

# BANKSIDE, BOROUGH & LONDON BRIDGE CHARACTERISATION STUDY

JULY 2013









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# 1.0

INTRODUCTION AND  
BACKGROUND



## 1.1 INTRODUCTION

This document presents a detailed study of the character of the Bankside, Borough and London Bridge (BBLB) Opportunity Area of Southwark. It has been prepared by URS Infrastructure and Environment, working closely with Southwark Council.

Characterisation is a recognised approach to understanding the context and special qualities of a place so that these can be considered in the planning and design process (Mayor of London 2013). The purpose of this study is to describe concisely and graphically the elements which combine to form the unique character of BBLB. It follows an urban design lead approach, developed to meet the specific needs of this study. This characterisation study will inform the preparation of any future planning guidance for the BBLB Opportunity Area including neighbourhood plans. The objectives of the study are set out below:

1. Carry out a characterisation study for the character areas in and around the BBLB Opportunity Area;
2. Undertake a consultation exercise with members of the public to gain local knowledge to inform the preparation of the characterisation study;
3. Set out principles for the future management of the BBLB Opportunity Area and each of the character areas within it.

The document is structured as follows and is supported by maps, photographs and illustrations:

- Section 1 covers the background to the study, why it is needed and what it will inform.
- Section 2 sets out the strategic context, placing BBLB in its wider context and identifying those elements which combine to form its unique character
- Section 3 provides detailed descriptions for each of the character areas identified within BBLB and suggests principles for how change can be managed
- Appendices set out a glossary of technical terms, a register of heritage assets and a detailed consultation report.

## 1.2 METHODOLOGY

This characterisation study has been prepared in accordance with the principles of the NPPF, London Plan, Southwark policies and guidance and Mayor and English Heritage best practice guidance.

The study has been developed through a number of stages, including desk based studies of the policy context, area based studies, GIS datasets including Ordnance Survey (OS), historic mapping, and aerial photography. Fieldwork was then carried out to test initial assumptions and produce a photographic record of the study area. Consultation was conducted with the local community local community groups to ensure that their understanding of the history and distinctive characteristics and features could be used to inform the preparation of the study.

The study considers the wider context of the opportunity area which informs the identification of areas of specific character. The history and character of these areas are established to inform an understanding of key characteristics. Character management principles are prepared to ensure that these key characteristics can be sustained, reinforced or enhanced by new development.

## 1.3 POLICY, GUIDANCE AND INFORMATION SOURCES

### 1.3.1 Introduction

Townscape characterisation is a tool which can be used to identify and interpret the various elements which combine to make places distinctive. This information can provide evidence to support local and neighbourhood planning policy and can be used to evaluate the effectiveness of regeneration schemes (Reeve et al, 2006). In an historic context, it helps to trace the development of an area through to the present day and show which elements have survived to inform our understanding of the past (English Heritage, 2013 a,b and c. It also identifies elements which detract from the quality of the townscape or where new development could enhance quality of life and character.

The following section sets out the national, regional and local policy context and summaries of some of the area specific evidence which have informed the preparation of this study.

### 1.3.2 National

#### National Planning Policy Framework (NPPF), 2012

The NPPF is focussed on delivering sustainable development. It sets out a number of core land-use planning principles which should underpin plan-making and decision-taking. This includes taking into account 'the different roles and character of different areas, promoting the vitality of our main urban areas', which underpins this character study for BBLB. There is also a strong emphasis on good design in development including the need to 'respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation'. (DCLG, 2012). This relates the character management principles set out in Section 3.

### 1.3.3 Regional

#### London Plan, 2011

The London Plan forms part of Southwark's Development Plan and sets out the regional planning context for Southwark and the BBLB Opportunity Area. It contains a number of policies relevant to the assessment and management of townscape character and

views. BBLB is defined as a Central Activities Zone (CAZ) is also one of 33 Opportunity Areas identified within the London Plan. Opportunity Areas provide 'significant capacity for new housing, commercial and other development linked to existing or potential improvements to public transport accessibility'.

There are a number of key policies within the London Plan which establish the need for this characterisation study and which have influenced the development of the methodology and character management principles. (GLA, 2011). Policy 7.4 Local character, for example, underpins the methodology for the characterisation study. Policies 3.5, 4.7, 5.10, 7.5, 7.6 and 7.7 establish the council's position on the quality and setting of development proposals and the contribution that new buildings and public realm make to local character. The importance of sustaining and enhancing heritage assets and their setting is defined in policy 7.8. Policies 7.11 and 7.12 give protection to key designated views towards strategically important landmarks.

#### London View Management Framework (LVMF) SPG, March 2012

The LVMF is a key part of the Mayor's strategy to preserve London's character and built heritage (GLA2012b). The SPG seeks to protect 27 'Designated Views' of Strategically Important Landmarks which are defined as providing 'a very significant contribution to the image of London at the strategic level or provide a significant cultural orientation point' and include St. Paul's Cathedral and the Tower of London. There are different types of views identified which include London panoramas, townscape and river prospect views, with a number of views geometrically defined as 'Protected Vistas', comprising of a Landmark Viewing Corridor and a Wider Setting Consultation Area. Each view has a management guidance that sets out how development in the foreground, middleground and background of a view will be assessed.

The BBLB Opportunity Area is located in the background of a number of strategic views, including protected vistas as well as river prospect views (Fig.1). These include:

- 1A.2 – Alexandra Palace to St. Paul's Cathedral;
- 2A.1 – Parliament Hill to St. Paul's Cathedral;
- 3A.1 – Kenwood to St. Paul's Cathedral;
- 4A.1 – Primrose Hill to St. Paul's Cathedral;
- 5A.2 – Greenwich Park
- 6A.1 – Blackheath Point to St. Paul's Cathedral;
- 10A River Prospect: Tower Bridge;
- 11A.1, 11B.1 and 11B.2 River Prospect: London Bridge;
- 12A.1 River Prospect: Southwark Bridge;
- 13A.1 & 13B.1 River Prospect: Millennium Bridge and Thames side at Tate Modern;
- 14A.1 River Prospect: Blackfriars Bridge.
- 23A.1 – Bridge over Serpentine to Palace of Westminster; and
- 25A.1 – City Hall to White Tower, Tower of London.



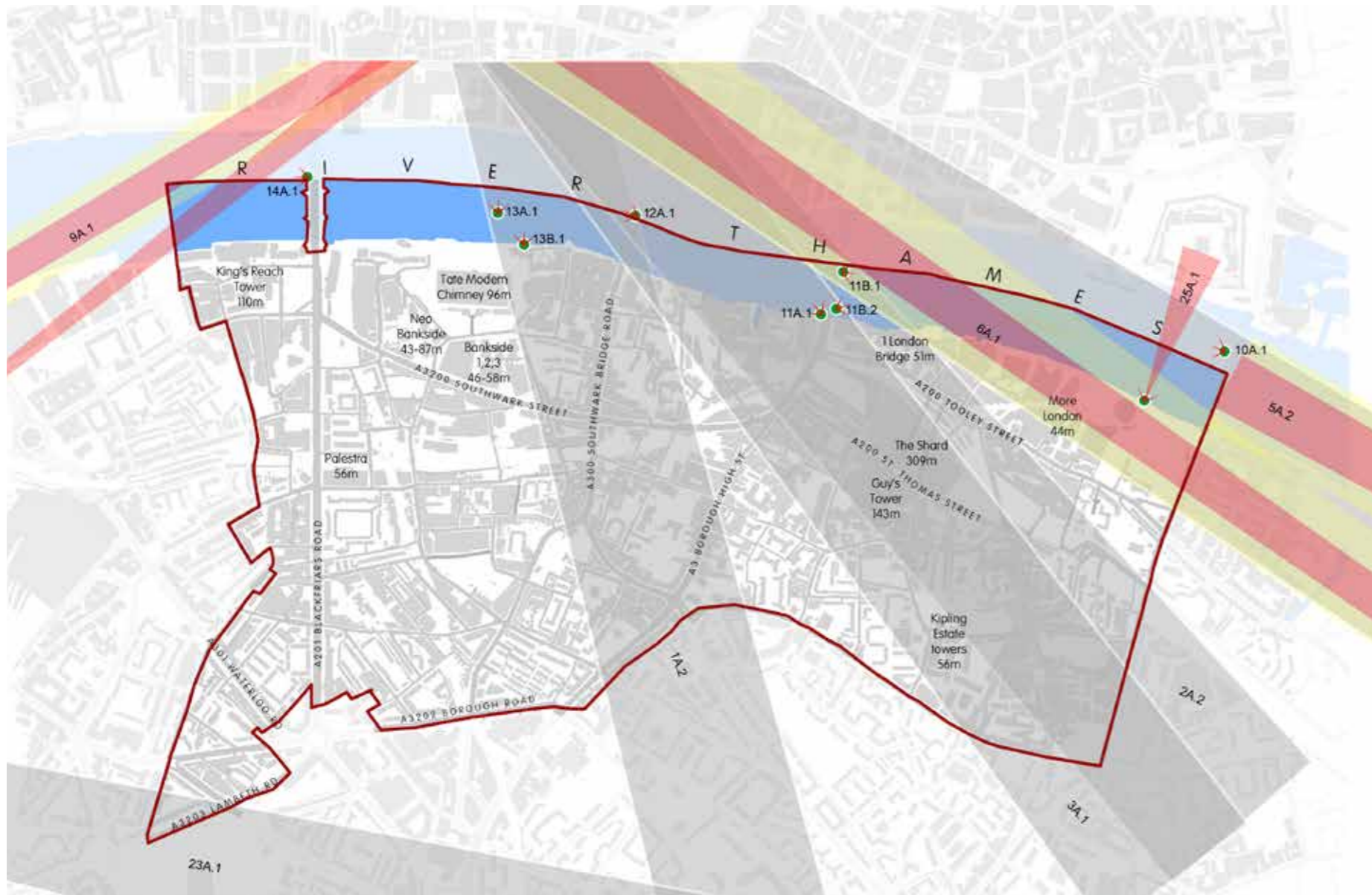


Figure 1 shows how strategic views relate to the opportunity area.

**London World Heritage Sites Guidance on Setting SPG, March 2012**

This SPG sets out a framework for protecting the Outstanding Universal Value (OUV) of London's World Heritage Sites (WHS) whilst also allowing the City to grow and develop around them and sets out a Statement of OUV for each site (GLA, 2012c). The wider context of the BBLB Opportunity Area includes the World Heritage Sites of the Tower of London and Palace of Westminster. The SPG refers to the Tower of London Management Plan and the local setting area of the World Heritage Site.

**1.3.4 Local**

**Southwark Core Strategy, adopted April 2011**

The Core Strategy sets out the strategic vision and borough wide strategic policies for Southwark (Southwark Council 2012). A vision is set out for the Bankside, Borough and London Bridge. Strategic policies which inform this study include the need for 24,450 net new homes within the Borough between 2011 and 2026 (Strategic Policy 5), the improvement, protection and maintenance of a new network of open spaces, green corridors and wildlife habitats (Strategic Policy 11) and ensuring that the design and height of new development is appropriate to its context (Strategic Policy 12).

**Southwark Plan: Saved Policies, July 2012**

This plan sets out the technical and detailed policies used to determine planning applications (Southwark Council ,2012c). Those of relevance to this study include policies regarding urban design (Policy 3.12), the conservation of the historic environment (Policy 3.15 and 3.16, tall buildings (Policy 3.20), important local views (Policy 3.22) and development within the Thames Policy Area (Policy 3.29).

**Draft Bankside, Borough and London Bridge Supplementary Planning Document, 2010**

This document sets out a draft planning guidance for the Bankside, Borough and London Bridge area that will help guide this development and influence planning applications to create an exciting and successful place. The draft document sets out guidance for new development including design, building heights, what uses are appropriate and how new development should help improve streets and public spaces.

**1.3.5 Other evidence base studies**

This study is informed by a number of other borough wide or BBLB Opportunity Area specific studies. These include:

**Core Strategy: Borough-wide strategic tall building research paper, March 2010**

This document sets out the approach and analysis to establish the general locations in Southwark where tall buildings could or could not be accommodated and areas where tall buildings could be sensitive. The study identifies that tall buildings could be located in the Bankside, Borough and London Bridge Opportunity Area (Southwark Council 2010a).

**Core Strategy: BBLB opportunity area: Stage 1: Tall building research paper, March 2010 & Borough and London Bridge: Stage 2: Tall building study, December 2009**

These studies set out the approach and analysis to establish where tall buildings could or could not be accommodated and where they could be sensitive in the Bankside, Borough and London Bridge (BBLB) Opportunity Area (OA) and were produced to inform the preparation of the Core Strategy and draft BBLB SPD/OAPF (Southwark Council 2010b).

**Draft BBLB character appraisals**

Draft appraisals of the character of the BBLB Opportunity Area were used to inform the preparation of the draft BBLB SPD/OAPF. These appraisals identified preliminary character areas were identified and have informed the preparation of this study.



### Adopted conservation area appraisals

Detailed character appraisals have been prepared for designated conservation areas. They define the special architectural or historic interest of each area and set out principles for managing change to ensure that the significance of the conservation area can be effectively conserved or enhanced. The appraisals are also used by the council in assessing the design of development proposals. There are adopted appraisals for designated conservation areas including:

- Bermondsey Street
- Borough High Street
- King's Bench
- Old Barge House Alley
- St George's Circus
- Tooley Street
- Tower Bridge; and
- Union Street

### Southwark Open Space Strategy, 2012

The strategy sets out a vision and objectives for the borough and identifies key needs and priorities for the different types of open space. The strategy also sets standards of open space for each type of open space and highlights the key priorities for investment and improvement. The strategy sets out an approach for the open spaces of Bankside, Borough and London Bridge Opportunity Area. Where appropriate, this has been taken into consideration in developing character management principles.



### Bankside Urban Forest (Better Bankside, 2012)

This study presents a framework for the development of an "urban forest" which aims to promote and enhance local distinctiveness through a series of public realm improvements. This will be achieved by pulling together diffuse elements of greening within a network of pocket parks, courtyards and sanctuary spaces and historic meeting places. Opportunities to incorporate tree planting within new development and improvements to the public realm have been considered in developing character management principles.

### Bankside and London Bridge Green Infrastructure Audits, 2012

Green Infrastructure (GI) audits of the Bankside Business Improvement District (Better Bankside, 2012) and London Bridge area (Team London Bridge, 2012) identify existing trees, amenity planting and grassland including existing green walls and green roofs. Opportunities to increase green infrastructure provision have been considered in developing character management principles.

### St George's Circus Urban Design Framework, 2004

This document sets out an urban design framework for St. George's Circus and includes a summary of consultation conducted, character appraisal of the area, comparison studies and key recommendations.

## 1.4 PUBLIC CONSULTATION

Members of the local community and other local community groups were invited to share their knowledge and experience of the character of the area at two workshops. The observations made have been used to inform the study and a full summary of comments received and collated are presented in Appendix C.

A number of key characteristics emerged from the workshops which have informed the preparation of the study. These are summarised below:

- Attractive place to live, work and visit
- Strong historical and cultural associations
- A wide variety of buildings, places and spaces which should be celebrated
- Vibrant cultural areas contrast with quieter commercial and residential areas
- The influence of the River Thames
- Relevance of transport in historical development
- Connected to the City of London to the north but distinct from it
- Primary routes are busy and active frontages are limited
- Network of local routes used heavily by commuters passing through
- Open space is limited but highly valued
- Opportunities and threats of continuing change through development





2.0

STRATEGIC CONTEXT



## 2.0 INTRODUCTION

This section summarises the context, historical development and key characteristics of the BBLB OA and its setting within the wider London townscape. It also provides the foundations for describing the more detailed character areas presented in Section 3 of this study.

## 2.1 PLACE AND SETTING

The BBLB OA, which measures 2.17km<sup>2</sup>, is a dense urban area located in the north-western corner of Southwark (Fig.2). It lies directly south of the River Thames and shares its northern boundary with the City of London. As a consequence of its strategic position, transport connections and its long period of development, it has become one of the most desirable places to live and work in London. It has also developed from an area dominated by industry to an important centre for commerce and governance. The riverfront area in particular contains a sequence of iconic landmarks including the Tate Modern, Shakespeare's Globe Theatre, City Hall and Tower Bridge. Tourists are also attracted to the area by its cultural and historical buildings and associations, such as Clink Street, Borough High Street and Borough Market. The area is frequently showcased in the media and in sporting and cultural occasions such as the London Marathon.

The character of the setting of BBLB is described in the assessment of the Inner London National Character Area 112. Dense urban development fills the central parts of London, comprising broad formal streets, lined by stone and brick buildings. This is surrounded by extensive housing areas comprising lines of terrace houses, blocks of flats or estates focussed around local shopping centres, offices and small manufacturing works. (Natural England, 2012).

Waterloo, also an Opportunity Area within the Borough of Lambeth lies to the west and the Bermondsey and Elephant and Castle areas of Southwark lie to the east and south respectively. The characterisation study for the Elephant and Castle Opportunity Area (Southwark Council, 2011c) and the Waterloo Area SPD (Lambeth Council, 2012) also provide some more detailed context of the surrounding area.

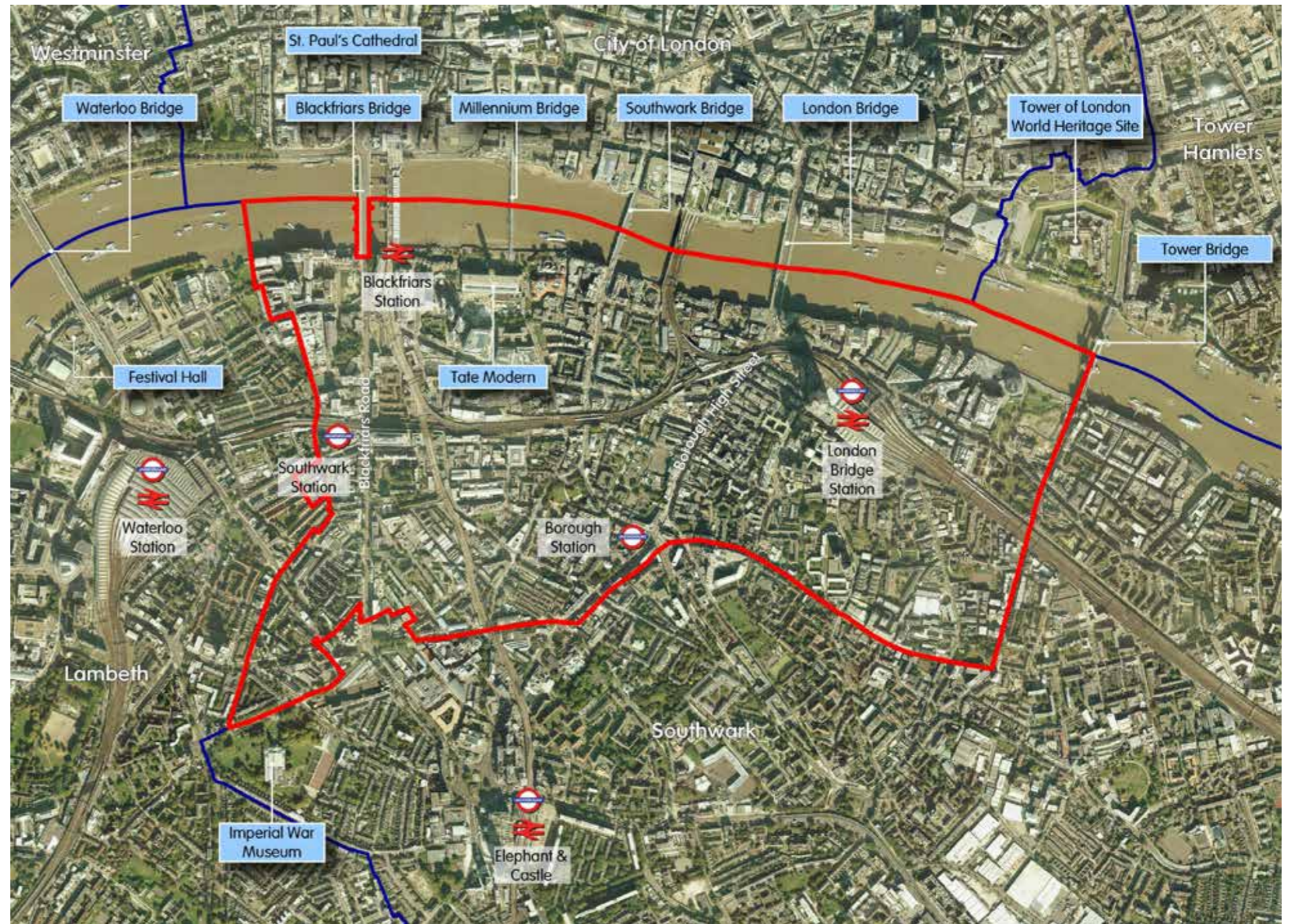
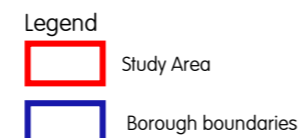


Figure 2: Location and Context





## 2.2 TOPOGRAPHY

The history of London and its relationship with the River Thames are interconnected. The river's meandering path has formed a broad valley landscape with low hills rising to the north and south. This combination of topography and underlying geology presented ideal opportunities for settlement and trade to develop over many centuries and the landscape is now largely obscured by dense urban development (Natural England, 2011).

The BBLB OA lies within the virtually flat valley floor, between 3 and 4m AOD. The underlying geology is London Clay with superficial deposits of alluvium and Kempton Park Gravels (BGS, 2013), which have provided strong ground and materials to support the development of the area. The Thames at this point is wide (~250m) and with a mean spring tide range approaching 7m at London Bridge (PLA, 2013). At high tide, the river rises to fill the engineered embankments. At low tide, the river is confined to a narrow channel at the centre, exposing mud and gravel beaches which are accessible at several points within the area. The depth of the river varies between 3.05m at Blackfriars Bridge and 3.2m at Tower Bridge (PLA, 2012).

The land to the south of the BBLB OA rises gently towards Streatham and Penge where it reaches heights above 110m AOD at Crystal Palace, approximately 9km away. To the north of the Thames, the land rises more steeply, reaching 20m AOD at Farringdon approximately 1.5km away and heights above 125m AOD at Hampstead Heath and Highgate 9km to the north-west. (Fig.3)

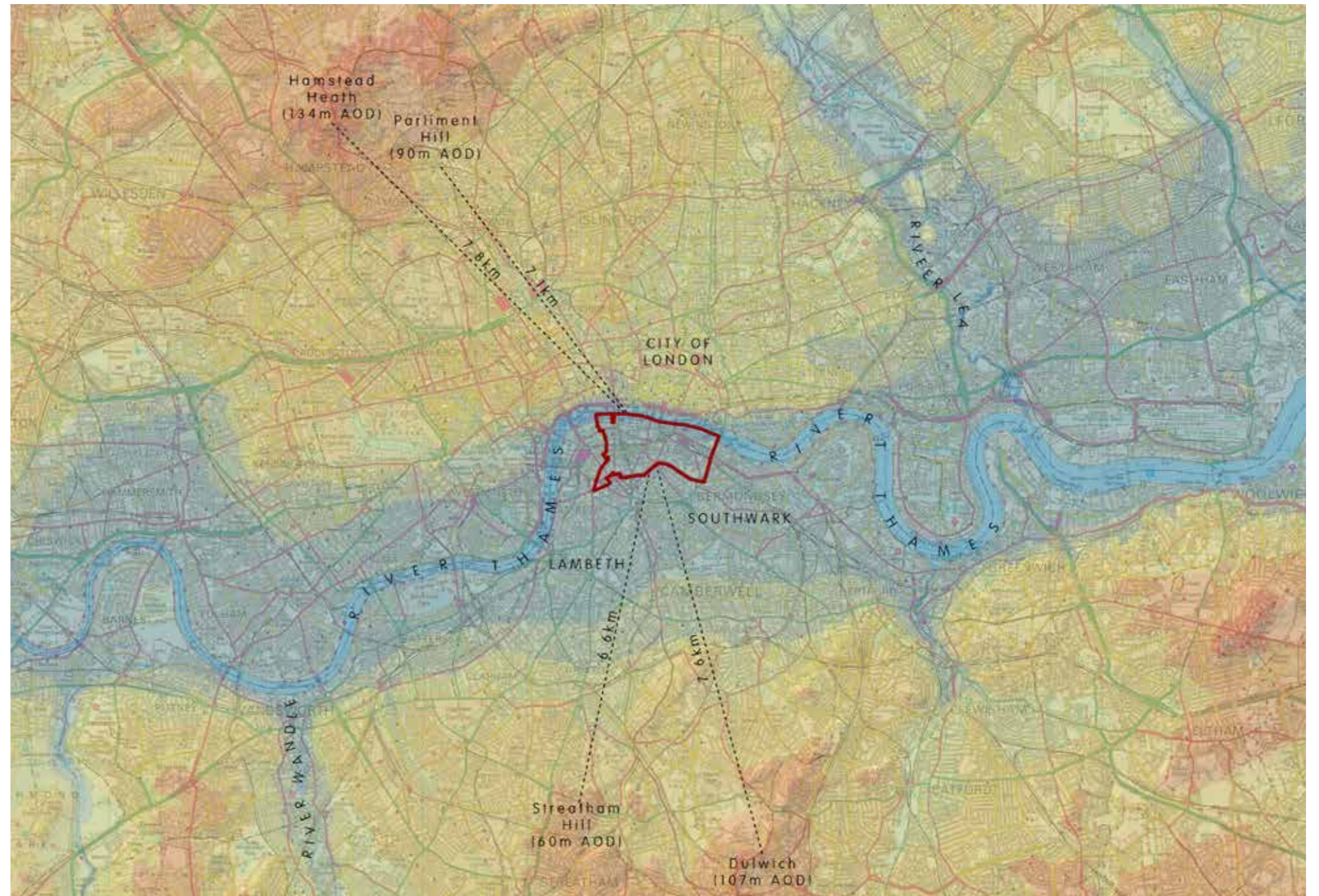
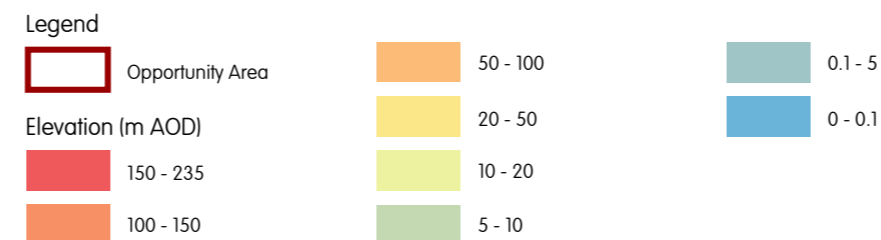


Figure 3: Topography





## 2.3 HISTORY

### 2.3.1 Historic development

Southwark's history stretches back to the Roman conquest of Britain in AD 43 and its development can still be seen in some of the street patterns, block sizes and plot shapes today. While the most sought after land has always been close to the bridgehead and the river the fortunes of these areas have been variable, being home to the great merchant's and ecclesiastical houses in medieval times, playhouses, inns and brothels in Tudor and Stuart times and wharves when Southwark grew as a port in the 18th century. Today development has turned full circle with the wharves being replaced by business premises and high end domestic accommodation. The areas further from the river have been home to great hospitals, prisons, coaching inns, factories and houses, the legacy of all of which can still be seen today.

Prior to the Roman occupation, the River Thames had already been established as an important trading route and there is evidence of early settlement from the late Neolithic and early bronze age onwards (Ref.). The area comprised a series of small islands of sand and gravel lying off the wide and untamed river shore with marsh and wetland further inland.

The Romans embarked on a road building programme after the conquest and two major roads, Stane Street and Watling Street converged in the area of Borough High Street. The continuation of these roads crossed the river at the wooden bridge the Romans had constructed just downstream of the present bridge. Recent excavations undertaken during the Jubilee Line extension uncovered the houses, shops and workshops that lined the approach road to the bridge but there were also high status buildings like that beneath the medieval Winchester Palace which had a bath house, hypocaust and wall paintings. A temple complex was excavated in 2002 on Tabard Street and in 2011 the remains of a Roman bath house were found underneath the corner of Borough High Street and London Bridge Street. Southwark's rich Roman archaeological remains are one reason why the majority of the north of the borough has been designated as an Archaeological Priority Zone.

The strategic importance of the area around the bridgehead continued into the Anglo-Saxon period. Southwark is mentioned in the burghal hidage of the early 10th century meaning it was both a fortified settlement, the fortifications probably consisting of ditchworks and timber ramparts around the bridgehead, and a centre of local government. Although it was burned by the Conqueror in 1066, by 1086 Southwark boasted a strand, a water street, a herring fishery and a minster.

Construction of a London Bridge in stone was completed in 1209, incorporating as many as 200 buildings and a chapel at its centre. By the end of the 12th century several religious institutions owned land in the west of the area and to the east, for example the Abbot of Battle Abbey's land at Battlebridge Lane (now Tooley Street). The most notable of these was Winchester Palace, established by William Giffard,

Bishop of Winchester in the early 12th century. Its gardens and meadows are known to have been extensive and although these have now been developed, part of the mid-14th century west wall, including its ornate rose window, survives.

By the early 14th century Southwark had gained a debauched reputation, thanks in part to the presence of the Liberties of the Clink, and Paris Garden where some activities outlawed in the City were permitted. The Clink, presided over by the Bishop of Winchester was the location for stews (brothels), bear and bull baiting and later theatres. Although the unruliness was brought to order to an extent by the closing of the stews by Henry VIII in 1535 and by the purchase by the City of London from the King of a large part of the borough in 1550 it would continue to be a place of entertainment for Londoners until after the Commonwealth.

In the earliest depictions, the panoramas by Wyngaerde (c.1555) and Agas' (c. 1560), buildings can be seen stretching from Paris Garden in the west to a point opposite the Tower in the east. Houses further south are shown with gardens with fields beyond. A similar stage of development is seen in Braun & Hogenberg's plan (1572). This plan shows the bear and bull baiting arenas and had it been published a few years later it would also have shown the Rose Theatre (1587), the Swan (1594) and the Globe (1595) This area continues to have a strong cultural association with William Shakespeare, responsible in part for the original Globe Theatre and remembered in the name of the replica now standing on Bankside. After the dissolution the great houses of the religious establishments were divided into tenements although some of the houses remained in the ownership of the bishops.' There was also tenement building in the alleys leading off Borough High Street.

This part of Southwark also became known for its prisons. These included the infamous Clink and the Marshalsea, which provided the inspiration for a number of Charles Dickens' stories and existed in two incarnations and locations on the east side of Borough High Street.

As the location of the capital's only bridge and with road access to the south of England, Southwark quickly became an important gateway into central London, with coaching inns developing along Borough High Street. John Stow mentions eight celebrated inns in his Survey of London (1598) including the Tabard, from which Chaucer's pilgrims started their journey in The Canterbury Tales. Also included were the White Hart, which appears in both Shakespeare's Henry VI and Dickens' Pickwick Papers and The Queen's Head, the sale of which gave Southwark born John Harvard the funds to found Harvard University. Many of the inns lost their medieval features in the fires in Borough High Street in 1676 and 1679 but were rebuilt only to be demolished in the 19th century. A wing of the 1677 rebuilding The George, also mentioned by Stow, survives on Borough High Street.

Breweries became important to Southwark, especially after hop growing was introduced to Kent in the 15th century. The Anchor Brewery, which was located on Park Street, started as a small concern but had become the largest brewery in the

world by the turn of the 19th century. The Anchor public house, known to have been frequented in the 18th century by the Lexicographer Dr Samuel Johnson, is the only survivor of the 22 taverns and inns that once lined Bankside. The Hop Exchange, opened in 1867 on Southwark Street, was a major trading centre which served the extensive hop warehouses located throughout the area.

The character of the area transformed rapidly as further bridges were constructed across the Thames. Blackfriars Bridge was completed in 1769 and the advantage was taken to create a planned development in the area of St. George's Fields (Fig.4). George Dance the younger designed the road network, with Blackfriars Road (then Great Surrey Street) leading south from Blackfriars Bridge to a circus (now St. George's Circus), where it met the road from Westminster Bridge to the Borough and roads running south west to Lambeth and south east to Walworth. Dance's design still provides the spine of the road network in the area today.

Blackfriars Bridge was followed by Southwark Bridge, designed by Sir John Rennie, which opened in 1831. Rennie lived long enough to finish the design for the new London Bridge but construction was completed by his son, Sir John Rennie and the bridge opened in 1831. The work involved realigning the north end of Borough High Street and raising it onto the massive bridgehead that still remains in Tooley Street. This necessitated the demolition of a number of buildings on both sides of the street resulting in a considerable change in the character of the area.

The wider arches of the new London Bridge made it possible for barges to pass through, leading to the development of wharves and warehouses serving the Pool of London, both downstream and upstream of the bridge. The ability to transport raw materials and finished products by river and road and later by rail led to further factories being built in Southwark. These included vinegar works, iron foundries, leather tanning yards and the Albion Flour Mills, immortalised by William Blake in the poem Jerusalem.

The face of the area changed again with the coming of the railways from the 1830s. The viaducts built to carry the lines above the surrounding streets have come to define much of the area. A casualty of the building of the Charing Cross Railway was St. Thomas's Hospital, which was originally founded in the 12th century. It was rebuilt in 1692, partly at the expense of Thomas Guy, but was forced by the expansion of the railway to move to its current location opposite the Palace of Westminster in the late 1860s. Thomas Guy later built Guy's Hospital in 1721 on land owned by St. Thomas's. New streets also built in the wake of the railways, such as Southwark Street built in 1864 to take passengers alighting at London Bridge station to the west end (Fig.5).



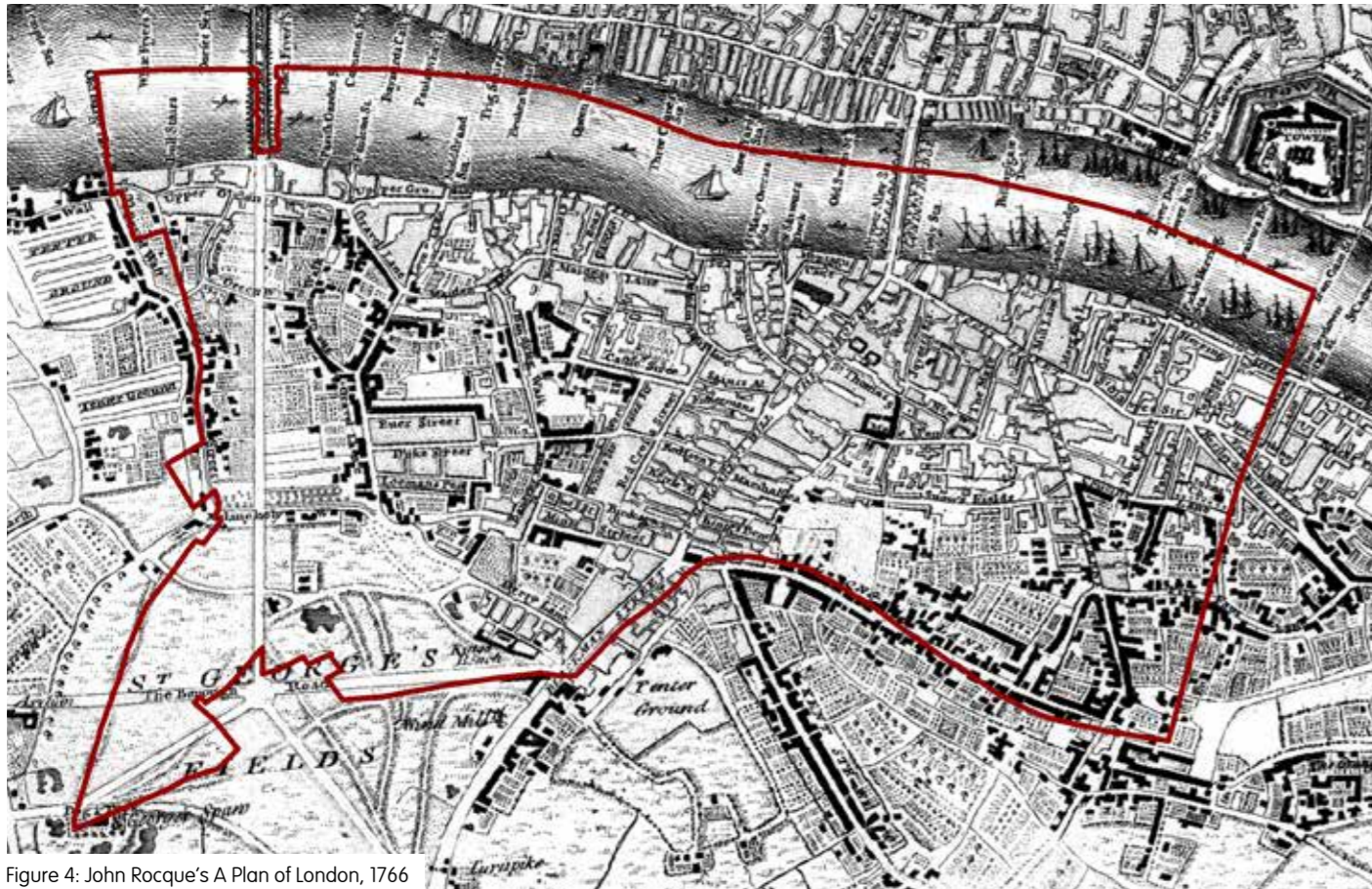


Figure 4: John Rocque's A Plan of London, 1766

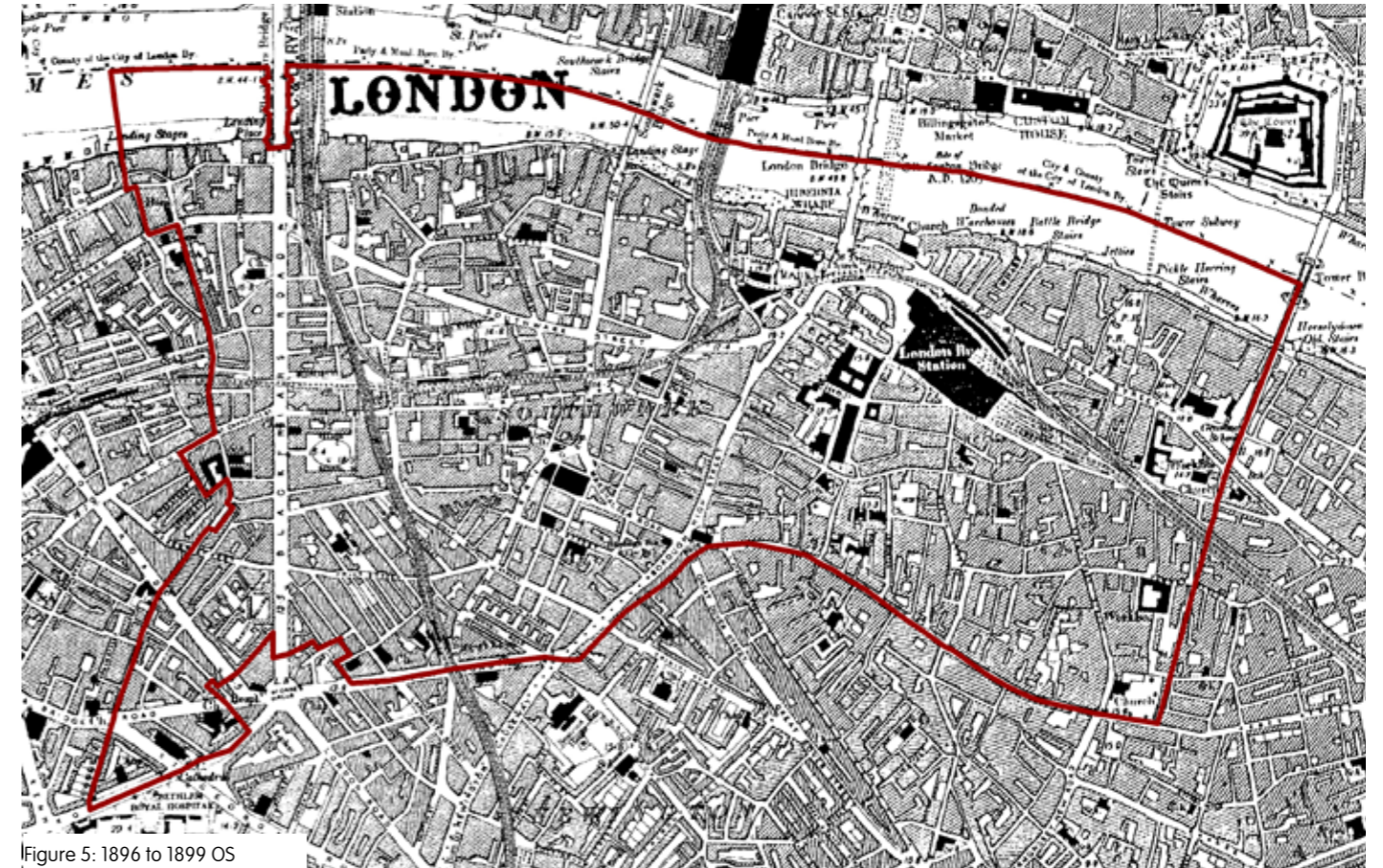


Figure 5: 1896 to 1899 OS

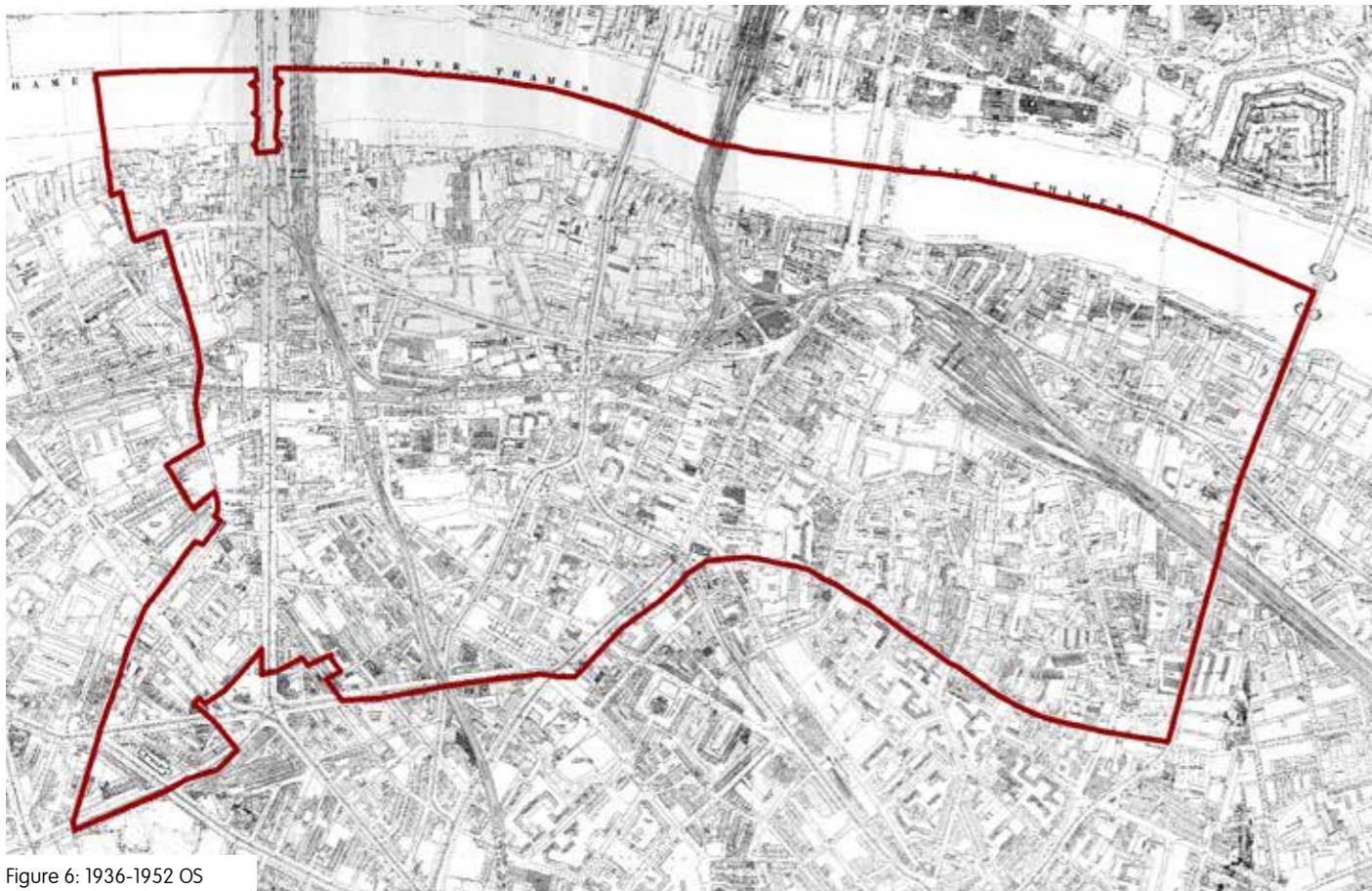


Figure 6: 1936-1952 OS

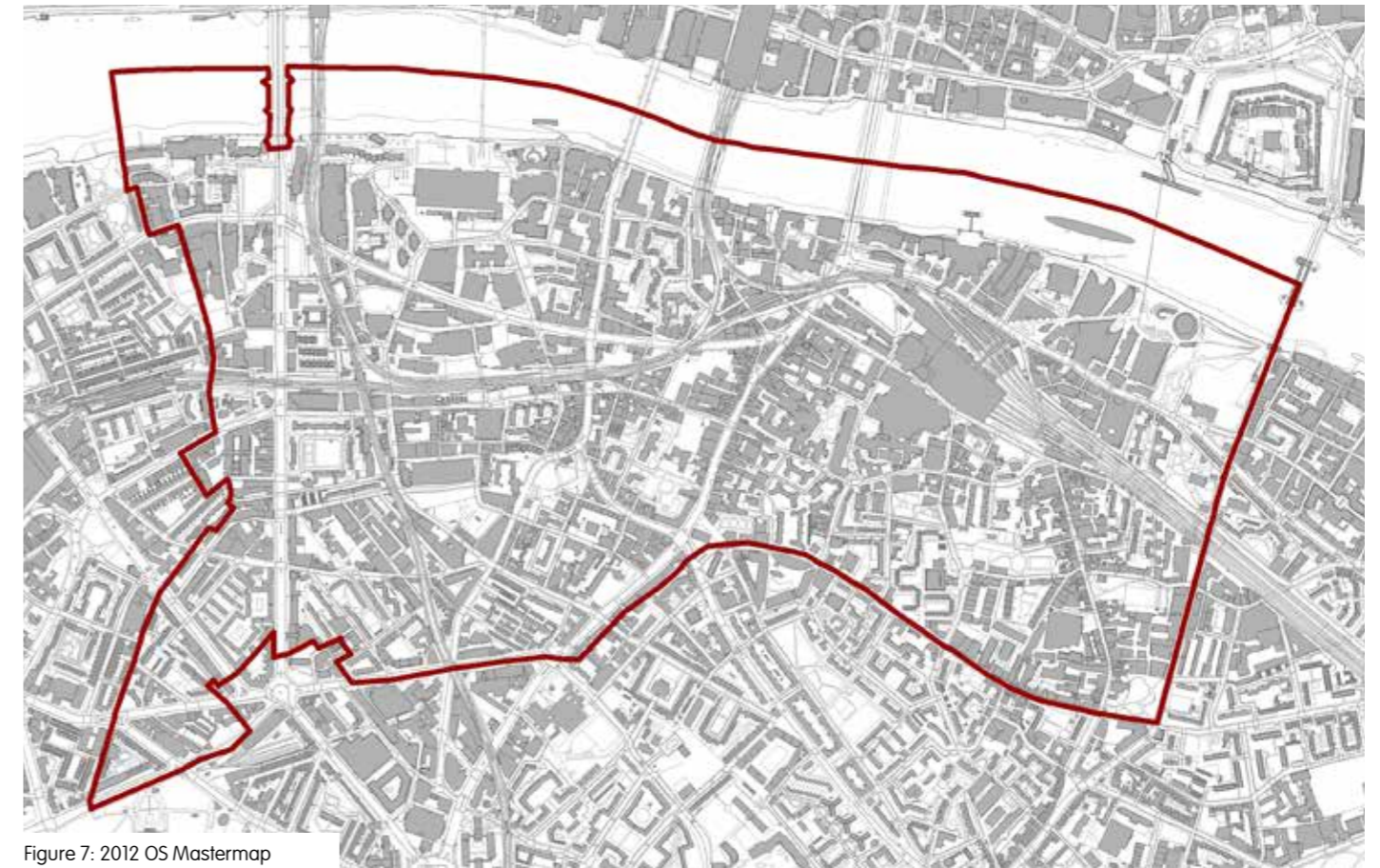


Figure 7: 2012 OS Mastermap



### 2.3.2 Heritage Assets

BBLB contains a wealth of notable buildings which help to inform an understanding of how the area has developed over time (Fig.8). Many of these heritage assets are listed or protected by national or local planning policy. There are five scheduled ancient monuments in the area. The sites of the Rose and Globe Theatres together with the remains of Winchester Palace are located in the centre of the area, close the River Thames. A Roman boat at New Guy's House, Bermondsey is recorded to the east of Borough High Street and the Bermondsey Abbey Buildings are located to the south- of the area.

