

Queen Mary University,
London
School of Business
Management
Heritage Statement
Prepared for
Queen Mary University
March 2022



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Contents

Executive summary	1
1.0 Introduction	3
2.0 Understanding the site and surrounding context	10
3.0 Assessment of significance.....	20
4.0 Heritage impact assessment	26
5.0 Sources	35
Appendix A: Historic Environment Record search results.....	36
Appendix B: Relevant planning policy	37

Executive summary

Planning context and the current scheme

This report has been produced to support an application for planning permission for development in the south-eastern corner of Queen Mary University, London's (QMUL) Mile End Campus. This represents an evolution of a scheme previously submitted to the London Borough of Tower Hamlets, which was refused on 13 December 2019 and the subsequent adoption of the Queen Mary University Mile End Campus Masterplan SPD (July 2021), hereafter the 'QMUL MEC SPD'. The site includes four existing buildings:

- the historic no. 357 Mile End Road (locally listed)
- the Lock-Keeper's Graduate Centre (an undesignated heritage asset)
- Hatton House and a security lodge, constructed in the late 1980s/early 1990s.

The site as a whole is located within the Regent's Canal Conservation Area and adjacent to a number of other designated heritage assets.

Three pre-application meetings and one Conservation Advisory Panel meeting have taken place since October 2021 and have informed the revised proposals. Further consultation with LBTH (April 2022) has resulted in additional changes to the east elevation.

History and significance

The surviving historic buildings on the site, the lock-keeper's graduate centre and no. 357 Mile End Road, date from around the time of the completion of Regent's Canal in 1820, although they subsequently underwent substantial remodelling and alteration in the c. 1860s. No. 357 Mile End Road was built by the Gardner family, who also constructed the nearby terrace at nos. 359–373 Mile End Road. They owned and operated Commercial Wharf on the east side of the Canal, into the twentieth-century. The site was acquired by QMUL in the late-twentieth century and Hatton House was constructed c. 1990.

No. 357 Mile End Road and the lock-keeper's graduate centre have local architectural and historic interest as part of a legible and attractive group of structures, including the canal; lock; Mile End Bridge and nos. 359–381 Mile End Road, which together tell the story of nineteenth-century development in this part of Mile End. As such, they make an important contribution to the character and appearance of the Regent's Canal Conservation Area as well as the Clinton Road Conservation Area and other nearby heritage assets.

Heritage impact assessment

The proposals involve the demolition of Hatton House, the security lodge and the rear of No. 357 Mile End Road and the construction of a high-quality, education and research floorspace for QMUL's School of Business Management (SBM). The height; massing; materials and form of the new building have been, the subject of a number of pre-application meetings with LB Tower Hamlets' Planning and Conservation Officers as well as public and stakeholder consultation.

Having carefully reviewed the Council's feedback, the revised proposals respond positively to its surrounding context and the surviving historic environment.

Amendments include the setting back the upper floors of the SBM building and increasing the articulation and variation of the façades to break up the massing and improve the relationship between the historic buildings and canal setting with the proposed new architecture and the full integration of No. 357 into the university campus.

The proposals concern the use and appearance of the Lock Keeper's Cottage, previously unaffected by the proposed site development, which allow the building to be better integrated

and responsive to its conservation area and campus setting.

The proposed landscape improvements to the canal and square south-west of the lock-keeper's cottage constitute substantial public benefits by substantially enhancing the appearance, accessibility and appreciation of the Regent's Canal Conservation Area. This proposed landscaping also enables better integration of the campus buildings and their setting including the locally listed No. 357.

The retention of no. 357 Mile End Road represents a substantial benefit relative to the rejected scheme. A roof extension has been proposed to No. 357 in order to provide further teaching spaces with a replacement rear extension. Not only will this provide additional space for the students but the lightly clad extension will visually connect the historic building to the materials of the proposed SBM building and indeed the contemporary QMUL buildings running parallel on Westfield Way. It will also provide sensitive use and restoration to the historic frontage of the local listed building and improved integration with the campus- this is a heritage benefit.

In summary, the scheme constitutes a heritage benefit to both the conservation area and the locally listed building. The proposals will therefore not engage paragraph 202 of the NPPF and comply with national, regional and local policy (including Policy S.DH3) concerning the historic environment and is wholly consistent with the aims of the QMU MEC SPD (2021).

1.0 Introduction

1.1 Purpose

This report has been prepared by Alan Baxter for Queen Mary University, London (QMUL) to support a planning application for a scheme to redevelop the south-eastern corner of QMUL's Mile End Campus. In summary, a new seven-storey (including lower ground and ground levels), approximately 6,430-square-metre academic building is proposed to house the School of Business and Management, which has outgrown its current home in the Francis Bancroft Building (also within the Mile End Campus).

