



City of London Local Development Framework

Bishopsgate Conservation Area

Character Summary & Management Strategy SPD

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Introduction

The present urban form and character of the City of London has evolved over many centuries and reflects numerous influences and interventions: the character and sense of place is hence unique to that area, contributing at the same time to the wider character of London.

This character summary and management strategy 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. The character summary and management strategy has been prepared in line with the English Heritage document *Understanding Place: Conservation Area Designation, Appraisal and Management* (2011).

This document is proposed to be adopted as a Supplementary Planning Document. It should be read in conjunction with the City of London Core Strategy, the emerging City of London Local Plan, saved policies from the City of London Unitary Development Plan and other guidance, including '*Conservation Areas in the City of London, A General Introduction to their Character*' (1994) which has more information on the history and character of the City.



Bishopsgate looking north

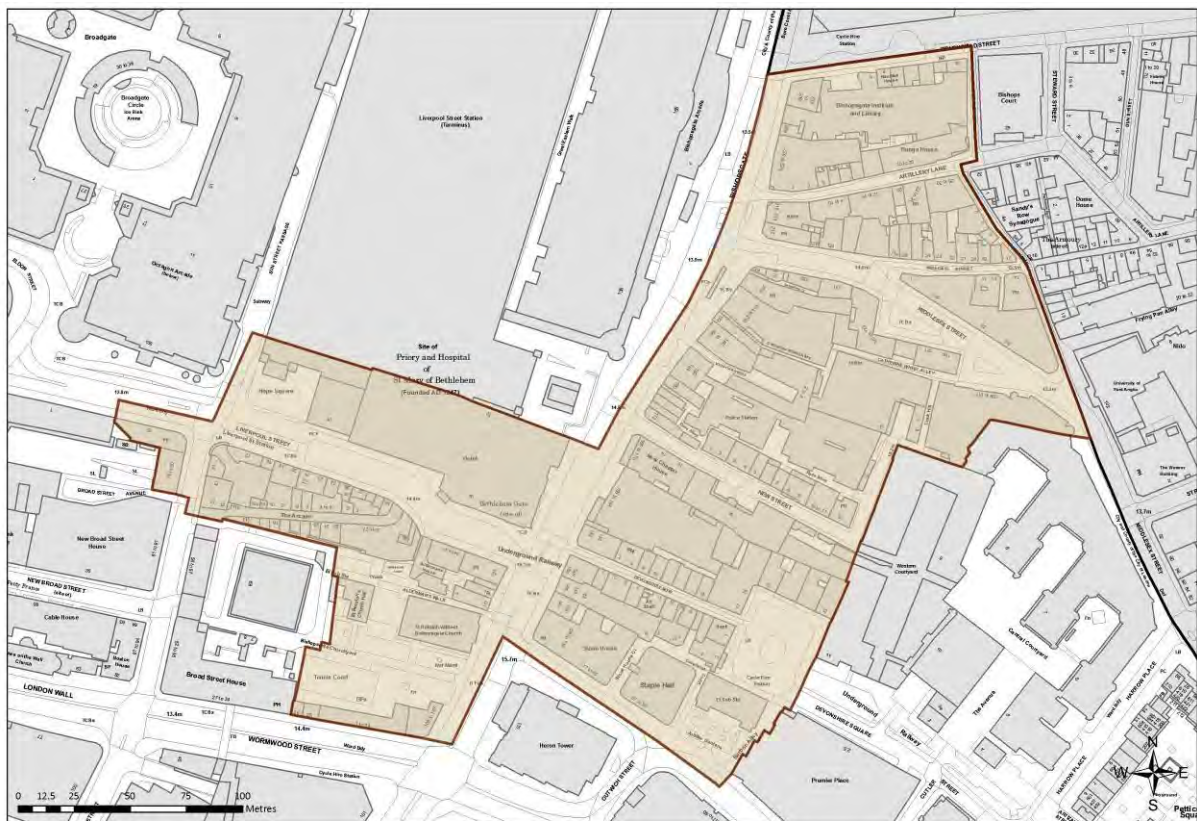
Character summary

1. Location and context

Bishopsgate Conservation Area (CA) lies to the northeast of the City of London (the 'City') and includes Liverpool Street, part of Bishopsgate, and extends east to the boundary between the City and the London Borough of Tower Hamlets.

Bishopsgate Conservation Area is in the wards of Bishopsgate and Broad Street. It covers an area of 6.03 hectares.

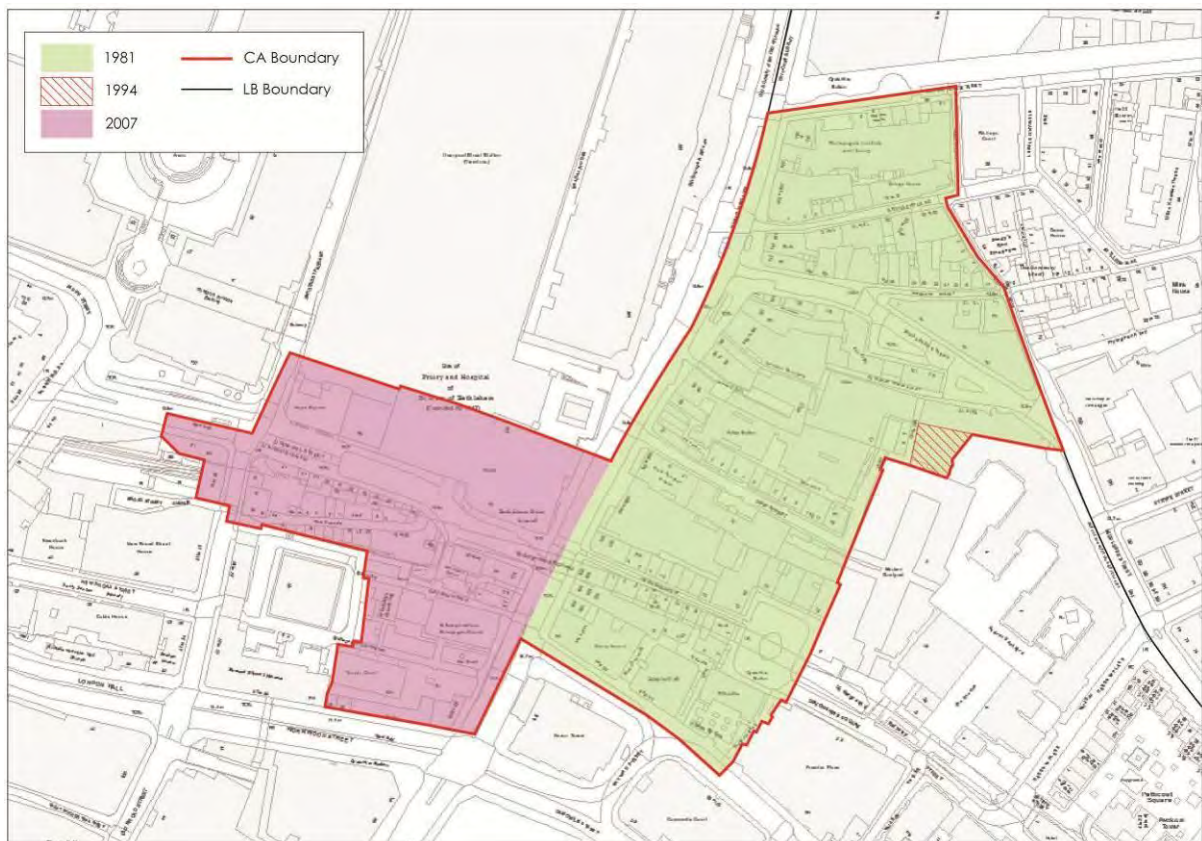
The area adjoins New Broad Street Conservation Area to the west, with Finsbury Circus Conservation Area a short distance away. Tower Hamlets' Artillery Passage Conservation Area adjoins to the east.



Conservation area boundary map

2. Designation history

- 10 December 1981 Middlesex Street CA designated, to include streets to the east of Bishopsgate.
- 21 July 1994 Minor extension to Middlesex Street CA to the east to conform to administrative boundary changes.
- 14 June 2007 Bishopsgate CA designated to incorporate Middlesex CA with Liverpool Street and adjoining streets to the north and south.



Designation history map

3. Summary of character

The characteristics which contribute to the special interest of Bishopsgate Conservation Area can be summarised as follows:

- The major route of Bishopsgate, with streets leading east and west along the route.
- An area consisting of predominantly Victorian and Edwardian buildings with small-scale commercial uses, alongside notable examples of the City's Georgian townscape.
- An area originally outside the City wall that has developed since the Great Fire of London (1666) on what was formerly a low-density suburb.
- A dense urban grain formed by the historic network of streets lanes and alleys either side of Bishopsgate, overlaid with key examples of Georgian town planning and Victorian railway infrastructure.
- An area distinct in the east of the City in terms of building scale and diversity of use, contrasting with the large-scale office buildings to the north, south and west.
- The northern half of Bishopsgate in the conservation area is framed on the west by the long expanse of Broadgate.

4. Historical development

Early history

Bishopsgate follows the approximate line of the Roman road, Ermine Street, running north out of the City from the Basilica Forum. The southern boundary of the conservation area follows the line of the Roman and medieval city wall which ran east-west to the south of Houndsditch and below the buildings fronting Wormwood Street. A gate in the wall at Bishopsgate formed one of the principal entrances to the City.

The original Roman gate was rebuilt in the 7th century by Eorconweold, Bishop of London; in 1431 by Hansa merchants; and finally by the City authorities in 1735. The gate was demolished in 1760 and its site is marked by a bronze bishop's mitre at first floor level of no. 105-107 Bishopsgate.

There is little archaeological evidence of Roman settlement in the area beyond the wall. The area outside the wall is within the Eastern Roman cemetery area.

By the 11th century, buildings are known to have been constructed outside the City's main gates and the City gradually expanded outside the line of the Roman and medieval walls. The area outside the walls is known as Bishopsgate Without.

The priory of the Blessed Virgin Mary Without Bishopsgate, sometimes known as the New Hospital Without Bishopsgate, and later usually called St. Mary Spital was founded on the east side of Bishopsgate in the late 12th century. Shortly before its dissolution, land was leased to an artillery company from 1537-80. The military use continued until 1658 when it moved to the present site in Finsbury and became the Honourable Artillery Company. These former uses are referenced in street names, including Widegate Street (the 'white gate' into the site), Artillery Lane and Artillery Passage.

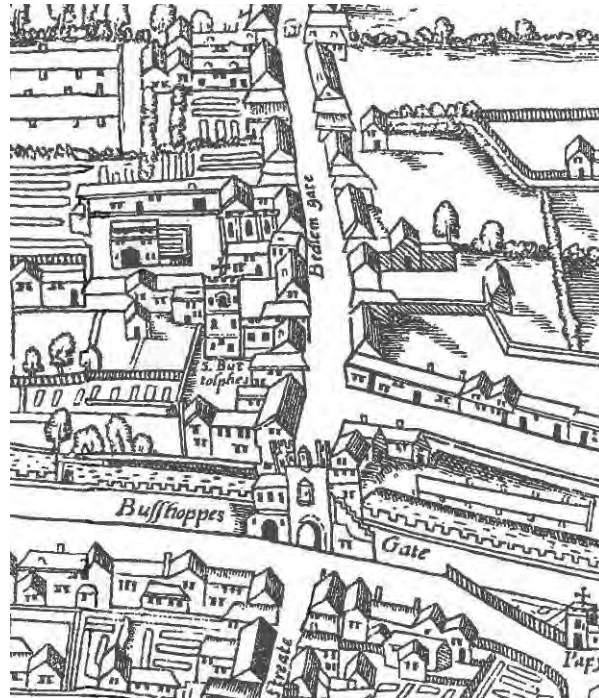
Another significant institution in the area, the Priory of St Mary of Bethlehem was founded in 1247 on the site now occupied by Liverpool Street Station. By the 14th century, it was involved in the treatment of the insane, making it one of the world's oldest hospitals specialising in mental illness. Bethlem Hospital, or 'Bedlam', as it became known, survived the dissolution of the Priory and was taken into the possession of the City of London, with joint administration by Bridewell Hospital.

In 1676, the hospital was moved to a new building by Thomas Hooke on nearby Moorfields, before moving to a site in Southwark in 1815 (now the Imperial War Museum), and its present site in Kent in 1930. Archaeological recording in the area has included the excavation of approximately 400 burials within the former Bethlem Churchyard.

There were many coaching inns on Bishopsgate and The White Hart Inn, was claimed to be the oldest, it has a date of 1480 displayed across its medieval façade in historic images. Although rebuilt in 1829 following the creation of Liverpool Street, White Hart Court partially survives and is a reminder of the Inn's galleried courtyard and the dense network of alleys which previously existed on the west side of Bishopsgate.

Sixteenth century

Stow's Survey of London, published in 1598, describes this area as part of the 'Suburbs Without the Walls'. It mentions the Dolphin Inn, just north of Houndsditch, Fisher's Folly, and '*...so up to the west end of Berwardes Lane continual building of small cottages then the hospital of St Mary Spittle*'.



