
City of London | Supplementary Planning Document

Fenchurch Street Station

Conservation Area

DRAFT Character Summary and Management Strategy

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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 to the City's Core Strategy. It should be read in conjunction with the Core Strategy, saved policies from the City's 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.



Crutched Friars, north side

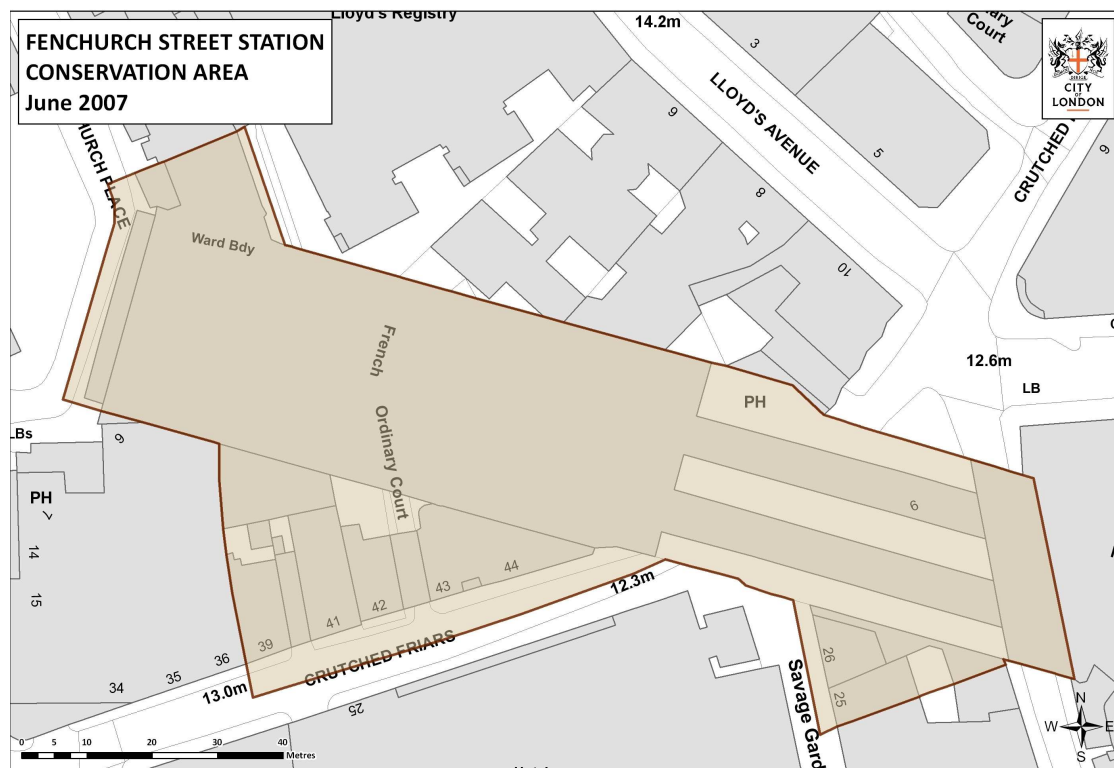
Character Summary

1. Location and Context

Fenchurch Street Station Conservation Area lies to the south-eastern part of the City of London.

The conservation area is in Tower Ward. It covers an area of 6,908 square metres.

Lloyd's Avenue and Trinity Square Conservation Areas adjoin to the north and south respectively.



2. Designation History

14 June 2007 Designation of Conservation Area.

3. Summary of Character

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

- The first railway station to be built within the boundaries of the City of London as part of one of London's earliest railway lines;
- a townscape with significant 18th, 19th and 20th century buildings and structures;
- an area illustrating how early Victorian improvements were superimposed upon and integrated within the existing street pattern;
- an area harmonised by the use of brick buildings and structures enriched by a wealth of historic features and materials

