



THE GOODSYARD

Heritage Statement: Appendix A -
Audit of Historic Structures and Heritage Assets

September 2019



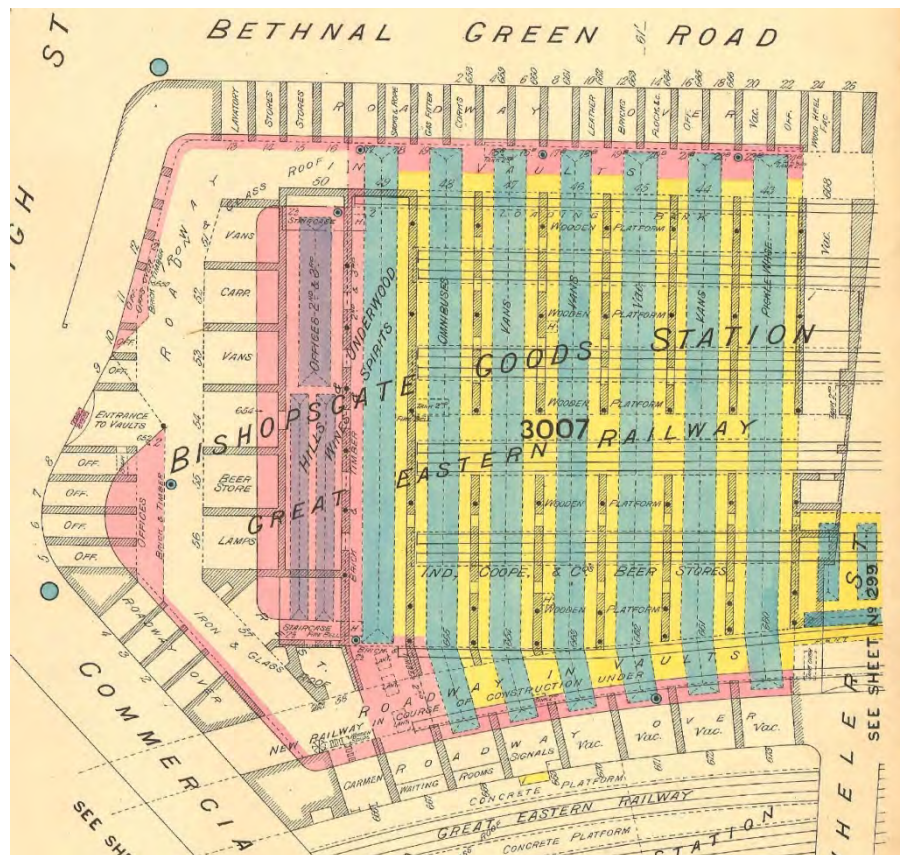
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Bishopsgate Goodsyard

Shoreditch High Street, London E1

Heritage Statement: Appendix A – Audit of Historic Structures and Heritage Assets



September 2019

Consultancy for the
Historic Built Environment

KMHeritage

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1 Introduction

- 1.1 The following audit of heritage structures at Bishopsgate Goodsyards has been prepared by KMHeritage in order to provide a full description of the site's historic structures and demonstrate a clear understanding of their historic development and significance.
- 1.2 The Goodsyards is a complicated site with a number of viaduct structures of varying ages and quality, changes in levels and various other arched structures that remain following the partial demolition of the site in the early 2000s.
- 1.3 The Site Audit has been produced as an Appendix to the Heritage Statement (April 2019) prepared in support of applications for planning permission and listed building consent for the redevelopment of the proposed site The Goodsyards. The Heritage Statement cross-refers to the site audit which addresses the historic development of the site and the extent of listing across the site and provides more specific detail about the character, appearance and significance of the various components of the existing site. The Heritage Statement does not seek to reiterate the contents of this report but draws on the findings and conclusions of the audit.

Structure and analysis

- 1.5 The following report is structured so as to provide an overview of the historic development of the site, which includes the Goodsyards site itself and the historic Sclater Street buildings and the extent of the statutory provision across the site. The bulk of the report is focussed on the site audit which is presented in a tabulated form and should be read in conjunction with the annotated site plan which also highlights the significance of the site's composite parts (attached). The audit attributes varying levels of significance to individual elements within the site in order to build up a picture of significance across the site as a whole. A summary of this significance and value is provided at section 5. The methodology for determining significance is set out at section 4.
- 1.6 It should be noted that in common with many historic buildings and sites, it is not always possible to provide a truly comprehensive analysis of the historic development of the site. The research and analysis set out in this report is as thorough as possible given the type and number of archival resources available. The historic development of the site has been addressed in a number of sources and site inspection has confirmed the documentary record.

Author

- 1.7 The lead consultant and editor of this report is Kevin Murphy B. Arch MUBC RIBA IHBC. He was an Inspector of Historic Buildings in the London Region of English Heritage and dealt with a number of major projects involving listed buildings and conservation areas in London. Prior to this he had been a conservation officer with the London Borough of Southwark and was head of Conservation and Design at Hackney Council between 1997 and 1999. He trained and worked as an architect and has a specialist qualification in urban and building conservation.
- 1.8 The drafting of this audit has been undertaken by Kate Graham MA (Hons) MA PG Dip Cons (AA). Kate has been a deputy Team Leader in English Heritage's London Region, as well as having worked in English Heritage's policy team. Most recently, Kate was Conservation and Design Manager at the London Borough of Islington. She has also worked at the Architectural Heritage Fund. Kate has extensive experience of dealing with proposals that affect the historic environment, assessing significance of the historic environment and also has a background in research, policy analysis and in understanding historic buildings and places. She has trained as a historian and has a specialist qualification in historic building conservation.
- 1.9 Additional research for the audit has been undertaken by Dr Ann Robey FSA, a conservation and heritage professional with over twenty years of experience. She has worked for leading national bodies as well as smaller organisations and charities. She is a researcher and writer specialising in architectural, social and economic history, with a publication record that includes books, articles, exhibitions and collaborative research.

Note on condition

- 1.10 The purpose of this document is to provide an account of the site's structures and their significance. This audit notes condition within each entry at section 4 only where superficially obvious and which may include plant growth, water ingress, brickwork delamination and deterioration or cracking.
- 1.11 A condition survey of the site was undertaken a number of years ago by Alan Baxter Associates (*Structural Engineering Condition Survey*, Alan Baxter Associates, November 2013). The audit provides a summary of the *Structural Engineering Condition Survey* at section 4 of this document. A more recent condition survey has been undertaken by WSP (*Structural Engineering Condition Survey Report*, WSP,

March 2019). This document describes the condition of the site and compare the condition in 2019 with that described in the Alan Baxter Associates 2013 report. The WSP survey will be submitted as a standalone document in support of the applications for planning permission and listed building consent.

Designations and Buildings at Risk

1.12 Two elements within the site are statutorily listed at grade II. These are the Braithwaite Viaduct and the former Gates and Forecourt Walls to Bishopsgate Goods Station (referred to in this document and other related documents as ‘the Oriel Gateway’). These are discussed in further detail at section 3 of this report which sets out the extent of listing across the site.

1.13 Both the viaduct and former gates and forecourt walls (Oriel Gateway) are included on English Heritage’s Heritage at Risk Register. The entry for the Braithwaite Viaduct (as per the 2019 entry) sets out that:

Early railway viaduct built in 1840 by John Braithwaite for the Eastern Counties Railway, formerly set within an extensive brick vaulted Goodsyard circa 1880, partially demolished in 2003. Previous Planning and Listed Building Consent proposals for the site were under consideration by the Greater London Authority, but an alternative proposal is now being developed.

1.14 The listed description for the Oriel Gateway reads as follows (as per the 2019 entry on the Register):

Late C19 walls to the demolished goods station. The gates were repaired some years ago and are now in situ beneath the hoarding. The repair of the listed wall formed part of a large redevelopment proposal for the entire Bishopsgate Goodsyard site, called in by the Mayor of London in 2015. This proposal has not been progressed, and further discussions with the developer are being sought.

1.15 Both the Braithwaite Viaduct and the former entrance to the Bishopsgate Goodsyard have been on the Heritage at Risk Register for some time. The viaduct is in a relatively sound condition but the former entrance is more vulnerable and largely inaccessible, particularly at the upper level. The Oriel feature to the former entrance has been hoarded in order to protect it from further deterioration. The gates, piers and winding mechanism are also hoarded to make them weathertight and protect them from theft.

1.16 The former Goodsyard site itself does not form part of a conservation area but part of the wider proposed development site includes part of the southern side

of Sclater Street which is within the Brick Lane & Fournier Street Conservation Area. This audit therefore includes the former Mission Hall, No. 66-69 'Victorian building' and Nos. 70-74 Sclater Street the 'Weavers' Cottages', all properties which form part of the current proposals for the wider site.

- 1.17 Heritage assets outside of the proposed development site are included within the Context Appraisal (Appendix B to the Heritage Statement).

Images and mapping

- 1.18 Images and mapping of the site are included at Appendix I of this document. These include historic and current photographs of the site and a historic map sequence that helps to illustrate the development of Bishopsgate Goodsyards. Where possible, the images are cross-referenced to the various areas referenced in the site audit. As with all historic sources and evidence, additional information may come to light that adds further to our understanding of the history of the Goodsyards and its significance.

2 Historic development of the site

- 2.1 The following section sets out the historic development of the site. This includes the former Bishopsgate Goodsyards site itself and the former Mission Hall and houses on Sclater Street which also form part of the wider proposals for redevelopment.

The Goodsyards site – early history

- 2.2 The Goodsyards and its predecessor, the Shoreditch Terminus of the Eastern Counties Railway, has been a prominent feature of the Shoreditch and north Spitalfields area for approximately 170 years. As seen in other areas of London during the middle of the 19th century, technological advances in rail transportation and passenger and consumer demand transformed the built fabric of areas of the inner city through the construction of stations, rail lines, Goodsyards and the explosion of associated trades and industries. Such progress and innovation saw swathes of the existing urban fabric demolished in order to incorporate this new physical, social and economic infrastructure and the impact of the Shoreditch Terminus and later the Goodsyards was no exception to this rule.
- 2.3 Prior to the development of the Eastern Counties Railway and its terminus to Shoreditch in 1842, the area now occupied by the site of the Goodsyards was populated with a series of small-scale residential streets, forming a tight grid between Spitalfields in the south and Shoreditch and Bethnal Green in the north. This network of streets were built on a number of different landholdings including the estate of the Wheler family, later the Wilkes estate, and the Byde family who owned property across Bethnal Green. Wheler Street, the name formerly given to Braithwaite Street, is a reminder of the 17th to 18th century Wheler Estate. Figure 1 (Appendix I) shows the extent of the area's development by the early years of the 18th century.
- 2.4 Horwood's map of 1792-9 shows how development had intensified dramatically in the area by the end of the 18th century (figure 2). Horwood's plan also clearly shows the parish boundary between Shoreditch and Spitalfields which is today recognised on the site with the boundary between the London Boroughs of Hackney and Tower Hamlets being at this point. The houses that occupied the site at this time were likely to have been relatively small houses particularly where they were squeezed around courts and squares such as King Square in the east and Webb Square to the west. The densely developed area is again

illustrated on Greenwood's map of London (figure 3) which highlights the former finer grain of the area.

The Shoreditch Passenger Terminus

- 2.5 By the early 1830s, the Eastern Counties Railway Company (ECR) was looking for a suitable site for a London terminus that would serve its railway that ran from Great Yarmouth and Norwich to the city. Under an Act of 4 July 1836, this station was built on the Goodsyards site as the company's Shoreditch Terminus. Although a site in closer proximity to Brick Lane was considered, the Act provided for a terminus to be located 'at or near High Street, Shoreditch.'¹
- 2.6 Between 1839 and 1847 John Wilkes, of the Wilkes Estate noted above, conveyed the part of that estate to the ECR which lay north of Phoenix Street for the construction of the line to the Shoreditch Terminus. The building of the line to the station began in March 1837. By February 1839, it was decided to proceed with the construction of the terminus on Shoreditch High Street according to the plan submitted by the ECR's engineer, John Braithwaite.² Braithwaite, born in 1797, was one of the pioneers of railway engineering and a contemporary of the Stephenson brothers, building some of the first steam-driven vehicles as well as associated civil engineering projects.³ Most of the purchases for the terminus and final stretch of line through Spitalfields were made in 1839 and 1840.
- 2.7 The line through the outskirts of London was raised on viaducts, and the estimated expense was greatly exceeded because of 'the unexpected varying and extraordinary increase of the depth in the foundations of nearly all the piers and abutments, consequent upon passing thro' crowded building property, intersected with sewers, old ditches and numerous cesspools'.⁴ It was one of the earliest and most substantial viaducts in London.⁵ It was noted at the time that 'the engineer, Mr John Braithwaite, has determined that it shall stand for ages, for it is built in a very substantial style'.⁶

¹ *Survey of London, Vol 27: Spitalfields and Mile End Town (1957)*, p 252

² *Ibid.*

³ Jerry Tate, 'Bishopsgate Station and Goodsyards' in Lisa Rigg (ed.). *Hackney Modern, Restored, Forgotten, Ignored* (2009), p.89; John Braithwaite and his partner John Ericsson built the steam locomotive *Novelty* which entered the Rainhill Trials in 1829.

⁴ *Ibid.*

⁵ The London Railway Heritage Society, *Bishopsgate Goods Depot 1875-2002*, (2002), p.3

⁶ Quoted in *Save The Viaduct!* pamphlet in English Heritage, Historian's file TH 225

- 2.8 By June 1839, the station itself was being constructed and a temporary station was erected at Devonshire Street in Mile End to act as a terminus for the existing and extending stretch of line from Romford. Around this time, the Northern and Eastern Railway Company (NERC) had obtained statutory authority to share the line to the Shoreditch with the ECR. With this Act, provision was made for a station to be provided for the NERC close to the ECR's station. *The Builder* records that 'John Braithwaite to some extent anticipated the development of traffic and proposed a double station, one for the [Northern and Eastern] Cambridge line and another [Eastern Counties] to Colchester, making a much more imposing work, but financial difficulties supervened.'⁷ Amendments to the plans for the station and site may have been undertaken at this time as Braithwaite submitted further plans for Shoreditch in 1840. Clearly, the sharing of the line may well have had an impact on how the station was to operate and function.
- 2.9 The new Shoreditch Station first opened in 1840 but work continued on the station and site until 1842.⁸ In June 1841, the carriageway to the south of the station was enlarged and in September 1842, Braithwaite reported that 'the most essential part of the London Terminus is fast approaching completion; and the offices are now occupied by the respective departments of both companies.'
- 2.10 In November 1843, *The Builder* recorded a description of the station.⁹ The station was raised on brick arches, and to avoid the effects of vibration the arches supporting the roof-columns of the shed were independent of those supporting the concourse. The corrugated iron roof of three semi-elliptical spans was supported by two ranges of seventeen cast iron columns, centred at 13 feet 9 inches and linked by light arched ribs. The roof over the middle aisle spanned 36 feet and was raised to admit a light arcaded iron and glass clerestory on each side. The side aisles each spanned 20 feet 6 inches and were day-lit by small circular roof lights, one over each bay. The roof was erected by Messrs. Walker and Sons, of Bermondsey, who purchased the patent of Mr. H. R. Palmer, the inventor and patentee of the corrugated iron, at a charge including fixing of £6 10s. per square of 100 superficial feet, the whole cost of the three roofs being £1,365.¹⁰ *The Builder* noted elsewhere that 'the most beautiful roof at the Eastern Counties Railway, Shoreditch, excelled nowhere in

⁷ *The Builder*, 29 May 1886, pp. 795–6.

⁸ The London Railway Heritage Society, *Bishopsgate Goods Depot 1875-2002*, (2002), p.3

⁹ *The Builder*, 1843, pp. 638-9

¹⁰ *Survey of London*, Vol 27: *Spitalfields and Mile End Town* (1957), p 252.

elegance, lightness and simplicity.’¹¹ The original station building is shown at figure 4.

- 2.11 The design of the station has been attributed to Sancton Wood (1815-1886) who designed a number of railway stations across the UK and Ireland, including Heuston Station in Dublin. An obituary notice for Sancton Wood in *The Builder*, written by a former pupil, stated that Wood was ‘engaged by Mr John Braithwaite to design the station buildings on the Eastern Counties Railway, and was the architect for the old terminus at Shoreditch.’¹² In the ECR minute books however, it was noted that Braithwaite himself was mentioned in connection with the design of the station. It is likely that elements of the station scheme were designed by both men, certainly, as set out below, Braithwaite did design the principal viaduct into the terminus and probably was responsible for many other aspects of the overall design.

- 2.12 *The Survey of London* describes the building as being a well-composed Italianate design.

*The concourse was flanked on the north and south sides by long two-storeyed ranges, terminated at the west end, and probably at the east, by boldly projecting pavilions crowned with attic storeys. The western pavilions were linked by the recessed screen-wall fronting the concourse, its two storeys raised on a rusticated basement against which twin stairways rose, left and right, to a doorway in the return face of each pavilion. Before the west front was a semi-circular court or area, partly enclosed by the ramped approach roads leading from the street to the raised concourse. The rusticated basement formed a plinth for the Doric pilastered first storey, where each pavilion had three rectangular windows placed between single pilasters, and the main front had seven arch-headed windows ranged between paired pilasters. This arrangement was reversed in the second storey where the three windows of each pavilion had arched-heads linked by bold imposts, and the seven rectangular windows of the main front were dressed with corniced architraves, the central window being emphasized with a triangular pediment. The attic windows were rectangular and each pavilion was finished with a bold bracketed entablature and a blocking-course. The two-storeyed north front was fairly simple in expression, with a triangular pediment to mark the position of the booking-hall entrance.*¹³

¹¹ *The Builder*, November 1843, pp. 511.

¹² *The Builder*, 1886.

¹³ 'Bishopsgate Railway Terminus', *Survey of London: volume 27: Spitalfields and Mile End New Town (1957)*, pp. 252-255

- 2.13 The built form of the station is shown in plan at figures 5 and 6. The station was renamed Bishopsgate on 27 July 1847 with the intention of drawing more City commuters by naming it after the major thoroughfare in the heart of the financial district and implying that it was more centrally located.
- 2.14 In 1851, a guide to London at the time of the Great Exhibition called the station 'a series of elegant buildings in the Italian style of architecture.'¹⁴ Another contemporary source recorded that it was small and confined and considered that a more monumental character should have been given to its central block. The source stated that 'It is respectable, but feeble, in its architectural effect; too much cut up into small parts, and without mass.'¹⁵
- 2.15 By 1857, complaints were being made as to the inadequacy of the station. A letter to the railway recorded that 'so great confusion exists at busy hours of the day, that passengers accustomed to other lines are frequently heard expressing their disgust and (what is of more consequence to you) they visit it as little as possible'.¹⁶ As rail traffic expanded the station could no longer cope with the increasing number of passengers and the concourse was frequently overcrowded.
- 2.16 In 1862 the Eastern Counties became part of the Great Eastern Railway (GER) and the new Directors decided that a larger, improved station was needed, closer to the business centre. They considered Bishopsgate Station as 'objectionable in almost every feature'.¹⁷ Cassell's *Illustrated Guide to London* of 1862 stated that the traveller who arrives in London by the Eastern Counties Railway will find himself jostled by the thronging crowds of Shoreditch – a populous and not very attractive location. But he is within fifteen minutes of the heart of the City'. A site for a new terminus was chosen and the first part of the new Liverpool Street terminus was brought into use in 1874. Some passenger trains continued to use Bishopsgate for a while and the station continued to be used by freight trains over the next few years while it was being rebuilt as Bishopsgate Goodsyard.

Bishopsgate Goodsyard

¹⁴ Tallis's *Illustrated London*, in Commemoration of the Great Exhibition of 1851 ... by William Gaspey, N.D., vol. ii, p. 186.

¹⁵ *London Exhibited in 1851*, ed. John Weale, p. 812.

¹⁶ *The Eastern Counties Railway and District . . . A Letter to the Proprietors by John Wallen etc.*, 1857, p. 5 (copy in the BM).

¹⁷ The London Railway Heritage Society, *Bishopsgate Goods Depot 1875-2002*, (2002), p.3

- 2.17 In November 1875, Liverpool Street Station opened. This allowed the Great Eastern Railway Company (GERC), of which the ECR now formed part, to close the terminus at Shoreditch and redevelop the site as a Goodsyards. The design of the passenger station was not suited to Goodsyards use and plans were therefore immediately made to demolish the existing building and to build a purpose-built goods depot. Parliamentary plans were deposited in November 1875 and the relevant Act passed on 27 June 1876. One issue was that the proposed closure of Wheler Street (now Braithwaite Street) was not allowed. This meant that the lower floor of the new depot would have to be built in two parts with the public road passing between them (figures 7 and 8). The whole of the old station was demolished, plus most of the existing viaduct arches, except for a section of the Braithwaite Viaduct (and the 1847 widening of the Braithwaite on its south side) between Wheler Street and Brick Lane. By May 1879, the clearance and rebuilding of the substructure was completed.¹⁸ Additional land to the north and south of the former station was acquired to allow for the outward expansion of the site.
- 2.18 By May 1880, the original station's building and its boundary walls had been removed. The new goods station was designed by the GERC engineer, Alfred A Langley and built by Messrs. Vernon and Ewens of Cheltenham who were awarded the first contract in September, 1878 and received all subsequent contracts on the site.¹⁹ Many of the bricks used in the work were made by GER itself at Temple Mills. While construction took place between 1878 and 1881, the station continued to handle goods traffic. The official opening date was 1st January 1881, but work remained unfinished at that time, most notably the arches between Wheler Street and Brick Lane.²⁰ By the end of 1882 some 1,600 carts were in and out of the station daily. Bishopsgate Goodsyards was completed c.1884.
- 2.19 The main elevation of the building faced Shoreditch High Street and was 680 feet long and 70 feet high, while the frontage to Commercial Street was 400 feet divided into 13 bays. A contemporary account described the main front as having 'a handsome dentiled cornice in terra cotta and a relieved string course. The fronts are of red and white brick, with terra cotta reliefs, rusticated

¹⁸ 'Bishopsgate Railway Terminus', *Survey of London: volume 27: Spitalfields and Mile End New Town* (1957), pp. 252-255.

¹⁹ *The Railway News*, 29 May 1880; The London Railway Heritage Society, *Bishopsgate Goods Depot 1875-2002*, (2002), p.5.

²⁰ John Watling, "Bishopsgate and Spitalfields", *British Railway Journal*, Special Great Eastern Railway Edition, (n.d. c. 1988). p.103

pilasters and ornamental panelled work under the windows, which are filled in with Loines patent iron sashes, the intersections of the sash bars rosetted'.²¹

- 2.20** *The Survey of London* volume that includes the history of the Goodsyard site was published in 1957 and therefore provides a description of the building prior to its destruction in a fire in 1964 and its consequent demolition. It records that:

'The main building at Bishopsgate Goods Station has three lofty storeys. The first is a street-level basement, the second is the goods station, and the third is a warehouse with an iron and glass roof supported by lattice girders, resting on massive iron columns, ranging north to south. The warehouse floor is simimilarly supported, and the basement below the railway tracks consists of a series of tunnel vaults, forming roadways and loading bays for the road transport lorries. The north and south side elevations are evenly divided into pediment-gabled bays by rusticated pilasters of white brick, rising from the blue brick piers of the basement arches. The red brick face of each bay contains two tiers of three grouped windows, dressed with white brick, the lower windows having stilted segmental-arched heads, whereas the upper are round-arched. A corbel-table underlines the upper storey and there is a small round window in the pediment-gable. A later two-storeyed addition of irregular plan almost conceals the original front from view. The lower part of this front is open, and massive piers of blue brick, five feet square, support the girders carrying the front of the offices in the upper storey. This is of dark red brick, and in the centre and at each end is a projecting bay containing a group of four round-headed windows. Between the bays are two ranges of nine windows with stilted segmental-arched heads. All the windows are dressed with white brick and moulded terra-cotta. Across the front extends a bracketed entablature of terracotta...Each bay contains a pair of round-headed windows and is finished with a corbel-table below the parapet.'