The 'Agas' map c1562

Through the 16th century, wealthy citizens developed properties on land outside the City walls, acquired from St Mary Spital, Holywell Priory, Charterhouse or Holy Trinity Aldgate. The area became a popular suburb enjoyed by Elizabethans for recreation and entertainment within easy reach of the City's heart. When the

Venetian Ambassador lodged at Sir Paul Pindar's House in the early 17th century, he described Bishopsgate Without as '*...an airy and fashionable area...a little too much in the country*'.

The suburban character of the area began to be eroded in the late 16th century. A dense network of lanes and alleys developed as estates were divided, several examples of which still exist on the east side of Bishopsgate. Bishopsgate Street Without was paved in 1582 between the gate and the city bars, which were situated just beyond the walled area. More houses appeared on both sides of the street, resulting in a continuous building line that was only interrupted by Fisher's Folly built in 1567 and Paul Pindar's house, built in 1599.

Seventeenth and eighteenth centuries

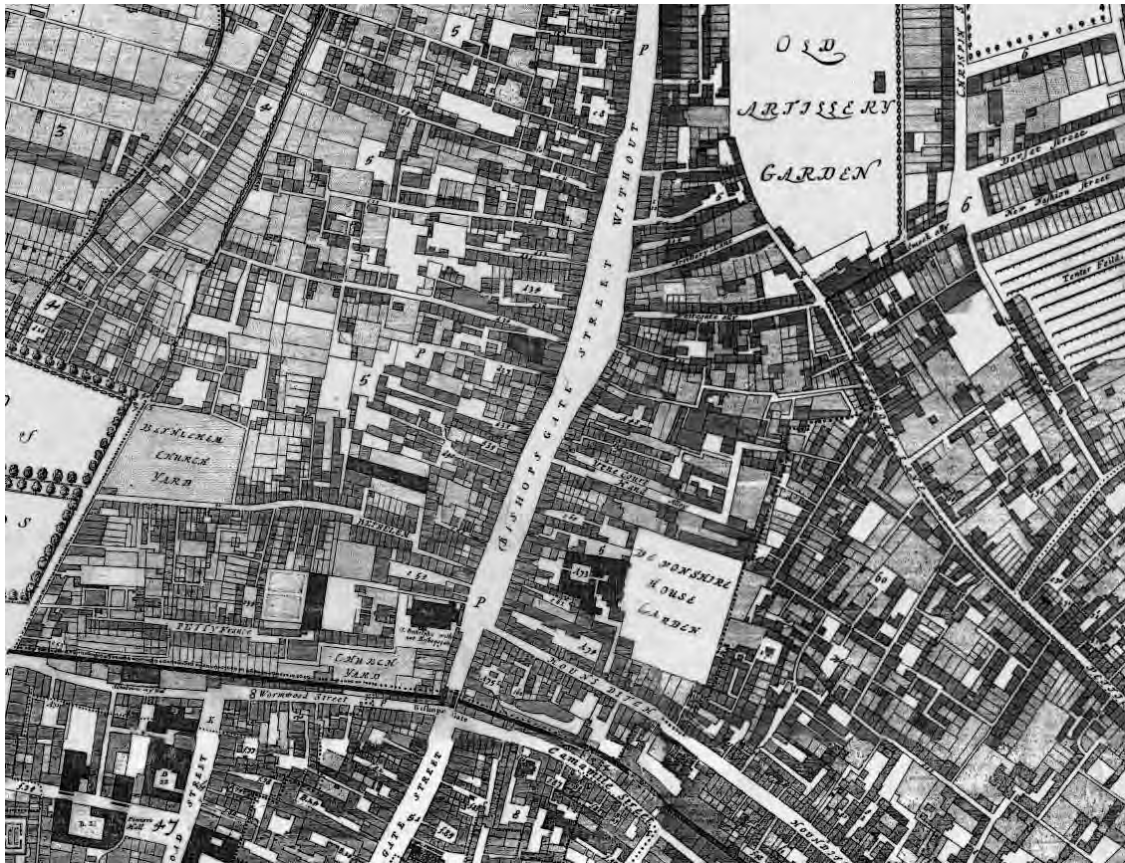
In the early 17th century, the area retained the character of a garden suburb, with the mansions of wealthy citizens on lands near the gate and Moorfields, and areas to the north and Shoreditch packed with artisans, traders, Huguenot refugees and immigrants from the country. Building ceased during the Civil War, between 1642 and 1660. In the following decades, wealthy Londoners began to drift west to fashionable new housing developments such as those in Soho, Covent Garden, Lincoln's Inn Fields and Queen Anne's Gate.

The Elizabethan mansion, Fisher's Folly, built for Jasper Fisher the warden of the Goldsmiths' Company, stood just to the west of what later became Devonshire Square. From 1620 to 1675 the building was in use as the Duke of Devonshire's town house, and from 1666 part was leased to the Quakers as a meeting house. In 1675 the house was abandoned and sold to Nicholas Barbon for development, with Devonshire Square and a new Quaker meeting house built on the former garden between 1678 and 1708. Devonshire Square is an early example of a formal square in this area. No buildings from this period are extant, although remains of a wall of Fisher's Folly survives, forming the lower part of the rear wall of 4-18 Devonshire Row.

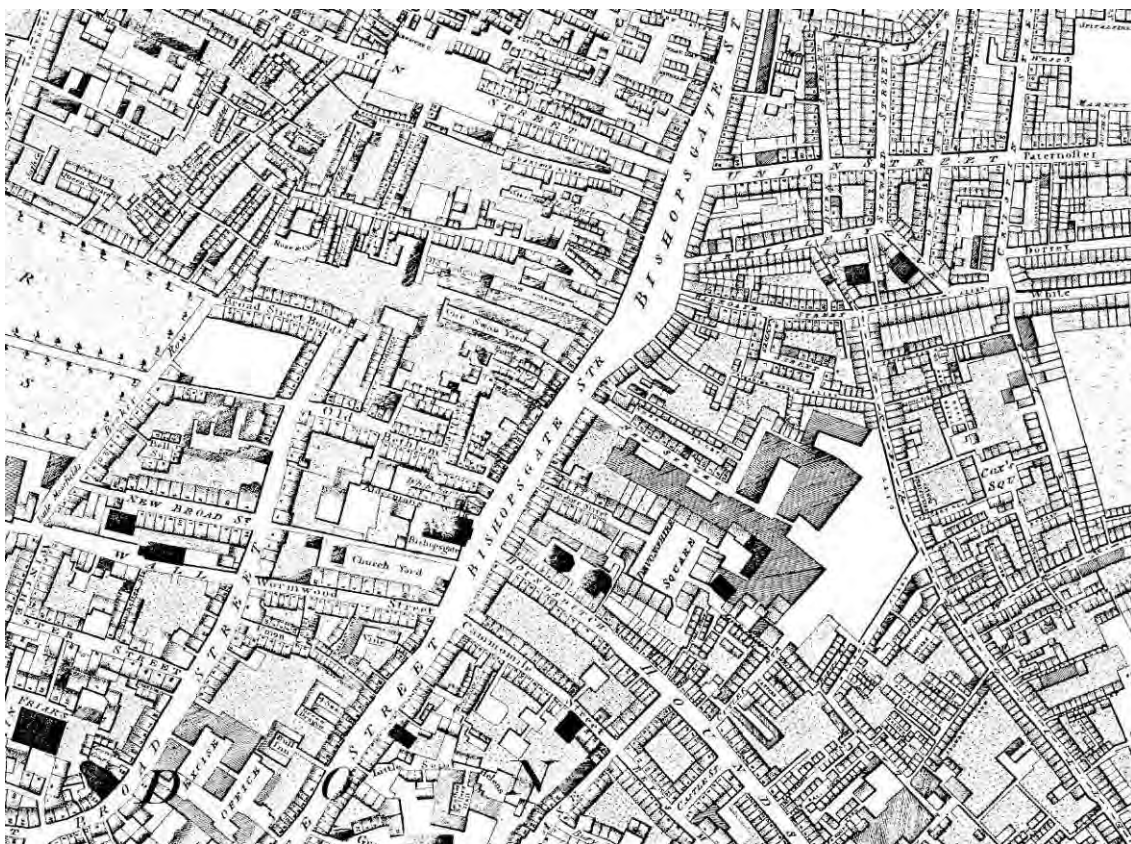
In 1698, the London Workhouse was formed on a site north of St Botolph's Church, south of Sir Paul Pindar's property (opposite Swedeland Alley), with a narrow façade to Bishopsgate and a long elevation to the side alley. The workhouse provided accommodation, food and employment to the area's poor until it closed, following an Act of Parliament in 1829. The site was demolished in the 1870s as part of the development of Liverpool Street Station.

The 18th century saw a significant expansion of both residential and commercial developments. New Street was formed when the L-shaped Hand Alley was realigned and renamed in 1782. Evidence of 17th century houses, gardens and cottage industries on the street were uncovered during excavations in 1978, and these commercial and industrial uses were to continue well into the 20th century with the dominating presence of Georgian and Victorian warehouses.

A number of 18th and early 19th century buildings survive in the conservation area. In Widegate Street, 24 and 25 are town houses dating from c.1720. On the south side of Brushfield Street, the terrace contains an example of a four storey town house dating from c.1785. 5-7 New Street are another group of fine Georgian houses, as are 12 and 13 Devonshire Square.



Ogilby and Morgan 1676-79



Richard Horwood 1792-99

The group of late 18th century warehouses on New Street are the first buildings of what became known as the Cutler Street Warehouses, built for the East India Company. The Old Bengal Warehouse in New Street was built in 1769-70. The buildings on the eastern side of Devonshire Square were built in 1820. The warehouses were used by the Port of London Authority from 1909 before being partially redeveloped and converted to offices in the 1970s.

The Church of St Botolph Without Bishopsgate was first mentioned in the late 12th century, but it is almost certainly a late Saxon foundation. It was rebuilt in 1725 to a neoclassical design by James Gould, father-in-law of George Dance the Elder. It rises to a tall spire and forms a notable landmark on the street. When built, it comprised a new church of substantial size, with ample facilities to serve the ever-expanding community. To the west of the church, the Church Hall was built in 1861 as an Infants School.

Nineteenth century

The 19th century saw the decline of the area as a fashionable residential district with increased commercial activity. Existing buildings were modified, as can be seen in the number of 19th century shopfronts that were inserted into much earlier buildings and in the purpose-built workshops and warehouses that were created.

The character of Bishopsgate was that of a busy high street with a mixture of shops, trades, coffee houses and inns, such as Dirty Dick's Public House at 202-204 (established 1745). The White Hart Inn occupied a key location on the corner of Old Bethlem Lane and Bishopsgate, near the entrance to the City and the site of the Bishop's Gate, and had long served as a key pick-up/drop-off point for coach traffic to the north. When Liverpool Street was formed in 1829, named after former Prime Minister Lord Liverpool, the galleried medieval inn was replaced by the simple Regency inspired building that exists today. The area was characterised by contrasts between flourishing main thoroughfares, and slum-like conditions in the numerous overcrowded side streets.

The social mix in the area gave rise to institutions such as the Workhouse of 1805 on Bishopsgate, as well as several churches and schools. A few decades later, when the proposed location of two railway termini in the area forced the issue of slum clearance, The Times wrote that the district north of Liverpool Street was '*...one of the most poverty-stricken, dirty and unhealthy clusters of thickly populated houses in this eastern part of London*'. The dwellings that were cleared in the 1860s and 1870s to make way for the stations accounted for a drop in the area's population from 12,000 in 1838 to 5,000 in 1880.

The most significant change to the area in terms of form and scale was the building of railway termini at Liverpool Street and Broad Street on the western side of Bishopsgate. The terminus of the Great Eastern Railway was moved south from the northern end of Bishopsgate to its current site.

The Great Eastern Railway (GNER) planned a terminus in the City following an Act of Parliament in 1861. Financial limitations delayed progress until after 1867 when construction of Liverpool Street Station began and it opened in 1874. Ten acres of property were cleared and up to fifteen medieval lanes including Angel Alley, Bull Court, Britannia Place and Flying Horse Yard. The station was built 17ft below ground

level, with the approach tracks running beneath roads and the old Bishopsgate Station. The *Building News* of August 1875 included a detailed account of '*...this latest attempt to make railway stations architectural...Though we might have mistaken it, but for its approaches and surroundings, for a college or an asylum. It is, at any rate, a station designed in the last approved medieval fashion.*'

The popularity of the station with commuters meant that it was deemed necessary to construct a substantial extension to the east, approved by an Act of Parliament in 1887. This necessitated the demolition of the Armourers' and Braziers' Company Almshouses and Sir Paul Pindar's house. A large part of the front elevation of the latter, featuring two storeys of multi-paned, elaborately decorated, bay windows, was saved by antiquarians and is displayed in the Victoria and Albert Museum. As recompense for the loss of the house, Skinner Street was renamed Pindar Street.

In common with the majority of Victorian stations, a hotel was built at Liverpool Street. The Great Eastern Hotel was built to the designs of Dobbin, Charles Barry and C E Barry in 1880-84, and extended along Bishopsgate by Edis in 1899-1901. The building's external grandeur, with Flemish gables that echo the 16th century Bishopsgate buildings the station had displaced, is matched by its interior which includes a glass-domed restaurant and two Masonic temples. The gables reflect the building styles of eastern England served by the Great Eastern Railway, in turn reflecting connections to northern Europe.