4. Historical Development

Early history

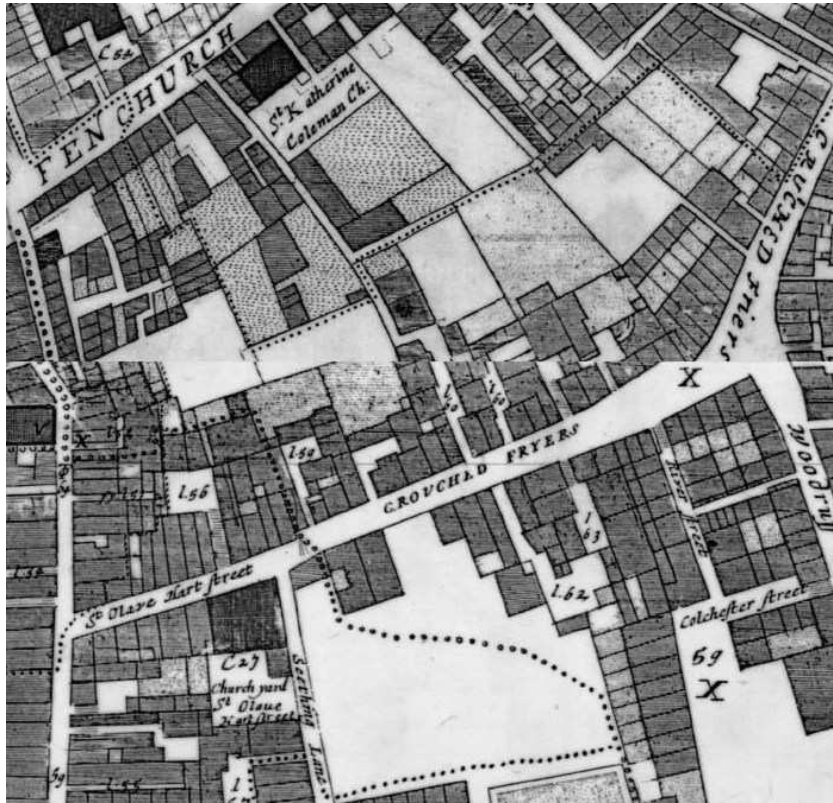
The area lies between the historic thoroughfares of Fenchurch Street and Crutched Friars, close to the City wall within the City boundaries.

Located to the south of present day Crutched Friars, the House of the Friars of the Holy Cross was established in c.1298, with the name originating from 'crutch' or 'cruz'. Savage Gardens runs across the site of the former Friary. Following the dissolution of the monasteries (1536-1541) there is evidence that the dining hall of the former Friary was put to use as a glass blowing workshop between 1549 and 1575 by tradesmen from Venice and later Antwerp. At this time the name Hart Street applied to the entire street, with the term 'Crowched Friars' used specifically to describe the former Friary, but by the late 18th century the eastern section was commonly referred to as Crutched Friars.

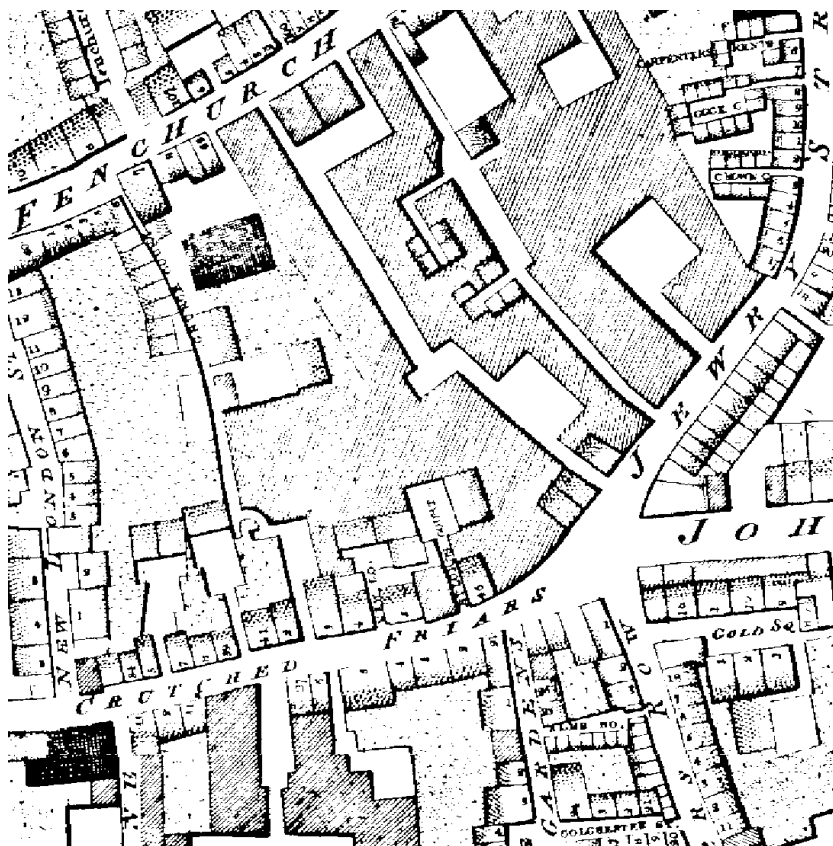
French Ordinary Court is a lane dating from the 15th century or earlier, with its name probably originating from a 17th century tavern selling 'Ordinaries', meals served at a fixed time and price. The lane was further enclosed in the 19th century as the railway station was constructed above, transforming it into a cavernous passage.

