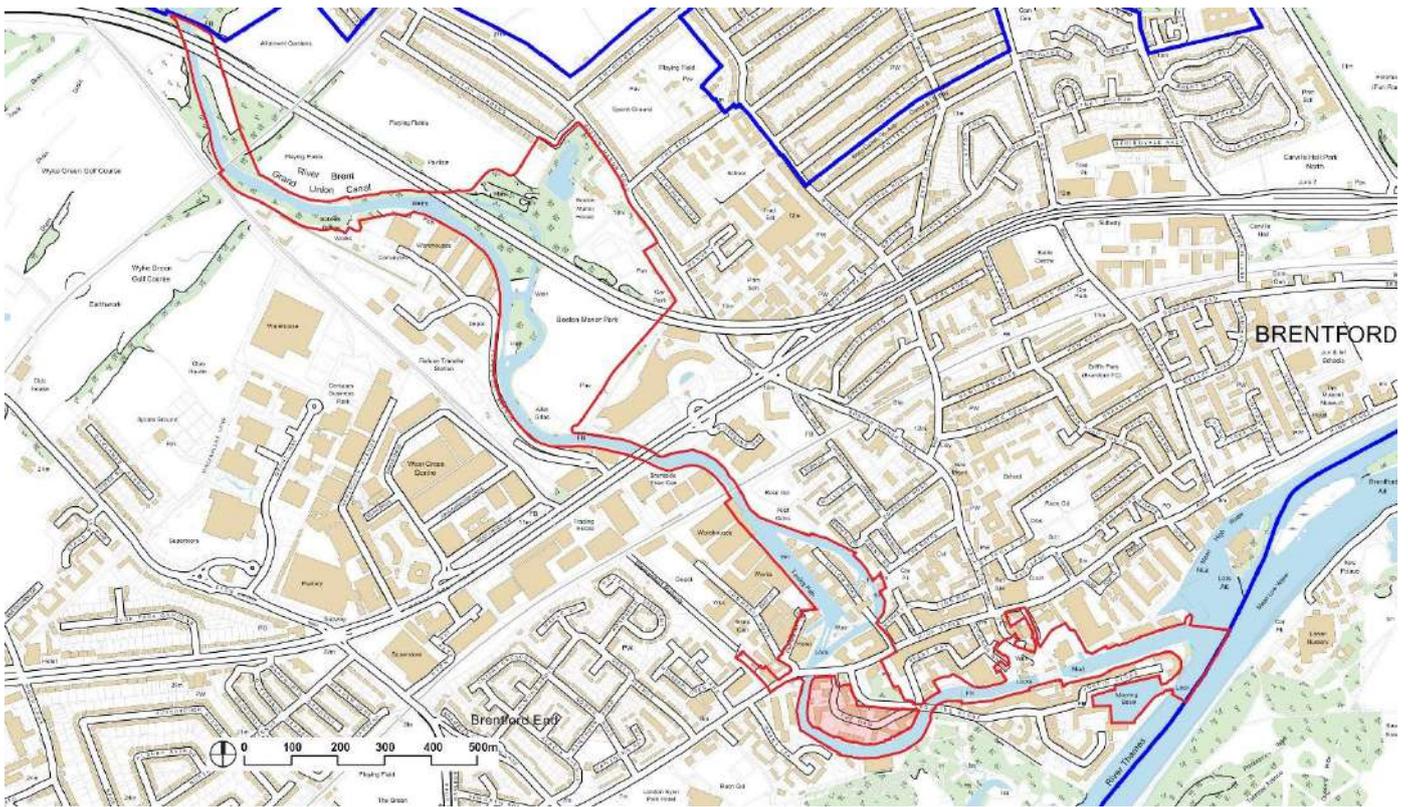
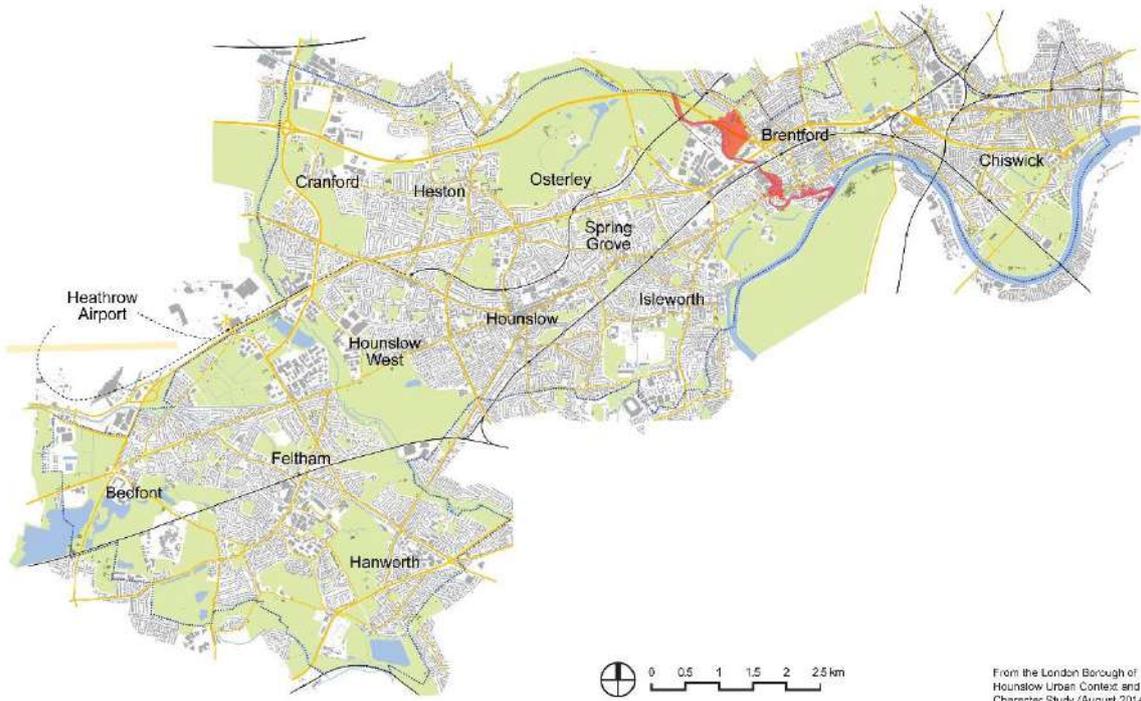
1.3.10 The conservation area itself comprises, from north to south: the combined Grand Union Canal/River Brent and its banks from the borough boundary to the River Thames; Boston Manor Park and House; former and still active canal-related industrial areas; the western stretch of the High Street; a short central High Street frontage and the former dock basin, now a marina.

1.3.11 The Grand Union Canal makes use of the River Brent's levels and course, to link the open 'agricultural' character hinterland along the northwest of the borough with that beneath Boston Manor House, combining their outlet through the working port of Brentford and into the River Thames. South of the Piccadilly Line's railway bridge over the canal is the grade II statutory listed Gallows Bridge, a cast-iron roving bridge by the Midlands based Horseley Iron Works, dated 1820. The canal is important for its topographical effect and as a historic feature within the landscape both in its own right and for its associated structures of architectural interest.

1.3.12 Boston Manor is linked historically with the Grand Union Canal because a section of the Manor's grounds was compulsorily purchased to form the canal and associated flood plains, and these now form part of its open setting.

1.3.13 Boston Manor House, one of West London's lesser known grade I listed houses, is still surrounded by its original grounds. It is one of a small group of substantial brick houses built in London in the early seventeenth century that are notable for their early use of a compact double-pile plan. The building is listed grade I and the stables, walls, gatehouse and gates are listed grade II.

1.3.14 The landmarks and historic buildings on the section between the Great West Road and the River Thames relate more to urban/industrial Brentford.



-  Borough Boundary
-  Area Boundary
-  Extension 2017

Grand Union Canal and Boston Manor Conservation Area

2 Planning context

2.1 National policies

2.1.1 Government advice concerning heritage assets is set out in the National Planning Policy Framework (NPPF) (2012). The conservation of heritage assets in a manner appropriate to their significance is a core principle of the NPPF. As conservation areas are defined as designated heritage assets in the NPPF, weight must be given to their conservation and enhancement in the planning process.

2.1.2 Any decisions relating to listed buildings and their settings and conservation areas must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990 (see in particular sections 16, 66 and 72) as well as satisfying the relevant policies within the NPPF and the London Borough of Hounslow Local Plan 2015 (the Local Plan).

2.2 Regional policies

2.2.1 The London Plan (2015), produced by the Greater London Authority, includes relevant sections, including: Historic environment and landscapes – policy 7.8 Heritage assets and archaeology; policy 7.9 Heritage-led regeneration; and policy 7.10 World Heritage Sites. See <https://www.london.gov.uk>

2.3 Local policies

2.3.1 The London Borough of Hounslow Local Plan (2015) includes policies aimed at the protection of the historic environment, policies (policy CC4 Heritage). Other relevant policies include: Residential Extensions and Alterations (SC7) and Context and Adopted Character (CC1).

2.3.2 Hounslow Council (the council) has produced a Supplementary Planning Document: *Residential Extension Guidelines* (2003), which is a material consideration in any application concerning extensions to residential dwellings in the conservation area. This document is due to be updated.

2.3.3 The council has produced a Supplementary Planning Document: *Shop Front Design Guidelines* (2013), which is a material consideration in any application concerning shop fronts in the conservation area. See <http://www.hounslow.gov.uk/>

2.4 Implications of designation

2.4.1 Conservation area designation introduces a number of additional controls on development within the area, which are set out below.

2.4.2 Demolition of an unlisted building within a conservation area will require planning permission.

2.4.3 In addition to any Tree Protection Order that may apply to individual trees, all trees in conservation areas are protected under Section 211 of The Town and County Planning Act 1990 (as amended) except those which are dead or dangerous. Anyone proposing to carry out works to a tree in a conservation area must give six weeks' notice of their intention to do so before works begin.

2.4.4 For information on Permitted Development Rights, refer to the Planning Portal (<https://www.planningportal.co.uk>), which is the national home of planning and building regulations information and the national planning application service.

2.4.5 The council has the power, following public consultation, to serve a direction under the planning regulations to bring developments, where planning permission would not normally be required, under planning control. For example, the council could control the replacement of doors and windows, the insertion of new window openings and the alteration of boundary treatments, through the creation of an Article 4 Direction.

The purpose of these additional controls is to ensure that the special qualities of an area are not diminished by unsympathetic alterations.

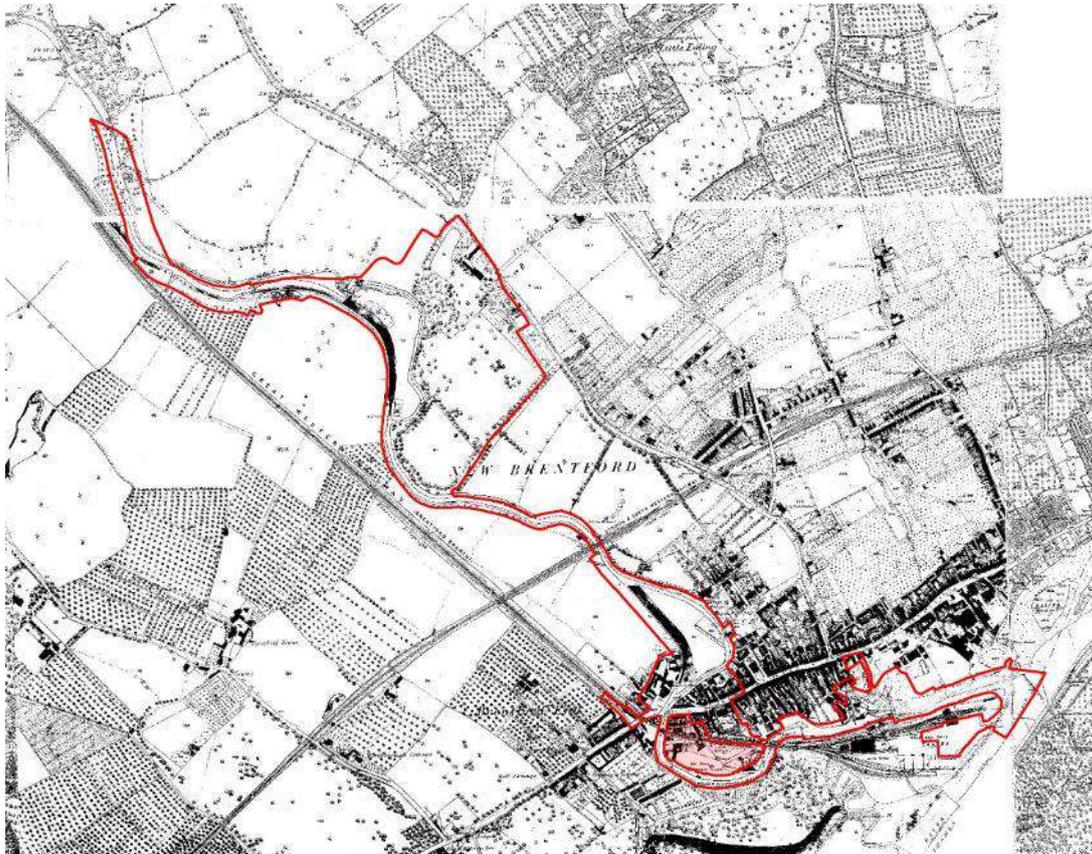
3 Historic development of the area

3.1 Historic maps

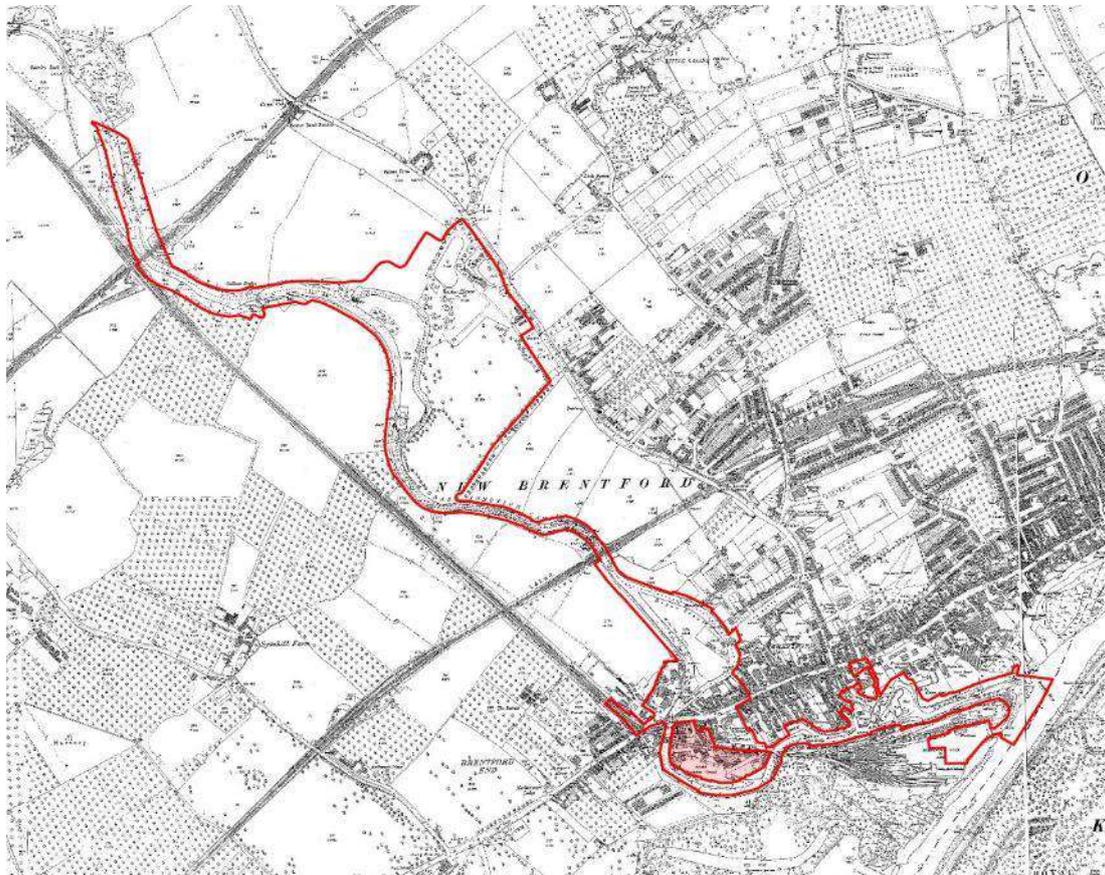
3.1.1 The following maps show the continuing evolution of an industrial and commercial riverside town and port that was already well-established by the middle of the nineteenth century. Of particular interest is the late nineteenth century northward and early twentieth century westward spread of housing onto previously agricultural land, the coming of the Great West Road and later the M4 motorway and the redevelopment of the docks as housing. The Grand Union Canal and Boston Manor Conservation Area boundary has been superimposed onto the later maps, to clearly show the area that is being discussed.