The proximity of the associated goods depot reinforced the area's commercial importance. Large-scale renewal in the area began in the 1870s after the arrival of the railway, with warehouses and commercial buildings surrounding Liverpool Street Station and extending towards the east and north. Late 19th century buildings, many of which were on a grand scale, largely respected the pre-existing pattern of courts and alleys which remained on the east side of Bishopsgate. Catherine Wheel Alley, Rose Alley and Swedeland Alley are examples of those which were incorporated into new development and still survive to this day.

The Bishopsgate Institute was built with the intention of consolidating the parochial charities of St Botolph's Church: the Charity Commissioners' scheme received royal approval in 1891. It includes a public hall, library, and a collection of prints and drawings.

Twentieth and twenty-first centuries

Liverpool Street Station was altered and extended between 1985-91. Buildings to Bishopsgate were demolished and a new range built to match the Victorian train shed, while two new entrances with flanking towers were created facing Liverpool Street and Bishopsgate. Refurbishment work internally included the reinstatement of detailing to the Station's columns, and the introduction of a galleried parade of shops at first floor level.

Alongside these major infrastructure projects, there has been ongoing alteration and refurbishment of many, more modest, buildings such as townhouses and warehouses in the area to the east of Bishopsgate. Examples are Shield House, 16 New Street which was altered for residential and retail use, and 5 – 7 New Street which were converted back to residential use. There has been limited recent infill development

in the conservation area, which has largely been sympathetically designed to recognise and enhance its special character.

The extension of the conservation area in 2007 includes the important grouping of 19th century buildings near St Botolph's Church and along Liverpool Street, including part of the Station and former Great Eastern Hotel.

The former Fire Brigade Station and Police Station on Bishopsgate are major public buildings: their larger scale and individual character make strong statements to convey their prominent and important civic functions.

5. Spatial analysis

Layout and plan form

Bishopsgate is a major thoroughfare, with slight variations in width, which runs approximately northeast/southwest, through the conservation area.

There is a great contrast between the layout and plan form of Bishopsgate Conservation Area on each side of Bishopsgate, which contributes strongly to the distinctive character of the area. To the east, the historic streets, lanes and alleys which run predominantly east-west, form a dense and intricate streetscape and provide numerous routes through the area.

The eastern side of Bishopsgate, north of Houndsditch and south of Brushfield Street, strongly reflects the historic layout and evolution of the area in the 18th and 19th centuries. Earlier thoroughfares such as Catherine Wheel Alley and Artillery Lane exist alongside later insertions such as Devonshire Row and Devonshire Square, Victoria Avenue, and the northwest section of Middlesex Street. The layout of the area today is easily discernible in historic maps from the end of the 17th century onwards. Devonshire Square stands out as a notable example of formal 18th century town planning in the City. Despite later interventions such as the substantial East India Company warehouses, the layout remains a distinctive element in the townscape.

West of Bishopsgate, a series of developments from the early 19th century onwards has resulted in a dramatically different layout. With the formation of Liverpool Street in 1829, the development of the Metropolitan Railway and Liverpool Street Station later in the century, the pre-existing pattern of narrow lanes and alleys was almost entirely swept away. White Hart Court, Alderman's Walk, St Botolph's Church and Churchyard survive as reminders of the west side's former intricacy. The vast combined footprint of Liverpool Street Station and the Great Eastern Hotel replaced a substantial number of small side streets leading to Bishopsgate.

St Botolph's Churchyard forms a unique and distinctive area within the conservation area. It is roughly square shaped in plan, with the Church to the north and is bisected by a pedestrian footpath that joins Bishopsgate to Old Broad Street.

Building plots

The size and arrangement of plots reflect their historic origins. Although buildings fronting principal streets predominantly have substantial nineteenth century commercial frontages, historic maps demonstrate that many have been formed by

combining earlier narrower plots. During the 19th and early 20th centuries, the amalgamation of building plots resulted in the loss of some smaller lanes and alleys.

Building plots form a continuous street frontage, interrupted by the intersection of a street or alley, or at ground floor level by the slight projection of an entranceway or the recesses of a colonnade or arcade. Above ground level the building line follows the alignment of each street and junction.

Building heights

There is significant consistency in the height of buildings within different sections of the conservation area. This assists in defining the area in relation to the large scale office developments at its perimeter.

To the east side of Bishopsgate, between Brushfield Street and Houndsditch, there is strong consistency in the height of buildings. The predominant height of four to five storeys is established by the 19th century public houses, warehouses and other commercial buildings, while later infill generally respects their scale.

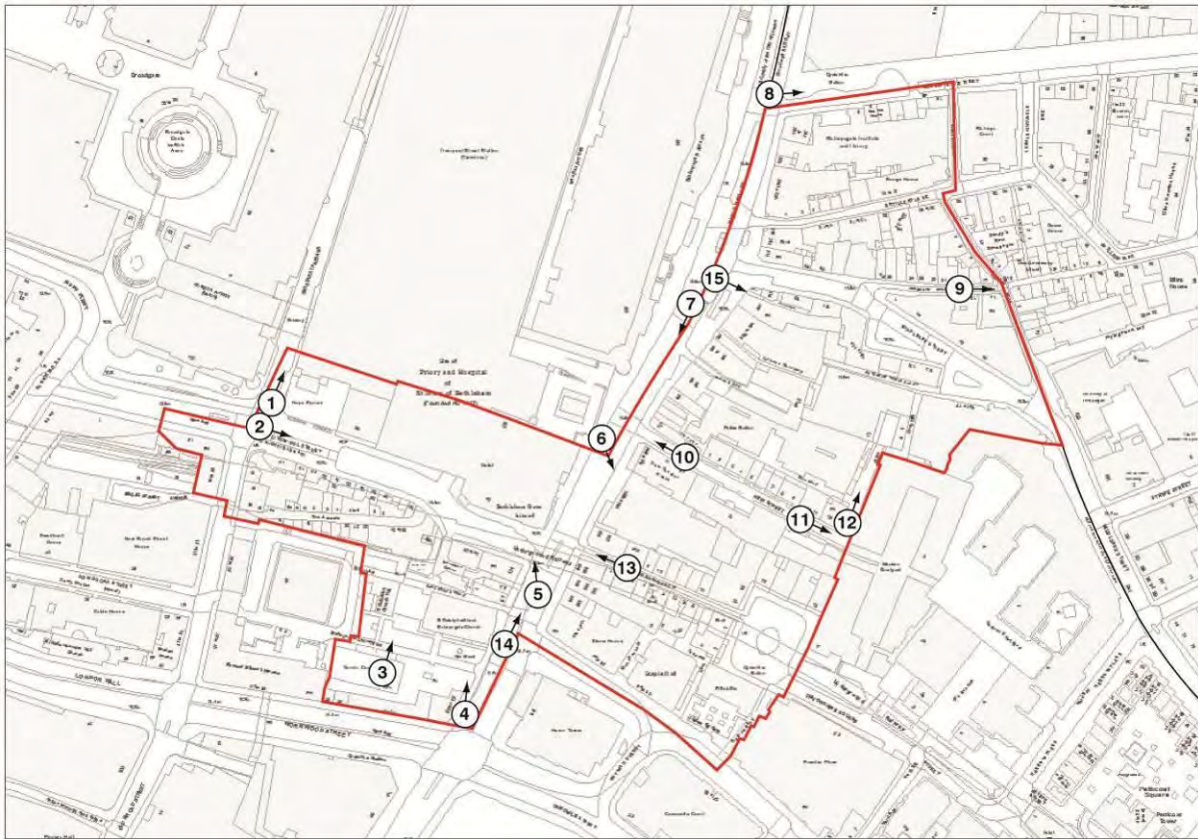
There is a strong hierarchy applied to different storeys of historic buildings, with each floor above the ground floor diminishing in height towards the roof. There is frequently additional accommodation in an attic behind gabled dormers. Architectural embellishment, such as pilasters or string courses and variation in materials, adds interest to building façades.

The predominantly domestic scale of buildings east of Bishopsgate is contiguous with streets and buildings, of similar age and date, to the east in Tower Hamlets.

Views and vistas

Distant and local views make a strong contribution to the character of the conservation area. The scale and age of buildings, its intricate historic street pattern, and its location in relation to other parts of the City and Tower Hamlets, results in a greatly diverse range of views. Views along broad thoroughfares and narrow alleyways to numerous historic and modern landmark buildings contribute greatly to the area's rich character.

The following illustrates the range of distant and local views which exist in Bishopsgate Conservation Area. This list is not comprehensive, and the area provides further opportunities to capture long, short and kinetic views. Distant views are listed in **bold**.



Local and distant views

1. View north from Liverpool Street along Sun Street Passage and the west elevation of Liverpool Street Station train shed
2. View east from the junction of Liverpool Street and Old Broad Street to the southern elevation of the former Great Eastern Hotel
3. View north from Bishopsgate Churchyard to St Botolph's Church Hall and the south/west elevations of St Botolph's Church
4. View north from the junction of Bishopsgate and Wormwood Street/Houndsditch to St Botolph's Church and former White Hart Inn
5. View north from Bishopsgate to the southeast corner of the former Great Eastern Hotel
6. View southeast from the eastern entrance of Liverpool Street Station to the west elevation of the former fire station, 164 Bishopsgate
- 7. View south from Bishopsgate towards the eastern cluster of office buildings and the south of the City**
- 8. View east along Brushfield Street to the Church of Christ Church Spitalfields**
9. View east along Widegate Street to Artillery Passage
10. View west from New Street to the east entrance of Liverpool Street Station
11. View east from New Street into the courtyard of the former East India Company warehouses
12. View north from New Street to the gateway of 21 (with ram statue)
13. View west from Devonshire Row to the east elevation of the former Great Eastern Hotel
14. View north from southern end of Bishopsgate
15. View within Swedeland Court, off Bishopsgate

6. Character analysis

Bishopsgate



East side of Bishopsgate looking south



former Great Eastern Hotel

Bishopsgate is part of a major north/south route, connecting London Bridge to the north of the City and beyond. Before the addition of new north-south routes of Princes Street and Moorgate in the 19th century, the street was the principal route and carried a significant volume of traffic. It remains a busy thoroughfare, and is wider than other roads in the conservation area. Today, this part of Bishopsgate is part of the hub, together with Liverpool Street, for access to important transport links – rail, underground, coaches, buses and taxis. Consequently, it has heavy pedestrian and vehicular use.

The boundaries of the conservation area are defined by taller buildings on the north, west and south sides, including the eastern section of Broadgate. There are views south to the towers and skyline views of the Eastern Cluster.

Forming a small group with St Botolph's Church, 117 and 119-121 are the earliest buildings on the west side of the street in the conservation area. The White Hart Inn, 119-121, was rebuilt in 1829 to replace its 16th century predecessor, in a simple neoclassical regency style with a stuccoed exterior and an entrance to the remaining section of White Hart Court. Although very different in style, the group is linked by the use of pale coloured materials: stone for the church and cream-painted stucco for the row of adjacent buildings. These buildings contrast strongly with the use of red brick at the former Great Eastern Hotel across the junction with Liverpool Street, where the built character and scale changes significantly, too. Planning permission has been granted for a development at 117-119 Bishopsgate which would retain the facades to Bishopsgate and the entrance to White Hart Court, incorporated into a new development.



Former Fire Brigade Station



Dirty Dick's Public House

On the east side of Bishopsgate, the conservation area is defined by a series of predominantly Victorian buildings, punctuated by a series of historic east-west streets and alleys. Buildings are largely commercial in character, with public houses, banks and shops alongside converted warehouses originally constructed in convenient proximity to Liverpool Street Station. The mix of different frontage widths, heights of buildings, materials used, varying designs and usages of buildings contributes to a visually rich and strong historic character, with a variety of architectural detailing and sculptural ornament.

On the southern edge of the conservation area, planning permission has been granted for a development of a tower with a public plaza on the corner of Bishopsgate and Houndsditch. It would relate more in scale to the buildings to the south and was designed to complement the Heron Tower. The development would retain the front sections of 1-17 Devonshire Row, 1879, and part of the facade of 142-146 Bishopsgate, Devonshire Chambers, built 1878-79. 1-17 Devonshire Row are a terrace of brick warehouses with shallow three and five light windows. The retained facade of 142-146 Bishopsgate is in painted stone with restrained classical detailing, with a central bow window and columns. 1 Stone House Court, by Sir Albert Richardson 1928, is a segmental bay shop front with faience cladding on the upper floors. It has been dismantled for reconstruction on the site, facing a new pedestrian route linking Devonshire Row to the new public plaza. The new plaza would introduce greening to this area and is appropriate in the context of the building.

152-154 is a grand, ornate commercial building of red brick with Dutch gables that reflect the design of the former Great Eastern Hotel opposite. 158 is a contemporary interpretation of key characteristics of 152-154 and 164 and uses the same materials of red brick with a tall shop storey in stone and uses stone dressings to windows. It is complementary in design and is of a similar height, and features a tall gable as the crowning roofline focus, emulating the Flemish-inspired gables of its neighbours.

164 is the former Fire Brigade Station, with a richly articulated frontage, bearing the text 'FIRE BRIGADE STATION' and the date AD 1885, incorporated into the cornice. The building is of high quality and is an expression of Victorian civic pride. The ground floor features wide arched openings, relating to its former use to house fire engines. The lower two storeys are of stone, with two storeys of brick with stone frames above, and a tall, double storey attic with gables and cut brick elaborate detailing,

together with prominent chimney stacks, creating a lively skyline. In the late 1990s the building was altered and the ground floor now has a retail use, providing a lively, active, frontage.