Nearby, the church of St Olave Hart Street had been established by the 12th century, with additions and rebuilding work completed in the 13th and 15th centuries. The Navy Office had occupied a substantial property on the corner of Seething Lane and Crutched Friars until the 18th century, later replaced by warehouses of the East India Company by c.1820. In the late 17th century at the time of the Great Fire the poet Samuel Pepys worked in the Navy Office and occupied a house in the vicinity of Seething Lane.

Savage Gardens derives its name from the gardens of the house of Sir Thomas Savage, which in 1626 stood on the site of Trinity House, Trinity Square. The street was formerly named River Street and led to Colchester Street to the south, owing to a family claim to the Earldom of Rivers and Viscounty of Colchester.



Ogilby and Morgan 1676-79



R. Horwood 1792-99

Eighteenth and nineteenth centuries

By the early 19th century Crutched Friars was largely given over to warehousing, and a series of imposing mercantile buildings occupied the area. Adjacent to the East India warehouses, The Port of London Authority occupied imposing buildings around a quadrangle accessed through imposing rusticated piers surmounted by lion statues.

Fenchurch Street Station was opened on 2 August 1841 as the main terminus of the London and Blackwall Railway. The line was one of the earliest railways in London following its approval by Parliamentary sanction in 1836 and after approval from the Corporation of London it became the first to enter the City boundaries. The railway line was intended to compete with river and horse-drawn traffic linking the City with the docks and residential developments to the north side of the Thames further east. There were initially six stations along the 3.5 mile route between Fenchurch Street and Blackwall, with trains unusually operated by cable haulage for the first nine years, and carried on a brick viaduct between Minories and West India Dock.

Superimposed on the historic street pattern south of Fenchurch Street, the station building and platforms were constructed above Crutched Friars and Savage Gardens, bisecting the street at a skewed angle and resulting in the dramatically layered townscape seen today. The brick arch over Crutched Friars and Savage Gardens was constructed in 1839, and extended to the north in 1881 with steel girders to support additional platforms. It incorporated the Cheshire Cheese public house beneath at street level which replaced an inn of c.1600. A surviving section of City Wall and bastion west of America Square were removed at the same time.

Offices for the Great Northern and Great Western Railways were built in the wedge-shaped site between the station and Crutched Friars in 1855-6, and in 1865 the Great Eastern Railway took over these lines on a 999 year lease, as well as those to Tilbury and Southend and a line running east of Stepney.

Richard Horwood's map of 1799 demonstrates that in the late-18th century Crutched Friars was lined with narrow-fronted properties facing onto the street, with large plots of land between Crutched Friars and Fenchurch Street became built up with warehouses and yards, including East India Company warehouses. The irregular route of French Ordinary Court is clearly discernible as it leads north from No. 42 Crutched Friars to the west side of St Katharine Coleman.

Twentieth and twenty-first centuries

The 20th century witnessed dramatic changes to the streets and buildings around the conservation area. For example, the development of Lloyd's Avenue immediately to the north in c.1900 introduced a significant new element of formal town planning to the area, with grand classical office buildings taking the place of warehouses and smaller scale dwellings. Buildings such as the Port of London Authority headquarters on Trinity Square exemplify the ever-changing scale of development in the area. Additionally, following the widespread damage inflicted on the wider area during World War II, a large number of sites in the east of the City were redeveloped on a larger scale, with new buildings such as the former Mariner House built to occupy entire street blocks.