The proposed development is an evolution of a scheme previously submitted to the London Borough of Tower Hamlets, which was refused on 13 December 2019 (ref. PA/19/01422). Alan Baxter were not involved with the initial scheme but have been asked by the client, and their architects, to provide heritage input into the amended scheme to better achieve heritage-led design. The amended proposal has been redesigned to more positively respond to the character of the Regent's Canal Conservation area, incorporating the adjacent locally listed building of no. 357 Mile End Road and improving interaction and accessibility to the canal and its historic structures. With this fresh approach, the revised scheme is submitted to the LB Tower Hamlets as an appropriate response to the historic canalside setting of the new business school.

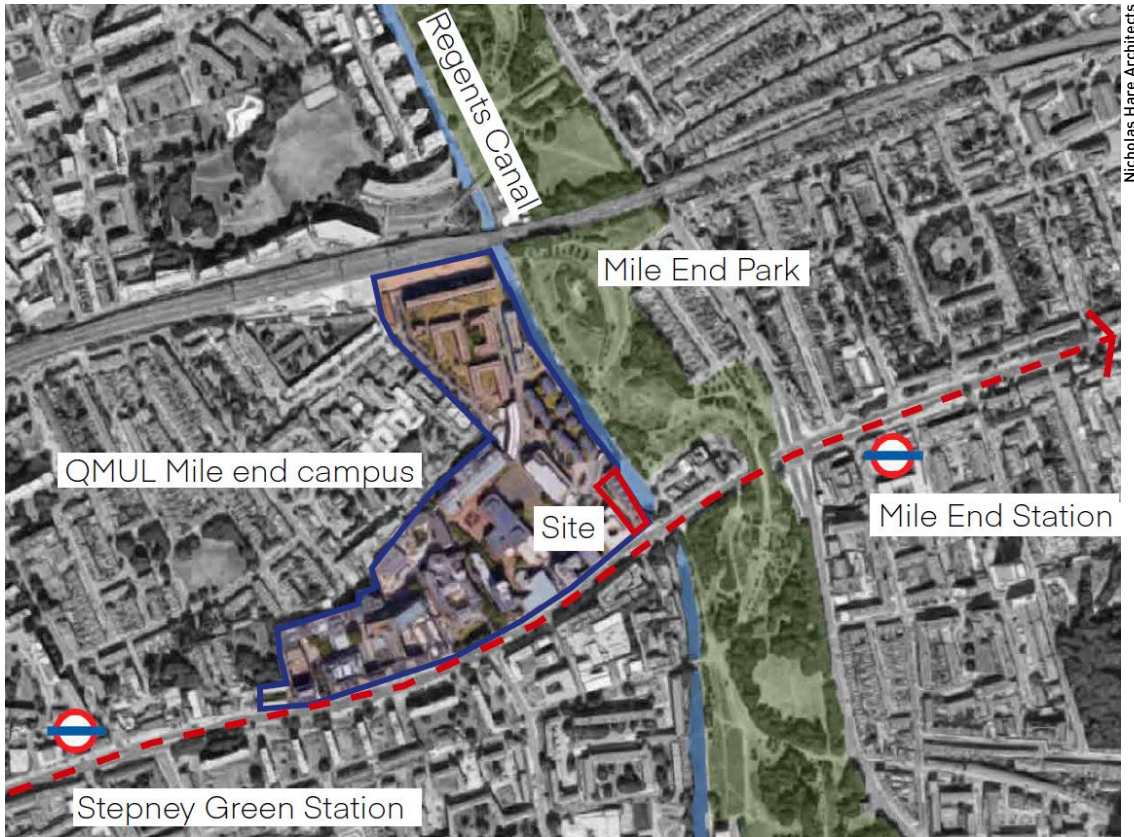
1.2 Structure

This report is divided into six chapters: the preceding executive summary; this introduction (1.0); a brief account of the historical development of the site and surrounding area, as well as a short description of its current character (2.0); an assessment of significance (3.0); an assessment of the impact of the proposed development on heritage significance (4.0); and a list of sources (5.0). A map of the search results from the Greater London Historic Environment Record (GLHER) and a summary of relevant planning policy are appended.