166-170, New Chapter House is Postmodern in style, with unconventional proportions and bold unconvincing details to the front elevation. The building has sympathetic materials and is of a scale consistent with neighbouring building heights. It has a quieter treatment to New Street that appropriately reflects the hierarchy of the streets.

North of New Street is a series of buildings occupying narrow plots which reflect the historical development of Bishopsgate. 172 is a stock brick late 19th century building, with a long return to New Street. It has ornate Italianate features with stucco window surrounds. 173 is red brick with bay windows, while 176 is a building that fails to harmonise with its context due to its painted treatment. It is faced in black painted render with obscured windows, in a horizontal configuration. A local curiosity, 178 has a ceramic panel commemorating 'Sir Robert Peel 1788-1850' with an image and lettering. The building is Art Déco in style, which contributes to the richly varied street scene, but the uPVC windows detract from its appearance. 180 has an original first floor display window to its late 19th century stock brick façade, with a strong verticality and one original corbel surviving to the rebuilt second floor.

Standing out among the predominantly 19th century brick commercial buildings, Bishopsgate Police Station occupies a large site extending east to New Street. The building has a robust Portland stone ashlar façade with a granite base to the principal elevation, contrasting in materials and design from its neighbours. The scale and proportions of the front elevation are consistent with neighbouring buildings, with additional stories discreetly set back above third floor level. To the rear, the building extends to fill a large site bounded by Rose Alley, New Street and Victoria Avenue, with higher utilitarian wings around a series of lightwells.

Dating from 1957, 186-190 is of an appropriate scale to its context, with a tall, narrow, elevation clad in an early example of curtain walling, above a sympathetic recent shopfront, with an attractive, well-proportioned fascia. However, the dark brown glazing and grid arrangement of the façade fail to relate to its context and the character of the conservation area. Similar in scale and proportions, yet entirely contrasting in appearance, 192 is an altered early 18th century red brick building of two bays with multi-pane timber sash windows, emphasised by brick aprons, and a later top storey with cornice.



Bishopsgate Police Station



Woodin's Shades Public House

One of the area's finest Victorian warehouses, 196 was built in 1887 for a stationer's company and has large window openings divided by columns and pilasters below an attractive pedimented upper storey, with small round-headed windows. 202, Dirty Dick's Public House, has an attractively eclectic late 19th century warehouse façade with tall gothic arches, foliate capitals, a two storey timber pub frontage, and a semi-circular relief showing the old Bishop's Gate. The building has a pronounced doorway bottom right with a sign for 'Abbotts Chambers', dated 1870, while its overall appearance is diminished by the truncation of the roof gable in the late 20th century.

Acting as a bookend with 208 Middlesex Street and Dirty Dick's, the Woodin's Shades Public House dates to 1893, when Middlesex Street was extended into Bishopsgate. The red brick building curves around the junction and has florid neoclassical features focused on the Bishopsgate elevation, with simpler detailing to the five bays on Middlesex Street. 210 has its main elevation to Middlesex Street, and comprises a red brick Queen Anne style building with a varied roofline including a series of pediments to the curved corner, and an entrance to Swedeland Court.



Bishopsgate east side



Devonshire Chambers



Bishopsgate Institute

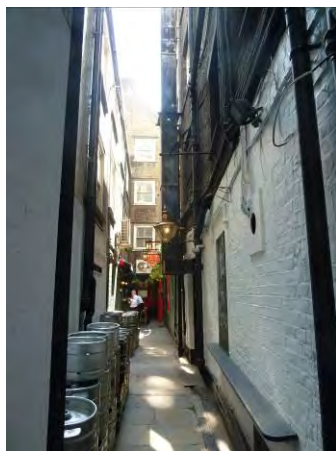
214-216 is a former bank dated 1906 by the architect Campbell Jones, and is a quietly restrained building in red brick with full height pilasters. 220-226 is a late 20th century development which successfully fits into the character of the street in terms of height, proportions and materials. It has Portland stone pilasters that continue the rhythm of the street and break the building into separate elements.

232-238 is an Edwardian bank building with restrained detailing to its Portland stone façade, that sits comfortably against the elaborate Grade II* listed Bishopsgate Institute frontage. The Bishopsgate Institute opened in 1895, with facilities that included a public library and lecture hall. Built to the design by Harrison Townsend, it forms one of the area's most distinctive buildings. It has Romanesque brick and terracotta elevations to Bishopsgate, Brushfield Street and Fort Street, with an elaborately articulated main entrance façade on Bishopsgate. The upper part of the Bishopsgate façade is framed by two polygonal towers, with a steep mansard roof behind, creating a prominent and distinctive roofline. On the north side of the Institute on Brushfield Street, the building has been extended with a glazed infill on a former courtyard.

The strong character of architectural variation on Bishopsgate is tempered by a largely consistent building line. The built form is dense on both sides, unrelieved by any green or major open space, with the exception of Bishopsgate Churchyard and the proposed open space on the corner of Houndsditch.

Bishopsgate is notable for the location of several prestigious, civic buildings – the former Fire Brigade Station, Police Station and the Bishopsgate Institute. The varied and decorative treatment of many roofscapes along Bishopsgate, with mansards, dormers, prominent chimney stacks and sculptural ornament, makes for an attractive and lively skyline. The mixture of materials (stone, red brick painted render and metal – including colour), the variety of fenestration styles, together with inventive modelling of wall treatments, all give Bishopsgate a particularly vibrant character.

Bishopsgate courts and alleys



View within Swedeland Court



Catherine Wheel Alley

To the east of Bishopsgate a number of historic alleys and courts run east towards Middlesex Street and the City boundary, providing additional connections to the wider area. Surviving alleys of different periods reflect the historic form of the area to both sides of Bishopsgate, which prior to the development of the railway stations was similarly punctuated by side streets.

Catherine Wheel Alley, formerly the site of a medieval coaching inn of the same name, is formed of two sections. An extremely narrow section is accessed through a Victorian warehouse on Bishopsgate, before forming a dogleg and then a slightly wider section that connects to Middlesex Street. The alley could be enhanced with uses and active façades, to enhance its amenity value and improve its contribution to the network of alleys and connectivity in the area.

Victoria Avenue widens as it enters a courtyard of long, rectangular, form. Although no longer a thoroughfare, it provides access to buildings including the Police Station. It could benefit from provision of active frontages.

Swedeland Court is another very narrow passage accessed to the north of Dirty Dick's Public House. Although relatively inconspicuous from the street, it encloses small-scale restaurant and bar uses which give it a vibrant character, in contrast with

other alleys in the area. The active character of Swedeland Court provides a good example for other alleys to follow.

Alderman's Walk and White Hart Court lead west from Bishopsgate, on the north side of St. Botolph's Church and beneath the White Hart Inn respectively, the only surviving medieval courts on this side of the street. The western section of White Hart Court, including the courtyard itself, was lost during construction of the underground line. Planning permission has been granted for a development that would involve the eastern section of White Hart Court being stopped up.

166-170, New Chapter House incorporates the entrance to a subway under Bishopsgate which emerges in Liverpool Street Station. The subway contributes to the permeability of the immediate area, by helping to facilitate pedestrian access to and from the Station.

The presence of a number of alleys and lanes is an essential characteristic and contributes an extra layer of variety in the conservation area. Their historic character and small scale create intimate places. They provide practical means of pedestrian navigation into and through densely built up areas. These narrow passageways provide significant interest and enhance the special character of the conservation area. However, the character of some alleyways could be enhanced by creating more active uses, to improve the connectivity and vibrancy of the conservation area, and appearance improved by avoiding visible plant installations.

St Botolph's Without Bishopsgate Church and Churchyard



St Botolph's Church



St Botolph's Church

The Grade II* listed St Botolph's Church is a prominent neoclassical building, rectangular in plan, of red brick with prominent stone dressings, set on a tall stone plinth, with two levels of windows. The façade to Bishopsgate has a neoclassical centrepiece, with a substantial, tall, stone tower and steeple. As such, it has a prominent position on Bishopsgate and adds significantly to the quality of the conservation area.

St Botolph's Church is a dominant presence on Bishopsgate, because of its east elevation and tall steeple. As the only church in the conservation area, the Church makes a notable reference to its historic religious and parochial functions.

St Botolph's Church Hall, to the west of the Church, was built as an infants' school in 1861. Compact in size, of rectangular plan, it has strong neoclassical detailing. It is

of red brick with Tuscan order stone columns that frame the entrance, with tall sash windows on the long sides. The prominent corner quoins and framing of the lunette above the entrance door echo the neoclassical treatment of the Church. Flanking the entrance door are two Coade stone statues of a charity boy and girl in niches. Although it is a small building, it seems grander than its size, in part due to the bold detailing, together with its full width pediment with an oculus on the entrance front.

The large open space to the south, with lawns, shrubs and trees, is the former churchyard, made into a garden in 1863. A paved pedestrian path runs across it, linking Bishopsgate and Old Broad Street. It passes under wrought iron lanterns of the overthrow type. At the Bishopsgate end of the path, the entrance is framed by tall stone piers which contain small drinking fountains, with pink granite bowls.

The Church and Church Hall form a complementary group and the sense of enclosure adds to its character. The churchyard has been largely cleared of monuments, but several remain which are of interest. It has two nineteenth century drinking fountains and three overthrows with lanterns. Access throughout the Churchyard has been improved by the addition of sloping ramps, for access to the upper level, the Church and Church Hall. The Churchyard is a tranquil green oasis, offering a valuable resource for rest and quiet, which contrasts with the noise of Bishopsgate, with its heavy pedestrian and vehicular use. There is a tennis and netball court to the southwest of the Churchyard. The permeability of the site, with its routes crossing west-east and north-south, make it a popular cut through for pedestrians.

Liverpool Street/Old Broad Street



Liverpool Street (south side)



Former Great Eastern Hotel

Liverpool Street was formed by widening Old Bethlem Lane, in 1825-29. Both north and south sides of the street are dominated by buildings which were constructed for uses associated with the railway (hotel, shops and public houses) and station buildings.

Liverpool Street Station (opened 1874) is one of London's great Victorian stations, and is a dominating presence in Liverpool Street and Bishopsgate. The station, its 1990s additions, its Gothic style office wing on Liverpool Street and the former Great Eastern Hotel (1880-84) collectively form a notable Victorian townscape group. The Hotel dominates the corner, in terms of its size and elaborate decorative treatment. It is of five storeys and attic, built of red brick with stone and terracotta dressings. Its façades are very busy, with projecting bays, and has tall gables and dormers which

create a complex and intricate roofscape. The heavily articulated and florid façades are emblematic of the original desire to create a high status Victorian building.



View towards Hope Square



76-80 Old Broad Street

Marking the western edge of the conservation area, 15 (the Railway Tavern) is a substantial Victorian public house, designed by architect G Low in 1877. The Railway Tavern wraps around the corner, with boldly articulated façades making a strong statement. Good quality details include a large projecting decorative iron bracket bearing the sign 'The Railway Tavern' and glass lamps on iron brackets. These are important surviving original features.

76-80 Old Broad Street was built c. 1860 and continues the neoclassical character and roofline of the prominent Railway Tavern public house.

17-33 Liverpool Street and 70-74 Old Broad Street comprise the former Metropolitan Railway Station, designed in 1876 by its engineer, Edward Wilson. The building, which is of stock brick, is relatively low-rise in relation to the area, but forms part of an important Victorian grouping on Liverpool Street and Old Broad Street. It has a prominent and attractive French-style mansard roof, neoclassical stucco detailing, and an interesting window arrangement with alternating segmental and triangular pediments.

The two long terraces, 17–27 and 28–33, on the southern side of Liverpool Street are somewhat run down and include much altered shopfronts, which would be improved by general restoration and reinstatement of missing original motifs. Reinstatement of the original shopfront design (of which parts do survive) with standard fasciae and position of signage would enhance the amenity value of this frontage.



Old Broad Street



Metropolitan Arcade

Built over the open cut Metropolitan Underground line, the Metropolitan Arcade is an important example of its type and is largely intact. It is a single storey arcade, by Fred Sherrin, dated 1911-12 and was sympathetically reconstructed in 1994-95. It has two imposing entrances, on Liverpool Street and Old Broad Street and is a key pedestrian link to both streets as well as entrance to the underground. The entrance on Old Broad Street has a neoclassical treatment, with painted stucco columns supporting an architrave with a deep fascia containing the inscription 'THE ARCADE'. The corner is open, with views into a terrace of small shops on either side. These shopfronts have painted timber frames, with stallrisers in grey granite and are divided by pilasters. There is a metal framed pitched roof with extensive glazing that permits natural light into the 'indoor street'. Altogether it is a very pleasing ensemble, notable for its character and surviving historic fabric and its wider group value tied to the other railway linked buildings, such as the Railway Tavern nearby. The retail use is varied, creating a lively and animated atmosphere.

The rear wall of The Metropolitan Arcade that forms part of the boundary of the conservation area has different wall treatments, reflecting previous buildings on the site.

Planning permission has been granted to redevelop a site on the corner of Liverpool Street and Bishopsgate. This would include the demolition of Alderman's House at 34-37 Liverpool Street, which is a 1970s red brick building, and is considered to have a harmful effect on the character of the conservation area. The facades of 117 and 119-121 Bishopsgate would be retained and refurbished. A new taller building would fill the site behind the retained facades and create new frontages in Liverpool Street.