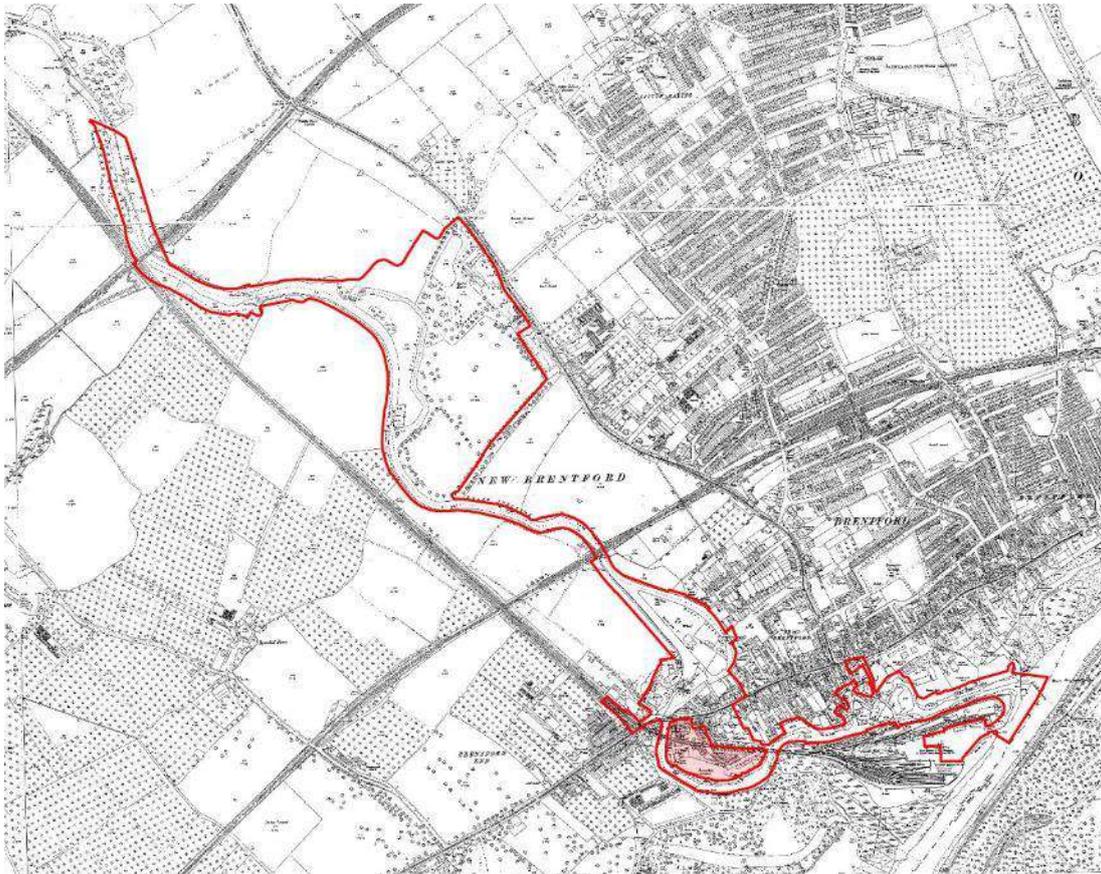
1740 John Roque



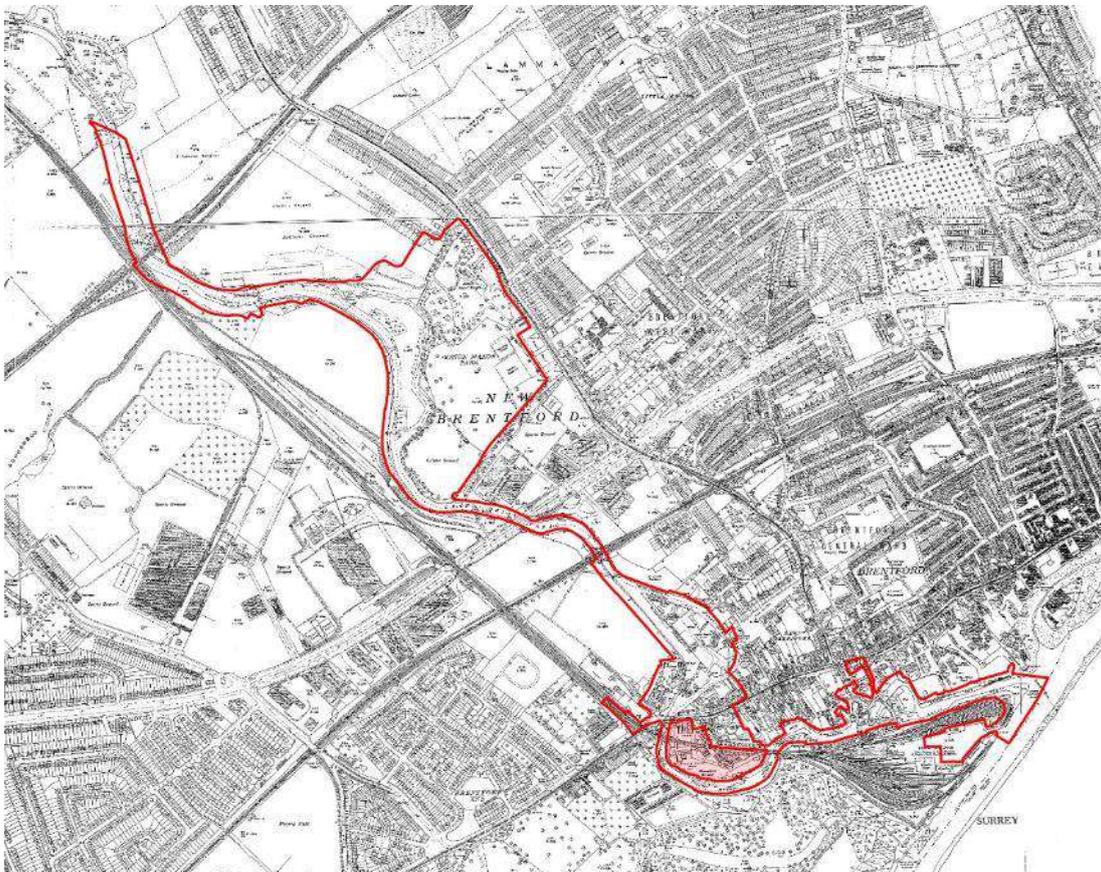
1865 Source: Ordnance Survey County Series



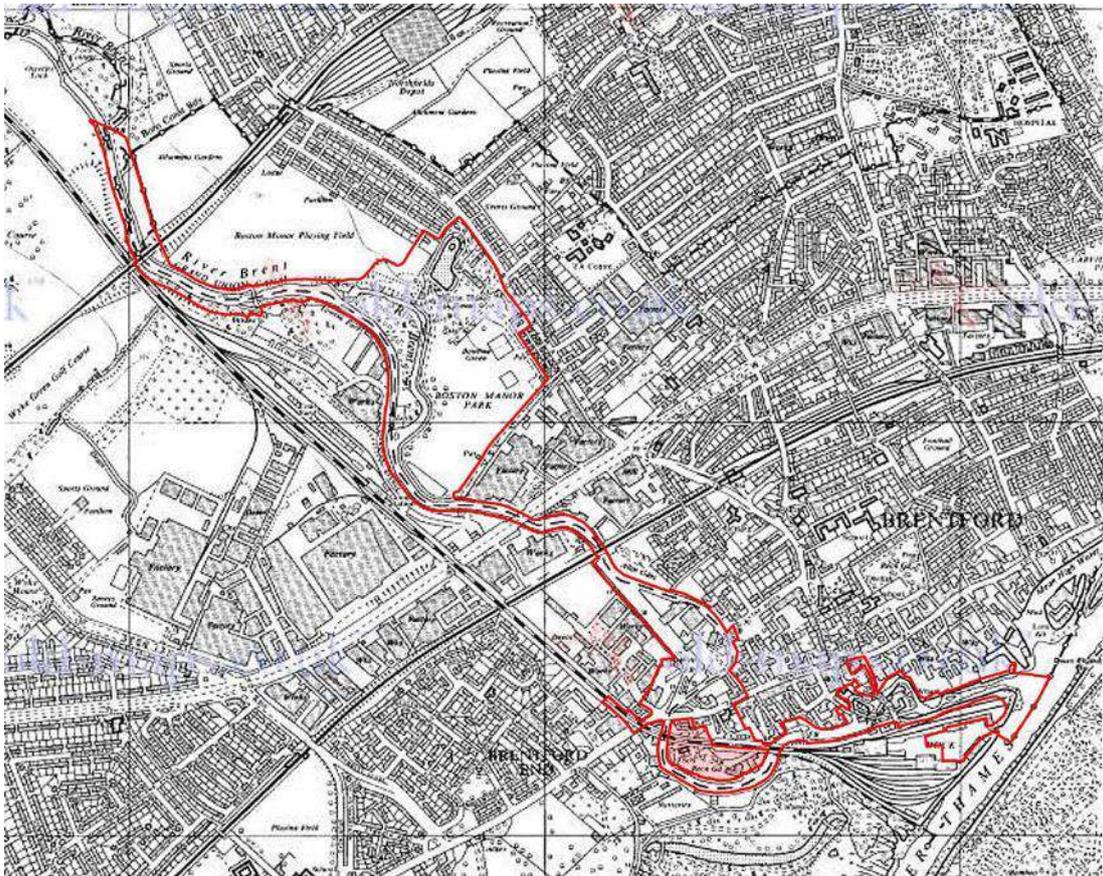
1894 Source: Ordnance Survey County Series



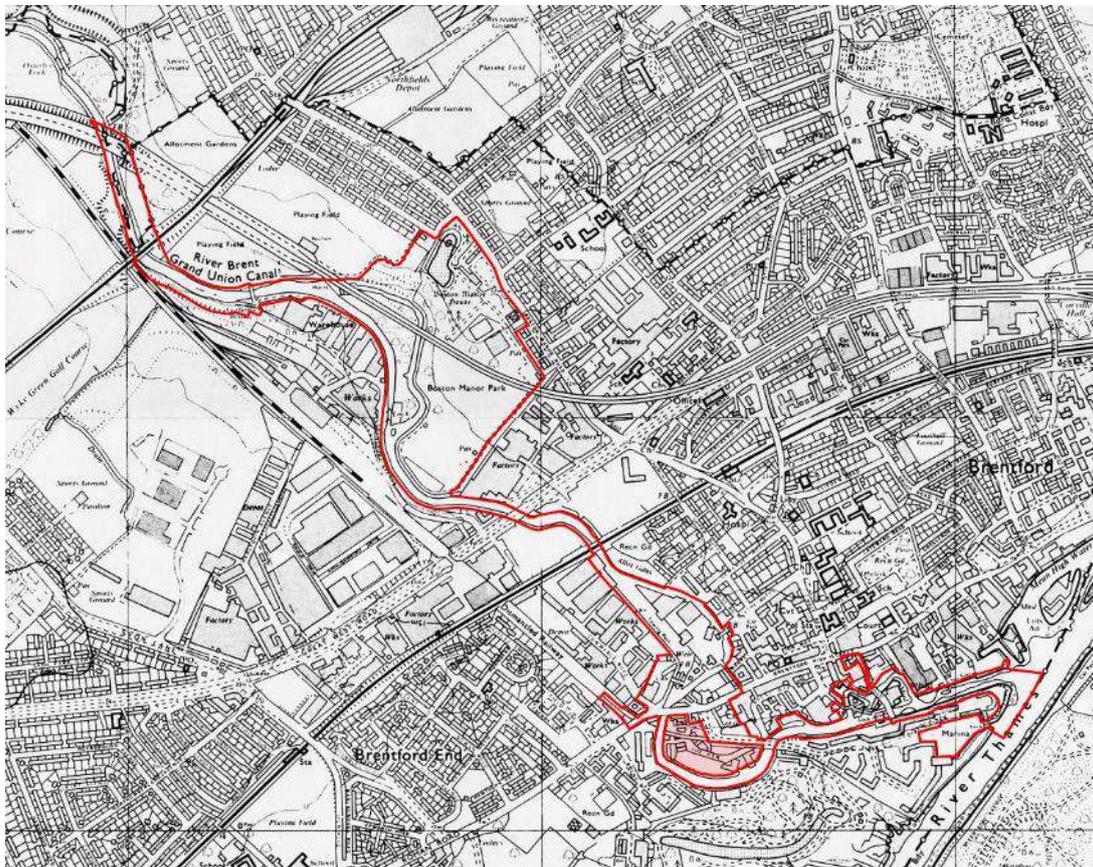
1913 Source: Ordnance Survey County Series



1934 Source: Ordnance Survey County Series



1965 Source: Ordnance Survey Plan



1980 Source: Ordnance Survey Plan

3.2 Geographic, economic and social features that helped shape the area

3.2.1 The area's better drained and higher land alongside the Thames has been a place of occupation and activity from prehistoric times. Brentford was a Roman roadside station on the road from London to the West. Key to the location was crossing the River Brent at a fordable point before its delta converged with the Thames. The name of the river comes from Brigantia, meaning 'holy', or 'high', water, thence Breguntford. The area as a whole provided valuable fisheries in the Middle Ages, whilst the ford had given the settlement its name by about 700AD.

3.2.2 The angled crossing above the Brent's horseshoe loop enlarged habitable land to its east and the area continued to be occupied through the Saxon period. There was a chapel and a hospital by the twelfth century, a bridge was in place by 1224 and the High Street took commercial advantage of the strategic route, with a market, fairs and inns recorded along it by 1306. The bridge was rebuilt in stone, as was St Lawrence's church tower, in the fifteenth century. Brentford End on the western side of the bridge formed an early suburb.

3.2.3 Shelter and shallow water made the Thames-side a natural port, used also by horse and foot ferries. In the Middle Ages, river access was available to substantial plots of land on the south side of the High Street where properties also had a street frontage. As well as a public wharf, successive subdivisions into narrow yards allowed off-loading into shops and the market on the north side of the High Street.

3.2.4 In rising land to the north, winding Saxon lanes linked villages, farms and larger houses in an agrarian landscape. Roads from Hanwell, Ealing and Acton joined to meet the High Street, the most built-up area, with larger houses and suburbs developed at various times between them. Associated crafts and industries followed very early on. By the seventeenth century it was a centre for the nursery and market garden trade. Brick making used locally extracted clay.

3.2.5 Brentford expanded east of the River Brent and from 1701 became famous as the site of the notoriously riotous Middlesex elections. Brentford



View of Boston Manor House across the lake (1922)



View of Boston Manor House across the lake (2016)



View north across Brentford Lock, the basin and the canal depot (c1970)



View north across Brentford Lock and the redeveloped basin and canal depot (2016)

approached the status of county town, although the county administration and the county court remained in London.

3.2.6 The expanding eighteenth century coaching trade, use of the street for markets, goods transfer and industry, all increased congestion and the main road had developed on both sides by 1746. Kew Bridge, displacing the ferry from 1758, attracted malting, beer houses and market enterprises. In contrast to the Kew side, industry colonised the Brent side of the Thames, including water and wind mills, a tannery, malt-houses, timber yards, a soap works, a brewery and a turpentine distillery. The Brent was cut to form the Grand Junction Canal up to the Thames. Opened in 1800, this brought new trade, with coal and iron trans-shipment. Industry expanded both along the Grand Union Canal and along the Thames between Old and New Brentford, although the Elizabethan and Jacobean town houses remained in the centre.

3.2.7 Industrial and transport developments escalated after 1820. The water works relocated upriver from Chelsea to Kew Bridge to supply London's growing suburbs. A gas works opened in 1821 on what is now mostly Waterman's Park. The Brentford branch of the Great Western Railway from Southall took much of the canal's trade after opening in 1859 to access Brentford Dock.