- 2.21** The Goodsyard was clearly designed to be visually impressive (figures 9-11) the upper level warehouse being covered with an iron and glass roof resting on massive iron columns. It occupied a site much larger than the station it replaced and was an extensive and complex operation. A comparison between figures 6 and 12 highlights the growth of the site by the end of the 19th century. In the space of just forty years, the site of the Goodsyard was transformed from a small-scale residential network of streets to firstly a passenger terminus and then later an extensive goods station for the GER. Consequently, the character of the area changed considerably.

²¹ *ibid*

- 2.22 The Goodsyards was built for the handling of goods, particularly food stuffs from the eastern counties. As the railway line connected to the busy Harwich to Zeebrugge ferry route, imported foods from all over Europe went into Bishopsgate Goodsyards. It was originally intended that a fruit, vegetable and fish market should also operate from the basement level, between Wheler Street and Brick Lane. This was in an attempt to reduce the cost of foodstuffs in London by removing the expense of carriage from the railhead to the markets at Covent Garden, Billingsgate and Spitalfields.²² A vegetable and fruit market opened in July 1882, followed by a fish and poultry market in October of the same year. But vested interests questioned the legality of the new market, and the freeholder and lessee of Spitalfields Market successfully challenged the markets as an infringement of their charter rights. Despite public support for the GER, the market was closed in 1884, transferring to nearby Columbia Market.
- 2.23 After 1884 the 'undercroft' of arches continued to be let to vegetable merchants, especially those trading in potatoes who found the dark conditions conducive for warehousing.
- 2.24 The Insurance Plans published by Chas. E. Goad for the site show interesting detail of the site and how it operated (figures 13-16). The site was accessed via a number of vehicle entrance points – eight in total – each with its own cart weighbridge.²³ A ramped roadway led from Wheler Street (now Braithwaite Street) in the south to the western frontage of the building where it connected to a roadway in front of the main Goods Station. A further entrance to the vaults led from Shoreditch High Street at Ground level. Two further roadways accessed the eastern end of the site from Braithwaite Street. A railway ran through the centre of the site at vault level. There were also rails in the southern roadway, now known as London Road, together with loading bays and platforms to the associated vaults.
- 2.25 The main goods shed at viaduct or rail level was approached by two inclined roadways; one from Wheler Street round the southwest corner of the site, and one from Shoreditch High Street round the north-west of the site. There were cart weighbridges at the top of both routes.
- 2.26 The vaults were used for varying purposes ranging from the storage of equipment for the good station, vegetables, fine wares, builders materials,

²² The London Railway Heritage Society, *Bishopsgate Goods Depot 1875-2002*, (2002), p.12

²³ *Ibid.*

beer storage and for the use of the GERC hotel department. Users of the vaults in the post-war period included Woolworths and Boots the Chemist.

- 2.27 In 1881 a covered platform which became known as the 'Fruit Bank' was built on the south side of the yard mainly for incoming continental traffic. In 1897, a further £5257 was spent doubling its length to 750 feet. Its extension can clearly be seen on the OS maps of 1894 and 1914. In 1926 the 'Fruit Bank' was improved by adding proper drainage and new concrete paving. On the north side of the yard was a smaller covered 'Continental Bank' for outbound goods (figure 18).
- 2.28 In 1884 new double ornamental iron gates were manufactured by the foundry of Messrs. Barnard, Bishop and Barnard of Norwich, who made other improvements to the Shoreditch High Street entrance at the same time.
- 2.29 In 1914 the biggest enlargement of the Bishopsgate depot took place when the 'warehouse' was extended eastwards by another five bays over the eastern end of the platforms. busy until the 1960s (figure 17). The upper level warehouse, which extended over the entire covered area of the station, was the most distinctive feature of the depot. It had a floor space of no less than 158,000 square feet and was served by the various bays which operated in conjunction with an overhead conveyor, on the Commercial Street side. The Goodsyards was a great success and at the height of its use employed some 2000 workers and used over 4000 horses in carrying goods. The average daily unloading of goods amounted to 430 wagons under cover and 170 wagons unloaded in the open although at busy times up to 850 consignments of fish, fruit and vegetables could be unloaded in a day. In the 1930s average outward traffic amounted to c.500 wagons daily.²⁴
- 2.30 Perhaps surprisingly the Goodsyards survived the bombings of WWII but as road haulage started to take freight away from the railways in the post-war era the numbers employed at Bishopsgate declined, although the yard remained busy until the 1960s.
- 2.31 On 5 December 1964, a fire devastated the upper level warehouse of the Goodsyards and the grand structure of the 1880s warehouse was destroyed and consequently later demolished. The fire was one of the most fearsome seen in London since the Blitz, with sections of the perimeter walling collapsing into

²⁴ 'Bishopsgate Goods station L.N.E.R.' in *The Railway Magazine*, Vol. 72, 1933 p.167; Inwards traffic was dealt with from midnight to the afternoon and outward traffic from 9am to midnight to prevent confusion.

the surrounding streets. The damage was so serious, that there was no question of the buildings at upper level being repaired. It took 235 firefighters 22 Pumps, 19 Pump Escapes, 12 Turntable Ladders, 2 Emergency Tenders, 4 AFS Vehicles along with Control units, Wireless Cars and Staff Cars to bring the fire under control.²⁵ Apart from the loss of two lives, 300 railway wagons and 60 motor vehicles were severely damaged along with goods of all kinds that were in transit (figure 19). The cost of the blaze was put at at least five million pounds. The buildings were demolished and although parts of the station remained operational until 1967, the tracks were lifted and the upper platform level became overgrown and abandoned by the 1970s.

- 2.32 The vaults at ground, or basement level to the former goods station, survived the fire and were retained. They remained in sporadic use until relatively recently. From the 1960s, the upper part of the site was used by National Car Parks for parking together with some storage use of the vaults. The Wheler Street to Brick Lane section of the basement was closed off and allowed to decay.
- 2.33 In 1975 the western entrance in Shoreditch High Street was grade II listed with protection given to the 1884 gates and the remains of the weigh bridge office. Above the entrance the three-light stone oriel window, which was once no more than a screen at the back of the weight office outside the main road entrance to the viaduct-level goods station.²⁶
- 2.34 By 1999 the Wheler Street to Brick Lane section of the basement viaduct had been cleaned up and improved by Urban Space Management Ltd. For a while it became home to a variety of light manufacturers, artists, workshops, restaurants, a swimming pool and a gym. "The Goodsyard Market" first opened Sunday 19th September, 1999, coinciding with London Open House Day. In the following year a company installed a track to allow Go Karts to race on the upper level until 2002.
- 2.35 In the early 2000s, plans for the construction of the East London Line (ELL) were being formulated. The remaining structures of the Goodsyard became the subject of much debate as London Overground's route ran through the Goodsyard site (as it now does) . The structures had been assessed for listing in the late 1990s when it was determined that they were of insufficient interest to warrant such protection. During the debate over the future of the Goodsyard,

²⁵ Report on Bishopsgate Goods Depot Fire, Online: <http://www.fireservice.co.uk/history/bishopsgate>

²⁶ English Heritage Archives, RCHME Report on Bishopsgate Goods Station NBR index no. 94371 (1995).

the remaining structures on the site were once again considered for listing by English Heritage in 2001. Ultimately, the Braithwaite Viaduct was listed at grade II with all other structures on the site considered as not being of sufficient architectural or historic special interest to warrant listing independently. The former entrance to the Goods Station on Shoreditch High Street had already been listed at grade II in 1975.

- 2.36 Ultimately, in order to construct the ELL, a large part of the remaining vaults on the site were demolished. The demolition of structures included everything to the north of the Braithwaite Viaduct and the northern part of the area to the west of Braithwaite Street. This resulted in the listed entrance being cut back and a section of boundary wall on the north-west corner of the site also being demolished.

Sclater Street – early development

- 2.37 Outside the walls and jurisdiction of the City of London, the fields to the east of the medieval priory and hospital of St Mary Spital started to be systematically developed in the later 17th century, especially after the Great Fire of 1666. In 1682, a vegetable market was established at Spitalfields and in 1675 the Truman's Black Eagle Brewery in Brick Lane was built on the current site. There were already weavers and ribbon makers in the locality but their numbers were boosted after 1685, when French Huguenot refugees moved into the area bringing with them their silk weaving skills.
- 2.38 In 1727 the writer Daniel Defoe noted that the area had become 'all town' during his lifetime and where there had once been fields and gardens, houses and markets now stood.²⁷ A survey made in 1703 shows the area around Hare (now Chesham) Street and Brick Lane (running north-south) just before the building of Sclater Street, showing Slaughter's land (as a Norse word, Sclater is pronounced '*Slaughter*') still as fields (figure 1).
- 2.39 Gascoyne's map shows just how far development had spread northwards from Spitalfields from the late 17th century, although to the west and east there still survived some fields and gardens. The Spitalfields silk district grew northwards, expanding into the western part of the adjacent hamlet of Bethnal Green.²⁸ By the 1740s many of these fields had been built over and fully developed as shown on John Rocque's plan of 1746 (below). This included Sclater Street which was built on part of the freehold former demesne lands known as the Red Cow estate. A house called the Red Cow and some associated farm buildings had stood at the north-east corner of Brick Lane and Church Street until c.1700.²⁹ In 1703 the estate then called Slaughter's (Sclater's) Land, contained just a few isolated buildings (figure 1). This had changed by 1746.
- 2.40 From 1718 Thomas Bacon (formerly Sclater) developed the Red Cow estate, leasing out small parcels for 61 years to various carpenters of the City of London. The estate comprised Swan Field to the west and Hare or Cross Field to the east of Brick Lane (figure 1). Building began in Swan Field with Sclater

²⁷ Daniel Defoe, *A tour thro' the whole island of Great Britain, divided into circuits or journies*, Letter 5 (London), Part 1: Overview and Suburbs (1727)

²⁸ Peter Guillery, *The Small House in Eighteenth Century London*, (2009), p.79

²⁹ 'Bethnal Green: The West: Shoreditch Side, Spitalfields, and the Nichol', *A History of the County of Middlesex: Volume 11: Stepney, Bethnal Green* (1998), pp. 103-109

Street in the south, reaching Swan and Bacon streets by 1720.³⁰ The sort of houses being built on the estate were narrow one room deep buildings for the occupation of weavers whose home life was dominated by work on their looms.³¹ The growth of the silk industry meant that it was not only housing that was needed in the area, but also industrial buildings where weaving could take place.

- 2.41 In streets like Sclater Street the houses erected were as much places of industry as conventional homes - their *raison d'être* being as places to weave silk and other yarns. Many were designed and built for multiple occupation, operating as workshop homes for a number of tenant journeymen weavers and this is shown through particular elements of the architectural design including the placing of staircases at the front of the house and special fenestration such as full-width windows on the upper levels to provide the maximum amount of light. The houses were just one room deep to allow light to enter on both sides (figure 14).

Nos. 70-74 Sclater Street

- 2.42 Nos. 70-74 Sclater Street have their origins as weavers' tenement houses and were built c.1719 (figure 13). From 1718 to 1721 William Farmer and other builders were taking 61-year leases (usually in lots for two houses) from Thomas Sclater alias Bacon and building small square plan houses on 17 ft or 17ft 6ins wide sites with a depth of 60ft.³² Insurance policies were taken out in September 1719 by Richard Hatt a weaver, for brick houses that have been identified as nos. 72 and 74 Sclater Street. These specify two 17ft 6in by 18ft houses with 15ft by 9ft back buildings, made of timber.³³ Their ground plans have been recreated by English Heritage in figure 14 and a section through no. 72 recreated in figure 15.
- 2.43 All three properties have been refronted : no. 70 in about 1777³⁴ and nos. 72-74 were largely rebuilt in the early to mid-19th century following their original form.³⁵ They are three-storey plus cellar brick houses with 17ft frontages. Each house was built with a one room plan main block with a winder staircase in front of party-wall chimneystacks. All have a front-staircase window - the small

³⁰ *ibid*

³¹ Peter Guillery, *The Small House in Eighteenth Century London*, (2009), pp.83,85, 94

³² English Heritage Archive, BF098913 - report by Peter Guillery.

³³ *Ibid.*

³⁴ A new 61 year lease of nos. 66-70 was granted to Thomas Bainbridge in 1777.

³⁵ English Heritage Archive, BF098913.

window above the original site of the front door (figures 13 and 16). The one room plan main blocks all have their staircases to the front beside the chimneystacks. There are six flues to each stack, suggesting three fireplaces to each house and unheated cellars (figure 15). The long back buildings reflect the original arrangements but these have also been rebuilt. The back buildings were often used as dye houses or as carpenters' yards. The properties have been rearranged internally over the years. It seems quite probable that when first built in 1719, they had single broad first-floor windows and long north-facing top floor mullion casements, like the houses that used to stand elsewhere in Sclater Street (figure 16). Thus, although nos. 72-74 are much rebuilt, they retain the essential form of earlier buildings associated with silk weaving.

- 2.44 As well as normal weaving, a variety of different trades associated with the silk industry were carried on in Sclater Street. Insurance records from the Sun Fire Office indicate the crafts of silk winder and warpers, loom brokers, weaver and trimming manufacturers, dealers in silk and cotton, a broker and dealer in lamp oil and a cane spreader (perhaps for umbrellas) and dyers operating from properties in Sclater Street.³⁶
- 2.45 By the time of the census of 1841 just over a half of the inhabitants of Sclater Street were dependant on silk for their livings and the street had become lined with shops. The upper storeys of the houses were used for weaving and the ground floors for shops. Ten people lived at no. 74 in three households, two of which were headed by weavers. No. 72 had sixteen inhabitants including one weaver, an old clothes dealer and seven single adults squirreled into different places around the house. No. 70 had two households - a carpenter with a family of four and Henry Ballard, a spinner and his two children.³⁷
- 2.46 At a later date no. 70 was occupied by a wood turner (1875) and a loom maker (1900). In the 1870s, no. 72 was the home of a silk trimming manufacturer and in 1890 there was a restaurant and later a wood carver lived there (1911). At no. 74 there was a shuttle man and turner in 1873, a picture framer in 1890 and by 1911 no. 74 was refreshment rooms.³⁸
- 2.47 Since the late 17th century Spitalfields had serious problems of poverty due to the widespread dependence on the silk-weaving industry. Artisans were

³⁶ National Archives indexes online, LMA indexes online

³⁷ 1841 Census; English Heritage Archive, BF098913

³⁸ Post Office Directories and Goad Insurance Plans

subject to the hazards of a trade in which changes of fashion and interruption of the supply of raw materials by war or economic problems were liable to cause great fluctuations in business.³⁹ The weavers, many of whom were unskilled, badly paid and laid off when trade was slack, were frequently forced into the workhouse or onto the streets. In 1729 the parish was 'Burdened with a Numerous poor'.⁴⁰

- 2.48 In the 1730s there were riots by the silk workers against their masters and troops were sent from the Tower to quell the troubles, but the 1750s and '70s saw similar problems. In March 1807 the Spitalfields Vestry spoke of 'the very peculiar Circumstances' of Spitalfields and Mile End New Town 'which are inhabited almost entirely by poor Persons'.⁴¹ Both Spitalfields and Bethnal Green fell into further decline after the 1820s and gained a reputation as cheap areas in which to live, proving a magnet to further waves of immigrants. In 1860, a treaty was established with France, allowing the import of cheaper French silks. This saw the collapse of silk weaving trade in Spitalfields and Bethnal Green although the large-windowed houses were found suitable for tailoring, attracting a new population of Jewish refugees from Russia. By the 1870s, clothing, furniture and printing were the three main trades in Shoreditch and Spitalfields.
- 2.49 The mid-19th century saw some major changes just to the south of Sclater Street with the coming of the railway to Shoreditch. Shoreditch Station was opened by the Eastern Counties Railway (ECR) in 1842/3 to serve as its new permanent passenger rail terminus in London and was renamed Bishopsgate on 27 July 1847. The railway lines were carried on impressive brick viaducts (built from 1838) designed by John Braithwaite⁴² (1797-1870), chief engineer to the ECR. The construction of the line and the station changed the street layout of the immediate area both to the north and south of the terminus and its associated lines.
- 2.50 As set out above, after the opening of Liverpool Street station in 1874, the Bishopsgate site was converted into a goods station which opened in 1884, and became known as the Bishopsgate Goodsynd. The OS Map of 1896 shows

³⁹ 'General introduction', *Survey of London: volume 27: Spitalfields and Mile End New Town* (1957), pp. 1-13

⁴⁰ 'General introduction', *Survey of London: volume 27: Spitalfields and Mile End New Town* (1957), pp. 1-13

⁴¹ 'General introduction', *Survey of London: volume 27: Spitalfields and Mile End New Town* (1957), pp. 1-13

⁴² John Braithwaite and his partner Captain Jon Ericsson, raced George Stevenson's 'Rocket' for the Rainhill trials in 1829

the Goodsyards and the changes to Sclater Street (figures 6 and 8). Other changes occurred to the road layout in the area in the later 19th century. At the same time as the Goodsyards were created, Shoreditch High Street was widened. Bethnal Green Road was realigned by the Metropolitan Board of Works (MBW) in 1878-9 to create a broad thoroughfare connecting to Shoreditch High Street.⁴³ Improvements in infrastructure did not mean improvements in housing conditions for the inhabitants of the area.

- 2.51 In 1871, the architectural journal *The Builder* visited Bethnal Green to report on the housing conditions in the area. On visiting Sclater Street they wrote 'The state of Sclater-street and the lanes and alleys branching there from is very bad. At the upper end of this, on a corner-house, a tablet has the following inscription, 'This is Sclater-street, 17-18.' We need not stop to inquire who was Sclater. All we need say now is, posterity knows Sclater street, and is shocked at its filthy condition, and that of its courts. Bacon-street has another stone tablet, with the date 1723'.⁴⁴ A few years later In 1878, Sclater Street was further described :

*'The older houses inhabited by the weavers have wide latticed windows in the upper storeys, to light the looms. Being nearly all bird-fanciers, the weavers supply London with singing-birds, and half the linnets, woodlarks, goldfinches, and greenfinches sold in the metropolis are caught by Spitalfields weavers in October and March. They are fond of singing-matches, which they determine by the burning of an inch of candle Spitalfields'*⁴⁵

The Sclater Street Mission Hall

- 2.52 Given the strongly Protestant background to the silk weaving district it is unsurprising that Nonconformity flourished in Spitalfields and several chapels or meeting-houses were built there during the first half of the eighteenth century. This continued into the 19th century when missionary activity intensified in the East End. In the 1880s and 1890s a great number of middle- and upper-class women and men were involved in charity and social work, particularly in the East End slums.
- 2.53 In 1876 a small brick and iron chapel was established in a triangular site at No. 64 Sclater Street behind the walls supporting the Eastern Counties Railway line.

43 'Bethnal Green: Building and Social Conditions from 1876 to 1914', *A History of the County of Middlesex: Volume 11: Stepney, Bethnal Green* (1998), pp. 126-132

44 *The Builder*, 28 Jan. 1871, 'Homes in the east of London: A fresh visit to Bethnal-Green'

45 *Old and New London: Volume 2* (1878), pp. 149-52

The simple brick room behind the G.E.R. station was used by the Christian Brethren for just a few years between 1876 to 1893.⁴⁶ This was during the time that the Goodsyards was being constructed and many construction workers and labourers would have been on site. The Mission Hall is clearly shown on the Goad Plan of 1890 (figure 9). It was a simple structure with a semi-divided area towards the eastern end with a detached toilet building.

- 2.54 Christian Brethren or Plymouth Brethren were Protestant Evangelical Christians who emerged in the 1820s as part of the Assembly Movements. The Brethren were committed to missionary work and this was undoubtedly the reason that they came to Sclater Street in the 1870s. The buildings associated with the Christian Brethren are usually called Gospel Chapels or Gospel Halls and are simple structures with little ornamentation. Sclater Street Mission Chapel has foliate Victorian cast iron roof brackets and lancet windows (figure 17). Dr Barnardo was one of the Plymouth Brethren and he spent his early campaigning years around the Petticoat Lane and Spitalfields area ministering to the poor families and then taking on the plight of homeless orphans. During most of his spare hours when he was not working in the London Hospital," Barnardo preached in the streets, distributing Bibles and religious tracts.
- 2.55 By the turn of the 20th century the premises at No. 64 were in use as a monumental masons.⁴⁷ At various times in the 20th century No. 64 was used as a wood yard, plywood store (associated with the nearby Shoreditch furniture trade) and for the sale of second-hand fabrics. By 1938, the former chapel had been incorporated into a roofed enclosure that extended to cover the whole triangular site abutting on the Goodsyards (figure 18). From c.1980, Abco Wiping Cloths & Janitorial Supplies who dealt in second hand textiles, occupied the mission church until recent times.

Nos. 64-66 Sclater Street

- 2.56 This building, with a date plaque to its front elevation of 1877, was constructed after the earlier 18th/19th century buildings on the south-western portion of Sclater Street were demolished in order to accommodate the enlarged railway sidings. As can be seen on the OS revised 1893 to 1894, it was the only building erected in the remaining space besides the Mission Hall.

⁴⁶ 'Bethnal Green: Protestant Nonconformity', A History of the County of Middlesex: Volume 11: Stepney, Bethnal Green (1998), pp. 228-240

⁴⁷ Post Office Directory 1902

- 2.57 The form of the building, with a central stone flight of stairs, would suggest it was built as flats or rented rooms rather than as a single family house. It had a shop unit at ground floor. In more recent times, it was extended to the rear and side and a new roof added.

Sclater Street in the late 19th and early 20th centuries

- 2.58 When the 1891 census officials visited Sclater Street the returns for nos. 70-74 show how the occupations of the inhabitants were altering with a marked change in the ethnicity of the residents which looked forward to the Sclater Street of the 20th century.
- 2.59 At no. 74 there was a large family of Polish Jewish refugees headed by Abraham Stanwich, a picture frame maker and his wife who lived with their four children who had all been born in Bethnal Green. Living in the house with them were two of Abraham's brothers (one a tailor, one a picture framer) and an unmarried female button hole maker - Kitty Cohen also from Poland.⁴⁸ Living next door at no. 72, were two households, one headed by Domenico Puncia an Italian-born restaurant keeper who with his brother, a chef, were running a small cafe or dining rooms at the premises. Above them was another family headed by William Waters - a stone mason and his wife and three children. At No. 70 were three households, all headed by someone who was a bird dealer or dog and bird dealer - the house having nine inhabitants.⁴⁹
- 2.60 There was a Sunday dog market at Club Row and the bird market at Sclater Street was famous, with people coming from all over to trade in song birds (mainly canaries) and other sorts of live beasts and fowl from chickens to guinea pigs to lions.⁵⁰ Despite the Bethnal Green vestry trying to suppress the Sunday bird market at various times in the 1880s it thrived and in 1888 there were said to be over 80 stalls operating there.⁵¹ Montagu Williams wrote about the market in 1894:

Sclater Street was soon reached, and at once I felt that the interest of the place had been in no way overstated. Here was to be seen the East End bird-fancier in all his glory, surrounded by his pets and his pals. This little Street in Shoreditch forms the common meeting-ground for buyer and seller, chopper and changer, and I can safely

⁴⁸ 1891 Census

⁴⁹ 1891 Census

⁵⁰ George R Sims, *Off the track in London*, (1911) 'Close by is a famous bird shop, the proprietor of which has also, though not on view, a wonderful assortment of wild beasts always "on sale"... wander about the yard and the stables at the back of the premises, and see a small Zoo in the heart of Bethnal Green'.