There are 12 conservation areas covering more than a quarter (27%) of the BBLB OA and 211 listed buildings and structures which comprise the following:

- 3 Grade I - buildings of exceptional national interest
  - o Tower Bridge
  - o Cathedral Church of St Saviour and St Mary Overie (Southwark Cathedral)
  - o The George Inn
- 11 Grade II\* - buildings of more than special interest
- 197 Grade II - buildings of special interest

In addition to buildings and structures which are formally listed, there are many buildings which fall outside of conservation areas but which are considered to be of townscape merit or heritage value. Within conservation areas, there are also buildings which are not listed but which contribute positively to the character of the area. These include fine examples of early Victorian houses, warehouses and offices for example.

Views of heritage assets are also an important feature and contribute to an understanding of the area's character. Landmarks include the Grade I listed Southwark Cathedral, prominent on the skyline in views from the northern end of London Bridge, an ancient gateway to London. The Grade I listed Tower Bridge is an iconic landmark in its own right but also contributes to the setting of the Tower of London World Heritage Site. Together these assets form a distinct focus in views across the River Thames from the Queen's Walk and Potter's Field Park.

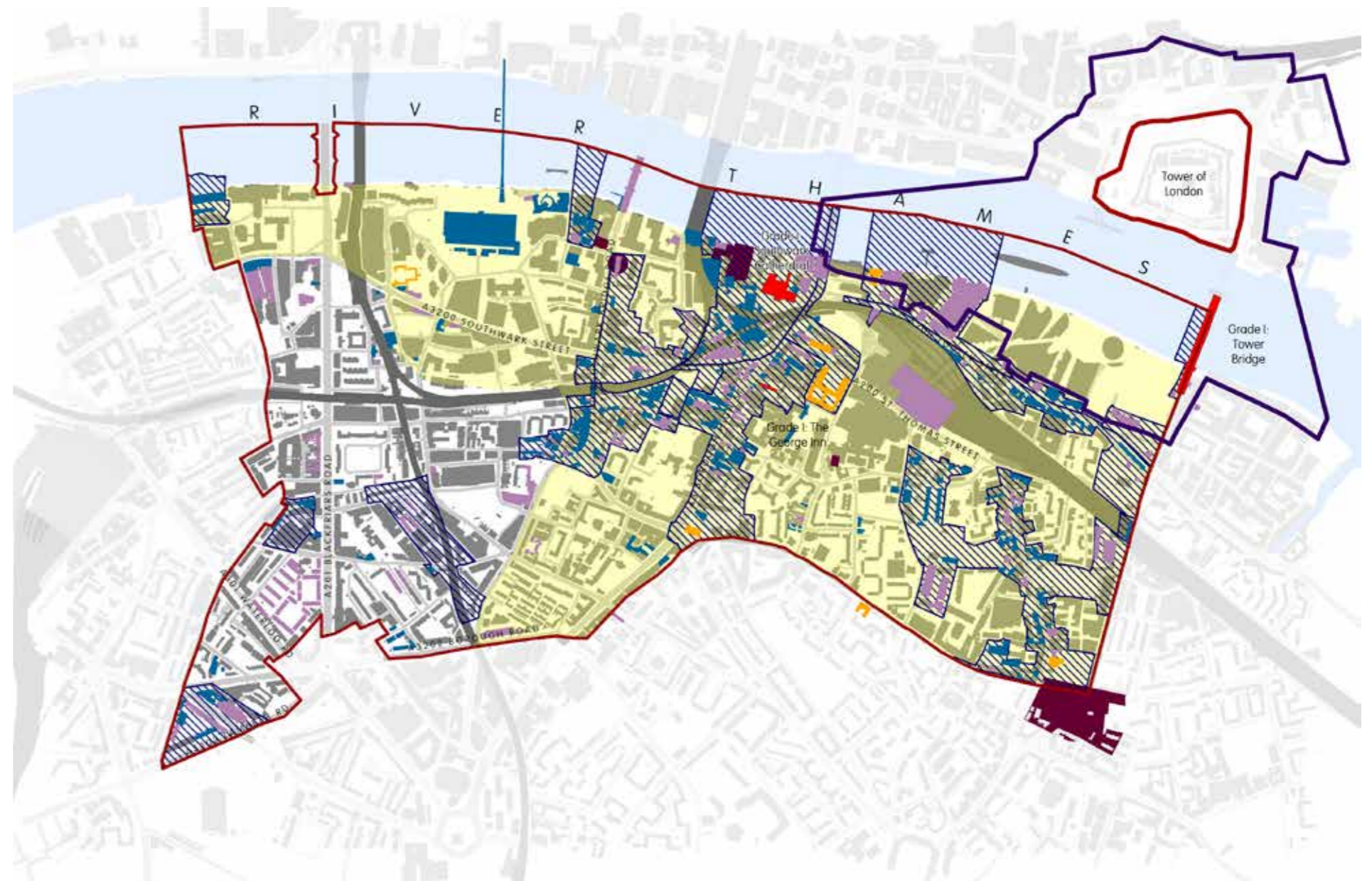


Figure 8: Heritage Assets





### Tower of London World Heritage Site

The Tower of London UNESCO World Heritage Site, which is also a Grade I listed building and a schedule ancient monument, is located on the north bank of the River Thames, adjacent to Tower Bridge. It has strong historical and cultural associations and is an internationally recognised landmark which is visible from a number of locations within the BBLB OA. Sites considered for inclusion on the World Heritage List must be of outstanding universal value and meet at least one out of ten selection criteria (UNESCO, 2013). The management plan for the site includes measures to protect and enhance its visual and environmental character and setting. UNESCO has placed increasing importance on the setting of World Heritage Sites in urban centres to ensure that development nearby does not compromise its special character (Short et al, 2009). A zone has been designated within the management plan to protect the setting of the site, measuring approximately 63ha and extending into the north-east part of the BBLB OA (Royal Historic Palaces, 2007). A Local Setting Study was carried out to define the character within this zone of the buildings and public realm which enclose the site and views towards it, including those from the BBLB OA (Historic Palaces, 2010).



The Tower of London WHS

### 2.3.3 Archaeology

As a consequence of the area's rich history, much of the area has been identified by Southwark Council as an Archaeological Priority Zone (APZ) (Fig.8). This designation recognises that the area is likely to contain remains of local, regional, national and international importance. The Borough/Bermondsey/Riverside APZ incorporates the Roman and medieval settlement and the historic settlement areas of Bankside, Bermondsey and Rotherhithe. The archaeological potential of the riverfront areas

of Bankside accounts for the inclusion of the strip of land parallel to the river due to the historic settlements within the area. Archaeological finds in the area include the remains of the Rose Theatre, the first to be opened on Bankside in 1587, uncovered during excavations for the construction of new buildings in Rose Court in 1989.

## 2.4 SOCIAL AND ECONOMIC CONTEXT

The most up to date census data was gathered in 2011 and suggests approximately 20,100 people live within the Opportunity Area, comprising 7% of the borough population. This would represent an average population density of around 92 people per hectare; the average for Inner London is just over 100 people per hectare (GLA, 2012). This variation reflects the variety of non-residential land uses in the area. The area has a mixed population which is predominantly white (63%), black (15%), Asian (14%) and other mixed ethnic groupings and of those who state they have a religion (59%), the majority are Christian (46%).

The Opportunity Area largely covers the bulk of Cathedrals Ward and parts of Riverside, Chaucer and Grange Wards. There are 57,000 employee jobs in Cathedrals ward, by far the highest of any ward in the borough. Riverside, Grange and Chaucer wards have the second, third and fourth highest number of employee jobs. On average across these Wards, 78% jobs are full-time.

The Census accounts for 147,388 of people living in Southwark in employment. Analysis of the workforce within the four wards that cover the opportunity area shows that out of people aged between 16 and 74 living in the area, the employment rate is on average 66.4%, slightly higher than the Southwark average of 65.6%. Riverside ward has the highest employment rate of 72.7%. The strongest industry sectors across the four wards are Financial and Insurance and Professional, Scientific and Technical, which are higher than the borough average. The Information and communication industry is also highly represented compared to the borough and London wide average and Chaucer ward has a high representation in the Human Health and Social Work sector, given the presence of Guy's and London Bridge hospitals. The workforce over the four wards is strongly represented in Professional occupations, along with Associate/ Professional/Technical occupations and Managers/Directors and Senior officials.

The Opportunity Area wards compared relatively favourably with the rest of the borough in terms of the percentage of the population with a Level 4 and above qualifications (48.9% vs. the borough average 43.1%) with Riverside ward having the highest percentage in the area. The rate of people claiming job seekers allowance in the opportunity area is lower than the Southwark average (7.6%) with a claimant rate of 6.4%, with Riverside ward having the lowest rate in the area. In all of the wards there are less people on incapacity benefit (an average rate of 4.1%) than people on Job Seekers Allowance as their main benefit, indicating below average levels of ill-health and disability.

The proportion of households in the opportunity area without access to a private car or van is much higher than the borough average of 58%. In Cathedrals ward, the proportion of households without access to a private car rose from 59% in 2001 to 68% in 2011. Similarly, 69% of households in Chaucer, 67% in Grange and 61% of households in Riverside ward do not have access to a private car or van, according to the 2011 Census.

## 2.5 MOVEMENT

The BBLB OA developed as a strategic gateway to the City of London to the north from Roman times and primary routes were largely aligned to serve this purpose. A busy, extensive and often intricate network of routes and connections has developed across the area and with surrounding areas. The confluence of busy routes and interchanges form nodes, defined by higher levels of activity. (Fig.9)

Seven bridges now cross the River Thames, connecting with routes either side. Blackfriars Bridge (1869), Southwark Bridge (1921), London Bridge (1973) and Tower Bridge (1894) are road bridges which also carry pedestrians and cyclists. Blackfriars Bridge lies wholly within the City of London but connects to Blackfriars Road in the western part of the BBLB OA. Blackfriars Railway Bridge (1886) is parallel to the road bridge whilst Cannon Street Railway Bridge (1866) is linked to Cannon Street Station on the north bank. The most recent addition is the contemporary Millennium Bridge (2000), which carries pedestrians between the area of St. Pauls Cathedral in the north and the cultural area of Bankside in the south, centred on the Tate Modern.



The River Thames

There are a number of busy primary roads running north-south through the area. Blackfriars Road (A201) is a broad Georgian boulevard originating at St. Georges Circus in the west. Borough High Street (A3) and Southwark Bridge Road (A300) run from through the centre whilst Tower Bridge Road (A100) runs along the eastern



boundary. West-east connections tend to have developed later than links to the City of London in the north. As a result, they are often staggered and tend to be less direct, such as Stamford Street and Southwark Street (A3200), Tooley Street (A200) and St. Thomas Street. Westminster Bridge Road and Borough Road (A3202) and Long Lane (A2198) run broadly east-west in the south. Union Street and The Cut (B300) form a busy west-east route, particularly for commuters, between Blackfriars Road and London Bridge.

There are two mainline railway stations within the area. Blackfriars Station, one of few central London through-stations, is located in the west. The station platforms are constructed over Blackfriars Bridge with a new access on the south bank close to the Tate Modern. London Bridge was the first railway terminus to be constructed in central London and has grown to become the fourth busiest station in the UK (ORR, 2011). It occupies a site covering several blocks in the east and is accessed from Tooley Street and Joiner Street. London Bridge Station incorporates a London Underground Station providing access to the Jubilee and Northern Lines. The Jubilee Line is also served by Southwark Station at the junction between Blackfriars Road and the Cut. The Northern Line is also served by Borough Station at the junction between Borough High Street and Marshalsea Road.

Although the use of the River Thames for trade has significantly diminished, it remains an important route for transport. Transport for London operates high-speed boat services from Bankside Pier and London Bridge City Pier to a number of locations in central London (TfL, 2013).

Pedestrian routes are generally confined to pavements or short passages through built-up areas, particularly in the south. In the north however there is a higher degree of permeability and legibility due to the more open block structure. There are also numerous connections to the embankment which provides almost unbroken access alongside the River Thames as part of the Thames Path long distance trail.

Several cycle routes pass through the area. National Cycle Route 4, which links London with Fishguard in south Wales, runs east-west through the north of the area (Sustrans, 2013). The Barclays Cycle Superhighway Route 7 follows Southwark Bridge Road as it passes through the area (TfL, 2009). There are also several routes which form part of the London Cycle Network (London Cycle Network, 2013). The Barclays Cycle Hire Scheme, implemented in 2010, provides access to 13 self-service docking stations within the BBLB OA as part of a City-wide network of 570 stations (TfL, 2012).

Primary routes, such as Blackfriars Road, give rise to longer views with a succession of shorter views into the interior and of distant landmarks. Views within BBLB are generally shorter. Enclosure is formed by buildings fronting directly onto the intricate historic streets, particularly in the east. This limits views out contributing to a strong sense of place.

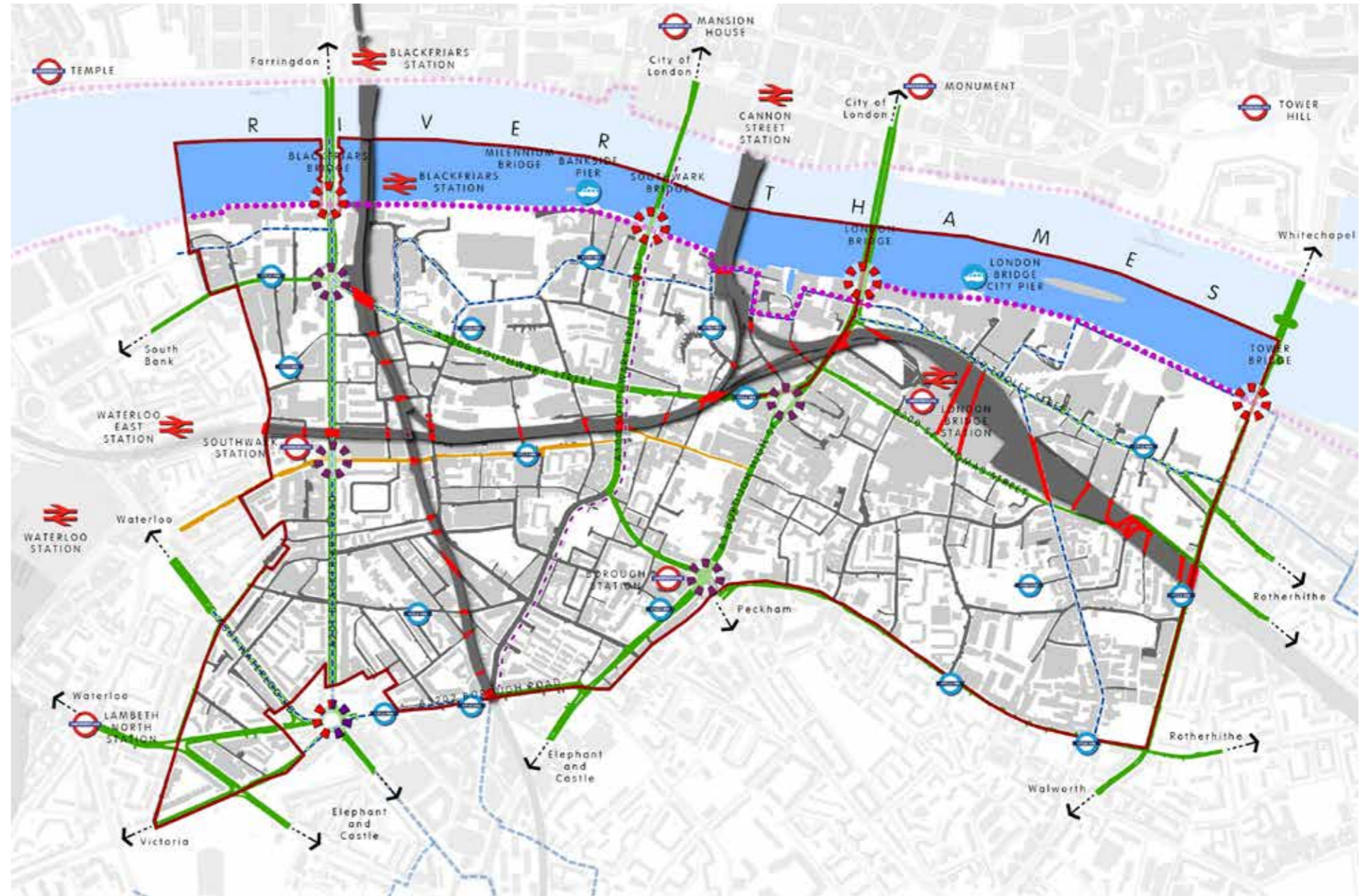
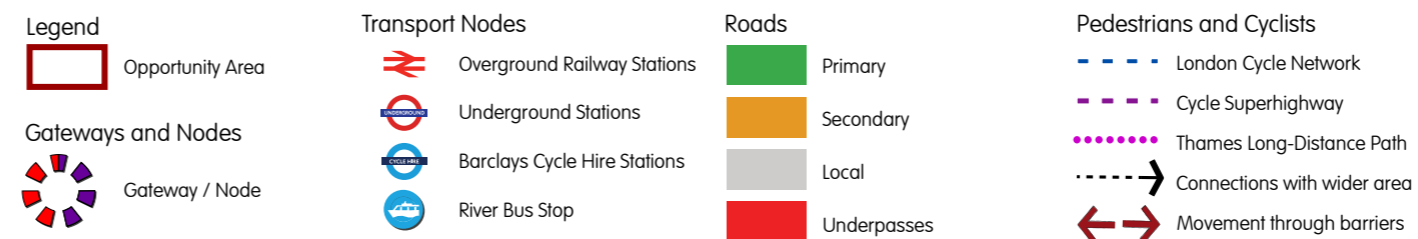


Figure 9: Movement





## 2.6 URBAN STRUCTURE AND BUILT FORM

The historical development of the area has resulted in a complex and intricate urban structure. The arrangement of blocks is largely dictated by the pattern of historic streets. However post-war redevelopment of some areas, particularly for housing in the south, has created larger blocks. A move towards larger scale development, particularly in the north has also resulted in the consolidation of plots. In the areas around Blackfriars Road, London Bridge and north of Southwark Street for example, substantial commercial buildings have replaced earlier high density housing and industry resulting in a coarser grain of development. Conversely, there a fine grain of development is evident along the historic routes of Borough High Street and Bermondsey Street. These streets are lined by buildings which developed along narrow and tightly enclosed burgage plots, where there is a rich variety of building age and architectural style.

There is a range of building heights within BBLB, from low rise residential and commercial buildings of 3 to 4 storeys up to a number of recognised and visible landmark and tall buildings, including Tate Modern, The South Bank Tower, Guy's Hospital Tower and The Shard. The majority of tall buildings are focused towards the riverfront at Blackfriars Road, Bankside and the London Bridge area. Within the immediate context, there are also a number of tall buildings along the riverfront in the adjacent borough of Lambeth to the west and the City of London to the north (Fig.10).

A number of notable tall buildings schemes have either recently been completed, are under construction or have planning approval. Consented developments in the west include 1 & No. 20 Blackfriars Road, at the historic gateway formed by Blackfriars Bridge. Within Bankside, the resurrection of the former power station as the Tate Modern art gallery has fuelled the development of further tall buildings in the early 21st century. These include a cluster between Sumner Street and Southwark Street comprising the towers of Neo Bankside and Bankside 1,2,3. London Bridge has also become a focus for new development, with the 306 metre tall Shard of Glass completed in 2012. This forms the centrepiece of a cluster of tall buildings

The proximity of the emerging cluster of tall buildings in the City of London to BBLB is important in providing a context for tall building development south of the river. These buildings form a distinctive element in the skyline in the backdrop of the riverfront development, with landmark buildings of St Paul's Cathedral, and taller buildings of 30 St Mary's Axe and Tower 42 prominent in views from Bankside and London Bridge in particular.

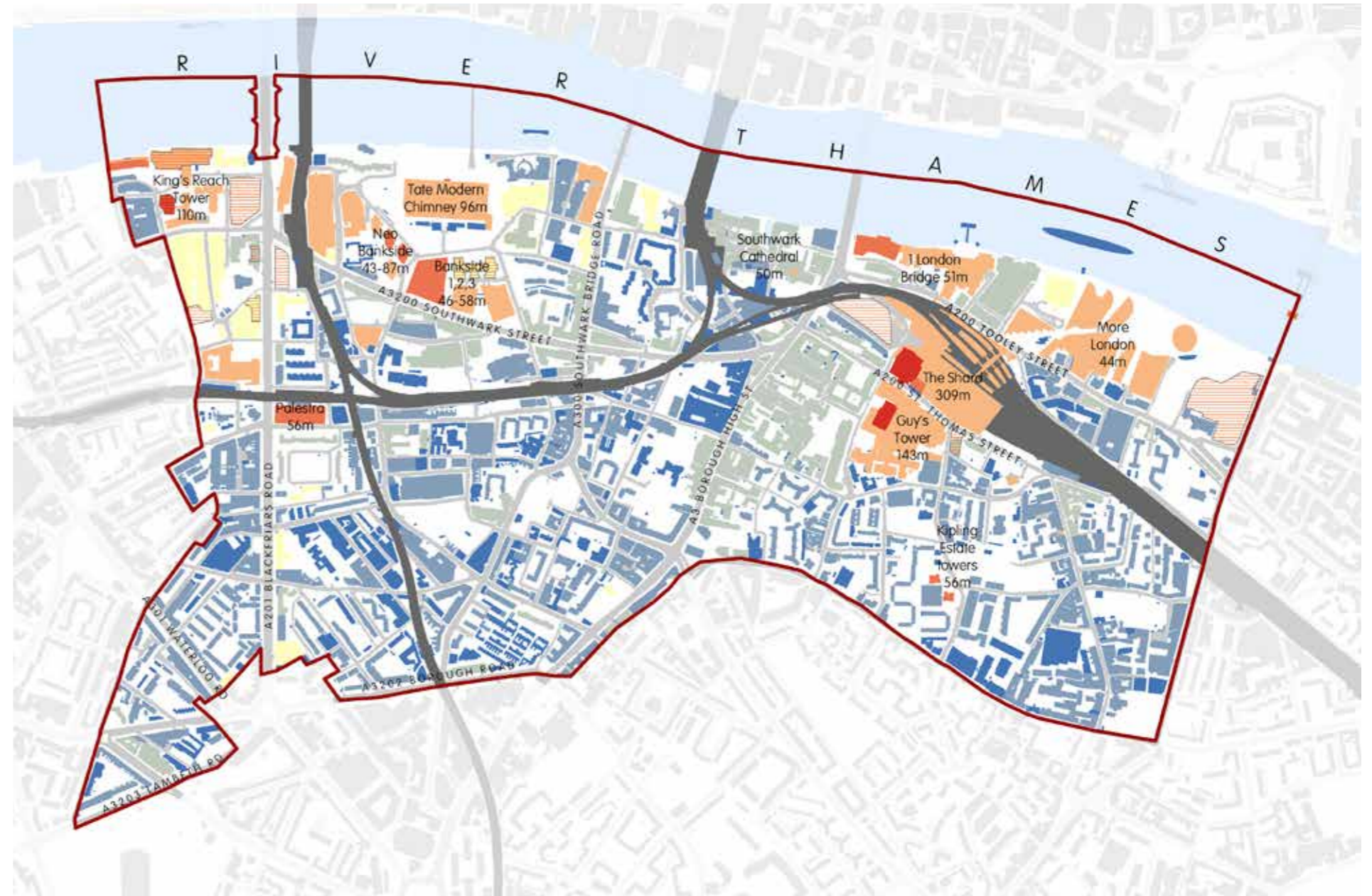
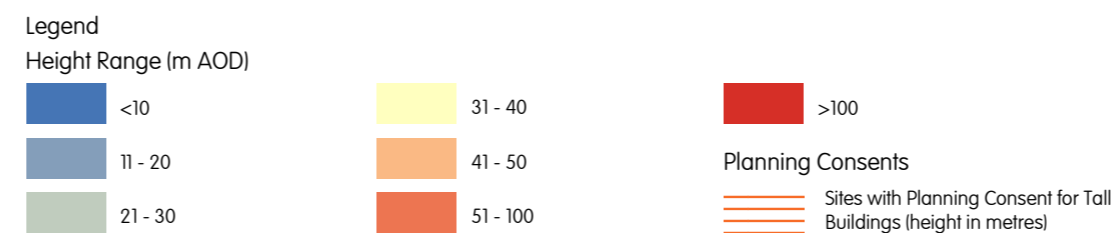


Figure 10: Building Heights and Protected Vistas





## 2.7 LAND USE

The BBLB OA contains a wide range of uses, defined in part by its history but also its modern role as a centre of commerce, governance and culture (Fig.11). The area is home to approximately 17,500 people, representing an average population density of around 80 people per hectare (ONS, 2012); the average for Inner London is just over 100 people per hectare (GLA, 2012). This variation reflects the variety of non-residential land uses in the area.

The area developed along and out from the primary routes into the City from the south and transport remains the most prolific land use. There is an increasing mixture of uses however with some railway viaduct arches now developed for industry and business. Residential uses are found throughout the area but particularly in the south where there is a mixture of dwellings and residential institutions including almshouses. Hotels, boarding and guest houses are also common, particularly north of Union Street, supporting the cultural attractions by the River Thames. Industry and business tends to be located in the north and west with a predominance of offices often filling entire blocks. These uses have often taken over former warehouse and industrial buildings of the 18th and 19th century, as the industries reliant on the river for trade receded in the 20th century. Retail mostly remains wedded to the historic trade routes into the City. Concentrations are found along Borough High Street and Borough Market, which function as a local centre but which have also become a cultural attraction. There is also a discrete centre developing along Bermondsey Street in the east where small retail businesses have located and Hay's Galleria on Tooley Street, a former tea wharf.

Mixed use developments combining retail, business, residential and cultural uses tend to be found close to the River Thames and include Oxo Tower Wharf in the west, buildings north of Southwark Street in the centre and the More London development in the east, north of Tooley Street. Community services related to governance and justice including the modern London City Hall and Southwark Crown Court are also located north of Tooley Street. The resurgence of Bankside as a cultural destination in the last 20th and early 21st century form a heavily industrialised area in the 19th century has created a new centre of activity which includes the Tate Modern, Bankside Galley and the Globe Theatre.

The largest site comprising a single land-use is Guys and St. Thomas' Hospital. It is located to the east of Borough High Street and has grown from modest beginnings in the 14th century to occupy an area of approximately 6ha today. Medical and health care facilities are also found at the London Bridge Hospital north of Tooley Street.

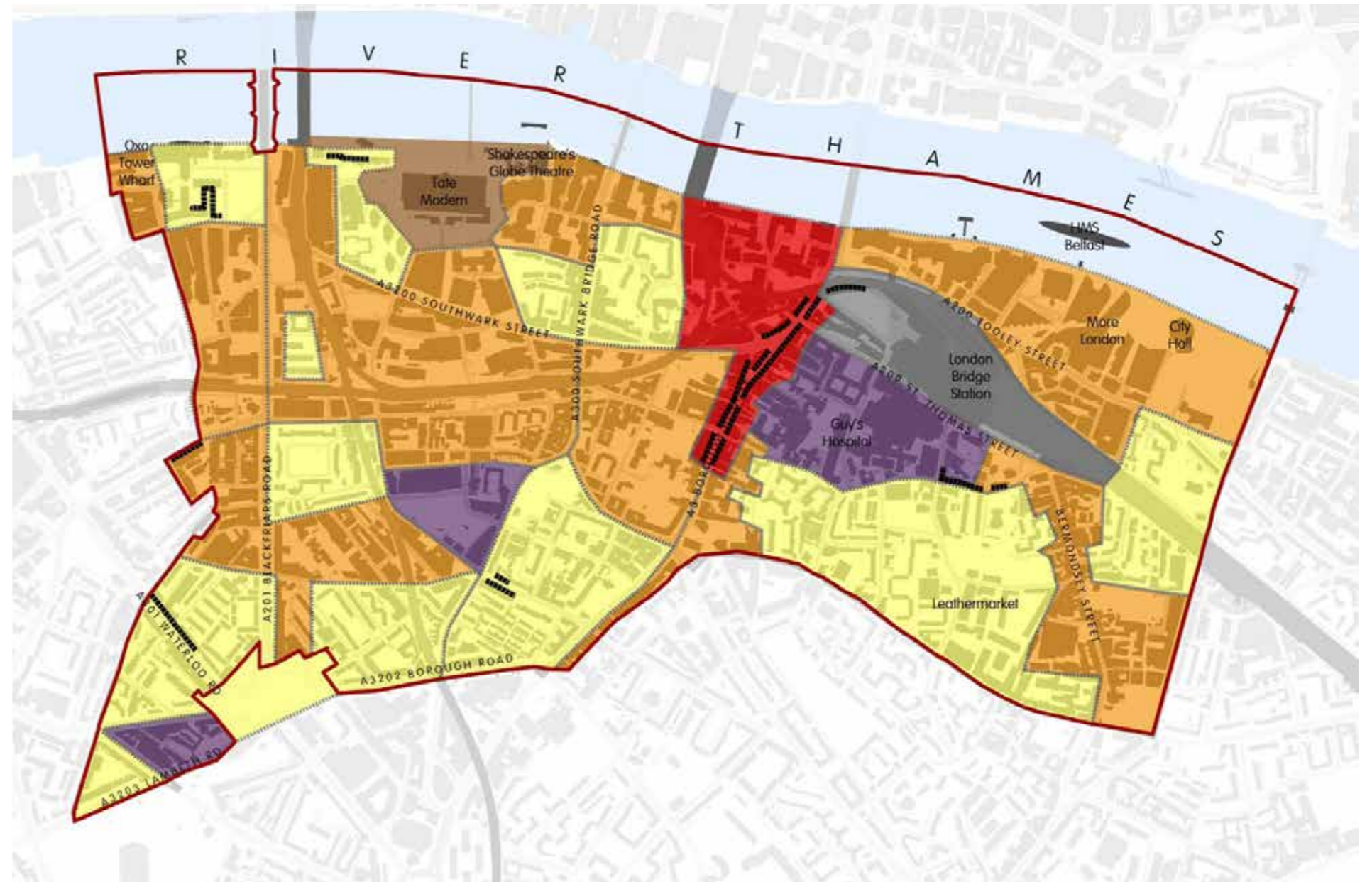
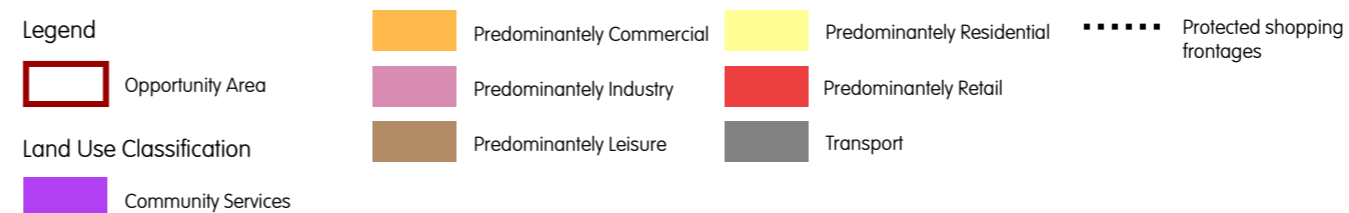


Figure 11: Indicative land use





## 2.8 PUBLIC REALM AND OPEN SPACE

The treatment of the public realm varies across the area. Pavement materials are generally in-situ concrete, asphalt or concrete slab. Where the historic street pattern has been retained, particularly in the north and the alleys leading off from Borough High Street, there are some remnants of cobbled stone paving. The redevelopment of the areas south of the River Thames following the decline of the river based trade provided opportunities to create high quality public realm. The promenade, which runs along the embankment, is integrated with the extensive, high quality public realm which envelopes the development at Oxo Tower Wharf and the Tate Modern. This is mirrored at More London in the east, between London Bridge and Tower Bridge, incorporating 'The Scoop' amphitheatre.

There is increasing acceptance that networks of multi-functional green space can deliver a wide range of environmental, economic and quality of life benefits for local communities and help to mitigate the effects of climate change. The Southwark Open Space Strategy determined that approximately 1.6% of the BBLB OA is open space (Southwark Council, 2012). Distribution is relatively even although the larger sites tend to be located in the east, such as Potters Field Park and Leathermarket Gardens (Fig.12). There are twenty protected open spaces in the area including Potter's Field, which is metropolitan open land, 18 sites categorised as borough open land and one site which is recorded as other open space in the South Council Adopted Policies Map (Southwark Council, 2011). There are no registered parks and gardens of special historic interest in the area. There are however four sites protected under the London Squares Preservation Act 1931 comprising Molsworth Square, Nelson Square, Redcross Garden and Trinity Square.

In the north, the openness of the riverfront esplanade and public spaces of Bankside gives rise to wide, panoramic views of the skyline of the City of London. These dynamic views change from west to east as the path moves through open space, between buildings and past bridges. The tides, weather and seasons all contribute to an ever changing scene. Views south from the City of London demonstrate the rhythm of the skyline of BBLB. There are identifiable peaks of development rising up at Blackfriars Bridge (King's Reach Tower), Bankside (Tate Modern) and London Bridge (The Shard) with smaller scale development in-between.

Whilst there are no Registered Parks and Gardens in the area, there are several open spaces which are of historical interest. St. George's Churchyard Gardens for example, contributes to the setting of the Church of St. George the Martyr on Borough High Street. It is also located within the site of the former Marshalsea Debtors Prison, immortalised by Charles Dickens' in his novel the Pickwick Papers. Nelson Square is one of few examples of a Georgian planned square to the south of the River Thames. It formed part of the design of the broad Blackfriars Road Boulevard and is a Protected London Square. Elsewhere, open space and public realm provides the setting for many of the area's most important heritage assets; Southwark Cathedral for example.

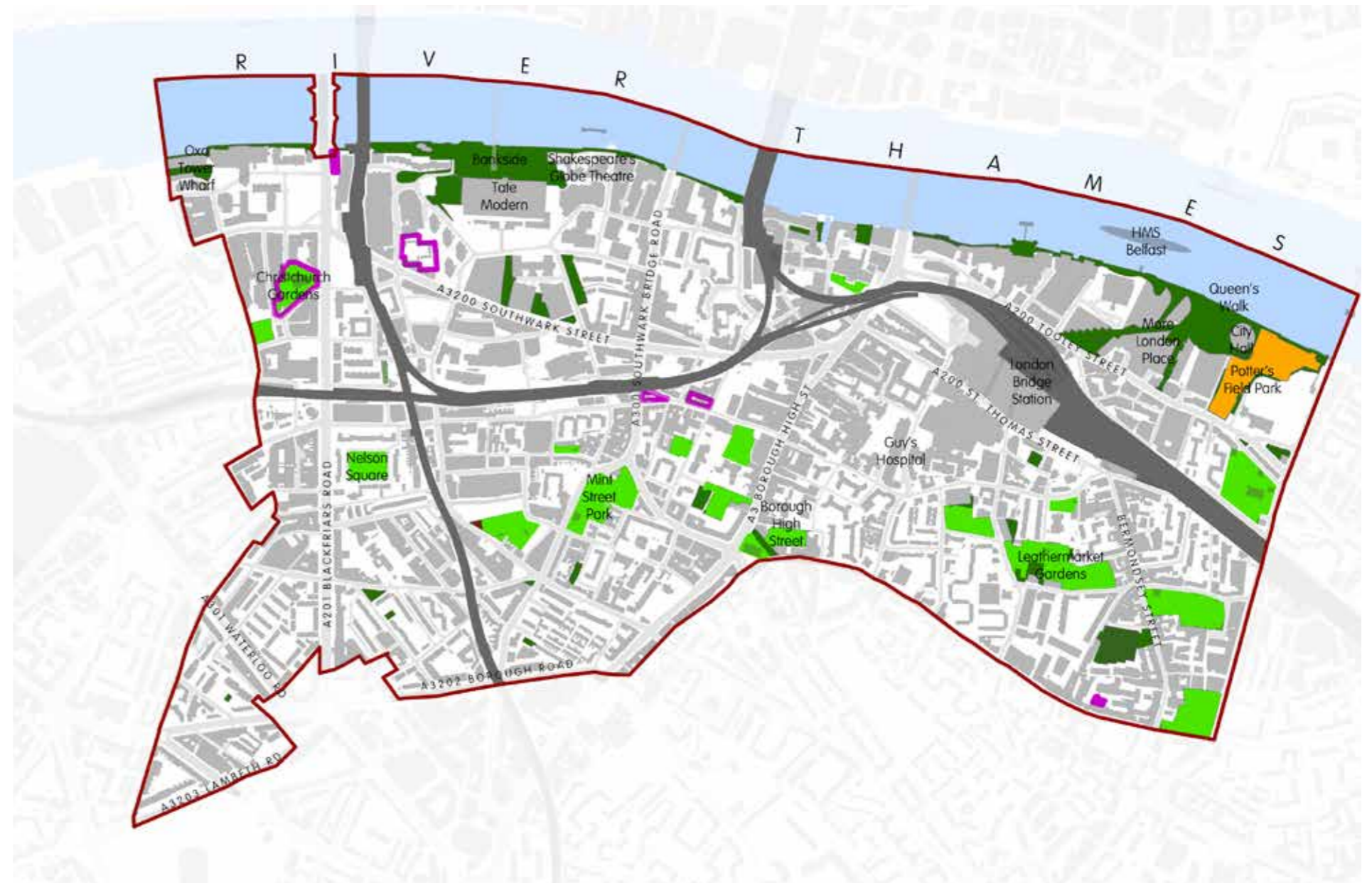
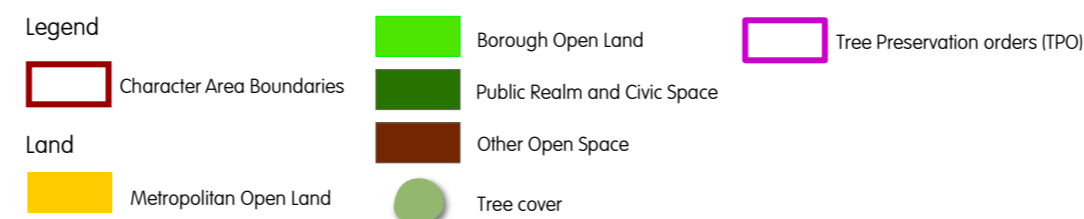


Figure 12: Open space distribution





## 2.9 OPPORTUNITY SITES

The characterisation study has identified that there are a number of large opportunity sites in the BBLB OA (Fig.13). These include sites which have consented planning applications, some of which are moving towards construction, such as large sites of London Bridge Station, One Tower Bridge, Tate Modern extension and other consented proposals at the north end of Blackfriars Road. Other sites are identified as having potential for more intense development or efficient use of land, examples being large blocks covering a site, areas of car parking or light industrial uses or storage sheds. Some of the larger sites can also offer potential for public realm improvements including the creation of new links to enhance permeability or new public space.

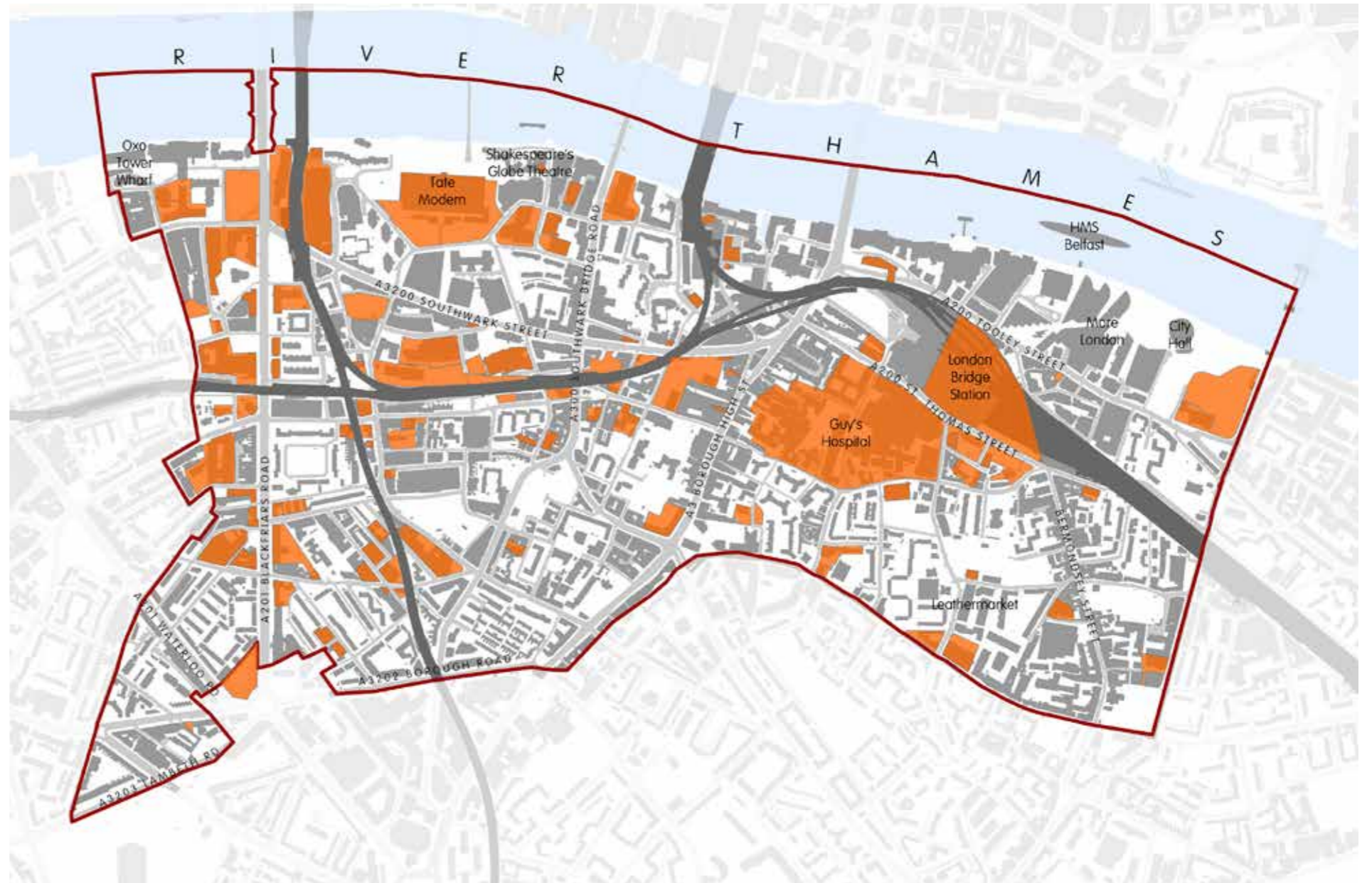



Figure 13: Opportunity sites



A nighttime photograph of the London skyline, featuring the Shard skyscraper as the central focus. The building is illuminated with warm lights, and its reflection is clearly visible in the water in the foreground. To the left, the modern, curved architecture of the London City Hall is also lit up. The sky is a deep blue, and other city lights are scattered across the horizon. The overall scene captures the vibrant urban atmosphere of London at dusk.