1.3 Methodology and limitations

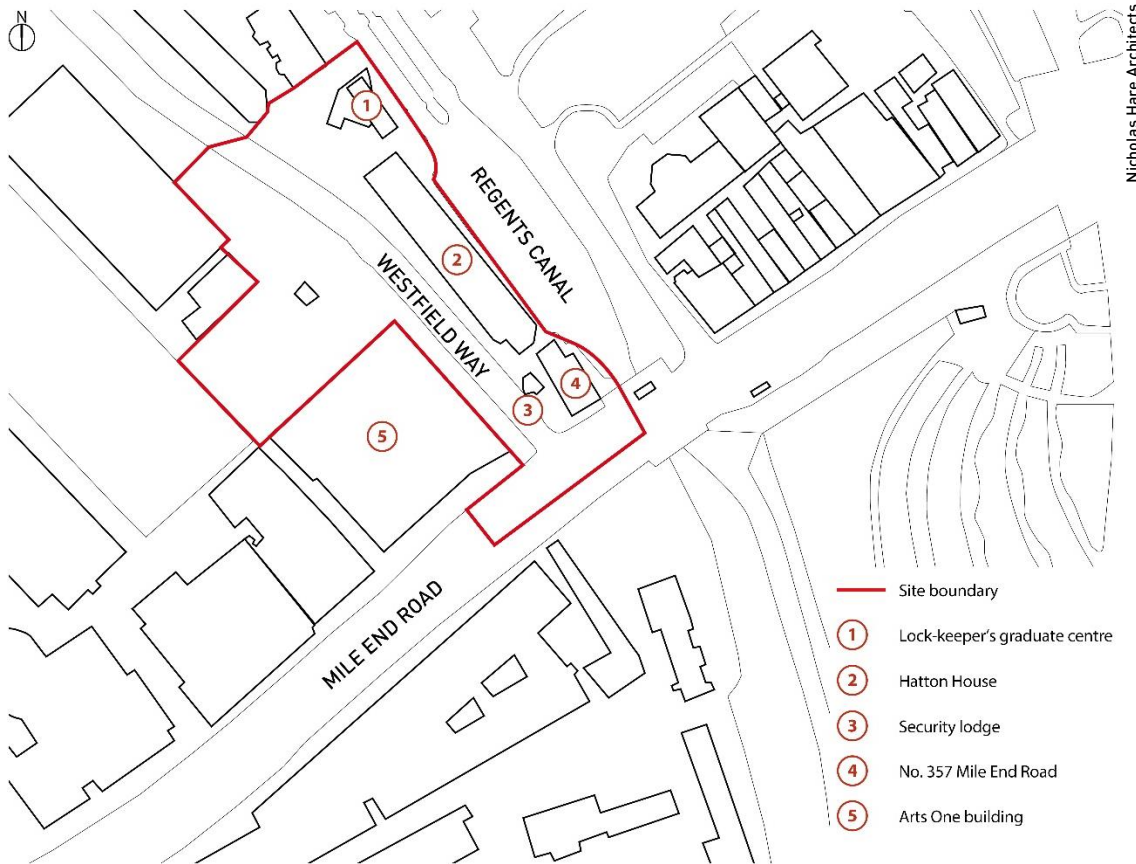
This report is based on desktop research and a site visit conducted in March and April 2020. It also builds on the research and analysis undertaken by KMHeritage in their Heritage Statement which accompanied the previous scheme for the site.

It is the nature of existing buildings that the details of their construction and development may be hidden or may not be apparent from a visual inspection. The conclusions and any advice contained in this report – particularly relating to dating and fabric- are based on our research, and on observations and interpretations of what was visible at the time of our site visits. Further research, investigations or opening up works may reveal new information which may require such conclusions and advice to be revised.



Nicholas Hare Architects

Figure 1 Site context, showing QMUL campus and the site within it



Nicholas Hare Architects

Figure 2 Site plan showing location of existing buildings

1.4 The site

The site is located in the south-east corner of QMUL's Mile End Campus, in the LB Tower Hamlets. It fronts onto Mile End Road to the south and Regent's Canal to the east. There are four existing buildings within the site (from north to south):

1. Lock-keeper's Cottage
2. Hatton House (student residential accommodation)
3. Security lodge (small gatehouse security building)
4. No. 357 Mile End Road (university office accommodation)

1.4.1 Lock-Keeper's Cottage

At the northern end of the site sits a two-storey, Lock-keeper's Cottage. The historic part of the building – a former lock-keeper's cottage – dates from 1865, when it was substantially remodelled. Constructed of yellow stock brick it is three bays wide with symmetrically placed sash windows with stucco pediments. The parapet is detailed with dentil detailing. The slate hipped roof is topped with clay ridge tiles and bookended by two brick chimney stacks.