⁵¹ Sarah Wise, *The Blackest Streets*, (2009), pp. 154-5.

say that nowhere in London is there to be seen so interesting a concourse of people. They are all absorbed in birds and bird-life. If you stand at one end of the narrow street and cast your eyes towards the other extremity, the scene presented is one long line of commotion and bustle. You hear remarks such as these: "Don't desert the old firm, guvnor;" "Come, now, that's a deal ;" and "Wet the bargain, Bill." One side of the crowded thoroughfare is entirely taken up with shops, in the windows of which are to be seen all manner of wicker and fancy cages – from the largest "breeder" to the tiniest "carrying cage" – and birds of every description dear to the fancy – linnets, mules, canaries, chaffinches, bullfinches, starlings, and "furriners." The cages are ranged in rows all round the wall. Each vendor is busy shouting out invitations to the crowd to come and buy or "do a deal," which, in most cases, means a "swop," with a bit thrown in on one side or the other just to balance the bargain. The wares are not confined to the inside and outside of the shops. In the gutter and roadway are crates and boxes tenanted by fowls, pigeons, guinea-pigs, and hedgehogs. An incessant chatter goes on. Jews and Gentiles squabble and bandy words.⁵²

2.61 Sclater Street was described in 1911 as 'The main street of Bird Fair is narrow, and flanked with dingy but picturesque-looking houses of a bygone age'.⁵³ The same commentator described the scene on a Sunday morning in 1911:

'For here is Bird Fair, and here are the animals of the forest and the jungle - the lion, the leopard, and the tiger - and here on any Sunday of the year you may be invited to "step inside" and suit yourself with anything in the menagerie line that you may fancy - from a humming-bird to an elephant'... And now we plunge into Sclater Street ... where on Sunday nothing but bird-cages are to be seen from roofs to pavement in almost every house. At first you see nothing but the avenue of bird-cages. The crowd in the narrow street is so dense that you can gather no idea of what is in the shop-windows or what the mob of men crowding together in black patches of humanity are dealing in.

You press your way in and find that the shops are mostly packed with linnets, canaries, love-birds, Japanese nightingales, parrots, bird-cages and fittings, and all the necessities and luxuries of pet-land. There are shops of all descriptions, but the bird industry predominates. Here along the kerb are hawkers, too... Here are barrows with limed twigs, with clods of turf for skylarks, and all kinds of bird-seeds set out for the fancy.⁵⁴

⁵² Montagu Williams, *Round London: Down East and Up West*, (1894).

⁵³ George R Sims, *Off the track in London*, (1911).

⁵⁴ George R Sims, *Off the track in London*, (1911)

- 2.62 For much of the late 19th and 20th centuries the houses in Sclater Street fell further into disrepair and poverty was the norm. It was close to the Old Nichol one of the poorest rookeries in London, which was eventually demolished and where the London County Council opened the Boundary Estate in 1900. During the Second World War, Sclater Street received extensive bomb damage being hit in May 1941.⁵⁵
- 2.63 By the 1950s and '60s Charles Palmer & Sons (London) Ltd occupied many of the surviving buildings on the south side of Sclater Street (including nos. 70 and 74). They were important suppliers of birds, bird cages and seeds and other bird-related sundries, being described in the 1955 Post Office Directory as Bird Cage Makers. They continued to trade in Sclater Street until the late 1990s. Parts of both the north and south sides of the street were demolished in the late 1950s/early 1960s but Nos. 70-74 remained along with the next door property No. 76. In 1964 a fire destroyed the station at Bishopsgate Good Yard just to the south and it was closed and the upper levels demolished. Over the next forty years much of the site became derelict. Most of the former Goodsyards buildings were demolished in 2004.
- 2.64 In recent years Sclater Street has become a fashionable destination for both its market on a Sunday but also for its graffiti which covers most of the remaining buildings including nos. 70-74 and no. 64-66. Today this part of the City fringe is a rich tapestry of historic neighbourhoods, with some small pockets of early development associated with domestic industry such as nos. 70-74 Sclater Street. The survival of such neglected properties is fortuitous and mainly due to the reduced economic circumstances of the Brick Lane area over the last one hundred and fifty years which has allowed the character of such streets to survive and which will continue to add historic resonance to the built environment.

⁵⁵ Tower Hamlets Local History Library and Archive, PO8296 and PO8297

3 The extent of statutory protection

- 3.1 The following section sets out the designations that apply to The Goodsyard site. This includes the extent of the statutory listings that apply to the Braithwaite Viaduct and to the Oriel Gateway and where elements of the site relate to surrounding conservation areas.
- 3.2 There are a number of unlisted heritage structures which form part of the site. These include the viaduct arches to the south of the Braithwaite Viaduct and the continuation of these to the west of Braithwaite Street. Also included are the remaining stretches of boundary wall of the former Goodsyard to the south, north, and south-west of the site, the former Chapel and houses to the north, both addressing Sclater Street. The termination of the unlisted structures, in the form of a stock brick wall on Brick Lane also should be considered as part of the unlisted heritage structures on the site.
- 3.3 Although the vast majority of surviving structures are unlisted, there is a question as to the degree to which these structures form curtilage to the listed structures. The following paragraphs explain that for a number of clear reasons, the unlisted structures do not form part of the curtilage to the listed buildings on the site.

Listed buildings

- 3.4 The listed buildings on the site include the grade II listed forecourt wall and gates to old Bishopsgate Goods Station and the grade II listed Braithwaite Viaduct. The former was listed in February 1975 while the latter was listed in 2002, at a time when the redevelopment of the Bishopsgate Goodsyard site was first proposed. The list description for the former entrance to the Goodsyard reads as follows:

SHOREDITCH HIGH STREET EI 1. 5013 (East Side) Forecourt Wall and Gates to Old Bishopsgate Goods Station TQ 3382 35/558 II

Late C19. At east side a red brick wall having wide entrance with stone entablature and tall panelled parapet over holding elliptical oriel bay with 3 sash windows. Oriel is of stone with console bracketed cornice and scrolled abutments to parapet. Hoodmoulds over windows. Double wrought iron entrance gates, each of 3 panels with large ornamental medallion in centre panel, and top cresting. Double standards below half rail. Running west from the north corner of the entrance bay a long single gate with curved slope down from left to right. 4 panels with medallions, similar to other gate, and double standards below half rail. Cresting on top slope, and date: 1884. A tall

ornamental cast iron pier, with lamp-brackets, holds west end of gate, which fastens to shorter similar pier attached to wall at right.

3.5 The list description for the grade II listed Braithwaite Viaduct is as follows:

TQ33748220 BRAITHWAITE VIADUCT

The surviving 260 metres of a viaduct built by the Eastern Counties Railway Company between 1839 and 1842 to a plan by John Braithwaite, the company architect. It was designed to carry trains into the terminus of Shoreditch Station (later called Bishopsgate Station, then superseded in 1875 by Liverpool Street Station). It was originally about 2 kilometres long and carried two lines of track on a series of broad elliptical vaults. The surviving section contains piers supporting 20 arches. It is built of stock brick from various sources, and the piers are decorated by stone impost bands and rendered plinths. The Gothic style of cross vaulting was an unusual choice, set against the Italianate style of the station building. The structure of the Viaduct is reminiscent of earlier canal architecture than it is of the more standardised railway architecture that was to follow. The piers are pierced by one, two or three pointed cross vaults which allowed pedestrian traffic to travel below the viaduct. This was intended to minimise the disruption to movement in the area and thus, lessen the impact of the railway line on local life. Shoreditch Station was remodelled between 1877 and 1881, and that new development encased the Viaduct between extensive vaults to north and south, the whole supporting a vast goodsyard on the upper deck. The surviving section of the Viaduct was reduced by approximately 2 metres before the bonding of the new vaults to its current width of 14 metres, although the foundations of the original piers survive to their full width. The Braithwaite Viaduct is a very early and rare example of a railway viaduct associated with a first generation London Terminus. Its unusual and individual design and use of materials set it apart both structurally and visually from the more standards forms of railway architecture. It is associated with an important phase of railway development and bridges the period between distinct canal and later distinct railway engineering forms. The gates and forecourt walls of the Goodsyard are already listed. None of the other buildings or structures on the site (including structures adjoining the Viaduct) are of special interest.

3.6 The list description for the former forecourt wall and gates highlights that the listing focusses on the main entrance, the Oriel structure above and the gates, piers and winding mechanism. It specifically mentions the forecourt wall, which delineates a specific area, rather than including the boundary wall that connects with the listed structure and continues around the site to the south and east. Parts of this boundary wall also survive along the northern edge of the site.

- 3.7 As set out in the list description and in section 2, the Braithwaite Viaduct is a 260m long stretch of viaduct that was built between 1838 and 1842. It is highlighted in the list description as being a rare and early structure with a design and use of materials that render it distinct from both later railway architecture and the neighbouring viaducts to the south. It is notable that the list description states that ‘None of the other buildings or structures on the site (including structures adjoining the Viaduct) are of special interest.’
- 3.8 While such structures may not be of special interest, there may be the perception that they form part of the listing or even the curtilage of the listed structures. The following paragraphs explore the legal context in relation to such issues and demonstrate that other than the listed buildings on the site, no other structures are listed or form part of any listing, even as curtilage structures.

The legal context

- 3.9 Determining the extent of listing is a complicated matter. A listed building is defined by the Planning (Listed Buildings and Conservation Areas) Act 1990 as a building included in a list of buildings of special architectural or historic interest compiled by the Secretary of State under section 1 of the Act. The Act further provides at section 1(5) that the following shall be treated as part of the listed building or structure:
- (a) Any object or structure fixed to the building; and
 - (b) Any object or structure within the curtilage of the building, but only if it has been within the curtilage since before 1 July 1948.
- 3.10 A ‘listed building’ is therefore not necessarily simply the actual physical building, but may involve structures other than a principal building. It is also established that list descriptions are an aid to identification and not a precise and exhaustive description of ‘what is listed’. The absence of an item or structural element from a list description does not mean that it is not listed or that Listed Building Consent is not required for works that affect it.
- 3.11 As in the case of the Bishopsgate Goodsyards where additional ‘structures’ are attached to or in the curtilage of the listed structures, careful consideration needs to be given as to whether those structures are protected by the relevant legislation. Precedents established in case law have provided additional guidance, provision and clarity in dealing with structures and buildings that are fixed to or form part of the curtilage of listed structures. These include *A-G v. Calderdale B.C.* [1983] J.P.L

310, *Debenhams PLC v. Westminster C.C.* [1987] A.C. 396, *Watts v. Secretary of State* [1991] 1 P.L.R 61 at 72D and *R. v. Camden L.B.C., ex p. Bellamy* [1991] J.P.L 255.

- 3.12 It has been established through such cases that for a fixed or curtilage ‘structure’ to be considered as listed, it must be ancillary to the principal building or structure and be secondary to its purpose. This means that it must have a relationship with the principal building such as that of a stable block or gate lodge to a mansion house or a barn in the grounds of a farmhouse.
- 3.13 Furthermore, ‘if an object or structure is to be part of a listed building, it must at that date of the listing be associated with the building that is itself included in the list, and not merely associated with a building that is only treated as being part of that building by virtue of section 1(5) of the Act.’⁵⁶
- 3.14 The extent of the curtilage of a listed building is a matter of fact and degree in each case. Relevant considerations include:
- The physical layout of the principal building within its curtilage;
 - The ownership of the building and associated structures, past and present; and,
 - Their function, past and present.

Application to the Site’s Listed Structures

- 3.15 The Braithwaite Viaduct is listed at grade II along its full extent of 260m which includes 20 arches with 21 piers. The viaduct was built by the Eastern Counties Railway Company between 1839 and 1842 to service the raised terminus of the former Shoreditch Station. The viaduct was originally approximately 2km long and 16.5m wide and carried two lines of track. The remaining stretch of the viaduct is entirely within the existing Goodsyrd site. Shoreditch Station was superseded by Liverpool Street Station in 1875. The site was subsequently remodelled between 1877 and 1881 and converted from a main line station to a goods only terminus serving the London markets with East Anglian produce and continental imports.
- 3.16 The new development encased the viaduct with further arches to create extensive sidings serving a market in the vaults below. The goods station thrived but the market contravened local agreements and was forced to close in 1884. The traders moved to the nearby Columbia Market and the vaults were retained as warehouses.

⁵⁶ Mynors, C., *Listed Buildings and Conservation Areas* (1999), p 46.

The upper levels of the goods station were destroyed by fire in 1964 after which the basement and first floor platform were taken over as car parking space. The market vaults to the east of Braithwaite Street were not affected by the fire and continued in use as warehouse space.

- 3.17 Later brick arches about the surviving stretch of the Braithwaite Viaduct and run to the former southern market roadway (London Road). The arches to the south are not fixed to the Braithwaite Viaduct but run alongside it. Gaps between the structures are evident in certain locations. The viaduct itself is largely unaltered with the exception of some historic cutting back of its north face. As set out in the building's list description, 'Its unusual and individual design and use of materials set it apart both structurally and visually from the more standard forms of railway architecture.' As noted above, the list description also states that 'None of the other buildings or structures on the site (including structures adjoining the Viaduct) are of special interest.'
- 3.18 It is acknowledged that the Braithwaite is listed in its entirety and listed building consent would be required to undertake any works that would affect its special interest. How far does that listing extend given that there are historic structures that directly adjoin the viaduct? It is important to consider the issue of how far these structures are fixed to the building and whether they could be considered as ancillary structures to the principal listed building, the Braithwaite Viaduct, fixed or otherwise.
- 3.19 The viaduct is effectively in itself an ancillary structure that was secondary to the former railway terminus and later goods station as were all of the arches/viaducts on the site. The later arches were added when the passenger terminus was remodelled and the goods station and market developed. The Braithwaite Viaduct is part of an older building that was encased in a new structure.
- 3.20 There are two points to note here. Firstly, while the Braithwaite viaduct is a listed structure it has a similar purpose to the adjoining arches, i.e. they both have a similar status in terms of their original relationship to and role within the wider site. While the Braithwaite has the distinction of being older and more architecturally distinctive, this does not necessarily render it the principal building within the site as all of the relevant arches and vaults had a similar purpose. Secondly, the Braithwaite was constructed to serve the passenger station while the others were built to serve the later goods station and provide market space and warehousing to the lower levels. Beyond their role as infrastructure, the arches across the site were built for different purposes and the Braithwaite Viaduct was subsequently adapted.

The later arches were not built to be ancillary to the Braithwaite Viaduct but encased it as part of a larger, later structure.

- 3.21 It is therefore considered that the later arches to the south and west of the Braithwaite Viaduct are not ancillary to the listed structure. They are therefore not considered to form part of the listing. As set out above, the list description states that no other structures around the Braithwaite Viaduct are of any special interest (with the exception of the listed gates and forecourt wall to the former Goods Station) and they are obviously not listed in their own right. It is considered that listed building consent would not be required for works of alteration in these areas. Where any works could impact on the fabric of the listed viaduct, these would require listed building consent.
- 3.22 In relation to the grade II listed Forecourt Wall and Gates to Old Bishopsgate Goods Station, the same statute, case law and associated principles inevitably apply. The list description for the building, which is accepted to be written largely for identification purposes, refers to the Forecourt Wall and Gates and this is the name given to the list entry. It does not, for example, identify the boundary walls as forming part of the listing either in name or in the description.
- 3.23 This could be taken to mean that the focus of the listing is the former forecourt wall and the gate. The forecourt itself could be described as those elements that relate to the space fronting Shoreditch High Street and being the principal entrance point to the Goodsyards. This would not then include the boundary walls to the north and south of the site. The former forecourt walls and gates are essentially part of a larger building that no longer exists. A similar argument therefore applies to the boundary walls which were too ancillary to the former Goodsyards.
- 3.24 However, it is clear through the architectural treatment, character and appearance that the boundary wall to Commercial Street is of the same date and phase of construction as the Oriel Gateway (between 1877 and 1884). There is clearly a degree of fixing between the forecourt wall and the wall to the south. It is therefore considered that Listed Building Consent would be required to remove this section of the wall as while unlisted, it is attached to a listed structure. Further discussion of other possible curtilage structures to the former forecourt walls and gates is set out at 4.19 and 4.20 below.

Summary

- 3.25 In summary, while the Braithwaite Viaduct and former gates and forecourt are protected under statutory designation as listed buildings, and listed building

consent would be required for works that affect their special interest, the remaining structures are unlisted and do not form part of the listed structures curtilage. In theory, listed building consent would not be required to undertake works to these areas except where they impact on listed structures. The unlisted structures have been identified as not being of any special interest in the list description of the Braithwaite Viaduct.

4 Site audit

- 4.1** The following section provides an audit of the surviving structures on the site. It should be read in conjunction with the plan attached to this report which uses the same annotations to identify the various elements listed below. The audit essentially documents the date of construction of and describes the component elements of The Goodsyards. It then notes the condition of areas, where possible, and attributes significance to those areas.

Introduction

- 4.2** The Goodsyards is a large site and has therefore be broken down into areas for assessment. The various elements within each area are grouped together. The areas covered are:

G1-9: The Former Forecourt Walls and Gates to Bishopsgate Goodsyards (the Oriel Gateway) and related structure;

V1-39: The existing vaulted structures at ground level which include the Braithwaite Viaduct;

R1-R5: The roadways that run through and across the site, including the arched coverings to Braithwaite Street; and,

B1-B3: The boundary walls

S1-S4: The Sclater Street properties.

- 4.3** The detailed descriptions of each area within the site are set out in tabulated form for ease of reference. At the beginning the analysis for each of the areas set out above, there is a general overview of the area in order to give the holistic view for each set of structures and to provide some context for the audit of each particular area. This also allows the audit to be read as a standalone document.
- 4.4** As set out in the introduction above, the audit also takes into account the condition of the various areas and their component parts as and when appropriate. Such comments are simply observations as to issues currently affecting the structures. A structural engineering condition survey has been undertaken and its findings are summarised below and noted within the audit where relevant. The condition survey is available as a standalone document as part of the application.

- 4.5 The following pages also attribute levels of significance to the various elements within the site. The methodology that underpins this determination of significance is based on understanding the comparative significance of the site. That is, the listed structures have the highest significance and other structures are judged against that as a benchmark. The date, quality and interest of construction, historic context of the site, rarity and level of designation are also taken into account.
- 4.6 The significance of the areas of the site are highlighted on the plan below. This has been coloured to show the comparative significance of elements of the site and a key provided accordingly. Similarly, colour coding is used in this report to in the heading to each of the elements described and is intended to highlight the comparative significance of each relevant area. The key to this is as below:

	High significance
	Medium-high significance
	Medium-low significance
	Low significance

- 4.7 As a general rule, listed buildings are of high significance, conservation area buildings and other structures of historic interest are of medium significance and more common place or later structures are identified as being of low significance.
- 4.8 As an overview, the listed structures on the site, the Braithwaite Viaduct and the former entrance to the Goods Station, have been identified as being of the highest significance. Of medium-high significance are the cottages and chapel to Sclater Street, the mid-19th century viaduct to the south of the Braithwaite Viaduct and the boundary walls to Bishopsgate Goodsynd. Parts of the wall form part of a conservation area or are attached to a listed structure. Of medium-low significance are the 1877-1884 structures which include those to west of the site and London Road. This is discussed more fully in section 5.

Condition

- 4.9 The *Structural Engineering Condition Survey* prepared by Alan Baxter Associates focusses primarily on the condition of the listed Braithwaite Viaduct and unlisted adjacent arches, the jack arches of London Road, the listed former forecourt gates and unlisted boundary wall to Commercial Street and the

Boundary Wall to Sclater Street. The findings of the report are summarised below.

Braithwaite Viaduct and adjacent arches

- 4.10 The grade II listed viaduct is generally in a good condition for a structure of its age and type. There have been some alterations to its north face where it has been cut back and rendered with the remains of some historic jack arches beams embedded in the arch piers. Some local damage to the arch brickwork was also evident from previous uses. Historic settlement of the adjacent arches is evident with the later phases of structure rotating away from the Braithwaite Viaduct with associated cracking at the ends of some of the arches at their junction with London Road.
- 4.11 Water ingress through the adjacent phases of arches is evident from above and through the joints between the different phases of construction. This should be addressed in order to stop the ongoing deterioration of the brickwork. Brickwork repair to limited areas is required.

London Road jack arches

- 4.12 Many of the jack arch beams to London Road are significantly corroded. Water penetration from above is evident and likely to be contributing to the corrosion. In some cases, identified within the structural condition survey, very significant loss of section was apparent with delamination and distortion of the structural beams. Corrosion of rivet heads was also evident. The survey concludes that the London Road jack arches are in a poor state of repair and that temporary support should be provided. There are extensive numbers of corroded/distorted beams to London Road, both west and east of Braithwaite Street.

The former forecourt walls and gates (the Oriel Gateway)

- 4.13 The Oriel is in a very poor condition with varying degrees of erosion to its decorative features. The supporting iron/steelwork beams to the underside of the structure look very severely corroded and delaminated. These may need to be replaced as part of a programme of structural repair and temporary support may be required. Cementitious repairs are noted throughout. It is likely that the mechanism for the failure of the stonework was caused by the corrosion of the underlying metal structure.

- 4.14 It is also noted within the survey that the structure suffers from extensive cracking, missing coping and damaged brickwork. The brick wall to Commercial Street is out of plumb and leaning towards Commercial Street. There is evidence of attempts to correct historic movement.

Boundary wall to Sclater Street

- 4.15 The present boundary wall was originally part of the former Goodsyards structure that was demolished in the early 2000s. The original structure adjacent to the wall would have taken the form of jack arched brickwork with iron/steel primary/secondary beams and evidence of this can be found inside of the boundary wall where iron/steel stubs bearing on large padstones protrude out of the brickwork wall.
- 4.16 While access to the full extent of the wall was not possible due to the current use of areas of the site, the survey concludes that the wall is reasonably plumb and there is no visible cracking. A lack of maintenance was evident with plants growing through the brickwork, in many locations causing spalling to the facing brickwork fronting Sclater Street. An area of brickwork has fallen at parapet level. This has been temporarily propped using wooden propping. Brickwork repairs and repointing are required.