# 3.0

TOWNSCAPE  
CHARACTER AREAS



### 3.0.1 Character Areas Defined

Through a process of urban and historical analysis, nine character areas were identified (Fig.14), informed by the following characteristics:

- Historical development - including street pattern, land use, conservation areas and heritage assets;
- Movement - including physical boundaries such as railway viaducts, roads and the River Thames and gateways, nodes and linkages;
- Urban structure and built development - including density and building height, enclosure, architectural style and detailing;
- Land use and levels of activity;
- Public realm and open space - including those with planning policy and statutory protection, and how this relates to buildings and spaces; and
- Views and their contribution to an understanding of character, including the identification of landmarks.

#### Understanding quality, issues and sensitivity

In order to evaluate the area's capacity to accommodate change it is necessary to understand those elements of character which are particularly valued, which are at variance or which are particularly sensitive. This section analyses these aspects in order to determine a set of guiding character management principles for the area. For each character area, the key characteristics are set out and include:

- Qualities of the character area which should be sustained, reinforced or enhanced through managed change;
- Issues to be addressed; and
- Elements of character which are particularly sensitive to change

#### Preparing character management

Building upon the detailed information presented in the characterisation study, the subsequent evaluation defines broad management principles for each character area. These identify principles that could be applied that would assist in responding to issues identified.



Figure 14: Indicative townscape character areas



# 3.1 BLACKFRIARS ROAD NORTH

## 3.1.1 Location and Summary

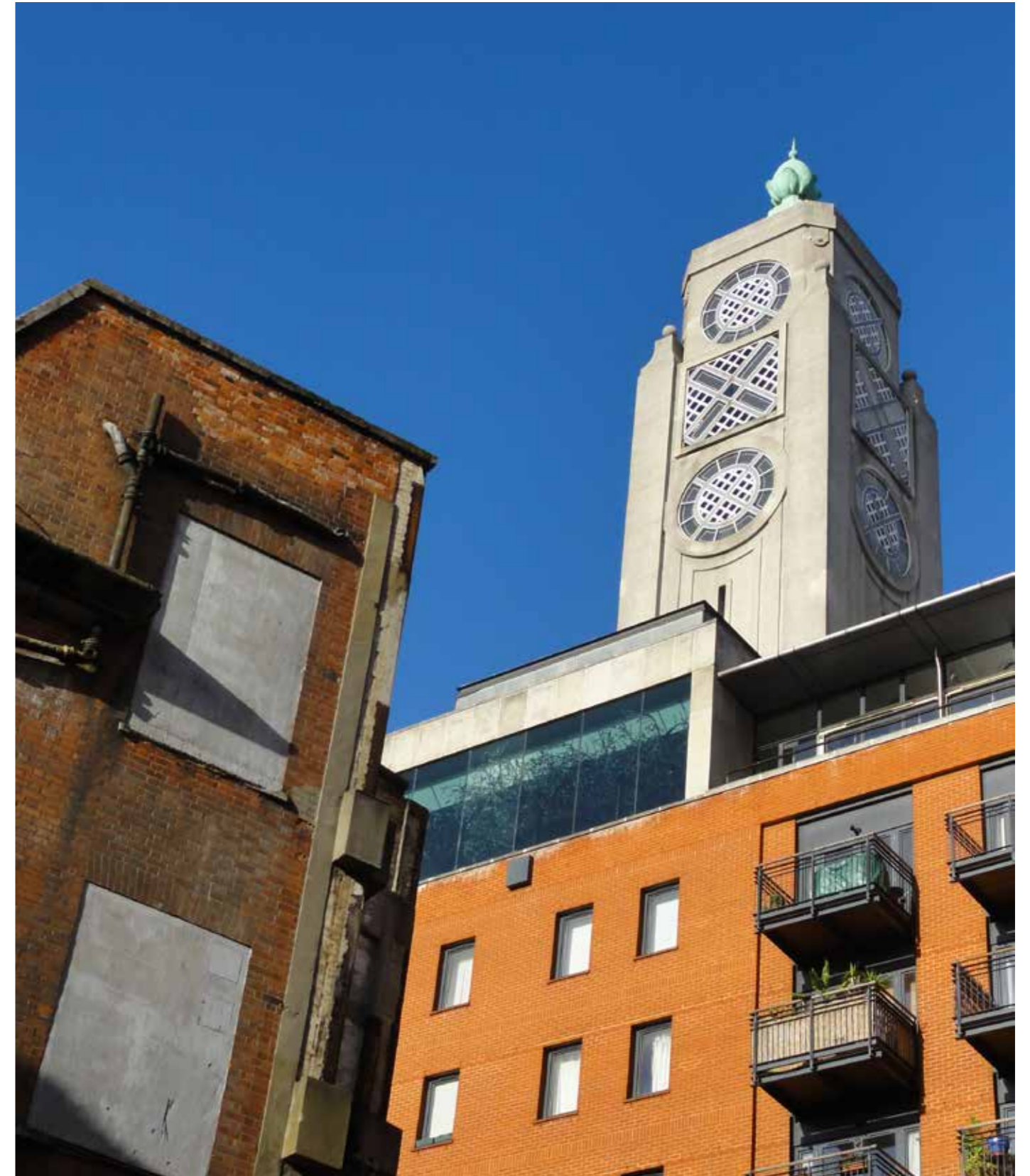
Blackfriars Road is a fine surviving example of Georgian town planning. It is a broad north/south boulevard which extends from St. George's Circus to Blackfriars Bridge and forms the primary route through this character area. The bridge is located at the northernmost point of land in the BBLB area and marks the location of an historic gateway into the City of London to the north. The area is defined by the River Thames to the north and railway viaducts to the south and east; Lambeth lies to the west, as seen in (Fig.15) below.

Known in Tudor times as a place of entertainment, the area later became important for trade and industry, particularly associated with the river. Wharves and warehouses were developed, remnants of which have survived such as Oxo Tower Wharf. Extensive redevelopment following WWII saw the introduction of a number of tall buildings, which feature strongly in local views and from the north bank of the Thames. Much of the historic street pattern remains intact, particularly to the west of Blackfriars Road.

Commercial land uses are prevalent along Blackfriars Road with areas of residential development to the east and west and mixed-use development in the north, fronting the river. Buildings are interspersed with pockets of open space, the largest being Christ Church Garden. The character of this area continues to evolve through the on-going redevelopment of several sites, particularly adjacent to Blackfriars Road, including the construction of further tall buildings.



Figure 15: Blackfriars Road North - Aerial Overview





# BLACKFRIARS ROAD NORTH

## 3.1.2 Historical Development

The northern part of the area was developed from a very early date, with houses on Upper Ground, a medieval route which followed the line of the River Thames. A medieval manor of just under 100 acres was granted to the Abbey of Bermondsey in 1113 and transferred a few years later to the Knights Templar. By 1308 the manor consisted of meadow and arable land with a house, cottages and water mills. It was granted to the Knights Hospitaller in 1324 who farmed it through tenants until it was surrendered to Henry VIII in 1536. The first reference to the area as Parish (later Paris) Garden came in 1420, when it is also referred to as a liberty the first time (Ref.).

In the early 16th century the moated house in the east of the manor was turned into a public gaming house. It became the Hollander's Leaguer in the second quarter of the 17th century, an infamous brothel whose name is perpetuated by Holland Street in the Bankside Cultural Character Area (Ref 3.3). Mid-16th century depictions of Southwark show that the land immediately south of the River Thames, roughly corresponding to the Liberty of Paris Garden, had been developed with houses. Today the street name of Paris Garden is a reflection of its former use. From 1595 Paris Garden was home to the Swan Theatre, important as the subject of the only extant contemporary sketch of the interior of an Elizabethan theatre. It was described in c. 1596 as the "finest and biggest of the London amphitheatres".



The Swan Theatre, 1595

The opening of the Swan Theatre caused an influx of people and a number of new houses were built in the parish. By the mid-17th century building had started to extend southwards and in 1655 the manor was bought by William Angell who proceeded to lay out streets and build more houses. A new church was required by the late 17th century to support the expanding population and subsequently Christ Church was consecrated in December 1671.

Authority to build a new bridge to support further development to the south of the River Thames was granted in 1756. Blackfriars Bridge was opened in 1769, the third bridge to be constructed in central London (Fig. 16). In 1768 an Act of Parliament gave permission for a new road to run directly south from Blackfriars Bridge across St. Georges Field to St. George's Circus, where it met the turnpike road running east-west. An 80 foot wide street was subsequently laid out by Robert Mylne, who was also responsible for Blackfriars Bridge. This became Blackfriars Road, known until 1829 as Great Surrey Street, which remains as one of few surviving examples of a planned Georgian boulevard to survive in London. Blackfriars Road intersected a number of streets running east-west at this time. Many of those which are visible on

Horwood's map of 1799 still exist, having formed the basis of the plots from the 18th century to the present day.

The completion of Blackfriars Road was a catalyst for further development to the south, east and west. By 1834 the entire area had been developed with buildings forming a strong, continuous frontage to the primary routes. Terraced housing was located in the smaller streets to the east, and factories and warehouses to the north and west. The early 19th century street pattern in the west remains largely intact, particularly around Old Barge House Alley and Christ Church. The River Thames, which at that time was still a major trade route, was served by wharves which filled the embankment. By 1862, railway lines extending south from the City of London formed the southern and eastern boundaries to the area, breaking up the townscape into smaller, differently aligned plots (Fig.17).



Remnants of river trade at Oxo Tower Wharf

Heavy bombing in WWII and the subsequent decline in river trade led to substantial redevelopment (Fig. 18). As a result of incendiary bombing in 1941 Christ Church was gutted by fire, and was replaced in 1958. Wholesale clearance of some areas in the 1970s and 80s led to the amalgamation of plots for the construction of larger scale commercial, residential and mixed-use developments including . King's Reach Tower, Sea Containers House, Rennie Court, Columbo House and Ludgate House. At the same time, warehouses were brought into mixed use with developments such as the OXO Tower. King's Reach Tower and Sea Containers House are undergoing refurbishment and planning consent has been granted for new tall buildings at 1, 20 and 240 Blackfriars Road (Fig. 19).

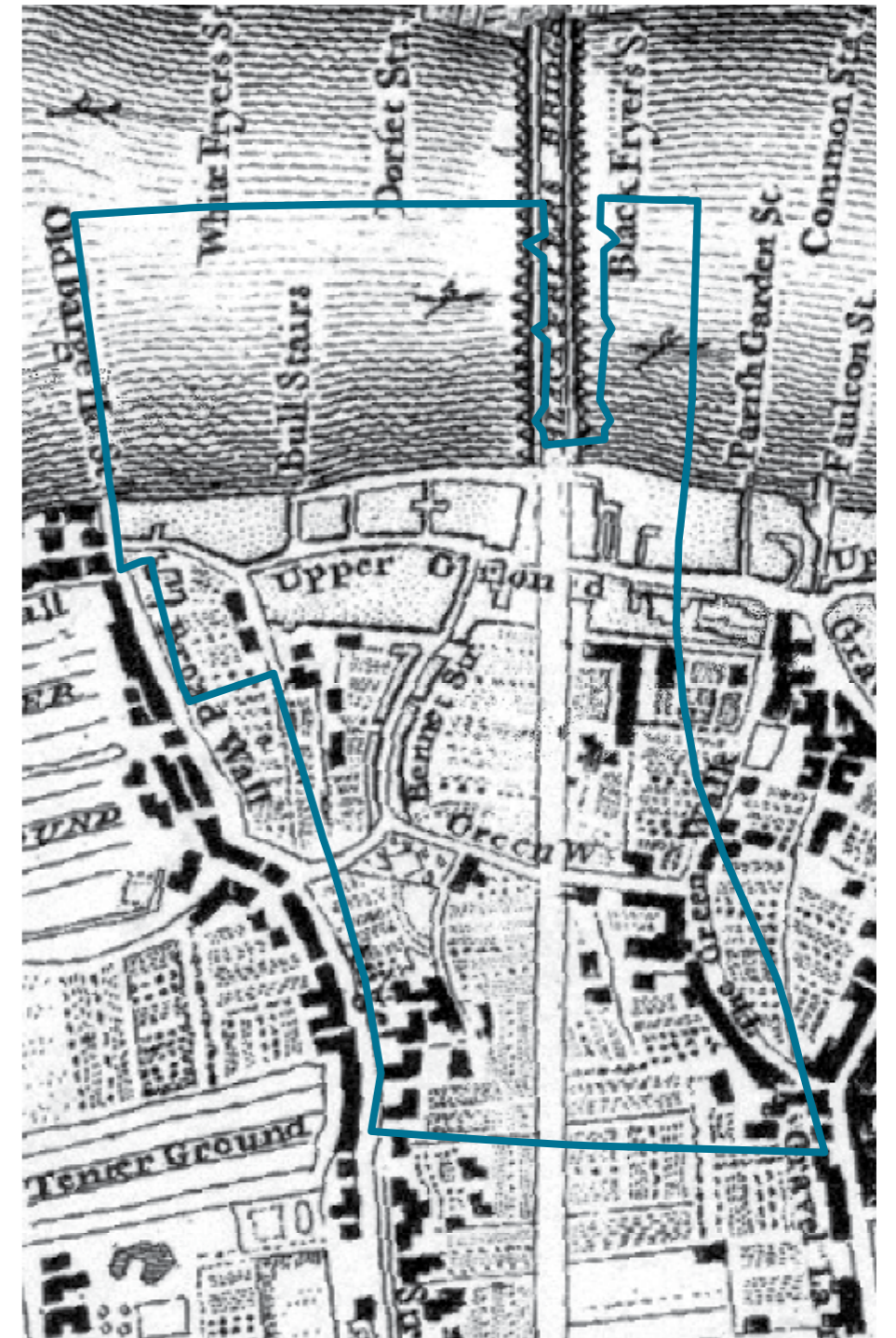


Figure 16: Blackfriars Road North - John Rocque's A Plan of London, 1766



# BLACKFRIARS ROAD NORTH

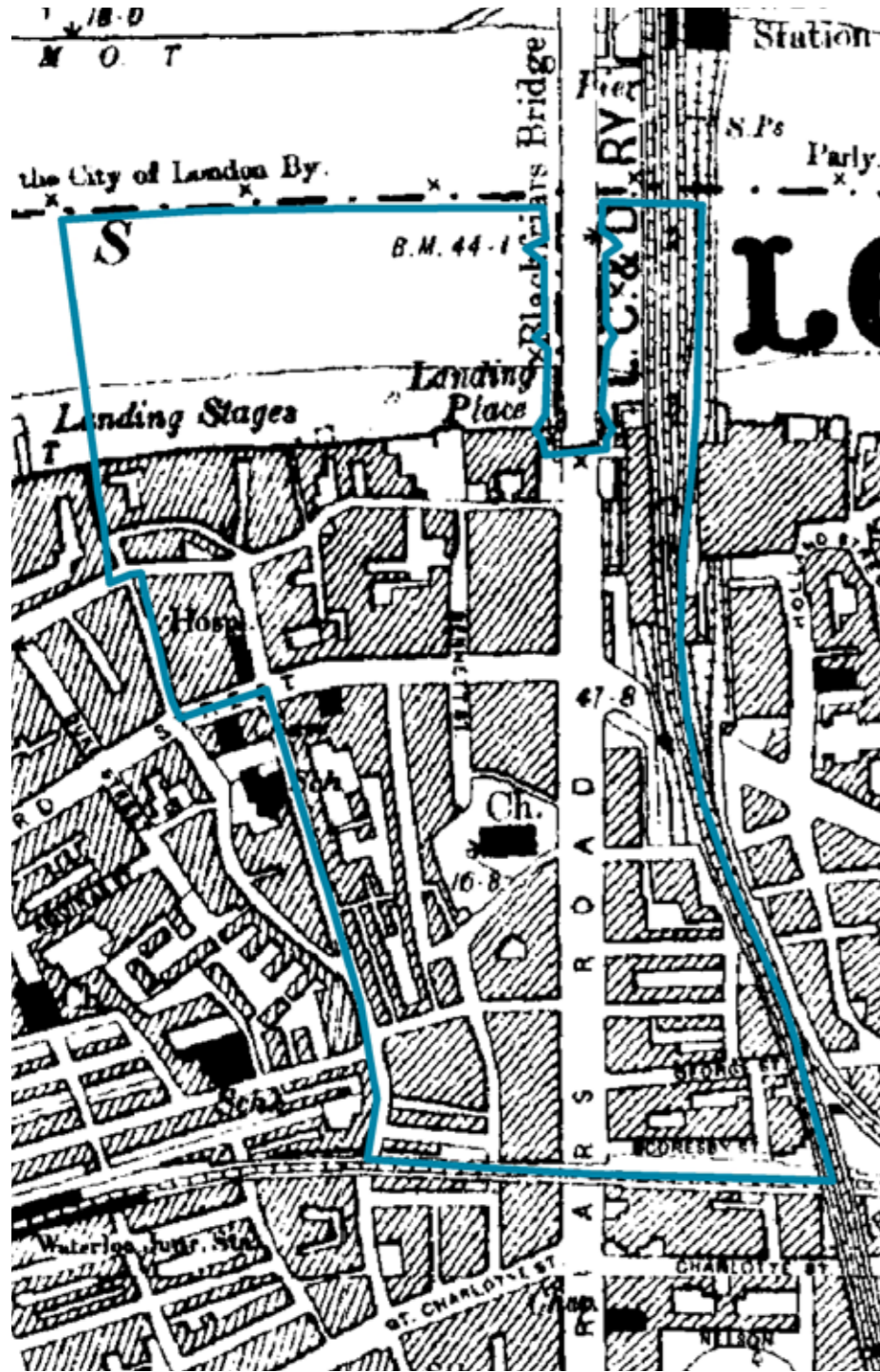


Figure 17: Blackfriars Road North - 1896 to 1899 OS



Figure 18: Blackfriars Road North - 1936-1952 OS

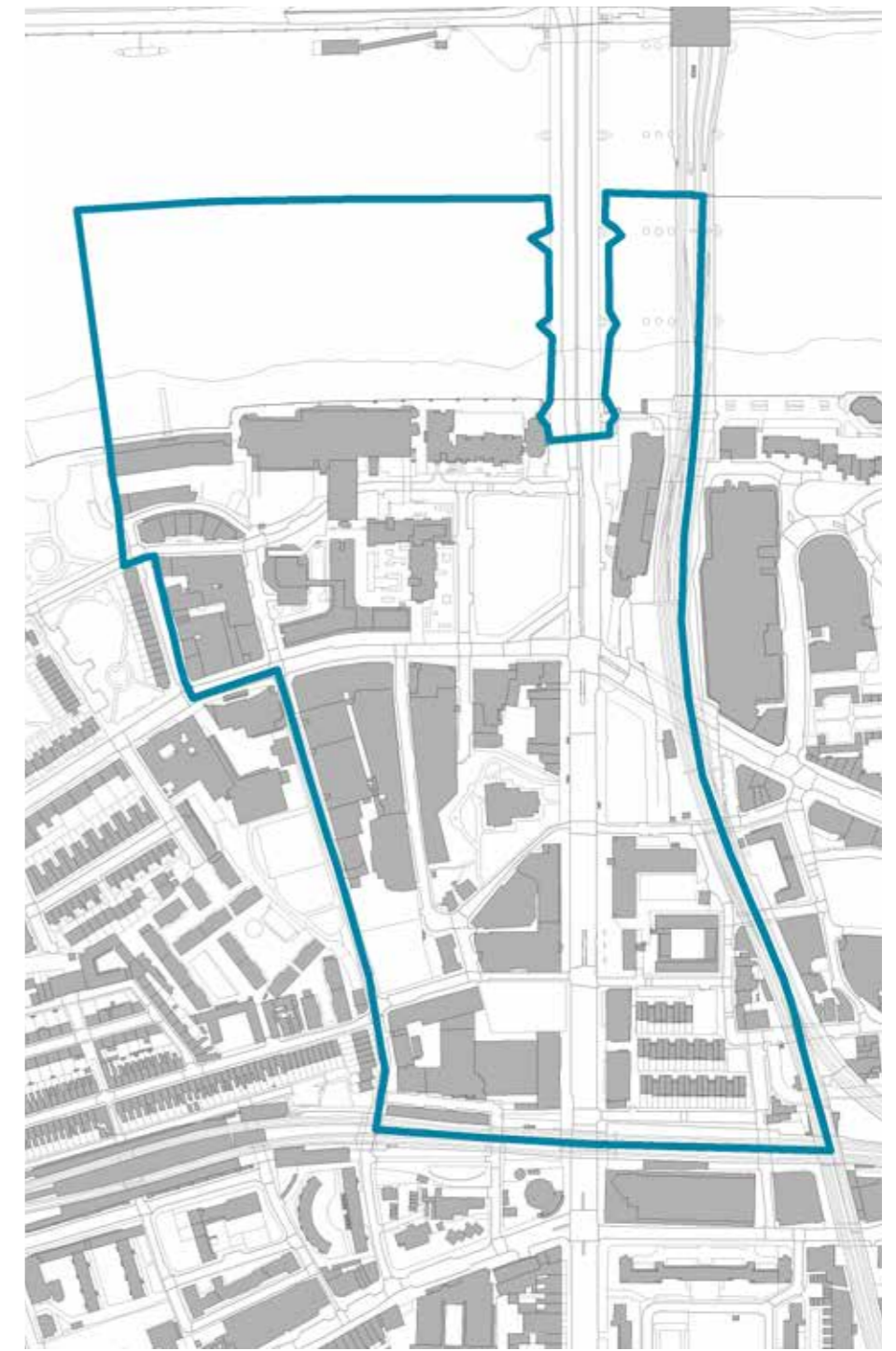


Figure 19: Blackfriars Road North - 2012 OS Mastermap



# BLACKFRIARS ROAD NORTH

## 3.1.3 Movement

There is an extensive network of connections both internally and to surrounding areas comprising roads, railways, footpaths and cycle paths (Fig.20). Key gateways include Blackfriars Bridge and the main transport nodes of Blackfriars Station, located east of Blackfriars Road along the riverfront, and Southwark Station to the south. The bridgehead is the natural confluence of routes and modes, with bus, rail and river connections within short walking distance.

Blackfriars Road maintains its historic alignment and proportions and is the origin of other roads leading east and west. It is a major arterial route into central London, accommodating bus and cycle lanes and generous pavements, widening-out further as it approaches Blackfriars Bridge. The primary routes converge at the junction with Stamford Street and Southwark Street, which run west-east to the south of Blackfriars Bridge, and form a significant node. Here the east-west links between London Bridge and Waterloo intersect with the north-south arterial route of Blackfriars Road. These primary routes between outlying areas and the City are used heavily by traffic, pedestrians and cyclists, in particular commuters and are busy throughout the day. The pavements tend to be quieter at night when the surrounding offices are closed.

In contrast to the high levels of activity along the primary routes, the more intricate local streets to the east and west of Blackfriars Road are quieter and narrower. The traditional street pattern, combined with pedestrian thoroughfares, allows a high level of pedestrian permeability across the area and beyond. The embankment of the River Thames is free from traffic and allows continuous pedestrian access, with steps down to the foreshore in places. The open expanse of the river contrasts with the enclosed streets and courtyards to its south.

The railway viaducts, which run along the eastern and southern boundaries, create distinct edges. They combine to give the townscape a sense of enclosure and form a backdrop in many local views. However, the local road network passes through without significantly interrupting movement, providing access to neighbouring areas.



Figure 20: Blackfriars Road North - Movement



The Thames Path



Blackfriars Road, Stamford and Southwark Street Junction



# BLACKFRIARS ROAD NORTH

## 3.1.4 Urban Structure and Built Form

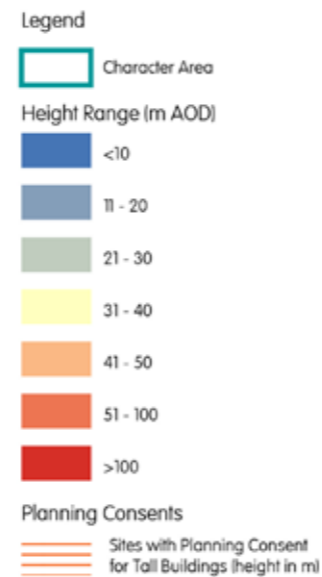
The size and arrangement of blocks generally adheres to the historic street pattern (Fig. 21). However, in places the finer grain of the past has given way to taller buildings occupying larger footprints, evident in a comparison between the 1896-1899 and the present day OS map.

There is a strong vertical emphasis to the buildings fronting the pavement along Blackfriars Road which balances its width. Buildings with active frontages are limited but include the recently completed Ibis Hotel. Breaks in the frontage are particularly noticeable, such as Christ Church Garden and the 13m high Prince William Henry public house. Architectural style varies but most of the buildings are modern, relatively plain and of concrete, steel and glass construction, with muted colours. Contrast is provided by some older buildings, such as No. 209-215 Blackfriars Road.

In the west, blocks are arranged in a loose grid pattern. South of Stamford Street, the blocks tend to comprise a traditional perimeter arrangement, such as Paris Garden and Hatfields, where large-scale former industrial buildings create enclosure. North of Stamford Street, the internal arrangement of the taller King's Reach Tower, Rennie House and Sea Containers House is more open and buildings are set back from the streets. Much of the development is constructed on podium decks, resulting in blank walls and little activation of facades at ground level, blurring the definition between public and private space between buildings and in service areas. In the north-west, the architecture and open spaces are more intricate, bestowing a strong historical connection. The Oxo Tower Wharf mixed-use development, between Barge House Street and the river, incorporates enclosed public courtyards and covered galleries. The buildings north of Upper Ground create a continuous frontage to the Thames embankment (around 40m high), stepping up in height away from the river to King's Reach Tower (109m) and Oxo Tower (67m).

To the east of Blackfriars Road and south of Burrell Street, blocks were merged in the post-war period, creating a coarser layout. The buildings are generally of brick and 8m and 16m in height, set within semi-private green space and with street level car parking. A short row of earlier Victorian buildings with decorative brick and window detailing have survived on Chancel Street. Along parts of the eastern and southern boundaries, development for a variety of uses has taken place beneath the railway arches.

There are also a number of sites with planning permission or currently undergoing redevelopment, a number of these being tall buildings, including 1 Blackfriars Road (165m), 20 Blackfriars Road (148m and 105m) and 240 Blackfriars Road (89m).



Tight enclosure of Paris Garden



Blackfriars Road frontage



Figure 21: Blackfriars Road North - Urban Structure and Built Form



# BLACKFRIARS ROAD NORTH

## 3.1.5 Land Use

Land use is predominantly commercial, with pockets of dwellings in the south-east and the north, close to the river (Fig. 22). There is mixed-use development in the west, including Oxo Tower Wharf, which houses art galleries, shops and restaurants, and also a short row of bars and cafés along Stamford Street between Broadwall and Hatfields with offices above.



Modern commercial and mixed-use



Development of railway arches for commercial use



Figure 22: Blackfriars Road North - Indicative land use



# BLACKFRIARS ROAD NORTH

## 3.1.6 Heritage Assets

The Old Barge House Alley Conservation Area lies in the north-western corner of the character area (Fig. 23). Contained within it is Oxo Tower Wharf, a 19th century industrial complex occupying a prominent riverside position. Although none of the buildings within the conservation area are listed, Oxo Tower Wharf itself and Nos. 16-22 Barge House Street, an early 20th century warehouse range have been identified as positive contributors to the character of the conservation area.

The small number of listed buildings elsewhere make an important contribution to an understanding of the past. Early 19th century residential character is represented by Rochester House, a pair of 12m high Georgian houses now in a setting of late 20th century redevelopment. Dating from the later 19th century, Italianate buildings on Stamford Street form a group. The size, commercial use and prominent site on the corner of Blackfriars Road offer an impression of what this busy road would have looked like at the end of the 19th century.

Larger commercial buildings are represented by Grade II listed buildings at Hatfields and Paris Garden. Both are former printing works of the early 20th century, now redeveloped as flats and offices.

Christ Church, which stands back from Blackfriars Road, is a 1950s replacement of a Georgian church that was damaged as a result of bombing in 1941 and is Grade II listed principally for its contemporary stained glass.

Other buildings recognised for their townscape merit or heritage value include Nos. 4 and No. 6 Chancel Street, a terrace of decorative former municipal buildings of the Victorian era, now used as offices. These buildings provide a reference to character of the tightly packed streets between Blackfriars Road and the railway viaduct in the late 19th century. These buildings are now isolated within post-war residential development.

**Legend**

- Character Area
- Designation**
- Scheduled Ancient Monument
- Conservation Areas
- Buildings of townscape merit or heritage value
- Listed Buildings**
- Grade I
- Grade II\*
- Grade II

(Refer to Appendix B for references to individual heritage assets)



No. 1 Stamford Street (6)



Christ Church (4)

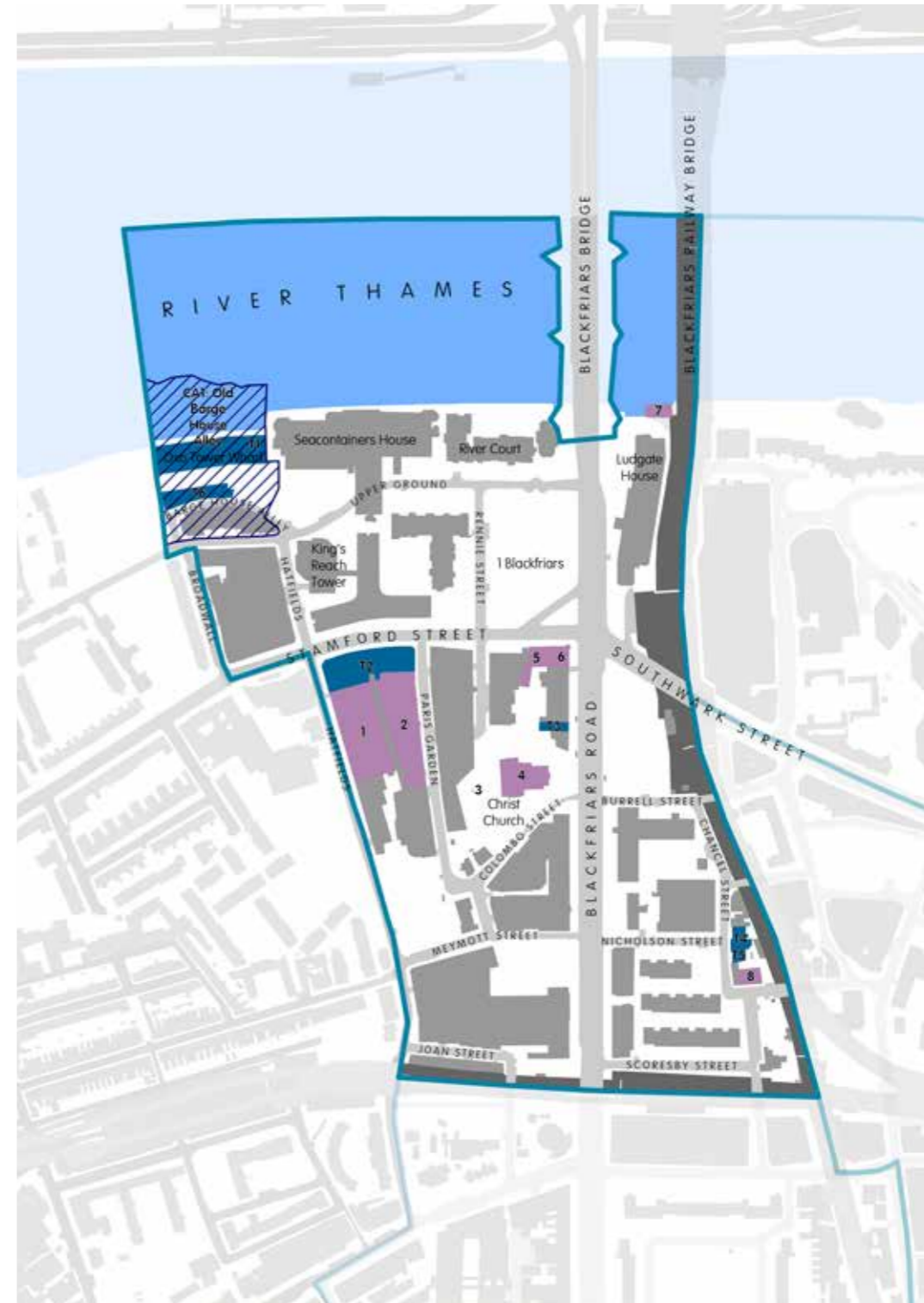


Figure 23: Blackfriars Road North - Heritage Assets



# BLACKFRIARS ROAD NORTH

## 3.1.7 Open Space and Public Realm

Intermittent mature plane trees along the wide pavements of Blackfriars Road reinforce its linear boulevard character (Fig.24). Christ Church Garden, located in a gap between Stamford Street and Colombo Street, provides the setting for Christ Church and neighbouring buildings. The church is enclosed by mature trees, which fill the gap in the building line of Blackfriars Road and link with its street trees.

In the east, a section of Gambia Street between Dolben Street and Scoresby Street is pedestrianised, incorporating a high quality public realm and planting scheme.

Generally, public realm treatment varies with a mixture of concrete slabs, in-situ concrete and asphalt most commonly used as paving materials. In the north, higher quality materials including tiles and setts are occasionally used to demarcate private areas and traffic calming schemes. The courtyards of the Oxo Tower Wharf development and the riverside embankment are examples of where high quality materials have been consistently applied to create cohesion and legibility. The public realm which lines the riverfront is wide and integrates with the buildings facing onto it. Bernie Spain Gardens in neighbouring Lambeth to the west contribute to the setting of this development.



Christ Church Garden



Gambia and Dolben Street green link



Figure 24: Blackfriars Road North - Open Space and Public Realm



# BLACKFRIARS ROAD NORTH

## 3.1.8 Views

The straight alignment of Blackfriars Road provides dynamic views for people moving along it, with a strong linear focus. From the southern boundary of the area, views extend north beyond Blackfriars Bridge to Unilever House in the City of London. Views south from Blackfriars Bridge along Blackfriars Road are curtailed by the railway viaduct on the southern boundary. Street trees and taller buildings are visible beyond, including Palestra, maintaining the linear focus into the distance. Gaps between buildings and along side streets allow glimpsed views, establishing a visual relationship with the interior, such as the residential areas either side of Nicholson Street. There are also occasional views of distant landmarks such as The Shard to the east, helping with orientation, for example along Scoresby Street. Views of the Oxo Tower tend only to be possible north of Upper Ground.

The tightly contained development of Paris Garden, Hatfields and Upper Ground in the west creates a series of shorter views, contributing to a strong sense of place. In the east, the railway viaducts prevent views into neighbouring areas at ground level although taller buildings are visible above.

The openness of the riverside between Oxo Tower Wharf and Blackfriars Bridge allows a series of panoramic views to the north of the Victoria Embankment with the City of London beyond. St. Paul's Cathedral is visible to the north-east, becoming gradually more screened towards the east by Blackfriars Bridge and Station.

From the Victoria Embankment and Blackfriars Bridge, the view composed of Rennie House, Sea Containers House and Oxo Tower Wharf defines the river's edge and the slight promontory upon which it sits. The landmark King's Reach Tower and Oxo

Tower appear behind and above those buildings, which in combination contribute strongly to the wider view of the South Bank. Wider views from Blackfriars Bridge are discussed in the LVMF River Prospect 14 (GLA, 2012b).



Linear views south along Blackfriars Road from Blackfriars Bridge



Panoramic views of the character area from the Victoria Embankment at Blackfriars Bridge

## 3.1.9 Understanding quality, issues and sensitivity

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate in the most part to the historical development of the area and its relationship with the River Thames.

- The status of this gateway to the City of London is reinforced by an emerging cluster of tall buildings at the southern end of Blackfriars Bridge along the northernmost bend of the River Thames.
- The history of the area is revealed through the street pattern, ranging from the tightly enclosed streets of Upper Ground and Paris Garden to the broad Georgian boulevard of Blackfriars Road. Buildings such as Oxo Tower Wharf and Barge House are indicators of the area's industrial past and its relationship with the River Thames.
- High quality public realm and mixed-use developments line the riverfront, which is quieter and more open than the densely developed Blackfriars Road and local streets.
- Existing pedestrian routes and links and any proposed as part of a consented proposal, particularly where permeability is improved on larger sites.
- Distinctive lighting schemes have been installed beneath a number of railway arches, enhancing the public realm locally.
- Open spaces, such as Christ Church Garden, form the setting of neighbouring buildings and breaks in the dense urban fabric.
- Long, linear views along Blackfriars Road are held by the buildings and mature trees which line the street. Wide views from the Thames Path of the London skyline and glimpsed views of distant landmarks along side streets place the character area in context of the wider city.

### Issues to be addressed

There are also some aspects which should be addressed through active management. These are primarily focussed on the conflicting needs of pedestrians and road users and the interface between buildings and the streets.

- The busy primary roads are dominated by traffic which affects pedestrian movement, particularly where there are limited places to cross. An example is the node formed by the junction of Blackfriars Road, Stamford Street and Southwark Street which is complex and cluttered by street furniture.
- The majority of buildings which line Blackfriars Road lack active frontages at ground level. Blank walls and opaque windows facing onto the wide pavements reduce their contribution to the street.
- There is variation in the position of street frontages and a lack of urban grain in larger buildings, especially on side roads.
- The ad-hoc use of materials in the public realm to the south of the River Thames embankment reduces legibility and townscape quality.



# BLACKFRIARS ROAD NORTH

- Public open space provision is limited reducing the availability of places to meet and interact away from the streets.
- The permeability of large sites, especially around transport hubs and access to the riverfront is limited

## Sensitivity to change

There are also certain elements of the character area which are particularly sensitive to change. These derive from the contrasts in character between the openness of the River Thames, the tightly enclosed streets and spaces in the west and the formal Georgian planning of Blackfriars Road.

- The open character of the River Thames embankment and foreshore, fronted by buildings
- The boulevard character of Blackfriars Road with its wide proportions and avenues of mature trees
- The setting of heritage assets including the Old Barge House Alley Conservation Area, which contains the Oxo Tower Wharf, listed buildings and features of townscape merit
- The narrow, enclosed streets to the west of Blackfriars Road, including Paris Garden and Hatfields
- The enclosed space and mature trees of Christ Church Garden will provide public recreation and the setting of surrounding buildings

## 3.1.10 Character Area Management Principles

Managing change in this area should focus on sustaining or enhancing those aspects which provide an understanding of its history, whilst accommodating development which reinforces its position as a gateway to the City of London. This will be achieved through a range of measures including selective improvements to the movement network and public realm and as part of development proposals.

Parts of this character area are undergoing significant change with a number of prominent new buildings with planning consent or under construction. As a result, this area is already subject to significant change. A number of opportunity sites have been identified which could lead to further change (Fig).

Key principles for change should address connectivity across Blackfriars Road, the potential for new mixed-use development and ensure that buildings create active frontages to the street.

## Heritage

Proposals along Blackfriars Road should reinforce the distinctive character of the historic boulevard. Any new development between Paris Garden and Blackfriars Road should sustain or enhance the open setting of the Grade II listed Christ Church.

New development to the west of Blackfriars Road and within the Barge House Alley

Conservation Area or its setting should respect the pattern and enclosure of the historic streets. It should also sustain or enhance the openness of the River Thames embankment, including views of the City of London skyline and in particular, the dome of St. Paul's Cathedral. The enclosed spaces between buildings should also be sustained and consideration given to reflecting this characteristic in new development. Glimpsed views of the Oxo Tower from Upper Ground should also be sustained. Part of this character area is designated within the Archaeological Priority Zone and is likely to contain remains of local, regional, national and international importance. Proposals should take this into account.

## Movement

The status of the gateway at Blackfriars Bridge should be further enhanced through improvements to the public realm and wayfinding and, in particular, links with Blackfriars Station and the Thames Path. Any future redevelopment of Ludgate House should consider opportunities to provide a direct connection between Blackfriars Road and Blackfriars Station. Riverfront proposals should seek to widen and increase capacity on the Thames Path.

Public realm proposals should address conflicts between the movement of pedestrians, cyclists and vehicles along and across the street and the provision of new crossings focussed on the location of desire lines. Attention should also be paid to the junctions with the main east/west routes of Southwark Street/Stamford Street, and Colombo Street/Brurrel Street. Connections with the wider area could also be enhanced through the implementation of a cohesive signage and wayfinding strategy. Opportunities to develop pedestrian connections with the Thames Path should also be sought, particularly north of Stamford Street.

## Urban structure and built form

New development should reflect the shape and alignment of existing blocks, reinforcing the pattern of historic streets and thoroughfares. Further taller buildings may be appropriate within the emerging cluster at the northern end of Blackfriars Road, to reinforce the gateway characteristics at this location. New development, including development within the Thames Policy Area, should have regard to London and Southwark Council policies and guidance for tall buildings. The continuous frontages of the River Thames should be sustained and enhanced with consideration of opportunities to enhance permeability to the south. The location and height of tall buildings would need to consider the sensitivity of the immediate and wider context, including views from the River Thames and the City of London.

Any proposals for taller buildings should adhere to the regional and local policies on tall buildings in particular those relating to strategic views and the setting and attributes of World Heritage Sites.

Buildings which front the primary routes should be of an exceptional architectural standard and assume a building line that responds to the distinctive character of

that street. The elevations of buildings with large footprints or long façades should be sub-divided to reinforce the vertical rhythm of the street. Active frontages should be incorporated which animate and foster interaction with the wide pavements. New buildings facing onto the junction of Blackfriars Road and Stamford Street should reinforce the status of the node with active uses at ground level.

## Land use

Blackfriars Road and Stamford Street provide opportunities for the introduction of further vibrant, high quality, mixed-use development. This would reinforce this as a gateway location at Blackfriars Bridge and as a main destination connecting Bankside and Southbank and a main route to the south.

The undeveloped railway arches which form the southern and eastern edges of the area also provide opportunities for the introduction of commercial or cultural uses such as galleries and workshops.

## Open space and public realm

There should be a focus on enhancing the quality and legibility of the public realm of the primary routes of Blackfriars Road, Stamford Street and Southwark Street and along the Thames Path. This could be achieved through the delivery of high quality public realm schemes including street furniture and signage. These improvements should focus on removing street clutter and enhancing the legibility and quality of the environment. The junctions of side streets should also be considered to reinforce connections with the wider area to the east and west. Public realm proposals should include the planting of new street trees and the maintenance of existing trees along Blackfriars Road, reinforcing its boulevard character, forming a green link between St. George's Circus and the River Thames. This would assist in providing an integrated network of open spaces.

There are further opportunities to enhance the pedestrian experience through innovative lighting and public art schemes. Examples include Gambia Street and Joan Street in the south, where streets pass beneath railway viaducts into neighbouring areas.

There is potential to improve landscaping and facilities at Christ Church Gardens to address a deficiency in park provision in the Bankside area. Such improvements would also enhance the public realm of Blackfriars Road and the connections with Paris Garden.



## 3.2 BLACKFRIARS ROAD SOUTH

### 3.2.1 Location and Summary

This character area is broadly defined by brick railway viaducts to the north and east, with Lambeth to the west and the Elephant and Castle opportunity area to the south. Blackfriars Road, a broad Georgian boulevard, runs through the centre of the area, from St. George's Circus in the south to the railway viaduct. This busy primary road is contrasted by quieter areas of residential, commercial and light-industrial land use to the east and west. The area off of Blackfriars Road is characterised by a distinctive alignment of roads, blocks and smaller scale plots which can be traced back to the medieval agricultural landscape of St. George's Fields (Fig.25).