3.2.8 By 1850 the passenger railway loop line brought stations at Kew Bridge and Brentford, which immediately encouraged housing development. Nineteenth century expansion of local industry brought workers and demand for homes. Terraces were densely laid out nearby. To combat squalor and poverty a Local Board and later the Urban District Council provided good municipal buildings and infrastructure in the form of late Victorian housing with a church, a library and parks in the St Paul's area.

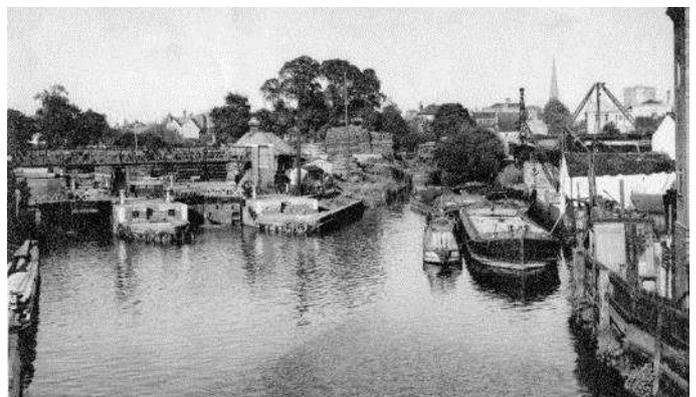
3.2.9 By the second half of the nineteenth century Brentford had become built up as an industrial and commercial area, in extreme contrast to Kew, on the opposite bank of the River Thames, and was considered the de facto county town of Middlesex. However, Boston Manor House (1623) and its grounds remained rural: a description in 1886 referring to the charm of the woodland walk, the view of the park from the house, rose walks and the fine kitchen garden.



View east over Brentford Bridge towards Brentford town centre (c1910)



View east over Brentford Bridge towards Brentford town centre (2016)



View looking east of Brentford Lock and Brent Backwater from Brentford Bridge (c1946)



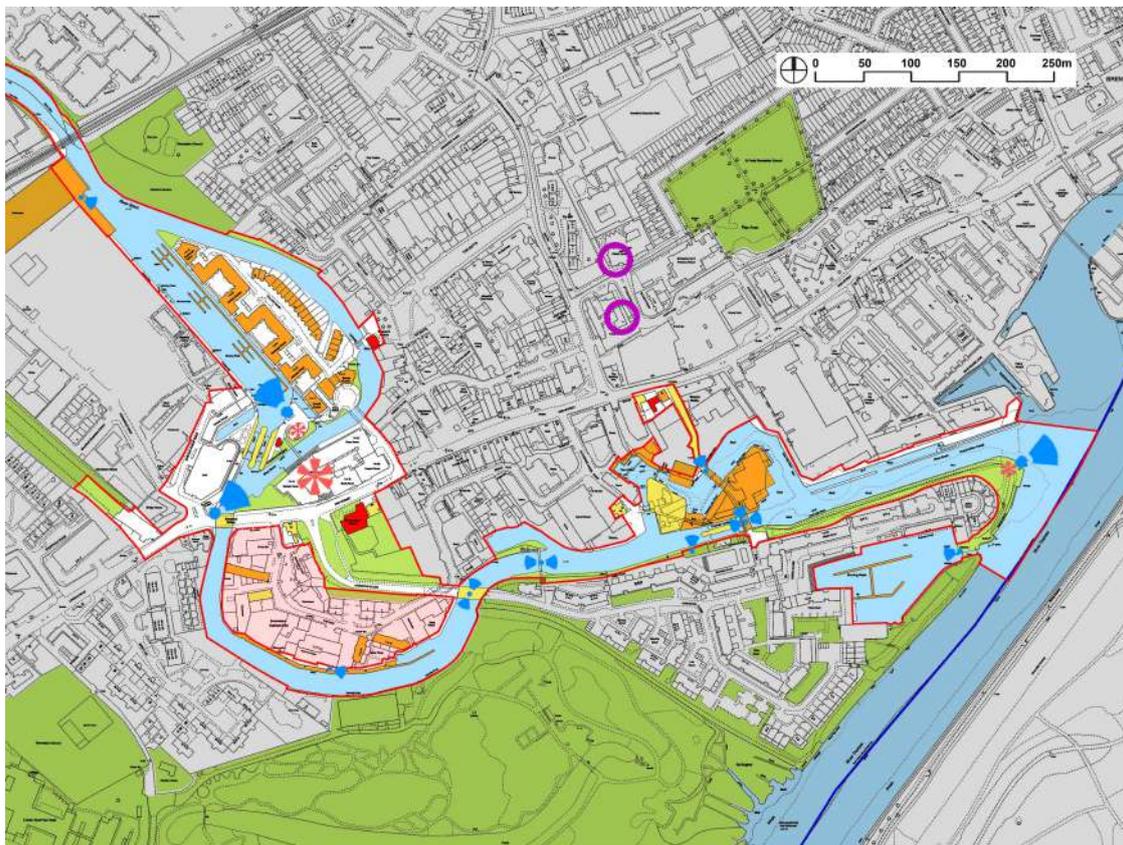
View looking east of Brentford Lock and Brent Backwater from Brentford Bridge (2016)

3.2.10 The whole main road was intensively built up in the early 20th century with trams arriving by 1905. Half Acre was similarly congested and had to be widened, to permit trams along Boston Manor Road. From 1925, the new Great West Road (A4) allowed through and heavy traffic to bypass Brentford. American manufacturers in particular rapidly brought electric powered works in high quality buildings along the new route, known as the Golden Mile.

3.2.11 Estate land was purchased in the 1920s for public parks at Boston Manor, Carville Hall and Gunnersbury. House building over agricultural land continued throughout the interwar period (1918 to 1939). Considerable clearance for widening came to the High Street in the late 1950s and early 1960s.

3.2.12 Redevelopment has continued in cleared industrial and commercial areas, now with a strong residential bias. The six Brentford Towers were built on the former Kew Bridge reservoirs; the remaining reservoirs now also being built upon. The built infrastructure of the railhead was redeveloped for 590 context-specific homes around a marina in 1978-80. The canal wharf redevelopments north of the High Street are nearing completion with clearance continuing for the land to the south. Large sites along the Great West Road, peppered with significant listed buildings and overlain with the elevated M4, are presently being redeveloped

4 The conservation area and its surroundings



4.1 The surrounding area and the setting of the conservation area

4.1.1 For the purpose of this description the conservation area is best considered in two parts: the quasi-rural part north of the Great West Road and the more urban and post-industrial part south of the Great West Road. The common link between the two parts is the combined canal and river.

4.1.2 The northern part of the conservation area's surroundings comprises:

- To the north, the continuation of the river/canal and the famous Hanwell flight of six locks.
- To the west, a continuation of the open space across the goods railway line to Wyke Green golf course and beyond to Osterley Park, another conservation area and a National Trust property.
- To the east, a primarily residential area comprising mostly early interwar ribbon development estates of two-storey semi-detached and terrace houses, with very large areas of open space. It is served by grade II listed Boston Manor Underground station and by buses along Boston Manor Road.
- To the southwest, the busy and noisy aggregate works, the waste transfer station and warehouses of Transport Avenue.
- To the southeast, a cluster of high-rise office and residential buildings and advertising columns, at the crossroads of the Great West Road and the north-south Boston Manor Road. This is the first group of tall buildings seen from the M4 coming into London and is therefore considered to function as a strategic gateway.
- To the south, the office buildings and trading estates of the Great West Road, which include some significant remaining examples of Art Deco architecture from the road's Golden Mile era.

4.1.3 The southern part of the conservation area's surroundings comprises:

- To the north, the office buildings and trading estates of the Great West Road, including the particularly prominent GlaxoSmithKline (GSK) building.
- To the west, an area of former works and warehouses which is currently undergoing mixed-use redevelopment, beyond which is an early local authority housing estate, built between the First and Second World Wars.
- To the east, the extremely varied townscape of Brentford itself, including: the town centre and High Street, the former industrial and partly redeveloped Brentford Waterside; and The Butts Conservation Area and, St Paul's Conservation Area, which are both primarily residential in character.
- To the southwest, the London Road and the post-Second World War local authority built Brent Lea housing estate.
- To the south, Syon Park, another conservation area, with its numerous listed structures.
- To the southeast, post Second World War local authority Brentford Dock housing estate, the River Thames and, beyond, the Royal Botanic Gardens, Kew, a UNESCO designated World Heritage Site.

Further information on the wider context can be found in sections of the London Borough of Hounslow Urban Context and Character Studies (2014) for: Brentford, Isleworth and Osterley/Spring Grove.

5 Character areas

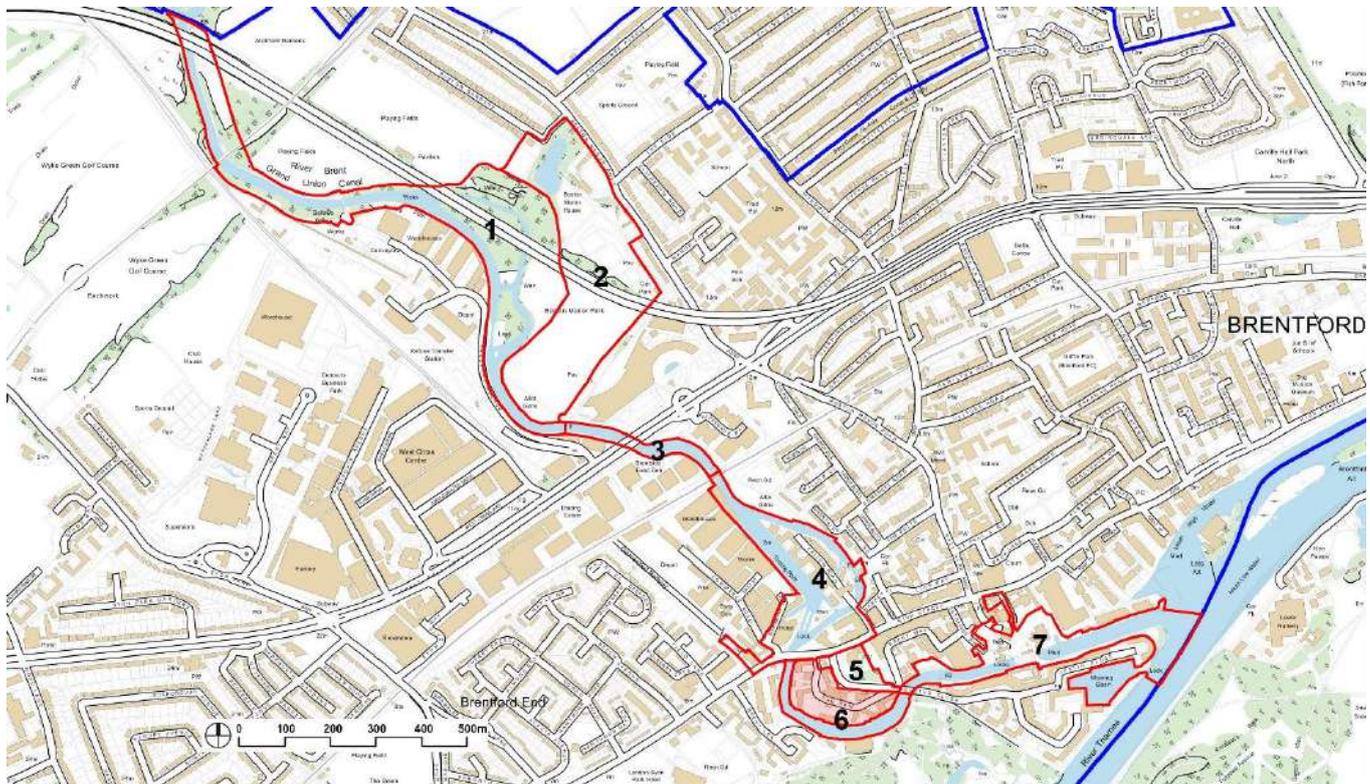
The conservation area comprises seven distinct character areas. For reference purposes, these are numbered consecutively from north to south (1 to 5) and west to east (6 to 8).

The character areas are:

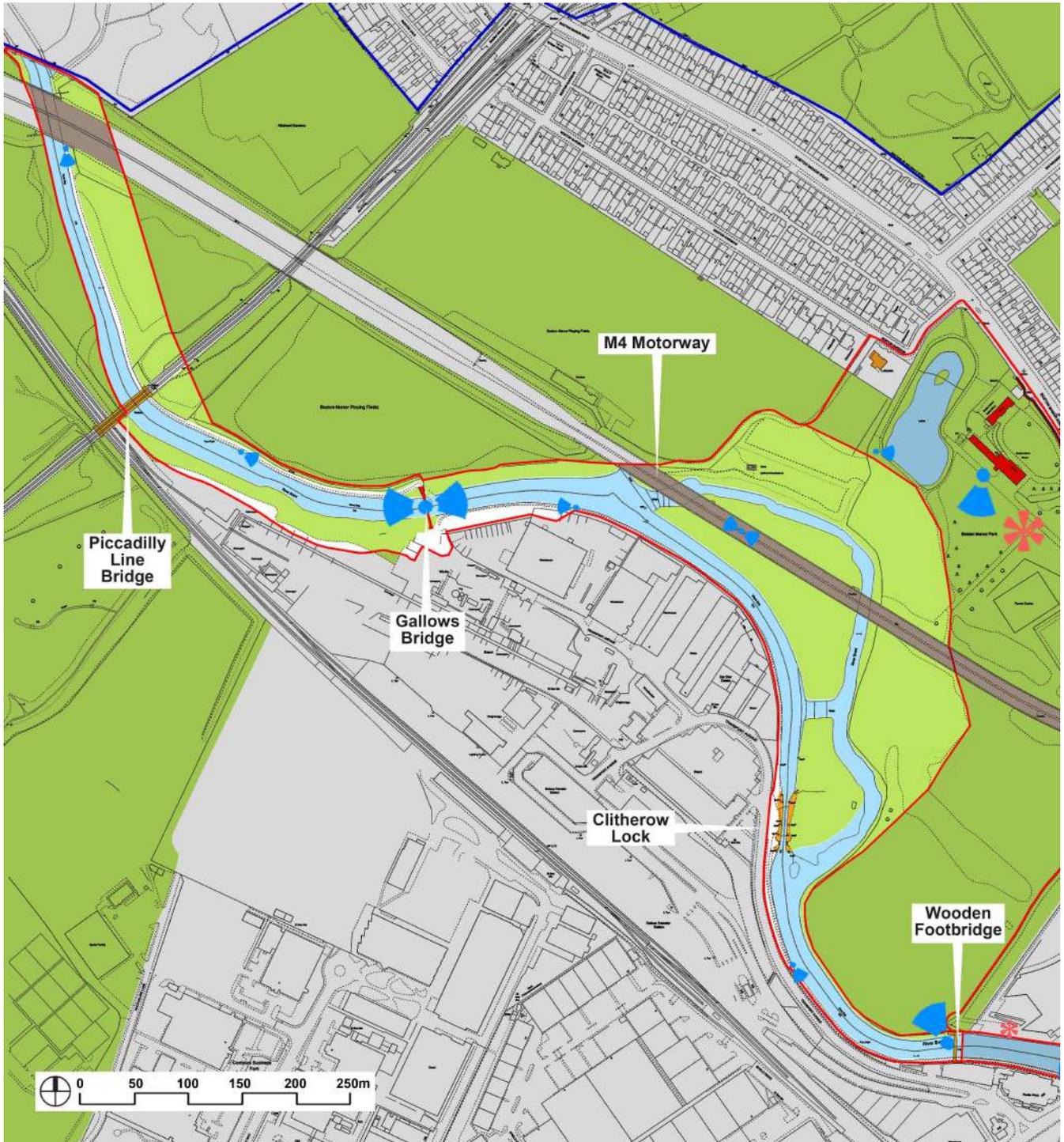
1. Arcadian River Brent and Grand Union Canal
2. Boston Manor House and Park
3. Great West Road
4. Brentford Lock and the Island
5. St Lawrence
6. The Ham
7. Brentford Waterside

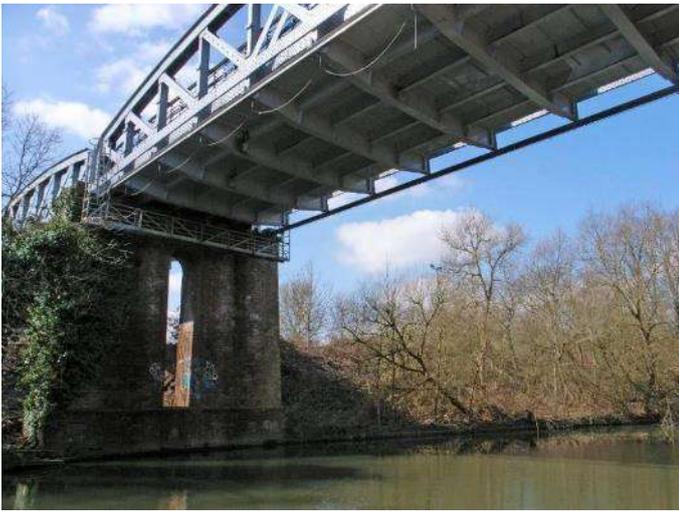
The Council will be updating the Local List of Buildings of Townscape Interest (see 6. Recommendations for further designation, below). However, this is indicative and there may be other buildings and structures without this annotation that could be put forward for local listing.