Consultation

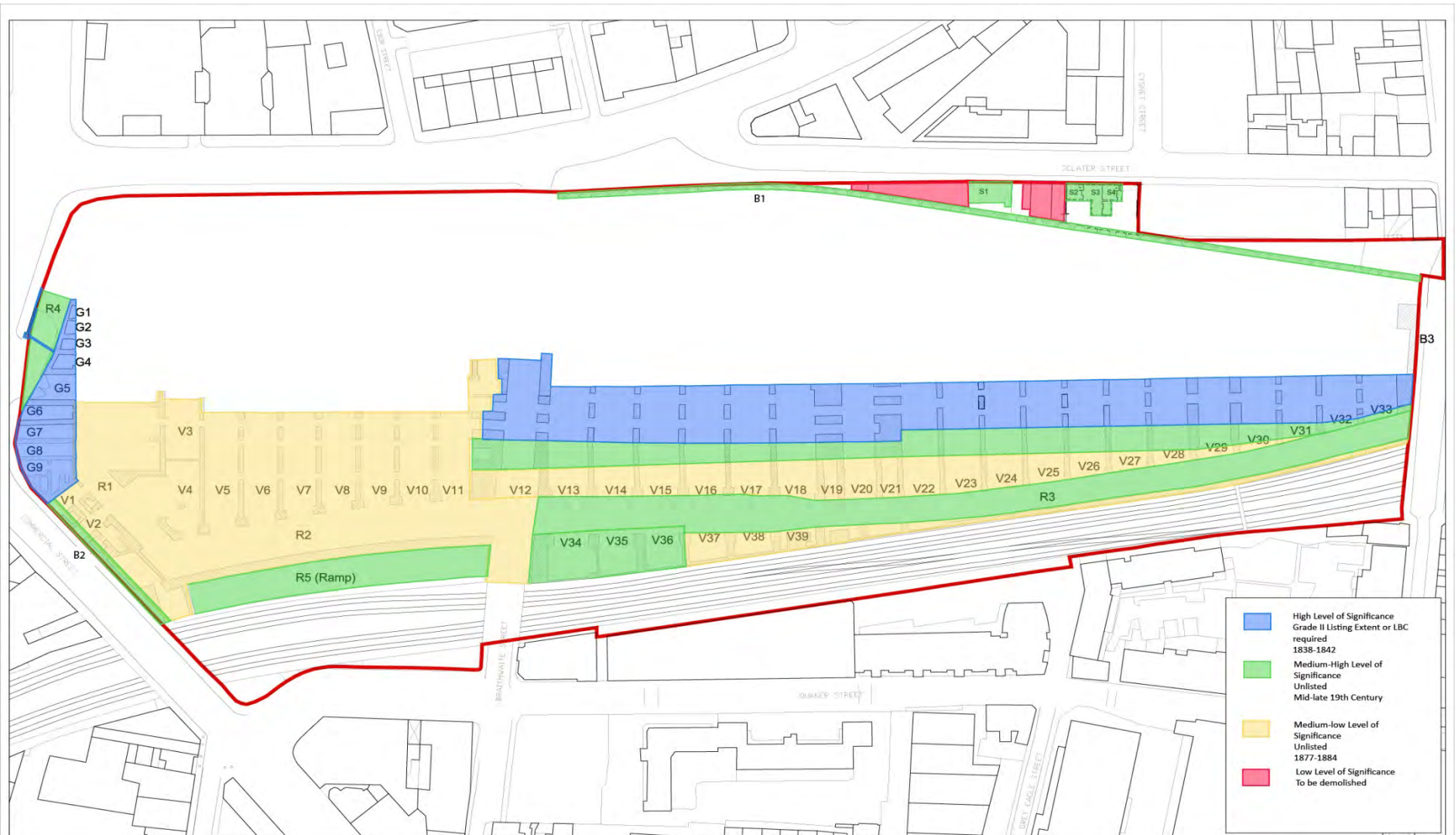
- 4.17 As set out in the Introduction above, the London Borough of Hackney (LBH) and the London Borough of Tower Hamlets (LBTH) were invited to provide comments on an earlier draft of the Site Audit. These comments are noted below. Where appropriate, amendments were made to the relevant audit entries. Historic England was also invited to comment on the draft but did not.
- 4.18 LBTH made a series of comments on the general approach to the audit and to its assessment. These were made in respect of the listed structures in Tower Hamlets and Hackney. The comments focussed on whether V1 and V2 (to the south of the listed structure at G1-G9) or the ramp to south of the site (R5) formed curtilage to the listed structure. A number of other points were also made in respect the comparative significance of certain elements within the site. These have been reviewed and included within the relevant section of the audit.
- 4.19 In terms of V1 and V2 forming curtilage to the structure, these areas appear to be of a different phase within the Goodsyards construction sequence although they are treated as curtilage structure. To Shoreditch High Street and

Commercial Street, the external wall presents a unified façade, tied physically and architecturally to the listed structure to Shoreditch High Street. The arches here are at a different level to the main listed structure and the structures abut one another rather than being physically joined or linked. The nature of the connection between the two is difficult to discern without the benefit of opening up works or further structural investigation. Whilst it is accepted that the best approach in dealing with works to V1 and V2 would best be managed through a listed building consent application, these areas are not considered to have the same significance as the listed structure or the architecturally related boundary wall.

- 4.20 It is not considered that the ramp is curtilage to the listed structure. The former gates and forecourt wall were listed at grade II in 1975 – at the time of listing, the main building had burnt down, severing the relationship of the ramp with the principal structure. The structure is part of a building that has since been demolished. Originally, it was itself an ancillary structure to the original Goodsyards as was the southern access ramp. While the two features of the site have a relationship, the two are ancillary structures to a now demolished building and it follows that one cannot be curtilage structure to the other. For reasons set out above in section 3, it is considered that the ramp does not form curtilage to the listed structure.
- 4.21 LBH also made a series of comments in relation to the draft site audit. The approach to identifying levels of significance was broadly supported. LBH made reference to the list description for the Braithwaite Viaduct which states that ‘None of the other buildings or structures on the site (including structures adjoining the Viaduct) are of special interest.’ LBH states that this statement was made prior to the demolition of the northern half of the site in the early 2000s and asks the question whether the remaining structures could be given a greater significance as they are more unique survivors.
- 4.22 The interest and significance of all of the structures on the site is for their relationship to the larger structure and operation that was Bishopsgate Goodsyards. For the vast majority of these structures, their architecture is standard late Victorian railway architecture and of no particular intrinsic architectural value. The significance comes from the layering of different structures on the site, their layout and plan and the relationship between elements of the Goodsyards. Obviously, since demolition, the meaning of the structures on the southern side is reduced. While they are survivors, they are also fragments of a much larger operation. Their significance can only be

diminished rather than enhanced through the demolition of large areas of the site.

- 4.23 LBH also shares the view with LBTH that V1 and V2 are curtilage structures to the grade II listed former forecourt walls and gates. This issue is explored in 4.19 above and it is accepted that it would be beneficial to include these areas within a listed building consent application for works of alteration to the listed structure.
- 4.24 The LBH comments state that ‘As the arches on the eastern side are being retained in recognition of their character and contribution to local distinctiveness, a robust justification is required for demolition of the western arches, which LBH views to be of a similar character.’ This is provided within the Heritage Statement. LBH welcomes the retention of the unlisted vaults to the east of Braithwaite Street, the retention of the wall to Sclater Street and the retention and incorporation of the former Mission Hall and weavers’ cottages in the wider scheme.
- 4.25 LBH provides a number of comments in relation to specific elements of the site. These relate principally to the routes through the site and a number of vaults at V1, V2 and V34-V36. The comments have been addressed within each relevant section of the audit.



- High Level of Significance
Grade II Listing Extent or LBC
required
1838-1842
- Medium-High Level of
Significance
Unlisted
Mid-late 19th Century
- Medium-low Level of
Significance
Unlisted
1877-1884
- Low Level of Significance
To be demolished

SCALE 1:500 @ A1
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 REGENERATION LIMITED**

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 HERITAGE SIGNIFICANCE

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Bishopsgate Goodsynd – Audit of Surviving Historic Structures

G1 – G9: General Overview

The G1-G9 arches form part of the former boundary treatment to Bishopsgate Goodsynd. The structure consists of a boundary wall treatment, a series of arched openings which are mostly now blocked either with brick or hoardings and iron gates and associated piers and walls. Above the arches, there is a ramp that once allowed vehicular access to this upper level which formed the main entrance to the Goodsynd (now demolished). At this upper level, there is a weigh station and a small cubicle, known as the Oriel, that stands above the main entrance to the vaults from Shoreditch High Street.

The area to the east of the structure has been largely cleared. Historically there was a roadway in front in the arches at ground level (lower floor and vaults to the Goodsynd building or station above) and a series of stores. These have since been demolished.

The following section describes the visible areas of the structure from within the site. It also describes features to the west elevation and at the upper level. The appearance of the boundary wall is described in a separate section which considers the boundary treatment in its entirety.

Large areas of the structure could not be inspected due to plant growth and safety issues. This includes the majority of the upper level, the Oriel (currently hoarded) and where existing vaults are blocked. Where it was not possible to access areas, this has been noted within the description of the individual elements of the structure.

While the findings of a condition survey are awaited, comments on the apparent condition of the structure are noted within the audit of each element of the structure. Such comments are based on a superficial assessment and assumptions as to the likely effect of current structural and environmental conditions. It should be noted that recent demolition has left the structure somewhat isolated and unfinished at its northern end and to the southern elevation. It is expected that areas of the structure are in a poor condition and will require extensive repair. The upper level is overgrown and this too is likely to have a significant impact on the condition of the structure.

Areas of G1-G9 are statutorily listed at grade II.

G1 – G4					
Date	Designation	Description	Historic Use	Condition	Significance
1884	Grade II listed	<p>Street elevation not inspected – currently hoarded. Interiors not inspected as openings blocked or railed with excessive plant growth behind. Upper surface of structure not inspected due to excessive plant growth and safety issues.</p> <p>East elevation consists of series of four arched openings all faced in blue brick. Coursed red brickwork above. Ends of steel structure projecting from rubble above brickwork indicating the position of the historic floor over. Stone setts line the upper surface of the arches where roadway ran over to the Oriel structure (former weigh station) above. These are visible along the line of the cut between the listed arches and the now cleared area. The setted surface continues over the ramp alongside Commercial Street (visible in areas) and over the top of the retained viaduct structure going east.</p> <p>Blocked openings in yellow brick.</p> <p>Arched opening between G4 and G5. G3 has traces of wooden panelling and a timber casement window with a red brick barrel vault. Inaccessible arches may contain similar detail.</p>	Offices.	<p>The arches appear sound but are likely to have suffered due to the extensive plant growth and water ingress.</p> <p>Redundant and vacant for some time.</p>	High

		<p>The northern end of the set of arches in G1-G4 has been cut short due to the construction of the East London Line. This and other surfaces and edges have been left unfinished.</p> <p>The listed gates are fixed to the west elevation of G1-G4 (see x). The pier is located between G3 and G4. These have been repaired and are in situ but are encased with boarding.</p> <p>Forms part of a grade II listed building.</p>			
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G5					
Date	Designation	Description	Historic Use	Condition	Significance
1884	Grade II listed	<p>This area formed one entrance into the site. Not fully inspected due to railed area prohibiting access. Flooring material covered and not visible. Red brickwork painted white.</p> <p>The blue brick piers to the east are chamfered as might be expected in a passage way into the site.</p> <p>Arched opening into G5. Mixed structure with metal beams providing additional support to upper level where Oriel situated. Integrated cast iron pipe on south elevation. Stairs leading from south elevation to upper level. This currently filled with rubble and not inspected. From the eastern side of the structure it is possible to see openings to the north and south faces of the vault.</p> <p>This arch forms part of the overall structure of a grade II listed building.</p> <p>To the west is a pair of iron gates. These are hoarded and not inspected.</p> <p>This area is important as the main entrance to the vaults from Shoreditch High Street. The presence of the gates links this to the additional gates on the</p>	Entrance to the vaults.	Appears sound though plant growth and signs of water ingress evident.	High

		route which provided additional northern access to the upper levels of the Goodsynd.			
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G6 – G9					
Date	Designation	Description	Historic Use	Condition	Significance
1884	Grade II listed	<p>The interiors of the structure were largely uninspected as the arches have been closed off. G7 is railed off with modern fencing but its interior is partly visible.</p> <p>This group forms a series of arches to the south of the entrance to the vaults (G5). All except G7 are blocked on the southern elevation. The overlying structure has been cut back to reveal the construction materials which consists of blue brick facing to the arches, red coursed brick over and then the rubble and steel construction of the former overlying floor above.</p> <p>The blocked arched openings are infilled in red brick. G8 and G9 have two blocked and open roundels respectively.</p> <p>G7 consists of a long barrel vault arch with remnants of a lath and plaster ceiling. This highlights that the space was used as an internal room and was not open to the elements as it now is. There are four recessed arches to the north and south elevations.</p> <p>Ends of steel structure projecting from rubble above brickwork indicating the position of the historic floor</p>	Offices	The upper level of the structure could not be inspected but the south elevation is unfinished and the structure is likely to have had suffered from water ingress.	High

		<p>over. Stone setts line the upper surface of the arches where roadway ran over to the Oriel structure (former weigh station) above. These are visible along the line of the cut between the listed arches and the now cleared area. The setted surface continues over the ramp alongside Commercial Street (visible in areas) and over the top of the retained viaduct structure going east.</p> <p>Forms part of a grade II listed structure.</p>			
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V1-V11: General Overview

The vaults at V1-V11 form part of the ground floor of the former Bishopsgate Goods Station and were built with the rest of the Station in the late 1870s-early 1880s. Some reconfiguration to certain areas has been undertaken. These are referred to below. The routes through these areas are described in section R1-R5 although where the construction impacts on the vaults themselves, this is noted here and any cross-referencing noted.

This area abuts and adjoins the grade II listed structure described above at G1-G9 and parts of the original structure that adjoined this area to the north have been demolished leaving an unfinished appearance to elements of the structure.

The following section describes the vaults which were accessible at the time of inspection. Some vaults have been blocked historically and others are not safe to access.

As before, observations as to the current condition of the vaults in this area are also made. The northern face of V3-V11 has been cut back and its construction exposed. At upper level, there is considerable vegetation above the structure.

The vaults are accessed via a ramped surface from the area in front of the former entrance (G5-9) to a through route which leads to London Road (R1-R2).

The structures described within this section are unlisted and do not form part of any conservation area.

A number of features survive from the site's former use as a Goodsynd in this area. These include platforms, paving, kerbs and evidence of how vaults may have been secured and protected in the form of timber doors. Only one example of this does survive however. There are no traces of rails or turning circles in the road in front of the vaults that would have aided vehicular movement and loading and unloading.

The vast majority of the vaults in this area have shallow arches with round headed arched openings breaking through the piers. The openings are largely aligned with gives east-west views through the series of arches.

V1-V2					
Date	Designation	Description	Historic Use	Condition	Significance
1877-1884	Unlisted	Blue brick construction . V1 blocked with more recent brickwork. V2 partly hoarded but brick barrel vault evident beyond. Historically, this may have provided a route through to the street as paving and kerbing in R1 suggests a route through at this point.	Stores	-	Medium-low
V3					
Date	Designation	Description	Historic Use	Condition	Significance
1877-1884	Unlisted	<p>Red brick construction in English bond with shallow arch with piers aligned north-south. Cut back on north face and originally part of a longer structure running north. This part of the site has since been demolished.</p> <p>To the west of the arch is a blocked opening which originally led to a series of stores with arches set on piers running east-west. These continued to the line of the 'road' to the west (still seen in R1) and to the north. These additional structures have been demolished.</p> <p>The eastern elevation has two round headed arched openings through to successive vaults to the east.</p>	Stores – also used as a canteen in the early 20 th century.	Demolition to the west and north has left unfinished surfaces to the remaining structure which may raise issues in terms of their condition.	Medium-low

		A relatively standard and commonplace example of Victorian railway architecture.			
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V4					
Date	Designation	Description	Historic Use	Condition	Significance
1877-1884	Unlisted	<p>Not fully inspected as partly blocked and filled with rubbish.</p> <p>Large timber panelled door to wide opening to V4. Externally, blue brick construction in English bond with some yellow bricks at the lower level. At the junction of V5 with R2 (London Road) there is a blue brick pier, erected at the same time as London Road, and forming part of the V2 and V5.</p>	Stores	-	Medium-low
V5					
Date	Designation	Description	Historic Use	Condition	Significance
1877-1884	Unlisted	<p>Not fully accessible. Routes through to the east and west through round-headed red brick arches (english bond). Platforms running north-south to the east and west elevations. These are likely to be an original feature of the site.</p>	Stores	<p>Unfinished at north end where additional structure demolished.</p> <p>Rubble infill above brick arches visible.</p>	Medium-low
V6					
Date	Designation	Description	Historic Use	Condition	Significance
1877-1884	Unlisted	<p>Raised brick platform with timber flooring at southern end of vault with setts in front.</p> <p>Vault constructed in red brick in English bond. Blue</p>	Stores	<p>Unfinished at north end where additional structure</p>	Medium-low

		brick piers where the vault adjoins London Road (R2). Three arched openings to the east and west to allow movement through and provide additional strength to the structure. Those to the western elevation blocked.		demolished. Rubble infill above brick arches visible	
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V7					
Date	Designation	Description	Historic Use	Condition	Significance
1877-1884	Unlisted	<p>Red brick construction in English bond. Blue brick piers at north and south ends.</p> <p>Raised platform at southern end and timber floor over with granite setts at the entrance to the vault at road level. The vault is broken by a structure projecting down from above and supported by a metal structures. It is unclear as to when this was introduced into the structure but is likely to be a 20th century addition.</p> <p>Three openings to the west and east elevations. One to the east is blocked.</p>	Stores	Unfinished arch at northern end and rubble construction evident.	Medium-low
V8					
Date	Designation	Description	Historic Use	Condition	Significance
1877-1884	Unlisted	<p>Red brick construction in English bond. Blue brick piers at north and south ends.</p> <p>Raised platform at southern end and timber floor over with granite setts at the entrance to the vault at road level. Part of the timber floor has been replaced/covered in concrete.</p> <p>Three openings to the west and east elevations. Half</p>	Stores	Unfinished arch at northern end and rubble construction evident.	Medium-low

		are currently blocked with panelling.			
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V9					
Date	Designation	Description	Historic Use	Condition	Significance
1877-1884	Unlisted	<p>Red brick construction in English bond. Blue brick piers at north and south ends. Some additional blue brick dressings and where openings to east and west are blocked.</p> <p>Raised platform at southern end and timber floor over with granite setts at the entrance to the vault at road level. Part of the timber floor has been replaced/covered in concrete.</p> <p>Three openings to the west and east elevations. Almost all blocked with brickwork or timber panels.</p>	Stores	<p>Unfinished arch at northern end and rubble construction evident.</p> <p>Brickwork damp and in poor condition in areas.</p>	Medium-low
V10					
Date	Designation	Description	Historic Use	Condition	Significance
1877-	Unlisted	Blocked at either end and not fully inspected.	Stores	Unfinished arch at	Medium-low

1884		<p>Red brick construction in English bond. Blue brick piers at north and south ends.</p> <p>Raised platform at southern end and timber floor over with granite setts at the entrance to the vault at road level.</p>		northern end and rubble construction evident.	
V11					
Date	Designation	Description	Historic Use	Condition	Significance
1877-1884	Unlisted	<p>Railed at northern end. Red brick construction. Vault with different springing points, appears to be of continuous construction and may relate to using structure to the east as an extension to the latter. Three openings to the west.</p> <p>Raised platform at southern end and timber floor over with granite setts at the entrance to the vault at road level.</p>	Stores	<p>Unfinished arch at northern end and rubble construction evident.</p> <p>Brickwork in poor condition and delaminating in places. Suggests water damage.</p>	Medium-low

V12-33: General Overview

The vaults at V12-33 are made up of three viaducts of different periods of construction. These include the grade II listed Braithwaite Viaduct to the north, a later (possibly late 1840s) viaduct abutting the former to the south and a third yellow brick viaduct further south. London Road (R2-R3) runs east west to the south of the vaults which run have a north-south orientation. The two later north-south series of vaults diminish in width the further east along the site they run to the point at which at the far eastern end of the site only the Braithwaite Viaduct is visible with just a narrower section of later vaulting alongside.

The following audit takes each vault in turn and therefore describes each of the structures as they appear. While this adds some repetition to the audit, they were used historically as single spaces and now appear as such. This approach is therefore considered to be the most practical in the circumstances. This approach does lead to some debate in presenting significance. There are clear differences in terms of significance in this area and the associated plan seeks to highlight this. The variation in significance is noted in the accompanying text below.

Braithwaite Street, of Wheler Street as it was originally known, runs through the first vault section in this area. The route and the arches are considered together in V12.

Many of the arches in this location bear traces of more recent uses, such as gym facilities and a swimming pool. Other areas have been dug out to reveal the footings of vaults and are filled with structure providing ramps, subdivisions and staging areas.

The north face of the Braithwaite Viaduct has been cut back historically and has been finished with rendered facing with different treatment to the piers. The various phases of construction are evident. They consist of:

- The Braithwaite Viaduct: constructed in English bond to springing point with a header bond vault. Stone impost at springing point. Gothic cross arches with yellow brick dressings. Built 1838-1842.
- A mid-19th century red brick viaduct, possibly built to service the Shoreditch Terminus. Constructed in English bond throughout. Brick course running in line with the stone of the Braithwaite Viaduct. Follows the form of the Braithwaite Viaduct.
- A yellow brick viaduct built 1877-1884 for Bishopsgate Goodsynd. Constructed in English bond throughout. Follows the form of the earlier structures.

The structures are built closely to each other but are not keyed in to each other in this area. In several places, the junction between the structures is open and it is possible to see through the gap into adjoining vaults. The physical condition of the vaults worsens from V18 moving eastwards. There are signs of structural movement here and severe water ingress and penetration of brickwork. Most of any historic fixtures, fittings and coverings have been moved throughout. Where these survive, they are noted within the

following text. This section should be read in conjunction with R1-R5 which describes London Road which runs to the south of V12-33.

V12					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Forms the covering to Braithwaite Street, once Wheler Street. Historic north-south route linking Shoreditch with Spitalfields.</p> <p>Setted road surfaces. Vaults over have been cleaned and probably repaired in areas.</p> <p>From the north, the Braithwaite Viaduct terminates just to the west of Braithwaite Street. There are some sections of wall running north-south which are fixed to the Braithwaite and share some of its structure. On the east side of the street, this appears to have once formed part of a solid wall that ran the length of the street to the site boundary. A similar arrangement appears to have existed on the west side of the street. Braithwaite in yellow stock.</p> <p>There are three gothic arches to the east and west of the Braithwaite arch. The three to the west are block with red brick and three to the east blocked with modern timber hoarding. There are four blocked oculi to the Braithwaite Viaduct.</p>	Route through site with vaults over.	The area has been cleaned and /or repaired along its length.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

V12

To the east of the Braithwaite are a series of small rooms in a mixture of red and blue brick. The ends of these to the north have been unfinished following demolition. The areas to the rear have been altered and were difficult to inspect due to rubbish infill.

South of the Braithwaite, later structures are evident. Some keying in of structure in this location.

Further south are the jack arches over the junction between London Road and Braithwaite Street. The jack arches break from the established line of London Road east-west to take a larger section of vaulting over Braithwaite Street. At the southern end of the vaulted section are an entrance to the east leading to London Road and an entrance to the southern ramp to the west. These are currently gated.