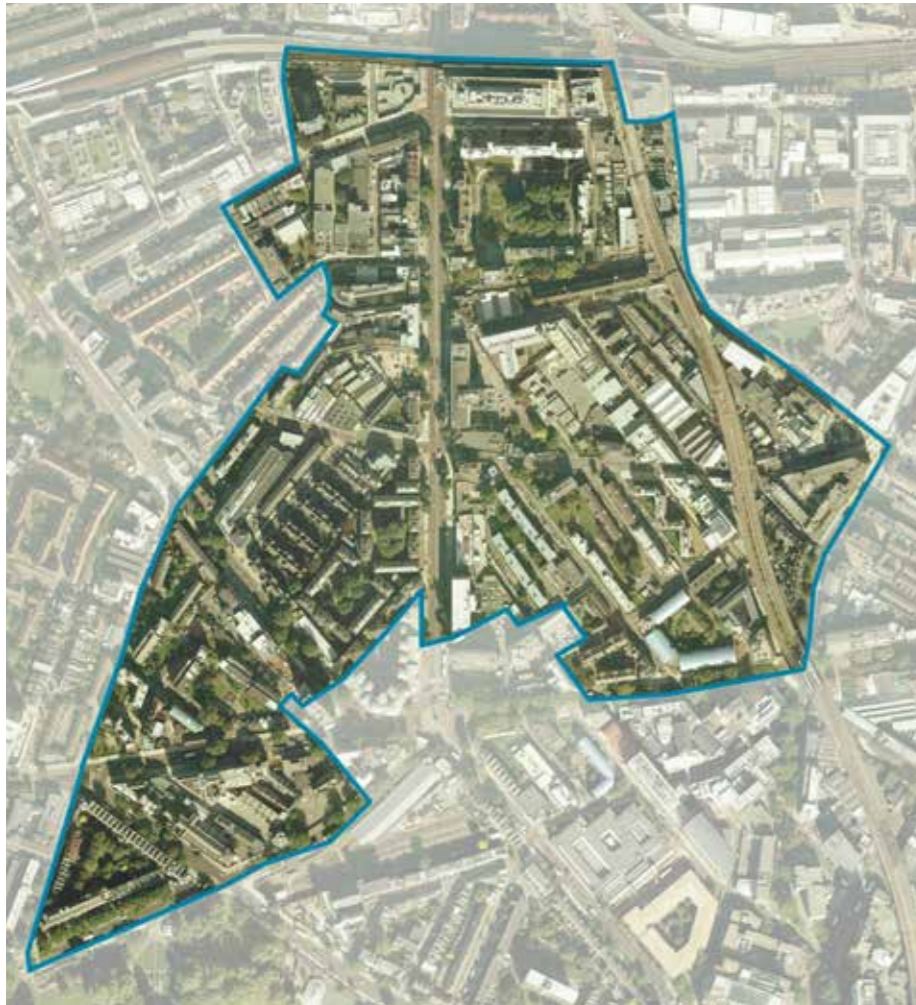


Figure 25: Blackfriars Road South - Aerial Overview





# BLACKFRIARS ROAD SOUTH

## 3.2.2 Historical Development

As established in the historic development section of Blackfriars Road North, Blackfriars Road was formed in the late 18th Century. Prior to that the land largely comprised of plots of agricultural land. Mid-17th century maps show that the farmland was crossed by a single road lined by buildings running south-west from Paris Garden to the north (Fig.26). By 1690 ribbon development followed the line of what is now Broadwall. Acts of Parliament were subsequently passed in 1719, 1751 and 1769 concerning the layout of footpaths and roads across the common land of St. George's Fields which began to open the area up to development.

St. George's Circus was established as the origin of Blackfriars Road and an important junction with Borough Road, Westminster Bridge Road and London Road. A stone obelisk was placed at the centre of the Circus, as a focal point in views as an early means of wayfinding in 1771. It was removed in the early 20th century to make way for a clock tower which commemorated the Diamond Jubilee of Queen Victoria but was replaced in the 1990's and is Grade II\* listed.

Many of the elements which are visible on Horwood's map of 1792-1799 survive today as evidence of Georgian town planning, including broad boulevard of Blackfriars Road, Nelson Square and the southern side of The Cut. By this stage Blackfriars Road had 22 small cottages between the intersections with Webber Street and Boundary Row. The 18th century street pattern to the east of Blackfriars Road remains largely intact. However, none of the buildings in the King's Bench Conservation Area shown on Horwood's map still exist. Much of the early buildings in these areas were dense slums.

By 1834 the area was largely developed, with substantial buildings flanking Blackfriars Road and the other primary routes and terraced houses in the smaller streets (Ref.). The arrival of the London Chatham & Dover Railway's Herne Hill and City Branch in the 1860's was significant. The stock brick arched viaduct still forms a dominant edge to the north and east today. Towards the end of the 19th century, large scale improvement schemes were implemented by philanthropists to rid the area of slums. The Peabody Estate at the southern end of Blackfriars Road was completed in 1871 by Henry Darbishire for the Peabody Trust, partly on the site of the earlier Magdalene Hospital. Mogg's New Picture of London and Visitor's Guide to its Sights, 1844 explains that it was founded in 1758 'to receive and reclaim unfortunate females from the paths of prostitution'. The Magdalene Hospital and Peabody Estate established a precedent for the consolidation of building plots into larger, more extensive developments.

In the later 19th and early 20th century development was mainly residential with some industrial development within the areas now covered by the Valentines Place and Kings Bench Conservation Areas. The OS map of 1873 indicates that Blackfriars Road was fronted by terraces of buildings with consistent, narrow plot widths with some light industrial buildings around Webber Street in the east and to the west of

Blackfriars Road at Boundary Row. The Merrow and Ripley Buildings on Rusworth Street, built by London County Council in 1896-97, (now listed Grade II) marked the start of improvement in the east of the area (Fig.27). This continued with the construction of the Convent of the Reparation (now Chadwick House, listed Grade II) in 1912 and adjacent St. Alphege's church hall and vicarage. The 21-30m Pakeman House was completed by the City Corporation in 1938-9, between Surrey Row and Pocock Street, which features in views along Glasshill, King's Bench and Rushworth Streets.

The area was heavily bombed in WWII and major redevelopment of some areas followed. This consisted of local authority housing estates and commercial buildings, particularly along Blackfriars Road. In places this overwrote some of the earlier, smaller streets and narrow plots to the east of Blackfriars Road and south of Webber Street. Further industrial development also occurred in the east, close to the railway viaduct. The bombing also resulted in the loss of key buildings at the junction of Blackfriars Road and Union Street including the Surrey Chapel (Fig.28).

From the 1970s there was a period of redevelopment along Blackfriars Road, which resulted in the consolidation of some smaller plots to form larger, mostly commercial office buildings. This continued into the early 21st century with the opening of the Southwark Underground Station in 2000 and the Palestra building in 2006 (Fig.29).

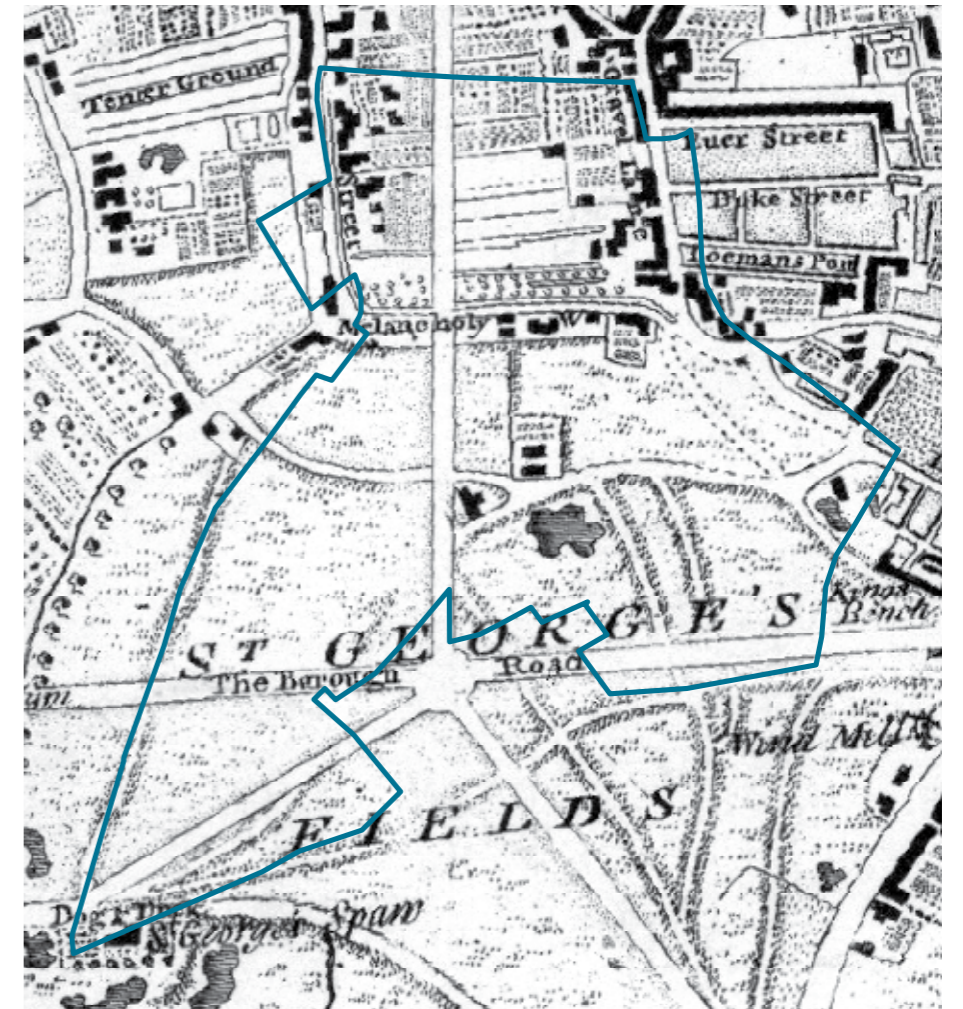


Figure 26: Blackfriars Road South - John Rocque's A Plan of London, 1766



# BLACKFRIARS ROAD SOUTH

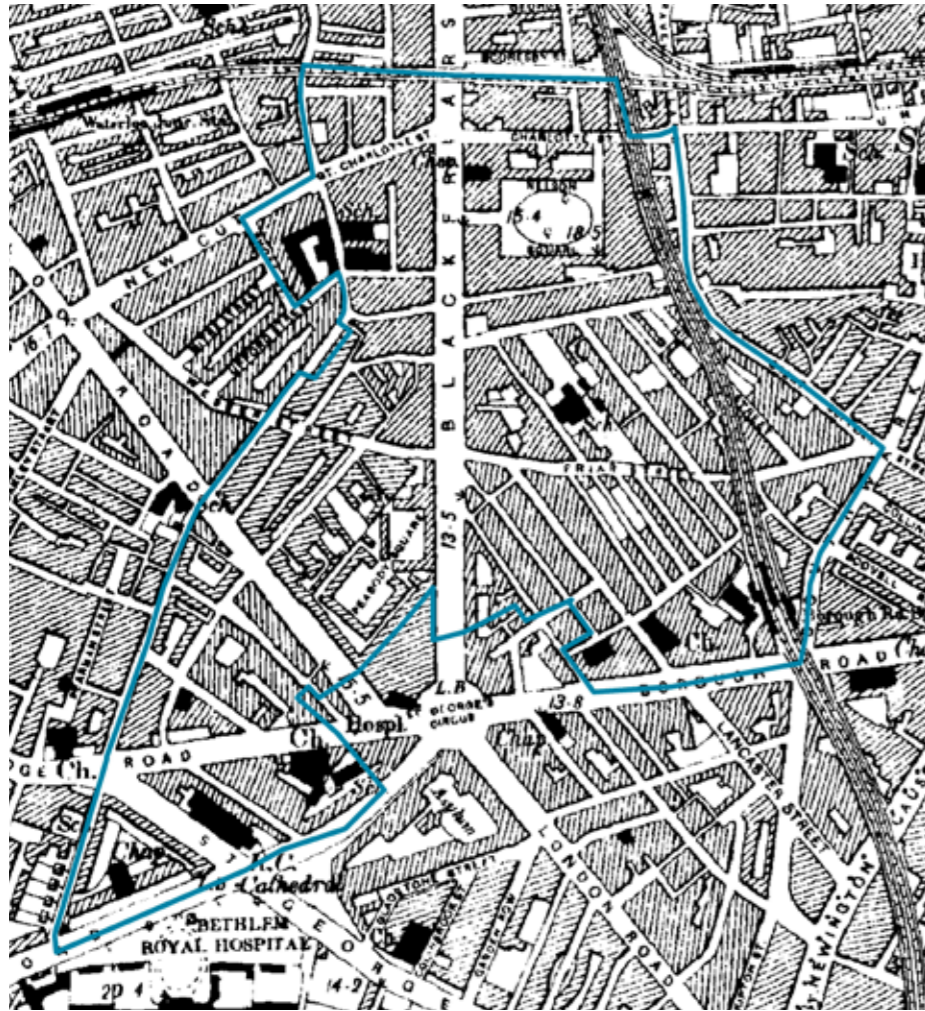


Figure 27: Blackfriars Road South - 1896 to 1899 OS

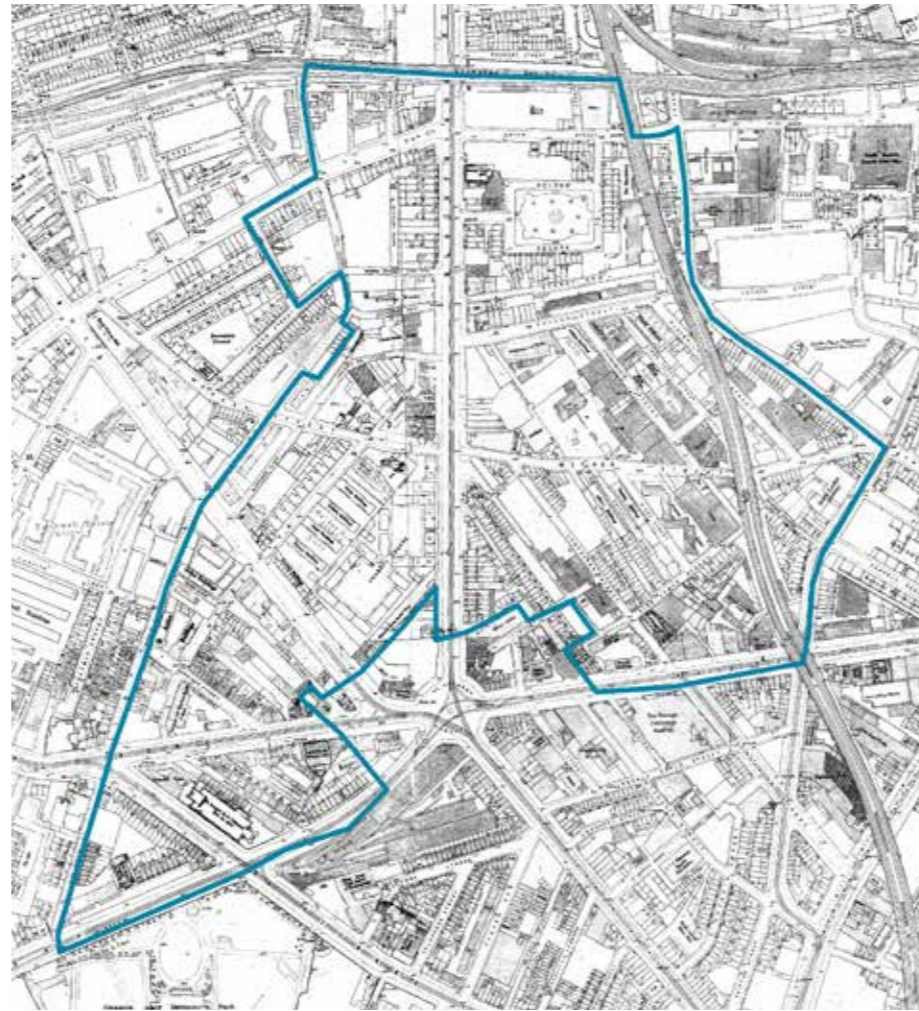


Figure 28: Blackfriars Road South - 1936-1952 OS

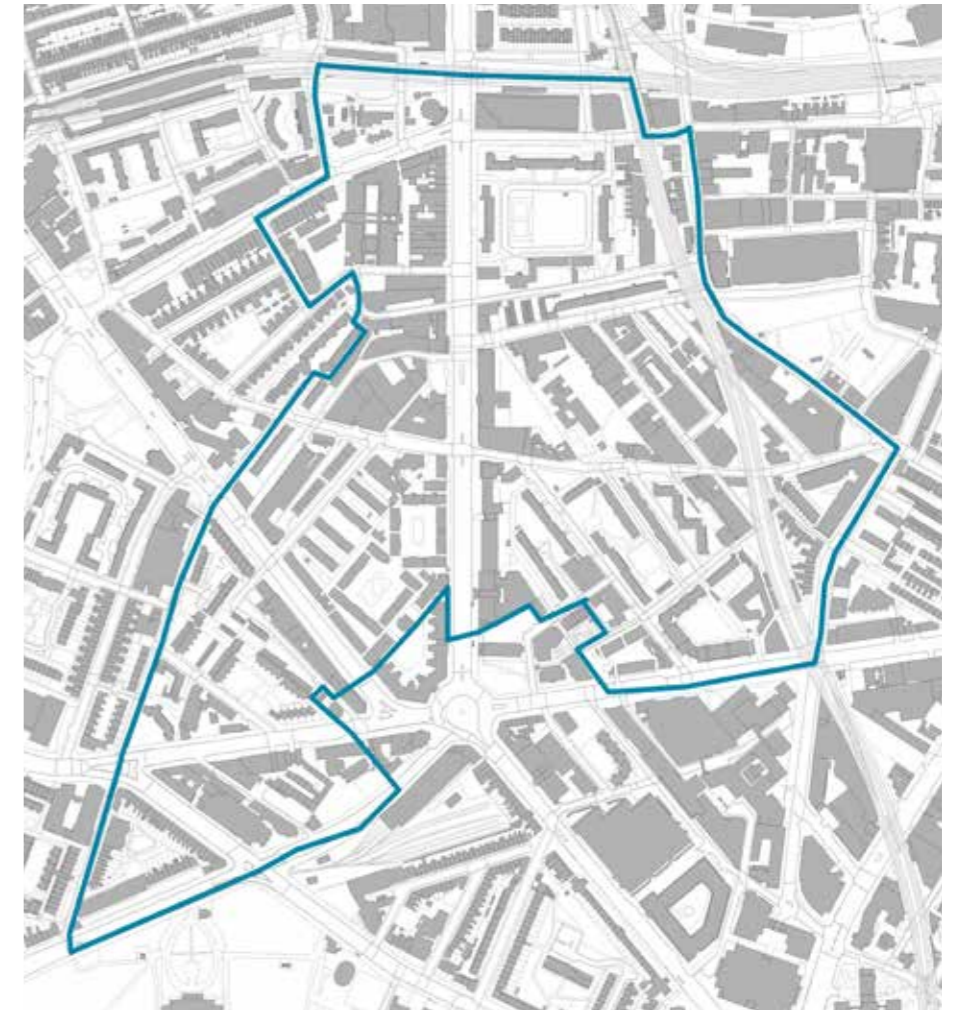


Figure 29: Blackfriars Road South - 2012 OS Mastermap



# BLACKFRIARS ROAD SOUTH

## 3.2.3 Movement

The strong and locally distinctive historic street pattern remains largely intact with numerous connections to surrounding areas (Fig.30). The busy Blackfriars Road has retained its broad proportions and straight alignment incorporating cycle lanes and wide pavements. St. Georges Circus remains as a key gateway to the area, connecting roads to Westminster, Waterloo, Elephant and Castle and Bermondsey. Southwark Underground Station on the Jubilee line is a key transport node. It reinforces the role of the junction with Blackfriars Road, The Cut and Union Street which is used heavily by pedestrians, cyclists and traffic moving east-west particularly during peak times.

The local streets to the west and east of Blackfriars Road are quieter. They are typically aligned to earlier field patterns and are perpendicular or diagonal to Blackfriars Road, forming a loose grid. Webber Street, which runs broadly west-east across the centre of the area, connects many of the older, narrower streets. These include Webber Row, King's Bench Street and Valentine Row. In the residential estates found in the south, such as those on Lancaster Street and King James Street, there are numerous pedestrian thoroughfares and private areas.

The raised railway lines, which run along the northern and eastern boundaries of the area, create well-defined edges. The archways tend to coincide with streets, maintaining permeability.

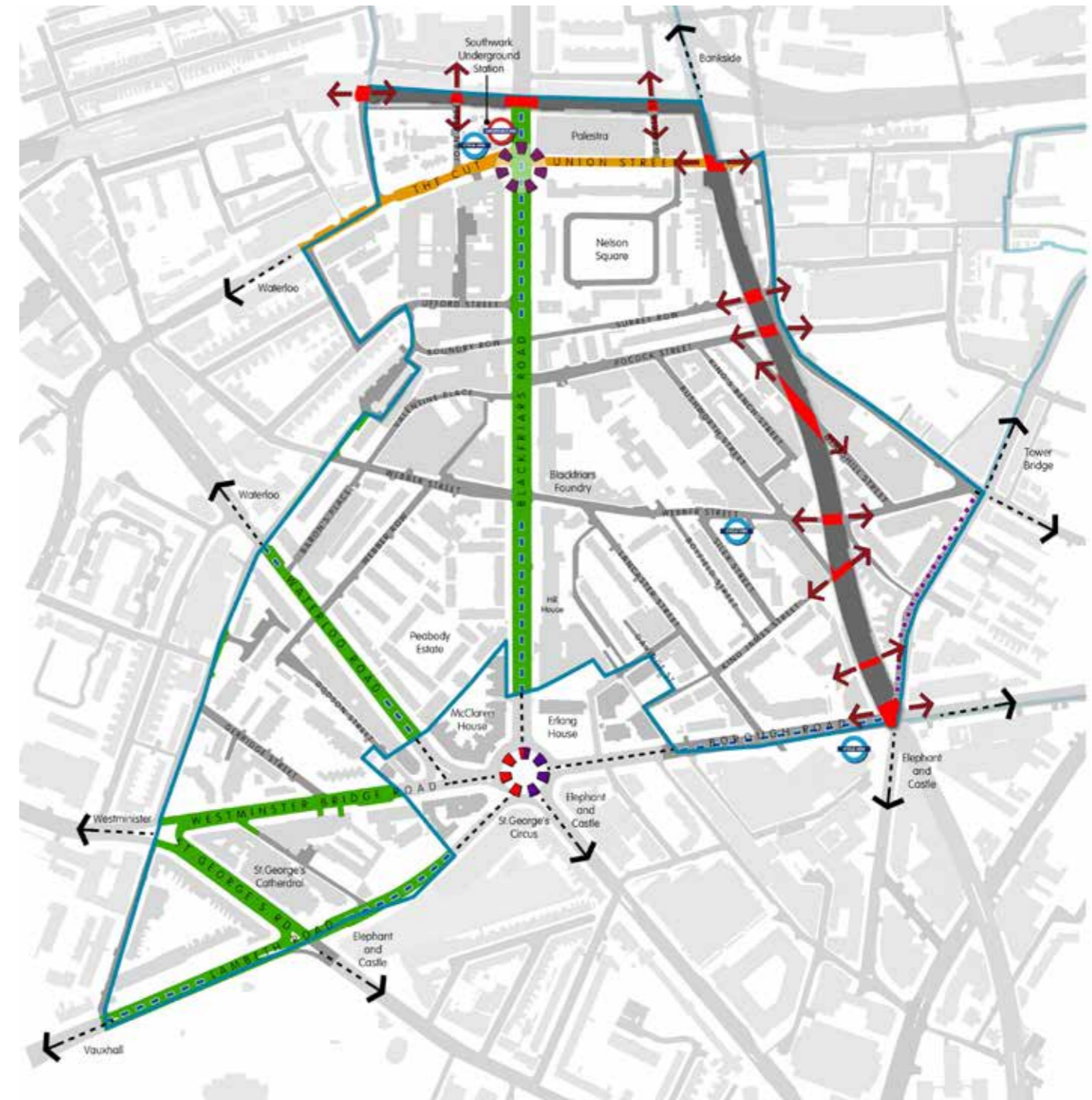


Figure 30: Blackfriars Road South - Movement



Union Street, a popular commuter route



The Cut at the node with Blackfriars Road



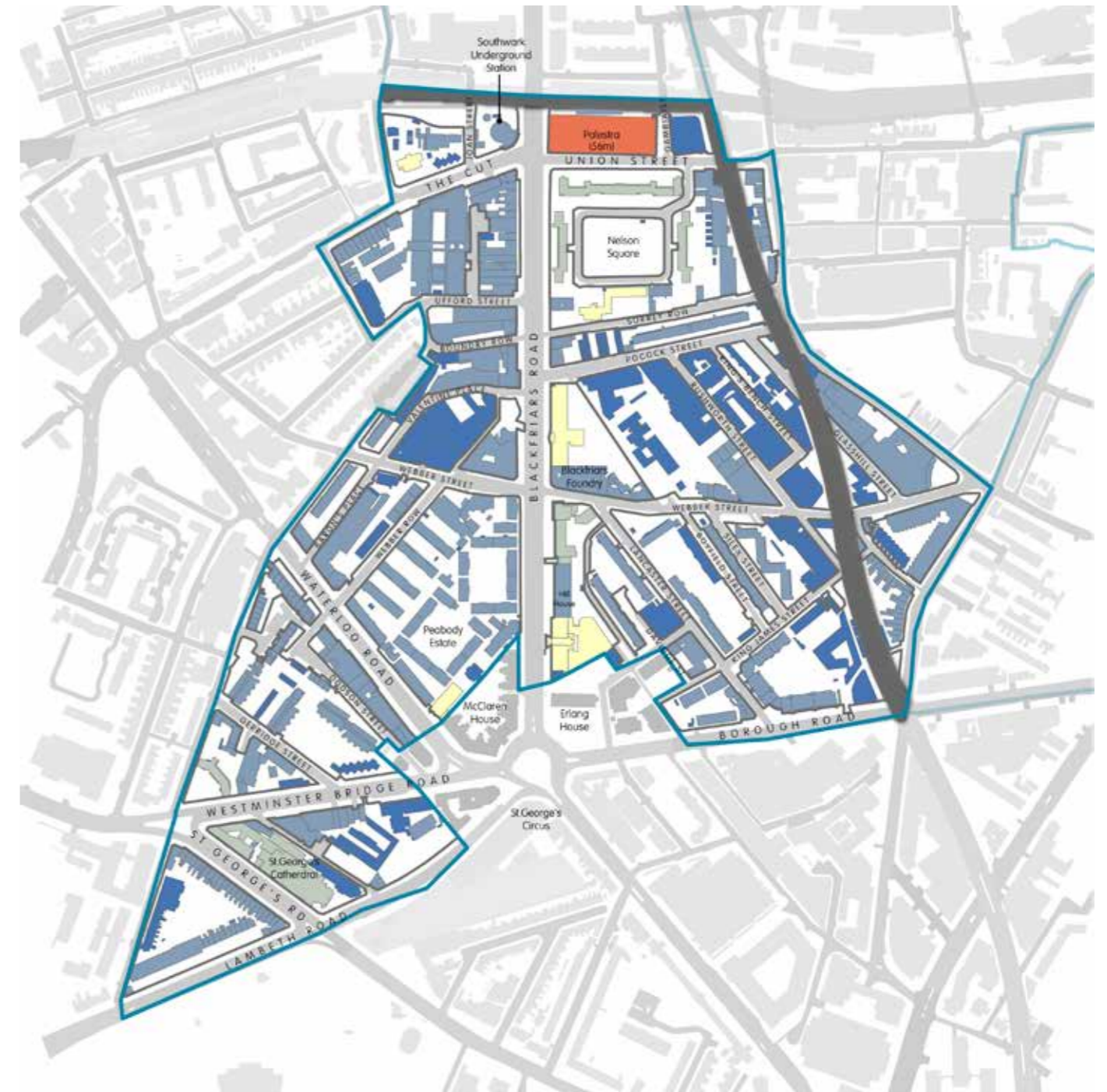
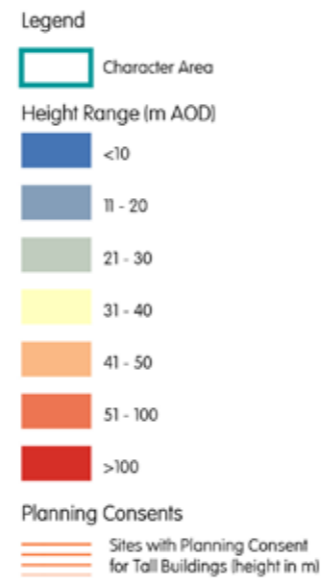
# BLACKFRIARS ROAD SOUTH

## 3.2.4 Urban Structure and Built Development

The earlier field pattern which led to the layout of the historic street largely dictates the size and arrangement of blocks. The density of development within blocks however varies according to land use and building age. Extensive redevelopment following WWII has resulted in a varied and often contrasting mixture of built form and style. The great majority of the existing buildings date from the late 19th and early 20th centuries, mainly comprising terraces of small houses (Fig.31).

Along Blackfriars Road, post-war redevelopment has in the most part respected the continuity of the Georgian building line, which creates visual containment. Exceptions include Hill House, Vaughn House and Erlang House where building plots have been amalgamated to accommodate larger buildings which stand back from the pavement and which lack active frontages. Building heights are between 5m and 36m, lower than in the neighbouring Blackfriars Road North character area. The architectural style of buildings also varies with post-war development generally of concrete, steel and glass. Older buildings demonstrate a range of architectural styles and tend to be of brick with more distinctive and refined detailing. Examples include those between Ufford Street and The Cut, the Sons of Temperance Friendly Society and The Crown public house. Active frontages along Blackfriars Road are limited to bars, restaurants and shops, such as those between Webber Street and Valentine Place. Other examples include The Cut where there is a parade of shops and Union Street where there is a hotel. The node where these roads meet is emphasised by the modern and prominent Palestra building which is taller than those it surrounds, standing at 56m. At the southern end of Blackfriars Road, buildings are generally arranged to front St. Georges Circus with concave fronts which follow the line of the circus. Erlang House is an exception, set some way back from the pavement and perpendicular to the street.

To the east and west of Blackfriars Road, blocks range in size and shape often from street to street. Long, narrow blocks have been retained, particularly where older workshop and warehouse buildings front directly onto the street, creating distinct edges. This more tightly contained development is at times intertwined with taller buildings such as at Boundary Row. Blocks where housing estates are located are often larger and more open, with buildings generally between 11m and 20m in height. These buildings, most often of brick, are typically set back from the street and interspersed with green space and car parking. Remnants of earlier development are distributed throughout the area, often intermingled amongst modern development. Examples include the dark brick and stucco Georgian terraced housing facing Lambeth Road, King Edward Walk and St Georges Road, a block which has maintained its original structure and form.



Post-war housing, Blackfriars Road



Palestra, modern development at Union Street

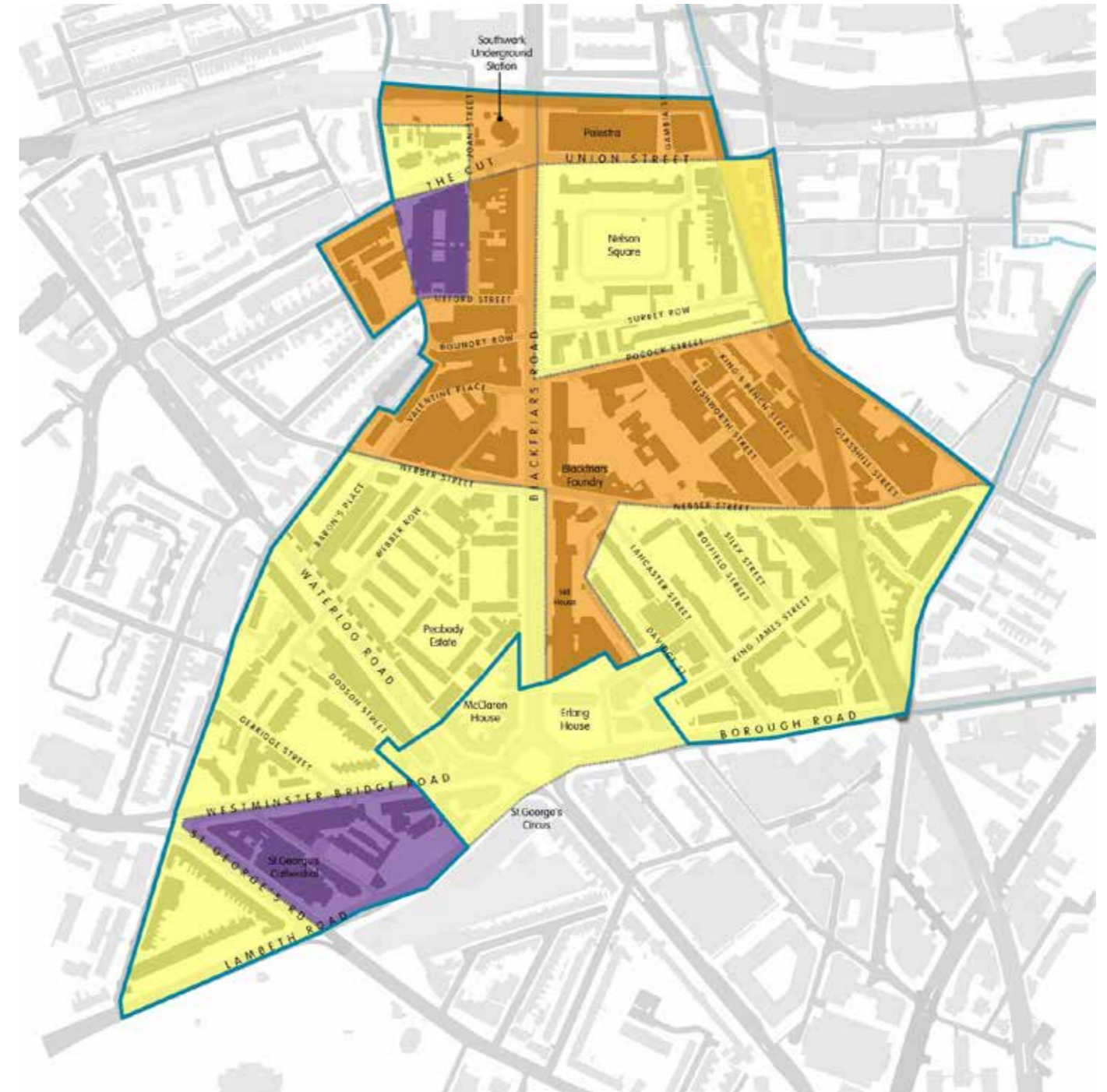
Figure 31: Blackfriars Road South - Urban Structure and Built Form



# BLACKFRIARS ROAD SOUTH

## 3.2.5 Land Use

Residential land uses prevail, particularly to the south of Webber Street, interspersed by a wide range of other uses including offices, light-industry and education. Creative industries are a feature, particularly around Boundary Row, Surrey Row and Webber Street. Mixed-use development is limited to offices and dwellings above shops, bars and restaurants (Fig.32).



Almshouses, Boyfield Street



Light and creative industries, Rushworth Street

Figure 32: Blackfriars Road South - Indicative land use



# BLACKFRIARS ROAD SOUTH

## 3.2.6 Heritage Assets

The character area takes in parts of three conservation areas; King's Bench, Valentine Place and a small part of West Square (Fig.33). St George's Circus conservation area is situated to the south of the character area around St George's Circus. The King's Bench Conservation Area is characterised by a cohesive townscape comprising of residential, religious and industrial buildings of mostly below 10m in height. The Valentine Place Conservation Area is noted for its collection of mainly industrial and warehouse developments from the late 19th and early 20th centuries. An example of high quality late Georgian and mid-19th century townscape is provided by the portion of West Square Conservation Area, located to the north of Westminster Bridge Road. All three Conservation Areas contain listed buildings or buildings of local interest. These include an extensive former warehouse of the 19th century on Boundary Row, now commercial offices. St. George's Circus is an example of Georgian town planning on a grand scale and contains a number of notable buildings of that period.

The Grade II\* listed obelisk which formed the original termination to Blackfriars Road in the Georgian planning of the route was reinstated in 1998, having been moved to a nearby park in 1897. This stone structure, which stands at the centre of St. Georges Circus, is inscribed with the distance from Fleet Street, Palace Yard and London Bridge. Its setting is now provided by the Circus, which has become a busy roundabout linking several major roads and buildings of various architectural styles, mostly dating from the 20th century.

There are a number of listed buildings which offer examples of early philanthropic and local authority housing. There is one church, the Cathedral of St. George by Pugin, rebuilt after WWII to his plans, and one former convent and chapel in Rushworth Street.

The only remaining examples of late 18th and early 19th century terraced houses on Blackfriars Road are numbers 74 to 86. They rise above a basement to around 20m in height and are constructed from brick and mostly with stucco to the ground floor. Stretching for an entire block, they are a reminder of the housing that once stood on what was designed as a grand boulevard. In a similar style, numbers 44 to 47 Nelson Square are the remains of one of the few Georgian Squares in south London. The form of the smaller streets at the start of the 19th century is evidenced by the complete run of nine terraced houses in King Edward Walk. Draper's Almshouses, a 13 bay terrace in stock brick is slightly later. Housing of the later 19th century is represented by the Peabody Estate of 1871. This early example of philanthropic housing rises to 21-30m in height and contributes to the setting of the southern end of Blackfriars Road. East of Blackfriars Road are the early London County Council blocks of flats in Rushworth Street, Boyfield Street and Webber Row.

Buildings which are not listed but which are of townscape merit or heritage value include 176 Blackfriars Road. This is, a grand 14m tall building opened in 1910 for the London Grand Division of the Sons of Temperance Friendly Society.

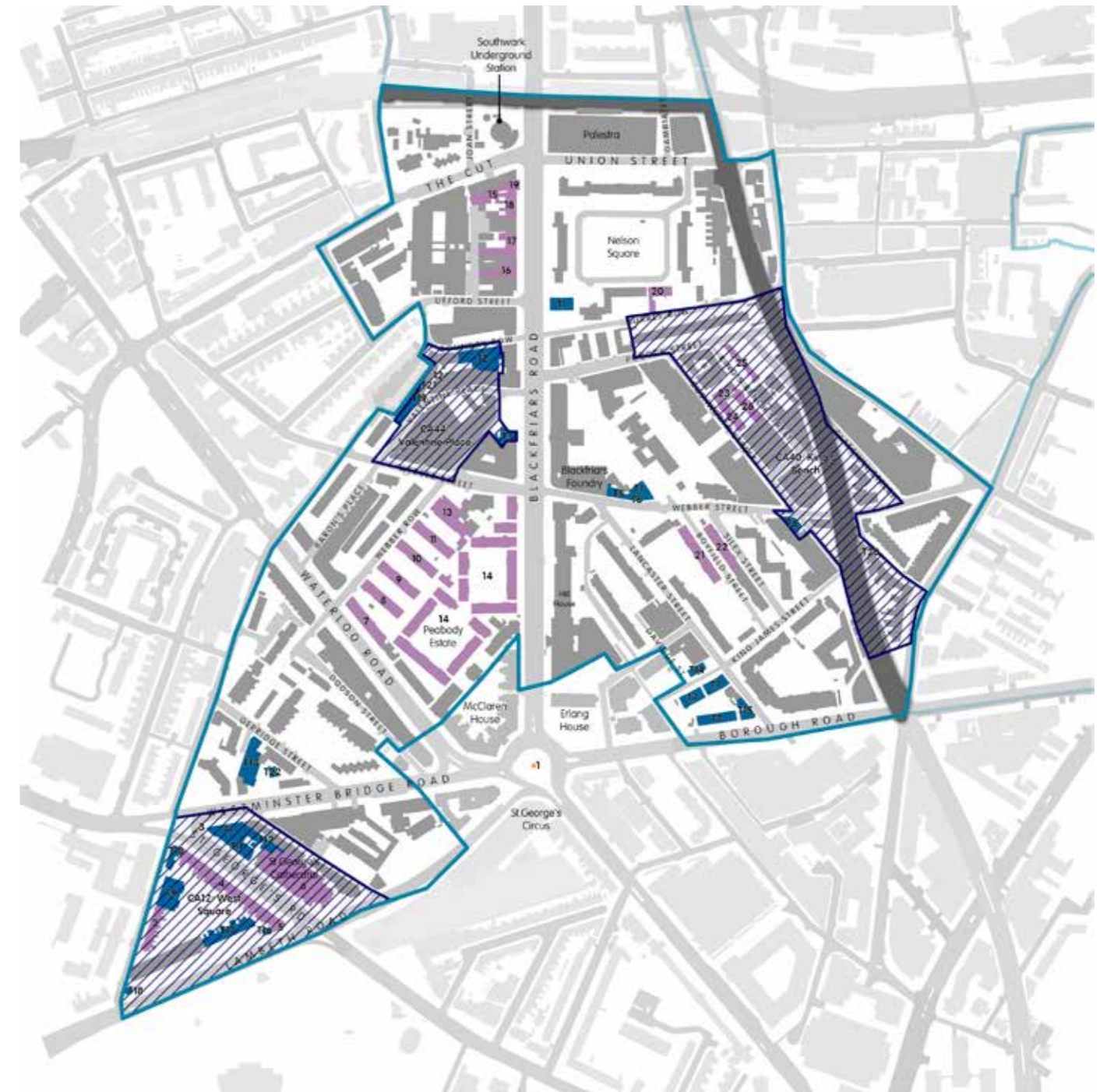


Figure 33: Blackfriars Road South - Heritage Assets



Converted warehouses, Valentine Place



Sons of Temperance Building, Blackfriars Road



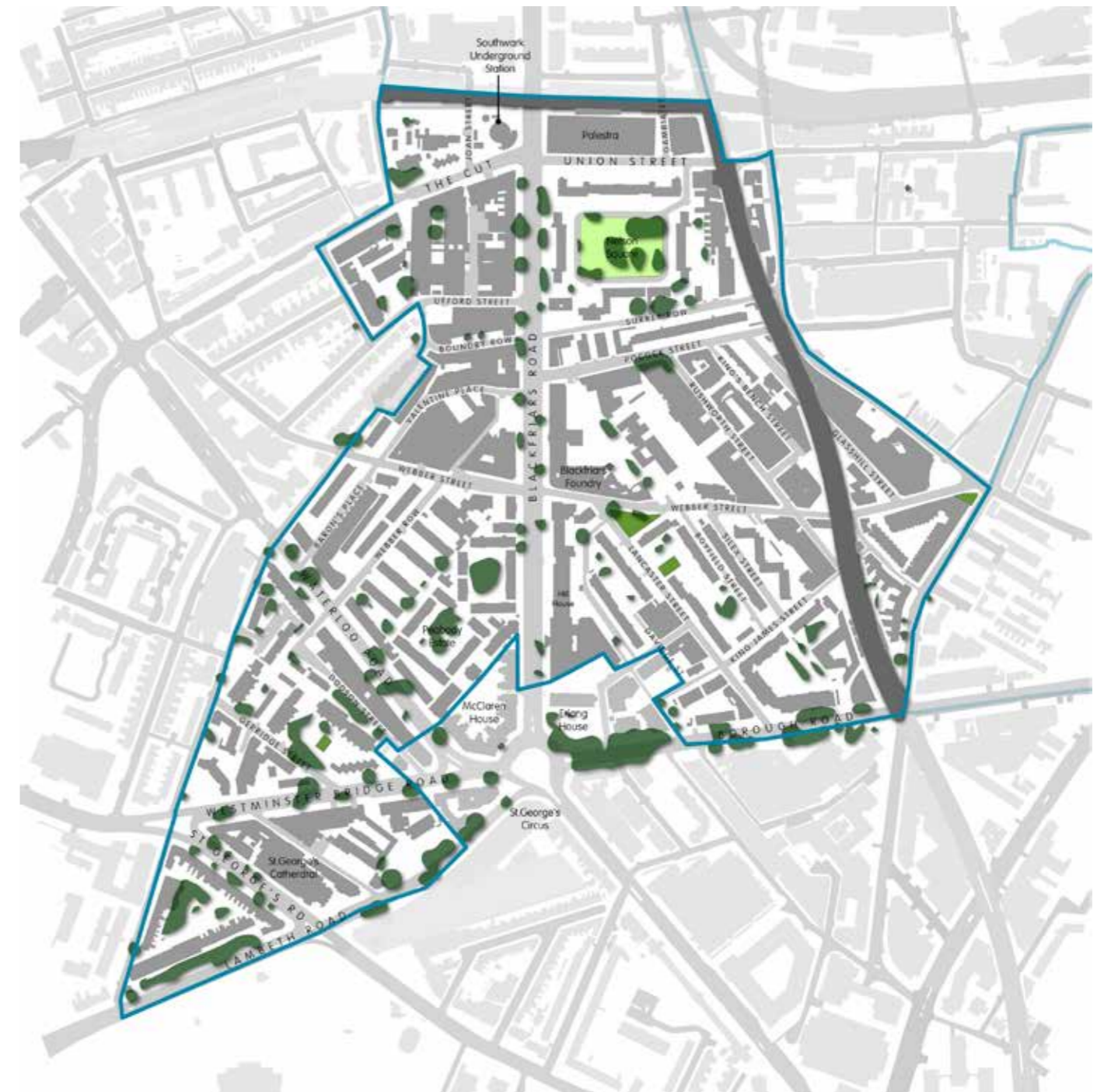
# BLACKFRIARS ROAD SOUTH

## 3.2.7 Open Space and Public Realm

Nelson Square is the largest open space in the area (Fig.34) Originally laid out at the turn of the 19th century, when it was connected directly to Blackfriars Road, the square was moved and reconfigured following WWII. It is protected under the London Squares Preservation Act 1931 and is Borough Open Land.