The building was refurbished in in 2005 by Surface Architects and a bold new, timber and metal-clad extension was constructed that wraps around the west and northern sides of the historic cottage. Although the materials and design of the new extension are dramatically different to those of the historic cottage, it has been designed to respond to its form and scale and is a harmonious addition to the historic building.



Alan Baxter

Figure 3 Lock-keeper's graduate centre looking west from the towpath on the east side of Regent's Canal (2020)

1.4.2 Hatton House

To the immediate south of the lock-keeper's graduate centre is Hatton House, a postmodern residential accommodation block for students of QMUL built c. 1990. Three-storeys tall (four when seen from the canal) it is constructed predominantly of yellow brick with a brown brick lower storey adjacent to the canal and decorative bands on the upper storeys.



Figure 4 Hatton House, looking west from Whitman Road (2020)

1.4.3 Security lodge

This single-storey yellow brick building is the security lodge for the QMUL's Mile End Campus. It is located immediately to the south-west of Hatton House and west of no. 357 Mile End Road. To the west is the main vehicular entrance into the campus.



Alan Baxter

Figure 5 Security lodge, looking north from Mile End Road with the south-facing gable of Hatton House behind (2020)

1.4.4 No. 357 Mile End Road

At the southern boundary of the site sits the locally listed no. 357 Mile End Road. It is two bays wide along Mile End Road and three deep along Westfield Way, marked by symmetrical window openings. There are two separate entrances within its Mile End Road frontage: a grander door to the east and a smaller door to the west. It is constructed of yellow stock brick with a stuccoed ground floor elevation to Mile End Road with stucco quoins at first floor level.

When seen from the bridge or canal, no. 357 Mile End Road has a taller elevation than that presented to the highway, extending down another storey to the level of the canal below. The front, three-to-four storey part of the building has a second, full-width element to the rear which is two storeys in height, extending down to three storeys at the canal-side. A single storey element (two storeys as seen from the canal-side) extends to the rear. Alongside the canal is a private, paved area with low walls. This is accessible from within the building or via a 1988 metal staircase which extends around the northern edge of the building.

Although the date of no. 357's Mile End Road's construction is unconfirmed, similarly to the historic part of the lock-keeper's graduate centre, it may be contemporary with the completion of the canal in 1820 with an appearance consistent with that date, with later modifications.

No. 357 Mile End Road has undergone many, substantial alterations over its history. The two-to-three storey middle element of the building was added at some point in the mid- to late-nineteenth century. Alterations to the window and door positions in the front façade facing Mile End Road were carried out in 1966. Further alterations were carried out in 1977. These included alterations to the exterior, potentially including the repointing of the building with concrete mortar, if this did not occur in 1966. Additionally, the second floor, separated by a white-painted concrete cornice, was rebuilt and extended. Finally, internal alterations were carried out. These and potentially earlier alterations are evidenced by the multiple windows variously blocked up and punched through on the eastern elevation facing the canal. The one-to-two storey rear extension was constructed in 1979.



Figure 6 No. 357 Mile End Road, looking north-west from the south side of Mile End Road (2020)

1.5 Designations

One building within the site, no. 357 Mile End Road, has a formal heritage designation: it is locally listed. The majority of the site, including all four existing buildings, lie within the Regent's Canal Conservation Area, designated in October 2008. In addition, the site also lies within the Mile End Road Archaeological Priority Area (2.8). This covers the extent of linear settlement along Mile End Road between its junctions with Cambridge Heath Road and Burdett Road. It is classified as 'Tier 2' which means a 'local area in which the GLHER holds specific evidence indicating the presence or likely presence of heritage assets of archaeological interest' (LB Tower Hamlets, 2017). It was designated for its potential to contain remains of medieval activity along the road and the development of later settlement.

The site is also adjacent to a number of other designated heritage assets including:

- The Novo Cemetery (Grade II Registered Park and Garden). Its boundary walls are also statutorily listed at Grade II.
- The Guardian Angels Roman Catholic Church, Primary School and Presbytery (all individually statutorily listed at Grade II).
- Clinton Road Conservation Area, designated by LB Tower Hamlets in 1989, lies to the east of the site, beyond the canal.
- Nos. 359–373 and nos. 379–381 Mile End Road are locally listed.



2.0 Understanding the site and surrounding context

2.1 Historical development

2.1.1 Early history

Mile End Road has been an important route between London and Essex since the Romans, when it formed part of a route between London and Colchester. As a busy and well-used thoroughfare, it was developed very early on with ribbon development, such as inns, almshouses, burial grounds and market gardens (see Figure 8). This increased through to the end of the eighteenth-century with terraced housing being built on both sides of the road (see Figure 9).