V13					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Screened at southern end with modern frontage and new floor and wall fittings. Fitted out as fitness studio and therefore not fully inspected. Blockwork wall structure at northern end of Braithwaite.</p> <p>Braithwaite Viaduct has three openings to the west (blocked) and two to the east which are open and lead into V14.</p> <p>A set of rails leading from the rails running along London Road (R3) leads into V13 from a turning circle (since removed although its shape is visible).</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct.</p> <p>Blue brick piers to the south at the junction with London Road.</p>	Stores and office. Later 20 th century – gym, studio and swimming pool.	Appears sound.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

V14					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Screened at southern end with modern frontage and new floor and wall fittings (and also some to ceiling). Fitted out as toilets and changing rooms. Pier to far north-west in poor condition. Poor pointing to the vault of the Braithwaite Viaduct. Two Gothic pointed arches to the east and west. There are no openings in the later structures.</p> <p>Braithwaite Viaduct constructed largely in red brick with yellow stock dressings. Stone course to Braithwaite Viaduct.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct.</p> <p>Blue brick piers to the south at the junction with London Road.</p>	Garage (in middle of 20 th century). Later 20 th century – gym, studio and swimming pool.	Appears sound.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

V15					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>The length of the vault has been dug out to provide a swimming pool associated with past uses in V13 and V14. Screened at southern end with modern frontage.</p> <p>Two Gothic pointed arches to the east and west. There are no openings in the later structures.</p> <p>Braithwaite Viaduct constructed largely in red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. Areas of the vault have been badly repointed.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct.</p> <p>Square section ventilation duct attached to underside of archway running north-south and through pointed arch to the east.</p> <p>Blue brick piers to the south at the junction with London Road.</p>	Garage (in middle of 20 th century). Later 20 th century – gym, studio and swimming pool.	<p>Brickwork in poor condition in areas, potentially due to the swimming pool use.</p> <p>Inappropriate pointing repair has harmed the appearance of the BV vault.</p>	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

V16					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>The vault is partly partitioned and with rubble throughout therefore difficult to inspect fully. Screened at southern end with modern frontage, new wall and floor fittings (some fittings to the ceiling).</p> <p>Two Gothic pointed arches to the east and west. These are blocked to the east – one with blockwork and the other with timber panelling. 3 blocked oculi to Braithwaite Viaduct. There are no openings in the later structures.</p> <p>Braithwaite Viaduct constructed largely in red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. Areas of the vault have been badly repointed.</p> <p>Paviours to floor where floor visible.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct.</p> <p>Blue brick piers to the south at the junction with</p>	Eastern Regions Hotels store and beer bottling.	Areas of the brickwork to the redbrick viaduct (mid-19 th century) in a poor condition.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

		London Road.			
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V17					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Two Gothic pointed arches to the east and west. These are blocked to the west – one with blockwork and the other with timber panelling. There are no openings in the later structures.</p> <p>Braithwaite Viaduct constructed largely in red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. 4 blocked oculi to the Braithwaite Viaduct.</p> <p>Paviours to floor where floor visible. These are laid north-south (longest side) in the Braithwaite Viaduct and east-west elsewhere.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct.</p> <p>Blue brick piers to the south at the junction with London Road.</p>	Eastern Regions Hotels store and beer bottling.	Areas of the brickwork to the redbrick viaduct (mid-19 th century) in a poor condition.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

V18					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Two Gothic pointed arches to the west and three to the east. The most northerly arch to the west is blocked with timber boarding. The others are open. There are no openings in the later structures.</p> <p>Braithwaite Viaduct constructed largely in red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. 4 blocked oculi to the Braithwaite Viaduct. Corrugated metal roof to later viaduct structures.</p> <p>Paviours to floor where floor visible. These are laid north-south (longest side) in the Braithwaite Viaduct and east-west elsewhere.</p> <p>Pipework fixed to the surface of the Braithwaite Viaduct.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct.</p> <p>Blue brick piers to the south at the junction with</p>	Coke Store.	<p>Signs of water pooling on floor.</p> <p>Water ingress at south-west corner of vault.</p>	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

		<p>London Road.</p> <p>To the east, the piers of the arches are much deeper. East wall partly boarded and ceiling covered.</p>			
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V19					
Date	Designation	Description	Historic Use	Condition	Significance
1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Tall but narrow vault added in the 1870s-1880s. Rear of brick strong course to mid-19th century viaduct visible on back wall.</p> <p>Hopper and downpipe on west wall.</p> <p>Constructed in red and blue brick.</p>	Cane store.	<p>Signs of water pooling on floor.</p> <p>.</p>	Medium Low

V20					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Three Gothic pointed arches to the east and west. Two of which are open on both sides with the most northerly on both sides blocked by timber boarding. The southernmost opening on the east is recessed and not open. The open arch to the east raps down to V22. There are no openings in the later structures.</p> <p>Braithwaite Viaduct constructed largely in yellow brick with yellow stock dressings. Stone course to Braithwaite Viaduct. 4 blocked oculi to the Braithwaite Viaduct.</p> <p>Paviours to floor throughout though some areas of concrete. These are laid north-south (longest side) in the Braithwaite Viaduct and east-west elsewhere.</p> <p>Blue brick structure within northern end of the Braithwaite Viaduct section. This is probably the remant of a hoist that served the upper levels (see figure 9).</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later</p>	Cane store.	-	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

		<p>and more standard yellow brick viaduct.</p> <p>Blue brick piers to the south at the junction with London Road.</p>			
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V21					
Date	Designation	Description	Historic Use	Condition	Significance
1870s-1880s	Unlisted	<p>Tall but narrow vault added in the 1870s-1880s. Rear of brick strong course to mid-19th century viaduct visible on back wall.</p> <p>Slightly wider than V19.</p> <p>Constructed in red and blue brick.</p>	Store for empties.	Evidence of water ingress at southern edge (junction with London Road).	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

V22					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Two Gothic pointed arches to the west and one to east. Ramp up into V20. Those to west open and one to east blocked. The open opening to the east ramps down to V23. There are no openings in the later structures.</p> <p>Braithwaite Viaduct constructed largely in red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. 4 blocked oculi to the Braithwaite Viaduct. Corrugated metal roof to later viaduct structures.</p> <p>Flooring obscured in part, pavements elsewhere. Screened at southern end with modern frontage.</p> <p>Structure within northern end of the Braithwaite Viaduct section.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct.</p> <p>Blue brick piers to the south at the junction with London Road.</p>	Building materials store.	-	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

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V23					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Two Gothic pointed arches to the east and one to west. Those to west open and one to east blocked. There are no openings in the later structures.</p> <p>Braithwaite Viaduct constructed largely in red brick with yellow stock dressings. Red brick vault with yellow brick forming blocking to east opening. Stone course to Braithwaite Viaduct. 3 blocked oculi to the Braithwaite Viaduct.</p> <p>Concrete floor throughout.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct.</p> <p>Significant cracking to 1870s viaduct. 'Tell-tale' concrete slips applied to cracks dated to 1960 suggested historic monitoring but further cracking indicates more recent movement.</p> <p>Blue brick piers to the south at the junction with London Road.</p>	Sleepers storage.	Signs of water ingress and structural movement to south of vault. Severe cracking to yellow brick viaduct.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

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V24					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Two Gothic pointed arches to the west and one to east. Steps down into V25 through eastern opening. There are no openings in the later structures.</p> <p>Braithwaite Viaduct constructed largely in red brick with yellow stock dressings. Red brick vault with yellow brick forming blocking to east opening. Stone course to Braithwaite Viaduct. 3 blocked oculi to the Braithwaite Viaduct.</p> <p>Ramped area along east elevation of vaults. Rails lead into the vault from turning circle and rails of London Road.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct.</p> <p>Blue brick piers to the south at the junction with London Road.</p>	Iron store.	Parts of walls saturated.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

V25					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>One Gothic pointed arch to the west and two to east. Steps down from V24 through western opening. Ramp through one eastern opening to V26. There are no openings in the later structures.</p> <p>Opening to London Road with modern partition. Floor dug out to expose footings of vaults throughout. Ramp at southern end to allow access from London Road.</p> <p>Braithwaite Viaduct constructed largely in mix of yellow and red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. 3 blocked oculi to the Braithwaite Viaduct.</p> <p>Poor pointing to eastern elevation of Braithwaite Viaduct. This has harmed its character. Water ingress evident to Braithwaite Viaduct particularly on eastern face and close to join with later viaduct at south-west corner of the Braithwaite. Wall saturated at this point. Water ingress also to yellow brick viaduct. Junction between structures obvious – simple abutment with no tying in of brickwork.</p> <p>The vaults here consist of three separate structures:</p>	John Haig & Co Spirit Store	Signs of excessive water penetration to Braithwaite Viaduct and later structures.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

		<p>the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct.</p> <p>Blue brick piers to the south at the junction with London Road.</p>			
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V26					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Two Gothic pointed arches to the west and one to east. Ramp through one western opening to V25. Ramp in eastern opening to V27. There are no openings in the later structures.</p> <p>Opening to London Road with modern partition. Floor dug out to expose footings of vaults throughout. Ramp at southern end of structure giving access from London Road to lower level.</p> <p>Braithwaite Viaduct constructed largely in mix of yellow and red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. 3 blocked oculi to the Braithwaite Viaduct.</p> <p>Water ingress evident to join between</p>	John Haig & Co Spirit Store	Signs of excessive water to southernmost structures.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

		<p>southernmost viaduct structures.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct.</p> <p>Blue brick piers to the south at the junction with London Road.</p>			
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V27					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>One Gothic pointed arch to the west and two to east. Ramp through one western opening to V26. There are no openings in the later structures.</p> <p>Floor dug out to expose footings of vaults throughout.</p> <p>Braithwaite Viaduct constructed largely in mix of yellow and red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. 3 blocked oculi to the Braithwaite Viaduct.</p> <p>Junction between the three structures is obvious as is the narrowing of the two southernmost viaducts.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct.</p> <p>Blue brick piers to the south at the junction with London Road.</p>	John Haig & Co Spirit Store (previously vegetable storage)	Some indication of structural movement to red brick viaduct. Signs of water ingress.	High (BV) Medium High (mid 19 th century structure) Medium Low

V28					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Two Gothic pointed arches to the west and one to east. There are no openings in the later structures.</p> <p>Floor dug out to expose footings of vaults throughout.</p> <p>Braithwaite Viaduct constructed largely in mix of yellow and red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. 3 blocked oculi to the Braithwaite Viaduct.</p> <p>Junction between the three structures is obvious as is the narrowing of the two southernmost viaducts.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct. The junction between the three structures is obvious.</p> <p>Mid-19th century viaduct appears to be dropping at its southern edge. Both the red brick and yellow brick viaducts becoming increasingly narrower.</p>	General Storage.	Some indication of structural movement to red brick viaduct. Signs of water ingress.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

		Blue brick piers to the south at the junction with London Road.			
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V29					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>One Gothic pointed arch to the west and east. There are no openings in the later structures.</p> <p>Floor dug out to expose footings of vaults throughout.</p> <p>Braithwaite Viaduct constructed largely in mix of yellow and red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. 3 blocked oculi to the Braithwaite Viaduct.</p> <p>Junction between the three structures is obvious as is the narrowing of the two southernmost viaducts.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct. The junction between the three structures is obvious.</p> <p>Concrete floor throughout.</p> <p>Blue brick piers to the south at the junction with London Road.</p>	Bartlett & Partners Furniture Store.	Signs of water ingress.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

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V30					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>One Gothic pointed arch to the west and two to east. There are no openings in the later structures. Ramp through eastern opening into V31 and into V29 to the west.</p> <p>Floor dug out to expose footings of vaults throughout. Modern steel rails and railing at northern edge.</p> <p>Braithwaite Viaduct constructed largely in mix of yellow and red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. 3 blocked oculi to the Braithwaite Viaduct.</p> <p>Junction between the three structures is obvious as is the narrowing of the two southernmost viaducts.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct. The junction between the three structures is obvious.</p> <p>Concrete floor throughout.</p>	Bartlett & Partners Furniture Store.	Signs of water ingress.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

		<p>Faded painted signage to vault.</p> <p>Blue brick piers to the south at the junction with London Road.</p>			
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V31					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Two Gothic pointed arches to the west and one to east. There are no openings in the later structures. Ramp through eastern opening into V30 and to west into V32.</p> <p>Floor dug out to expose footings of vaults throughout.</p> <p>Braithwaite Viaduct constructed largely in mix of yellow and red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. 3 blocked oculi to the Braithwaite Viaduct.</p> <p>Junction between the three structures is obvious as is the narrowing of the two southernmost viaducts.</p> <p>The vaults here consist of three separate structures:</p>	Bartlett & Partners Furniture Store.	Signs of water ingress.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

		<p>the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct. The junction between the three structures is obvious.</p> <p>Concrete floor throughout.</p> <p>London Road turns slightly north at this point to follow line of railway to the south, later viaduct structures therefore necessarily narrow.</p> <p>Blue brick piers to the south at the junction with London Road.</p>			
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V32					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>One Gothic pointed arch to the west and two to east. There are no openings in the later structures. Ramp through western opening into V31 and ramp through eastern opening into V33. Other eastern opening partially blocked, bricked in by ramp structure within V33.</p> <p>Braithwaite Viaduct constructed largely in mix of yellow and red brick with yellow stock dressings. Stone course to Braithwaite Viaduct. 3 blocked oculi to the Braithwaite Viaduct.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct. The junction between the three structures is obvious. The yellow brick viaduct now very narrow.</p> <p>Concrete floor throughout.</p> <p>London Road turns slightly north at this point to follow line of railway to the south, later viaduct structures therefore necessarily narrow.</p>	Storage.	Signs of water ingress.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

		Blue brick piers to the south at the junction with London Road.			
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V33					
Date	Designation	Description	Historic Use	Condition	Significance
1838-1842, mid 19 th century, 1870s-1880s	Braithwaite Viaduct grade II listed. All other structure unlisted.	<p>Two Gothic pointed arches to the west. Structure truncated and finished to east. Originally extended over Brick Lane and beyond. Areas of east face rebuilt in header bond. Ramp through western arch into V32.</p> <p>Braithwaite Viaduct constructed largely in mix of yellow and red brick with yellow stock dressings. Stone course to Braithwaite Viaduct removed. 3 blocked oculi to the Braithwaite Viaduct.</p> <p>Floor partly dug out for access ramp.</p> <p>The vaults here consist of three separate structures: the Braithwaite Viaduct, a mid-19th century viaduct in red brick and with brick string course matching the stone imposts of the Braithwaite, and a later and more standard yellow brick viaduct. The junction between the three structures is obvious. The yellow brick viaduct now very narrow.</p> <p>Concrete floor throughout.</p> <p>London Road turns slightly north at this point to follow line of railway to the south, later viaduct structures therefore necessarily narrow and have</p>	Storage.	Signs of water ingress.	<p>High (BV)</p> <p>Medium High (mid 19th century structure)</p> <p>Medium Low</p>

		<p>largely disappeared to leave only the Braithwaite Viaduct.</p> <p>Painted signage to underside of arch.</p> <p>Blue brick piers to the south at the junction with London Road.</p>			
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V34-V39: General Overview

The vaults at V34 to V39 were constructed in the late 1870s to early 1880s when the Good Station was developed on the site of the former Shoreditch Terminus. The form the southern edge of 'London Road', a roadway to the south of the former Goodsyrd complex (R2-R3). The roadway provided access to the southern edges of the vaults for the loading and unloading of goods and their movement around the site and beyond.

Historically, this area, along with other areas of the southern roadway had a loading shed above them (figure 7). The loading shed grew in size to cover a larger area of the road in the post-war period (figures 9-12). This may account for the particular structure of the roof over this roadway which is made up of a series of jack arches. There was also a chimney in the south-west corner of V34.

Several of the vaults in this location are double height volumes and extend down into an further ancillary area that provided various staff facilities and access to the railway beneath.

The following section describes the vaults following a visual inspection from the level of the roadway only. It was not possible to enter the double-height spaces.

The arches in this location continue east along London Road but there is a point where these are less vaults and more recesses within the line of the street. The character of these spaces is considered in R3 and this section should be read in conjunction with that section of the audit.

V34					
Date	Designation	Description	Historic Use	Condition	Significance
1880s	None.	<p>Part of the 1880s Goodsyards construction. Built in blue brick with jack arched ceiling that continues into the area from R3 (London Road).</p> <p>Double height space.</p> <p>Some plaster finishes visible at lower levels.</p> <p>Access door to lower levels to east and west and blocked opening to the west at lower level. Eastern doorways into V35.</p> <p>Three round headed windows to the south elevation.</p> <p>Turning circle on London Road to north of area.</p> <p>Historic plans and photographs of this location indicate the presence of a chimney (now lost).</p> <p>The scale and historic activity of V34 contributes to an understanding of the Goodsyards environment and its operation.</p>	Fire Engines (manual)? Chimney		Medium high. (Upgraded from medium-low following discussion with LBTH and LBH)

V35					
Date	Designation	Description	Historic Use	Condition	Significance
1880s	None.	<p>Part of the 1880s Goodsyards construction. Built in blue brick with jack arched ceiling that continues into the area from R3 (London Road).</p> <p>Double height space. Doorways to the west into V34. Double height arched opening to the eastern wall through to V36.</p> <p>Shower fittings and tiling at lower level. Partition walls of shower area still in place.</p> <p>Three round headed windows to the south elevation.</p> <p>The scale and historic activity of V35 contributes to an understanding of the Goodsyards environment and its operation.</p>	Shower facility.	-	Medium high. (Upgraded from medium-low following discussion with LBTH and LBH)

V36					
Date	Designation	Description	Historic Use	Condition	Significance
1880s	None.	<p>Part of the 1880s Goodsyards construction. Built in yellow and blue brick with barrel vaulted ceiling.</p> <p>Double height space with arched openings at lower level to the east and west. These are partially blocked.</p> <p>Hydraulic accumulators located here historically and the machinery survives <i>in situ</i>. It is likely that this was not original to the 1880s Goodsyards (based on historic plans) and was probably introduced in the first part of the 20th century.</p> <p>The hydraulic accumulator sits within the old Boiler Room, a double height volume (track level-park), and would have been responsible for providing hydraulic pressure to power lifts and hoists throughout The Goodsyards. Whilst not listed, the hydraulic accumulator is a unique and important fragment of the site's rich industrial heritage.</p> <p>Three round headed windows to the south elevation.</p> <p>The scale and historic activity of V36 contributes to an understanding of the Goodsyards environment and its operation. The accumulator is an interesting</p>	Plant.	-	Medium high. (Upgraded from medium-low following discussion with LBTH and LBH)

		<p>survival particularly where much of the sites fixtures and fittings have been removed.</p>			
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V37					
Date	Designation	Description	Historic Use	Condition	Significance
1880s	None.	<p>Part of the 1880s Goodsyards construction. Built in yellow and blue brick with barrel vaulted ceiling.</p> <p>Single height space with arched opening at lower level to the west. This opening is blocked.</p> <p>Low level brick wall to southern side to form barrier to railway.</p>	Smithy	-	Medium low
V38					
Date	Designation	Description	Historic Use	Condition	Significance
1880s	None.	<p>Part of the 1880s Goodsyards construction. Built in yellow and blue brick with barrel vaulted ceiling.</p> <p>Single height space.</p> <p>Low level brick wall to southern side to form barrier to railway.</p>	-	-	Medium low
V39					
Date	Designation	Description	Historic Use	Condition	Significance
1880s	None.	<p>Part of the 1880s Goodsyards construction. Built in yellow and blue brick with barrel vaulted ceiling.</p> <p>Single height space and essentially a recess with small recent structure within.</p>		-	Medium low

		<p>Arch partly infilled by small brick single storey unit, potentially constructed for Network Rail use.</p> <p>Low level brick wall to southern side to form barrier to railway.</p>			
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R1-R5: General overview

The routes included in this section are:

- R1 The remaining stretch of the roadway that served the western end of the site at vault level;
- R2 The western part of London Road;
- R3 The eastern part of London Road;
- R4 The remaining section of ramped road into the site from Shoreditch High Street, and;
- R5 The ramp into the site from Braithwaite Street.

The following section describes the current appearance of these routes, where inspection was possible. In the case of the ramped road from Shoreditch High Street this was not inspected as the site is currently hoarded in this location at ground level and is unsafe to view at upper levels.

All features of the routes through, such as paving, kerbs, rails, and setts, are identified within each entry of the audit. How the routes connect with other areas and routes is also explained. The historic role of the route is also noted.

Necessarily the character of routes R1-R3 differs from that of R4-R5. R4 and R5 are examples of more formal approaches to the site, wrapping around the site to access the upper levels of an imposing building. R1-R3 are internal routes that are covered to support historic but lost structure above and provided access to the network of vaults at the lower level.

R1					
Date	Designation	Description	Historic Use	Condition	Significance
1870s – 1880s	None.	<p>Part of the 1880s Goodsyards construction. Originally connected to the entrance to the vaults from Shoreditch High Street (G5). The northern part of the route has been cleared.</p> <p>R1 continues from the original entry point to the area at which the roadway turns east. At this point, the character of the route changes and this is summarised under R2.</p> <p>R1 is roofed over with a series of jack arches. The arches themselves run approximately north-south, resting on two girders that run the length of the route.</p> <p>A walkway with kerb stones is situated along the western edge of the route. Traces of setts through a concrete covering. The kerb turns to V2 indicating an additional route through to Shoreditch High Street in this location. V1 and V4 also link to R1.</p> <p>Constructed in blue brick with blue brick facings and yellow bricks to the lower levels of the walls.</p> <p>At the south-west corner of the site is an area roofed in concrete with metal I beams. There is a large</p>	Roadway	Signs of water ingress.	<p>Medium low</p> <p>(LBH and LBTH suggested that this significance be medium high. However, the route is less complete than other routes and of a lesser status. It is incomplete following demolition of its northern part and in an area of lesser relative significance. The route with the principal relationship to the listed gates is R4, R1 does</p>

		opening over marking the position where a large hoist operated – installed for the Goodsyards use. The walkway broadens out here, with kerb stone edging, with a shortened run of concrete steps that originally provided access to the upper level. Traces of arched structure to the west. This may have a connection to the bridging of the road to the west over the railway line below.			not have the same direct relationship.)
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R2					
Date	Designation	Description	Historic Use	Condition	Significance
1870s – 1880s	None.	<p>Part of the 1880s Goodsyards construction. The western part of a roadway that ran east-west through the site. Now known as London Road. The route continues that of R1 on an approximate east-west alignment.</p> <p>The route is roofed over with a series of jack arches which run east-west supported by north-south beams coming off blue brick piers at either side. There are occasional blocked oculi between the arches.</p>	Roadway	Signs of water ingress.	<p>Medium low</p> <p>(It has been suggested by LBH and LBTH that this could be medium high (as should R3). However there are less surviving features of</p>

		<p>Traces of setts beneath a concrete floor finish. In the south-west corner of R1 is an area of setts with traces of iron rails. There are no other traces of rails in this area. A walkway edged with kerb stones runs the full length of the route.</p> <p>To the north side are seven vaults, described at V5-V11. There are setts in front of the majority of these vaults which suggests that the roadway retains setts beneath the concrete floor finish.</p> <p>On the south side are a series of barrel vaulted arched openings with small openings onto the existing ramp R5 to the south. Most openings are blocked either totally or partially. A number have timber window frames within any retained openings.</p> <p>The second recess from the eastern end has a raised platform with ladder access and the first has a small cabin structure with timber window beyond.</p> <p>The eastern end of the route meets with Braithwaite Street.</p>			<p>interest to R2 and it does not form part of the immediate setting of the listed Braithwaite Viaduct in the way that R3 does. There are clear visual links between R3 and the Braithwaite. The significance therefore remains at medium-low.)</p>
R3					
Date	Designation	Description	Historic Use	Condition	Significance
1870s	None.	Part of the 1880s Goodsyrd construction. The	Roadway	Signs of water	Medium high.

<p>– 1880s</p>		<p>eastern part of a roadway that ran east-west through the site. Now known as London Road. This section curves slightly to the north towards the eastern end.</p> <p>The route continues that of R1 and R2 on an approximate east-west alignment. R3 meets with Braithwaite Street to the west and Brick Lane to the east.</p> <p>The route is roofed over with a series of red brick jack arches which run east-west supported by north-south beams coming off blue brick piers at either side. At V19 the jack arches change direction and run north-south. The arches are supported by beams running east –west and supported on padstones within the blue brick piers. This shift may indicate a different phase of construction. Jack arches painted white in areas.</p> <p>Setted surface through and pair of rails that run entire length of R3 at southern edge. Position of turning circle between V34 and V13 and outside V24. Rails lead from the circles into V13 and V24. The turning circle at V24 has been removed and replaced with boards. That outside V13 has been infilled with concrete. Beyond V19 a kerb runs along the southern edge of the roadway delineating a walkway.</p>		<p>ingress along length. Particularly prominent around V19 to V21.</p>	<p>(This has been changed from medium low to medium high following consultation with LBH and LBTH. This is due to its contribution to the setting of the listed viaduct and the survival of a number of features including rails, evidence of turning circles and setted surface).</p>
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		To the north side are vaults V13-V33 and to the south west are V34-V39. A series of recesses follow on from V39 to the east. Low level brick wall between piers on southern side to form barrier to railway.			
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R4					
Date	Designation	Description	Historic Use	Condition	Significance
1870s – 1880s	Forms part of the route into the site which is enclosed by grade II listed gates and forecourt walls.	<p>Part of the 1880s Goodsyards construction. One of main entrances from Shoreditch High Street to upper level of Goodsyards.</p> <p>Uncovered, unlike R1-R3.</p> <p>Full inspection not possible at time of site visit.</p> <p>Grade II listed forecourt walls to east and west of route and access to Shoreditch High Street closed off by listed gates. Winding mechanism incorporated within boundary wall to the west.</p> <p>Northern part demolished as part of ELL project.</p>	Roadway	-	Medium High

		<p>Arched openings G1-G9 blocked with timber boarding to the west.</p> <p>Oriel as noted before above G5 to the east.</p> <p>This route is given a higher level of significance than other routes through the site as it forms the reason for which the listed gates are in place across its southern end and delineated on east and west sides by listed structure.</p>			
R5					
Date	Designation	Description	Historic Use	Condition	Significance
1870s – 1880s	None.	<p>Part of the 1880s Goodsyards construction. Main entrance from Braithwaite Street to upper level of Goodsyards. Ramped route evident in figure 7 between the Goods Station and the railway.</p> <p>Uncovered, unlikely R1-R3.</p> <p>Settled surface evident under modern tarmac surface. Ruined wall to former Goods Station evident to</p>	Roadway	Very overgrown with vegetation.	Medium High

		<p>north of ramp. Low level small arched openings into R2 visible on northern façade.</p> <p>Ramp continues up to roadway running centrally through the site with setted surface. This area is planted either side. Traces of upper level platforms and loading bays but very fragmentary.</p> <p>Traces of loading bay in position of former Loading Shed over the eastern part of London Road.</p>			
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B1 – B3: General Overview

The section of walls referred to in this section of the audit are:

- B1: Northern boundary wall running from Braithwaite Street to Brick Lane;
- B2: Boundary wall to Commercial Street;
- B3: Boundary wall to Brick Lane at eastern end of site.