Formal open space elsewhere is limited. There is a small garden on the corner of Surrey Row and Blackfriars Road, which forms a break in the building line and contributes to the setting of the neighbouring Sons of Temperance Friendly Society Building. Within the residential estates in the south, pockets of shared open space surround larger buildings and edge blocks. Occasional mature trees are also a feature within these areas.

The wide pavements of Blackfriars Road are lined by mature street trees which reinforce its linear boulevard character. In places, the pavement has been widened further with private areas demarcated by bollards, such as at Hill House in the south. The materials used in the treatment of the public realm vary and are most commonly a mixture of concrete slabs, in-situ concrete and asphalt. Along The Cut the road width has been reduced, pavements expanded and places for people to sit have been provided with similar materials used throughout. In some cases, unique, contemporary lighting schemes have been installed beneath key railway arches.



Housing Amenity Land, Lancaster Street



Nelson Square

Figure 34: Blackfriars Road South - Open Space and Public Realm



# BLACKFRIARS ROAD SOUTH

## 3.2.8 Views

The straight alignment and the continuity of buildings and trees along Blackfriars Road create long, linear views directed along the street. Views to the south are focussed on the obelisk at the centre of St. Georges Circus. Views to the north are partially screened by the railway viaduct and the Palestra building which forms a landmark. However, taller buildings in the Blackfriars Road North character and beyond are visible. Older and more decorative buildings, such as the Sons of Temperance Friendly Society building provide points of reference along the street. Side roads allow glimpsed views towards more distant London landmarks, aiding orientation. For example the London Eye to the west is visible along Ufford Street and The Shard is visible to the east along Pocock Street and Union Street.

The variety in the street pattern, building heights and form presents a range of mostly short or medium distance views to the east and west of Blackfriars Road. The dense buildings in the industrial areas, including Rushworth Street and King James' Street, contain views within the narrow, straight roads. This visual containment is further exaggerated in the tight, historic streets of Valentine Place and Boundary Row in the west where buildings are positioned to the rear of the pavement. Here the curving streets can prevent views into surrounding areas creating a strong sense of place. The raised railway lines which enclose the area to the north and east also obstruct views. However, taller buildings in the distance, which appear above the railway viaducts, create a visual connection with surrounding areas.



Linear views along Blackfriars Road



Glimpsed views of distant landmarks

## 3.2.9 Understanding quality, issues and sensitivity

### Qualities to be sustained, reinforced or enhanced

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate in the most part to the historical development of the area centred along and from Blackfriars Road.

- The history of the area is revealed through the arrangement of streets and blocks, based on medieval tracks and field patterns
- Georgian planning is evidenced by the north-south alignment of Blackfriars Road which reflects its importance as a key route linking the south of London to the City of London
- St George's Circus forms an important gateway to the south
- The arrangement of the quieter local streets and finer grain of development reveal the residential and industrial past of the area
- A key node is formed by the junction of Blackfriars Road, The Cut and Union Street, strengthened by Southwark Underground Station
- Varied mixture of land uses with residential development interspersed by other uses including offices, manufacturing, education, retail and creative industries
- Regeneration of railway arches with commercial, industrial and retail uses has improved the appearance and vitality of the streets adjacent to viaduct
- Light installations beneath railway arches improve the public realm and movement between areas
- The buildings and mature trees which line Blackfriars Road create linear views, with glimpsed views of distant landmarks along side streets, placing the character area in context of the wider city

### Issues to be addressed

There are also some aspects which should be addressed through active management. These are primarily focused on the conflicting needs of pedestrians and road users and the interface between buildings and the streets.

- The majority of buildings which line Blackfriars Road lack active frontages at ground level, especially towards St. George's Circus
- The ad-hoc use of materials in the public realm reduces legibility and townscape quality
- Public open space provision is limited reducing the availability of places to meet and interact away from the streets
- Pedestrian movement around St George's Circus is complicated by numerous connecting roads

### Sensitivity to change

There are also certain elements of the character area which are particularly sensitive to change. Blackfriars Road for example is one of a few formal Georgian boulevards in London. The former industrial buildings of the 19th and 20th century Webber Street and Valentine Place for example are also sensitive to change.

- The boulevard character of Blackfriars Road with its wide proportions and avenues of mature trees
- The setting of the Valentine Place, Kings Bench, St. George's and West Square Conservation Areas, listed buildings and heritage assets throughout the area

## 3.2.10 Character Area Management Principles

Managing change in this area should focus on sustaining or enhancing aspects which provide an understanding of its history, whilst accommodating development which maintains its position as a mixed-used gateway to the wider Bankside, Borough and London Bridge area from the south. This will be achieved through a range of measures including selective improvements to the movement network and public realm and as part of development proposals.

Recent change has mostly been focused around Southwark Underground Station, sites on the west of Blackfriars Road and the railway viaduct along the eastern boundary. Development has included new commercial, retail, and residential buildings and associated streetscape improvements. A number of opportunity sites have been identified Blackfriars Road and Webber Street, as shown in Fig.?. Key principles for change should address a balance for mixed-use development and open space and ensure that buildings create active frontages to the street.

### Heritage

Proposals along Blackfriars Road should reinforce the distinctive character of the historic boulevard. New development affecting conservation areas should enhance and reflect their individual assets and character; Valentine place and Kings Bench for its distinctive industrial and warehouse environment and architecture; St. George's Circus as a key node at the origin of Blackfriars Road; and West Square for its Georgian and mid-19th century townscape. New development should reflect the shape and alignment of existing blocks, reinforcing the pattern of historic streets and thoroughfares.



# BLACKFRIARS ROAD SOUTH

## Movement

The status of Blackfriars Road as a primary route through central London leading to Elephant and Castle to the south should be reinforced. The pedestrian and vehicular through-movement is an opportunity to create lively, viable mixed-use and can be enhanced through improvements to the public realm. Public realm proposals should address conflicts between the movement of pedestrians, cyclists and vehicles along and across the street and the provision of new crossings focussed on the location of desire lines. Attention should also be paid to the junction with the main east/west routes of The Cut/Union Street and Webber Street. Connections with the wider area could be enhanced through the implementation of a cohesive signage and way-finding strategy to local attractions and destinations such as the Tate Modern.

## Urban structure and built development

Buildings which front the primary routes should be of an exceptional architectural standard and assume a building line that responds to the distinctive character of that street. They should reflect the scale of existing development and proposals on large sites offering the opportunity for additional permeability and break up large facades by incorporating vertical detailing to emphasise the rhythm of the boulevard. Development proposals should encourage a diversity of uses and tenures which allows a rich variety of buildings to emerge. Taller buildings may be appropriate to enhance the status of the node at The Cut and Union Street in the north and main junction of St. Georges Circus in the south. The scale of development should step down along Blackfriars Road and into the areas to the east and west of Blackfriars Road to reinforce the existing qualities in these areas. Any proposal for taller buildings should adhere to the regional and local policies on tall buildings in particular those relating to strategic views and the setting and attributes of World Heritage Sites.

Active frontages should be incorporated which animate and foster interaction with the wide pavements, in particular at main node of The Cut/Union street. The development of railway arches should be promoted to encourage a broader range of uses and activity in the surrounding streets.

## Land Use

Blackfriars Road provides opportunities for the introduction of further mixed-use development. The existing mixture of uses in the areas to the east and west of Blackfriars Road should be sustained. Undeveloped railway arches also provide opportunities which may include the introduction of commercial or cultural uses.

## Open space and public realm

There should be a focus on enhancing the quality and legibility of the public realm of the primary routes, particularly Blackfriars Road. This could be achieved through the delivery of, high quality public realm schemes including tree planting, street furniture and signage. These improvements should focus on removing street clutter and enhancing the legibility and quality of the environment. The junctions of side

streets should also be considered to reinforce connections with the wider area to the east and west. Public realm proposals should include the planting of new street trees and the maintenance of existing trees along Blackfriars Road, reinforcing its boulevard character and assisting in providing an integrated network of open spaces. Potential for public realm improvements include St George's Circus, and area around Southwark Underground Station and space adjacent viaducts.

There is the potential to enhance permeability on large sites and create new public space within the larger opportunity sites adjacent to Blackfriars Road. This would enrich the neighbourhood, enhancing the public realm along this main axis. There are also further opportunities to enhance the pedestrian experience through innovative lighting and public art schemes, such as where streets pass beneath railway viaducts.



## 3.3 BANKSIDE CULTURAL

### 3.3.1 Location and Summary

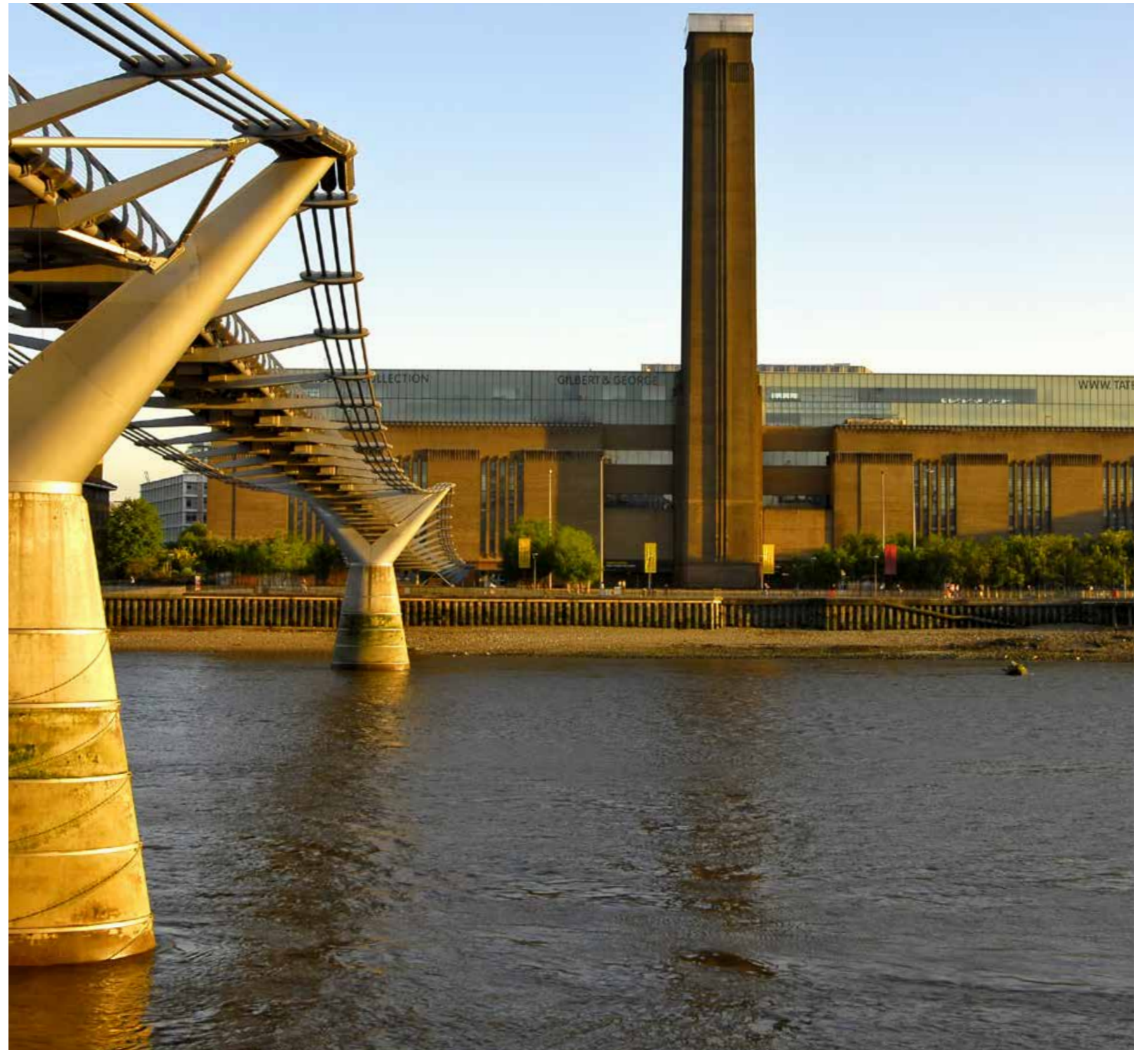
This character area is bounded by the River Thames to the north, Southwark Street to the south and the railway viaduct approaching Blackfriars Station to the west (Fig.35). The eastern boundary is formed by Great Guildford Street, Sumner Street and Park Street.

The area was established as a centre for culture and entertainment in the 16th century. This gave way to industries in the 17th-19th century, such as milling and brewing, capitalising on the opportunities that the extensive riverfront area presented for trade. Renewed interest in the area in the late 20th century saw further redevelopment which has returned the area to one of modern London's most exciting and vibrant cultural destinations.

Early development was associated with Bankside, a street which ran parallel to the River Thames. A small section of this street remains but now otherwise forms part of the embankment. Continuous pedestrian access is provided to expansive areas of public realm which wrap around the buildings. The Tate Modern art gallery, developed from the shell of the iconic Bankside Power Station, lies at the centre close a replica of Shakespeare's Globe Theatre. Commercial and residential uses occupy tall, modern buildings surrounded by high quality public space, such as Bankside Mix on Southwark Street.



Figure 35: Bankside Cultural - Aerial Overview





# BANKSIDE CULTURAL

## 3.3.2 Historical Development

The area which was to become known as Bankside developed from a medieval settlement north of the modern day Park Street and Holland Street focused on the riverfront. By 1560 a collection of small buildings lined the River Thames with more substantial buildings with attached gardens located further south.

Lying outside of the jurisdiction of the City of London, Bankside established eminence as a centre for entertainment during the 16th century. It has many theatres, bear and bull pits and brothels, which lasted for much of the 17th century. The Rose Theatre was the first purpose-built playhouse to be constructed in the Bankside area in 1587. It was the venue for performances of many of Christopher Marlowe's plays and Shakespeare's Titus Andronicus and Henry VI part I. The expansion of settlement and venues for entertainment to the south of Park Street continued in the latter part of the 16th century. The early success of the Rose was the catalyst for the development of further playhouses including the Globe inside the area and the Swan and Hope theatres just outside of the area. There were also a number of arenas for bull and bear baiting, also with large gardens near the present day Bear Gardens.

By the late 17th century there was more extensive, densely packed development in Bankside. There had been a gradual change in land use as industry began to develop along the riverfront, sometimes intermingled with dwellings. Access to the river was maintained through narrow lanes which ran north through plots. Routes had opened up to the south encouraging further development, although the character of the landscape away from the river still mostly rural.

The 18th century saw a continuation of the move towards more industrial land uses. Large factories and warehouses were developed to the south of Park Street including a brewery and vinegar works with associated housing on Thrale Street. North of Park Street there was further industry, warehousing and wharves providing for access to river for the import and distribution of goods. Roque's map of 1746 gives indications of this industrial and commercial activity with buildings and spaces labelled Glasshouse Yard, Peacock Brewhouse, Timber Wharf and Skin Market. Hopton's Almshouses faced open country and the centre of the area was taken up with Pye Garden. The majority of the rest of the area had been developed with irregularly shaped blocks although the land became progressively more open further away from the river (Fig.36). Willow Street, now part of the riverfront esplanade, and Upper Ground in the west had been developed to the water's edge by this time. The opening of Blackfriars Bridge in 1769 improved access to the area further south and encouraged more intense block development along the riverfront in the western part of the character area. One such example was Boulton and Watt's Albion Mills which opened in 1786 on the river to the east of the bridge. This was the first larger-scale factory in London, using an early Watt steam engine to drive 20 sets of millstones. The mill burned down, reputedly in suspicious circumstances in 1791. It is also believed to have been the inspiration for the 'dark satanic mills' in William Blake's 'Jerusalem'.

Southwark Bridge was opened in 1819 to provide a connection between Bankside and the City of London to the north. By 1830 the entire area had been developed including the area formerly occupied by Pye Garden (Christopher and John Greenwood's Map of London, 2nd edition), although most of Bankside was still open to the river. The introduction of the railways into London saw the development of a brick railway viaduct, railway bridge and goods yard serving Blackfriars Station to the north of the River Thames in the 1860's. The effect of this was to physically divide Bankside from the areas further west including Blackfriars Road. Around the same time, there was a petition to create a new link between London Bridge Station to the east and the West End of London. Southwark Street was driven through the Bankside area and was completed in 1864 and now forms its southern edge. By the latter half of the 19th century the western part of Bankside was tightly packed with wharves (Fig.37). To the south of the river there was a variety of commerce and industry, including engineering works, foundries, gas and glass works intermingled with dwellings. This included the development of warehouses associated with the newly laid out Southwark street and early social housing such as the Peabody Estate between Sumner Street and Great Guildford Street.

In common with many parts of Southwark the area was extensively bombed during WWII. The area bounded by Southwark Street, Sumner Street and Great Guildford Street was badly damaged but as a result, opened the area up to renewed development (Fig.38). A number of sites were developed for temporary housing, infill development or industry, which led to a patchwork of buildings of varying age and style. There was a move towards the development of larger plots from the mid-20th century. Bankside Power Station is such an example, which was designed by Sir Giles Gilbert Scott and fully functional by 1952, but closed in 1981. The scale of development in the 1960s and 1970s also began to increase as modern building techniques were developed. This period saw the construction of large residential and commercial blocks including the Falcon Point Flats adjacent to the riverfront esplanade. Office development from the 1970s focused on the riverfront areas including Rose Court, constructed over the preserved remains of the Rose Theatre. With the decline of the industries which had earlier relied on the river for trade, the area was subject to renewed interest at the end of the 20th century. There followed a vigorous period of regeneration focussed on returning the area to one of the Capital's' most vibrant centres for culture and entertainment. In 1997 a detailed and working replica of Shakespeare's Globe Theatre opened on Bankside. The former Bankside Power Station was resurrected as the Tate Modern art gallery in 2000, which has opened up the area surrounding including the riverfront. The turn of the 21st century saw the completion of the Millennium footbridge in 2000, to provide a direct connection between St. Paul's Cathedral to the north and Bankside to the south. As the quality of the area improved, there was further regeneration to the south of Sumner Street with commercial, residential and mixed use development including Bankside Mix, Bankside Lofts and Neo-Bankside (Fig.39).



# BANKSIDE CULTURAL



Figure 36: Bankside Cultural - Horwood's Map of 1769



Figure 37: Bankside Cultural - 1896 to 1899 OS

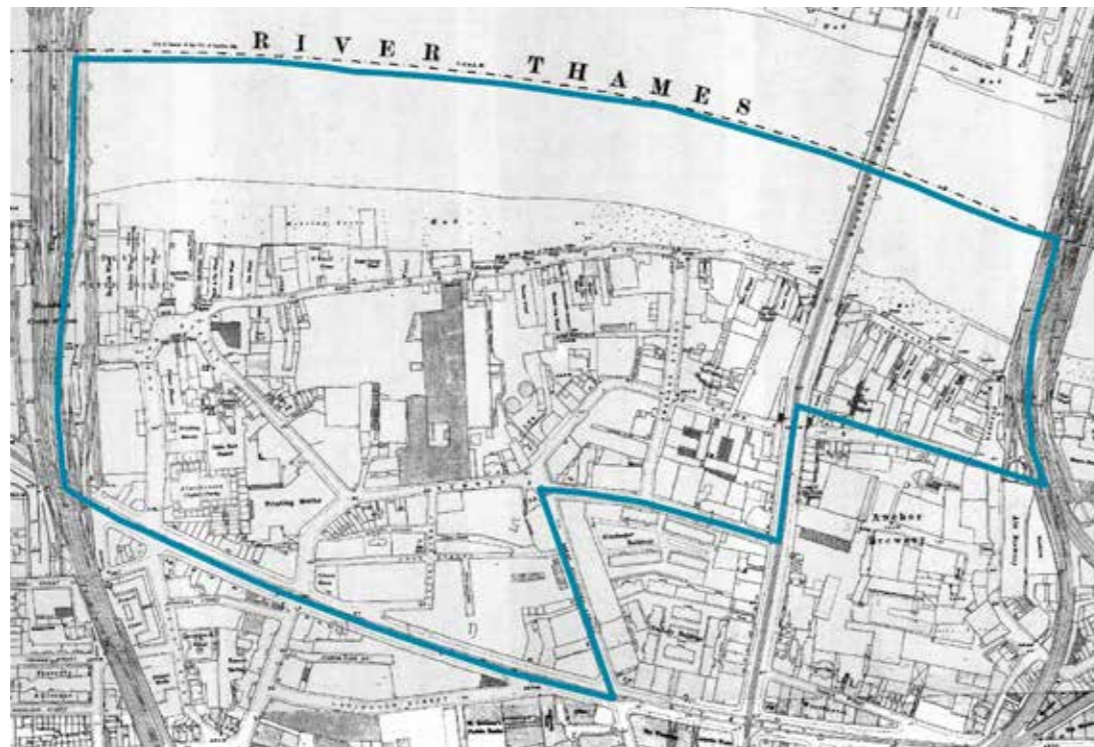


Figure 38: Bankside Cultural - 1936-1952 OS



Figure 39: Bankside Cultural - 2012 OS Mastermap



# BANKSIDE CULTURAL

## 3.3.3 Movement

Key gateways into this area include Blackfriars Station in the west, the Millennium Footbridge and Bankside Pier at the centre and Southwark Bridge to the east (Fig.40). The broad River Thames forms a distinct, open edge, providing a strong visual connection with the City of London to the north. There is continuous, traffic-free pedestrian access along the embankment and in places to the foreshore. In contrast the railway viaducts and Blackfriars Railway Bridge which form the western boundary creates a hard edge. Southwark Street which runs along the southern boundary is a busy primary route with wide pavements, cycle paths and on-street parking in places.

The Millennium Footbridge forms part of a direct pedestrian connection between bankside and St. Paul's Cathedral to the north. The Bankside Pier is located a short distance to the east and provides river boat services to east, west and central London. Southwark Bridge Road runs north, connecting Bankside to the City of London across the River Thames. It is a busy trunk road which carries vehicles, pedestrians and cyclists incorporating the Barclays Cycle Superhighway CS7.

Historical development and land use have resulted in a rationalised and consequently sparse street pattern. Modern development has over-written some of the earlier streets, leading to cul-de-sacs in places which restrict traffic. This is particularly evident between Southwark Street and Sumner Street.

- Legend**
- Character Area
  - Gateways and Nodes**
  - Key Gateway / Node
  - Transport Nodes**
  - Overground Railway Stations
  - Underground Stations
  - Barclays Cycle Hire Stations
  - River Bus Stop
  - Roads**
  - Primary
  - Secondary
  - Local
  - Arches / Tunnels
  - Pedestrians and Cyclists**
  - London Cycle Network
  - Cycle Superhighway
  - Thames Long-Distance Path
  - Connections with wider area
  - Movement through barriers

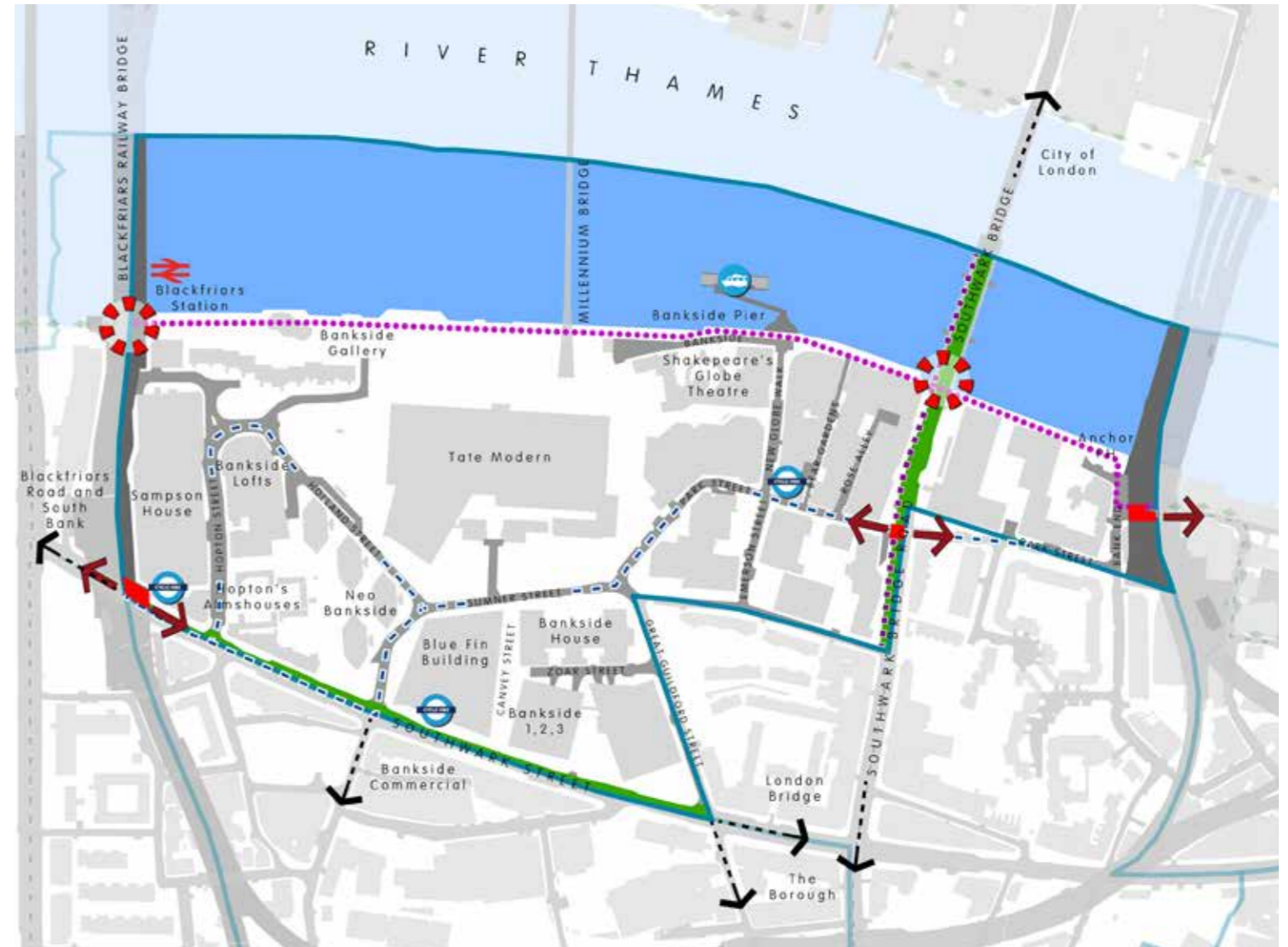


Figure 40: Bankside Cultural - Movement



Southwark Street



Bankside riverfront



# BANKSIDE CULTURAL

## 3.3.4 Urban Structure and Built Form

Few references to the many wharfs and warehouses which once stood on Bankside remain. However, the large blocks which accommodated these former uses are still evident where the historic street pattern persists (Fig.41). The largest by far is the block containing the Tate Modern art gallery and Shakespeare’s Globe Theatre. This block is bounded by the River Thames to the north and Holland, Sumner and Park Street to the south. The substantial buildings of the former Bankside Power Station stand at the centre within an open setting. These buildings are flanked by post-war mixed-use development of Falcon Point to the west which rises to around 30m and 11-20m high dwellings on Bankside to the east.

The eastern part of the area contains smaller blocks arranged within the narrow historic streets. Development within these blocks is denser with buildings fronting directly onto the streets. Examples include the 11-20m converted warehouses on Bear Gardens and Rose Alley (43m). Some of these buildings include retail and hospitality on the ground floor with offices and dwellings above. Some modern office development is also found in the east, particularly to the north and south of Park Street. These buildings range from 21-40m in height and form part of the setting of the Tate Modern. In the west of the area, the brutalist Sampson House (42m) fills an entire block between Hopton Street and the railway line from Blackfriars Station.

The blocks south of Tate Modern contain predominantly taller buildings within open settings. Between Hopton Street and Holland Street there are examples of a range of building styles and from various periods in history. Bankside Lofts (25m) is a former glass works, now converted to dwellings with art galleries and offices beneath. This collection of buildings presents an active edge to the street. In contrast, Hopton Almshouses 1752 are private and secluded with open courtyards between the buildings. The modern Neo Bankside development, which comprises a group of four prominent residential towers rising to 83m feature exposed structural steel work finished in primary colours. The block between Sumner Street and Southwark Street contains the modern Bankside Mix development, including the Blue Fin Building (53m). These buildings are set within high quality public realm which traces some of the earlier thoroughfares such as Canvey Street. Active uses on the ground floors face onto the pavements and public areas with offices above. LSE Bankside House (37m), a student Hall of Residence, lies to the north of these buildings.

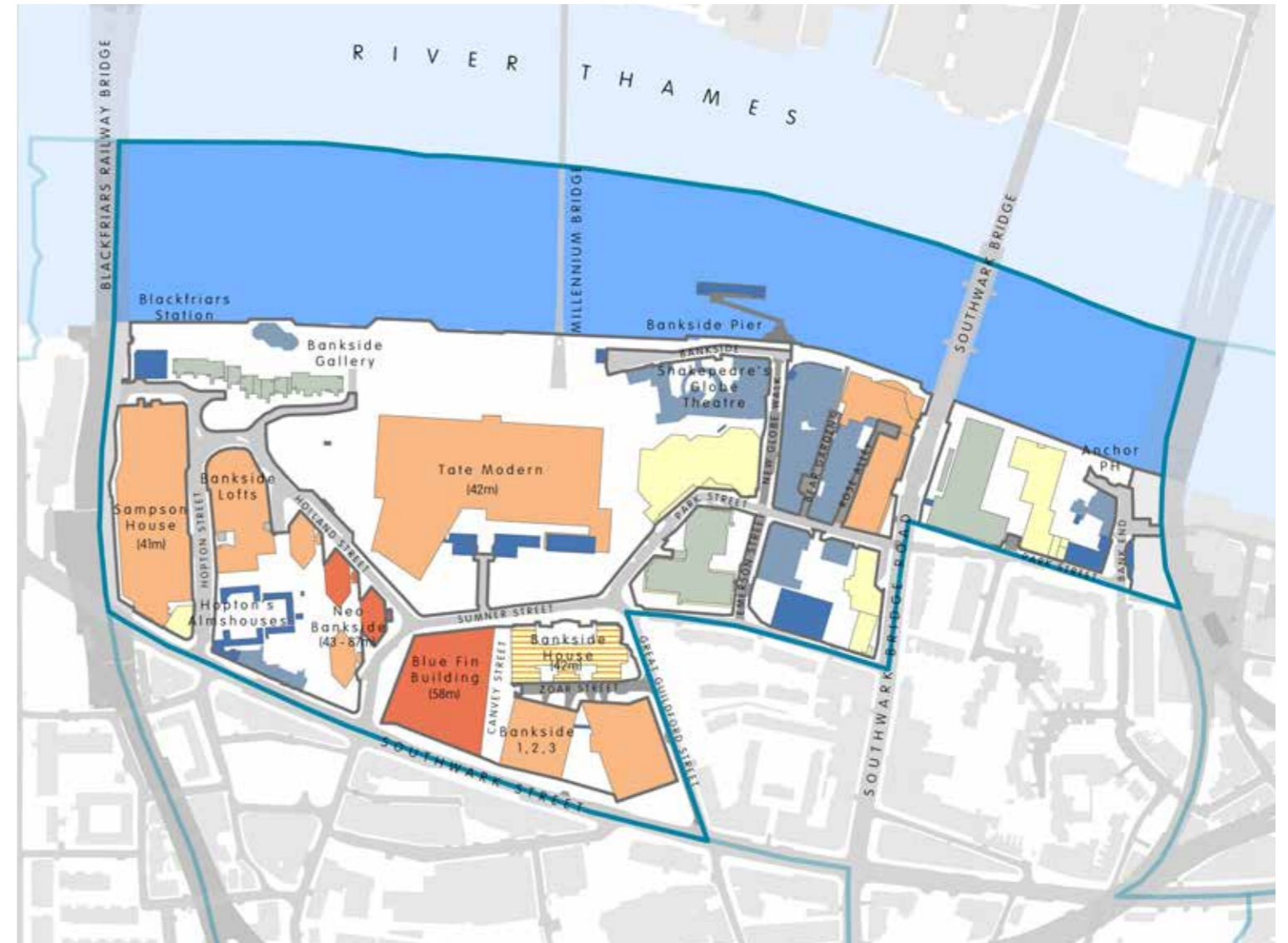
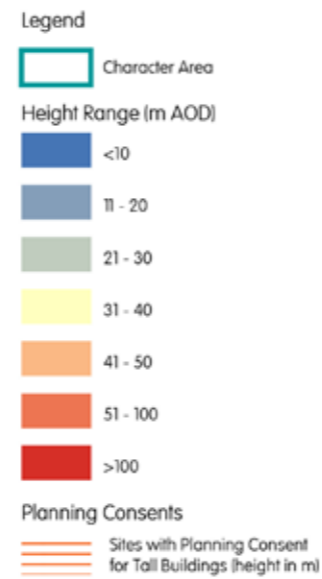


Figure 41: Bankside Cultural - Urban Structure and Built Form



Modern development at Neo Bankside



The tight enclosure of Bear Gardens



# BANKSIDE CULTURAL

## 3.3.5 Land Use

Recreation and leisure land uses are found along the riverfront, extending south to Southwark Street (Fig.42). The area is particularly important for its galleries and cultural spaces such as the Tate Modern and Shakespeare's Globe Theatre. Large scale office and residential developments are interspersed throughout the area with occasional pockets of education and retail.. New mixed use development lining the primary route of Southwark Street reflects its status and incorporates a lively blend of offices with shops, bars and restaurants at street level.

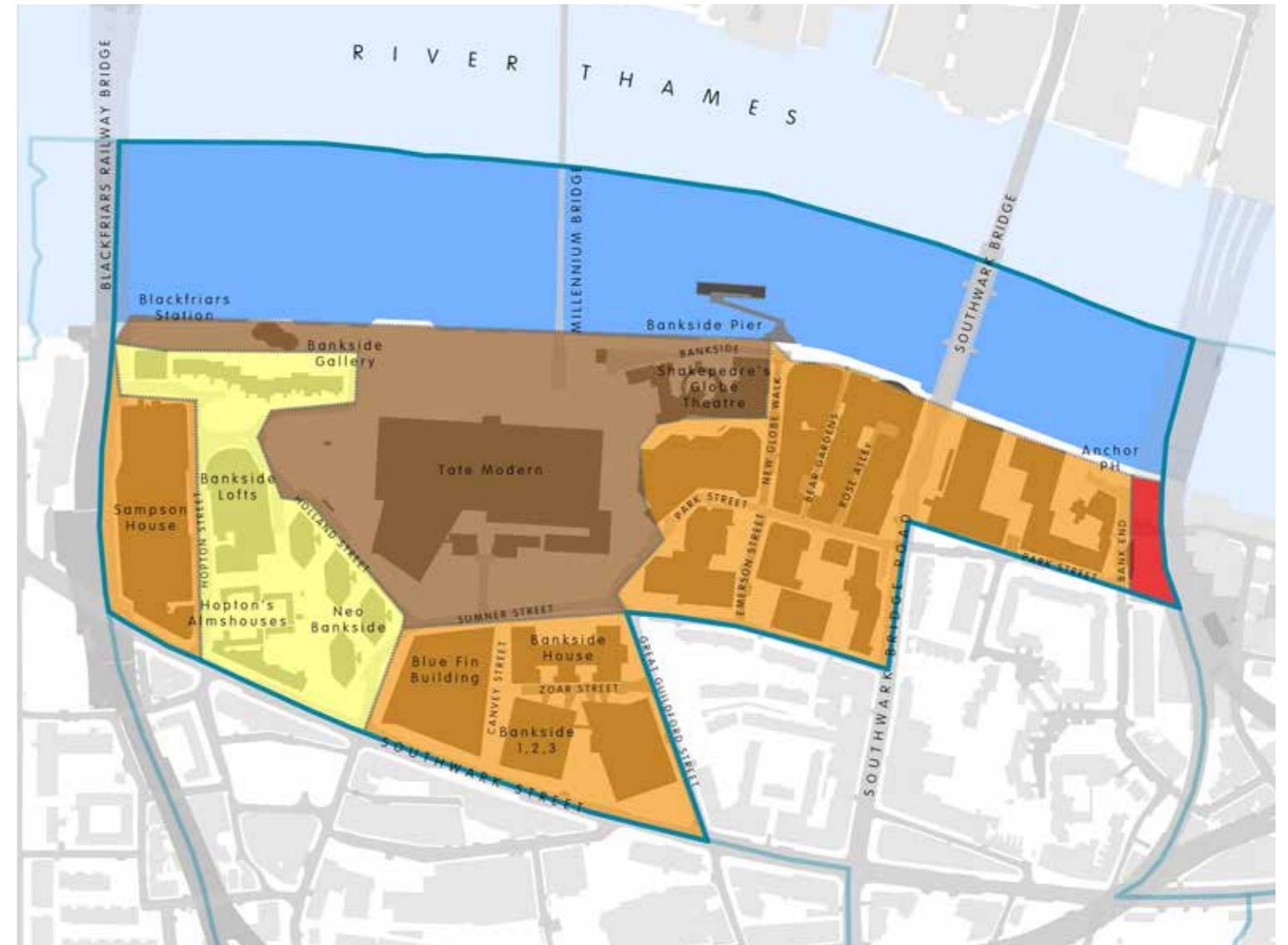


Figure 42: Bankside Cultural - Indicative land use



Tall buildings including Bankside Mix



Replica of Shakespeare's Globe Theatre



# BANKSIDE CULTURAL

## 3.3.6 Heritage Assets

The Bear Gardens Conservation Area reflects the significance of the area in the development of the English Theatre and the density of its later industrial uses. The remnants of the Rose Theatre, a scheduled monument (Fig.43) lie to the east. The well-preserved remains were rediscovered in 1989 and provide a rare survival of an Elizabethan theatre. This site appears on the Heritage at Risk Register maintained by English Heritage (Ref.). The remains of the Hope Playhouse and the Davies Bear Gardens are also preserved as in-situ archaeology within the Conservation Area. They are situated close to the site of the present day replica of Shakespeare’s Globe Theatre, itself a building of townscape merit. The Anchor Public House is the only survivor of the 22 taverns and inns that once stood on Bankside. The current building (Grade II) dates to the mid and late 18th century and is located on the site of an earlier tavern called the ‘Castell upon the Hope’. The Grade II listed Union Works occupies a prominent corner site at the junction of Park Street and New Globe Walk. This architecturally detailed brick building, with curved corners round arched windows, was constructed in 1867-1868 as a workshop and engineering premises. It forms a tight enclosure with number 58 Park Street opposite, framing views along the narrow alleyway of Bear Gardens towards the River Thames.

There are also a number of distinctive domestic buildings within the character area. Facing onto the River Thames are numbers 49 Cardinals Wharf, 51 and 52 Bankside, which were originally part of a terrace of houses dating from 1712. They form a group which are an important part of the setting of the modern replica of Shakespeare’s Globe Theatre and reflect the dense urban grain of the buildings which filled Bankside in the 18th century. No. 61 Hopton Street, dating from 1702, is one of a number of houses which stood on this street at that time. Close by are Grade II\* listed Hopton’s Almshouses, originally built as 26 brick houses for poor people in the mid-18th century. These buildings were extended in 1825 and modernised in the 1980s. The group is architectural distinctive with an open courtyard at its centre.

The industrial past is represented by numbers 124 and 126 Southwark Street (Grade II). These former warehouse buildings were built in 1870, with Italianate and Gothic ornamentation. Contemporary with this building is No. 60 Park Street, the former Union Works, originally an engineering works. The former Bankside Power Station, now the Tate Modern art gallery, is also recognised for its townscape merit, as one of few inner city power stations to have survived in London. Its scale and massing dominate the area and it has become the centrepiece of the Bankside area.

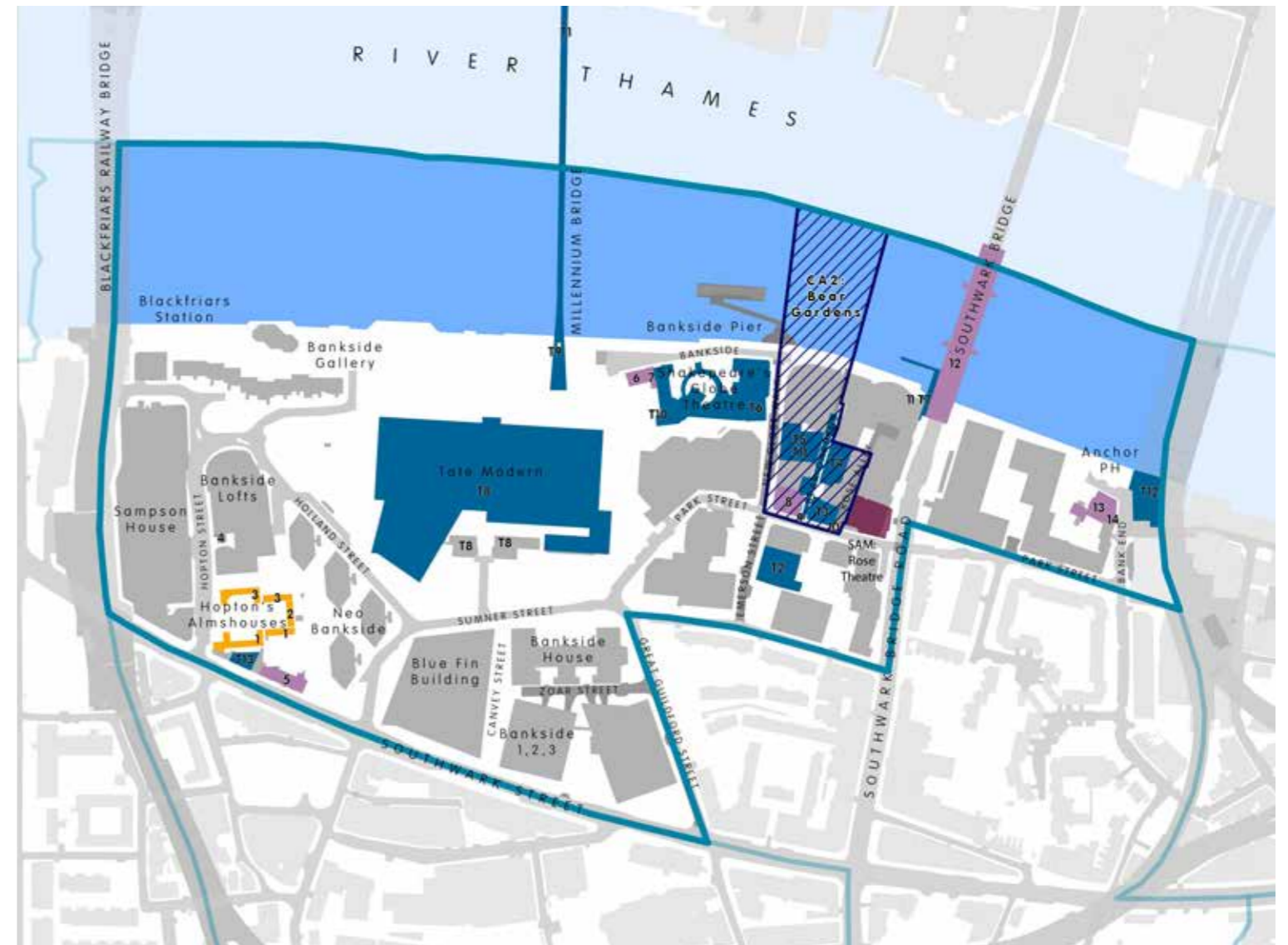


Figure 43: Bankside Cultural - Heritage Assets



Cardinal Cap Alley, Bankside



Hopton's Almshouse, with Neo Bankside



# BANKSIDE CULTURAL

## 3.3.7 Open Space and Public Realm

Whilst there are no spaces with formal protection, the extensive network of public open spaces and public realm distinguishes this area from other parts of the BBLB (Fig.44). The River Thames embankment, which runs the length of the northern boundary, is wide and open. The modern, high quality public realm scheme wraps around the Tate Modern, forming its setting, and integrates with the Millennium Footbridge. It includes areas of grass, gardens and tree planting amongst the broad pedestrian esplanade. A consistent palette of materials and street furniture has been applied which creates unity and increases legibility. The Thames foreshore, which is formed of natural gravels and mud with occasional inter-tidal vegetation, is accessible at low tide. This provides contrast to the planned and engineered riverfront esplanade and the more densely developed areas to the south.