The following map illustrates the locations of the six character areas.



5.1 Character area 1: Arcadian River Brent and Grand Union Canal





The London Underground bridge over the canal



Grade II listed Gallows Bridge (1820)



The first mooring point on the approach to the Great West Road and Brentford town centre beyond

5.1 Arcadian River Brent and Grand Union Canal character area

5.1.1 This character area consists of the watercourse of the mostly combined River Brent and Grand Union Canal, with adjacent woodland and marshland.

5.1.2 The Grand Union Canal joins the River Brent at Hanwell, just to the north of the borough, and, with the exception of four shortcuts, mostly utilises its course through Brentford to the River Thames. Called the Grand Junction Canal until 1929, it is broad, with locks a little over 4 metres wide. It is the direct line from London to the Midlands, joining the earlier Oxford Canal at Braunston in Warwickshire and the River Thames at Brentford, with a branch to Paddington. It was designed by William Jessop, with James Barnes as resident engineer, in accordance with an Act obtained in 1793.

5.1.3 The Brentford to Braunston stretch was constructed in 1794, and was extended to Kings Langley, Hertfordshire, by 1797. Through-traffic started in 1800, and the canal was completed in its entirety in 1805. This canal work acted as the catalyst for growth that was further encouraged by the development of the Great Western Railway during the 1840s.

5.1.4 1859 and this linked to the construction of the dock, designed by the engineer Isambard Kingdom Brunel, for the Great Western Railway.

5.1.5 In 1929, the Grand Union system, which totalled more than 300 miles in length, was created by the amalgamation of a number of independent waterways, the longest and most important of which was the Grand Union Canal.

5.1.6 Entering the borough from the north, the watercourse passes under the M4 motorway, between allotments and playing fields, and then under the Underground Piccadilly line. The railway is carried on an industrial lattice bridge with brick piers, and noisily crosses the watercourse and a low-lying marshy planted area.

5.1.7 Further on, the watercourse is crossed by the grade II listed Gallows Bridge, which was constructed in 1820 at the Horseley Ironworks near Tipton, Staffordshire and presumably transported to its present position by barge. The bridge takes the canal towpath from the east to the west side where it skirts a contained area of works and warehouses.

5.1.8 The meandering watercourse forms the south-west boundary of Boston Manor Park. The central stretch consists of an artificial shortcut for the canal at the southern end of which is Clitherow Lock, named after the late seventeenth to early twentieth century owners of Boston Manor House.

5.1.9 The river separately curves closer to Boston Manor and loops twice under the elevated motorway. The wooded artificial island formed here and the rest of the well-wooded bank of the canal creates a green corridor, and a high degree of screening to the industrial areas to the southwest on Transport Avenue.

5.1.10 The canal side is a designated Nature Conservation Area and the wooded area contains Boston Manor Park Nature Trail. Thames Rivers Trust has undertaken work at the stepped weir to assist the migration of elver, installing an 'elver pass' in 2012. Elvers are young eels, which migrate over ground up river.

5.1.11 Although the river's setting is in a scenic landscape, the whole area is overwhelmed by the noise and visual intrusion of the M4 motorway. However, the dramatic, even surreal, juxtaposition of the concrete edifice of the motorway and the scenic wooded landscape, contrasting urban and rural character, make the area below the motorway a popular location with film and television companies.



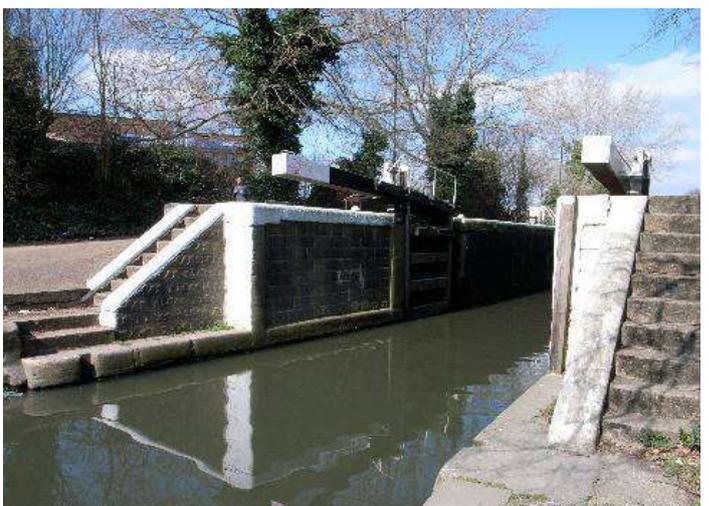
Clitherow Lock looking north, with the canal on the left and the river on the right



2000s wooden footbridge near Great West Road

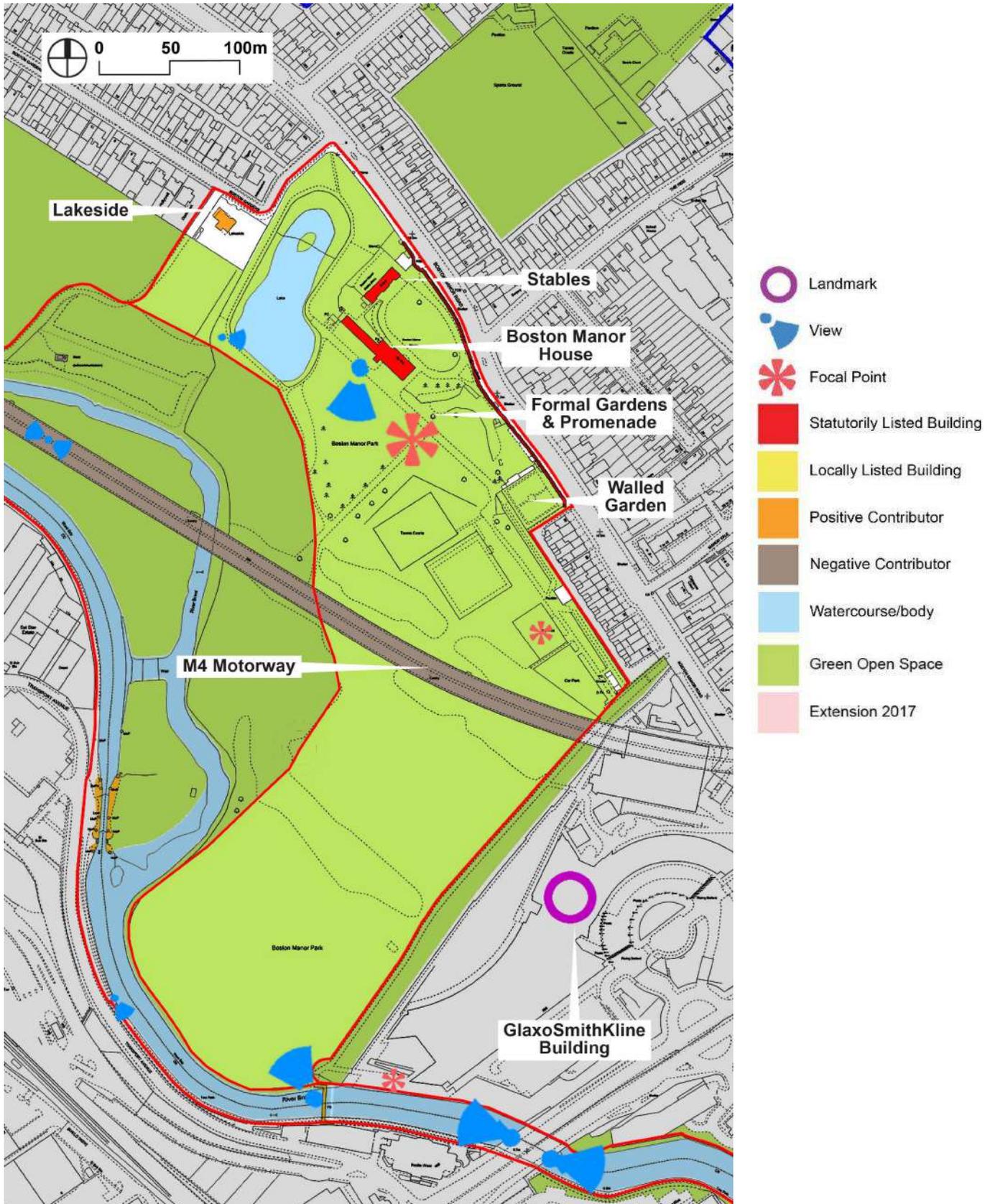


The weir, at the point where the watercourse splits into canal and river, with the motorway viaduct to the right.



Clitherow Lock details

5.2 Character area 2: Boston Manor House and Park



5.2 Boston Manor House and Park character area

5.2.1 This character area consists of the central and southern part of the great estate of Boston Manor, one of the ancient manors of Middlesex, which is now known as Boston Manor Park. To the northeast is grade I listed Boston Manor House, a fine Jacobean manor house which was built in the early seventeenth century and is considered one of west London's lesser-known high quality houses of significant historic interest. Set back from Boston Manor Road, the three-storey building is situated in parkland containing a lake and ancient cedar trees.

5.2.2 The park has been open to the public since 1924, though for most of its history it has been privately owned estate landscape, laid out as the setting for the manor house, as pleasure grounds and as a working landscape.

5.2.3 The Manor of Boston was created by King Edward I around the year 1280 by separation from Hanwell. It was granted to the priory of St. Helen in Bishopsgate in the late twelfth century, which held it until the dissolution of the monasteries in 1538.

5.2.4 This estate belonged to Lady Mary Reade, the young widow of a stepson of Sir Thomas Gresham, who owned Boston Manor together with Osterley Park. She built the central core of the present Boston Manor House and her initials and the date 1623 appear on the great chamber ceiling. The ceilings are a major feature of the house, together with other important interior features, and the compact, double-pile plan form. Not long after the house's completion, Lady Mary Reade remarried, to Sir Edward Spencer of Althorp.

5.2.5 During the Civil War in 1642, the battle of Brentford took place nearby. In 1670 the estate of some 230 acres was sold to James Clitherow, an East India merchant for £5,136. The house was substantially altered by its new owner in 1671-2, extending the house to the north. Although the full extent of this alteration is not verified, the porch is of the early seventeenth century. It remained the home of the Clitherow family for seven generations during the next 254 years, until it came into the ownership of the council.



Grade I listed Boston Manor House, northeast elevation



Grade II listed main gates, piers and walls, Boston Manor House



Grade II listed gate to garden, Boston Manor House

5.2.6 Although Brentford had become built up as an industrial area by the second half of the nineteenth century, Boston Manor House and its grounds remained rural. A description in 1886 referred to the charm of the woodland walk, a vista cut creating a view of the park from the house, rose walks and the fine kitchen garden. In 1918, the estate had become increasingly costly to maintain and, in order to avoid the threat of the house being demolished and the park developed for housing, in 1923 Colonel Stracey Clitherow sold Boston Manor House and 50 acres of land to Brentford Urban District Council, which opened the park to the public on 11 September 1924.

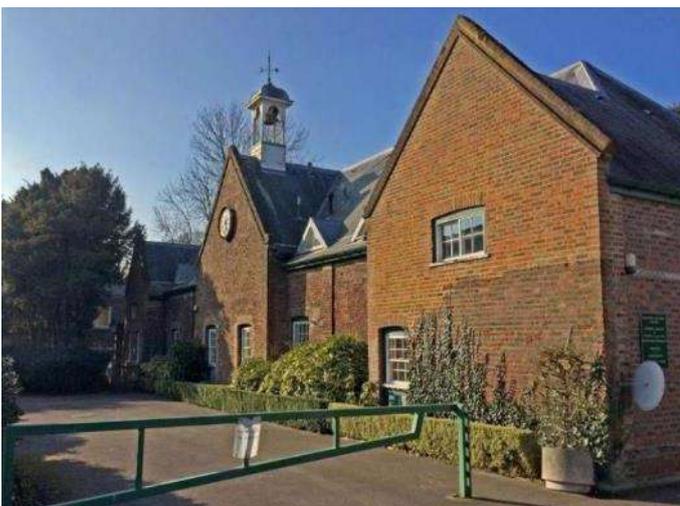
5.2.7 Since then, the house has been used as a school, damaged in the Second World War (1939-45), restored and used for a national headquarters. After the restoration works were completed in 1963, the house was reopened by The Queen Mother in 1963. Later, except for the primary rooms available for public display and of limited use, the majority of the building was leased out to the Housing for Women Association, who converted it into flats for their members.

5.2.8 The grounds at the bottom of the slope were carved into by the M4 motorway in the 1960s. In the 1990s the stable block was also converted into self-contained flats. The historic house is now home to the vast majority of the borough's rare paintings collection, mainly historic local views of Brentford, Chiswick and Isleworth.

5.2.9 The house was badly damaged during the Second World War; however grants were secured for its restoration. Part of the house was later leased to the Housing for Women Association, which converted it into flats for their members, apart from the state rooms. In the 1990s, the association also converted the stable block into self-contained flats.

5.2.10 Boston Manor House is currently owned by London Borough of Hounslow and managed by Carillion as part of a wider parks and heritage contract. An organisation called the Friends of Boston Manor now exists, with the aim of helping to restore and maintain the historical aspects of the house. In 2016, the Heritage Lottery Fund awarded a £204,000 development grant to Hounslow Council for the development of plans for a full restoration and increased public access to the house. An application will be made at a later date for a full grant of £3.7m.

5.2.11 The Boston Manor House and Park character area is set in an overall area of extreme contrasts, with the most urban of townscapes at the south-east end, dominated by high office blocks and motorway viaduct, and leafy suburbs of semi-detached houses and plane trees at the north-west, with the almost rural corridor of the Grand Union canal to the south.



Grade II listed Boston Manor House stables



Formal gardens with promenade looking northwest to the house, Boston Manor Park

5.2.12 The character area is divided into two more or less equal parts by the elevated M4 motorway with the house, its grounds and more concentrated recreational uses to the north and expansive playing fields to the south. Both parts, along with the extensive playing fields outside the conservation area to the west, are popular sport and leisure destinations, attracting both local people and those from further afield.