Figure 8 John Rocque's Map of London, Westminster and Southwark (1746), with the approximate location of the site circled in red



Figure 9 Horwood's Map of London (1799), with the approximate location of the site circled in red

2.1.2 Construction of Regent's Canal

The character in the vicinity of the site changed substantially at the beginning of the nineteenth-century as a result of the construction of the Regent's Canal. A canal connecting the river Thames at Limehouse with the Paddington Arm of the Grand Junction Canal – which runs from Northamptonshire to the Thames at Brentford – was first proposed in 1802. An Act of Parliament authorising the works was passed ten years later in 1812. Well-known architect and planner John Nash, who in 1811 had produced a masterplan for a large area of central north London for the Prince Regent (after whom the canal was named), was made director of the company tasked with constructing the canal. The detailed design was carried out by James Morgan, the company's chief engineer. The first section from Paddington to Camden Town opened in 1816 and the second section, from Camden to Limehouse, opened in 1820.

The section of canal adjacent to the site, in conjunction with Mile End Bridge (also known as Globe Bridge for the adjacent public house), was constructed in 1818. Mile End Lock was completed a year later in 1819 and the lock-keeper's cottage in 1820 (Faulkner, 2005). Maps from the 1820s, such as Figure 10, show the development in the vicinity of the site in the decade after the construction of Regent's Canal. The terraces on the north side of Mile End Road (south and south-west of the Reservoir of the West Ham Water Works shown in Figure 9) have been demolished and replaced with several buildings associated with the adjacent lock. Within the site are a number of buildings, including two whose location and form correspond to the existing lock-keeper's cottage and no. 357 Mile End Road.



Figure 10 C. and J. Greenwood's Map of London (1828), with the approximate location of the site circled in red (note the presence of a lock-keeper's cottage and no. 357 Mile End Road)

The terrace to the east of Regent's Canal (now no. 359–373 Mile End Road, including the present Cherry Hotel) is labelled in Figure 10 as Gardners Terrace. Research conducted by KMHeritage, set out in their Heritage Statement (2019), finds that this terrace, complete with (as now) a public house at its western end, was contemporary with the construction of the canal and named for the Gardner family. In various mid-nineteenth-century London directories and newspaper articles, William Gardner is specified as the licensee for the New Globe Public House (no. 359 Mile End road, now The Cherry Hotel) from as early as 1805. Thomas Gardner, named as the proprietor of the Public House in 1837, developed the ground behind the public house, on the site of the former water reservoir, into pleasure gardens (KMHeritage, 2019). The Public House and associated pleasure gardens appeared to remain popular until the late 1850s when, as the area's economic profile began to decline, the license for the public house was sold in 1859 and the pleasure ground was sold for residential development in 1860 (KMHeritage, 2019).

There is also evidence that the Gardners owned and operated the wharf, known as Commercial Wharf, on the western side of the canal (i.e. the site). Street directories from the 1830s and 1840s list John Gardner, coal merchant and wharfinger (manager of a wharf), at Commercial Wharf. This corresponds with the main trade along Regent's Canal, with coal being loaded to/from colliers in what is now Limehouse Basin. It is plausible therefore that no. 357 Mile End Road was built at the same time or soon after nos. 359–373 Mile End Road as part of the Gardner's expanding wharf business, capitalising on opportunities of the new canal.

No. 357 disappears from historic maps between the late 1830s and early 1860s but, on balance, this is likely due to inconsistencies in mapping rather than evidence for its demolition and rebuilding. Several other surviving buildings, such as the lock-keeper's cottage and parts of nos. 359–373 Mile End Road, are also not shown but are known to have been built in or around 1820. In addition, although simpler detailing would be expected on an 1820 building, the stucco and rusticated quoins on the ground floor of no. 357 Mile End Road could have been applied later as a safe, if not particularly cutting-edge, architectural embellishment. Old photographs show that these quoins originally continued up to the parapet. There is a badly faded agreement dated 21 July 1862, between Henry and Thomas Gardner (of Commercial Wharf) and William Goodman (builder) that indicates a degree of rebuilding at this time. This would demonstrate a level of aspiration perfectly suited to a commercial premises/house in the East End of London. This would also explain the difference in detailing between no. 357 and the New Globe Public House.

2.1.3 Alterations at the end of the nineteenth-century/ start of the twentieth century

Several notable changes took place to buildings within the site in the second half of the nineteenth-century. For example, in 1865, the lock-keeper's cottage was substantially rebuilt (Faulkner, 2005). In addition, from 1870, plans show a small side extension to no. 357 Mile End Road. Greater detail on this can be seen in an 1891 fire insurance plan (Figure 11). Marked with a 'D' for dwelling, the front, three-storey brick section (with basement) of no. 357 Mile End Road has direct access to a two-storey-with-basement brick extension that could conceivably be part commercial premises (e.g. offices). A single-storey, brick side extension is also shown together with a single-storey, timber extension to the rear. Both the two-storey-with-basement and single-storey, timber extension have metal roofs.