Recent developments in the south, including the Bankside Mix on Southwark Street, have created new public spaces and pedestrian links, articulated by high quality materials and rows of street trees. The remnants of cobbled pavements at Bear Gardens and Hopton Street hint at the history of the area. Elsewhere, there is a mixture of concrete slabs, setts, asphalt and in-situ concrete.

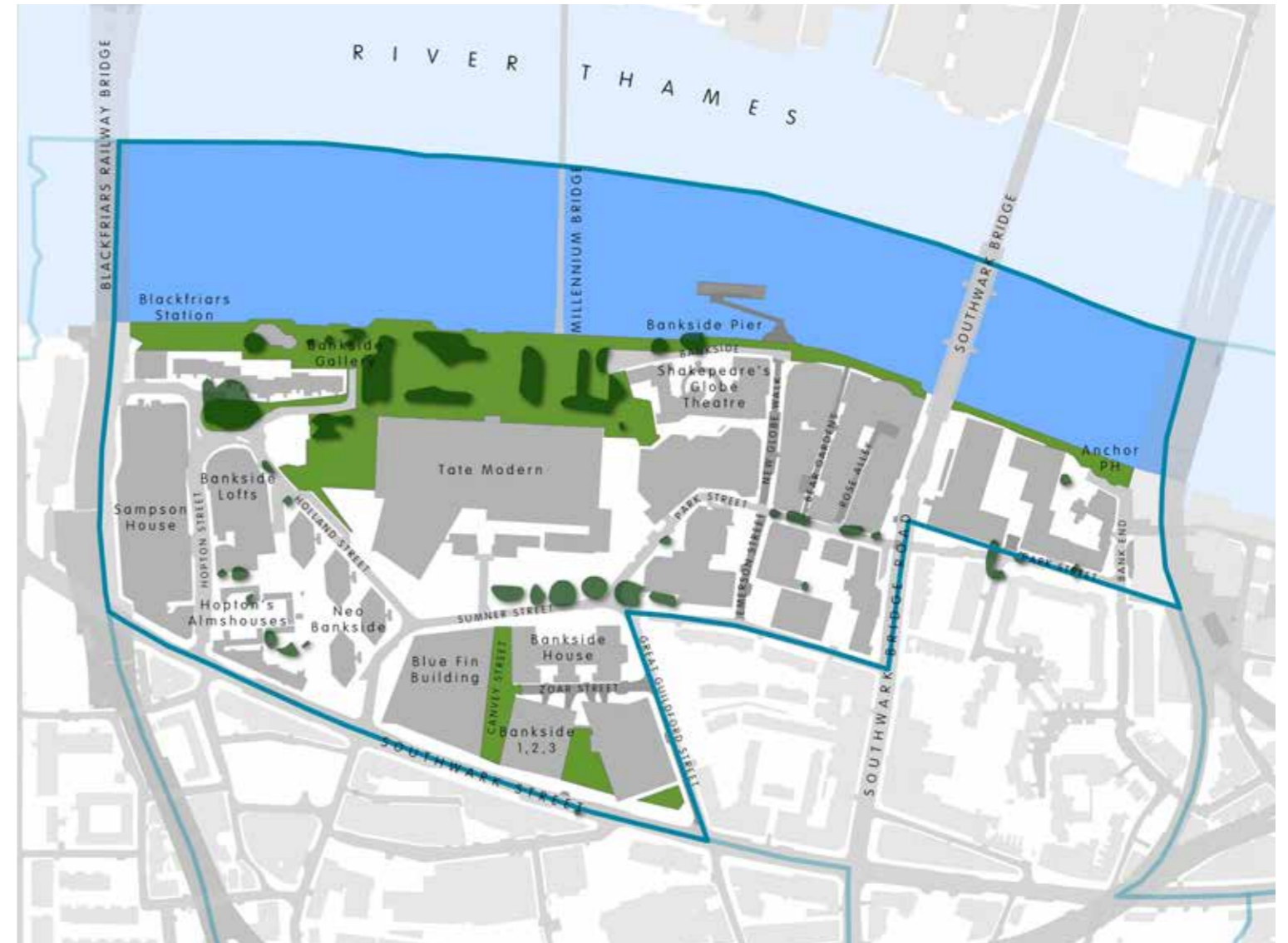


Figure 44: Bankside Cultural - Open Space and Public Realm



Public space at Tate Modern



Modern public realm at Bankside Mix



# BANKSIDE CULTURAL

## 3.3.8 Views

The variation between openness and enclosure gives rise to a wide range of views. The visual connection between buildings and spaces along the many pedestrian thoroughfares increases legibility. Views along Bear Gardens for example are tightly contained by the buildings fronting the narrow street. Moving out onto the embankment, the view opens out to present a wide panorama across the River Thames and Bankside. This dynamic view changes along the embankment and takes in such landmarks as the Tate Modern, The Globe Theatre on Bankside, St. Paul's Cathedral and tall buildings within the City of London to the north, including 30 St Mary Axe.

The gently curving alignment of Southwark Street creates a series of linear views, contained by the continuous development on either side of the street. Travelling west, the South Bank Tower in neighbouring Blackfriars Road North forms the focus of the view. Views east from Great Guildford Street include The Shard and the Guy's Hospital Tower in the London Bridge and Guy's Hospital character areas. Side streets and gaps between buildings provide occasional glimpses through the area towards the River Thames. In places the landmark chimney of the Tate Modern is visible, for example along Sumner Street between Neo Bankside and the Blue Fin Building. Views along Southwark Bridge Road are similarly confined. They are focussed on the Strata Building in the Elephant & Castle area to the south and open up to reveal the City of London skyline at the bridgehead to the north. Also important are glimpsed views of St. Paul's Cathedral when travelling north along Great Southwark Street. The dome becomes visible north of LSE Bankside House, between the gap formed by the Tate Modern and offices fronting Sumner Street. Similar views are also possible from the junction of Sumner Street and Park Street.

The eastern part of the character area lies within the Background Wider Setting Consultation Area of two LVMF strategic views (1A.2 and 2A.2). Both define a development threshold plane of 52.1m above which, specific consultation and referral requirements apply. Three River Prospect views are also located within the



Views from Bankside of the City of London



Framed views of distant landmarks

area; 12A.1 describes the view from Southwark Bridge and 13A.1 and 13B.1 from Millennium Bridge and Thameside at Tate Modern. (LVMF, 2012).

## 3.3.9 Understanding quality, issues and sensitivity

### Qualities to be sustained, reinforced or enhanced

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the established historic, cultural, commercial and industrial activities and the variety of buildings and spaces they have created.

- Strong physical and historical connections with the River Thames
- The history of the area is revealed through the street pattern and built form that has continually evolved since medieval times
- The Millennium footbridge, Bankside Pier and Blackfriars Station are key gateways from the City of London to the north
- Unique panoramic views along the riverfront taking in Bankside to the south and the City of London skyline to the north, across the River Thames
- Variation between openness and enclosure creates visual connections between buildings and spaces along many pedestrian thoroughfares
- The extensive network of open spaces and high quality public realm of Bankside, which serves as a broad pedestrian esplanade, connecting the riverfront with areas to the south
- The juxtaposition of historic and modern development

### Issues to be addressed

There are also some aspects which should be addressed through active management. These are primarily focused on the conflicting needs of pedestrians and road users and the interface between buildings and the streets.

- The busy primary roads are dominated by traffic with limited places to cross, specifically Southwark Street and Southwark Bridge Road, affecting pedestrian movement into and out of the area
- Permeability east-west either side of Blackfriars Railway Bridge and Southwark Bridge Road
- Large plots with limited permeability and lack of active frontages

### Sensitivity to change

There are also certain elements of the character area which are particularly sensitive to change. These derive from the demands of being a major cultural destination and as a place to live and work, balanced against the need to sustain the setting of historic assets

- Heritage assets and their setting, including the Bear Gardens Conservation Area, listed buildings and buildings of townscape merit

- The contrasting mixture of tightly enclosed and wide open public spaces
- The open character of the riverfront and foreshore, fronted by the buildings set within open space
- The remnants of historic cobbled pavements at Bear Gardens and Hopton Street

## 3.3.10 Character Area Management Principles

Managing change in this area should focus on sustaining or enhancing those aspects which provide an understanding of its history, whilst accommodating development which reinforces its position as a location of cultural importance, locally, regionally to London and nationally within the UK.

There has been extensive redevelopment along the length and breadth of Bankside at the end of the 20th century and early 21st century. This trend continues to spread southwards from the riverside towards Southwark Street and beyond. A large part of this has come in the form of new modern commercial, residential and mixed use blocks, which combined with the extensive public realm enhancements has resulted in a significant change in character.

Key principles for change should address permeability through the area, encouraging movement to and from the riverfront as well as east and west. Opportunities to enhance access across barriers of the busy roads of Southwark Bridge Road and Southwark Street and through the Blackfriars railway viaduct can provide additional links into the surrounding area.

### Heritage

Proposals should be sensitive to the elements of townscape that reflect the historical development of the area. This includes the streetscape and built form embedded in the Bear Gardens Conservation Area. The interpretation of sites such as the remnants of the Rose Theatre, Hope Playhouse and the Davies Bear Gardens are also important. The setting of the distinctive domestic buildings that date back to the 18th century that reflect the dense urban grain which once filled Bankside should be sustained.

Development within and adjacent to the conservation area should respect the historic street pattern, retaining fine grain development and narrower street sections to retain the sense of enclosure. Development proposals should also sustain or reinforce the historic elements in panoramic views of Bankside from the north of the River Thames and views from Bankside of the City of London skyline. All of this character area is designated within the Archaeological Priority Zone and is likely to contain remains of local, regional, national and international importance. Proposals should take this into account.



# BANKSIDE CULTURAL

## Movement

The importance of Bankside as a destination should be underpinned by good access and a range of transport options. The status of the gateway at Blackfriars Station and Southwark Bridge could be enhanced by marking them out with distinctive landmarks, buildings and public realm. Proposals to further improve pedestrian connections from the east, west and south to the riverfront should also be considered, as well as reinforcing the role of secondary roads as main pedestrian routes across the area. Any future redevelopment of Sampson House should consider opportunities to improve links with Blackfriars Road to the west. Good examples can be drawn from within the area such as the approach adopted at Bankside Mix and Neo Bankside in creating permeable blocks with active frontages. Pedestrian crossing enhancements should be focussed on the location of desire lines. Public realm and wayfinding should also address the conflict between the movement of pedestrians, cyclists and vehicles on Southwark Street and Southwark Bridge Road.

## Urban Structure and built form

New development should reinforce the shape and alignment of existing blocks formed by the pattern of historic streets and thoroughfares. Proposals should sustain or further reinforce or enhance this character allowing opportunities for additional permeability of larger sites and visual connections between buildings and spaces.

The scope for change is greater in the west, where some larger blocks able to accommodate more substantial redevelopment. Building heights should respect the prevailing context, particularly along the riverfront, and will need to consider the relationship with buildings in adjoining character areas. The openness of the River Thames should be sustained and opportunities to enhance permeability to the south should be considered, particularly around Park Street, where historic permeability to the riverfront has been lost. Large sites around Park Street also offer potential to enhance east/west permeability as well as additional lower floor activation of frontages.

Buildings which front the primary routes should be of an exceptional architectural standard and assume a building line that responds to the distinctive character of that street. The elevations of buildings with large footprints or long façades should be sub-divided to reinforce the vertical rhythm of the street. New buildings should incorporate active frontages which animate and foster interaction with the street.

## Land Use

Leisure, entertainment and cultural uses should remain the core focus along the riverfront with potential to provide further vibrant, high quality, mixed-use development further south, particularly along Southwark Street.

## Open space and public use

The distinctive network of public open spaces and public realm around the riverfront, Tate Modern and Bankside Mix are good examples of modern, high quality public realm. The riverfront could be further enhanced by additional attractive active frontages. There should also a focus on enhancing the quality and legibility of the public realm of the routes between Southwark Street and the riverfront. This could be achieved through the delivery of green new links and with further high quality public realm schemes including tree planting, street furniture and signage. Historic assets, such as the remnants of cobbled pavements in the conservation area, should be sustained and where appropriate, reflected in new proposals.



## 3.4 BANKSIDE COMMERCIAL

### 3.4.1 Location and Summary

The industrial heritage of the area is reflected in the urban structure, the prominence of the railway and light industrial development. The northern boundary is defined by Southwark Street with a railway viaduct to the west and Southwark Bridge Road to the east. The railway viaducts, which run east/west parallel to Union Street, create edges which divide and enclose parts of the area (Fig.45). Many of the 19th century warehouses which survived the bombing in WWII have been converted to commercial and residential use. Modern buildings which fill the gaps largely respect the scale and rhythm of the earlier development. As a result, views along the narrow street are tightly contained.



Figure 45: Bankside Commercial - Aerial Overview





# BANKSIDE COMMERCIAL

## 3.4.2 Historical Development

This area developed from a pattern of roads and plots based upon medieval and early post medieval field systems. In the late 16th century the area had a rural setting with a road running east-west close to the northern boundary. The fields had been enclosed by the 17th century and another east-west route had opened up to the south, connecting with routes running south from Bankside.

By the mid 18th Century the roads which define the boundaries of the character area were in place and the majority were lined with buildings (Fig.46). The early development of industry was outside of the settled areas. The northern, southern and eastern parts of the area were dominated by tenter grounds (for drying cloth), gardens and a bowling green. A number of new blocks were laid out at the centre with houses fronting the streets and gardens within the blocks. Although further new roads were built in the late 18th-century, there were still areas of undeveloped land as late as 1832. A number of institutions were established, such as the St. Saviour's Union Workhouse, now the headquarters of the London Fire Brigade. This was in response to the growing levels of deprivation in the surrounding areas.

The expansion of the road network and the introduction of railway lines in the 1860s strongly influenced the development of the area. Southwark Street was completed in 1864 to provide more direct access from London Bridge Station to the West End of London; around 400 houses were pulled down in the process. The formation of Southwark Street was also the stimulus for development of large-scale warehouses and industry. Many of the original buildings which line the street reflect the style and construction methods of that time, including "Italianate" detailing and large scale floor plates. In the same year Charing Cross Station was opened to provide a link from London to Dover and the viaduct which carries its tracks runs east-west across the area. By the late 19th century the area to the north of the railway line was dominated by industry including railway yards, lead and iron works, a gun and an iron bed manufactory. To the south the streets were mostly lined with tightly packed terraced housing and industry. These were interspersed with larger commercial and industrial buildings including candle, fur and hat manufactories (Fig.47).

The area suffered less badly in WWII than neighbouring areas but factories either side of Pocock Street were completely destroyed and were redeveloped for housing or industry (Fig.48). In the period up to the 1980's there was continued redevelopment of sites for large-scale offices and industry, occupying consolidated plots, particularly to the north of the railway viaduct. There was a gradual reintroduction of residential uses into area in late 20th century and early 21st century including mixed-use development, hotels and student housing accommodation (Fig.49).

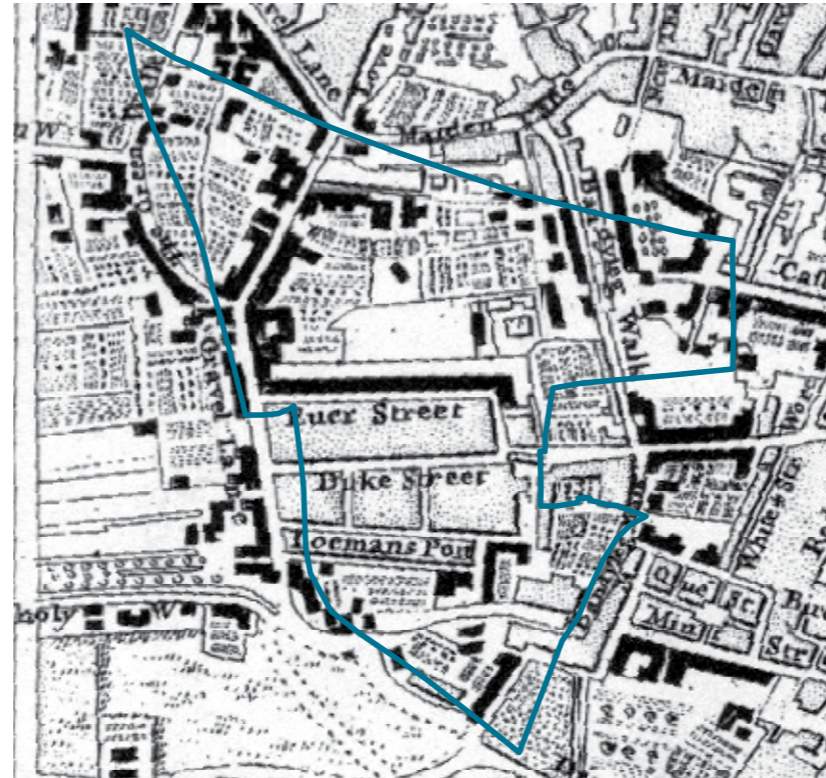


Figure 46: Bankside Commercial - Horwood's Map of 1769

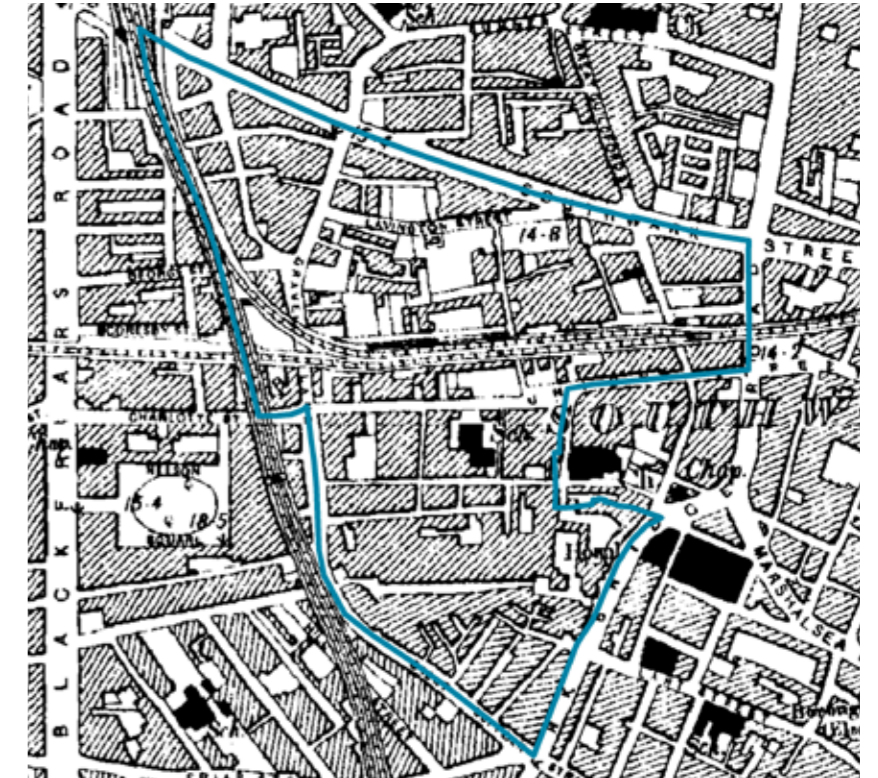


Figure 47: Bankside Commercial - 1896 to 1899 OS



Figure 48: Bankside Commercial - 1936-1952 OS

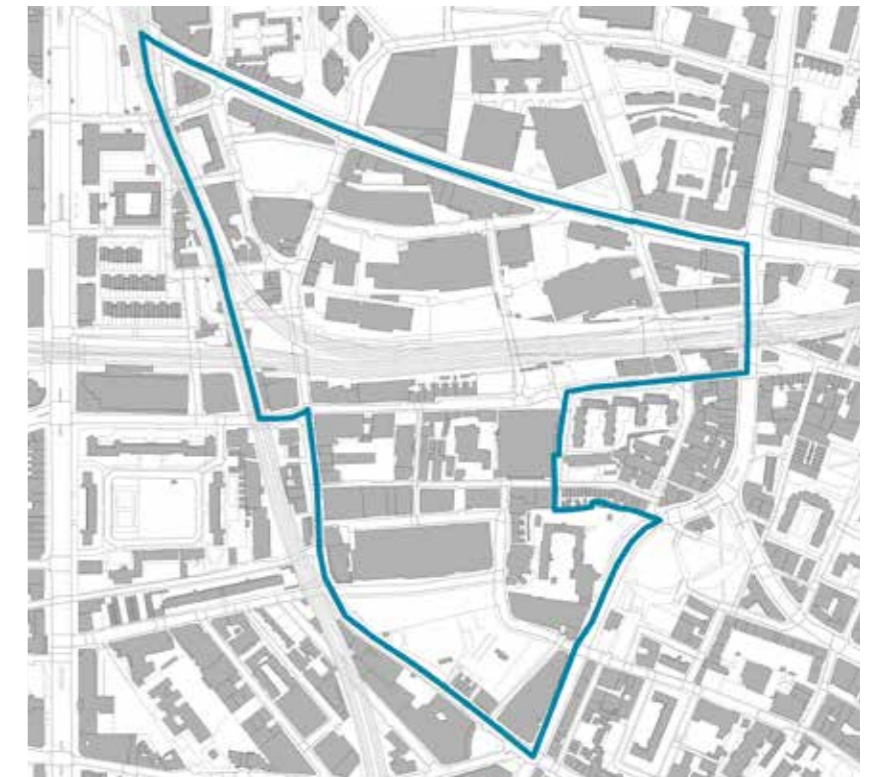


Figure 49: Bankside Commercial - 2012 OS Mastermap



# BANKSIDE COMMERCIAL

## 3.4.3 Movement

There are no clearly defined gateways into the area although there are numerous connections to surrounding areas via the local street network and pedestrian thoroughfares (Fig.50). Southwark Street, which runs west-east and Southwark Bridge Road, which runs north-south, are the main routes into the area. These broad streets accommodate traffic including buses, pedestrians and cyclists and are particularly busy during rush hour. The Barclays Cycle Superhighway CS7 follows Southwark Bridge Road, leading towards the City of London in the north.

With movement focussed on these busy routes, the centre of the area is generally quieter. It is served by the secondary route of Union Street and other streets running parallel and perpendicular to it. The pattern of narrower streets evident in the 1873 OS map remains largely intact although some former residential roads in the south have been removed and plots merged to accommodate larger buildings.

The brick railway viaduct which forms the western boundary originates at Cannon Street Station in the City of London to the north and creates a hard edge. However, streets pass underneath maintaining permeability. A brick railway viaduct also runs west-east across the area, originating at Charing Cross Station to the west. It divides the area into two parts, connected by dark and narrow tunnels, illuminated in places by contemporary lighting schemes, such as at Great Suffolk Street.

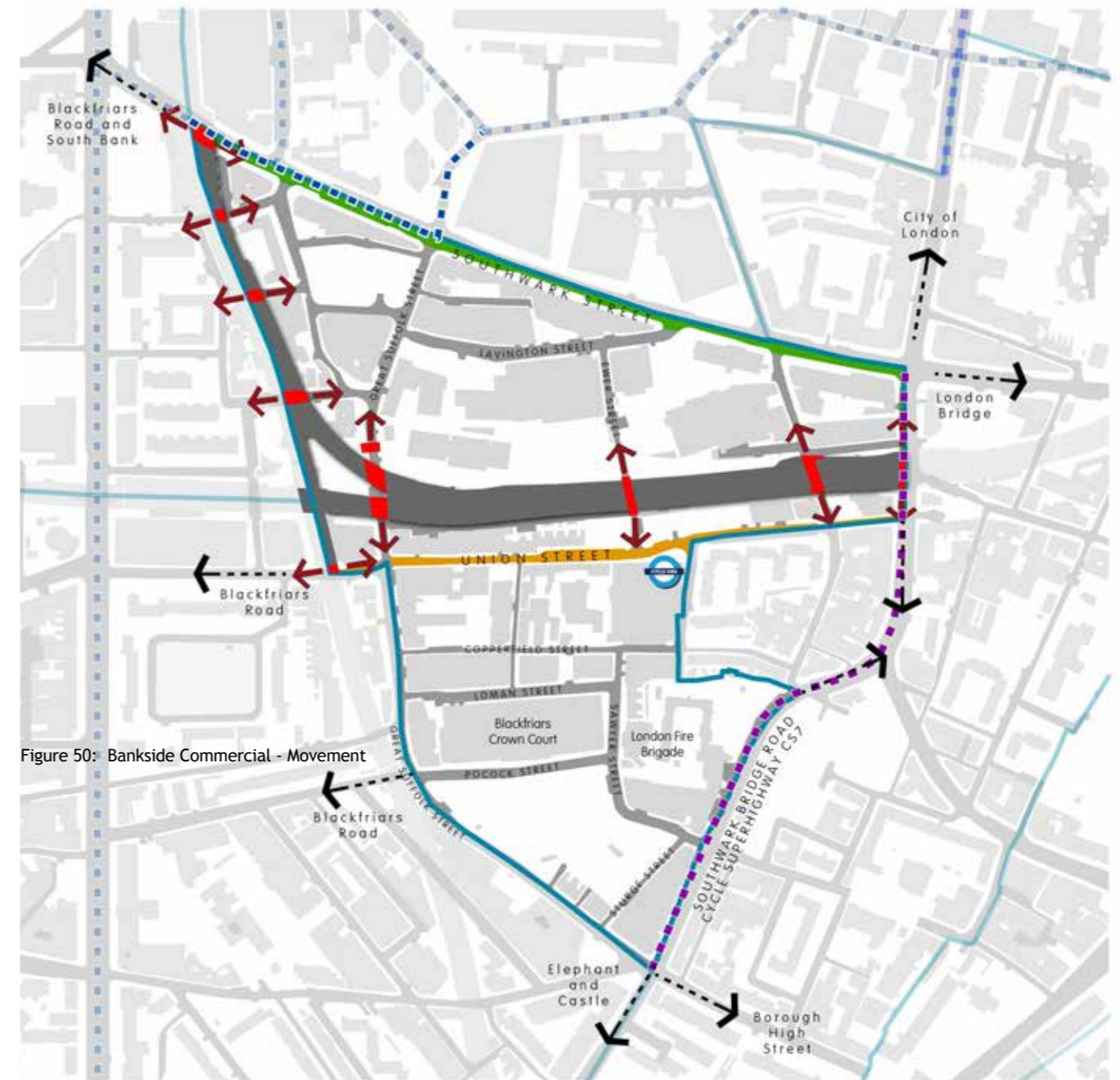


Figure 50: Bankside Commercial - Movement

Figure 50: Bankside Commercial - Movement



Southwark Bridge Road



Great Suffolk Street



# BANKSIDE COMMERCIAL

## 3.4.4 Urban Structure and Built Form

Block size is variable but largely conforms to the historic street pattern (Fig.51). Blocks to the north of Union Street are generally broader than the narrower, longer blocks to the south. The tight spaces between the Cannon Street railway viaduct and Great Suffolk Street have created much smaller and narrower blocks.

Larger blocks, for example those south of Lavington Street, tend to be more open with internal service areas and car parks within and surrounding buildings. Similarly, the London Fire Brigade buildings either side of Sawyer Street in the south include open training and storage areas, developed from the yards of the former workhouse. The smaller blocks which contain commercial and industrial buildings are generally dense and built-out to the edge. Examples include the blocks either side of Loman Street in the south which includes the Blackfriars Crown Court buildings.

The height of buildings to the north of Union Street is generally between 11 and 30m. Taller buildings often co-exist side-by-side with smaller scale buildings, such as at Dolben Street. This results in a varied roofline. The buildings which face onto Southwark Street maintain a continuous line with buildings located at the back of the pavement, varying in height between 21m and 30m. A number of these buildings, including the ornately detailed Grade II listed Kirkaldy's Testing and Experimenting Works, reflect the original character of the street. They are faced to the north by modern mixed-use and residential buildings including Bankside Mix and Neo Bankside, displaying a variety of architectural styles. There are relatively few buildings with active frontages, exceptions include the modern 'Moonraker Alley' development on Pocock Street which incorporates retail space beneath student accommodation. To the south of Union Street, buildings tend to be lower and within a narrower height range of 11-20m. This, together with buildings which maintain a consistent line, facing directly onto the street, creates enclosure.

Building style throughout is an eclectic mix of old and new. Many former industrial warehouse and factory buildings have been converted to offices, modern light-industry and studios, for example at Copperfield Street.

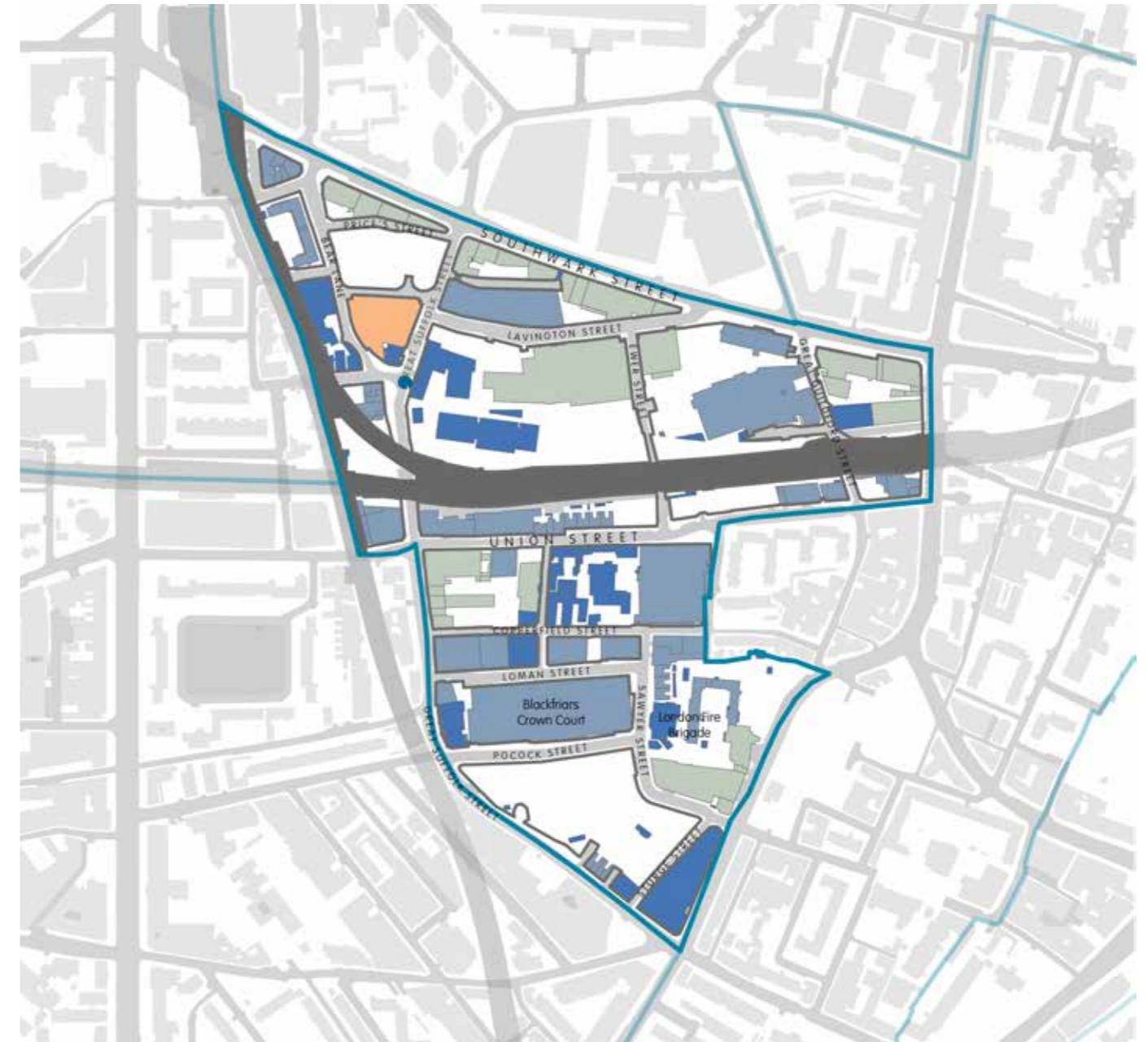
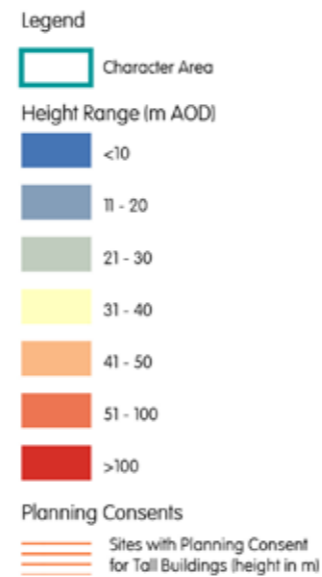


Figure 51: Bankside Commercial - Urban Structure and Built Form



Tightly packed buildings at Pocock Street



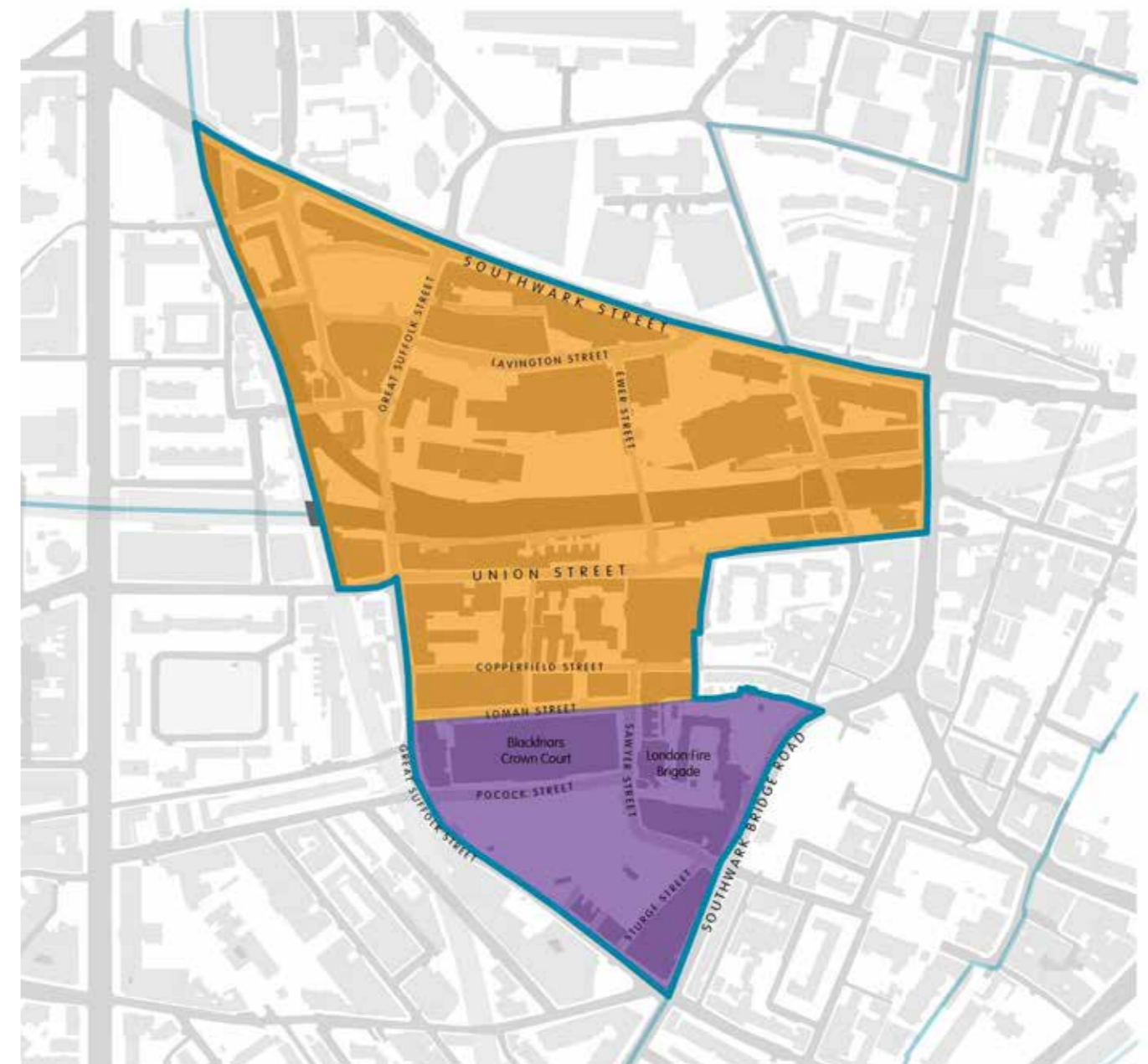
Modern development at Great Suffolk Street



# BANKSIDE COMMERCIAL

## 3.4.5 Land Use

The area mainly consists of commercial land uses although manufacturing has mostly given way to offices and increasingly residential development, such as at the junction of Great Suffolk Street and Dolben Street (Fig.52). Hotels serving the attractions in the Bankside Cultural area to the north and student accommodation have also been developed. Community services are also represented by the extensive London Fire Brigade offices and training facilities in the south and Blackfriars Crown Court on Pocock Street.



Creative Industries, Copperfield Street



London Fire Brigade Buildings, Copperfield St.

Figure 52: Bankside Commercial - Indicative land use



# BANKSIDE COMMERCIAL

## 3.4.6 Heritage Assets

The Thrale Street and Union Street Conservation Areas lie to the west of Great Guildford Street (Fig.53). The character of Thrale Street is derived from the grand scale of mid to late 19th Century industrial and commercial buildings, which have largely overlaid the earlier pattern. Buildings which contribute positively to the character of this conservation area include No. 59 Southwark Street, a commercial building of the late 19th century at the junction with Southwark Bridge Road. In contrast, the character of the Union Street Conservation Area developed from a mid-seventeenth century and eighteenth century gridiron street pattern, much of which remains today. Within this conservation area No. 70-74 Union Street, a building of the mid-19th century, which forms a pair with an earlier former public library, defining the corner of the junction with Southwark Bridge Road.

There are also several listed buildings which help to explain the development of commerce and industry in the 19th and 20th century. Number 55 Great Suffolk Street (Grade II) is a largely unaltered brick warehouse built in the mid-19th century. Original doors, windows, loading bays and details remain largely intact. The three listed buildings on Southwark Street were completed shortly after the road was opened to traffic in 1864. No. 89 (Grade II) is an eight bay, former warehouse in an Italianate style favoured by the designers at the time. No. 97 (Grade II) is a former fire station built in 1867-8 for the Metropolitan Fire Brigade. This large building of nine bays reveals the scale of fire service needed by the mid-19th century. The fact that it was superseded within ten years shows the growth both of the area and the fire brigade at the time. Next door is No. 99, Kirkaldy's Testing Works (Grade II). Built in 1872-3 for the testing of building materials, the works retains its main testing machine on the ground floor. Numbers 97 and 99 (Grade II) form a group with numbers 126 and 128 (Grade II) across the street in the Bankside Cultural Character Area and are a good indication of the height and style of the original buildings which lined the street. The headquarters of the London Fire Brigade (6 and 8) incorporate buildings which were formerly part of the St. Saviour's Workhouse, now Winchester House. It is Grade II listed as an influential prototype, establishing the model for stations built across London in the 1880s and with a landmark watchtower. Buildings of townscape merit, which are not listed but which are of heritage value, include the White Hart Public House on Dolben Street. This diminutive building is now flanked by commercial, residential and mixed use development but is a focal point in views from the south along Suffolk Street.

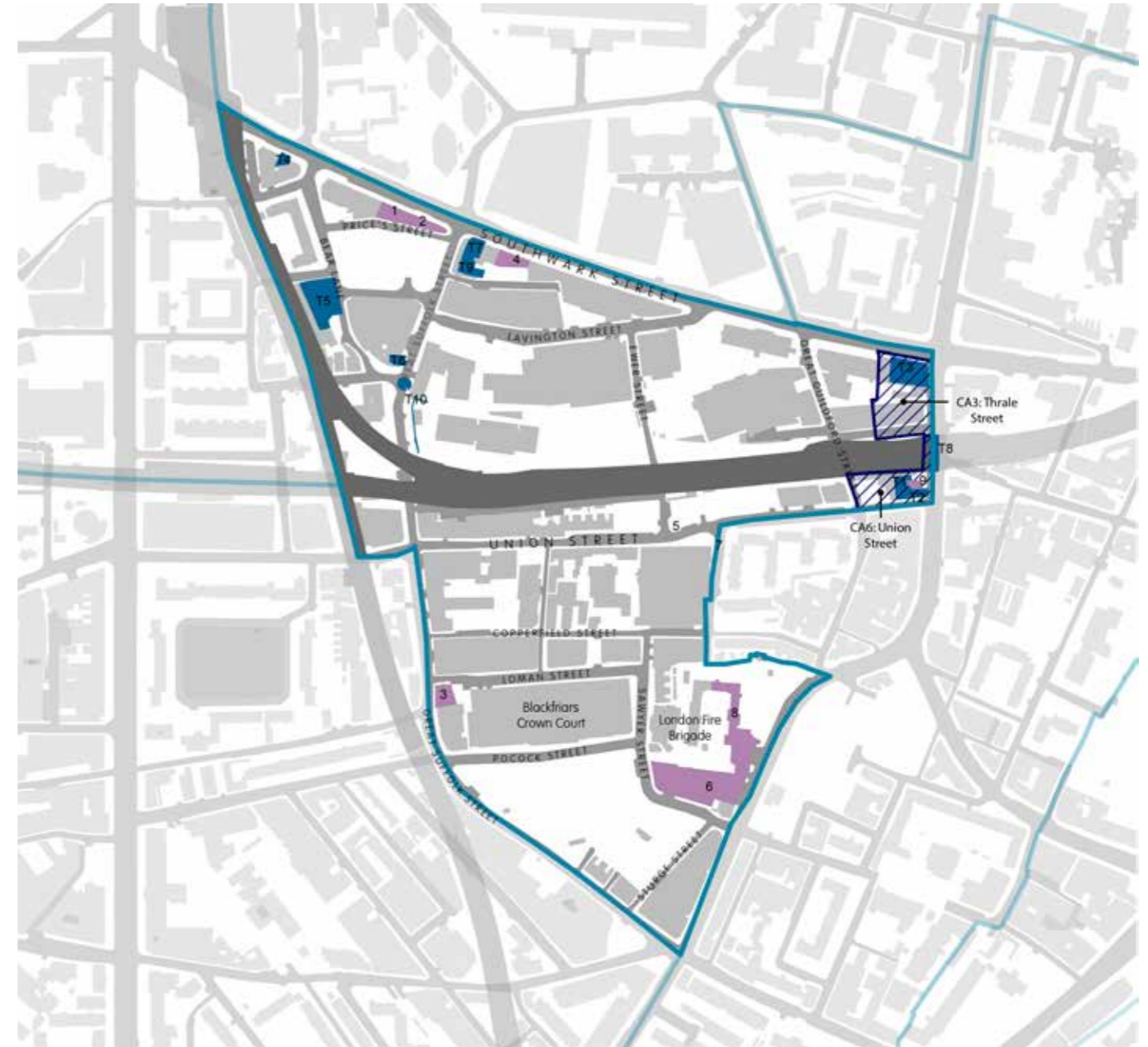


Figure 53: Bankside Commercial - Heritage Assets



Industrial Heritage, Copperfield Street



Victorian Housing, Copperfield Street

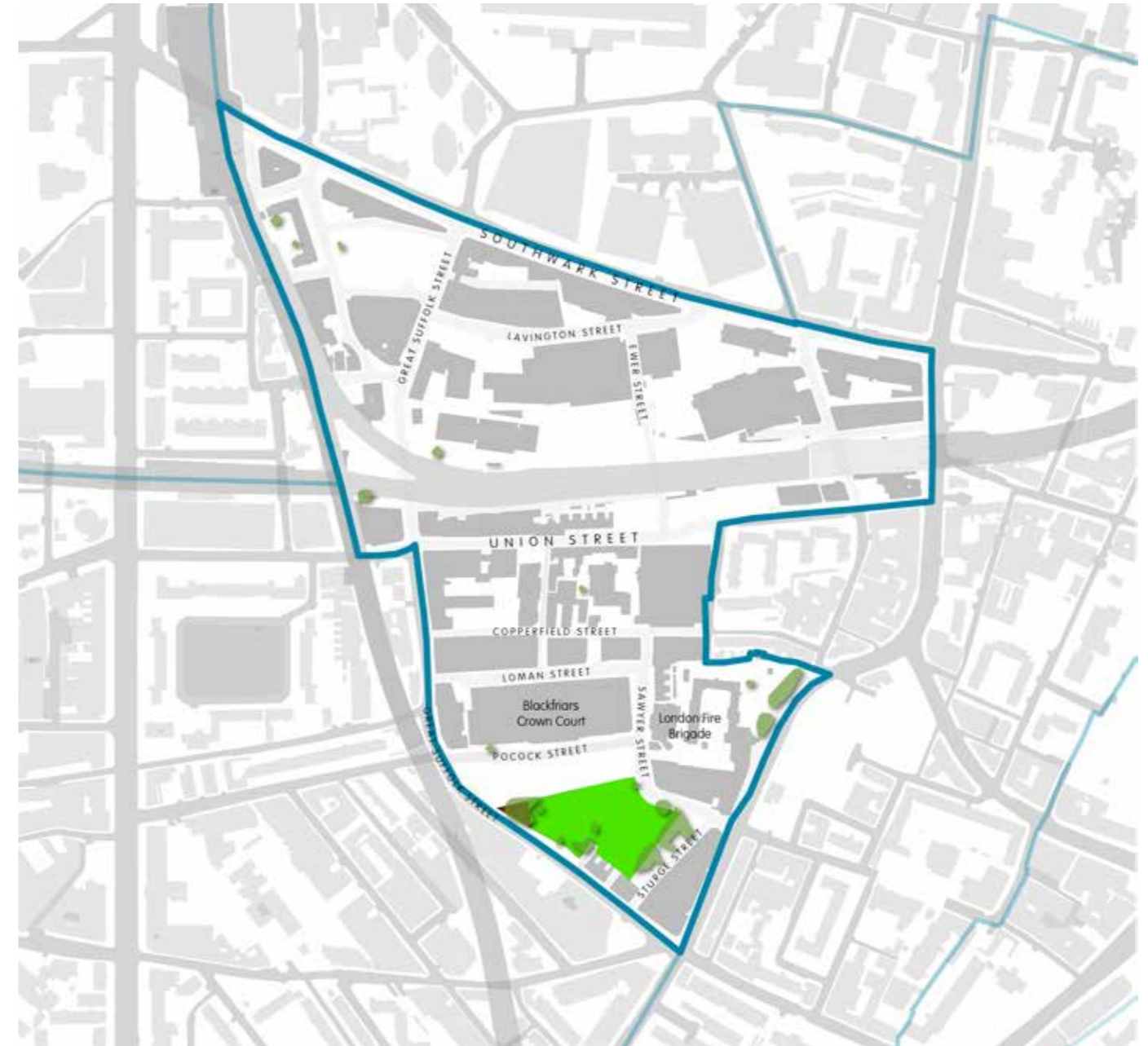


# BANKSIDE COMMERCIAL

## 3.4.7 Open Space and Public Realm

There are no formal open spaces within this character area (Fig.54). Street trees are more common in the south, for example those lining Pocock and Sawyer Streets which contribute to the setting of Blackfriars Crown Court. Mature trees also provide vertical structure to the otherwise open yards of the London Fire Brigade buildings in the south. Naturalised vegetation has taken hold on some areas of vacant land and land associated with the railway viaducts, particularly along Union Street. Street greening schemes, which include hanging baskets and planters, add vibrancy to areas which also include Union Street.