In 1972 the station was described by John Betjeman as “the only untouched railway terminus left in London”, although it has since been transformed. The terminus behind the 1841 façade was reconstructed in 1983-97 to the designs of Fitzroy Robinson Partnership with engineers Ove Arup and Partners. The new structure became the first fully butt-welded framed building, allowing the platforms and concourse to be unobstructed by columns. Five storeys of office accommodation were incorporated above the concourse, faced in brown anodised dark brown panelling and rising to a ridge above the pediment. Further office accommodation was incorporated behind the retained façade of the Grade II listed former railway offices fronting Crutched Friars, preserving the historic townscape at street level.

5. Spatial Analysis

Layout and Plan form

A significant aspect of the conservation area's special interest lies in the combination of the historic street pattern superimposed with Victorian railway infrastructure. The historic layout of Crutched Friars, Savage Gardens and French Ordinary Court remains intact beneath the infrastructure of the railway station, platforms and tracks.

Building plots

On Crutched Friars the historic pattern of narrow-fronted building plots, which would once have been typical in many parts of the City, is still discernible between Nos. 39 and 42. The major invention of the railway station contrasts dramatically in scale and alignment with other buildings in the conservation area, and relates more to larger commercial buildings on Fenchurch Street and in the wider area. Consequently there are substantial contrasts between the size of building plots in the conservation area and those surrounding it.

Building heights

Buildings on Crutched Friars and Savage Gardens are of a consistent height, rising to three or four storeys, most with additional accommodation in basements and the roof. The different storeys of each building are clearly delineated by string courses, cornices or variation in fenestration.

Rising dramatically above the consistent roofline of Crutched Friars, the 1980s elements of Fenchurch Street Station are of an entirely contrasting scale. This is partly due to the change in level between the north and south sides of the station, but the office accommodation and tower elements of the building are dominant when viewed from the south-west.

Views and vistas

Distant and local views make a strong contribution to the character of the area. The following illustrate the range of distant and local views which exist in Fenchurch Street Station conservation area. This list is not comprehensive, and the area provides further opportunities to capture long, short and kinetic views.

1. Views of the façade of Fenchurch Street Station across Fenchurch Place when approaching from Fenchurch Street.
2. View east to the railway arch from the junction of Crutched Friars and Hart Street.

3. Oblique view of buildings on the north side of Crutched Friars from the junction of Crutched Friars and Hart Street.
4. Views between Crutched Friars and Savage Gardens alongside the railway arch.
5. View from the junction of Crutched Friars and Coopers Row, west through the railway arch to buildings on Crutched Friars.
6. Views into the conservation area from surrounding buildings which are predominantly taller or more elevated.

6. Character Analysis

The conservation area exhibits a diverse character in a compact area, with a rich variety of buildings, structures and spaces combined to dramatic effect. Individual buildings of multiple historical periods are physically linked by railway infrastructure, and visually harmonised by their architectural style, scale and building materials. The different layers of the conservation area are clearly distinct and in many places they can be seen concurrently.

Crutched Friars

On the north side of Crutched Friars buildings between Nos. 39 and 44 are unified by their height, scale, proportions, materials and by the rhythm created by regular openings and architectural features. The buildings form a particularly effective grouping when viewed obliquely from the west or east.

No. 39 is a 1950s stock brick building, four bays wide with vertical window openings and dormer windows in a traditional configuration that closely reflect those to No. 41. It has simple detailing appropriate to its context. The building forms part of a strong group with the listed buildings Nos. 41, 42 and 43-44 as well as the brick arched railway bridge that terminates the view. No. 41 is in a Queen Anne Revival style with red brick above a rusticated stucco base, with dormer windows and tall chimney stacks visible from street level. The most elaborate façade is to No. 42 which is enlivened by stucco or painted stone dressings, including keystones and channelled pilasters. The building is in two sections, with the right hand two bays projecting over the arched entrance to French Ordinary Court. Nos. 43-45 picks up on the strong hierarchy of windows to each storey seen at 42, with a distinctive pattern of round, tripartite and regular window openings from the ground to upper storeys, and also continues the line of pilasters at first floor level.