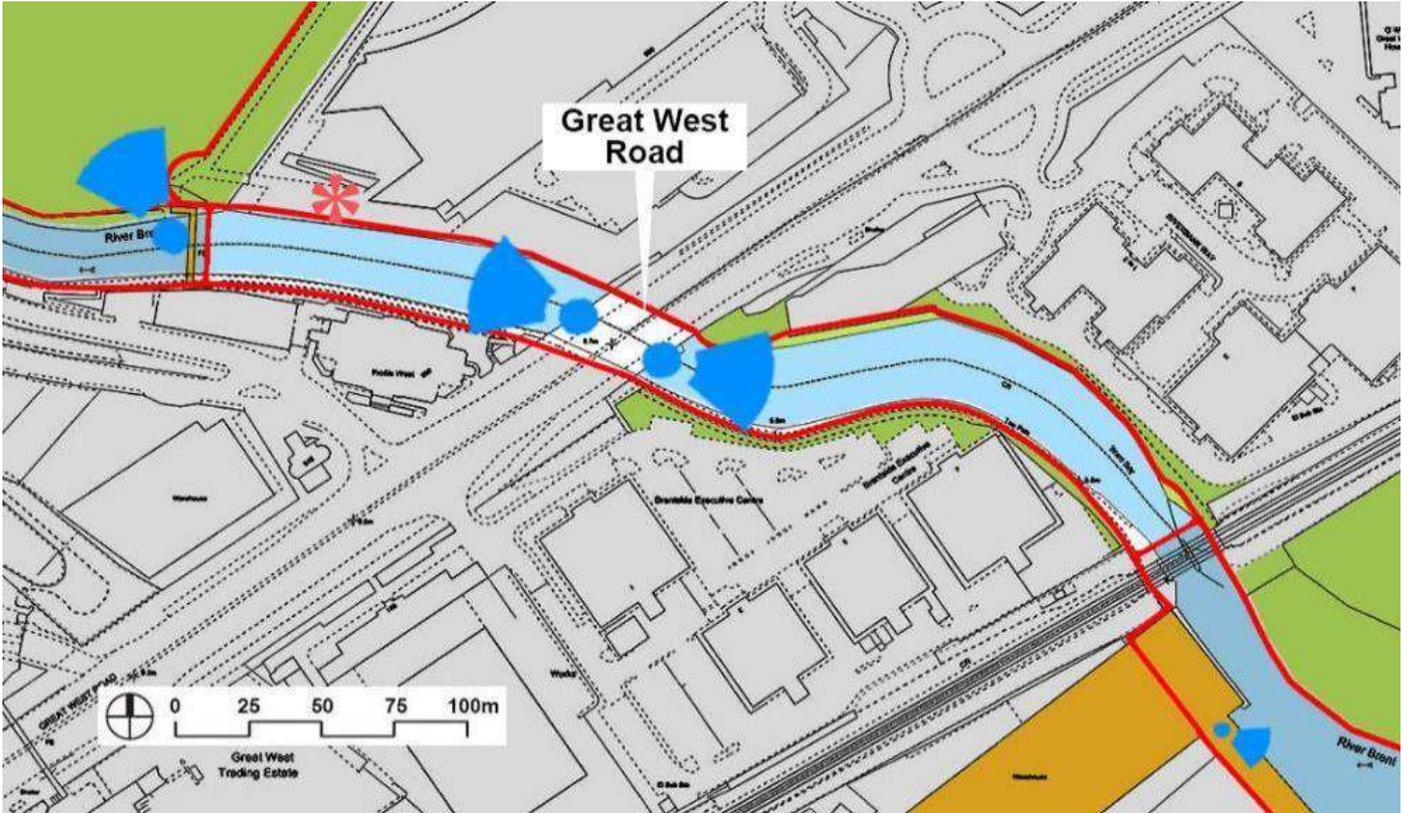
5.2.13 The front entrance faces a formal semi-circular carriage entrance to the east, from Boston Manor Road, with groups of large trees and ornamental gates in tall brick boundary wall. Being set on relatively high ground for the borough, the south and west elevations of the Manor overlook land running down to the low lying River Brent, which cuts into the valley bottom from north-west to south-east.

5.2.14 The canal partly coincides with the river, but at the closest point to the house the river retains its own winding course, as of a moat or a feature in landscaped grounds (see character area 1). Above this at high level, an ornamental landscape comprising woodland with lake, shrubbery and winding paths, is located on the local ridge to the north of the house, and this appears larger because of its densely wooded contrast with the open playing fields on the south slope.

5.2.15 The cluster of tall buildings at the M4/A4 intersection is both a major feature on the local roads, most particularly seen from the elevated position of the M4, and from the park. The curving slabs and high tower of GlaxoSmithKline (GSK) are most dominant due to their sheer size and extent, but the point blocks of University of West London and Great West House, the slab of the Mille building and residential towers to the east together create a dramatic urban scene. Glass and steel sheathed advertising pylons emphasise this verticality from the ground and from the motorway.

5.2.16 The whole area is affected by the noise and visual intrusion of the elevated M4 motorway, which was carved into the grounds at the bottom of the slope with no noise attenuation measures. The tall building housing the (GSK) headquarters on its southern border shields the area from wider views of the town centre and closes off the river valley beyond. The waste transfer facility to the west is also visible from open areas of the park.

5.3 Character area 3: Great West Road



5.3 Great West Road character area

5.3.1 This character area consists of a short stretch of the combined River Brent and Grand Union Canal watercourse, where it transitions from the quasi-rural northwest part of the conservation area, to the more urban and industrial southeast part, and where it is traversed by the Great West Road (GWR).

5.3.2 Throughout the nineteenth century, much debate occurred about the need for a bypass for Brentford, yet work did not start until the early 1920s. The first section of the Great West Road was completed by 1925 and took travellers from Chiswick High Road westwards to Cranford, beyond Hounslow, avoiding the busy, congested Brentford High Street. Rapid growth and development occurred along the GWR between its completion in the mid-1920s and the mid-1930s. Factories and offices located along the stretch through Brentford, many in an Art Deco style, giving this stretch a distinctive character and leading to its being dubbed the Golden Mile.

5.3.3 Moving southeast, the watercourse passes between the Profile West and GSK buildings, although at the water level these are less obvious than the canal route itself, framed under the low, flat concrete bridge of the GWR. The view north of the canal from the A4 bridge is notable, framed between the two large late twentieth century buildings with their planted terraces and high quality external areas, with the trees of Boston Manor Park in the background. All these features serve to contrast both the more urban setting of the watercourse to the south with the straight corridor of the GRW and its constant heavy traffic.

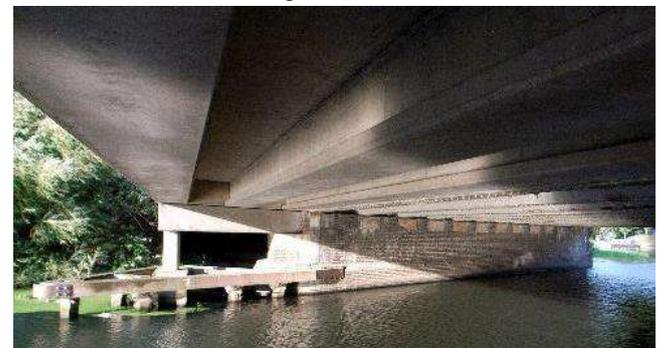
5.3.4 At this point, the watercourse provides an important cycle and pedestrian crossing beneath the Great West Road, as well as attractive cycle and pedestrian access along the tow path to the town centre and the River Thames to the south and to Boston Manor Park and further afield to the north. The bank-side plots are planted and maintained to differing standards, from manicured to wild. On the south side of the Great West Road two low- to mid-rise business parks are located on each side of the river, taking some advantage of the semi-natural context. The double bend adds to a sense of expectation when progressing further southwards along the towpath.



The northern side of the character area looking towards the Great West Road



The southern side of the character area from the Great West Road bridge



The Great West Road bridge over the watercourse and towpath



The towpath on the west bank of the watercourse leading towards Brentford town centre

5.4 Character area 4: Brentford Lock and the Island



5.4 Brentford Lock and the Island character area

5.4.1 This character area is bookended by the South West Trains railway bridge to the north and Brentford Bridge to the south. After passing under the minimalist railway bridge, the watercourse abruptly widens into a basin, from which the River Brent separates briefly from the Grand Union Canal, in a meander known as Brent Backwater. This forms a now redeveloped island, at the southern end of which is Brentford Lock, after which the canal and river combine and disappear under the constriction of the old bridge supporting the High Street/London Road. The area also includes a stretch of Brentford High Street and London Road and part of the former dock railway viaduct.

5.4.2 Historic England, in its character appraisal of the area prior to designation, noted that '*...this is a rare junction of historic canal, rail and river infrastructure serving London, which deserves special treatment and consideration. Its character lies somewhere between urban, rural and industrial.*

5.4.3 Brentford Lock and Basin were used for shipbuilding and cargo loading. It originally contained a number of sheds that overhung the water but these were demolished and replaced during the Brentford Lock redevelopment scheme of 2003. Once one of the busiest places on the Grand Union Canal, Brentford Lock itself was a gauging lock. Such locks were used to 'gauge' or weigh the amount of cargo being carried by vessels intending to cross the country on the canal.

5.4.4 Tolls were charged to use the canal and recorded at the Toll House next to the lock. The Toll House (listed grade II) was constructed in 1911 and is built of stock brick with black brick dressings and Westmoreland slate roof with terracotta ridge tiles and yellow and black brick chimneystack. It features the original four-panelled door with deep fielded lower panels and one panel of engraved glass remaining to the top right hand. Internally it had a manager's office, clerk's office and washroom to rear. Its setting of sluices and locks, forming small islands, has also been refurbished as an adjunct of the development scheme, and adds detail and small scale pedestrian connectivity to the area, together with views of the old and new bridges, and water.

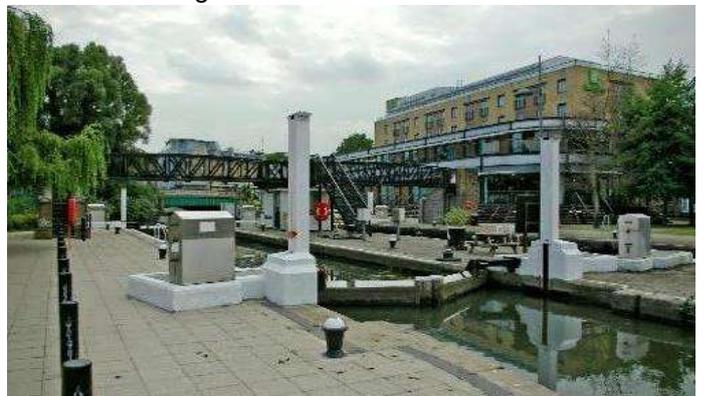
5.4.5 On the intervening island, the former water-industry works were superseded in the 2000s by a dense housing development, mostly in a neo-



Brentford Basin from the island looking northwest towards the Great West Road



Brentford Basin from the island looking southeast towards the High Street



Brentford Lock



Grade II listed Brentford Lock Toll House



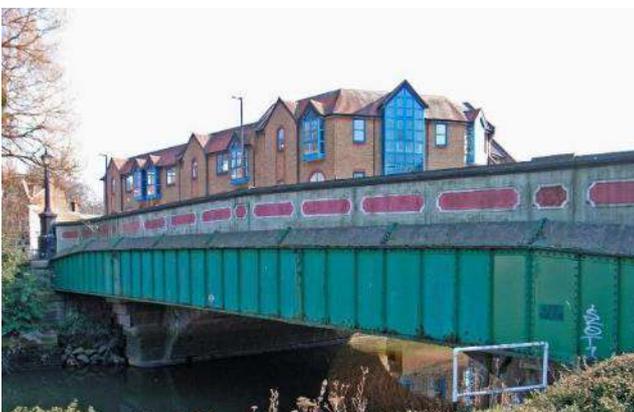
Wooden footbridge leads from High Street-fronting early 2000s development to the lock and the



Brent backwater, with The Butts conservation area to the right and the grade II listed Boatman's Institute and weir in the background



Grade II listed Boatman's Institute



Locally listed Brentford Bridge

Modernist style. On its west side the buildings go to the very edge, with pontoon boat-berths reaching into the canal. The scale of the buildings is significantly greater than those in the surrounding areas.

5.4.6 The northern end has an area of semi-natural landscape which is designated a nature conservation area. The pontoons and boats reduce the apparent width of the watercourse, and bring their own activity and interest. At the southern foot of the basin, via new artefacts and the retention of old ones (sluices, bridges and walkways), the area around Brentford Lock has deliberately been made more accessible and scenic.

5.4.7 Located in The Butts to the east of the island, but included in this conservation area because of the connection with the canal is the Boatman's Institute (listed grade II). Built by local architect Nowell Parr in 1904 for The London City Mission, it is in the Arts and Crafts style and originally comprised two schoolrooms on the ground floor with living accommodation above. The exterior is of brick and pebble dashed with red brick quoins and pantiled roof with two brick chimneystacks. The Boatman's Institute provided basic education including religious instruction to the children of boatmen. Two rooms of the living accommodation above were used as maternity provision for boatmen's wives until the National Health Service was set up. Only five or six examples of boatman's institutes are thought to exist nationally, so this survival makes it even more important.

5.4.8 On the west bank, above the towpath is an area of warehousing and works originally developed in the 1940s, including a pair of sheds which extend into a dramatically over-hanging canopy end, originally intended for boat repairs. After a long period of dereliction these have been re-roofed and re-sided as a public art structure. Much of the commercial activity has receded and, after an extensive period of disuse, the site is undergoing redevelopment, primarily for residential use, in a style largely sympathetic to the area's waterfront legacy. This has also provided an opportunity to improve lighting along the towpath, which at this point is intensely used for boat mooring.

5.4.9 To the east, an expanse of wild landscape, bounded by the railway embankment, leads a sequence from allotments of varying level of cultivation past the rear gardens of small scale housing and the historic buildings and spaces of The Butts. The amenity value of this area of historic interest is also of importance as an ecologically sensitive area of nature conservation.

5.4.10 The locally listed Brentford Bridge, which carries the High Street/London Road over the watercourse, existed in 1280 and was rebuilt in stone in the fifteenth century. The existing bridge dates from the late eighteenth century and the stone arches can still be seen below the current bridge, which was subsequently widened. Most of the current bridge dates from the 1930s although the existing lights were reused from the Victorian remodelling. To the west along London Road are remnants of Isambard Kingdom Brunel's brick railway arches of 1859, which carried the Great Western and Brentford (Thames Junction) freight railway line to the docks.

5.4.11 On the northern side of the High Street is an early 2000s residential development in a neo-traditional style, with some small retail units and a square with often busy eateries. To the west is a hotel building, whose design is intended to mimic that of an ocean liner. Again, the scale of the buildings is significantly greater than those in the surrounding areas.

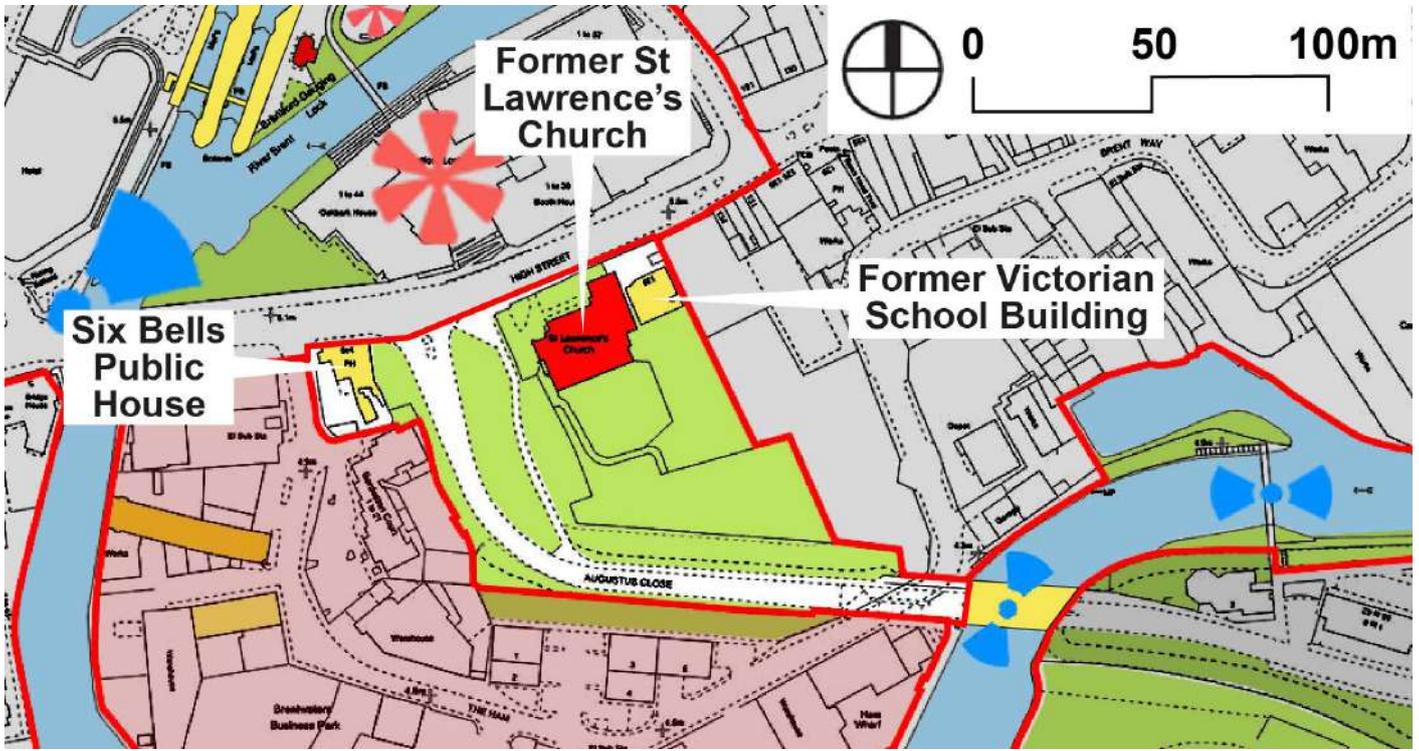


Looking east from Brentford Bridge over the lock towards the town centre with various 2000s developments around the watercourse



High Street-frontage of the early 2000s development, with steps leading to a square and onwards to the lock and island

5.5 Character area 5: St Lawrence



5.5 St Lawrence character area

5.5.1 This character area consists mostly of open space facing onto the High Street, but with three historically and architecturally significant buildings.