A range of materials have been applied to the pavements of the narrow, local streets, including concrete slabs, asphalt and in-situ concrete. In places, the pavement widens out to create small areas of public space with seating and street trees, for example at the junction of Great Suffolk Street and Dolben Street.



Sports Facility, Great Suffolk Street



Small public space, Southwark Bridge Road

Figure 54: Bankside Commercial - Open Space and Public Realm



# BANKSIDE COMMERCIAL

## 3.4.8 Views

Views are largely contained by the dense development fronting the narrow streets. This results in generally short, linear views where the character changes from street to street. The buildings which terminate these views are mostly incidental. Examples include the derelict warehouse visible on Great Suffolk Street, which closes out the view west along Loman Street. In contrast, the White Hart Public House provides a deliberate focal point in views travelling north along the curving Great Suffolk Street. In this view, and along the parallel Great Guildford Street, there are also glimpses of the Tate Modern art gallery in the distance. This visual connection assists with orientation and wayfinding.



Views of Tate Modern, Great Suffolk Street



Linear views, Copperfield Street

## 3.4.9 Understanding quality, issues and sensitivity

### Qualities to be sustained, reinforced or enhanced

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the pattern of historical development including the reuse of former industrial buildings for modern commercial uses.

- The urban structure and built form reflects the industrial heritage of the area
- The street pattern and range of block sizes permits a variety of land uses, particularly suited to commercial and light industry
- Streets are generally framed by converted former warehouses interspersed with modern buildings creating well enclosed street
- Railway arches form gateways to neighbouring areas
- The development of a number of railway arches for commercial and light industrial use has improved the vitality of the adjacent streets
- Distinctive lighting schemes have been installed beneath a number of railway arches, enhance the local public realm.

### Issues to be addressed

There are also some aspects which should be addressed through active management.

- Public green open space provision is limited, reducing the availability of places to meet and interact away from the streets. The growing amount of residential development may increase pressure on existing spaces
- Lack of retail provision to serve growing population
- Movement north-south is restricted by the railway viaduct north of Union Street

### Sensitivity to change

There are also certain elements of the character area which are particularly sensitive to change; these mainly relate to the industrial and commercial nature of development, past and present.

- The Thrale Street and Union Street Conservation Areas together with listed buildings and buildings of townscape merit which help to explain the history of the area
- The brick railway viaducts which form distinct edges to the north and west

## 3.4.10 Character Area Management Principles

Managing change in this area should focus on sustaining or enhancing those aspects which provide an understanding of its history, whilst accommodating development which reinforces its position as a mixed-use economic hub for Southwark. This will be achieved through a range of measures including selective improvements to the movement network, public realm and as a part of development proposals.

Large parts of this area have undergone significant change, as manufacturing gives way to commercial and residential uses. A number of large opportunity sites north of the railway and along Union Street could lead to further change. Key principles for change should seek to enhance and activate the public realm and development should encourage an effective weekday, evening and weekend economy to boost vitality and activity.

### Heritage

Proposals to develop new buildings within the opportunity sites identified to north and south of the railway viaducts should reinforce or enhance the setting of heritage assets, such as the listed buildings on Union Street and Great Suffolk Street. Particular consideration should be given to reflecting the scale, massing and building line of the former warehouses on Southwark Street in development proposals. Part of this character area is designated within the Archaeological Priority Zone and is likely to contain remains of local, regional, national and international importance. Proposals should take this into account.

### Movement

Public realm proposals should address conflicts between the movement of pedestrians, cyclists and vehicles along and across the primary routes and the provision of new crossings focussed on the location of desire lines. Attention should be paid to the junctions of the main east-west route of Southwark Street and north-south route of Southwark

Bridge Road. Connections with the wider area could also be enhanced through the implementation of a cohesive signage and way-finding strategy.

Permeability north and south of the railway viaducts should be enhanced to strengthen connections between Southwark Street and Union Street. Railway arches where streets pass through should be illuminated to encourage links with the west including Blackfriars Road.

### Urban structure and built form

New development should reflect the shape and alignment of existing blocks, reinforcing the pattern of historic streets and thoroughfares. Buildings which front Southwark Street should be of an exceptional architectural standard and assume a building line that responds to the distinctive character of that street. The development of large sites should reinforce permeability, particularly north-south. The elevations of buildings with large footprints or long facades should be sub-divided to reinforce the vertical rhythm of the street. Active frontages should be incorporated which animate and foster interaction with wide pavements. Potential development in opportunity sites along Union Street should reflect the existing smaller scale and grain of development, reinforcing building lines and relationship to the street and public realm.

### Land Use

An area predominantly based on commercial activity already provides a healthy week-day economy and there are opportunities to extend this activity into the weekend and evenings through further vibrant, high quality, mixed use development. Undeveloped railway arches also provide opportunities which may include the introduction of commercial or cultural uses such as galleries and workshops.

### Open space and public realm

There should be a focus on enhancing the quality and legibility of the public realm of the primary routes of Southwark Street and Southwark Bridge Road and the secondary route of Union Street. The areas around the railway viaducts also offer opportunities for enhanced public realm. This could be achieved through the delivery of high quality public realm schemes including tree planting, street furniture and signage. These improvements should focus on enhancing the legibility and quality of the environment. Examples within or nearby include Bear Street, Union Street east of Southwark Bridge Road and public realm treatment around Bankside Mix. Public realm proposals should include the planting of new street trees and the maintenance of existing trees along Southwark Street, assisting in providing an integrated network green links connecting with the open spaces along the riverfront.

There are further opportunities to enhance the pedestrian experience through innovative lighting and public art schemes, where streets pass beneath railway viaducts within and into neighbouring areas.



## 3.5 BOROUGH MARKET

### 3.5.1 Location and Summary

This is a busy and vibrant place with a strong historical and cultural identity. The history of the area is evidenced in the tightly enclosed network of streets and spaces such as Park Street, Stoney Street and Borough Market. These developed from the layout of the medieval priory and Winchester Palace. The later industrial past is reflected in the converted warehouses fronting the River Thames and Clink Street. The 19th century saw the introduction of brick railway viaducts which form distinct edges to the area to the west and south and which now partially cover the market. Today there are high levels of pedestrian activity centred on the lively and colourful Borough Market, Clink Street and surrounding the Grade I listed Southwark Cathedral (Fig.55).



Figure 55: Borough Market - Aerial Overview





# BOROUGH MARKET

## 3.5.2 Historical Development

Standing at the southern end of London Bridge, this area was at the centre of Roman Southwark. The street layout is largely medieval and the modern Bedale Street is likely to mark the boundary of the Priory enclosure or the defence line of the Anglo-Saxon burgh. The Anglo-Saxon minster in Southwark became an Augustinian priory in 1106, dedicated to St. Mary. It later became known as St. Mary Overie, a corruption of "over-the-water". The priory was damaged by fire in 1212 and rebuilt at some time after 1220. Following the dissolution in 1540 the priory became the church of a new parish of St. Saviour. Blocks of land within this area today relate to the layout of this institution and land reclaimed from the River Thames.

Many of the religious foundations of the south of England had their London residences here. Winchester Palace, a major medieval institution built in the early 13th century for the Bishops of Winchester was the grandest of these and would have taken up the majority of the area at this time. The distribution of the buildings of Winchester Palace is likely to have been responsible for the layout of Stoney Street, Clink Street, Winchester Walk and Winchester Square. Stoney Street marks the passage between the great hall and the kitchen whilst Winchester Square reflects the central courtyard of the palace. Clink Street marks the location of the palace docks with warehousing to the north on reclaimed land adjacent to the River Thames. The map of 1572 depicts and labels both Winchester Palace and the church of St. Mary Overie. By this time the land to the west of Stoney Street had been developed, with gardens to the east. South of Winchester Walk there were gardens and other great houses, for example the house of the bishop of Rochester, close to the modern Rochester Walk. There were also buildings running south, parallel with Borough High Street.

By the post-medieval period the entire area had been developed, illustrated by the map of 1690. This area was a hive of industrial activity with a number of pottery workshops and kilns. The grand buildings of Winchester Palace were also used as a base for a range of industries and the wider area was filled with houses. Houses on Bankside had gardens fronting onto the river while roads recognisable today as Park Street, Stoney Street and Montague Close ran south. The blocks formed by streets crossing the area were lined with houses with gardens at the centre.

Roque's map of 1746 shows that the larger blocks were divided in places by narrow alleys. The name of some of the smaller streets, such as Dirty Lane and Foul Lane, gives an idea of the condition of the area at the time. The importance of river based trade is signified by the St. Mary's and St. Overie's Docks. By 1754 Borough Market was causing congestion within the High Street and was closed by Act of Parliament, moving to its present site in 1756. This required the clearance of a number of houses. By the late 18th century the church still had a close to the north and churchyard to the south but was otherwise surrounded by houses (Fig.56). The southern end of Stoney Street had already become known as Borough Market.

Greenwood's map of 1830 shows both the old London Bridge and its replacement, which was still under construction, located 30m to the west. The 'new' London Bridge opened to traffic in 1831 and was accessed by an approach formed by the realignment of Borough High Street. This necessitated the demolition of the east chapel of the cathedral and the creation of new plots on the western side of Borough High Street. Southwark Street was laid out in 1864 to connect London Bridge Station with London's West End. The first edition OS map of 1873 also shows the brick railway viaducts which now form the edges of the area. There was also a railway turntable which provided access to an open goods yard above the viaduct to the west of Stoney Street. Southwark Street and the railway viaduct effectively separated this area from its wider context of the medieval borough to the south (Fig.57). The riverside and immediate hinterland had been redeveloped with wharves and warehouses which resulted in the loss of the close of St. Saviour's Church. In the south, the addition of the Hop and Malt Exchange which front onto Southwark Street demonstrates the growing importance of the area for trade. Amongst the industrial and commercial buildings there were still streets of houses, such as Winchester Street (now Winchester Walk), Adelaide Place and Park Street. Charles Booth's Poverty map of 1898-99 shows the area to have been only lightly populated. The houses fronting onto Southwark Street were middle class and well to do. Park Street and Stoney Street are 'fairly comfortable' but one building in Winchester Walk is marked as 'Very poor, casual, chronic want.' The houses on Park Street were later converted to shops, which they remain as today.

The Church of St. Saviour became a cathedral in 1905 on the creation by the Church of England of the Diocese of Southwark. By the 1930s the market had expanded and taken over the site of the terraces on Winchester Street. The railway turntable was still in use but provided access to a covered engine house. Although the surrounding areas were very heavily bombed in WWII, Borough Market remained relatively unscathed (Fig.58). Post-war redevelopment included the conversion of historic warehouses on Clink Street to modern mixed-use development, including commercial, retail and residential uses. Warehousing to the north of Montague Close was cleared to create Cathedral Square and the modern Minerva House. Borough Market has continued to expand in the 21st century with new buildings adjacent to Borough High Street, beneath a new railway viaduct carrying the Thameslink railway line (Fig.59).



# BOROUGH MARKET



Figure 56: Borough Market - John Rocque's A Plan of London, 1766

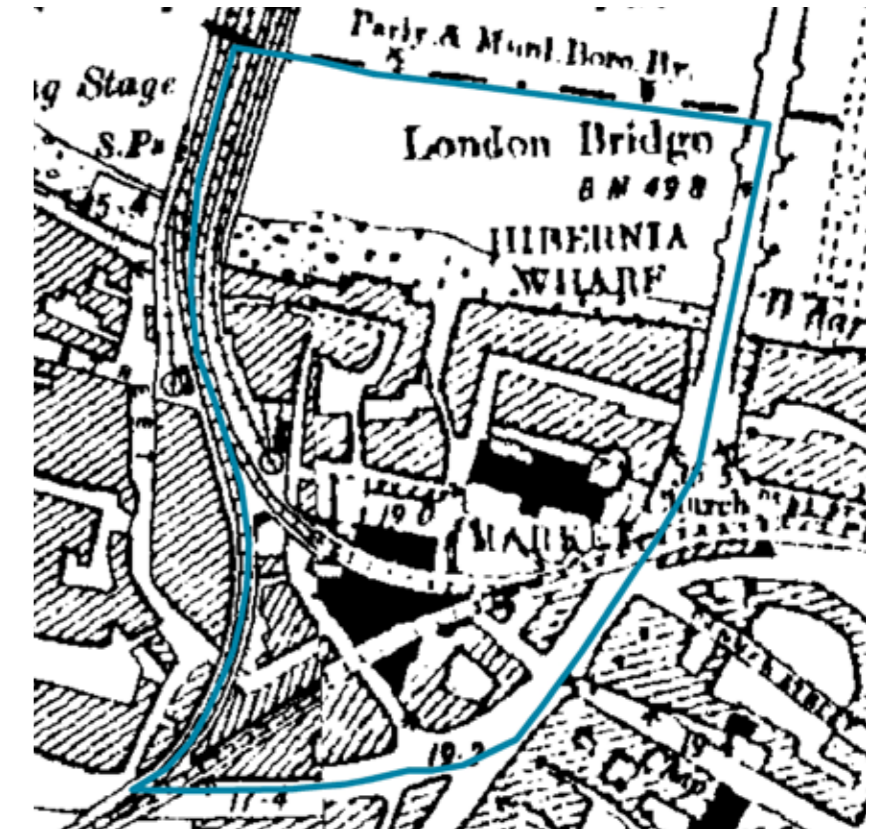


Figure 57: Borough Market - 1896 to 1899 OS



Figure 58: Borough Market - 1936-1952 OS



Figure 59: Borough Market - 2012 OS Mastermap



# BOROUGH MARKET

## 3.5.3 Movement

Railway arches mark distinct arrival points at Clink Street in the north-west, close to the River Thames and Stoney Street and Beadle Street in the east. Less distinct arrival points include the entrance to Borough Market beneath the railway bridge crossing Borough High Street, which is not easily recognised when arriving from the east. Whilst parts are accessible to vehicles, movement into and within the area is structured largely around the pedestrian. The Thames Path, set back from the River, provides access to the cultural destinations of Southwark Cathedral, Borough Market and The Clink. Access to the riverfront is limited to the gaps in buildings at The Golden Hinde and Cathedral Square, to the north of Montague Close (Fig.60).

South of Winchester Walk, the position of railway arches results in an intricate network of narrow streets and pedestrian thoroughfares. Borough Market is integrated into the street network beneath the railway viaducts whilst Southwark Cathedral maintains an open setting. This leads to a high degree of permeability within the market and the surrounding streets. As a result, high levels of tourist and pedestrian activity are concentrated along Cathedral Street, Winchester Walk, Stoney Street and Beadle Street. Borough Market and Southwark Cathedral sit below the level of Borough High Street, which rises up to London Bridge to the north. Stairs lead up to street level and the tunnel at Montague Street leads under London Bridge linking with the riverfront development of London Bridge and to Tooley Street to the east.



Figure 60: Borough Market - Movement



Pedestrian movement, Beadle Street



Gateway at Clink Street



# BOROUGH MARKET

## 3.5.4 Urban Structure and Built Form

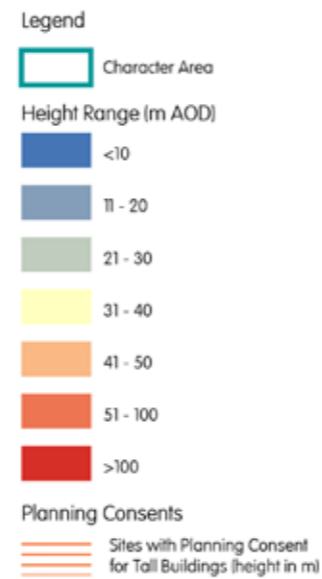
There is strong sense of physical containment and enclosure within the area. The northern edge is defined by the taller, densely crowded buildings which front directly onto the River Thames. The railway bridge across the river and the tall brick viaducts leading from it, form the western edge and are also prominent above the market area. A new railway viaduct, forming part of the Thameslink scheme, is due to carry trains from 2016. This runs broadly parallel to the brick viaduct and bridge across Borough High Street. The southern edge follows Southwark Street, a heavily trafficked east-west route. The busy Borough High Street, which forms the eastern boundary, rises several meters and broadens out to meet London Bridge. These edges, together with the high density of buildings, form a series of interlinked compartments (Fig.61).

Southwark Cathedral is the oldest building in the Borough and the tallest in the area with its tower reaching to 50m. Until 1677 it was also the tallest building in London. It is located within a block bounded by Montague Close to the north, Borough High Street to the east, Borough Market to the south and Cathedral Street to the west. It maintains an open setting although there is some post-war development within the block, adjacent to London Bridge.

The tall brick warehouses on Clink Street, which have been sensitively converted to residential and retail use, retain much of their original detailing. The scale of the buildings and the narrow frontage creates tight enclosure. There are however, narrow gaps to the River at the Golden Hinde and Cathedral Square. To the north of Montague Close, modern office buildings of around 21-30m in height and of brick, steel and glass contrast against the neighbouring Southwark Cathedral.

Buildings within the blocks bounded by railway viaducts are mostly Victorian and retain much of their period detailing, with active frontages facing onto narrow pavements. The use of common features, such as awnings and muted colours, such as on the southern side of Park Street, creates unity. Some buildings, such as Vinopolis on Stoney Street, demonstrate the successful conversion of former industrial buildings to commercial use. In comparison to neighbouring areas, development is finer in grain and scale, constrained in part by the height of the surrounding railway viaducts.

These characteristics are intensified within the intricate and complex Borough and Jubilee Markets. Here the bridges, railway arches and glazed roofs link to form an almost continuous cover. The boundaries of these blocks are active and more open than the surrounding streets. The combination of roof cover and open boundaries defines a series of covered outdoor spaces. High quality, intricate and architecturally detailed modern buildings and structures are interwoven amongst the older market buildings, railway arches and steel supports. There is distinct contrast between the dark or artificially lit spaces beneath the railway viaducts and the light of the open areas on the edges of the markets. Within the markets, the wide variety of stalls and retail outlets give rise to a vibrant mix of colours and smells. On the southern edge of



Shops and converted warehouses, Park Street



Cathedral Street



Figure 61: Borough Market - Urban Structure and Built Form



# BOROUGH MARKET

the area, the long, continuous and curving façade of the architecturally detailed Hop Exchange building contributes strongly to the definition of Southwark Street. New buildings of steel and glass, which form part of the Borough Market, are located adjacent to Borough High Street and sit beneath the new Thameslink railway viaduct.

## 3.5.5 Land Use

There is an eclectic mixture of retail, restaurants and cafés and commercial uses within the area (Fig.62). Shops, restaurants and cafes are focused in the south, in and around the markets where there are high levels of activity during the day. Commercial uses and dwellings are largely clustered towards the riverside where cultural and tourist attractions are also located, such as St Mary Overie's Dock, Southwark Cathedral and the Clink Prison Museum.

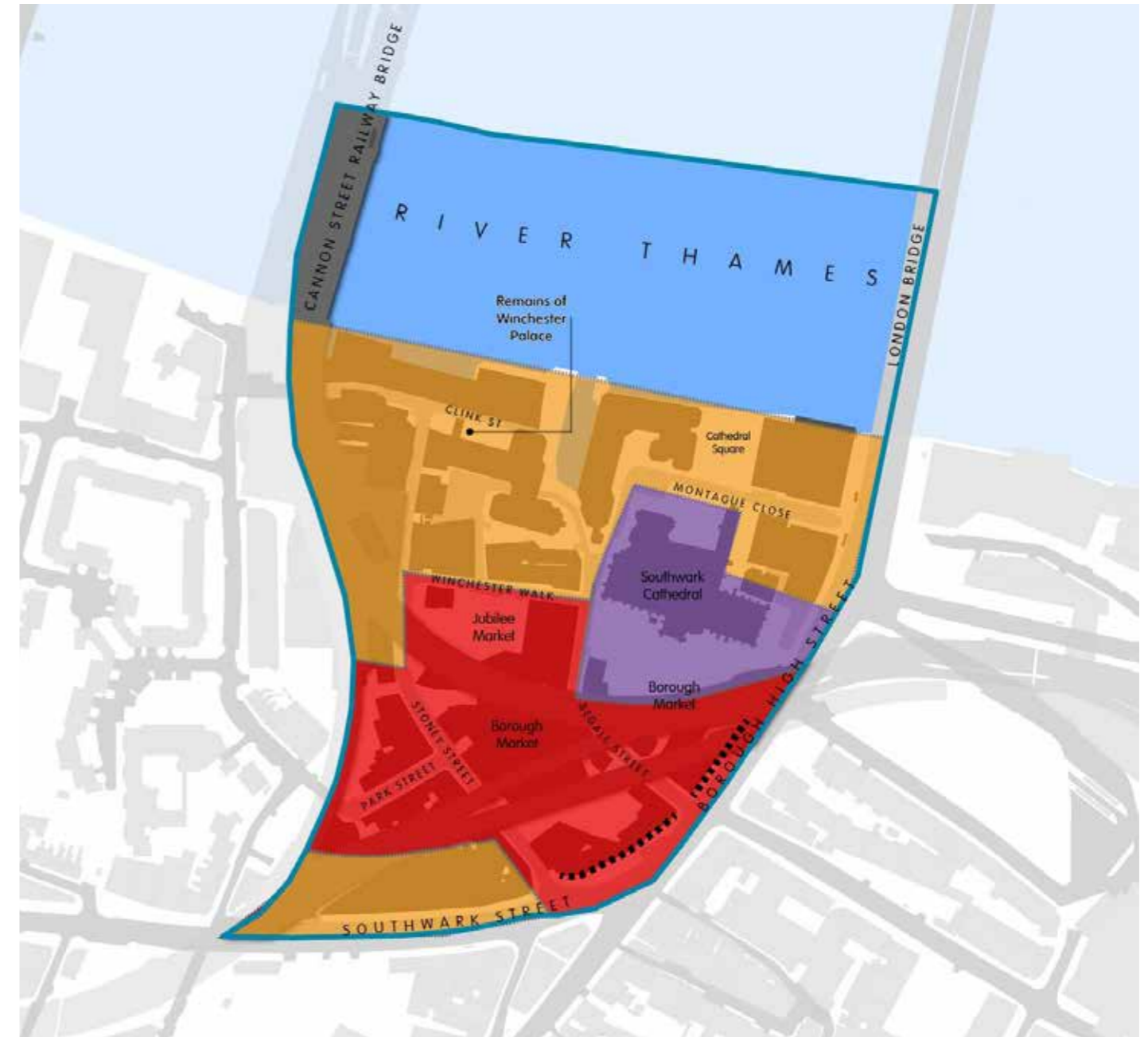


Figure 62: Borough Market - Indicative land use



Borough Market



Winchester Square



# BOROUGH MARKET

## 3.5.6 Heritage Assets

The majority of this character area lies within the Borough High Street Conservation Area (Fig.63). The quiet environs of the Cathedral contrast with the bustling, robust environment of Borough Market. In the north, the narrow wharfside character of Clink Street popularises the social and industrial past of the area. (Ref.). The substantial iron and glass roof structures which cover the market have been identified as positive contributors to the character of the conservation area. Other positive contributors include New British Wharf, a former riverside industrial building of the early 20th century on Clink Street and 15 Park Street, an earlier warehouse of the mid-19th century.

A number of buildings, structures and places have survived which help inform an understanding of the history of the area. Southwark Cathedral (Grade I), rebuilt following a fire from 1220, underwent substantial alterations in the 19th century including the Choir ceiling and tower pinnacles, the alteration of the transepts and the replacement of the nave. Given its proximity to London Bridge, the Cathedral has always been surrounded by other buildings. Its setting is now provided by a railway viaduct and Borough Market to the south and the approach to London Bridge to the east. The churchyard immediately surrounding the church buildings is enclosed and pedestrianised.

The remains of the Winchester Palace is both a Grade II\* listed and, with the Clink and the surrounding waterfront, a scheduled ancient monument. The c.14th century Rose Window survives in the west wall, located on Clink Street and surrounded by former warehouses of the 19th century, which have been converted to residential and mixed-use, and late 20th century offices.

Examples of both commercial and domestic buildings include numbers 2, 4 and 6 to 10, Borough High Street (all Grade II). These 19th century buildings form a distinct group on the approach to London Bridge. No. 2, known as Hibernia Chambers, was built as the offices attached to the former Hibernia Wharf below. No. 4, The Bridge House Hotel, served London Bridge Station opposite and Nos. 6 – 10 were occupied by the London and Westminster Bank.

The Grade II listed terrace and detached house in nearby Park Street were built as domestic dwellings but all now have shops to the ground floor (Ref.). Number 5 Stoney Street (Grade II) combined commercial and domestic uses, being a terraced house with a warehouse on the ground floor and within the setting of Borough Market.

As the presence of London Bridge was responsible for the growth of the area it is pertinent that it is home to a remnant of Sir John Rennie's 1831 bridge; an arch which crosses Tooley Street. The arch and associated abutments, of granite ashlar with its channelled abutments and heavy dentil cornice, is all that remains of the bridge that was dismantled in 1967 and moved to Arizona. The arch now contains a public house and the London Bridge Experience visitor attraction. Buildings identified for



Remains of Winchester Palace, Clink Street



The Hop Exchange, Southwark Street

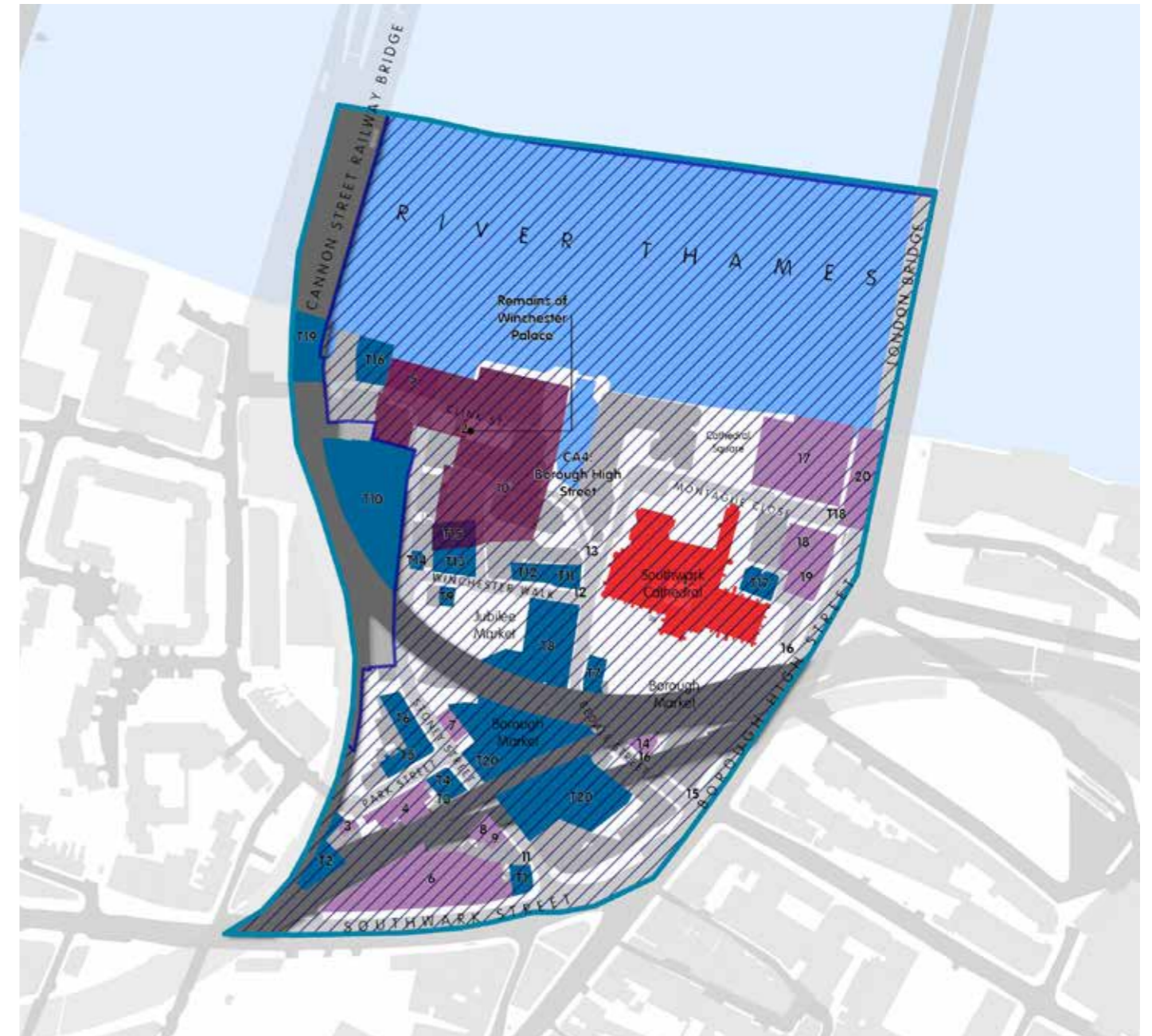


Figure 63: Borough Market - Heritage Assets



# BOROUGH MARKET

their townscape merit or heritage value which are not listed include the substantial arch where Clink Street passes beneath the brick railway viaduct.

## 3.5.7 Open Space and Public Realm

The grounds of Southwark Cathedral provide the largest protected public open space in the area (Fig.64). This space, bounded by iron railings and a low wall, contains shrubs and mature trees set within areas of amenity grass and high quality stone paving. Cathedral Square is an urban plaza, located between Minerva House and Glaziers Hall to the north of Montague Close, which forms a visual link between the grounds of the Cathedral and the riverfront.

The narrow streets and alleyways north of Winchester Walk, including Winchester Square, Clink Street and Montague Close, are surfaced with cobbles or setts. Flag stone pavements sit flush with the road surfacing emphasising pedestrian priority. The contrast in paving materials also assists in delineating routes and wayfinding. Street furniture, including bollards seating and litter bins, is of a consistent style and finish. Tree cover here is limited but street greening schemes include hanging baskets of seasonal flowers and some narrow planting strips against buildings, in Winchester Square for example. A range of materials have been used to dress the streets to the south of Winchester Walk. Roads are generally surfaced with asphalt and pavements a mixture of concrete slabs, setts and asphalt.

The public realm in and surrounding Borough Market is busy and vibrant, attracting large numbers of people during the day time. The market stalls, shop fronts and restaurants around Stoney Street and Bedale Street spill out onto the pavement in places, sometimes covered by street awnings.

## 3.6.8 Views

Moving through the winding network of narrow historic streets reveals sequences of short views contained by buildings and railway viaducts. Southwark Cathedral appears in the background of linear views within the area including Winchester Walk and Park Street, often emerging above Borough Market. In places, the brick railway arches frame views into other areas, for example looking south along Stoney Street from Borough Market. In the north, views are tightly contained between the tall former wharf buildings of Clink Street, taking in the Winchester Palace ruins. Views along the southern boundary are defined by the curve of the Hop Exchange from the south side of Southwark Street with The Shard in the London Bridge and Guys Hospital character area beyond.

Longer distance views within this area of enclosed spaces are limited. London Bridge provides open views along the River Thames and towards the City of London in the north. These views are described in the LVMF River Prospect 11 (Ref.). The elevated approach to the southern end of London Bridge provides views of Southwark Cathedral and parts of Borough Market. These glimpsed views are framed between the railway viaduct crossing Borough High Street and the buildings adjacent to the road. This elevated section of road in itself restricts views towards London Bridge



Figure 64: Borough Market - Open Space and Public Realm



Cathedral Close, Southwark Cathedral



Enclosed courtyard off Park Street



# BOROUGH MARKET

Station from Borough Market. The plaza north of Montague Close and St. Saviours Dock are the only public locations within the area which offer wide views towards the City of London skyline. From the City of London looking south, these gaps allow views of Southwark Cathedral and the Golden Hinde between the buildings fronting the River Thames.



Southwark Cathedral, a local landmark



Montague Close from London Bridge

## 3.5.9 Understanding quality, issues and sensitivity

### Qualities to be sustained, reinforced or enhanced

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These relate to the intense and varied history of the area from the Roman occupation, through the establishment of religious institutions, river based industries and trade to the development of world famous markets and tourism.

- Preserved pattern of narrow and tightly enclosed historic streets and thoroughfares which mark the boundary of the medieval Priory and the layout of Winchester Palace
- Remains of Winchester Palace adjacent to the public thoroughfare of Clink Street, which is enclosed by converted riverfront warehouses of the 19th century
- Southwark Cathedral, the Borough's oldest building, maintains an open setting between Borough Market and the River Thames and is a focal point in local views
- Complex, vibrant and intricate townscape of Borough Market, uniquely arranged beneath railway viaducts and glass roofs of the 19th century and modern day
- Varied retail use within the market and surrounding streets including cafes, bars and restaurants
- High quality public spaces including Cathedral Square and the grounds of Southwark Cathedral
- Gaps between buildings on the riverfront at St. Mary Overie Dock and Cathedral Place provide wide panoramic views of the City of London skyline across the River Thames

### Issues to be addressed

There are also some aspects which should be addressed through active management. These are primarily focussed on the intensity of use of historic places and way-finding.

- The condition of the churchyard of Southwark Cathedral has been degraded by intense use, as an overflow for the neighbouring Borough Market
- Gateways and physical connections between the Borough Market area and the neighbouring areas of Borough High Street and London Bridge are difficult to discern

### Sensitivity to change

There are also certain elements of character which are particularly sensitive to change. These relate to surviving features of the historic development of the area, including the street pattern, buildings and its visual connections with the City of London.

- Tight enclosure of the narrow historic streets to the north of Winchester Walk, formed by former warehouse buildings and modern office development
- Setting of historic assets including the Borough High Street Conservation Area, Southwark Cathedral and the remains of Winchester Palace
- Remnants of historic cobbled paving at Winchester Place
- Views of Southwark Cathedral tower
- Gaps in riverfront buildings providing views of the City of London skyline

## 3.5.10 Character Area Management Principles

Managing change in this area should focus on sustaining, reinforcing or enhancing those aspects which provide an appreciation of its rich history, whilst allowing the retail uses of the Borough Market and surrounding streets to thrive. This will be achieved through a range of measures including interpretation and wayfinding and selective improvements to the movement network and public realm.

### Heritage

New development within the Borough High Street Conservation Area should respect the layout and scale of development which encloses the historic streets. Buildings which line the River Thames should sustain the building line and reflect the scale and proportions of the former warehouse buildings along Clink Street. Any redevelopment within Borough Market should reinforce the contrast between the open boundaries to Stoney Street, Bedale Street and Winchester Walk and the enclosure beneath the railway viaducts. Proposals should ensure that the open setting of Southwark Cathedral and the enclosed setting of the remains of Winchester Palace are sustained. The gaps in the riverfront at St. Mary Overie Dock and Cathedral Square should be sustained allowing views to the river and north bank.

All of this character area is designated within the Archaeological Priority Zone and is likely to contain remains of local, regional, national and international importance. Proposals should take this into account.

### Movement

The gateways at Stoney Street and Bedale Street and beneath the railway viaduct which runs across Borough High Street should be enhanced. This could be achieved through improvements to the public realm and wayfinding, particularly from London Bridge Station. Opportunities to open up new pedestrian routes through railway arches should be considered where these would enhance permeability within surrounding areas.

### Urban structure and built form

The arrangement, density and scale of development within existing blocks should be respected in development proposals. It should be of the highest architectural standard and incorporate a mix of uses, with active uses on the ground floor, and should enhance the permeability and legibility of the area for pedestrians. Development within proximity of Southwark Cathedral should enhance its setting and the ability to appreciate the building in views from the surrounding streets. Opportunities to re-use former industrial buildings for mixed-use development should be considered. Consideration should also be given to the development of railway arches with new uses including retail or commercial premises, to increase activity and visual connections with surrounding areas.

### Land use

Residential development above retail and commercial premises should be encouraged to the south of Winchester Walk, to provide natural surveillance when Borough Market is closed. Further retail uses could be accommodated within the streets surrounding the market including Stoney Street, Bedale Street and Winchester Walk. Galleries and museums should be encouraged to the north Winchester Walk.

### Open space and public realm

Opportunities to enhance the setting of Southwark Cathedral and its churchyard at the interface with Borough Market should be explored. Particular attention should be paid to enhancing the quality of the churchyard through improvements to the garden area and public realm. Further public realm improvements to Borough Market and the surrounding streets, including Stoney Street, could improve quality of the pedestrian environment and outdoor areas of the market and adjacent premises. An interpretation and wayfinding strategy should be developed to enhance the public's understanding of the history of the area and its relationship with its wider context.



## 3.6 THE BOROUGH

### 3.6.1 Location and Summary

This is a densely developed residential area, interspersed with industrial, commercial and institutional land uses (Fig.65). It developed from an agricultural landscape in the medieval period, with roads later laid out in a broadly gridiron format. Industries developed in the 18th and 19th century, including brewing, and warehouses lined the primary routes of Southwark Street and Southwark Bridge Road. Institutions developed to support the local poor following the clearance of slums.

The area extends south from Park Street to Borough Road. The western boundary broadly follows Southwark Bridge Road with Borough Market and Borough High Street to the east. Southwark Street and Marshalsea Road cross the area providing connections to the east and west. These wide, primary routes contrast with the narrow, enclosed streets and alleys which generally run west-east.

Housing estates are found to the north of Southwark Street and to the south of Marshalsea Road with a finer grain of development at the centre, in the area between these two roads. The dense development between Great Suffolk Street and Lant Street contains a range of historic assets. In contrast, Redcross Way is more open with green space at Redcross Gardens.



Figure 65: The Borough - Aerial Overview





# THE BOROUGH

## 3.6.2 Historical Development

Maps dating from the 16th century show the area to have been almost completely rural. There were however a small number of burgage plots which extended west from Borough High Street and either side of what is now Redcross Way. There was rapid growth between 1572 and 1690 as the grid of earlier fields and lanes developed into road and building plots with gardens to rear. By the late 17th century a number of streets were tightly packed with houses running west from Borough High Street to Redcross Way. Development in the south was limited to Kent Street (now Tabard Street) to the south-east and Blackman Street (Borough High Street) to the south-west. This took the form of houses fronting the streets with garden plots to the rear backing onto enclosed fields beyond. The Anchor Brewery was established to the north of the area in 1616. As the area developed, burial grounds were also created. Deadmans Place, located close to the present day Thrale Street, is known to have been a burial place for victims of the plague. The Cross Bones burial ground on Redcross Way is associated with the burial of prostitutes from the 'stews', also known as the Winchester Geese of the Liberty of the Clink.

Roque's map of 1746 suggests that the land either side of Redcross Way was formed into blocks with gardens at the centre. In the north, close to the River Thames, the location of the original Globe Theatre is remembered in Globe Alley. South of this was a burial ground, stone cutter's yard and tenter ground. Elsewhere, there were extensive gardens and planned development including a square, unusual south of the Thames, at the intersection of King Street and Queen Street. There were further gardens, between Mint Street and Dirty Lane (now Lant Street) and to the south of Dirty Lane lay the open ground of St. George's Fields. Another dominant industry in the north of the area in the 18th century was the fermentation of vinegar, including factories at the western end of Castle Street. The King's Bench Prison was constructed in 1750 adjacent to Borough Road following the opening of Westminster Bridge in the same year (Fig.66). In 1781 the Anchor Brewery was taken over and by 1799, Horwood's map labels the expanded brewery as Barclay, Perkins and Co. and the Vinegar Yards as Pott's Vinegar Manufactory.

Southwark Bridge was opened in 1819, supported by the setting out of Bridge Street and Southwark Bridge Road on the western boundary. Open ground to the south of Lant Street had been developed by this time with small cross streets between it and Great Suffolk Street. Southwark Street and the railway viaduct to Charing Cross Station, which both opened in 1864, required the removal of areas of earlier dense development and substantially altered the character of the area to the north of Union Street. The Maps of the late 19th century shows that these routes formed the southern boundary of the Brewery and the Vinegar Distillery which still dominated the north of the area (Fig.67). It also demonstrates the rapid growth in development to form a dense mix of housing and industry with early schools and other educational and institutional developments. South of Southwark Street there was residential, commercial and industrial land uses. Marshalsea Road was completed in 1888,

across land previously occupied by slums, forming a connection between Southwark Bridge Road in the west and Borough High Street in the east. The St. Saviour's Union Workhouse was located at the western end of Mint Street whilst the King's Bench Prison was demolished and cleared early in the second half of the 19th century.

Booth's Poverty Map of 1898-99 shows a variety of occupants, from the middle classes on Southwark Street to the very poorest in the streets around the St. Saviour's Union Workhouse. The 19th century saw various philanthropic attempts to improve the lives of the poor, including the clearance of slums. The Peabody Estate, which stands to the north of Southwark Street, is an early example of social housing, completed in 1876. Red Cross Cottages and Gardens were established in 1887. The latter was described as an 'open air sitting room for the tired inhabitants of Southwark' by Octavia Hill, the founder of the National Trust (Ref.). By the inter-war years several London County Council social improvement projects had been built including the Lant Street and Marshalsea Estates and the Charles Dickens School (Ref.). The latter part of the century saw the completion of All Hallows Church on Copperfield Street, which was consecrated in 1892.

Parts of the area were heavily bombed during WWII and several buildings were totally destroyed. The maps of 1936-1952 show a number of vacant sites (Fig.68). Post-war redevelopment included warehousing in north with a residential focus retained to the south, around Marshalsea Road and in the north, between Southwark Street and Park Street. The latter part of the 20th century saw a growth in commercial uses along the primary routes and mixed use developments such as those in and around Union Street (Fig.69).