The western section of the railway bridge, supporting the platforms of Fenchurch Street Station above is one of the street's most distinctive elements. It is an imposing structure of stock brick with substantial sandstone dressings to the north side of Crutched Friars and continued along its elevation as a bracketed cornice. Above the cornice three tall blind arches which add interest to the brick elevation and continue the pattern of window openings and pilasters established by buildings on Crutched Friars. The bridge terminates views from the west, and frames views through and into the area from the east. When under the bridge, either on Crutched Friars or in French Ordinary Court, the enclosed historic character of the area is most dramatic and surprising.

The eastern portion of the railway bridge was constructed as an extension and has a more functional form and appearance, consisting of iron beams and panels

supported by piers and walls of engineering bricks. Beneath this part of the bridge are three retail units contained beneath the arches. The most notable is the Cheshire Cheese Public House, incorporated in 1881 to replace an earlier jettied inn of the same name. Infilling three arches, the pub has an attractive traditional appearance with a painted timber frontage with large areas of glazing divided by squared columns and embellished by decorative ironwork and four large projecting brass lamps. It retains the character of a Victorian pub, and many of its features are likely to be 19th century in origin.

Savage Gardens

At right angles to Crutched Friars, accessed along side or through a separate arch under the railway bridge, Savage Gardens is a narrow lane leading to Pepys Street before continuing south to Trinity Square on a different, wider alignment. No. 25 is a dark red brick 1950s building which conforms to the general character of the area in terms of scale and proportion, but is weakened by inappropriate uPVC fenestration. No. 26 is a former warehouse dating from circa 1900 of painted brick with a numerous arched and round-headed window openings with small pane timber sash windows. The building retains its loading bays and crane which provide a strong reminder of the area's historic character. A small wedge-shaped two storey extension infills the space between the building and railway arch gives access to a 20th century restaurant, which is lit beneath the arch by a series of simple 20th-century stained glass windows above timber panels.

Fenchurch Street Station

The imposing façade of Fenchurch Street Station has a prominent position before an open space, yet is totally separate from other parts of the conservation area and largely concealed from view on Fenchurch Street itself. The distinctive gault brick 1841 frontage was retained during the station's redevelopment in 1983-87 and has an eclectic appearance incorporating arched windows between pilasters under a giant segmental pediment spanning the width of the building. The zigzag timber canopy, which adds interest the Grade II listed façade, was added in c.1960 and is supported by decorative cast iron brackets.

Behind the façade the station has an entirely different character with concrete beams over the concourse and platforms supporting five storeys of office accommodation above, faced in anodised dark brown panelling. Where the platforms extend beyond the concourse at the eastern end of the station, they are covered by yellow corrugated metal canopies. To the north a surviving section of Victorian wall in yellow brick, with pilasters supporting a blind arcade, encloses the platform as it backs onto No. 10 Lloyd's Avenue. A corresponding brick retaining wall encloses the platforms to the south, parallel to the rear of No. 26 Savage Gardens.

The taller sections of the Fenchurch Street Station office buildings rise high above the historic buildings on Crutched Friars and Savage Gardens, and are visible from the southern side of the street, and from outside the conservation area boundary. Structural elements of the development penetrate the Victorian fabric and the railway arches and are visible as dark brown brick columns as they reach ground level in French Ordinary Court and on the eastern side of the main railway arch on Crutched Friars.

7. Land Uses and Related Activity

The area is one of mixed uses, with a number of subsidiary offices and businesses supported in and around the national rail station, resulting in a vibrant character despite its compact scale. The station itself incorporates small-scale convenience and refreshment businesses, with a number of storeys of office accommodation above the platforms.

On Crutched Friars and Savage Gardens there are two public houses, a restaurant and bookmakers within the arches of the railway bridge, making full use of the space available. No. 42 Crutched Friars is occupied by the Lloyd's Club, a private members club, and No. 39 has a bar at street level.

8. Architectural Character

Architects, styles and influences

Buildings and structures in the conservation area are unified by their predominant use of classical proportions and detailing. Typical of Georgian and early-Victorian architecture, this influences the general appearance of buildings in terms of their vertical hierarchy based on the Classical Orders, as well as individual elements such as pilasters, arches, cornices and other features.