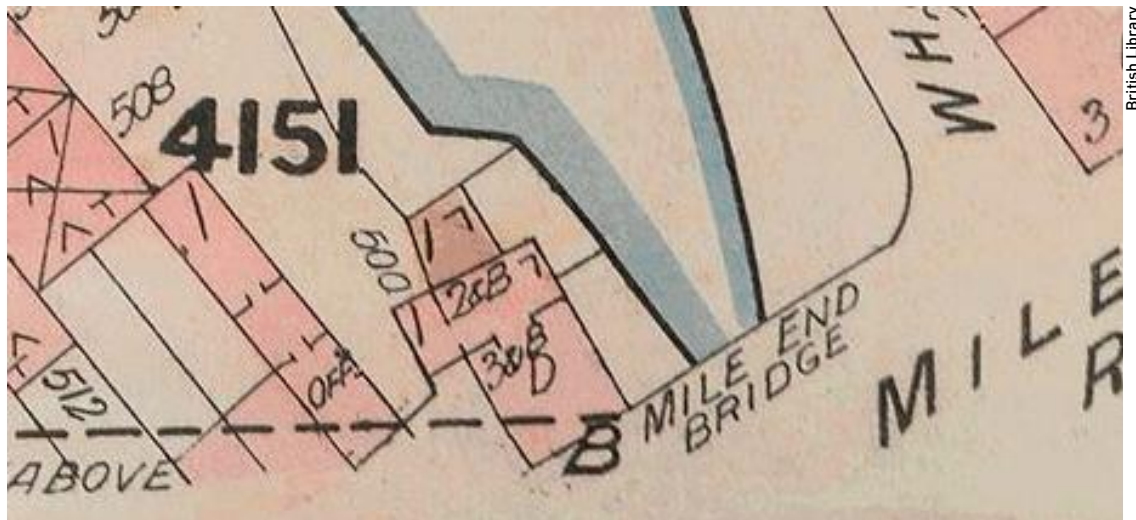


Figure 11 Charles E. Goad Ltd's fire insurance plan (1891)

The Gardners continued to manage Commercial Wharf until at least 1921, forming Gardner, Locket & Hinton Limited (Coal Contractors) in 1914 (Grace's Guide, 2019). Historic maps from this period do not show the small side extension, so it is likely this had been demolished by this time. What appears to be a small rear extension is shown, with a dotted line on its eastern side, perhaps denoting an open frontage to the canal. This may or may not be the timber lean-to building shown on the 1891 fire insurance plan. By 1947, this is depicted on OS maps by a single line, not infilled like the rest of the building, suggesting it was indeed a temporary or wooden structure, or at least was in 1947.

2.1.4 Subsequent history

Commercial Wharf

By 1938, the Gardners appear to have vacated Commercial Wharf which is listed in directories as being home to The British Wool Co. Ltd. (wood wool manufacturer) and Kershaw's Wood Wool Co. Ltd (Wood Wool Merchants) (KMHeritage, 2019). Alterations to the site continued in the decades following the Second World War, in which the south-eastern corner of Commercial Wharf sustained only limited damage. The table below includes a summary of the permitted planning permissions for the site for the second half of the twentieth-century. Although it is unclear if some of the permitted applications were actually implemented, the list serves to demonstrate the site's development from historic industrial wharf to light industrial/office space in the late 1950s–mid-1980s. A planning application to incorporate Commercial Wharf into QMUL was permitted in 1984. This swept away all the surviving buildings within Commercial Wharf with the exception of the lock-keeper's cottage and no. 357 Mile End Road. The planning application for the construction of Hatton House was permitted in 1987.