Liverpool Street is a major collecting and delivery point for taxis. As part of the Liverpool Street Strategy, the taxis would be relocated to improve pedestrian movement, safety and the amenity of the area.

At the northwest corner of the conservation area, Hope Square is a raised area framed to the front by tall stone columnar gate piers, with elaborately detailed iron gates. To the rear of the space, tall brick towers with a glazed canopy mark the entrance to the Station. Hope Square is a busy area, used by large numbers of

people, passing through the Station and the retail areas. Sun Street Passage, to the west of Liverpool Street Station, offers a fine view of the richly arcaded side elevation of the train sheds, outside the conservation area.

Wormwood Street



Wormwood Street

Wormwood Street defines part of the southern boundary of the conservation area and forms a continuation of London Wall. There are remnants of an earlier, late 19th century, townscape and modern buildings have been designed to complement the earlier scale and layout.

21 (and 105-107 Bishopsgate) is a 1990s building faced in brick and render, with metal spandrel panels. It is formed of two elements, with the taller section to Bishopsgate and the smaller part stepping down onto Wormwood Street where it corresponds to the scale of the adjoining buildings. Of a similar date, 22-24 Wormwood Street is a symmetrical building of brick with metal clad details and pavilion sections. Its façade is divided into separate sections to give the impression of several smaller buildings, which succeeds in providing rhythm on the street and harmonises with earlier neighbouring buildings. The shop fronts are largely traditional in design, including side pilasters or piers supporting a fascia and a stall riser at the base of the shop front.

25 is a late 19th century commercial building, with a richly ornate sandstone façade that makes a valuable addition to the townscape. It has a central projecting oriel window with carved reliefs to the first and second storeys, as well as a range of additional surface detail, including elaborate double corbels to the shopfront and Grecian details to the attic storey. Another earlier survival on Wormwood Street, 26, is a stock brick building dating to the early 1800s with timber sash windows and a simple cornice to its narrow façade.

Houndsditch



Houndsditch marks part of the southern boundary of the conservation area. The street frontage contains Jubilee Gardens, a green open space with seating in front of the substation. Planning permission has been granted for the development of a tower and public plaza on the corner of Houndsditch and Bishopsgate.

Devonshire Row



View towards Devonshire Square



Corner of Devonshire Row and Bishopsgate



North side of Devonshire Row

Developed in conjunction with Devonshire Square, Devonshire Row has a formal linear layout, with predominantly 19th century warehouses to both sides, designed with architectural features and detailing that create a rhythm along the street. It was rebuilt in the 1870s when the Metropolitan railway was constructed, using the cut and cover method. The buildings have a variety of uses with a resulting mixture of projecting signs and canopies. The proliferation of A boards on the public footway in front of some shops has created a cluttered effect.

1-17 are part of a consented scheme for the development of a tower and public plaza to the south. These buildings would be refurbished with a new south elevation and two new links to the proposed plaza, retail area and Houndsditch.

A grand and imposing public house, 4-6 (The Bull) is built of fine Fareham red brick with high quality detailing. It is dated 1876, and was designed by W S R Payne, in an Anglo-Dutch style. Its dormer windows are notable for their unusual detailing, and the upper storey has a striking inset balcony, originally serving the publican's quarters. 1-21 (north side) are a range of late 19th century warehouses, with simple neoclassical proportions and detailing to their stuccoed façades. They were

designed in 1878-79 by architect W W Neve, a pupil of Norman Shaw. Opposite, 8-18 are warehouses of a similar date, with large timber-framed windows divided into smaller panes, between red brick piers. The ground floor is enhanced by traditional timber shopfronts.

The character of Devonshire Row is principally one of narrow plots, with active frontages, on both sides. The width of the street appears wide due to the introduction of a level surface of pavement and street. The historic character of the street has been changed by raising the carriageway and resurfacing with granite setts and double yellow lines. The footways have been paved in York stone. Devonshire Row has an important function as a formal, linear, route leading into Devonshire Square.

Devonshire Square



15 Devonshire Square



1 and 2 Devonshire Square



12 Devonshire Square

The oldest houses on the square are 12 and 13, which date from a second phase of development on the square in the 1740s. These tall, narrow, neoclassical inspired details on brick townhouses are characteristic of their period.

The east side of the Square is dominated by the former East India Company and Port of London Authority warehouse buildings, which, when built in the 1820s, marked a fragmentation of the Square's residential character, while the south side is filled by an electricity substation. Between the Substation and warehouses, the south eastern corner of the square and boundary of the conservation area is marked by gardens on the site of former warehouse buildings.

Buildings to the west and north sides of the square are domestic in character and are of a consistent scale. Properties of different periods are united by their use of red brick, neoclassical proportions, vertical window openings, cornice lines, and basement lightwells with iron railings. These characteristics are largely continued along Devonshire Row.

1, Bank of Ceylon is a distinctive red brick former warehouse building with strong painted stone base and well modelled brickwork features above, with depth and layering created by a combination of pilasters, cornice and window aprons. 2 is a refined Neo Georgian building dated 1926 with the character of a townhouse. It is of brownish red brick with chunky stone detailing including a large portico, rusticated base, window surrounds, cornice and balustrade to the lightwell. On the south side, the electricity substation has been designed to be sympathetic to the formal

character of the square. It has coursed stone entrances, a cornice line consistent with neighbouring buildings, is of yellow brick with rendered undecorated pilasters, and blind windows with coloured ventilation grilles, reflecting its use. Trees on the south side of the square partly conceal the building.

14 is an early 20th century red brick warehouse building, with modern replacement windows to the large window openings that are out of keeping with the building's historic character. 15 (1898 by Chatfield-Clark) continues the red brick theme, with substantial stone features in an eclectic, innovative, Queen Anne style. The façade of the building is irregularly arranged, with different designs of windows on each floor, a tall wide entrance door with projecting door hood, an egg and dart cornice supported on brackets, with pilasters that rise from the floor below and which frame the windows at second floor level.

16 and 17 date from about 1900: it is a large block that wraps round the corner to Devonshire Row. It is of three storeys of red brick, with a tall white-rendered attic and a basement enclosed by railings on the Devonshire Square side. The scale, materials and some details of its elevations relate well to adjoining buildings on both Devonshire Row and Devonshire Square.

The former Great Eastern Hotel is an imposing landmark, viewed from Devonshire Square and west along Devonshire Row, which is dramatically framed at the opening of the street, highlighting its intricate detailing and roofline.

Public realm enhancement works have re-established the formal character and layout of the Square, with hard landscaping and the planting of trees, including the creation of a new central seating area.

Devonshire Square is important in terms of historic town planning, being the sole historic planned square in the conservation area. Its formal layout is in marked contrast to the irregular forms of many parts of the area. It has a strong sense of enclosure on three sides, which frame a rectangular open space. This has a key amenity value as a relatively quiet place for people to sit in, away from the bustle and noise of Bishopsgate. The Square opens up on its eastern side, on the boundary of the conservation area with a wide vehicular road.

New Street



5, 6 & 7 New Street



21 New Street



New Street

Originally named Hand Alley, this L-shaped street was altered and renamed in 1782. During excavations in 1978, evidence of 17th century houses, gardens and cottage industries was uncovered. Commercial and industrial uses were to continue well into the 20th century, with the dominating presence of 19th century warehouses.

1-2 is a late 19th century warehouse, with attractive elements including columns, colonnettes and sections of marble cladding. However, its appearance has been diminished by reversible 1960s alterations, such as the infill to windows and the entrance canopy. 3-4 is in a more authentic condition and is a grander and taller building of the same period in white Suffolk brick, with colonnettes dividing the large window openings, and impressive railings to the basement lightwell. Both warehouses are by architect Charles Bell and are dated 1882-84.

5, 6 and 7 New Street are a row of later 18th century, four storey houses, with basements enclosed by railings, of brownish stock brick. Each house has identical, pedimented doorcases, with engaged Corinthian columns and fanlights, with timber sash windows. The buildings, recently refurbished for residential use are important as a high quality group of Georgian houses, retaining key original features and overall strong character.

8-9 is an attractive warehouse of 1870 in pale brick with a solid painted stone base. 10-11 has simple neoclassical proportions with arched windows and a strong vertical emphasis.

12, Magpie Public House, is a stock brick building dating from about 1830, with original multi-pane sash windows and a timber pub frontage. The building is symmetrical and of domestic proportions, with blind windows to the upper central bay. It is a storey lower than adjoining buildings, and its roof has original dormers and tall chimney stacks.

21, the former Cooper's Wool Warehouse by Herbert Williams, is dated 1863-64, (top storey added in 1868) and was converted to offices in 1981-82. It is a plain stock brick building with regular window openings and segmental brick lintels, and makes a strong statement on New Street. The listed gateway to 21 has a ram sculpture atop it (1860s), emblematic of its former use as a wool warehouse. Alongside the courtyard of 21, there is a compact mid 19th century brick warehouse, which was extended in 1996 by the addition of a matching top storey.

Middlesex Street



Middlesex Street north side



19 Middlesex Street

Middlesex Street (formerly named Hogge Lane) is the widest road in this part of the conservation area to the west of Bishopsgate. Middlesex Street is the site of large houses built in the 17th century and occupied by notable individuals, including Gondomar the Spanish ambassador, and Hans Jacobson, the King's Jeweller. The London historian John Strype was born here in 1643 – hence nearby Strype Street, which lies outside the City. The northwest part of Middlesex Street was formed in 1892-96 by the London County Council, to provide a connection between Bishopsgate and Widegate Street, and to strengthen links between Liverpool Street Station and the industrial and residential areas to the east.

On the south side of Middlesex Street is a unified group of late 19th century buildings originating from the 1890s extension of the street, and which follows its irregular, stepped, layout. The buildings have a consistent scale of four storeys and are of red brick, with a varied roofline of gables, chimneys and arches that are typical of the Queen Anne style.

110-116 (and 1-11 Widegate Street) occupies the majority of a triangular 'flatiron' site, and is of four storeys with a setback roof. It dates from the 1980s and its buff brick façade is divided by pilasters and regular, shallow, window openings, which diminishes its appearance. 109-117 is another 1980s building, built in two similar sections: the eastern section is of brown brick above a stone colonnade and a Portland roach base, while the western section is of simpler yellow stock brick. To the roof are a giant pediment and two turrets, one with a statue of a horse by Judy Boyt.

Part of a late 19th century grouping on the south side, 119-121 has a long, symmetrical, elevation of red brick facing north, and an opulent end elevation with a Baroque-influenced scrolled pediment over a giant pilasters that presents a dramatic façade to the east. 123 has a symmetrical red brick façade and a decorative gable to its Queen Anne-influenced front elevation, above a replacement shopfront which is out of keeping with the period character of the building. 125-129, Shooting Star Public House is the former Jewish Board of Education building by David and Emmanuel, 1895-96. It is of red brick, with a wealth of terracotta and stone detailing, including a balustraded parapet.

131, Middlesex House is a simple red brick warehouse with paired timber sash windows divided by brick piers, and with a simple cornice below an attic. The building has a simple character and appearance that is consistent with 133, which is slightly lower than its neighbours and has tripartite sash windows.

To the north side of Middlesex Street lies a mixed group of brick former warehouses and commercial buildings, on a predominantly domestic scale. In contrast with the consistency of the south side, buildings on the north side are irregular in terms of age, design and materials. 120 is a plain stock brick warehouse with dark metal windows in broad openings below plain concrete lintels, and a contemporary glazed shopfront. Displaying a more domestic character, 122 is a narrow building of pale brick with attractive decorative elements that include decorative bargeboards to the dormer windows, an unusual parapet and carved keystones.

124 is an attractive stock brick warehouse with distinctive arched windows, loading bay, metal hoist, and brick cornice. It has late 20th century brick framing to the shopfront and a setback roof extension behind incongruous metal railings. 126 has a very narrow stock brick façade of four storeys, with a gauged brick lintel to the first floor that suggests it dates to about 1800.

Widegate Street



King's Stores, corner of Widegate Street and Sandy's Row



12-13 Widegate Street (former bakery)



Corner of Widegate Street and Middlesex Street

Named after the 'white gate' entrance into the old artillery ground, Widegate Street was partially absorbed into Middlesex Street when it was extended west in the 1890s. The eastern section remains and forms a narrow lane with an attractive grouping of narrow-fronted historic buildings.

12-13 is one of the area's more unusual buildings, being a former bakery in an interwar neo-Georgian style, with a glazed brick ground floor with red brick above, and strongly projecting cornice and string course. The building's multi-paned Crittal windows are integral to its distinctive appearance, and to the first floor a series of ceramic reliefs depicting different aspects of baking (1926 by P Lindsey Clark) make a rich contribution to the townscape. 14, The King's Stores Public House, is a late 19th-century public house of red brick in a Queen Anne revival style. It has neoclassical detailing, arched windows to its public house frontage and upper storeys, and a prominent gabled sign above a pleasingly curved corner.

17-19 is a simple building dated 1895 on the blunt, flatiron-shaped corner which faces the junction with Sandy's Row. It is of London stock brick with horizontal bands and aprons to the second floor windows picked out in red brick. 20-21 is a mid-19th-century stock brick building with red brick cambered arch window heads, and original corbels and pilasters to its shopfronts. 22-23 are identical to 20-21 to the upper floors, except for extra brick string courses to 23. The shop front has narrow pilasters and corbels.