Building ages

The conservation area encompasses buildings from a broad range of periods within a compact area. Buildings from the early Georgian period sit comfortably alongside early Victorian and late Victorian examples, including the railway bridge, and sympathetic 1950s infill, whilst contrasting dramatically with the large-scale 1980s elements of the railway station.

9. Local Details

Small details and features to buildings in the conservation area make an essential contribution to its character. The clock, canopy and architectural detailing on the railway station façade enhance its appearance, whilst the pilasters, corbels, sash windows and other features to buildings on Crutched Friars are important elements of these listed buildings. The crane and loading doors of No. 26 Savage Gardens are a small yet significant reminder of the area's former industrial character, now rare in this part of the City, whilst the structural elements of the railway bridge are an important aspect of the area's present-day character.

10. Building Materials

Buildings and structures in the conservation area are harmonised by their use of different types of brick. Buildings along the north side of Crutched Friars are built of red or stock brick of various colours, while Savage Gardens has red brick and painted brick examples. The use of brick culminates at the arches of the railway bridge and the retaining wall it supports. The brick arches over the bridge on

Crutched Friars or the vaults and arches over French Ordinary Court, make a substantial contribution to the character of the conservation area.

The façade of the station is an imposing structure of gault brick, which despite being seen in isolation from other buildings in the conservation area, relates to their character in terms of construction and materials. The 1980s elements behind the façade make limited use of dark brown brick, with large expanses of brown anodised panelling and smoked glass.

The predominant use of brick in the conservation area is enhanced by stone or stucco dressings, timber windows, doors, panels, canopies and other joinery, and iron railings, lamps and surviving warehouse apparatus such as cranes.

11. Open Spaces and Trees

The compact size and dense historic grain of the conservation area leave limited scope for open spaces, trees or greenery. There are a row of immature trees on Savage Gardens, well planted window boxes to buildings on Crutched Friars, and some trees and other landscaping to Fenchurch Place outside the conservation area boundary.

12. Public realm

Footways to Crutched Friars are of asphalt with granite kerbs, whilst on Savage Gardens recent enhancement works have upgraded the public realm to incorporate a shared surface of granite setts bordered by York stone.



Fenchurch Street Station

Management Strategy

The management strategy sets out wider policies and guidance concerning the conservation and enhancement of Fenchurch Street Station 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 Fenchurch Street Station Conservation Area include its historic and listed buildings and structures, the juxtaposition of medieval street plan and Victorian railway infrastructure, and its historical associations.

Documents produced by the City of London are available on our website www.cityoflondon.gov.uk

13. 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 DCMS. See www.english-heritage.org.uk/publications/pps-practice-guide

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 policy

Planning policy in the City of London is contained within the Core Strategy and a number of saved policies from the 2002 Unitary Development Plan (UDP). Further information is set out in the appendices to the Core Strategy and in the Local Development Scheme which can be found on our website.

Development proposals within Fenchurch Street Station Conservation Area have to be considered in the context of all the policies in the Core Strategy and the 55 saved policies from the UDP. Within this framework, particular account will need to

be taken of Core Strategy policies CS10 Design, CS12 Historic Environment, CS13 Protected Views, CS20 Retailing, and CS21 Housing. Saved UDP policies include ENV 11 Development in Conservation Areas, ENV 13 Conservation Areas: Premature Demolition.

Protected views

The London Plan and the Core Strategy seek to protect strategic views which are defined within the London Plan's Supplementary Planning Guidance – the London View Management Framework.

Fenchurch Street Station Conservation Area is not within any LVMF (London View Management Framework) protected vistas.

The character summary identifies a number of distant and local views that contribute to the character of the conservation area. Proposals will be assessed for their potential effect on these and other views of significant individual buildings, townscape or skylines.

The City of London Protected Views SPD (2012) outlines protected views of St Paul's Cathedral, the Monument, Tower of London World Heritage Site and other historic landmarks and skyline features protected and managed by planning policies in the LDF Core Strategy (2011) and Mayor's London Plan (2011).

Sustainability and Climate Change

The City of London 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 particular, areas will need to be resilient to warmer wetter winters, hotter drier summers and more frequent extreme weather events.