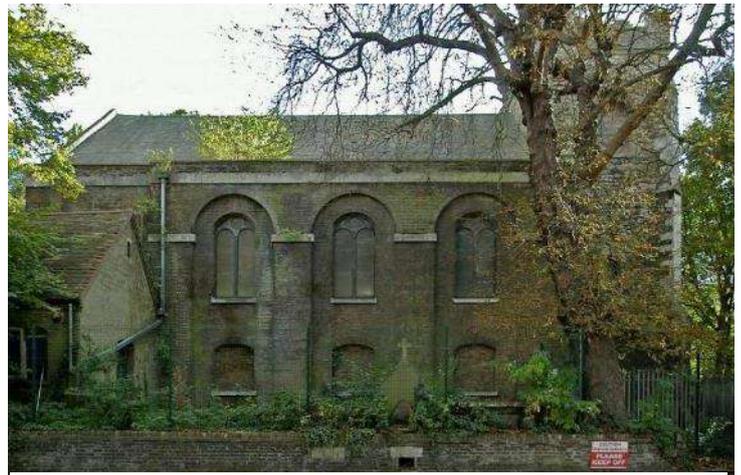
5.5.2 On the High Street to the northeast of the character area stands the former church of St Lawrence (listed grade II* and on Historic England's Heritage at Risk Register). The tower dates from the fifteenth century and the body of the church dates from 1764 by Thomas Hardwick. The tower is of Kentish rag stone, with ashlar stone dressings. The body of church is of brown brick in Flemish bond with ashlar stone dressings and a Welsh slate roof. The church is important as it relates to medieval Brentford. It was deconsecrated in 1961. The interior contains many historically interesting features, including stone plaques.

5.5.3 The churchyard has gravestones and a drinking fountain set into the northern boundary wall. The monuments, boundary wall and original gates are all part of the listed structure and form its impressive setting. The memorial has now been moved to the grounds of Brentford Public Library.

5.5.4 As of 2017, the church remains on Historic England's Heritage at Risk Register, due to its poor condition, lack of use and occupant. When all three issues are satisfactorily resolved, the council will recommend to Historic England that the building be removed from the Register.

5.5.4 In the overgrown churchyard are large mature trees and to the immediate west is a well-kept green. Adjacent to the east is the former Victorian school building in stock brick and Gothic in style, which is locally listed. The church and the school are considered to form an important historical and architectural grouping. To the west of the churchyard is Augustus Close which provides vehicular access to the estate that now occupies the dock area.

5.5.6 On the High Street to the northwest of the character area is the locally listed Six Bells public house which dates from the eighteenth century and has an interesting double pitched roof. current façade by the then borough architect Nowell Parr is likely to date from the early 1920s.



Grade II listed St Lawrence Church*

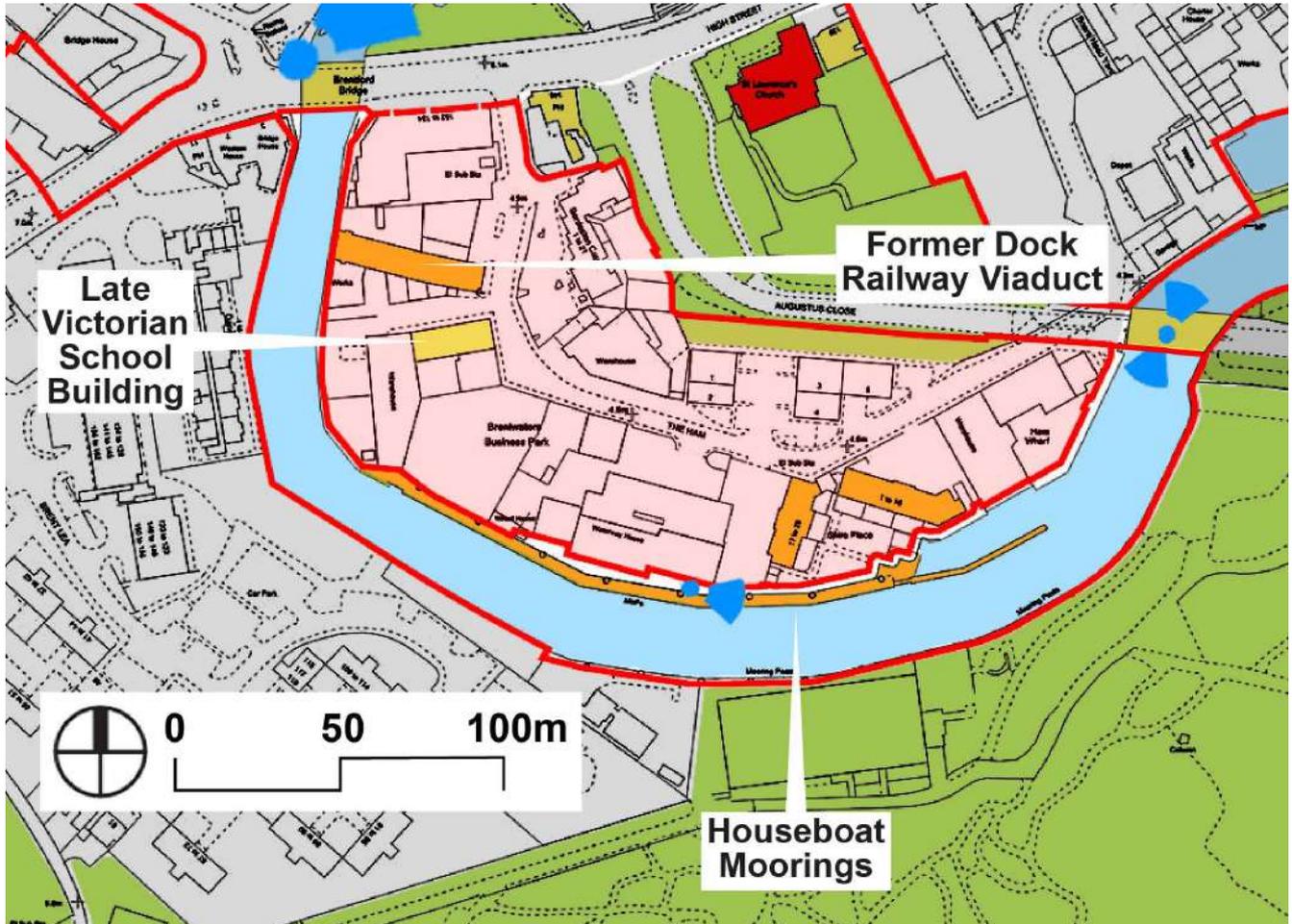


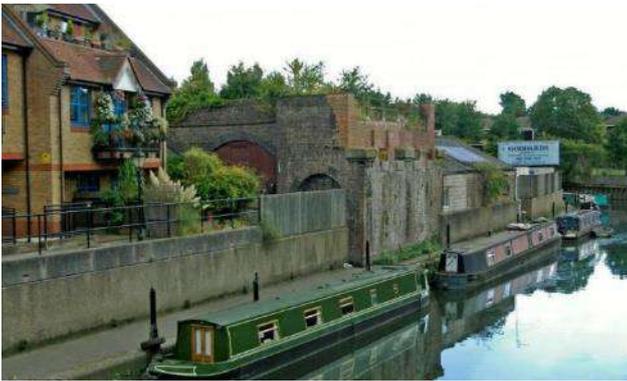
Locally listed former Victorian school building



Locally listed Six Bells Public House

5.6 Character Area 6: The Ham





The watercourse, the towpath and the stump of the former dock railway viaduct



Colourful houseboats along the waterside



Locally listed Late Victorian school building



Colourful houseboats along the water

5.6 The Ham character area

5.6.1 Bookended by Brentford Bridge and the former railway bridge to the former docks, this character area consists of the final bend of the watercourse and its northern hinterland, known as the Ham or Brentford Ham.

5.6.2 To the south of the watercourse the post Second World War local authority Brent Lea housing estate abruptly gives way to the wooded edge of Syon Park as a modest reminder of the conservation area's more rural upper reaches.

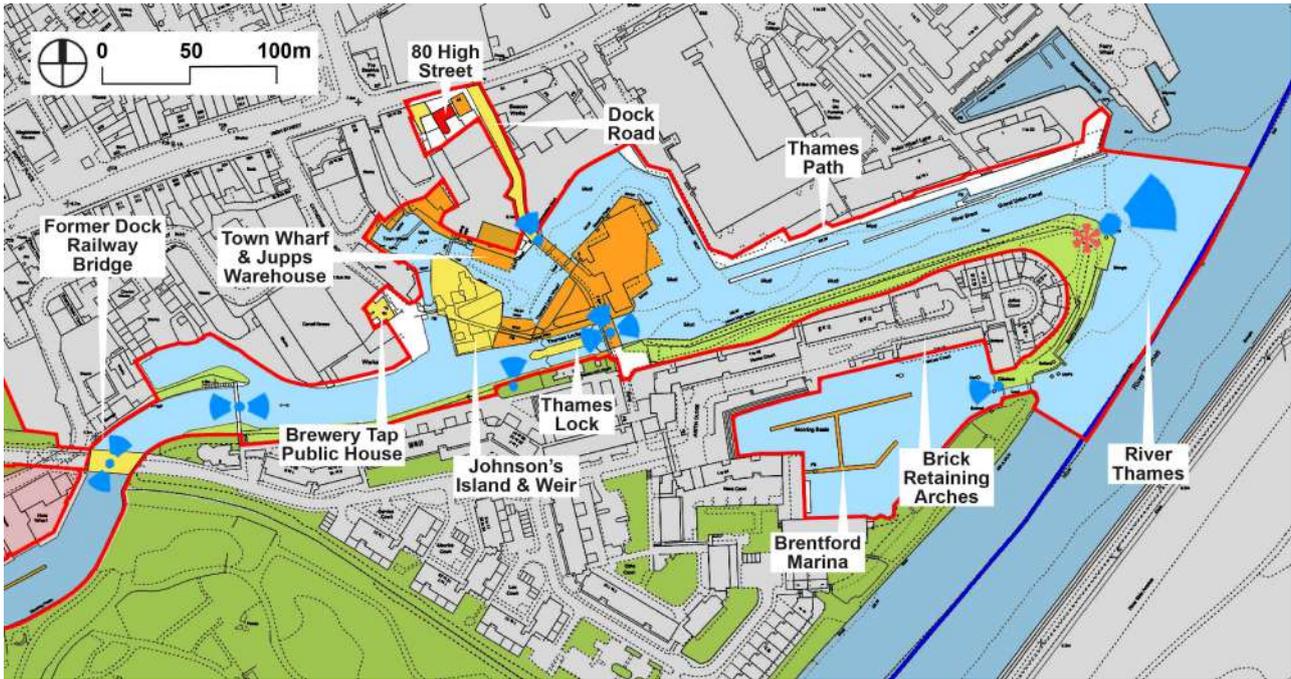
5.6.3 To the north of the watercourse is a mixed-use enclave of late twentieth century four storey residential apartments and two storey industrial units, interleaved with remnants of the area's early history. This enclave now forms one of the 2016 extensions to the conservation area. Although it has experienced somewhat haphazard development in recent times, it is one of the oldest parts of Brentford. Indeed its current mix of uses echoes the historic situation of houses and factories standing cheek by jowl. It also functions as a buffer to the adjacent protected areas.

5.6.4 The route through area, known as The Ham, is flanked by a number of structures of architectural and historic interest. The most important of these are the stump of the former dock railway viaduct with the bridge removed, and the locally listed Late Victorian school building. The former is in industrial use and is unfortunately marred by uncontrolled vegetation. The latter is in good condition and is in use as a nursery school.

5.6.5 Other buildings include 2000s residential developments of varying quality and sensitivity to local character, and industrial and commercial structures, some dating from the early post Second World War years. The sounds of industrial machinery often punctuate the general ambience, birdsong and the sound of passing aircraft.

5.6.6 Along the north bank of the watercourse, a significant number of houseboats add colour and interest and variation to the waterside. They also represent a continuation into modern times of the historic use of houseboats moored to the water's edge.

5.7 Character area 7: Brentford Waterside



5.7 Brentford Waterside character area

5.7.1 This character area consists mostly of only the watercourse and its immediate banks, with the exception of an irregularly shaped central section which extends northwards to the High Street.

5.7.2 At the western end is a former railway bridge over the canal, now used as vehicular and pedestrian access to the housing estate which occupies the former docks. Built in 1859, it is another remnant of the old Great Western and Brentford (Thames Junction) freight railway line. At the level of the towpath, it clearly shows evidence of its original use. The railway terminated in a dock, now occupied by Brentford Marina and the Brentford Dock housing estate, and was the last railway project to be engineered by Isambard Kingdom Brunel.

5.7.3 Originally the purpose of the railway line was to transport Welsh coal, but many other goods were transported along this line. With the opening of the factories along the Great West Road in 1925 came much more varied goods. By 1951 there were 25 freight trains a day on the line. A passenger service on the line was attempted on two occasions. When the dock closed in 1964 there was no longer any use for the railway.

5.7.4 Moving eastward, on the north side of the watercourse beyond the houseboat moorings of Malthouse Wharf, outside the conservation area but impinging on it, is an area that is post-industrial in character, with a mixture of buildings, some built at a time where the proximity to the Grand Union Canal had little relevance to their operation, interspersed with older buildings that were wholly dependent on their waterside location.

5.7.5 The established urban form of the area is of a finely grained low rise pattern of buildings around the yards, with a varied roof line of two to three storeys and occasionally four storeys, with mostly pitched roofs. The area retains some features of its past as a working dock such as wharf buildings, boatyards, cranes and Victorian warehouses.

5.7.6 The general former-industrial, almost unkempt appearance of the area and the remaining boat building activities give a distinct character to the area. The historic street pattern in this area, which was characterised by narrow alleyways running north to south to the waterfront, has been interrupted, although some important links remain: for example Catherine Wheel Road and Dock Road. The current meandering layout of buildings and roads impedes visual and physical access to the watercourse. This area is being prepared (2016) for redevelopment as Brentford Waterside, which promises to reconnect the waterfront with the High Street.



Locally listed Brewery Tap Public House



Johnson's Island, a colony of artists' studios



The large overhanging shed of Jupp's Warehouse



Thames Lock

5.7.7 On the north side, just within the conservation area, reached via a bridge by Thames Lock and situated at the southern end of Catherine Wheel Road, there is a Victorian public house, the Brewery Tap, which is well-detailed in terracotta brick with leaded windows. The roof scape is also interesting with sloping roofs and tall chimneys. Nearby is Johnson’s Island, a colony of artists’ studios in single storey wooden buildings. The rest of the area, historically known as Town Wharf, contains various dry docks, a weir, out-buildings, a large overhanging shed (Jupp’s Warehouse), retaining walls, bridges and various industrial structures and features associated with boat building.



Grade II listed No. 80 High Street

5.7.8 The conservation area extends northwards along the fantail cobbled Dock Road to the High Street on which there is a group of three buildings of interest.