24 and 25 date approximately to the 1720s and are some of the earliest buildings in the conservation area. Their connection to the nearby Spitalfields silk trade is indicated by the weavers' lofts at roof level, where large windows lit the workspace. Later buildings on the north side of Widegate Street and Middlesex Street generally respect the scale and proportions of these modest former houses. An example is 26, which is a narrow painted brick example with a good hierarchy to each floor emphasised by round-headed windows with a double reveal picked out in red brick to the first floor.

Artillery Lane and Sandy's Row



Former warehouse,
Artillery Lane



Artillery Lane, north side



Artillery Lane, south side

Artillery Lane occupies part of a former artillery ground and continues across the City boundary into Tower Hamlets, intersecting with the narrower Artillery Passage to the southeast. It was historically known as Tassel Close because of the prickly headed teasel plants used in the treatment of cloth being made in this area.

Artillery Lane is narrower at the junction with Bishopsgate and widens towards the east. On its north side is a stretch of narrow fronted buildings, but there is only one on the south side. These narrow plots relate to the domestic scale of houses and contrast significantly with much wider ones that relate to industrial warehouse use. These contrasts illustrate the varied uses of buildings that developed in the area. Views in Artillery Lane are restricted by its narrow width. Artillery Lane has a more intimate character and a stronger sense of enclosure than the major thoroughfares in the conservation area.

The principal material used on the lane is brick of varied colours, with interesting architectural details. The variety of scale, character, design and materials creates a lively street scene.

Artillery Lane includes a mixture of buildings of a consistent scale and character, predominantly of brick. 1-3 is of stock brick and of an appropriate scale, but lacks depth to the window reveals and is further weakened by an unattractive service access to the ground floor of its 1970s façade. 5-9 are narrow buildings on a domestic scale with multi-pane timber sash windows and stock brick elevations that suggest they date from c.1800, and as such indicate the way in which earlier buildings were re-used for commercial purposes.

11-13 are restrained stock brick buildings dating to the late 19th century with simple elevations and original iron window frames. Bunge House, 15-25 Artillery Lane is another former warehouse in two parts. The main section is a particularly fine stock brick late-19th century example with a symmetrical composition surmounted by a central pediment. It has polychromatic brick detailing, a robust painted stone base and the remnants of loading bays and cast iron hoists. To the east is a brown brick and sandstone extension in a postmodern style.

The south side of Artillery Lane includes two recent buildings, both of which successfully reference the predominant warehouse character of the immediate area, 4-10, and 12-18 which is of red brick with neoclassical detailing and a central pediment, echoing that of Bunge House opposite. 20-24, (the Williams Public House), has a simple early to mid 19th century stock brick elevation, partially painted, with timber sash windows and vermiculated keystones. 26-30 is the grandest former warehouse on the street and dates to 1884. It has five storeys of pale gault brick with stucco details including corbels, cornicing and window heads above iron colonnettes which divide the building's large openings.

Sandy's Row links Artillery Lane and Middlesex Street. 2-3 is a 1980s brown brick building on an appropriate scale for its location, with red brick lintels, black metal windows and concrete window sills that are unsympathetic in character to the area. 4 is an unusually modest painted brick cottage of two storeys with dormer windows to the roof. 4½ appears to be the former 'office' entrance to the Victorian buildings it adjoins on Widegate Street, and is an interesting curiosity and an isolated feature in the area.

Sandy's Row is a narrow lane which has lower vehicular and pedestrian use than wider thoroughfares in the conservation area, so it is relatively quiet and intimate in character.

Brushfield Street/Fort Street



Brushfield Street south side



Brushfield Street

Brushfield Street marks the northern edge of the conservation area. Formerly named Union Street East, its name was changed in 1870, after Thomas Brushfield, a justice of the peace. The street has buildings of varied designs and periods, and has strong character, with an active frontage at ground floor, largely composed of restaurants and cafes.

The north elevation of Bishopsgate Institute on Brushfield Street is set back from the street and of red brick and stone. It has a varied design, enlivened by an elegant, glazed café infilling an external courtyard and which permits views through to the original building's elevation. The irregular terrace from 8 to 18 is a group of three storeys, brick built, with good quality timber shopfronts at ground floor. Common features include the use of brownish stock brick, with timber sash windows on the upper floors. Of particular interest are the two buildings at 10 and 14. Both are late 18th century, four storeys, and two bays wide, of stock brick, with timber shopfronts and sash windows at upper floors.

Looking east, there is a fine view of Christchurch Spitalfields (1714–1729 by Nicolas Hawksmoor). Its neoclassical front with a tall tower and steeple, of stone, makes a striking end stop at the eastern end of Brushfield Street, outside the City.

Fort Street marks the northeast boundary of the conservation area. The major part of this short stretch comprises the rear elevation of Bishopsgate, which is two storeys high, of red brick and stone and continues the good quality detailing of its front and side facades. Fort Street is very narrow and has limited vehicular use and pedestrian footfall, so it has a quiet character.

7. Land uses and related activity

The variety of land uses which exist in the conservation area is one of its most distinctive features, contributing to its special character and continued vitality. The principal thoroughfare of Bishopsgate is dominated on its west side by the entrance to Liverpool Street station and the former Great Eastern Hotel, which wraps around the corner towards Liverpool Street and the station buildings.

Uses on Liverpool Street, the Metropolitan Arcade and Old Broad Street include various retail uses, restaurants, cafes, bars and public houses and office use. On the

west of Bishopsgate, retail and public house use continues. On Wormwood Street, retail use predominates.

Liverpool Street and Old Broad Street are areas of major transport interchange – train, Underground, coach, bus and taxi use.

Scattered among the higher status buildings on the east side of Bishopsgate and the south side of Liverpool Street, the character is composed of small-scale buildings, with retail shops, public houses and other varied uses, with mostly office accommodation above. These are separated by individual, larger scale, buildings – the Bishopsgate Institute and the Police Station.

Devonshire Square and Jubilee Gardens are open spaces on the east side. Devonshire Square has pedestrian access from Devonshire Row to the west and vehicular access. The Square is dominated by offices, but includes a bank and an electricity substation on the south side.

The western section of the conservation area in Liverpool Street and Old Broad Street continues the pattern of varied uses, with public houses, shops with offices above and station entrances. The Metropolitan Arcade provides an internal pedestrian route, with entrances on Old Broad Street and Liverpool Street, and has small shops and eating places lining each side.

In contrast to the rest of the conservation area, the southwest area is dominated by the Church of St Botolph, with its adjacent Church Hall, which has a community function. The open, landscaped, garden Churchyard provides a valuable public space that acts as a 'green lung' in an area that is otherwise densely developed. The Churchyard garden has pleasant green planting and quiet seating areas that are popular and used by office workers and visitors. The tennis and volleyball court is the sole outdoor sporting facility within the conservation area and provides considerable public benefit.

On Sundays, Petticoat Lane Market is held on Middlesex Street, selling clothing and general goods. It is one of the oldest surviving traditional markets in London.

8. Traffic and transport

The character of Bishopsgate Conservation Area is heavily influenced by the nature of its street network and the traffic using it.

The principal traffic route is the A1211 along Wormwood Street, Outwich Street and Houndsditch, which is a borough distributor road, designed to facilitate efficient vehicle movement into and out of the City, and still providing for frontage access. Bishopsgate, part of the A10, is a local distributor road, designed to provide defined routes for vehicle traffic into the local area, with full frontage access. The A10, Bishopsgate, has traditionally been a busy thoroughfare, linking London Bridge, the centre of the City and is one of the main routes to areas north of the City.

Several pedestrian routes have significant footfall, including Devonshire Row and New Street. The pedestrian route through Bishopsgate Churchyard is quieter in terms

of volume of pedestrian use, but remains a well-used route between Bishopsgate and Old Broad Street. Similarly, the Metropolitan Arcade is used by pedestrians to reach Liverpool Street and Old Broad Street

The mixture of heavily trafficked areas contrasts strongly with the more intimate scale of pedestrian-friendly alleys and courts, such as Artillery Lane, Sandy's Row and Fort Street.

Liverpool Street Station, with entrances on Liverpool Street and Bishopsgate (the latter just outside the conservation area boundaries), has a significant number of people travelling through the area, using mainline rail and underground services. These services are linked to many bus and coach routes, and there is heavy taxi use for onward journeys. As a consequence, the Station areas and access routes suffer from overcrowding, especially at peak times. The high volume of vehicular traffic impacts on the area's character and appearance, particularly on views within and out of the conservation area.

Bishopsgate has historically been a busy thoroughfare, linking London Bridge, the centre of the City and one of the main routes to the north of the City.

9. Architectural character

Architects, styles and influences

Buildings in the area which date from the 18th and early 19th centuries make use of simple classical proportions, details and features that continue to be used for the majority of later developments.

Victorian warehouse buildings in the conservation area are similarly neoclassical in style and as such harmonise well with their earlier counterparts and domestic neighbours. Individually and collectively the groups of warehouse buildings are distinctive parts of the conservation area's character.

The neoclassical proportions of the majority of these buildings are a significant characteristic of the conservation area that results in an imposing ground floor and entranceway, with upper storeys that reduce in scale toward the top of the building. Timber sash windows make an important contribution to the design and proportions of a large number of older buildings in the area. Recognisable features of all these neoclassical buildings include columns, pilasters, pediments, a frieze, cornice and string courses. They provide surface detail, visual variety and rhythm to building façades and the wider streetscape.

The grouping of Victorian buildings on Liverpool Street illustrates the eclectic nature of late 19th century architecture, employing a range of decorative styles in elaborate and diverse ways. Liverpool Street Station, part of which lies within the conservation area, is one of London's principal gothic revival buildings. Its vast shed is characterised by pointed arches and naturalistic detailing, inside and out.

Attached to the station, but of a different date and architectural language, the former Great Eastern Hotel is designed in an elaborate Flemish style, with prominent gables and pinnacles. It has been suggested the design was intended to reflect the

form of timber framed buildings which had previously stood here, for example, Sir Paul Pindar's House, which was demolished to make way for the hotel extension.

Opposite, the former Metropolitan Railway Station and Arcade are notable for French architectural influences, while the neighbouring Railway Tavern is more conventionally neoclassical in style. Other striking examples of eclectic Victorian architecture in the area include the former Fire Brigade Station and Bishopsgate Institute, both of which have elaborate ornamentation.

A number of late 19th century buildings could broadly be described as Queen Anne revival in style, as characterised by their use of red brick and eclectic detailing which includes Flemish and neoclassical references. Examples include public houses such as 4 - 6 Devonshire Row, 212 Bishopsgate, as well as the run of buildings between 119 and 131 Middlesex Street.

Building ages

Buildings in the Bishopsgate Conservation Area are predominantly Victorian or Edwardian in origin, and there are a number of substantial and significant examples focused on Bishopsgate and Liverpool Street. A large number of these buildings, including those on Liverpool Street, Bishopsgate and Middlesex Street, relate to the commercial expansion of the area in the late 19th century when large-scale railway infrastructure and architecture was imposed over the historic street pattern.

Warehouses, shops, public houses and civic buildings were developed incrementally throughout this period, enlarging historic building plots for commercial or public uses. In the case of Middlesex Street and New Street, entirely new sections of townscape were created in relation to civic improvements, and these remain largely intact today.

Amid the prevalent Victorian and Edwardian commercial buildings, there are numerous examples of Georgian architecture, evidence of the former scale and appearance in some areas. Domestic examples such as 5-7 New Street and 12-13 Devonshire Square contrast with the larger 18th-century warehouse buildings on New Street and those adjoining the conservation area on Cutler Street. The character established by these buildings in terms of scale, proportion, materials and proportions, informed much of what was built in later decades, and adds coherence to the area. There are 20th century buildings scattered throughout the conservation area, including the Police Station.

10. Local details

Architectural sculpture



Former Fire Brigade Station



Former Great Eastern Hotel



Former Great Eastern Hotel (detail)

Bishopsgate Conservation Area contains significant examples of architectural sculpture in the form of decorative relief motifs and/or lettering that form part of the articulation of façades and which make a key contribution to the appearance of the conservation area. Their function is to both embellish the principal elevations of buildings, either for artistic enrichment, to convey prestige, or to identify the uses of the buildings.

Important examples of decorative schemes are the elaborate sculptural façades of the former Fire Brigade Station and Bishopsgate Institute, both prominent public buildings located on Bishopsgate. Examples of schemes that are incorporated into the decoration of façades include Dirty Dick's Public House, which has a prominent sculpted motif of a bishop's mitre over a city gate (emblematic of the word Bishopsgate), and the Sir Robert Peel Public House, which unusually incorporates a portrait.

Public statuary and other features



Bishopsgate Churchyard,
Bishopsgate CA



Charity schoolboy



Gate piers with drinking fountains

Rawlins monument

A wide range of public statuary and other features can be found in Bishopsgate Conservation Area. These features make a notable contribution to the character of the conservation area and provide visual reminders of its diverse history. The statuary covers a wide range of dates, up to the 21st century and includes a range of materials.