Issues specifically relevant to Fenchurch Street Station Conservation Area:

- 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 Core Strategy policy CS15 provides guidance on sustainable development and climate change and policy CS18 on Sustainable Urban Drainage Systems (SUDS). This will be supplemented by policies in the forthcoming Development Management DPD, and the City has produced a *Climate Change Adaption Strategy* (Revised and Updated January 2010).

14. Environmental Enhancement

The City Corporation is currently progressing projects to enhance the public realm in the eastern part of the City, which includes Fenchurch Street Station Conservation Area, through the Aldgate and Tower Area Strategy (see Transport).

The City of London Street Scene manual sets out the policies to manage the public realm, and is expected to be reviewed and adopted as SPD in 2012. The main principles which provide the framework for the City's vision for the City streets are:

- 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.

The northern section of Savage Gardens was pedestrianised as part of the hotel development between Pepys Street and Crutched Friars. The project provided a linear public space with high quality paving materials, trees, cycle racks, and improved lighting beneath the railway bridge. Works were completed in 2011.

15. Transport

London Fenchurch Street Station is the London terminus of the London, Tilbury and Southend Railway, with services to Shoeburyness, Southend Central and Grays operated by c2c Rail Ltd under the Essex Thameside franchise. London Fenchurch Street Station is operated by Network Rail.

Fenchurch Place is a private street owned and maintained by Network Rail.

Crutched Friars forms part of the London Cycle Network.

Much work has already been done on reducing motor vehicle traffic in the City, including in the Fenchurch Street Station conservation area.

- The City's traffic and environment zone regulates and records motor vehicles coming into and leaving the zone and encourages motor vehicle through traffic to route around the zone.
- Goods vehicles exceeding 7.5 tonnes maximum gross weight are prohibited from entering the centre of the City, including all of the Fenchurch Street Station conservation area, except to load or unload or to gain access to premises within the prohibited area.
- The Mayor of London's congestion charging scheme has significantly reduced motor vehicle traffic in Central London.
- The Mayor of London's low emission zone has further reduced numbers of the most-polluting heavy vehicles across London.
- Savage Gardens has been converted into a footpath.

In adopting its Core Strategy the City has refined its highway hierarchy to further reduce the adverse impacts of motor vehicle traffic, including on the valued character of the City's conservation areas. The City will continue to reduce the impact of traffic management infrastructure wherever possible. All of the streets in the Fenchurch Street Station conservation area are local access roads and should only be used by motor vehicles for access to local premises.

As motor vehicle through traffic is further reduced, opportunities to enhance the environment for pedestrians and cyclists to move and to linger and enjoy the spaces will further increase. In assessing the adequacy of the pedestrian environment, the City uses the Gehl parameter of a maximum flow of 13 pedestrians per metre of unobstructed width (of the footway, footpath, shared route or shared space) per minute. Flows at or below this threshold generally afford sufficient opportunities for people to comfortably pause and linger without feeling as though they are obstructing others. This approach is endorsed by the official government guidance on pedestrian comfort, including in *Manual for Streets 2: Wider Application of the Principles* (September 2010).

Further details about the City's transport policies, programmes and projects are available on the City's website.

16. Archaeology

Any development proposals in the City of London which include groundworks could have an impact on below-ground archaeology. Planning Advice Note 3: Archaeology in the City of London, offers advice to applicants how archaeology will be dealt with in the planning and development process, and is available on the City of London website.

17. Enforcement

Breaches of planning regulations are investigated in accordance with the City of London Enforcement Charter (updated June 2008). This sets out the manner and timescales in which issues will be investigated, and is available on the City of London website.

18. Condition of the Conservation Area

The buildings, open spaces and public realm of Fenchurch Street Station Conservation Area are generally in good condition and maintained to a high standard. 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.

5. Further reading and references

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6. Appendices

Appendix A – Designated Heritage Assets

Correct April 2012. Please consult the City of London website for up to date information www.cityoflondon.gov.uk/plans

Listed Buildings

STREET	NUMBER /NAME	GRADE
Crutched Friars	41	II
	42	II*
	43-44	II
Railway Place	Front block of Fenchurch Street Station	II

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