The following section describes the current appearance of these sections of wall, parts of which are accessible and parts of which are not. The vast majority of the boundary wall is visible from the surrounding area and from within the site. The various features of each wall are described and a note on condition provided. It also sets out that each wall has a different character and quality. B3 has resulted from alterations and cutting back of the various arches where they met Brick Lane. The result is largely a simple stock brick wall retaining evidence of various phases of construction. There is very little of architectural interest in the structure itself.

B1 is a longer section of wall and with greater, purposeful architectural embellishment than B3 or indeed B2. There is more generous arcading and a more open character afforded by a series of windows at lower level. B2 represents a more secure and controlled elevation to Commercial Street with few openings but some architectural embellishment. It has less character and is apparently in a poor condition.

B1 and B3 lie against the boundary of the Brick Lane and Fournier Street Conservation Area.

B1					
Date	Designation	Description	Historic Use	Condition	Significance
1870s – 1880s	Half of the wall forms boundary to the Fournier Street/Brick Lane Conservation Area	<p>Part of the 1880s Goodsyards boundary construction that once formed continuous line (clockwise) from Commercial Street to the junction of Sclater Street and Brick Lane. The section of wall to the north-west corner of the Goodsyards site has been demolished.</p> <p>B1 extends from the east side of Braithwaite Street and extends to Brick Lane on the south side of Sclater Street. It leaves the line of Sclater Street to run behind the properties that front the road. It creates a triangular shaped section of land between Sclater Street and the former Bishopsgate Goodsyards boundary.</p> <p>The wall has a slightly different character to B2. It is constructed in red brick with a yellow brick arcading detail at ground level. Above, the panelled parapet is the same with red brick panels within a yellow frame.</p> <p>Each element of the recessed panels within the arcades contains a small round-headed window opening with iron windows. The form of the windows (with rebates) suggests that these were originally glazed. No trace of glazing visible.</p>	Boundary wall.	Plant growth in brickwork.	Medium High

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B2					
Date	Designation	Description	Historic Use	Condition	Significance
1870s – 1880s	None although fixed to grade II listed boundary walls and gates.	<p>Part of the 1880s Goodsyards boundary construction that once formed continuous line (clockwise) from Commercial Street to the junction of Sclater Street and Brick Lane. The section of wall to the north-west corner of the Bishopgate Goodsyards site has been demolished.</p> <p>The listed former gates and forecourt walls to Shoreditch High Street (G1-G9) form part of the boundary treatment and the unlisted B2 is fixed to the listed structure's southern end.</p> <p>The wall is constructed in blue brick with a yellow and red brick parapet. The parapet is detailed with a series of red brick recessed panels in a raised</p>	Boundary wall.	Signs of bowing and cracking to Shoreditch High Street and Commercial Street.	Medium High

		<p>yellow brick surround. This treatment is repeated across the front of the listed structure to the point at which it is cut back at its northern end.</p> <p>There is a series of arched openings within the structure which run around the corner of the junction between Shoreditch High Street and Commercial Street at increasingly lower levels.</p> <p>The wall is apparently in a poor condition with plant growth penetrating the brickwork facing at lower level and to the parapet.</p> <p>The wall continues along Commercial Street where it meets the end of the site and abuts the railway bridge. The ramp to the upper level (R5) meets the wall at this point.</p>			
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B3					
Date	Designation	Description	Historic Use	Condition	Significance
Mixed	Braithwaite Viaduct grade II listed and boundary forms part of the Fournier Street/Brick Lane Conservation Area.	<p>The boundary to the eastern end of the site, fronting Brick Lane, now reads as a largely stock brick wall but originally, the viaducts continued east over Brick Lane. The rail line has been cut back and the viaducts terminated at this point.</p> <p>The termination point of the viaducts appears to have been refaced in stock brick.</p> <p>The blue brick piers of London Road are visible to the south and there is another entrance into the site from Brick Lane.</p> <p>There is a second entrance to the site to the north. This is marked by B2 at its northermost point and with the red and blue brick of additional 1880s boundary wall which now forms part of the rest of the wall.</p> <p>A mural created by a local school is fixed to the centre of the wall.</p>	Boundary.	Areas of brickwork in a poor condition and in need of repointing with extensive plant growth over.	Medium low

S1-S4: General Overview:

This section refers to the properties along Sclater Street and includes the former Mission Hall and the properties at nos. 70-74 Sclater Street.

The historic development of all the relevant buildings along Sclater Street is included in section 2 above. The former Mission Hall is now largely obscured by a 20th century wall that blocks the building from view on Sclater Street. The building is currently in use and while not inspected, is assumed to be in a reasonable state of repair.

The buildings at nos. 70-74 Sclater Street have their origins in the early 18th century but are now in a very poor state of repair. Their run-down character has been exacerbated by graffiti which now largely covers their frontage. Access to the buildings was not possible given their current condition.

S1: The Former Mission Hall					
Date	Designation	Description	Historic Use	Condition	Significance
1870s	Brick Lane and Fournier Street Conservation Area	<p>The former Mission Hall is a small, brick, rectangular building with gable ends just outside the former Goodsyrd site. It is currently blocked from street view by a high boundary wall that was added to the site in the 20th century.</p> <p>The roof of the building is evident over the top of this later boundary wall. The roof is now covered in corrugated metal sheeting. The points of small gothic lancet windows are also just visible above the boundary wall.</p> <p>Internally the building has a simple layout with its roof supported on cast iron foliate brackets.</p> <p>This building is an interesting survival as a late 19th century Mission Hall. Its small scale is also unusual for a place for contemplation and worship. It has survived in this location presumably since its adoption for light industrial and retail use, the simplicity of its form being suited to a variety of uses.</p>	Former Mission Hall	Presumed fair though clearly run down.	Medium High

S2: No. 70 Sclater Street					
Date	Designation	Description	Historic Use	Condition	Significance
c. 1719	Brick Lane and Fournier Street Conservation Area	<p>Forms a group at nos. 70-74 Sclater Street. Constructed in c. 1719. Refronted 1777.</p> <p>Windows and shopfront to ground floor blocked. Graffiti covered main elevation. Door open but screened with metal gate. Interior just visible. Plan as described in section 2 above. Stock brick with slate pitched roof.</p>	House, workshops, shop	Poor	Medium High
S3: No. 72 Sclater Street					
c. 1719	Brick Lane and Fournier Street Conservation Area	<p>Forms a group at nos. 70-74 Sclater Street. Constructed in c. 1719. Rebuilt in the mid 19th century following original form.</p> <p>Door and windows boarded. Graffiti covered main elevation.</p> <p>Stock brick with slate pitched roof. Plan as described in section 2 above.</p>	House, workshops, shop	Poor	Medium High
S4: No. 74 Sclater Street					
c. 1719	Brick Lane and Fournier Street Conservation Area	<p>Forms a group at nos. 70-74 Sclater Street. Constructed in c. 1719. Rebuilt in the mid 19th century following original form.</p>	House, workshops, shop	Poor	Medium High

	Area	<p>Door and windows boarded. Graffiti covered main elevation.</p> <p>Stock brick with slate pitched roof. Plan as described in section 2 above. Rendered east elevation where buildings continuing the south side of Sclater Street were demolished in the mid 20th century.</p>			
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5 Summary of significance

- 5.1 The following section sets out the significance of the various elements that form part of the site and explains the rationale behind the consideration of the significance for each of the areas within the site. This includes a consideration of all existing structures on the former Goodsyard site itself and those properties already identified on Sclater Street.

Overall Interest

- 5.2 The Goodsyard is a site of both architectural and historic interest and significance. As set out in section 2 above, the site developed from a densely developed, largely residential area into an early railway terminus and later, a substantial Goodsyard. The Goodsyard site has been largely vacant since the 1960s following a disastrous fire that saw the demolition of the warehousing and office building above a series of vaults below. Approximately half of the site was subsequently demolished in 2002/3 to allow for the construction of the East London Line.
- 5.3 The remaining structures give some indication of the former working and operations of the Goodsyard and the listed Braithwaite Viaduct provides some evidence of the former use of the site as a passenger terminus although for the most part of its history, this structure was used to convey goods, rather than passengers, into London. The significance of the site as a Goodsyard has been diminished through the more recent demolition of a large part of the site. While part of the workings of the Goodsyard can be understood, understanding its operation and significance in its entirety can no longer be discerned.
- 5.4 The key elements in terms of architectural or historic interest, or significance, are the listed structures on the site: the Braithwaite Viaduct and the former entrance into the site. The remaining structures have been noted as having no particular interest, forming as they do a later phase of development that uses a more standardised and commonplace form of railway architecture. Taken as a whole, while the remaining structures on a site do in part tell a story of the Goodsyard's history, they are only a fragment of such and their value is consequently lessened.
- 5.5 The buildings on Sclater Street represent very different building types and uses. While unlisted, their inclusion within the Brick Lane/Fournier Street Conservation Area reflects their interest as historic buildings that contribute to

the character and appearance of the conservation area. The buildings are interesting examples of their type with the former Mission Hall highlighting the role of social welfare in the neighbourhood (and a rare survival) and the houses at nos. 70-74 being early residential properties in the area that have somehow escaped the wider demolition of similar properties on Sclater Street.

- 5.6 Overall, the proposed development site includes a number of historic buildings that have varying degrees of architectural and historic interest and significance. Together, the buildings help to provide a narrative for the historic development of this part of the East End although only part of that story is legible in the existing site layout and remaining structures. Collectively, the structures on the site also add interest to the setting of the listed structures, amplifying the overall interest of the site. As set out above, this overall interest is diminished due to the demolition of the northern part of the site which has impacted on the setting of the listed viaduct and forecourt walls.

The Braithwaite Viaduct and Oriel Gateway

- 5.7 The significance of the Braithwaite Viaduct and Oriel Gateway has been recognised in their statutory listing at grade II. In the case of the Braithwaite Viaduct, the grade II listing is in recognition of it being a very early example of its type and one that is also of considerable architectural interest for its use of Gothic pointed cross arches that pierce through the piers of its arches along its length. The placing of the arches is fairly irregular as is the number within each vault. This is now the only surviving stretch of the Braithwaite Viaduct and it is therefore of considerable importance.
- 5.8 Later alteration to the Goods Station in the 1870s saw alterations to the viaduct, including the cutting back of its north face and the abutment of later viaducts to the south. Since then, numerous changes have been made to the listed structure which have included the digging out of a number of arches to expose the foundations of the structure, conversion of a number of arches for gym and swimming pool use and the accretion of services and other ancillary structures along its length. These alterations are in theory reversible but they do detract from the simplicity and purity of the structure's original form. Occuli appear to have been added to the vaults historically, rather than forming part of its original design, but most of these are now blocked. The oculi do not harm the interest of the viaduct and reflect perhaps its conversion from passenger rail viaduct to a Goodsyards structure.

- 5.9 The Braithwaite Viaduct is essentially a simple structure and its form does remain legible beneath the various additions and alterations. It is robust architecturally, its form following function, and has clear aesthetic value in its design and overall appearance. The use of purpose-built stock bricks to dress the Gothic arches suggests that this space was open to the public or at least visible and there is documentary evidence that when constructed for the passenger terminus, these arches were constructed to allow for the flow of pedestrian traffic beneath.
- 5.10 The Braithwaite Viaduct, with the former forecourt walls, is considered to have the highest significance of all structures within the site given its grade II listing which recognises its rarity, architectural qualities and role in the development of railway architecture.
- 5.11 The former forecourt walls and gates to the Goods Station are also of interest. These were listed in 1975, much earlier than the Braithwaite Viaduct, and not long after the destruction of the main Goodsyards building in a fire. The walls and gates are clearly of interest for their contribution to an understanding of the wider site and how it operated and also for their own architectural interest. The gates and associated piers are particularly fine and a good example of late Victorian craftsmanship. The 'Oriel' above street level is a small but well detailed building that again commemorates part of the function of the Goodsyards and contributes to the site's broader historic interest.
- 5.12 As a second listed structure on the site, the Oriel Gateway is also attributed with a high level of significance although it is worth pointing out that their interest relates more to the site than to any particular architectural or historic rarity in its component parts. While clearly of interest, the Braithwaite Viaduct is a genuine move forward in Victorian infrastructure projects and engineering and could probably be said to be the most important structure on the site.

Unlisted Structures to the West of Braithwaite Street

- 5.13 The series of vaults and roadways to the west of Braithwaite Street (referred to as R1, R2 and V1-11 in this report) relate to the 1870s phase of development of the site. As later structures, these viaducts and arches and the roadways that separate them are more standardised forms of railway architecture, employing barrel vaults and jack arched ceilings to support structurally the significant

operation that was performed in, around and above them. Above this area was where the former goods station once stood.

- 5.14 The arches and vaults do retain a number of features as set out in section 4. These include platforms, the approximate location of hoists and screening to vaults from the roadways. The area is characterful but not of any particular architectural or historic special interest. The vaults were built as a single entity and respond to the orientation of the site. Largely in red and blue brick, they are representative architecturally of the period in which they were built and provide some clues as to the extent of the Goodsyards operations. They have a lesser relationship with the listed Braithwaite Viaduct than those vaults to the east of Braithwaite Street which have a visual link to the listed viaduct and adjoin it. These areas have also effectively been divorced from Oriel Gateway following the extensive demolition across the northern part of the site.
- 5.15 As with other structures on the site, their interest has been diminished through the demolition of a large area of the site, and they now highlight only part of the building's original extent and design. Demolition has left the northern face of the vaults unfinished and exposed to weathering. It is likely that they are in a comparatively poor state of repair although the findings of the condition survey will provide further information in this regard.
- 5.16 As a result of the more standardised form of arches in this area and their diminished historic value, the vaults have been attributed with a medium-low significance.

Unlisted Structures to the south of the Braithwaite Viaduct

- 5.17 There are a series of unlisted vaults to the south of the Braithwaite Viaduct that represent the sequential growth of the Bishopsgate Goodsyards site from the mid-19th century. Abutting the Braithwaite is a second viaduct in red brick with a brick course at the springing point of the arches that seems to seek to replicate the stone banding of the former. This may reflect an expansion of the site during its use by the Shoreditch Terminus and associated rail lines.
- 5.18 To the south of this is a third, yellow stock brick viaduct that narrows significantly as it reaches the eastern end of the site and beyond that it's the jack arch covered London Road. This physical evidence of the sequential growth of the site is of considerable interest and highlights period of expansion and the reuse of and architectural response to the Braithwaite Viaduct, now the most important structure on the site.

- 5.19 Many floor coverings and other features of the Goodsyards use survive in this area which contributes to its character and appearance and contribute to its overall patina. These include turning circles and rails and floor coverings. As with the Braithwaite Viaduct as described above, a number of alterations have been made to the structures which detract from their architectural and historic interest. It is also evident, through water ingress and fairly severe cracking, that areas of the structures are in a poor condition.
- 5.20 Collectively, the various viaduct structures and roadways have the most obvious historic patina of all areas within the site and they combine to provide some of the Good Yard's narrative. Individually, the structures have varying levels of significance. The viaduct closest to the Braithwaite has been attributed with a medium-high level of significance for its architectural response to the Braithwaite and for it potentially being a development related to the former station use, rather than to the Goodsyards. In that, it was potentially constructed for the same reason that the Braithwaite Viaduct was. As an unlisted structure that has been thoroughly assessed by statutory authorities, it cannot have the same level of significance as the Braithwaite but is of greater significance than associated structures to the south.
- 5.21 In comparison, the structures to the south which were built for the Goodsyards are of lesser interest architecturally and historically and are therefore considered to be of medium-low significance.

Boundary Walls

- 5.22 The boundary wall is now the most prominent part of the site, following the destruction of the immense goods station which once stood above it and visible at all relevant site edges. Part of the boundary wall has been lost in the north-west corner of the site for the construction of the East London Line.
- 5.23 The boundary wall varies in character at the points at which the site meets the outside world. As set out in section 4, the wall to the north (B1) has a more open appearance with that to the south enclosing the site more securely. The wall to Brick Lane (B3) is a later confection, resulting from the cutting back of the viaduct structures at this point. Traces of the later Victorian boundary wall are evident in its appearance.
- 5.24 Overall, the boundary walls represent the outward presence and expression of the Goodsyards and while not of any particular architectural or historic interest are an established part of the townscape in ways in which the vaults within the

site cannot be at present (with the exception of those to Braithwaite Street). For this reason, the boundary wall is of interest as part of the story of the development of the site and the wider area and for its relationship with the surrounding context.

- 5.25 Parts of the wall are attached to listed structures and the boundary of the Brick Lane and Fournier Street Conservation Area has been drawn to abut the boundary walls. The walls therefore form part of the overall experience of the conservation area. For these reasons, the boundary walls have been attributed with a medium-high level of significance.

Sclater Street Properties

- 5.26 As indicated above, the former Mission Hall is a rare survival in London and while not of any real architectural interest, its social and historic interest is of importance. The interest of the building has been diminished by light industrial and retail uses as well as an evident lack of maintenance and upkeep. The wall to Sclater Street which now hems in the building and hides it from view has also diminished the significance of the building. However, its unusual survival and inclusion within the conservation area gives the building a medium-high level of significance.
- 5.27 The properties at nos. 70-74 Sclater Street – described in the Heritage Statement as ‘Weavers’ Cottages’ - are within the conservation area boundary and of real historic and architectural interest. The buildings reflect an early phase of development along Sclater Street and each has an interesting history of use and occupation. While unlisted, the buildings are of some age and represent a building type seen elsewhere within the conservation area and beyond within the local area. The buildings have therefore been attributed with a medium-high level of significance.

Appendix I: Historic Plans and Mapping

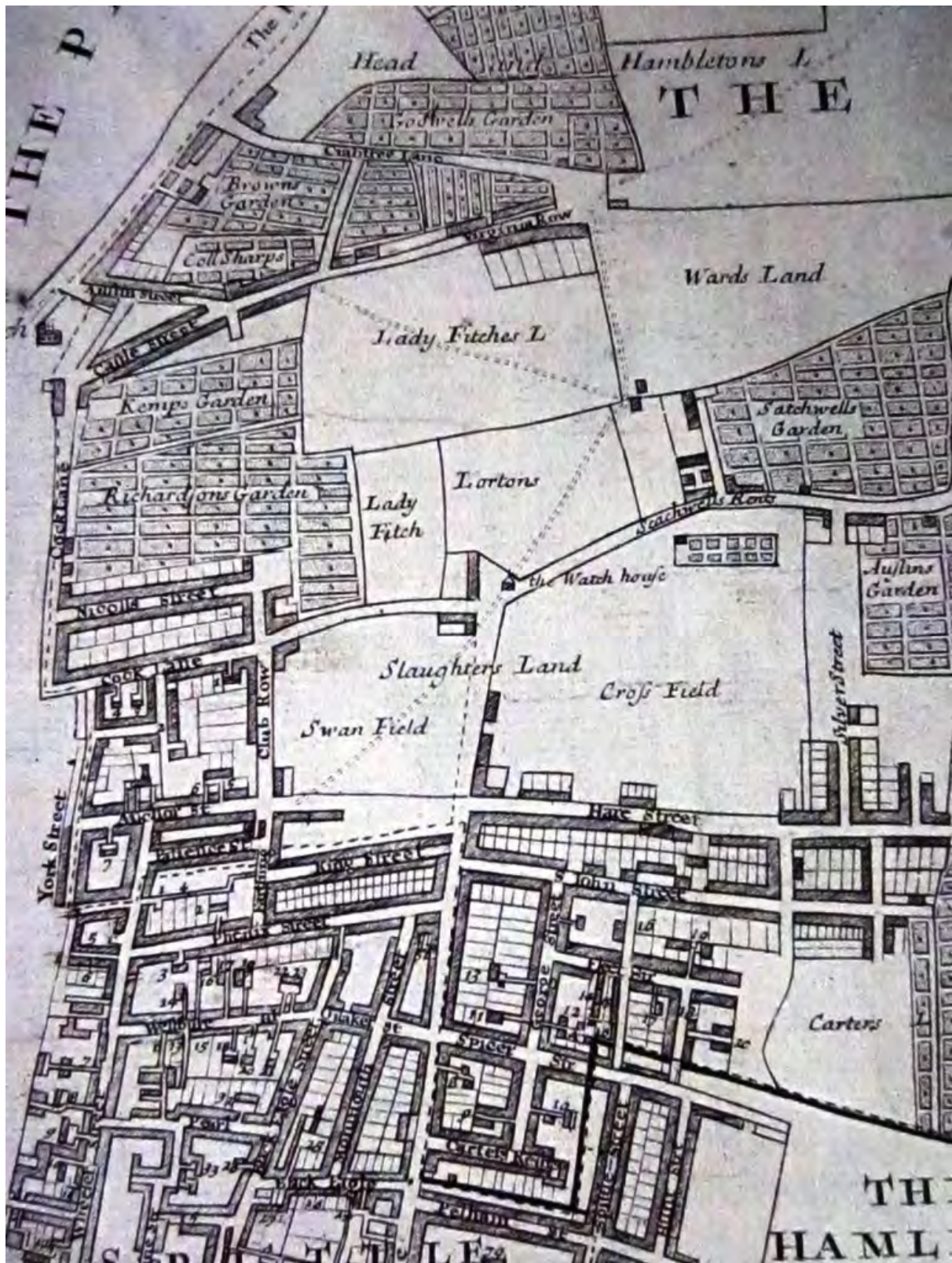


Figure 1: Joel Gascogne, *Survey of the Parish of St Dunstan, Stepney*, 1703 showing the area around Bishopsgate Goodsyards prior to its redevelopment in the 1840s. The

Goodsyard site is located to the north of Phoenix Street (now demolished) and south of Anchor Street (redeveloped in the 19th century to create Bethnal Green Road).