Examples in Bishopsgate Churchyard include the statues of a school boy and girl in nineteenth century costumes, of Coade stone with later painting, at St Botolph's Church Hall, Bishopsgate (1821). The current statues are casts of the original ones and have been left unpainted to signify that they are not the originals; funerary monument, of stone, to Sir William Rawlins (Sheriff of London in 1801), of the Regiment of Light Infantry (died 1838) and to his wife; Memorial cross, of stone, 'In memory of officers and men of the Honourable Artillery Company who died in the Great War, Aug 4 1916'; three overthrows and lanterns, of black painted iron and glass; two drinking fountains set in gate piers, of stone; inscription on north pier: 'The Gift of C. Gilpin Esq M.P. 1800', and on south pier: 'The Gift of the Churchwardens 1800'; ornamental fountain, of stone.

Elsewhere in the conservation area, examples include: Kindertransport: the Arrival, of bronze, at Hope Square, Liverpool Street Station (Frank Meisler, 2006; Rebellion, an equestrian sculpture, at East India House, 109 Middlesex Street (Judy Boyd, 1992-93); Ram sculpture, of painted stone or terracotta, at 21 New Street, formerly the entrance to Cooper's Wool Warehouse (1860s); reliefs of bakers, of ceramic, at 12 and 13 Widegate Street, built as the Nordheim Model Bakery (P Lindsey Clark, 1926).

Examples of street furniture include historic bollards, of painted iron, on Middlesex Street and Artillery Lane, Police public call point, of painted iron, Liverpool Street, entrance gates to Liverpool Street Station, historic railings to buildings, including on New Street and Devonshire Square, parish boundary markers, Victorian coalhole and manhole covers, of iron.



Liverpool Street Police call point



Entrance gate, Liverpool Street Station

Blue plaque

The following significant site in the conservation area is commemorated by a City of London Blue Plaque:



Liverpool Street – Site of the first Bethlehem Hospital 1247-1676

See www.cityoflondon.gov.uk – search for Blue Plaques

Historic signs



Railway Tavern, Liverpool Street



Sir Robert Peel, Bishopsgate



The Bull, Devonshire Row

Historic projecting signs are scattered throughout the conservation area and have visual interest. They commonly take the form of a painted image on a wooden board hanging from a decorative wrought iron bracket. Another form includes

sculpture that forms part of the decorative scheme of an elevation, which may allude to function or historical context. Both types are found on public houses in the conservation area and notable examples include the Railway Tavern, Old Broad Street and the Williams Public House, Artillery Lane.

Signage and shopfronts

There is a range of advertising and signage in Bishopsgate Conservation Area, reflecting its varied commercial and retail uses. The character of signage is generally traditional and restrained, and there are few illuminated signs or conspicuous shop canopies that might otherwise have a substantial impact on the area's character and appearance. There are many locations where the quality and appearance of signage and advertising in the area could be enhanced, consistent with its traditional character.

Shopfronts in the conservation area are predominantly traditional in form, incorporating pilasters, a stallriser, non-illuminated signage to a fascia panel, subdivided glazing and other conventional elements. The most sympathetic and appropriate examples are of painted timber. Where commercial buildings have been converted to residential or office uses, the retention of a traditional ground floor shopfront has been an important element in preserving the character of the area. At street level, shopfronts in the area typically provide clear definition to the building line at the back of the pavement.

11. Building materials

There is a broad palette of materials across the conservation area, providing richness and variety to the townscape. However, buildings within specific streets and locations in the conservation area make use of a relatively limited range of materials which succeeds in unifying building groups, streets, and the wider area.

There is a predominant use of red brick with stone dressings for buildings of all periods. Prominent examples include Liverpool Street Station, the former Great Eastern Hotel, and Georgian warehouses on New Street. Victorian, Edwardian and more recent buildings on Bishopsgate between Brushfield Street and Devonshire Row continue this theme and as such form a largely cohesive group. Similarly, the south side of Middlesex Street and Devonshire Square are two locations where red brick unites groups of buildings. The dominance of red brick distinguishes it from conservation areas nearby, such as Bank and Finsbury Circus, where Portland stone typically dominates.

St Botolph's Church is given additional status and visual prominence by the use of Portland stone to its principal elevation and tower. To the side and rear elevations, the use of red brick with stone dressings ties it into its wider setting and context.

The use of buff terracotta for the Bishopsgate Institute and red terracotta for the former Fire Brigade Station on Bishopsgate give richness and variety to the townscape. The stucco of the former White Hart Inn and 138-150 Bishopsgate harmonises with the Portland stone of St Botolph's Church.

12. Open spaces and trees



Bishopsgate Churchyard



Jubilee Gardens, Houndsditch

Bishopsgate Conservation Area is predominantly urban in character and its special interest is primarily derived from the dense arrangement of historic streets and buildings. However, there are two key open spaces with trees and greenery which make an important contribution to the character of the area and provide important amenity spaces for people using the area, as well as valuable biodiversity.

St Botolph without Bishopsgate Churchyard is to the south and west of the Church. It was extended south in 1760 on land donated by the City. The Churchyard garden contains a wealth of trees, shrubs, hedges and lawns that support a variety of birds and other wildlife.

Devonshire Square, both within and on the boundary of the conservation area boundary has a number of trees and a concentration of greenery.

Open spaces with hard landscaping are limited to the southern entrance to Liverpool Street Station (Hope Square), the sections of Middlesex Street that open up to provide a modest public amenity area and Jubilee Gardens in Houndsditch.

13. Public realm

The public realm of the conservation area is traditional in terms of design and materials.

Paving materials are largely York stone with granite kerbs and setts, stone setts or asphalt to side alleys, lanes and courts. Benches and modern street furniture are largely of traditional, standardised designs in traditional or natural materials such as timber or cast iron. Similarly, street lighting to principal routes is provided by substantial lamp standards or wall-mounted equivalents.

Parts of the conservation area are popular lunchtime destinations, which increases the demand for tables, chairs, benches and other places to sit. This provision for outdoor facilities has an effect on the character of the area, and where appropriately located and well-designed in high quality materials, may be sympathetically accommodated.

Completed and planned public realm environmental enhancement projects are identified in the Management Strategy below.

14. Cultural associations



Kindertransport monument and memorial plaque, Hope Square

Bishopsgate Conservation Area has a strong cultural association with filming, covering a wide range of types – feature films, TV dramas, TV documentaries and commercials. Liverpool Street and Catherine Wheel Alley are particularly popular.

The Kindertransport was a rescue mission that took place during the nine months prior to the outbreak of World War II. The United Kingdom took in almost 10,000 predominantly Jewish children from Nazi Germany, Austria, Czechoslovakia, Poland and the Free City of Danzig. Many of the children arrived by train at Liverpool Street Station, which is commemorated by a statue in Hope Square.

Management strategy

The management strategy sets out the position regarding the wider policies and guidance concerning the conservation and enhancement of Bishopsgate Conservation Area. Future development schemes and enhancement projects will need to take account of these policies in relation to the special architectural and historic interest of the conservation area, as detailed in the above character summary. Significant characteristics of Bishopsgate conservation area include the historic network of streets, lanes and alleys east of Bishopsgate, Victorian railway infrastructure developments and a rich, varied, built environment.

Documents produced by the Corporation are available on the website www.cityoflondon.gov.uk

15. Planning policy

National policy

The Civic Amenities Act, 1967, gave local authorities the power to designate conservation areas, and these powers are now contained in the Planning (Listed Buildings and Conservation Areas) Act 1990. The Act (section 69 (1) (a)) defines a conservation area as '*...an area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance*'. Section

71 (1) of the Act requires the local planning authority to "...formulate and publish proposals for the preservation and enhancement of any parts of their area which are Conservation Areas." See www.legislation.gov.uk

The Government's planning policies are contained within the National Planning Policy Framework (NPPF), which came into force on 27 March 2012. Historic environment policies are detailed in chapter 12 which sets out the requirements for local authorities and applicants in relation to the conservation of heritage assets, including conservation areas. See www.communities.gov.uk. NPPF historic environment policies are supported by the Historic Environment Planning Practice Guide (2010), produced by English Heritage and endorsed by the Department for Culture, Media and Sport.

London-wide policy

The London Plan (2011) forms part of the statutory development plan for the City of London and needs to be taken into account when considering development within the conservation area. Key policies to consider are: policies 7.8 Heritage assets and archaeology and 7.9 Heritage-led regeneration. See www.london.gov.uk

City of London Corporation policy

Planning policy in the City of London is contained within the Core Strategy 2011 and a number of saved policies from the 2002 Unitary Development Plan.

The City's Core Strategy will be incorporated into the emerging Local Plan, which is due for adoption in 2015. The Local Plan includes new policies for Development Management, which will be taken into account when deciding applications for planning permission. See www.cityoflondon.gov.uk

Development proposals within Bishopsgate Conservation Area have to be considered in the context of the policies in the Core Strategy and the 55 saved policies from the UDP and the published draft Local Plan. Within this framework, particular account will need to be taken of Core Strategic policies CS5 'North of the City', CS10 'Design', CS12 'Historic Environment', CS13 'Protected Views', CS20 'Retailing', and CS21 'Housing'. Saved UDP policies include ENV 11 'Development in Conservation Areas', and ENV 13 'Conservation Areas: Premature Demolition'.

In addition to policy CS10 'Design', special attention should also be paid to the Local Plan policy DM10.6 'Advertisements'. This policy seeks to encourage a high standard of design and a restrained amount of advertising, in keeping with the character of the City, and to resist excessive or obtrusive advertising, inappropriate illuminated signs and the display of advertisements above ground level. See also paragraphs 3.10.32 to 3.10.36 for further details. Other key policies in the Local Plan are: DM12.1 'Managing change affecting all heritage assets and spaces'; DM12.2 'Development in conservation areas', DM12.3 'Listed Buildings' and DM10.5 'Shopfronts'.

Protected views

This character summary identifies a number of distant and local views that contribute to the character of the conservation area (see section 5. Spatial analysis: views and vistas). Proposals will be assessed for their potential effect on these and other views of significant individual buildings, townscapes or skylines.

The City of London Protected Views SPD (2012) categorises one City Church with a Skyline Presence - St Botolph Without Bishopsgate, listed Grade II* by James Gould, dated 1725-28. It has a square tower with a pilastered bell stage and is crowned by a circular cupola with an ogee cap and urn.

Sustainability and climate change

The Corporation is committed to being at the forefront of action in response to climate change and other sustainability challenges that face high density urban environments. In adapting to meet these challenges, it is important that sustainable development is sensitive to the historic environment. In particular, areas will need to be resilient to warmer wetter winters, hotter drier summers and more frequent extreme weather events.

Issues specifically relevant to Bishopsgate Conservation Area include:

- The garden and mature trees of St Botolph Without Bishopsgate Churchyard, and the trees of Devonshire Square, which contribute to the biodiversity of the area and should be enhanced where appropriate.
- St Botolph Without Bishopsgate Churchyard is identified in the Mayor of London's Biodiversity Strategy as a Site of Local Importance for Nature Conservation.
- In order to minimise the risks of flooding elsewhere in the City, new development schemes will be expected to make use of appropriate rainwater attenuation measures such as the Sustainable Urban Drainage Systems (SUDS) and green roofs.
- The City is an air quality management area for fine particulates and oxides of nitrogen. It is therefore essential that development does not exacerbate existing air quality issues, particularly around sites of particular vulnerability.

The Core Strategy policy CS15 provides guidance on sustainable development and climate change and policy CS18 on SUDS. This will be supplemented by policies in the forthcoming Development Management DPD. The City has produced a *Climate Change Adaption Strategy* (revised and updated January 2010).

16. Access and an inclusive environment

The City of London is committed to creating an environment suitable for everyone. Opportunities will be taken where possible to provide an inclusive environment and improve accessibility in ways that enhance the character and appearance of the conservation area. This may include improving access to buildings and treating road and pavement surfaces in materials that are sympathetic to access and in keeping with the appearance of the area. As technology evolves and experience in finding solutions to access barriers grows, the City believes that with thought and discussion a solution can be found to ensure that the needs of all users are met.

17. Environmental enhancement



Shield House, New Street



Devonshire Square

The Liverpool Street Area Enhancement Strategy (September 2013) sets out the City's vision for transportation and public realm improvements in the Liverpool Street area over the next five to ten years.

A City Street Scene Manual (April 2005) has been prepared which sets out in the detail the policies used to manage the public realm. The main principles set out in the manual provide the framework for the Corporation's vision for the City's streets. The principles are to:

- Rationalise street furniture.
- Improve the pedestrian experience.
- Enhance paving and surfaces.
- Introduce more trees and planting.
- Preserve historic character.
- Create an inclusive environment.
- Maximise the sustainability of each project.

These principles, detailed guidance and history and evolution of streets and spaces in the City are set out in detail in the manual.

Completed schemes in Bishopsgate Conservation Area include:

- Section 106 funded enhancements to Devonshire Row involved the closure to through traffic between 8.00 am and 6.00 pm Monday to Friday. Bespoke gates were installed at both ends to maintain the timed closure. The carriageway was raised up to footway level and resurfaced using granite setts. The footways were re-paved in York stone and there are bespoke lead cistern planters.
- The enhancement of Devonshire Square included tree planting, seating, York stone paving and a granite setts carriageway. The project created a new central pedestrian area with a circle of trees and seating within.
- Enhancement of New Street to give a strong pedestrian character, by creating a single surface of natural paving materials.