Year of decision	Description	Decision
1955	Application for alterations and additions at Former Site at Commercial Wharf	Permitted
1958	Carrying out of alterations and erection of new building as a replacement of buildings to be demolished at Commercial Wharf	Permitted
1962	Erection of a single-storey workshop and two-storey office and storage building at Former Commercial Wharf	Permitted
1967	Erection of second floor to the existing building at the Former Commercial Wharf, and its use for light industrial purposes with ancillary storage and staff accommodation	Permitted
1973	Renewal of planning permission for ready mixed concrete batching plant	Refused
1979	Erection of a first-floor extension for office and storage use at no. 357D Mile End Road	Permitted
1980	Erection of an extension comprising 8,486 square feet of industry and 1,322 square feet of ancillary offices at no. 357D Mile End Road	Permitted
1983	Continued use of site as a concrete batching plant (Mile End Goods Yard South)	Permitted
1984	Development for university purposes as part of the overall scheme for the adjoining lands known as the East side (Commercial Wharf, rear of no. 357 Mile End Road)	Permitted
1987	Erection of three-storey building to provide accommodation for 66 students of Queen Mary College (land to the rear of no. 357 Mile End Road)	Permitted

No. 357 Mile End Road

Once the Gardners left Commercial Wharf, the history of the development of Commercial Wharf and no. 357 Mile End Road diverges somewhat. In 1938 the occupiers of no. 357 are listed as the East London Advertiser. In 1973 they include the Essex and East London Advertiser, Shangri-La Chinese Frozen Foods Ltd., Ball Ltd, metal finishers and Avsons Estate Agents (KMHeritage, 2019). The growth in the variety of tenants within the building led to a series of substantial internal and external alterations, summarised in the table below. No. 357 was reunited with the rest of Commercial Wharf when it became part of QMUL c. 1985, in whose ownership it remains today.

Year of decision	Description	Decision
1949	Erection of steel-framed temporary building at no. 357 Mile End Road	Permitted
1956	Use of the vacant first-floor caretaker's flat at no. 357 Mile End Road as offices	Permitted
1966	Alterations to the door and window position on the front elevation of 357 Mile End Road	Permitted
1969	Use of no. 357 Mile End Road for the expansion of Queen Mary College	Refused
1977	Erection of an extension at second floor level for office use, restoration of elevations and internal modernisation of no. 357 Mile End Road	Permitted
1979	Erection of ground floor office extension for toilets with toilet accommodation at no. 357 Mile End Road. [N.B. This is the existing rear single-to-two storey extension].	Permitted
1985	Change of use to university educational purposes (Former no. 357 Mile End Road)	Permitted
1988	Erection of external staircase (no. 357 Mile End Road)	Permitted

2.2 Current context

2.2.1 Introduction

A description of the four buildings within the site is included in Section 1.4. This section looks at the current character and appearance of the surrounding context.

2.2.2 Canalside

The most important aspect of the site's context is the adjacent Regent's Canal. This stems from an historic, functional relationship in the case of no. 357 Mile End Road and the historic part of the lock-keepers graduate centre. Although these canalside structure individually have limited heritage merit (acknowledged, in the case of no. 357 Mile End Road, by its local listing), cumulatively – in conjunction with the Mile End Lock; Mile End Bridge; the former Globe Public House; the tow path and the ragstone wall (see Figure 14) – they allow the historic industrial canalside to be read and appreciated. The modern extension to the lock-keeper's graduate centre, Hatton House and the security lodge, also respond to and have a positive relationship with the canal. However, despite this positive relationship, the surrounding hard landscaping and uninviting c.1990 staircase make this side of the canal, and the site's relationship with it, hard to appreciate.

Although historically an industrial setting, today this section of Regent's Canal, is characterised by leisure, dominated by large parks (such as Victoria Park and the Mile End Park immediately to the east) as well the linear leisure route of the canal. Other canalside development, mainly to the north of the site, is characterised by the harmonious juxtaposition of contemporary architecture with surviving historic canalside features. This mix of surviving historic elements, green open space and tall contemporary buildings gives the site a specific context and is the main area from which it is appreciated.



Figure 12 The rear of no. 357 and Mile End Lock looking south from the east side of Regent's Canal (2020)

2.2.3 The Cherry Hotel (locally listed)

Figure 13 shows the locally listed, three-storey historic New Globe Public House, immediately to the east of the site on the eastern side of Regent's Canal. It was recently renamed The Cherry Public House, its exterior repainted and the globe which had been installed on the top of the front façade, transformed into a cherry. Despite these changes the historic form of the building is still legible in its symmetrical and rhythmical proportions and its minimal but classical detailing, particularly at cornice level. The ragstone wall lining the cutting of the canal and separating The Cherry from Whitman Road has also survived.



Alan Baxter

Figure 13 The Cherry Public House (historically the New Globe Public House) looking north-east from the south side of Mile End Road (2020)



Alan Baxter

Figure 14 Ragstone wall separating The Cherry Hotel and Whitman Road from Regent's Canal, looking east from the eastern towpath of the canal (2020)

2.2.4 Nos. 361–373 and 379–381 Mile End Road (locally listed)

Figure 15 takes a longer view along the north side of Mile End Road encompassing the locally listed nos. 361–373 Mile End Road. This terrace, similar to the Cherry Hotel, retain their historic proportions and appearance at the first and second floor level with exposed yellow stock brick facades, a clean, uninterrupted parapet line and symmetrical and rhythmical window openings (those on the first floor have attractive, decorative arched recesses). The ground floor of these buildings have been substantially altered and modernised with little surviving historic fabric.