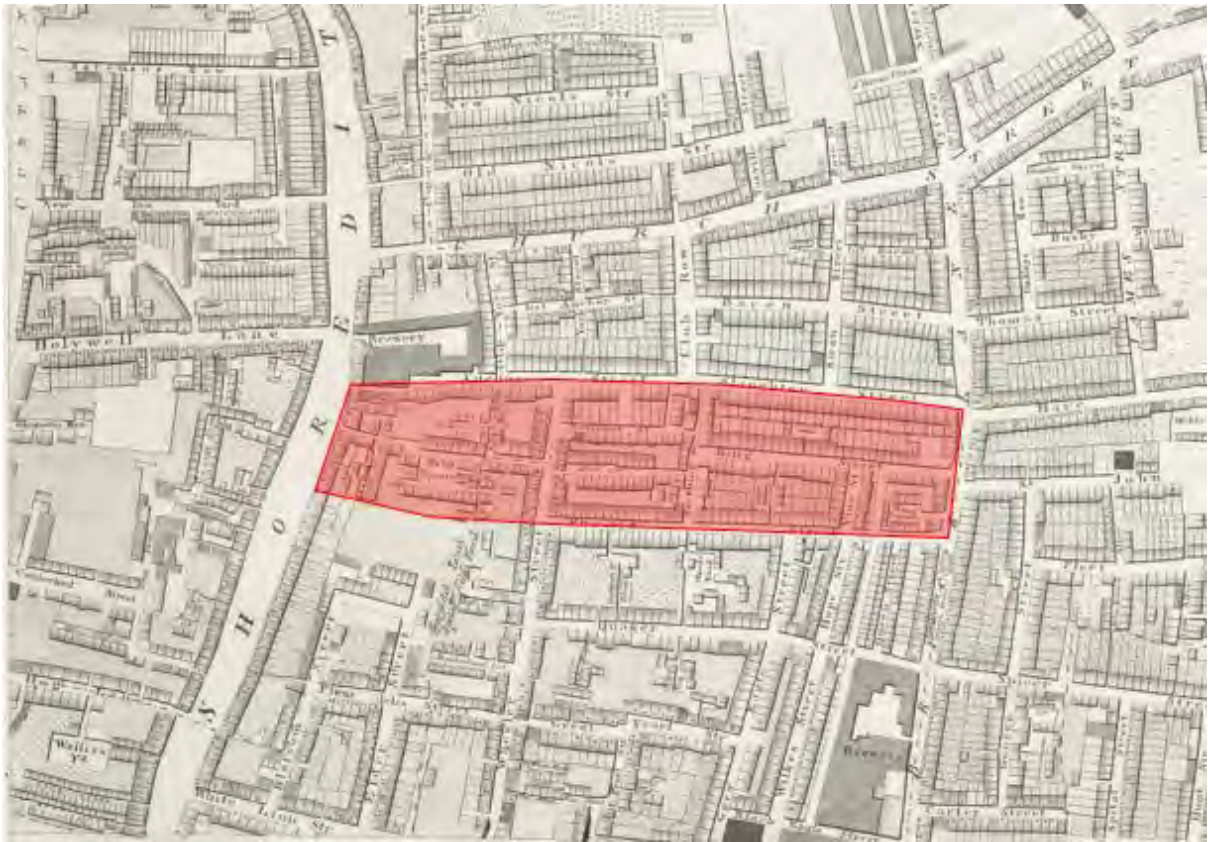


Figure 2: An extract from Horwood's map of London (1792-99) giving approximate position of the former terminus, later Goodsyard and associated structures and buildings.

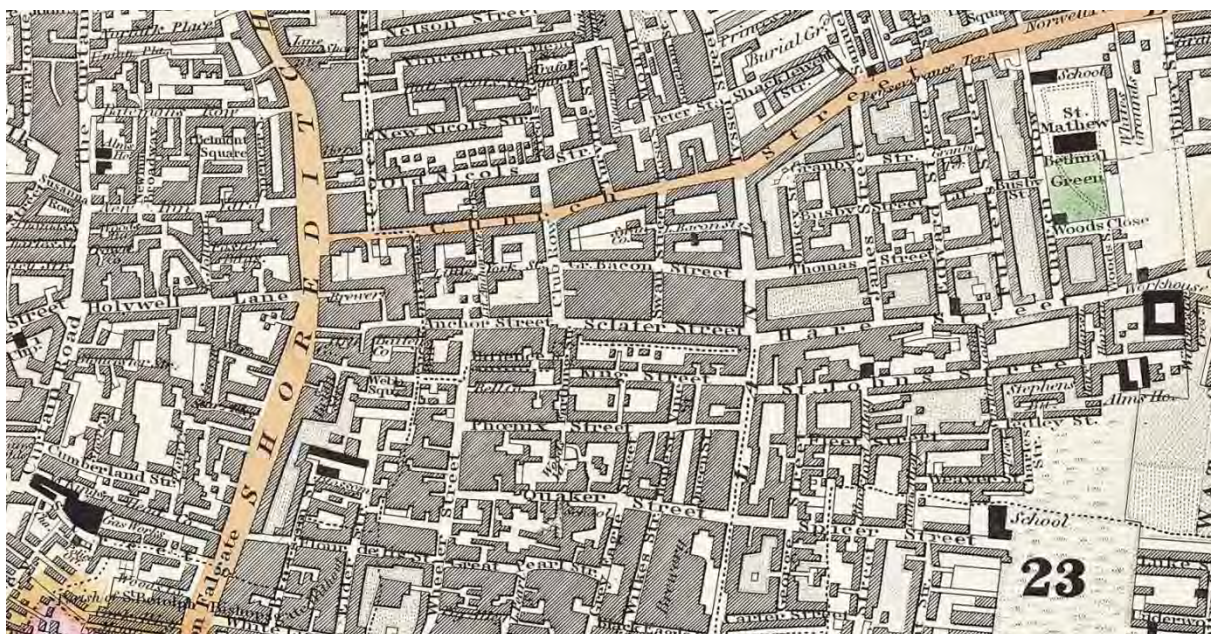


Figure 3: An extract from Greenwood's map of London (1830), once again highlighting the densely built up nature of the area.

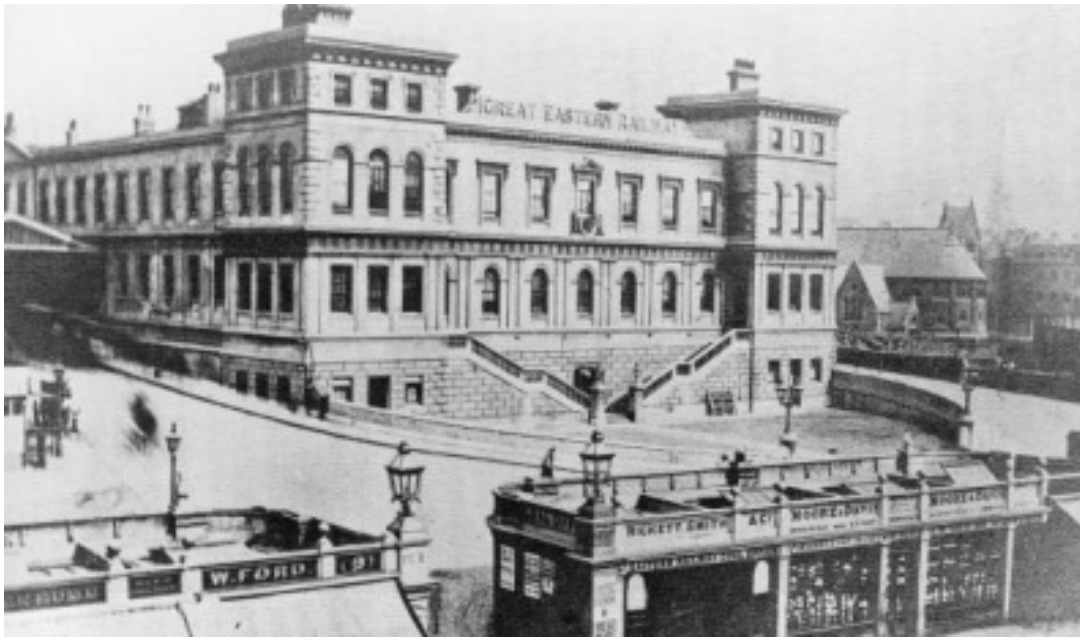


Figure 4: An early photograph of the Shoreditch Terminus as built.



Figure 5: An extract from Stanford's map of London (1862) showing the form of the station and the forecourt walls to Shoreditch High Street.

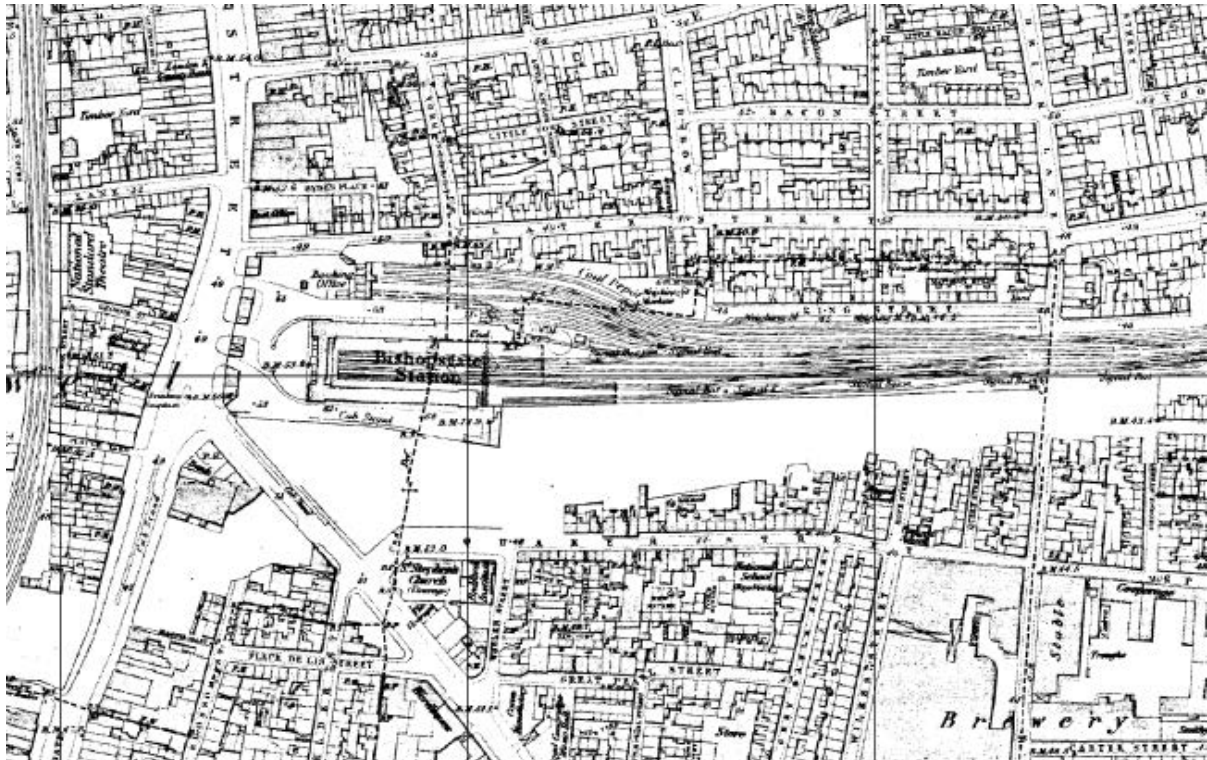
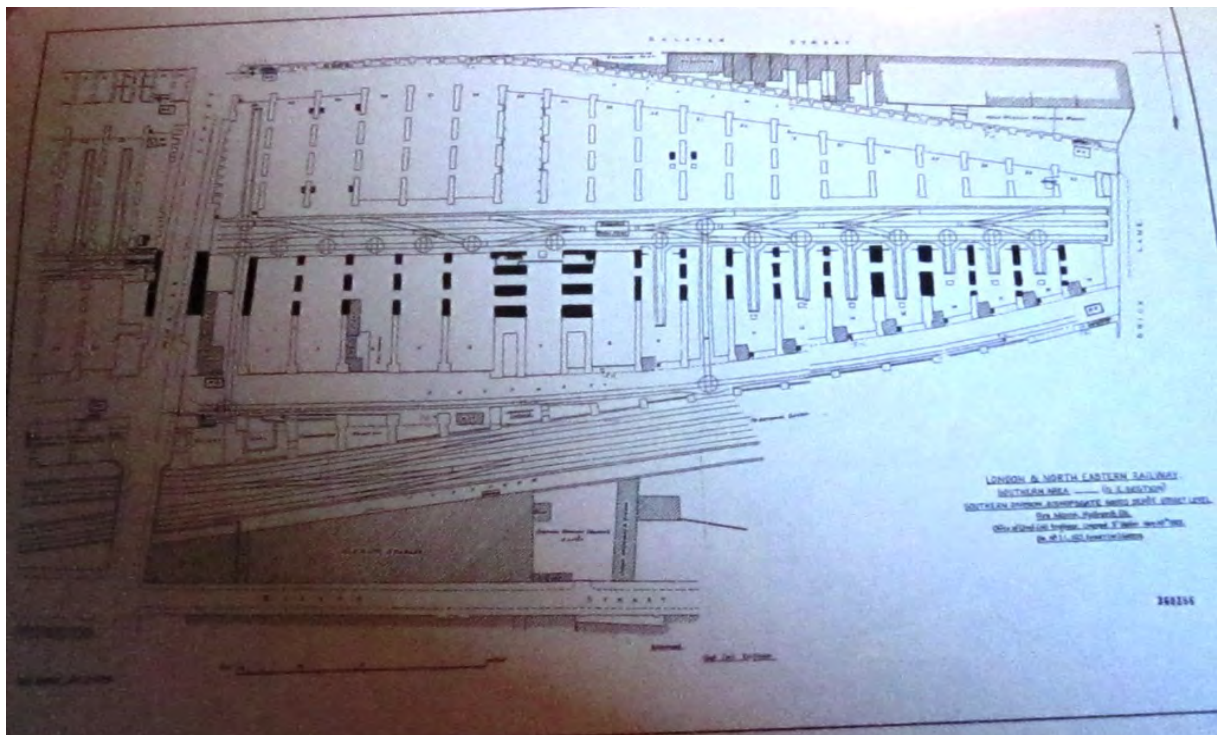
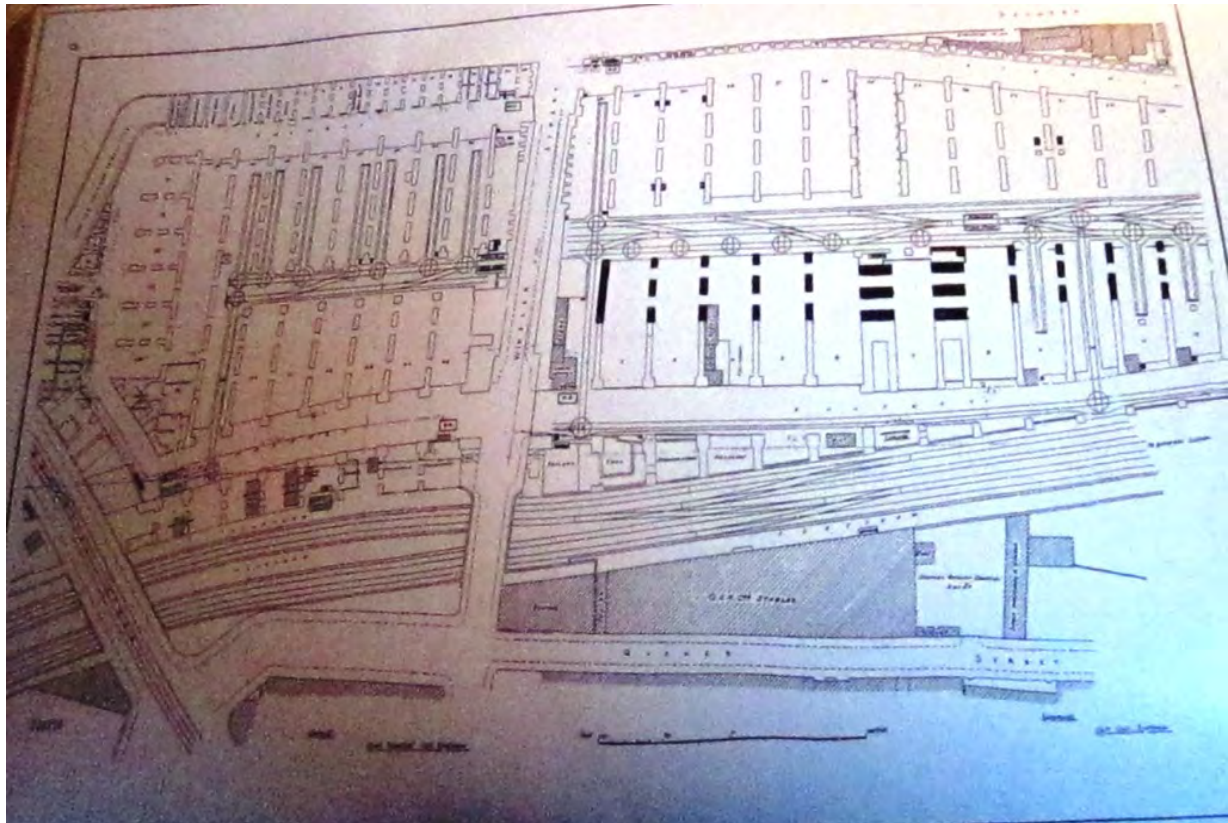


Figure 6: OS Map extract from 1877 showing the terminus at Shoreditch. The area to the south of the station has been cleared to make way the extension to the station site for the creation of the Goodsyard. By this time, Commercial Street had also been laid out, extending from Shoreditch High Street to the south-east.



Figures 7 and 8: Plan of the basement level of Bishopsgate Goodsyard dating from 1922, but with no major changes since this level was completed in 1881-2.
 [Reproduced from The London Railway Heritage Society, *Bishopsgate Goods Depot 1875-2002*, (2002) pp. 9-10]



Figures 9 & 10: Views of the main entrance of Bishopsgate Goodsyard in 1924.



Figure 11: WWII aerial view of the Goodsyards site showing the impressive scale of the operation and the strong contrast between the building and the surrounding built environment.



Figure 12: Extract from OS Map of 1896 showing the scale of the Goodsyards in its immediate context. The cleared area to the north shows the planned area of the

Boundary Estate following the demolition of the Old Nichol slum. Bethnal Green Road has also been laid out at this time using the western half of Sclater Street before turning to the north-east.

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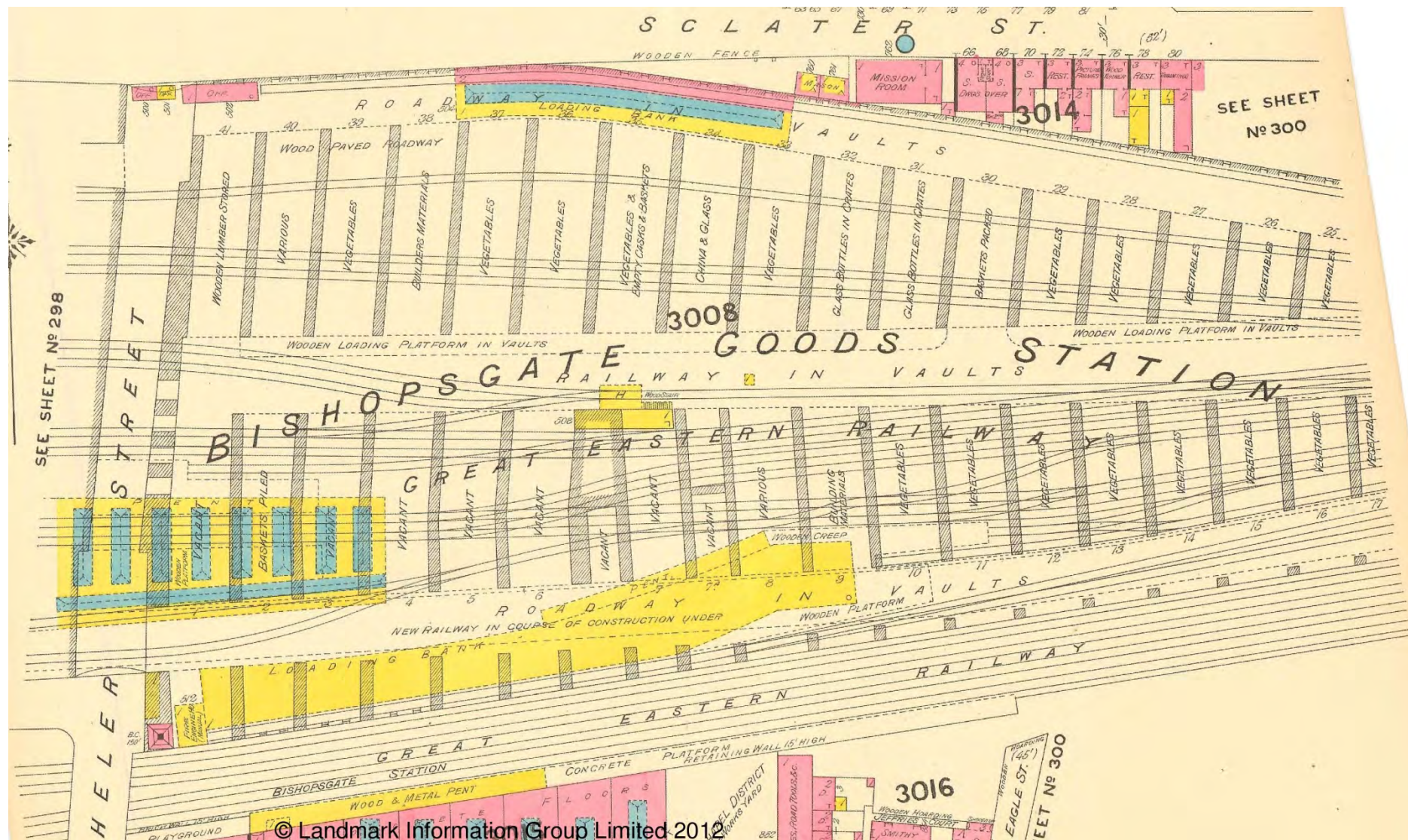


Figure 13b: Goad Plan of the eastern half of the former Goodyard site (1890). Includes Sclater Street properties to the north.