Approved schemes include:

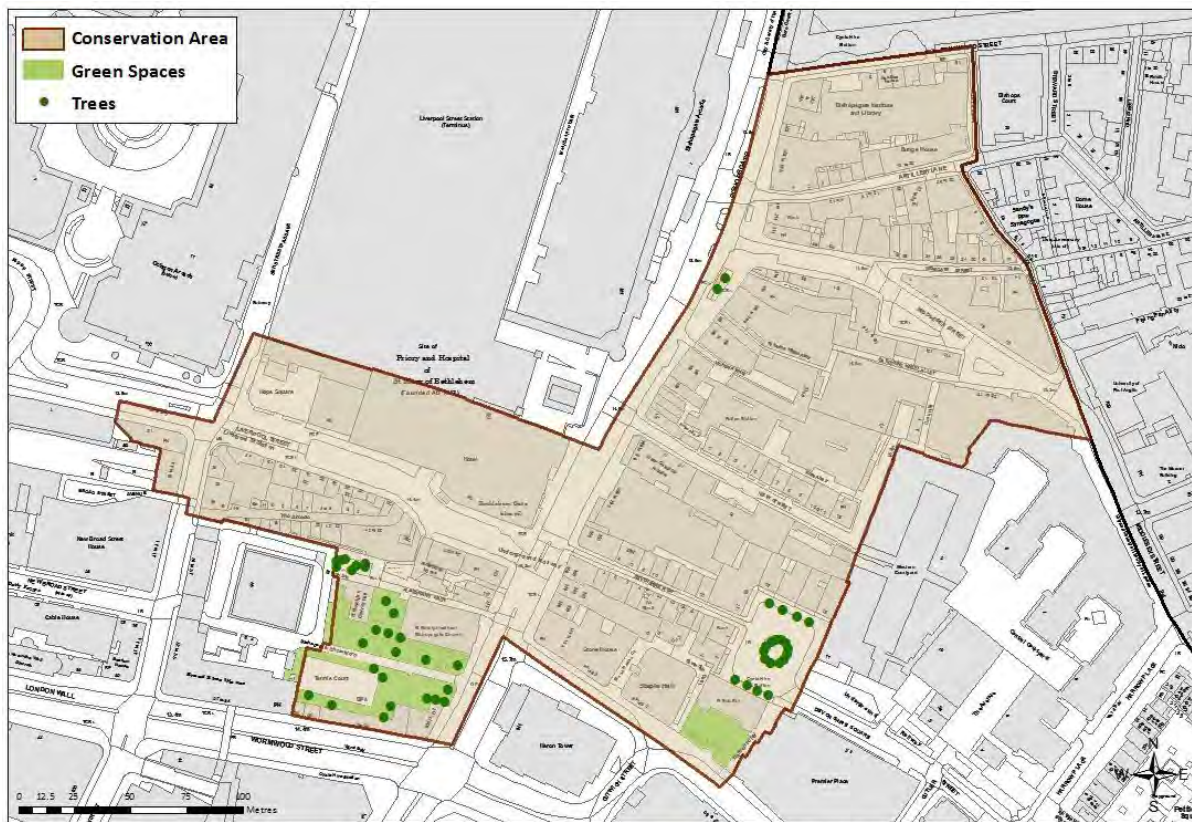
The Middlesex Street neighbourhood has been identified as a high priority, key opportunity area. The project aims to declutter the overall area by removing all unnecessary or redundant street furniture and upgrade paving materials where possible. It also aims to unify the two existing traffic islands in Middlesex Street and create increased space and enhancements for pedestrians that will make this a more attractive and usable public space.

18. Management of transport

The Liverpool Street area is a key transport interchange and is extremely busy, accommodating large numbers of pedestrians and vehicles. New developments and Crossrail will add significantly to these numbers. Crossrail is predicted to bring an additional 15,000 commuters to the area at peak time. This will increase demand for easier pedestrian movement, demand for transport and for accessible and pleasant public spaces. The Liverpool Street Area Strategy aims to examine current problems and explore opportunities to improve existing streets and public spaces, whilst also ensuring there is the capacity to deal with future demands on the area.

Further details about transport proposals, including the City of London Local Implementation Plan, Cycle Plan, and Rail Strategy are available on the website. See www.cityoflondon.gov.uk

19. Management of open spaces and trees



Green spaces and trees map

The City of London's *Tree Strategy SPD* (2012) sets out how trees will be protected and maintained and how further tree planting will be encouraged. Part 1 of the *Tree Strategy* contains policy and guidance on the planting, preservation and management of trees in the City and was adopted as a SPD in May 2012. Part 2 provides additional detailed guidance and information on the implementation of part 1. See www.cityoflondon.gov.uk

The City of London *Open Space Strategy* (2008) details the existing open spaces of the City, what spaces are to be provided in future, and how these could be delivered. The City of London *Biodiversity Action Plan 2010-2015* (2010) outlines the importance of the City's urban green spaces, which includes small public gardens, squares and churchyards; and built structures, which include trees and manmade structures such as green walls and roofs. In addition, the City has published a *Habitat Action Plan for Urban Green spaces, Churchyards and Cemeteries*, and for *Built Structures*.

St Botolph Without Bishopsgate Churchyard is maintained in accordance with the City of London *City Gardens Management Plan 2011-2016* (2012), which sets out site-specific action points. See www.cityoflondon.gov.uk

All trees in conservation areas are protected under section 211 of the Town and Country Planning Act 1990 (as amended) except those which are dead, dying 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. There are no Tree Preservation Orders in Bishopsgate Conservation Area.

20. Archaeology

The City of London is the historic centre of London and has a rich history with monuments and archaeological remains surviving from all periods. It is an historic landscape which has shaped and influenced the modern townscape. There has been almost continuous occupation of the City from the initial Roman settlement and there is some evidence of earlier occupation. The development of the City is contained in the visible and buried monuments and archaeological remains. The history of settlement has led to the build-up and development of a very complex, and in some areas, deep archaeological sequence. Later building development and basement construction has partly eroded the archaeological evidence, and in some areas remains have been lost with no record or an incomplete record of only part of a site.

Due to the complex layering of remains above and below ground, the entire City is considered to have archaeological potential unless it can be demonstrated that archaeological remains have been lost, due to basement construction or other ground works.

Where developments are proposed which involve new groundworks an historic environment assessment, including an assessment of the archaeological potential and impact of the proposals will be required as part of the planning application. Where significant remains survive, consideration will be given to amendments to the

proposals to ensure that disturbance to archaeological remains is minimised or reduced.

The City Corporation will indicate the potential of a site, its relative importance and the likely impact to a developer at an early stage so that the appropriate assessment and design development can be undertaken. Developers should refer to *Planning Advice Note 3: Archaeology in the City of London, and Conservation Areas in the City of London: A General Introduction to their Character* for further information.

There is high archaeological potential in Bishopsgate Conservation Area, including:

- Evidence of pre-Roman settlement or occupation
- Remains of the Roman and medieval City Wall and defensive ditches surviving below ground and incorporated within later buildings
- Remains of the Roman extra-mural eastern cemetery
- Remains of the Roman road pattern, including the main north-south road leading north to Lincoln and York through Bishopsgate, Ermine Street, and an east-west extra-mural road
- The church of St. Botolph without Bishopsgate and Churchyard
- Medieval remains including those associated with the eastern area of Moorfields and its subsequent development
- Remains of the medieval development of the area including the Priory of St Mary of Bethlehem (Bethlem Hospital) buildings, settlement and street pattern
- Remains of the 16th century house, Fisher's Folly

21. Enforcement

Suspected breaches of planning control are investigated in accordance with the City of London Planning enforcement standards (August 2013). This sets out the manner and timescales in which breaches will be investigated, and is available on the City of London website. See www.cityoflondon.gov.uk.

22. Condition of the conservation area

The buildings, open spaces and public realm of Bishopsgate Conservation Area are generally in good condition and maintained to a high standard. The adaption, upgrading, repair, conservation, or redevelopment of buildings is managed to have a minimum effect on neighbouring buildings, the highway and the amenity of the area.

Potential pressures in the conservation area have been identified as new development and utilities replacement works, although these do not threaten its character. The condition of the conservation area is judged to have improved in recent years, and is expected to further improve in coming years.

Planning applications will be judged against the local, regional and national policies and guidance identified above, and the loss of buildings and features that contribute to the character of the area will be resisted accordingly.

There are currently no buildings or structures within the conservation area that are on the Heritage at Risk Register maintained by English Heritage.

Further Reading and references

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Add website

London Borough of Tower Hamlets *Artillery Passage Conservation Area Character Appraisal and Management Guidelines* (2007).

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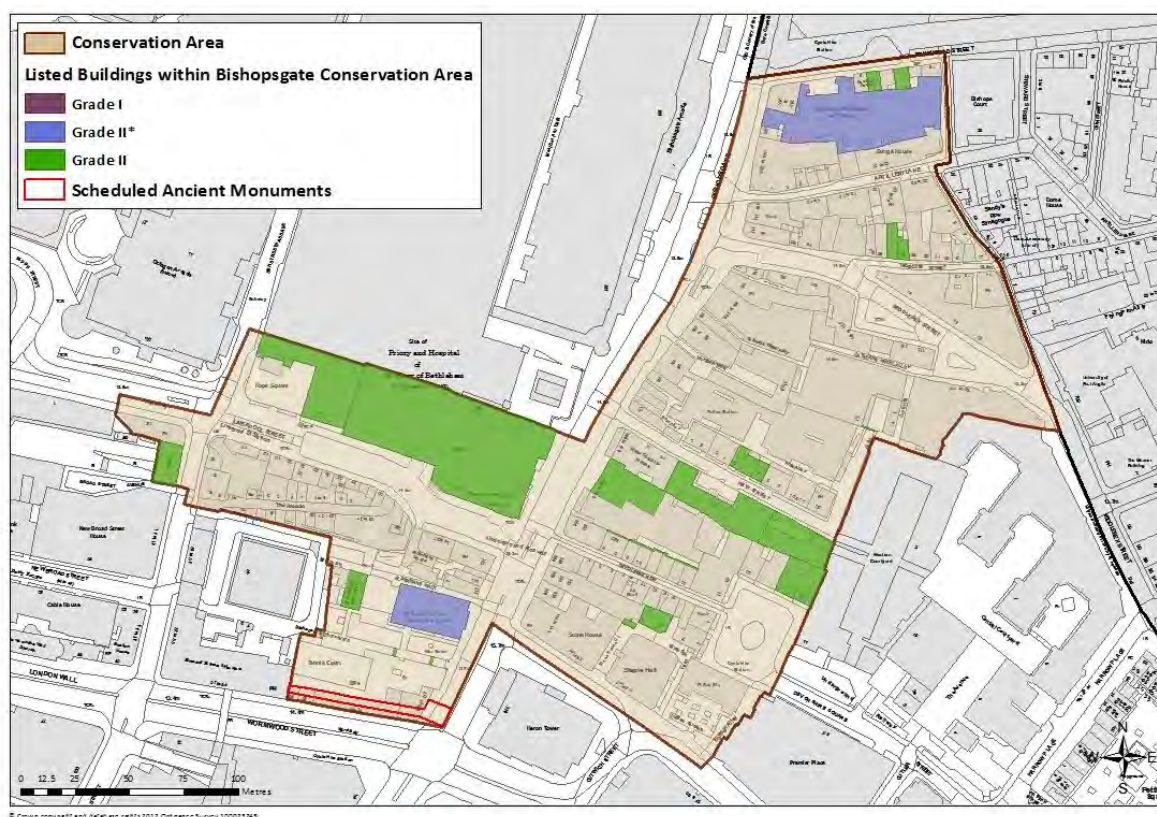
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Appendix

Designated heritage assets



Correct February 2014.

Scheduled Ancient Monument

London Wall: remains of Roman and medieval wall from west end of All Hallows Church to 38 Camomile Street.

Listed Buildings

Street	Number/name	Grade of listing
Bishopsgate	Bishopsgate Institute (and 6 Brushfield Street)	II*
	Church of St Botolph Without Bishopsgate	II*
	164 (former Fire Brigade Station)	II
Bishopsgate Churchyard	Two drinking fountains, three overthrows and lanterns.	II
	St Botolph's Church Hall	II
Brushfield Street	10	II
	14	II
Devonshire Row	Wall to the rear of 14-18.	II

Devonshire Square	12 and 13	II
Liverpool Street	Police Call Box outside Liverpool Street Station.	II
	Great Eastern Hotel	II
	Gothic style offices flanking the ramp and the two western bays of the train sheds, at Liverpool Street Station.	II
New Street	5 to 7 (consecutive).	II
	Gateway to No. 21	II
	Port of London Authority Warehouses to Middlesex Street, Cutler Street and New Street and Devonshire Square.	II
	Shield House, 16	II
Old Broad Street	76 to 80 (consecutive)	II
Stone House Court	1	II

Contacts

Department of the Built Environment

City of London
P.O. Box 270
Guildhall
London EC2P 2EJ

Tel: 020 7332 1710

Email: plans@cityoflondon.gov.uk

Website: www.cityoflondon.gov.uk/plans

London Metropolitan Archives

40 Northampton Road
Clerkenwell
London EC1R 0HB

Tel: 020 7332 3820

Email: ask.lma@cityoflondon.gov.uk

Website: www.cityoflondon.gov.uk/lma



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