5.7.9 No. 80 is a former eighteenth century house (listed grade II) which has been converted into offices. It is constructed of brown brick and is of three storeys in height, with double-hung sashes in flush surrounds with rubbed red brick flat arches. There is a central projection to the façade, with neo-Classical detailing, inspired by Greek temple architecture. It has a graceful porch with Tower of the Winds type columns and pilasters and an entablature with a carved frieze, an open pediment, an arched doorway with a panelled intrados and a traceried fanlight.



No. 79 High Street

5.7.10 No. 79 is an adjoining twentieth century solicitor’s office, built to match no.80 in the late 1980s.

5.7.11 No. 81 is also eighteenth century but was refaced in the nineteenth century. The building is well detailed in stucco with surrounds to the windows and front door and has original windows. It has been almost completely demolished (2015) as part of the redevelopment work, with only the ground floor front façade retained.

5.7.12 Southwards towards the watercourse and to the immediate east of Dock Road is an active boat building and repair yard, occupying an island created by a meander of the River Brent and the canal cut. This cut is mostly taken up by Thames Lock and its associated buildings, and is crossed by a pedestrian and emergency and service vehicle only bridge which leads into the housing estate on the south side of the watercourse.

5.7.13 To the east is the confluence of the watercourse with the River Thames, the former dock basin and the footways and green spaces at the eastern tip of the Brentford Dock estate. The latter is a 1970s Modernist



Locally Listed No. 81 High Street, prior to demolition



Active boat building and repair yard to immediate east of Dock Road

housing development that occupies the former dock area and now flanks the southern bank of the watercourse and surrounds the former dock basin.

5.7.14 For over 100 years Brentford Dock was an important part of the British transport infrastructure, having been created as a trans-shipment point linking the Great Western Railway and the canal system with the Port of London. Goods from all over the world arrived on barges from the Pool of London, and goods from the around the UK arrived at Brentford Dock via the railway and canals to be loaded into barges and sent to the Port of London and from there all over the world.

5.7.15 In 1964, Brentford Dock was closed as a shipping point and the site disposed of by the British Railways Board to the Greater London Council (GLC). Plans were drawn for what is now know as the Brentford Dock housing estate by Sir Roger Waters in 1968, with landscaping by Peter Barefoot. The estate was constructed between 1972 and 1978. It was officially opened in August 1980 by Sir Horace Cutler, then head of the GLC, who celebrated the occasion by sailing up the River Thames from County Hall. The curved group at the mouth of the watercourse and the stretches around the marina itself, which rest on the original brick retaining arches of the dock, respond particularly well to the local surroundings.



The marina with the Brentford Dock estate surrounding it.



The outer infrastructure of the dock with the lock leading to the basin, now a marina, and the 1970s Brentford Dock estate behind.



Housing block resting on the original brick retaining arches of the dock.



Popular viewing point at the easternmost tip of the conservation area at former Brentford Dock

6 Recent/new developments and their impact

6.1 The Brentford Lock West housing development (see Character Area 4 above) has included re-landscaping of the former canal-side towpaths, with hardstanding, green planting and new seating. These improvements have enhanced the environmental amenity quality and have created pleasant pedestrian walkways.

6.2 Such examples demonstrate the importance of carefully thought out soft and hard landscaping for new developments, to avoid a harsh impact on the buildings and their wider environs. The objective being to add greening to soften settings and harmonise with the natural character of the conservation area's green and blue spaces. Green planting also has environmental benefits, including the provision of areas of biodiversity. The height and massing of the buildings have been carefully considered so as to enhance the existing character of the conservation area. In terms of residential development, the demand on space is creating a trend towards the provision of flats, although there are some new houses.



Brentford Lock West development



2000s Brentford Lock development on the island



The 2000s Brentford Lock development on the island



Early 2000s residential developments in the Ham

7 Key views, local views and focal points

7.1 The character and quality of the conservation area is greatly enhanced by its rich variety and extent of waterways and green open spaces, which create dynamic views in many places.

7.2 These views are enlivened by the variety of rivercraft moored alongside the banks of river courses; which are mainly houseboats and barges of different designs, dimensions, details and colours.

7.3 Views relating to water features or their uses include locks and the serpentine form of Dock Road, with its characterful historic cobbles.

7.4 Throughout the conservation area, there are focal points of differing character, relating to park, river and public amenity space settings.

The following photos show a selection of key views, local views and focal points within the conservation area.



View west along the watercourse from Gallows Bridge, character area 1



View southeast into Brentford Basin



View east across the lake to Boston Manor House



View south along the towpath towards the wooden footbridge and Great West Road



Focal point: children's play area, Boston Manor Park, character area 2



Focal point: Area to the immediate southwest of Boston Manor House

8 Open Spaces and Trees

8.1 Boston Manor Park is a park of great significance within the borough of Hounslow, owing to its historic house and the large historic landscape in which it is set. It is the largest public open space in the Brentford area at 13.75 hectares (34 acres). In order to protect the park as an asset, it has been designated as a Key Park within Hounslow's Parks and Green Spaces Strategic Framework. In 2005 Boston Manor Park received a Green Flag Award, which has been retained in subsequent years.

8.2 The canal partly coincides with the river, but at the closest point to the house the river retains its own winding course (see Character Area 1). Above this at high level, an ornamental landscape comprising woodland with lake, shrubbery and winding paths is located on the local ridge to the north of the house, and this appears larger because of its densely wooded contrast with the open playing fields on the south slope.

8.3 Notable trees include fine old cedars, some of which may date back to eighteenth century plantings by the Clitherow family. A large ornamental pond is to the north of the manor house and part of the original garden wall remains.

8.4 Today the park has ornamental lawns and has a small pond, three tennis courts, a basketball court and a large children's play area. Equipment in the play area includes three swings, an agility test, a multi-play area for the over fives, two rockers, a climbing frame and a multi-play area for the under five year olds. Seating for adults is also provided.

8.5 The park also benefits from a very active friends organisation, the Friends of Boston Manor, which, among other activities, runs the Pavilion café, organises the Brentford festival in the park, manages tennis courts and training, raises funds for the park, and carries out planting and improvements. The group acts as a voice for local users, liaising with the council and park managers.

8.6 As of 2017, an application has been made to the Heritage Lottery Funding for a grant to refurbish the park. If funding is approved, it is hoped that improvement works will be carried out in 2018/10.

8.7 In addition to Boston Manor Park, there are many areas of formal and informal planting throughout the conservation area, all of which make a positive contribution its the character. There are also important trees, both within Boston Manor Park and elsewhere in the conservation area. A green area of more utilitarian character, but providing a valued local amenity, comprises the allotments in Character Area 4.

8.8 The following photos illustrate the very significant, positive, impact of green planting and trees on the varied character of open spaces throughout the conservation area.



The formally laid out and planted promenade of Rose Walk, Boston Manor Park



Walled garden with fountain, Boston Manor Park

9 Condition of the conservation area, maintenance and alterations

9.1 The condition of the conservation area is mostly good throughout: this includes the maintenance of buildings, structures, public realm, highway, green and blue spaces.

9.2 There are currently two buildings, St Lawrence's Church and Boston Manor House, which are on the Heritage at Risk Register, maintained by Historic England. St Lawrence's is in poor condition and needs careful restoration. As of 2016, permission has been granted to convert the church into a gym and the building is under scaffold. Historic England have classed Boston Manor House as being in 'poor condition.' However, repairs have been delayed and the historic fabric continues to deteriorate. It may be necessary to add the Brentford Lock Toll House to the 2017 register, due to its deteriorating fabric.

9.3 There are large areas of graffiti under the concrete M4 motorway bridge (character area 1) and on the brick stump of the Isambard Kingdom Brunel bridge of 1859 in Character Area 4. There are other smaller, scattered, examples in the conservation area. All areas of graffiti are detrimental to the appearance of the conservation area and are harmful to the quality of environmental amenity. All graffiti should be carefully cleaned off and vulnerable areas monitored on an ongoing basis.

For advice on removal, refer to: *Graffiti on historic buildings and monuments* - Methods of removal and prevention (1999) Historic England.

<https://historicengland.org.uk/images-books/publications/graffiti-on-historic-buildings-and-monuments>

9.4 Vegetation should not be allowed to grow on building fabric (buildings, walls, other structures) or grown close to it. This will help avoid damage to the fabric, either by roots growing into or on the surface, or holding damp next to the fabric. Vegetation growing on building fabric should be appropriately killed, allowed to dry, carefully removed and made good to match existing.

9.5 Windows and doors are key features in any building's character, and the retention and reinstatement of historic windows and doors is encouraged. In particular, the use of UPVC for windows and doors is not recommended. UPVC windows and doors cannot visually replicate historic timber, they are not maintenance-free, they can be difficult, if not impossible, to repair, they are unsustainable as most end up in landfills, their production produces harmful chemicals and they are usually more expensive in terms of the lifetime of the windows. Historic timber windows can often be repaired, rather than replaced, and in terms of lifetime cost, are usually better value.

9.6 Regular maintenance is encouraged to protect the historic fabric of a building. Undertaking a programme of regular maintenance may help to prevent costly repairs in the future.

9.7 New developments should preserve and enhance the quality of the conservation area and should be in keeping with the general character of the conservation area. Poor quality new developments can harm the integrity of the conservation area.

9.8 For advice on residential extensions, the current document that should be referred to is: London Borough of Hounslow – Residential Extension Guidelines (October 2003). Please note that this guidance is currently being revised and is currently out for consultation. This new guidance will be adopted at the end of 2017.

9.9 All alterations to statutory listed buildings and structures are assessed on a case by case basis. It should be noted that statutory listing covers the *whole* building/structure, internally and externally (all fabric), settings and curtilage (including curtilage structures). Many early listing descriptions were brief and often only noted features that could be seen from the public realm. The absence of description of other parts of buildings/structures, settings and curtilage should not be assumed to indicate that these elements are either not covered by the listing or are not of significance. Apart from small, like for like essential repairs, the majority of alterations require granting of listed building consent.

10 Regeneration of Brentford

10.1 There are ambitious plans for schemes in the central and eastern parts of Brentford. Development uses will include elements of residential, commercial, community and public realm schemes and will likely include tall buildings. These sites are outside the conservation area boundary, but will have an impact on the wider character of Brentford and their effect on the conservation area should be considered;

10.2 The principle sites for redevelopment are:

- Land South of the High Street
- Brentford Lock/ Commerce Road
- The former Brentford Police Station

11 Strengths/Weaknesses/Opportunities/Threats (SWOT) Analysis

The Grand Union Canal and Boston Manor Conservation Area is notable for the quality and variety of its built environment, green and blue spaces.

The majority of the built and natural settings within the conservation area boundary make a positive contribution to it. However, a number of negative features have impacted on the quality of the historic environment, many of which would be reversible.

This appraisal should be used as the starting point for further guidance for development in the area. It could be expanded in the future to include a management plan, which would give more specific design guidance. In the meantime, a SWOT analysis is provided.

The SWOT analysis below summarises the main issues within the conservation area and could provide the basis of a management plan in the future. Points are not made in any order of priority.

11.1 Strengths

- The rich historic environment created by the differing character of the watercourse that winds its way through the whole of the conservation area.
- Significant enhancement of characterful spaces, buildings and structures relating to the waterways, including: pedestrian and vehicular bridges; pedestrian towpaths and walkways (natural and landscaped with hard standing); lock gates, dock and Dock Road with its historic cobbled surface.
- Evidence of historic industrial manufacture of Victorian iron bridges and high quality craftsmanship exhibited in brick built bridges and arches.
- Relationship of recent housing developments to the waterways and improved landscaped settings, including to the water edges and banks.
- Active use of water courses for mooring varied types of river craft.
- Extent of green spaces and waterways
- Quality of bio diversity arising from the extent of green spaces.
- Remaining built areas of commerce relating to boat building and maintenance.
- There is notable visual and character contrast provided by the ecological area adjacent to the old allotments, north of the Island.

11.2 Weaknesses

- The condition of the vacant St Lawrence's Church (listed grade II* and on Historic England's Heritage at Risk Register) noting also the vulnerability of the memorials and monuments.
- The condition of the grade I listed Boston Manor house, which is on the Heritage at Risk Register
- Ongoing problems with graffiti on structures in the conservation area resulting in damage to the building fabric and an unsightly appearance
- Loss of cohesiveness through the area with the High Street and wider vitality.

11.3 Opportunities

- Any further new buildings should be meshed with historic buildings, which will help to reflect the different uses and retain the historic importance of the area.
- The remaining bank of the canal should aim to provide the contrast and reduction in height and mass that gives domination to the water, particularly alongside the towpath.
- To increase the ecological value of the disused embankments, planting and the waterside generally.
- Encourage further protection, particularly for Boston Manor Park, such as: [national nature reserve](#), [Site of Special Scientific Interest](#), [Special Area of Conservation](#); listing on [Historic England's Register of Historic Parks and Gardens of special historic interest in England](#).
- Preservation and careful repair of Boston Manor House, with beneficial use a long-term target (ongoing as of 2016).
- Careful attention should be given to the surrounding ancillary structures including walls, gates and service buildings to Boston Manor House (ongoing as of 2016)
- The quality of the landscaped setting of Boston Manor House should be given priority (as of 2016, funding is being sought for refurbishment works in 2017/18).
- The Grand Union Canal should be carefully managed and consideration should be given to the pathways, flora, wildlife and trees, as well as any ancillary structures (e.g. locks, weirs etc.)
- The setting of the Grand Union Canal should be preserved, in particular its rural or industrial character, and not over-tidied, which may lead to an overly sanitised appearance.
- Bridges, towpaths, locks and the embankment add to the character of the canal and should be preserved.
- The restoration, consolidation and enhancement of St Lawrence Church and the churchyard should be given a high priority and should include the preservation of trees and monuments. As of 2016, alterations to the church are in hand, but repairs to the church fabric require prioritisation and the fabric continues to deteriorate.
- The former layout of dockyards, dry docks, bridges and outbuildings should be preserved, in order to preserve this special character.
- Any remaining boat building facilities should be retained, and where possible/feasible enhanced, as this special character is essential for the appearance of the conservation area.
- The general former-industrial, almost unkempt appearance, is part of the character and should not be over-sterilised – both built and natural areas.
- Continue the trend of re-integrating the area and the High Street to form a more cohesive environment. For example, the new market square has made a very positive contribution to this theme and the character of this part of the conservation area.

11.4 Threats

- Views into and out of the conservation area should be carefully considered.
- Inappropriate development of St Lawrence's Church and former Victorian school building group and associated settings, including the church monuments.
- Town Wharf with its overhanging Jupp's Warehouse. The area has a unique and special industrial character, which will be a challenge to preserve.
- Large-scale inappropriate development within and fringing the conservation area, in particular around Brentford town centre and the Great West Road, which would need to respond to the special character of this area
- Pressures on areas of green space and/or individual trees which add significant visual and ecological value to the area
- Insensitive repair/restoration work or replacement of architectural features (e.g. windows and doors) to historically and architecturally significant buildings.

10.5 Management plan

This appraisal should be used as the starting point for further guidance for development in the area. A Management Plan could be developed in future to provide more specific design guidance, and to identify specific projects required to improve and enhance the Conservation Area.

Appendix 1 Recommendations for further designation

There should be a comprehensive survey of the conservation area for further designation of buildings, structures and places that are of local importance, to be added to the borough's Local List of Buildings of Townscape Interest. As of 2016, the council has set aside funding to programme this work in the near future, with the assistance of local amenity groups and residents. The process will include consultation before formal adoption by the council.

The process for local listing will adopt the advice provided by Historic England.

Local Heritage Listing: Historic England Advice Note 7 (published 11 May 2016) Historic England's website (<https://historicengland.org.uk>) notes that:

Local lists play an essential role in building and reinforcing a sense of local character and distinctiveness in the historic environment, as part of the wider range of designation. They enable the significance of any building or site on the list (in its own right and as a contributor to the local planning authority's wider strategic planning objectives), to be better taken into account in planning applications affecting the building or site or its setting.

Potential candidates for local listing and designation could include a variety of buildings and structures. These do not have to be limited to early historic buildings and structures: twentieth and twenty-first century development of architectural merit could also be included.

Possible inclusions on the local list could be, but are not limited to, the following:

- Good quality housing throughout the conservation area.
- Structures associated with water courses, including bridges, locks and other features.
- Characterful historic features such as the cobbled area of Dock Road, which relates to the former industrial character and use.