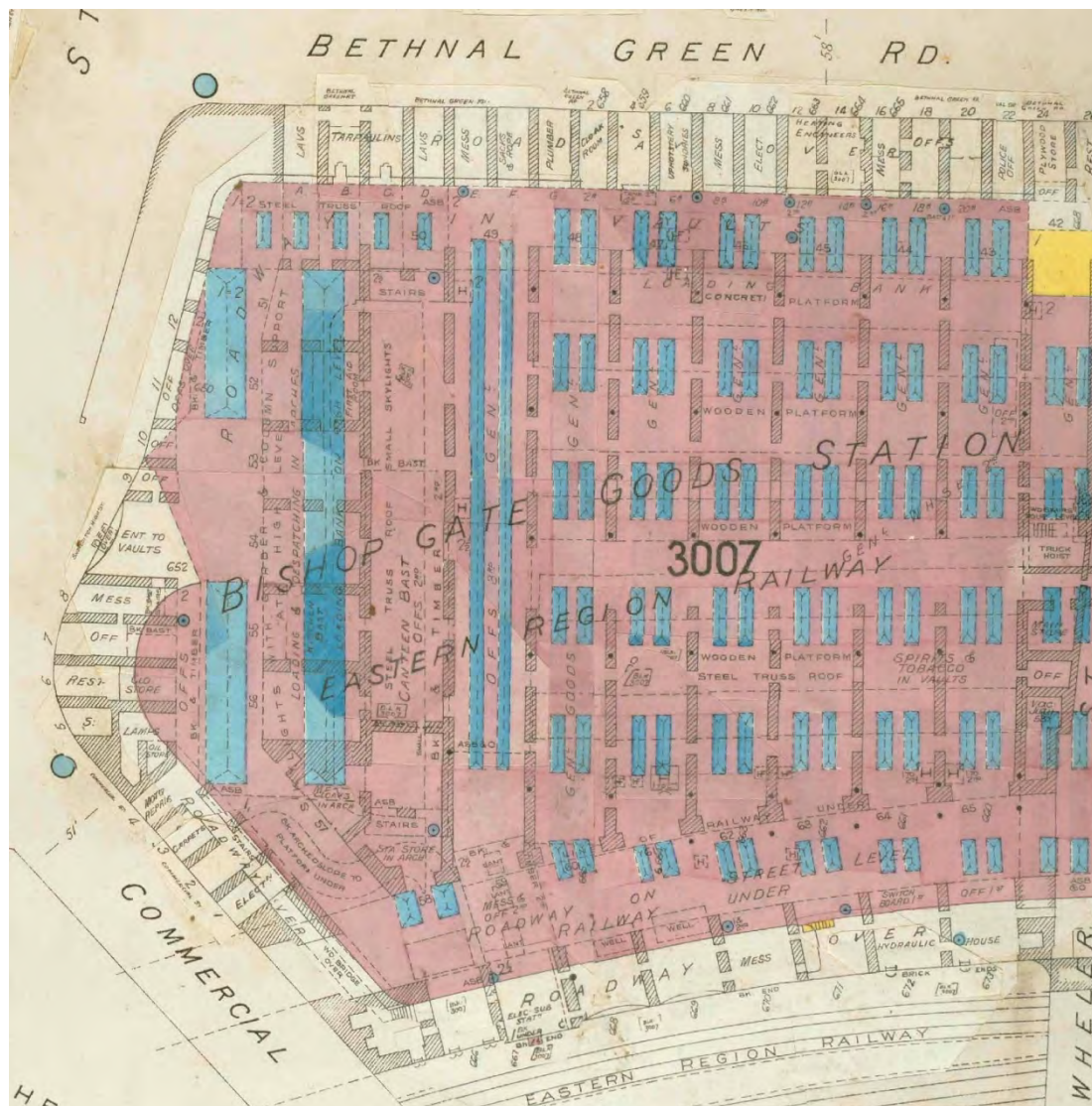


Figure 15a: Goad Plan showing the western end of the Goodsyards site in 1959.



Figure 15c: The Goad Plan showing the far eastern end of the Goodsyard site in 1959.

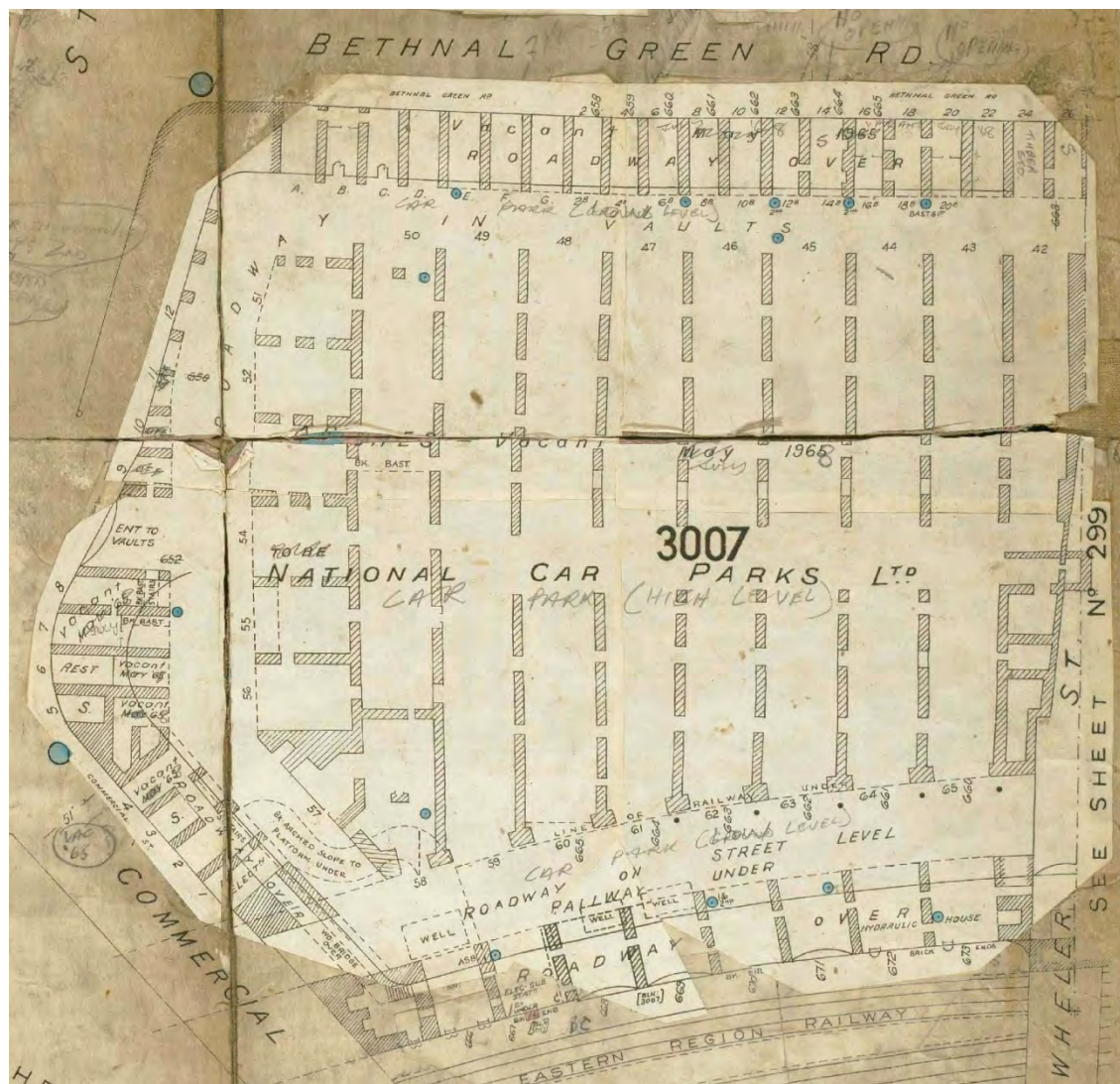


Figure 16a: Goad Plan showing the western end of the site in 1968.



Figure 16b: Goad Plan showing the eastern end of the site in 1968.



Figure 16c: The far eastern end of the site in Goad's Plan of 1968.

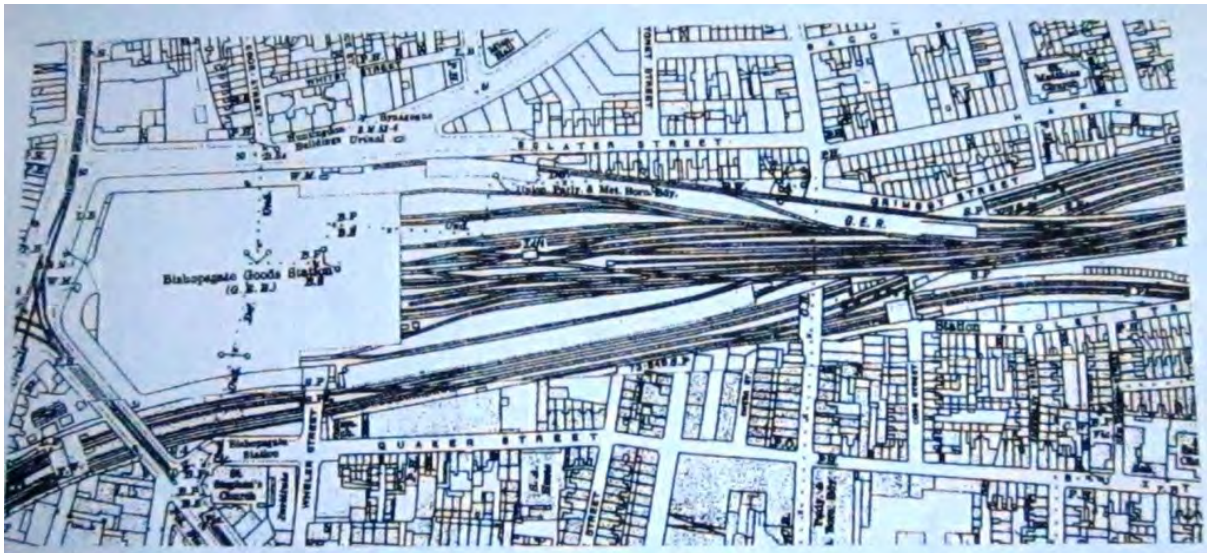


Figure 17: Extract from OS Map of 1914: The main changes since 1894 are the extension of the warehouse to the east and removal of the previously roofed-over areas; the lengthening of the Fruit Bank and the removal of the south side loading dock and ramp.

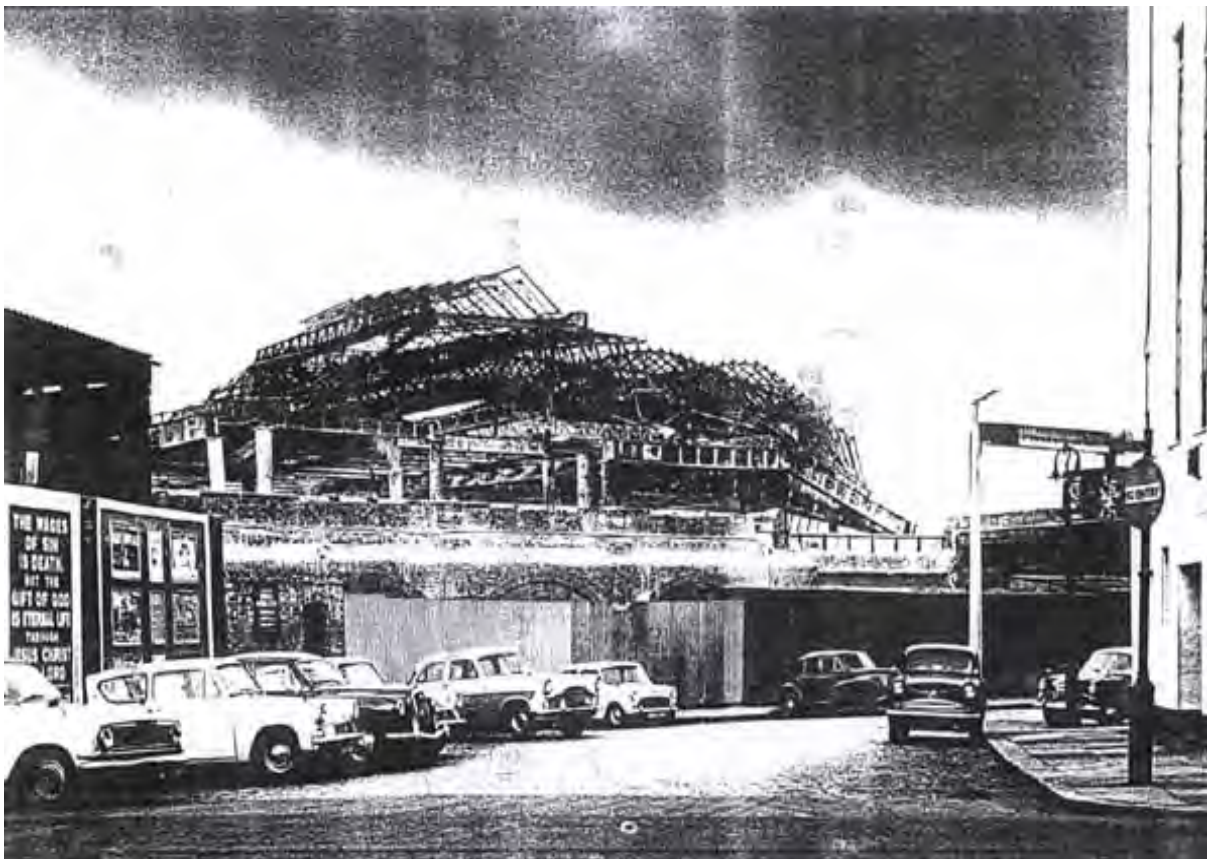


Figure 19: View of the burnt-out Goodsyards c. 1967.

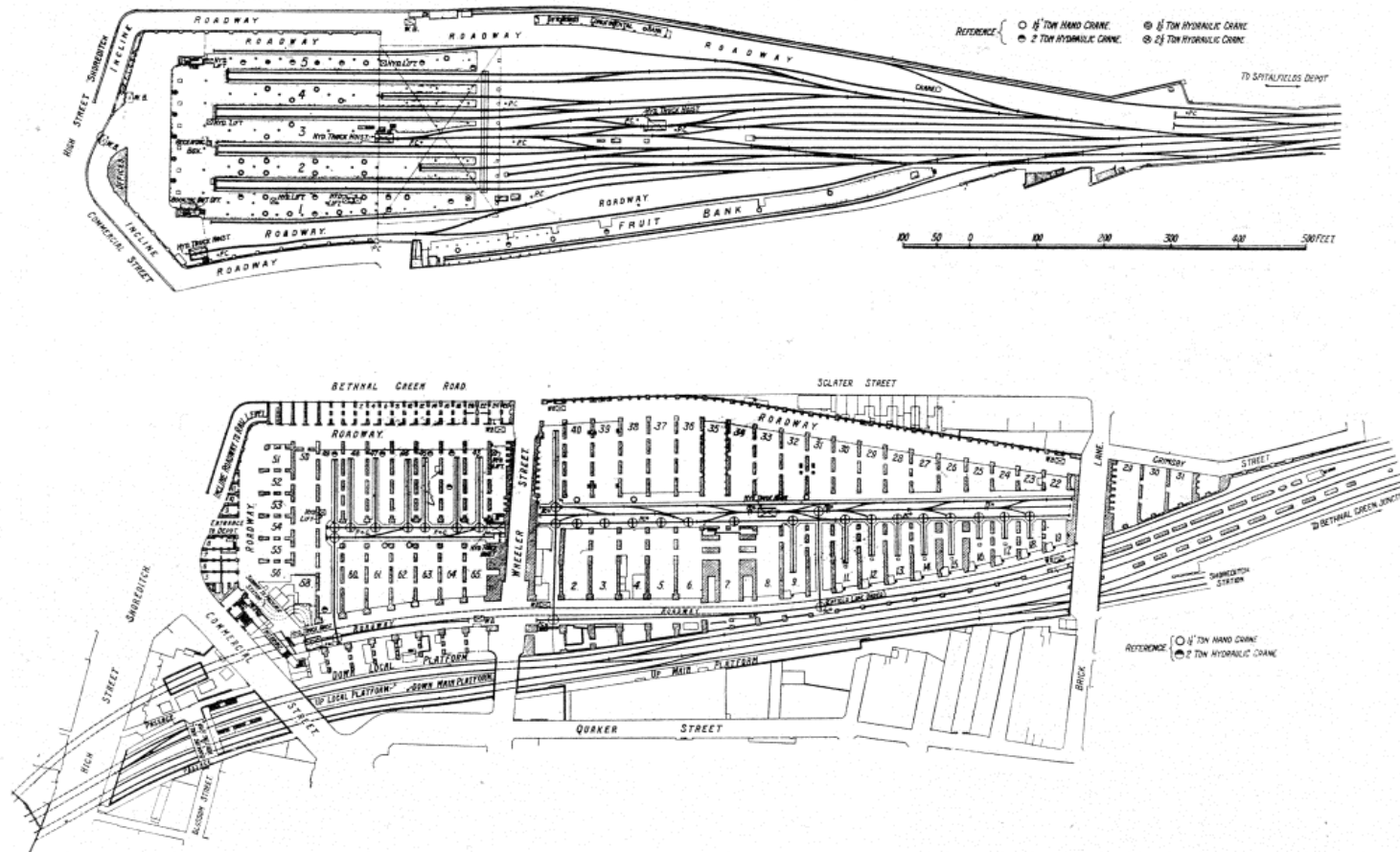


Figure 18: Upper: The warehouse floor extended over the whole of Platform 1-5 and the loading platform. The island fruit bank had been doubled in length before WW1; by contrast, the Outwards Continental bank on the north side to something rather insignificant. Lower: The arches between Shoreditch High Street and Brick Lane are shown. [undated plan but post 1891 reproduced in John Watling, "Bishopsgate and Spitalfields", *British Railway Journal*, Special Great Eastern Railway Edition, (n.d. c. 1988). p.94]



Figure 19: Nos. 74-70 Sclater Street (English Heritage Archives).

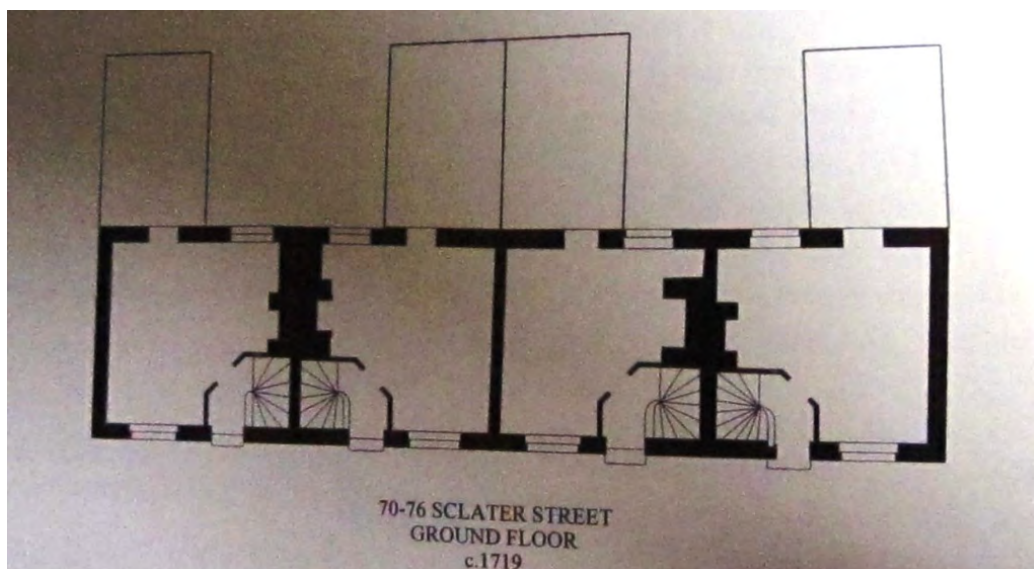


Figure 20: Nos. 70-76 Sclater Street: recreations of ground floor plans [Peter Guillery, *The Small House in Eighteenth Century London*, (2009), p. 98].

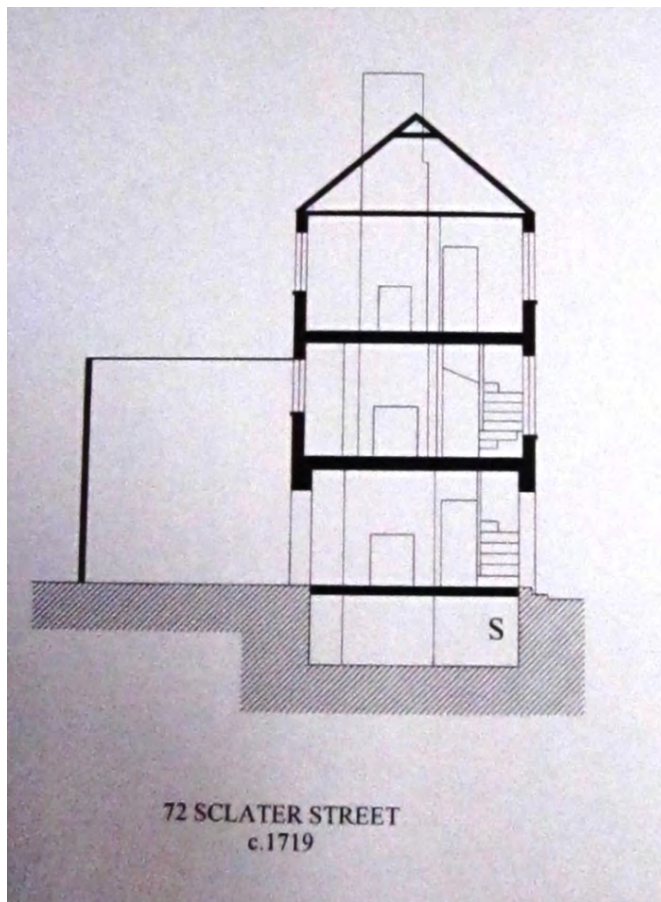


Figure 21: A section through no. 72 Sclater Street from surviving building fabric and documentary evidence [Peter Guillery, *The Small House in Eighteenth Century London*, (2009), p. 98].



Figure 22: Nos. 78-88 Sclater Street c.1955 before their demolition showing full width weavers' windows on the top floor. Similar ones may have originally been at nos. 70-74 Sclater Street.



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SOURCE: ENGLISH HERITAGE ARCHIVE

Figure 23: The rear wall of the chapel with the Goodsyrd boundary wall to the left.

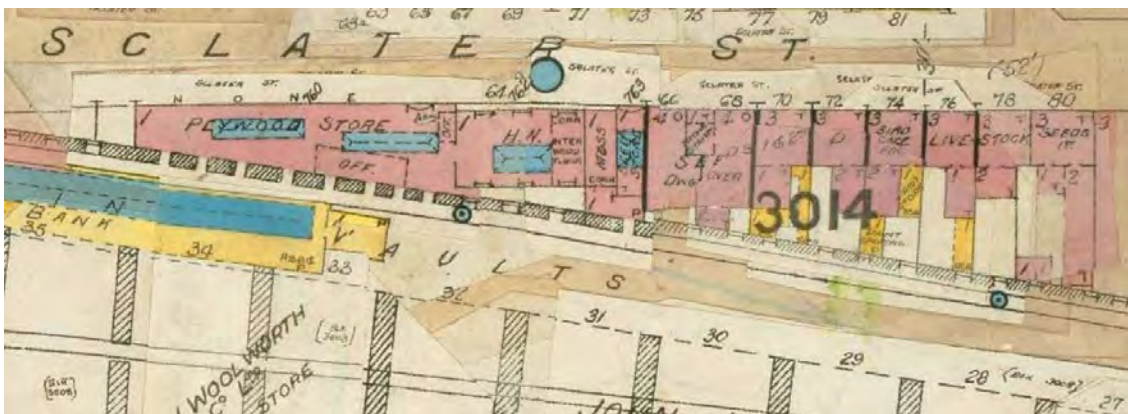
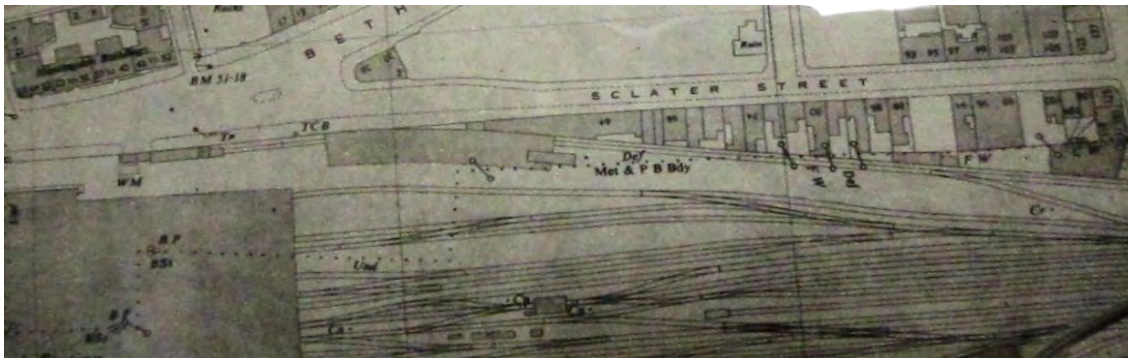


Figure 24: The 1938 OS map showing the conversion of the chapel building and a Goad plan extract of 1958 when the former mission church was converted to a plywood store.



Figures 25-28: The Bird Market in Sclater Street between 1890 and the 1950s



Figures 29-30: Nos. 70-84 Sclater Street (before some houses were demolished) and No. 70 Sclater Street [© Guildhall Library]

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