East of the Presbytery are locally listed nos. 379–381 (odd) Mile End Road, which echo the paired back, symmetrical style of nos. 359–373 (odd) Mile End Road.



Alan Baxter

Figure 15 Nos. 359–373 Mile End Road and Guardian Angels Roman Catholic Church, looking north-east from the south side of Mile End Road (2020)

2.2.5 Guardian Angels Roman Catholic Church, Primary School and Presbytery (Grade II)

The Grade II-listed Guardian Angels Roman Catholic Church is visible to the right-hand side of Figure 15. This was built in 1901–3 in a Perpendicular Gothic Revival style to designs by F. A. Walters, one of the leading Roman Catholic architects of his generation. It succeeded an earlier mission chapel which opened in 1868 and offered the first Catholic place of worship in the area (List Entry, 2002). Today, its monumental red brick and Ancaster stone façade dominates this section of Mile End Road.

Immediately to the west of the Church is a contemporary, three-storey Presbytery (Grade II listed) built in a neo-Tudor style, also in red brick. Together the Church and Presbytery form a distinctive group.

Directly behind this terrace sits the three-storey Guardian Angels Roman Catholic Primary School, statutorily listed at Grade II. Constructed of yellow stock brick with red brick dressings, it was built in 1894 to design by architect L. Stokes. It is a relatively plain but well-proportioned building which

borrowing its style from the Queen Anne Revival and Arts and Crafts Movement popular at the time of its construction.

2.2.6 QMUL Mile End campus

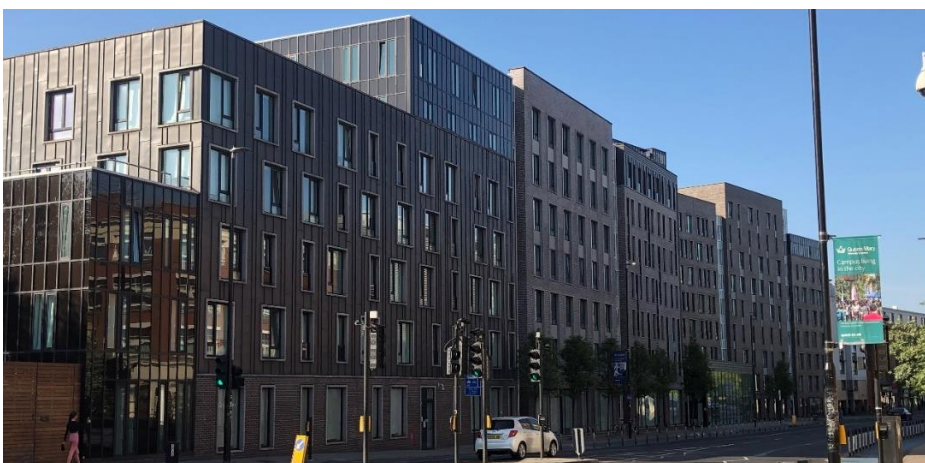
The QMUL Mile End Campus extends west and north of the site. The majority of the buildings both within the Campus and on the south side of Mile End Road were constructed in the late-twentieth/early-twenty-first century and are between four and nine storeys in height. However, the QMUL's campus also includes four historic buildings and structures:

- The Novo Cemetery (Grade II) – a Sephardi Jewish cemetery opened in 1733. The surviving portion is part of an 1855 extension.
- St Benet's Chapel (Grade II) – a 1961–62 chapel, entrance lobby and vestry by Playne & Lacey including the sgraffito mural scheme 'Apocalypse of St John': a major work of Adam Kossowski, a Polish-born émigré artist strongly associated with the post-war Catholic revival.
- Administration Building at Queen Mary College (University of London) (Grade II) – the former People's Palace, dating from 1890 by E. R. Robson.
- The former New People's Palace (Grade II) – An entertainment and recreation hall inspired by Walter Besant and built through philanthropic endeavours to alleviate poverty and boredom in the East End. 1936–37 by Campbell Jones, Sons and Smithers.



Alan Baxter

Figure 16 North side of Mile End Road (west of no. 357), looking north-west from the south side of Mile End Road (2020)



Alan Baxter

Figure 17 South side of Mile End Road, looking south-west from no. 357 Mile End Road (2020)