A review could be carried out to identify and designate areas as Local Open Space, including waterways and green areas.

Appendix 2: Schedule of listed and recorded heritage assets in the conservation area

Statutorily listed buildings		Grade of listing
Boston Manor Road	Boston Manor House	I
Boston Manor Road	Boston Manor House Stables	II
Boston Manor Road	Garden Wall, Iron Gates and Gateposts to Boston Manor House	II
Boston Manor Road	Gateway south of Boston Manor House	II
The Butts	The Boatman's Institute	II
Grand Union Canal	Gallows Bridge	II
High Street	80	II
High Street	Church of St Lawrence	II*
High Street	Toll House at Brentford Lock	II
Locally listed buildings		
Augustus Close	Former Railway Bridge	
Boston Manor Park	Boundary Marker	
Catherine Wheel Road	The Brewery Tap public house	
Catherine Wheel Road	Johnson's Island	
Dock Road	Cobbles	
Dock Road	Boundary Marker near Thames Lock	
Footpath from Dock	Thames Lock	
Road to Catherine Wheel		
Road along Canal Way		
Gran Union Canal	Brentford Lock and Footbridge	
High Street	81	
High Street	Brentford Bridge	
High Street	Former Victorian school building	
High Street	Six Bells public house	
The Ham	The Old School Building	

Local Open Space

Church Walk Allotments are located on the east bank of the watercourse, just outside the conservation area, between the railway line and the island.

Other designations

See 1.1.6 above.

Designation information resources

To check the designation of buildings and places within the borough of Hounslow, visit www.hounslow.gov.uk. Enter 'local plan' in the search box, select the first listed option, then scroll down to the 'interactive policies map'. Then enter the address in the search box, which will come up with a map and key with all current designations.

To find listing descriptions of a wide range of national designated buildings and places, visit www.heritagegateway.org.uk. This website allows you to cross-search over 60 resources, offering local and national information relating to England's heritage.

Appendix 3: Schedule of properties in the conservation area

Telecommunications Mast, Boston Gardens TW8 9LR
 The Lodge, Boston Manor Playing Field, Boston Gardens TW8 9LR
 Boston Manor House, Boston Manor Road TW8 9JX
 Flats A-G, The Stable Block, Boston Manor Road TW8 9JX
 The Lodge, Boston Manor Park, Boston Manor Road TW8 9JX
 Houseboat Draak, Ridgeway Wharf, Brent Way TW8 8ES
 Lazy Daze, Ridgeway Wharf, Brent Way TW8 8ES
 M V Courage, Ridgeway Wharf, Brent Way TW8 8ES
 Boatman's Institute, The Butts TW8 8BL

Aquaticus, Town Wharf, Catherine Wheel Road TW8 8BD
 Belcar, Catherine Wheel Road TW8 8BD
 Brentford Gallery South Side, Johnsons Island, Catherine Wheel Road TW8 8BD
 Cailliach, Catherine Wheel Road TW8 8BD
 The Brewery Tap, 47 Catherine Wheel Road TW8 8BD
 Greaves Thomas, Catherine Wheel Road TW8 8BD
 Helena, Johnsons Island, Catherine Wheel Road TW8 8BD
 Houseboat Emeline, Catherine Wheel Road TW8 8BD
 Jenolite, Catherine Wheel Road TW8 8BD
 La Serenissima, Town Wharf, Catherine Wheel Road TW8 8BD
 Lady M, Marvins Wharf, Catherine Wheel Road TW8 8BD
 Narrow Boat Edinburgh Castle, Marvins Wharf, Catherine Wheel Road TW8 8BD
 Suzanne, Catherine Wheel Road TW8 8BD
 The Bubbs, Catherine Wheel Road TW8 8BD
 The Fair Triumvirate, Catherine Wheel Road TW8 8BD
 Van De Vecht, Moorings Town Wharf, Catherine Wheel Road TW8 8BD
 Visah, Town Wharf, Catherine Wheel Road TW8 8BD
 Warehouse North Side, Johnsons Island, Catherine Wheel Road
 Zig Zag, Town Wharf, Catherine Wheel Road TW8 8BD
 Holiday Inn, Holiday Inn Brentford, Brentford Lock, Commerce Road TW8 8GA

4 Dock Road TW8 8AG
 Confiance, MSO Marine, Dock Road TW8 8AG
 Humbug, Dock Road TW8 8AG
 Houseboat Elizabeth Blanche, Town Wharf, Dock Road TW8 8AG
 La Paz, Town Wharf, Dock Road TW8 8AG
 Ground Floor Unit, Brentside Wharf, Dock Road TW8 8AG
 Store Part First Floor, Brentside Wharf, Dock Road TW8 8AG
 1-24 Canute House, Durham Wharf Drive TW8 8HP
 1-6 Spruce House, Durham Wharf Drive TW8 8HR [The conservation area boundary bisects Spruce House, but all flats are included.]

Flats 1-21, Bordeston Court, The Ham TW8 8HW
 Flats 1-28, Shire Place, The Ham TW8 8HE
 Dimcyl, The Ham TW8 8EX
 Osprey, The Ham TW8 8EX
 Narrow Boat Mkeg, Ham Wharf, The Ham TW8 8EX
 Billdora, Ham Wharf, The Ham TW8 8EX
 Brigantia, Ham Wharf, The Ham TW8 8EX
 Freedom, Ham Wharf, The Ham TW8 8EX
 Houseboat Amstel Freddie, Ham Wharf, The Ham TW8 8EX
 Houseboat Muddy Waters, Ham Wharf, The Ham TW8 8EX
 M V Speedwell, Ham Wharf, The Ham TW8 8EX
 Mir, Ham Wharf, The Ham TW8 8EX
 Old Lyme Barge, Ham Wharf, The Ham TW8 8EX

Orpheus, Ham Wharf, The Ham TW8 8EX
 Romanta, Ham Wharf, The Ham TW8 8EX
 Stern, Ham Wharf, The Ham TW8 8EX
 Tarka, Ham Wharf, The Ham TW8 8EX
 Touchwood, Ham Wharf, The Ham TW8 8EX
 Unit 1 Arch A, The Arches, The Ham TW8 8EX
 Arches A-F, The Arches, The Ham TW8 8EX
 Vic Motors, Arch B, The Arches, The Ham TW8 8EX
 RHA Furniture Ltd, Unit 1, Brentwaters Business Park, The Ham TW8 8HQ
 Part First Floor Unit 3 Waterway House, Brentwaters Business Park, The Ham TW8 8HQ
 Ground Floor Unit 3 Waterway House, Brentwaters Business Park, The Ham TW8 8HQ
 Unit 3 Waterway House, Brentwaters Business Park, The Ham TW8 8HQ
 Units 1 to 2, Ham Industrial Park, The Ham TW8 8EX
 Weld Tec UK Ltd, Unit 3, Ham Industrial Park, The Ham TW8 8EX
 Unit 5, Ham Industrial Park, The Ham TW8 8EX
 Finch Motors Ltd, Unit 4, Ham Industrial Park, The Ham TW8 8EX
 Albion Timber Merchants, The Ham TW8 8EX
 Brentside Engineering Works, The Ham TW8 8EX
 Castel Bianco, Ham Wharf, The Ham TW8 8EX
 Deco Glaze, The Ham TW8 8EX
 Goddards, The Ham TW8 8EZ
 Unijet, The Ham TW8 8EX
 Frasers Timber Merchants, Ham Wharf, The Ham TW8 8EX
 Teddies Nurseries, The Old School Building, The Ham TW8 8HF

Dock House, 79 High Street TW8 8AE
 80 High Street TW8 8AE
 Flats 1-10, 139 High Street TW8 8EW
 The Six Bells, 148 High Street TW8 8EW
 Ground Floor Unit 1, Canal Court, 152-156 High Street TW8 8JA
 Unit 1 First Floor, Canal Court, 152-156 High Street TW8 8JA
 Unit 1 Second Floor, Canal Court, 152-156 High Street TW8 8JA
 Unit 2, Canal Court, 152-156 High Street TW8 8JA
 Unit 3, Canal Court, 152-156 High Street TW8 8JA
 Unit 4, Canal Court, 152-156 High Street TW8 8JA
 Flats A-C, The Waterside, 156 High Street TW8 8JA
 British Waterways, 188 High Street TW8 8JZ
 Flats 1-30, Booth House, High Street TW8 8LL
 Flats 1-52, Dorey House, High Street TW8 8LD
 Flats 1-44, Oakbark House, High Street TW8 8LF
 Flats 1-26, Tanyard House, High Street TW8 8LJ
 Time, Unit 1, Brentford Lock, High Street TW8 8AQ
 Siracusa, Unit 2, Brentford Lock, High Street TW8 8AQ
 Kempson and Beck, Units 3 and 4, Brentford Lock, High Street TW8 8AQ
 Costcutter, Units 5 and 6, Brentford Lock, High Street TW8 8AQ
 Unit 7, Brentford Lock, High Street TW8 8AQ
 St Lawrence's Church, High Street TW8 8EW

2A-2B London Road TW8 8JW

1-27 Tallow Road TW8 8EU
 1-17 Barnes Quarter, Tallow Road TW8 8EB
 1-11 Corsell House, Tallow Road TW8 8EE
 1-54 Moorings House, Tallow Road TW8 8EL
 Flats 1-54, Adams Quarter, Tallow Road TW8 8ER
 Flats 1-10, Braunston House, Tallow Road TW8 8ET

Flats 1-27, Jessops Wharf, Tallow Road TW8 8EH
Houseboat Bray, Tallow Road TW8 8EU
Houseboat Florabel, Tallow Road TW8 8EU
Houseboat Nemisis of Ascalon, Tallow Road TW8 8EU
Houseboat Saumur, Tallow Road TW8 8EU
Houseboat Xingjiang, Tallow Road TW8 8EU
Madam, Tallow Road TW8 8EL
Boat Norn, Point Wharf, Town Meadow TW8 0AG
Houseboat Avontuur Moorings, Point Wharf, Town Meadow TW8 0AG

Appendix 4: Further reading, information and websites

London Borough of Hounslow – contact details

London Borough of Hounslow
Civic Centre
Lampton Road
Hounslow TW3 4DN

Note: In 2017, the Civic Centre is due to be relocated to another site in Hounslow.

Tel: 020 8583 2000 (all general enquiries)
020 8583 5555 (environment, street services and planning)

Website: www.hounslow.gov.uk

London Borough of Hounslow – useful email addresses

To make comments on planning applications: planningcomments@hounslow.gov.uk

To report suspected breaches of planning controls: planningenforcement@hounslow.gov.uk

To raise concerns on street trees and the maintenance of public green spaces, contact Carillion, the council's contractor. To contact Carillion call 0845 456 2796 or email:
Hounslow.info@carillionservices.co.uk

London Borough of Hounslow Local Plan and design guidance:

London Borough of Hounslow Local Plan (2015)

London Borough of Hounslow: Shop front design guidelines (2013)

London Borough of Hounslow: Residential Extension Guidelines (2003). (Due for updating.)

London Borough of Hounslow: Context and Character Studies (2014) for: Brentford, Isleworth and Osterley/Spring Grove

Publications and sources of information on Brentford:

National Heritage List for England (NHLE):
<https://www.historicengland.org.uk/listing/the-list/>

British History Online: <http://www.british-history.ac.uk>

The History of Brentford - A Timeline of Brentford History: <http://www.brentfordhistory.com>

Brentford & Chiswick Local History Society: <http://brentfordandchiswicklhs.org.uk/>

Brentford Dock: <http://www.brentforddock.com/>

English Heritage and London Borough of Hounslow: Boston Manor Park Conservation Management Plan (2011) London Borough of Hounslow

English Heritage and London Borough of Hounslow: Boston Manor House Conservation Management Plan (2011) London Borough of Hounslow

Brentford amenity groups:

Brentford Community Council: <http://www.brentfordcc.org.uk>

As explained on its website:

Brentford Community Council (BCC) is an independent organisation established in 1989, with start-up support from Hounslow Borough Council. Since 1999 we have been financially independent, funded by donations from organisations and individuals across the community.

Our mission is to represent the general interests of the area with any person or agency providing services or undertaking activities affecting the local environment and well-being of people living in the area, specifically related to local planning applications and planning issues.

We are non-party political. The group is open to anyone who would like to get actively involved in the BCC or would like to bring an issue to our attention.

Friends of Boston Manor: www.friendsofbostonmanor.com

As noted on its website:

The Friends of Boston Manor was formed in 2003 by members of the local community concerned by the threat of reduced investment in Boston Manor Park, Brentford, Middlesex, TW8 9JX. All funds raised are re-invested into the park and environs, thus fulfilling its aims and objectives.

Working with its volunteers, alongside the land managers employed by Hounslow Council, the park has gone from strength to strength and has won ten consecutive Green Flag awards.

Other sources of planning information and guidance:

Planning Portal

The Planning Portal is the national home of planning and building regulations, information and the national planning application service. Includes extensive information on householder permitted development rights. See: <https://www.planningportal.co.uk>

Historic England guidance

Historic England is the public body that looks after England's historic environment. It has published a very large number of reports providing guidance on a wide range of issues. Some of the advice is also useful for more recent buildings, too. Some examples of published guidance are listed below: to find others, visit the Historic England website.

Historic England Customer Service Department

Telephone: 0370 333 0607

Textphone: 0800 015 0516

Email: customers@HistoricEngland.org.uk

Website: <https://historicengland.org.uk/advice>

Conservation Area Designation, Appraisal and Management: Historic England advice note 1 (2016)

Local Heritage Listing: Historic England advice note 7 (2016)

Traditional Windows: their care, repair and upgrading (2015)

Research into the Thermal Performance of Traditional Windows (2009)

<https://historicengland.org.uk/advice/your-home/making-changes-your-property/types-of-work/alter-my-windows/>

Energy Efficiency and Historic Buildings: Draught-proofing windows and doors (2016)

Energy Efficiency and Historic Buildings - Application of Part L of the Building Regulations to historic and traditionally constructed buildings (2011)

Graffiti on historic buildings and monuments - Methods of removal and prevention (1999)

The Society for the Protection of Ancient Buildings (SPAB)

SPAB was founded by William Morris in 1877 to counteract the highly destructive 'restoration' of medieval buildings being practised by many Victorian architects. Today it is the largest, oldest and most technically expert national pressure group fighting to save old buildings from decay, demolition and damage. SPAB runs courses for professionals and home owners. It publishes a wide range of advisory publications.

SPAB

37 Spital Square, London, E1 6DY

Tel 020 7377 1644

Fax 020 7247 5296

Email: info@spab.org.uk

Website: <http://www.spab.org.uk>

Advice on the maintenance and repair of buildings

A STITCH IN TIME: Maintaining Your Property Makes Good Sense and Saves Money (2002). This is a very useful and practical document, packed with good advice.

<http://ihbc.org.uk/stitch/Stitch%20in%20Time.pdf>

<https://historicengland.org.uk/advice/your-home>

<https://historicengland.org.uk/advice/technical-advice/buildings/maintenance-and-repair-of-older-buildings/maintenance-plans-for-older-buildings/>

<https://historicengland.org.uk/advice/technical-advice/buildings/maintenance-and-repair-of-older-buildings/principles-of-repair-for-historic-buildings/>

<http://www.spab.org.uk>

Other publications, websites and organisations

The Buildings of England: Pevsner Architectural Guides: London3: North West (1991)

London Borough of Hounslow local history archives (located at the Treaty Centre):

www.hounslow.info/libraries/local-history-archives

Hounslow and District History Society www.hounslowhistory.org.uk

The Georgian Group is the conservation organisation for the preservation of historic buildings and planned landscapes of c.1700-1840 in England and Wales.

The Georgian Group

6 Fitzroy Square

London
W1T 5DX
Tel: 020 7529 8920
Email: office@georgiangroup.org.uk
Website: <https://georgiangroup.org.uk>

The Victorian Society campaigns for the preservation of Victorian and Edwardian buildings in England and Wales.

The Victorian Society

1 Priory Gardens, LONDON W4 1TT
Tel: 020 8994 1019
Email: admin@victoriansociety.org.uk
Website: www.victoriansociety.org.uk

Current base maps: © Crown copyright. All rights reserved 100019263.
Historic photos: London Borough of Hounslow Local Studies Centre.
Current photos: London Borough of Hounslow.