# THE BOROUGH

## Historical Development; The Borough Maps

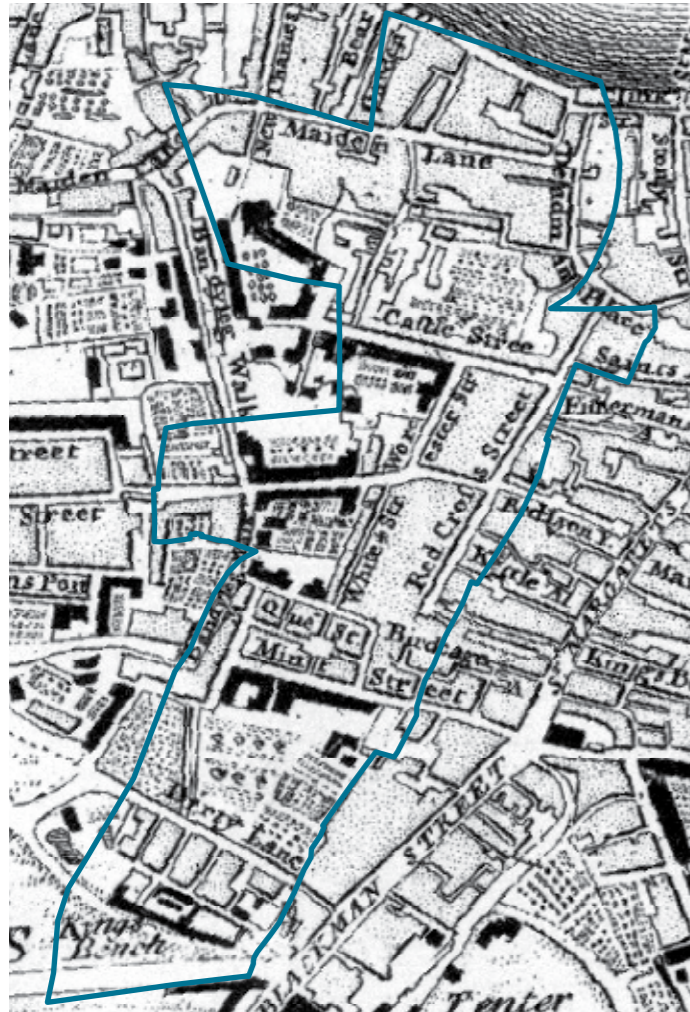


Figure 66: The Borough - John Rocque's A Plan of London, 1766

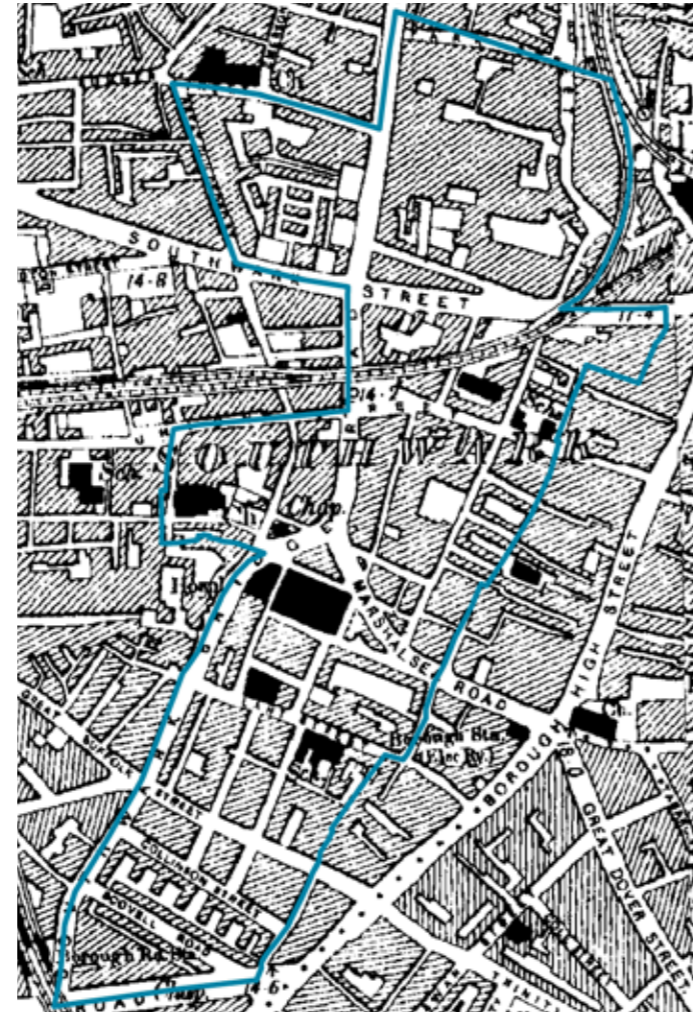


Figure 67: The Borough - 1896 to 1899 OS

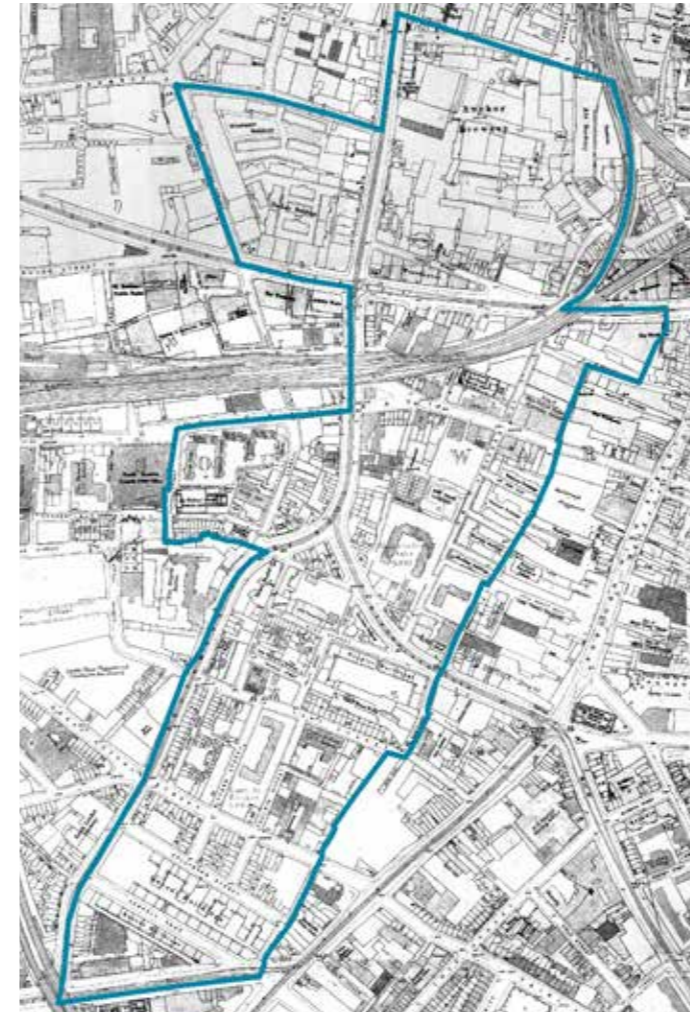


Figure 68: The Borough - 1936-1952 OS

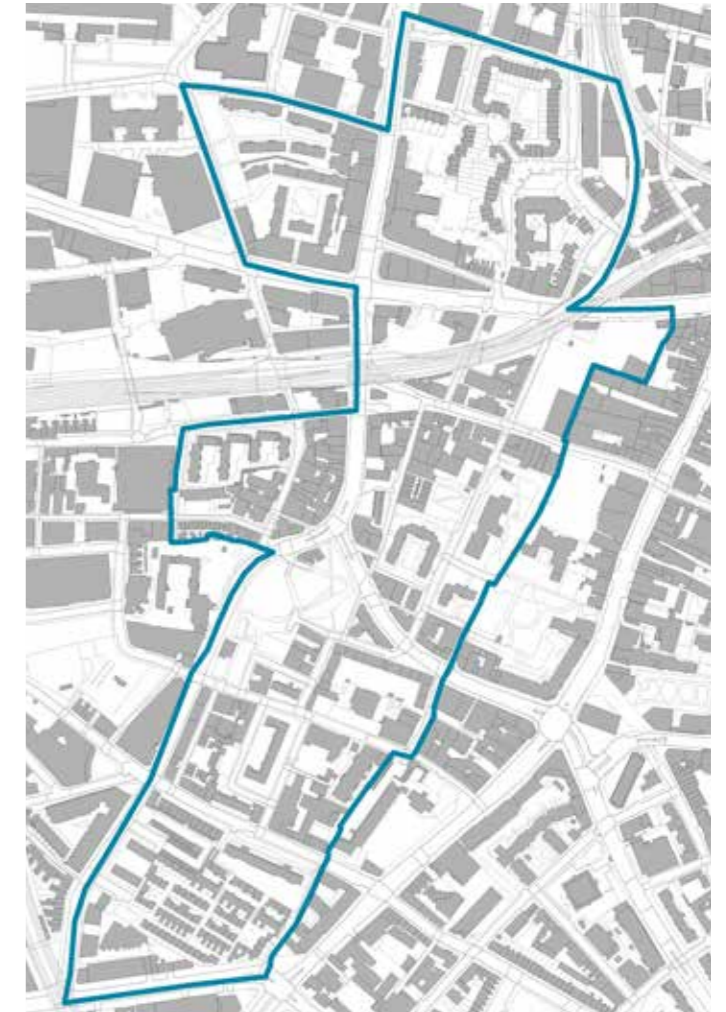


Figure 69: The Borough - 2012 OS Mastermap



# THE BOROUGH

## 3.6.3 Movement

Southwark Bridge Road follows the western boundary (Fig.70). The road is broad, accommodating on-street parking in places and the wide lanes of the Barclays Cycle Superhighway CS7 (TFL 2009). It is also an important bus route into central London from the south. The section to the south of Marshalsea Road is quieter and less heavily trafficked. The layout of the junction where these two roads meet creates a sweeping curve in Southwark Bridge Road, which is otherwise broadly straight. There is a busy junction where Southwark Bridge Road and Southwark Street cross in the north.

Marshalsea Road, together with Great Southwark Street, Lant Street and Union Street run west-east across the area, connecting Southwark Bridge Road and Borough High Street. Union Street, a secondary route, which is traffic-calmed, retains a strong historical character, exemplified by its narrow pavements and is well used by pedestrians, particularly at peak times. Borough Underground Station, which is located in the neighbouring Borough High Street Character Area, also generates high levels of pedestrian activity along Marshalsea Road at peak times.

As a result of the post-war consolidation of some blocks, direct routes running north-south are more limited. Examples include Redcross Way, a narrow, traffic-calmed one-way street which connects Marshalsea Road in the south and Park Street in the north. This consolidation has also generated a number of no-through roads including Pickwick Street and Collinson Street. Vehicular access to the larger residential blocks in the north and south tends to stop at the boundary or leads to private internal parking areas. Pedestrian movement within these areas is generally less restricted. Railway viaducts in the north, which cross the area and form part of the eastern boundary, create edges. Permeability is retained where streets pass underneath via dark, enclosed tunnels.



Union Street



Southwark Bridge Road

- Legend**
- Character Area
  - Gateways and Nodes**
  - ⊕ Key Gateway / Node
  - Transport Nodes**
  - ⊕ Overground Railway Stations
  - ⊕ Underground Stations
  - ⊕ Barclays Cycle Hire Stations
  - ⊕ River Bus Stop
  - Roads**
  - Primary
  - Secondary
  - Local
  - Arches / Tunnels
  - Pedestrians and Cyclists**
  - ⊕ London Cycle Network
  - ⊕ Cycle Superhighway
  - ⊕ Connections with wider area
  - ↔ Movement through barriers

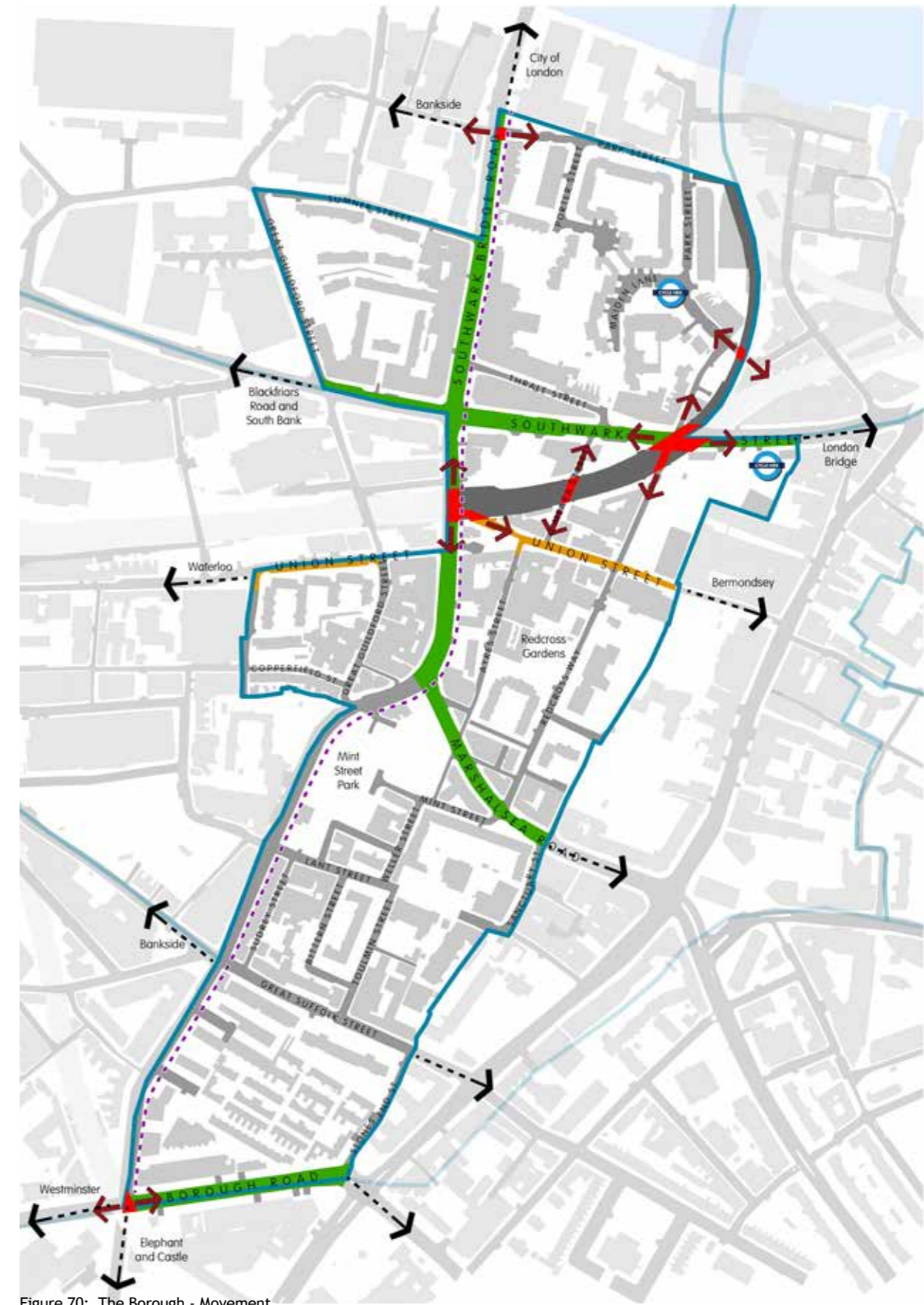


Figure 70: The Borough - Movement



# THE BOROUGH

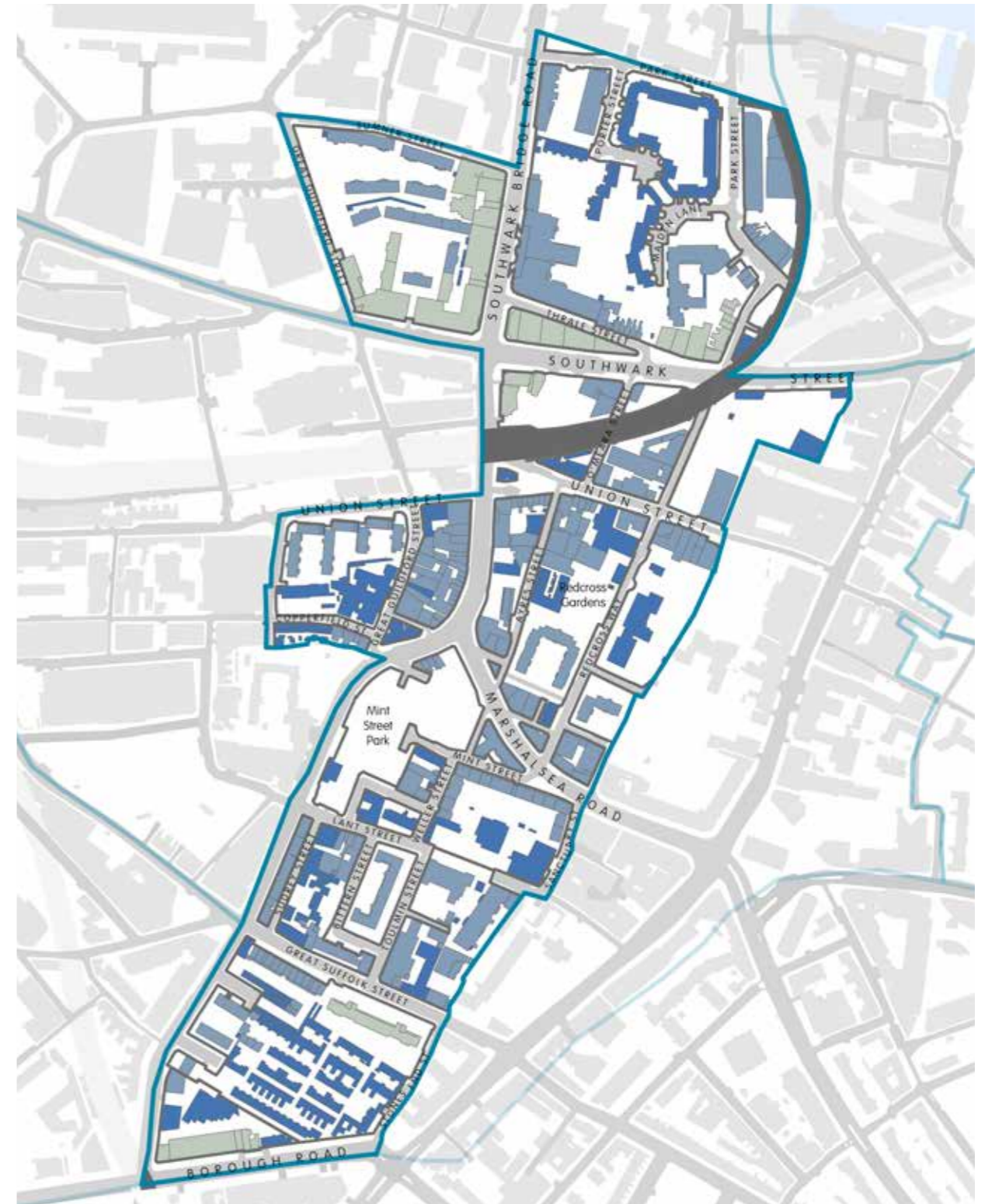
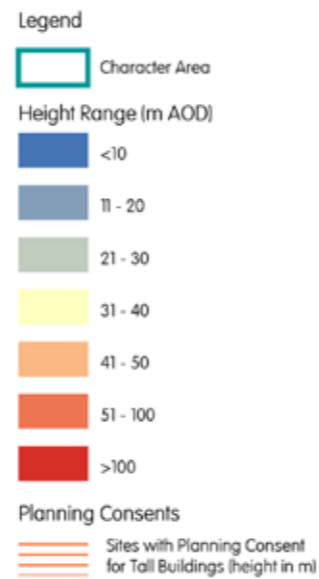
## 3.6.4 Urban Structure and Built Development

The predominantly commercial buildings which line the section of Southwark Bridge Road to north of the railway viaduct and Southwark Street are generally between 11m and 30m in height. They maintain a consistent building line fronting the pavements. Some buildings have active frontages, including several along Southwark Street and Southwark Bridge Road. To the south of the railway viaduct, the buildings step down in height to below 20m, reflecting the more varied land use (Fig.71).

Marshalsea Road includes a series of prominent blocks of the Peabody Estate which stand at around 20m in height. These private residential brick buildings with stone detailing create rhythm and enclosure within the gently curving street. Buildings with active frontages, such as bars, restaurants and shops, are located at the eastern end of the street. The assembly of buildings fronting the narrow Union Street is also distinctive. They comprise a mixture of mostly 11m to 20m tall 18th and 19th century houses, school and community buildings. There are examples of modern residential and mixed-use development throughout, particularly south of Marshalsea Road, often adjoining much older buildings. Examples include Lant Street and Sudrey Street.

The blocks formed by housing estates are extensive. Examples include the Peabody Estate to the north of Southwark Street, the Scovell Estate to the south of Marshalsea Road, including the Scovell Estate, are extensive. Buildings tend to be set back from the street, with active centres and private boundaries marked by gates and railings. The estates comprise groups of brick apartment blocks, generally below 20m in height and set within open space. Other examples include the City of London Corporation buildings on Great Suffolk Street and Sumner Street and local authority housing at the southern end of Southwark Bridge Road.

Redcross Way is more open in character than other streets in the area. Within the central section, the residential and educational buildings which front the street are generally set within open space, away from the street. At either end, buildings face onto the street. This creates a series of blocks enclosed by development with an open centre. Most buildings are post-war; exceptions include the Victorian Redcross Hall and Cottages.



Flat Iron Square, Union Street



Redcross Way

Figure 71: The Borough - Urban Structure and Built Form



# THE BOROUGH

## 3.6.5 Land Use

Commercial, light-industrial and educational land uses are interspersed throughout this primarily residential area (Fig.72). Land use between Union Street and Marshalsea Road is more mixed. Higher levels of activity are focussed along the primary routes where retail and offices are located. There are small local centres, with parades of shops on the western end of Great Suffolk Street and at the junction of Southwark Bridge Road and Union Street.

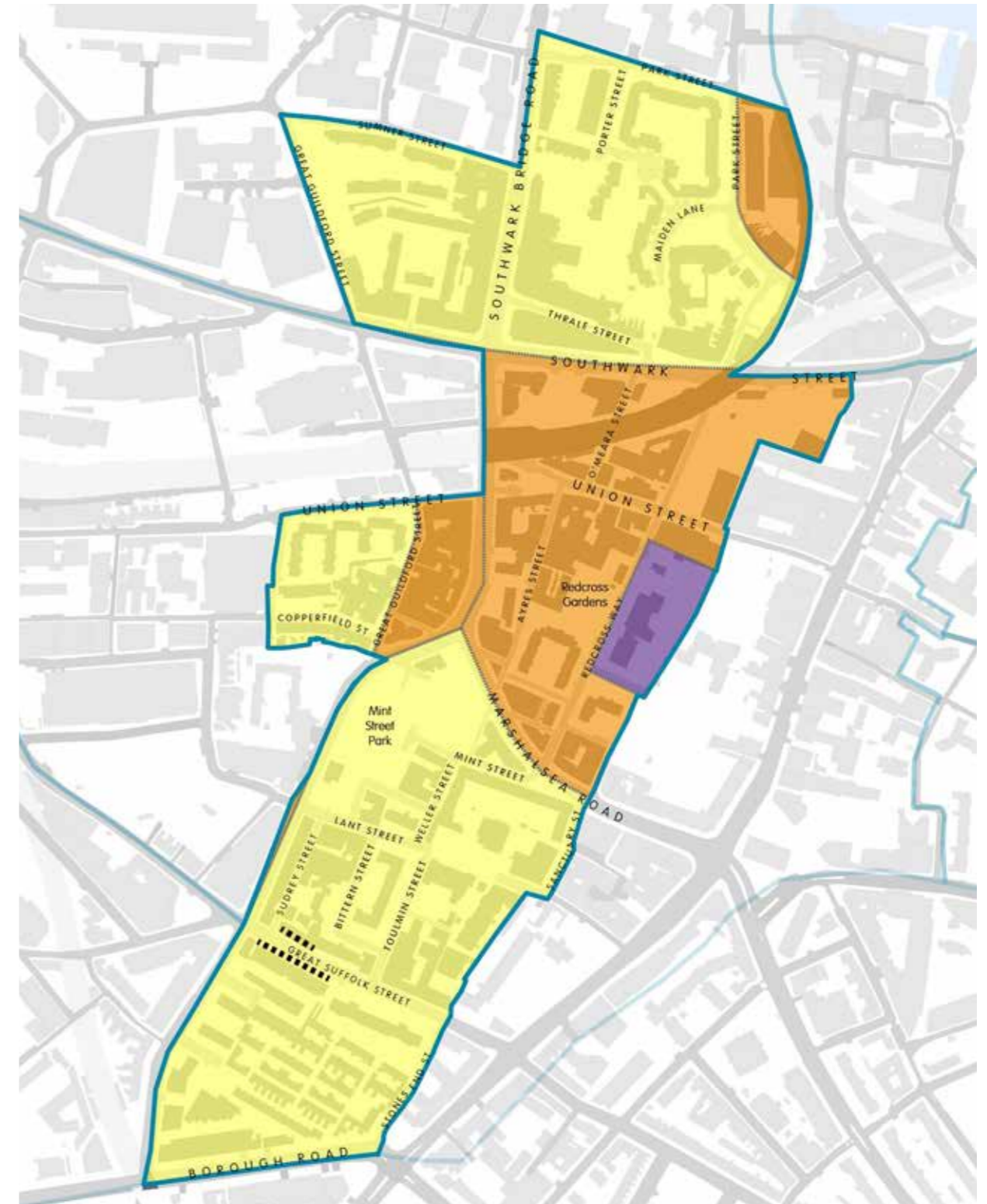


Figure 72: The Borough - Indicative land use



Local Authority Housing



Commercial uses on Southwark Bridge Road



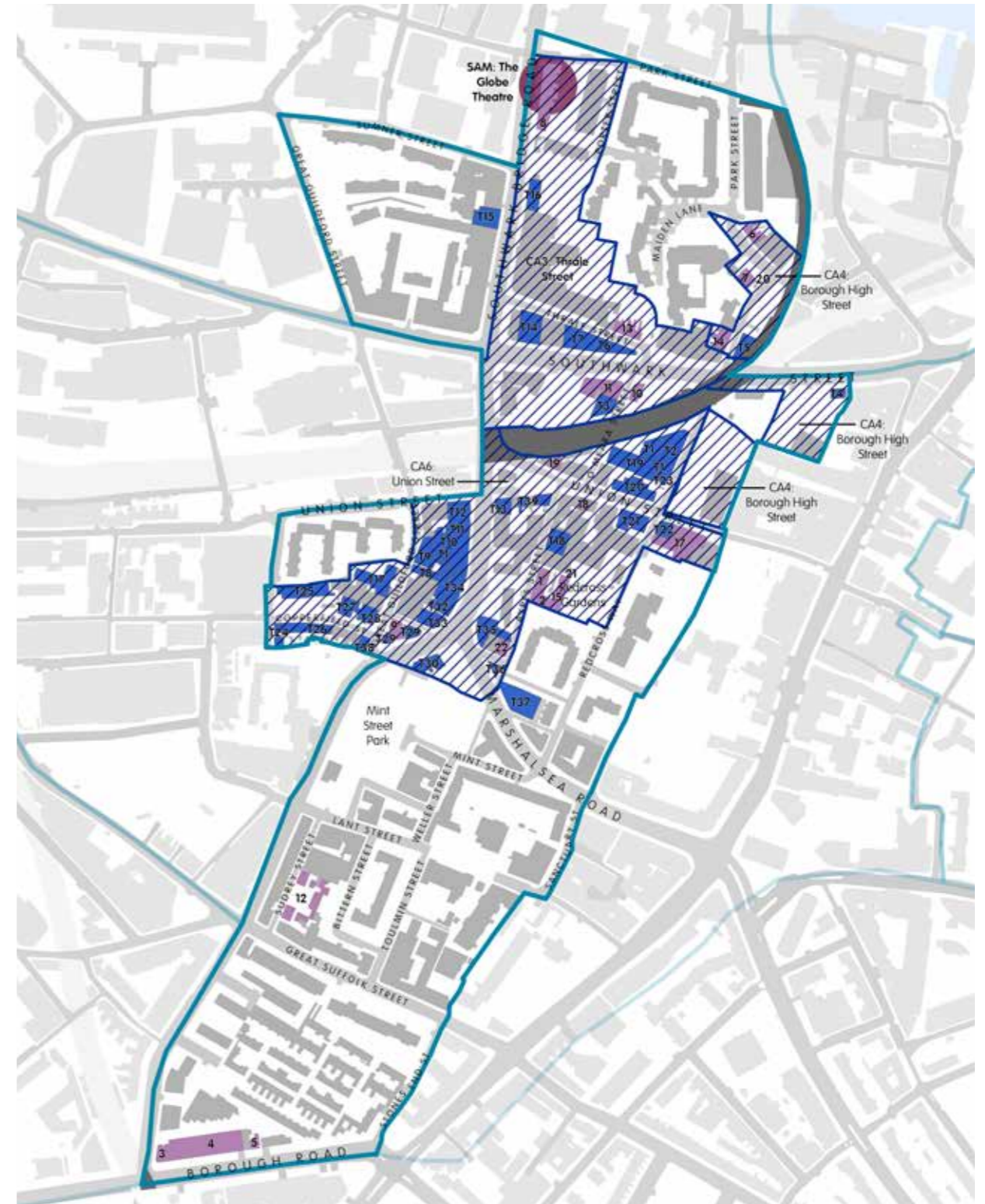
# THE BOROUGH

## 3.6.6 Heritage Assets

The Thrale Street Conservation Area is characterised by the grand scale of industrial and commercial buildings, which have largely overlaid the earlier pattern. Buildings which make a positive contribution to character include Nos. 44,46, 48-50 and 56-58 Southwark Street, commercial buildings of the 19th century which occupy a wedge shaped site near the junction with Southwark Bridge Road. The terraces of houses with gardens which line the roads within the Union Street Conservation Area are in contrast to the long, narrow plots of Borough High Street to the east. Positive contributors to character include a string of buildings of the 19th century which line the western side of Southwark Bridge Road, opposite the junction with Marshalsea Road. These buildings represent a rapid period of change in the area, including a former public library, now a community facility, at the junction with Union Street (Fig.73).

There are also several listed buildings which contribute to an understanding of the historical development of the area. It is especially rich in early 19th century houses, mostly of yellow stock brick and retaining the Georgian style. Numbers 55-59 Thrale Street is a terrace of five c. 1800 cottages, associated with the former Anchor Brewery. Number 62 and 64 Union Street is a pair of terraced houses dated c.1835, one of which carries a large plaque which reads 'Devonshire House'. The buildings, which front onto Flat Iron Square are in a poor state of repair and are included on the Heritage at Risk Register. The Anchor Public House, which stands at the riverfront in the neighbouring Bankside Cultural character area, was the brewery's tap. Also connected with the brewery is Anchor Terrace on Southwark Bridge Road. These buildings are thought to have been built as dwellings for the executives of the brewery. The backs of the houses are built on the site of the Globe Theatre of 1599, a scheduled monument. The theatre was discovered during excavation in 1989 and is important for its links with William Shakespeare whose plays Hamlet, Othello, Henry VIII, Lear and Macbeth were first performed here. The outline of the theatre's outer wall and other features are picked out in the courtyard surfacing to the rear of Anchor Terrace in coloured brick.

Winchester House on Southwark Bridge Road was built in 1777 as part of St. Saviour's Workhouse. It is now part of Southwark Fire Station and Training Centre, itself a listed building in two sections of 1878 and 1911. There are also two listed public houses; the Goose and Firkin on Borough Road and the Lord Clyde on Clennam Street, the latter covered with glazed tiles. The Cromwell Buildings on Redcross Way are an early and distinctive example of philanthropic housing. Built in 1864, the balconies are arcaded and with a shop at each end at ground level. Working class housing is also represented by Redcross Cottages on Redcross Way and Whitecross Cottages on Ayres Street. The two form a group and together with Gable Cottages on Sudrey Street. These, together with the community buildings of Bishop's Hall and George Bell House attached to Whitecross Cottages, are representative of the ideas of the social reformer, Octavia Hill.



Listed Buildings on Southwark Street



Site of the original Globe Theatre

Figure 73: The Borough - Heritage Assets



# THE BOROUGH

Industrial buildings include the small, octagonal 62 Borough Road, designed by stonemason Henry Robert Hartley for his own use in 1821. Examples of mid and late 19th century warehouses on Southwark Street include the former Menier Chocolate Factory, now a theatre and gallery. The prominent Hanover House at 49-60 Borough Road was built in c. 1889 for the blacking manufacturers Day and Martin, now the headquarters of the International Transport Worker's Federation.

A group of buildings which fills a block between Caleb, Quilp and Dorrit Streets has been identified as being of townscape merit or heritage value. These ornate, former warehouse buildings have been converted to flats and face buildings of the Peabody Estate on the opposite side of Marshalsea Road.

## 3.6.7 Open Space and Public Realm

The largest protected open space in the character area is Mint Street Park, located behind the junction of Southwark Bridge Road (Fig.74) and Marshalsea Road. This formal park includes a children's play area, an adventure playground, a multi-use games area and a small garden area. Mature trees along the boundary of the park fill the gaps between buildings fronting the junction.

Red Cross Gardens is centred on an ornamental pond and contains a series of paths which meander amongst lawns and gardens. Metal railings enclose the space which contains a number of mature trees. It also provides the setting for Red Cross Hall and Cottages which front directly onto it. This high quality open space is used by the local community for events and activities. (Ref. OSS).

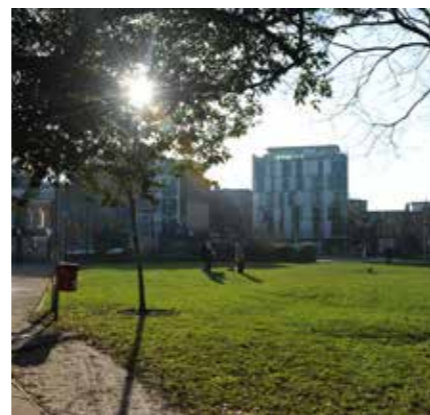
The treatment and quality of the public realm varies considerably. The pavements of the primary streets are generally surfaced with concrete slabs, setts or asphalt. In-situ concrete and asphalt are more common in the residential streets where traffic calming measures are also found. A streetscape improvement scheme has recently been implemented along the length of Redcross Way, south of the junction with Union Street. A consistent palette of high quality materials has been used to define the narrowed and raised carriageway and widened pavements which are lined with trees. A similar scheme has been applied to Union Street using York stone and granite kerbs. At the junction of Southwark Bridge Road and Union Street, contrasting paving has been used to define Flat Iron Square. This small public space is complimented by mature trees, which local shops, bars and restaurants face onto.

## 3.6.8 Views

The width and gently curving alignment of Southwark Bridge Road creates a sequence of closed views contained by buildings. North of Lant Street, trees along the street and the neighbouring Mint Street Park frame the linear view. As the road bends towards the junction with Marshalsea Road, the Borough Welsh Congressional Chapel becomes a focal point. Gaps in buildings, for example above the Shell petrol station in Southwark Bridge Road, offer glimpses of tall buildings in



Figure 74: The Borough - Open Space and Public Realm



Mint Street Park



Redcross Gardens



# THE BOROUGH

the City of London including 30 St. Mary's Axe. Views from the section of road north of Southwark Street looking south are focussed on the landmark of The Strata building in the neighbouring Elephant and Castle area. The taller height of buildings north of Union Street emphasise enclosure and limit longer distance views. Exceptions include views east along Sumner Street which are focussed on The Shard.

The continuity of buildings along Marshalsea Road also hold views along the street. Moving east, this view is focussed on the landmark of the Church of St George the Martyr in the neighbouring Borough High Street character area.



Linear Views along Southwark Bridge Road



Distant views of the Shard

Views of the area bounded by Southwark Bridge Road, Southwark Street, Borough High Street and Marshalsea Road, especially from the central section of Redcross Way, are more open. The varied roofscape of the surrounding streets creates an intricate and undulating skyline. This is punctuated in places by tall buildings outside of the area including The Shard and Guy's Tower. The spire of the Church of St George the Martyr is also visible on the skyline to the east. Views at street level are filtered in places by trees and other vegetation. In contrast, views within the narrower streets south of Marshalsea Road are more contained and each turn in the streets provides a different focus.

## 3.6.9 Understanding quality, issues and sensitivity

### Qualities to be sustained, reinforced or enhanced

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These mostly relate to the varied mix of historic and modern buildings which illustrate the historical development of the area. There are also several areas with strong historical and cultural associations.

- Gridiron pattern of surviving narrow historic streets between Thrale Street in the north and Great Suffolk Street in the south
- Examples of various periods of social and philanthropic housing including the

Peabody Estate, Redcross Cottages and Copperfield Street

- Early industrial buildings retained and converted to modern residential and commercial development on Union Street, Lant Street and Ayres Street
- High quality public realm at Flat Iron Square, fronted by shops and cafes

### Issues to be addressed

There are also some aspects which should be addressed through active management, such as the permeability of housing estates and the west-east connections across the area.

- Post-war redevelopment led to the severance of a number of historic west-east connections including Collinson Street, Scovell Street and Lant Street, which has reduced legibility and permeability
- The railway viaduct north of Union Street creates a barrier for movement and the arches and tunnels can appear dark and unwelcoming. To the west of Park Street, the viaduct restricts connections with the Borough Market area.
- There are also certain elements of the character area which are particularly sensitive to change. These relate to the setting of historic assets and places of cultural and historical importance.
- The setting of the Thrale Street, Union Street and Borough High Street Conservation Areas and other heritage assets including listed buildings and buildings of townscape merit.
- The historical and cultural associations of the Cross Bones site on Redcross Way

## 3.6.10 Character Area Management Principles

Managing change should focus on sustaining, reinforcing or enhancing those aspects which provide an appreciation of the history of the area and on addressing issues of permeability and legibility within the housing estates in the north and south.

### Heritage

The pattern of historic streets should be sustained and reinforced within new development. New development should respect the pattern, grain and scale of the existing development within conservation areas and their settings. It should also reinforce or enhance the setting of historic assets and maintain visual links between buildings where these contribute to the overall character of the area, such as the views along Southwark Street and Redcross Way. Within the Thrale Street Conservation Area the scale of the industrial, commercial and domestic buildings should be reflected in new development proposals. The gridiron street pattern and dense grain of development with the Union Street Conservation Area should be sustained. The continuity of the building line along Southwark Street should be respected within the Borough High Street Conservation Area. Part of this character area is designated within the Archaeological Priority Zone and is likely to contain remains of local, regional, national and international importance. Proposals should take this into account.

### Movement

Particular consideration should be given to the enhancement of west-east connections across the area. Any redevelopment of the opportunity sites identified between Southwark Street and Union Street should also consider opportunities to improve links beneath the railway viaduct to enhance north-south permeability.

### Urban structure and built form

Proposals for buildings which front the primary routes should be of the highest architectural standard and should reinforce the continuity of the building line and incorporate active frontages. Development along Southwark Street and Southwark Bridge Road should respect the scale and massing of the former industrial and warehouse buildings which characterise the street. Building heights should respect the prevailing context, in particular consideration to the scale and height of buildings fronting the main routes of Southwark Street and Southwark Bridge Road compared to the generally lower scale of the surrounding buildings.

### Land use

The varied mix of predominately residential uses interspersed with commercial and retail uses should be sustained. Further retail uses supporting local trade should be encouraged on the primary routes of Southwark Street, Southwark Bridge Road and Borough Road. Larger scale mixed-use development can also be accommodated here.

### Open space and public realm

Development proposals should consider opportunities to improve the quality and legibility of the area through enhancements to the public realm. In particular, any future development of the Cross Bones site at Redcross Way should consider opportunities for new open space provision. The recent improvements to Union Street and Redcross Way could be repeated along Southwark Bridge Road and Marshalsea Road to encourage more north-south movement into the Borough area. Tree planting could be used here to form green links between the residential areas of the Borough and the riverfront to the north. This could be further reinforced through the implementation of a comprehensive way-finding strategy. There are also opportunities to open up the boundaries of Mint Street Park, to encourage natural surveillance and create physical and visual connections between the park and Southwark Bridge Road.

Connections between the open spaces around Redcross Way, including Redcross Gardens, Little Dorrit Park and Marlborough Playground, should also be reinforced. Signage could also be used to improve links with open spaces in the wider area. There is also potential to enhance the quality of Marlborough Playground through selected improvements to the landscape.



## 3.7 BOROUGH HIGH STREET

### 3.7.1 Location and Summary

This ancient route led to the only bridge across the River Thames in central London until Westminster Bridge was completed in 1750. It has been a key gateway to London from the south of England since Roman times. As markets developed along the High Street, coaching inns fronting narrow yards were established to accommodate travellers. Whilst the markets have moved, trade and commerce remain the principal land uses. Buildings representing a broad spectrum of history, including an example of the former coaching inns survive amongst modern development.

The character area is defined by Borough High Street and the buildings associated with it. The route stretches from the junction with Borough Road in the south to London Bridge Street in the north. To the west it borders The Borough and Borough Market character areas and to the east, Bermondsey, London Bridge and Guy's Hospital and Tooley Street (Fig.75).

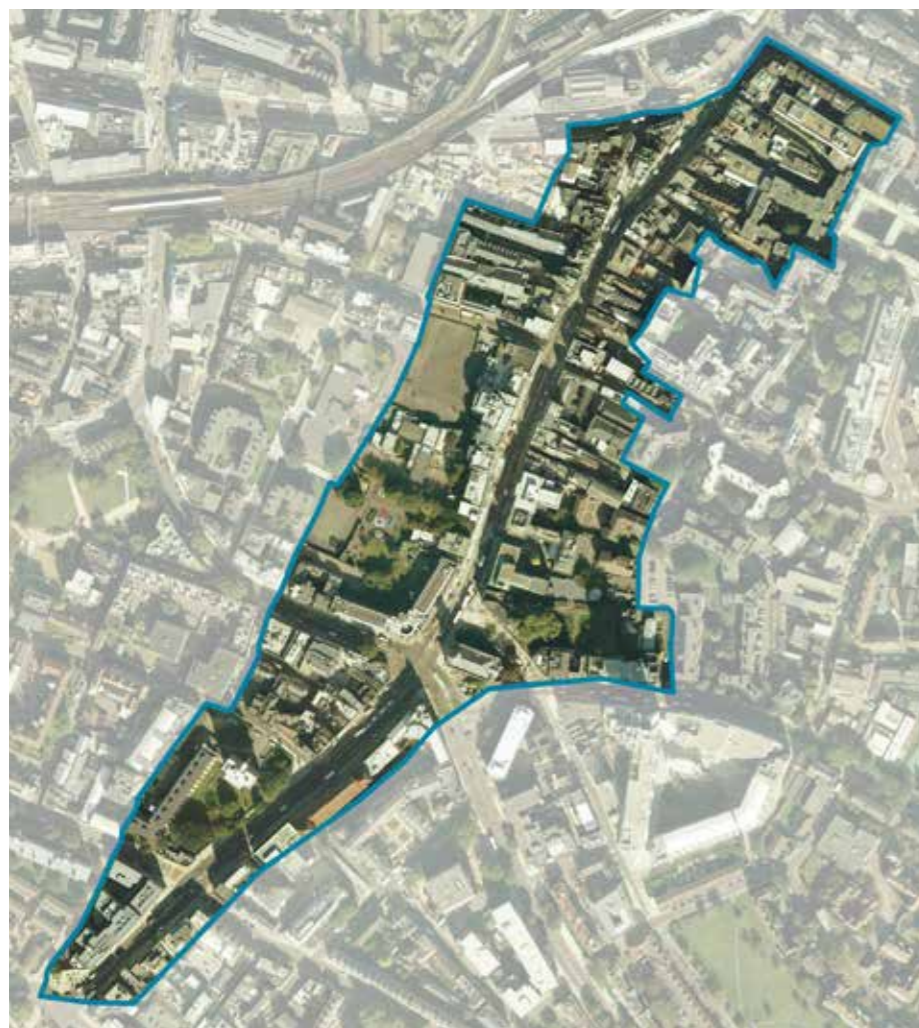


Figure 75: Borough High Street - Aerial Overview





# BOROUGH HIGH STREET

## 3.7.2 Historical Development

As the principal crossing point of the River Thames, on the route between the south coast of England and Roman Londinium, this area quickly became the site of an important settlement and place of trade. A road was developed south from here to a point close to where the Church of St. George the Martyr now stands, where it split, leading south-east to Dover and south-west to Chichester. These roads established Borough High Street as the principal entry to the City of London from the south until 1750 when Westminster Bridge was completed.

The map *Londinum Feracissimi Angliae* of 1572 shows a street labelled 'South warke' running directly south from London Bridge. Burgage plots lined either side of the street with further buildings or gardens behind. Many of the burgage plots are shown to have been preserved in the modern layout with common east and west boundaries and frontages to Borough High Street. The Duke of Suffolk had also established a palace by this time, at Brandon House, evidenced by a plaque on the wall of 166 Borough High Street. Towards the end of the 16th century, the road turned to the west shortly after the development stopped, into open countryside.

By 1690 the whole of Borough High Street had been developed. Alleys ran to the east and west from a point approximately where the High Street meets the modern Southwark Street in the north to Great Suffolk Street in the south. On the western side, the land is labelled on Horwood's Map as St. George's Field. The 14th century Church of St. George the Martyr, which is also shown, pre-dates the existing church which stands at the same point at the corner of Borough High Street and Kent Street (now Great Dover Street). The church assumed its current island setting when Great Dover Street was cut through in 1750.

Roque's map of 1746 indicates that there were 22 alleys to the east and 21 to the west of Borough High Street between St. Thomas' Street and the Church of St. George the Martyr. The majority of these alleys ran into yards where taverns and inns were developed. Many of these dated from the medieval period but later developed as the termini for mail and passenger coaches from various locations across south-east England. Some were rebuilt after the fires of 1676 and 1679, such as the Tabard and the George. A number of plots have been amalgamated over the years and different uses have spread down their length with some being sub-divided.

There is believed to have been a market here as early as 1014 although the first mention of it on the High Street is in 1276 (Ref.). It was later moved to the south of what is now Town Hall Chambers. By 1754 the Borough Market was causing congestion within Borough High Street and was closed by Act of Parliament, moving to its present site in 1756. By the end of the 17th century, Borough High Street was developed from Great Suffolk Street to London Bridge, evidenced in Horwood's map of 1792-99. Development at the southern end was encouraged by the opening of Borough Road which connects with Westminster via Westminster Bridge. The location of the Marshalsea Prison, is indicated on Horwood's map on the eastern side of

Borough High Street. This debtor's prison was immortalised in Charles Dickens' *Pickwick Papers*, *David Copperfield* and *Little Dorrit* novels. It had two incarnations; the first just south of King Street and the second (from 1811 to 1842) just to the north of St. George's Church.

The northern end of Borough High Street was widened and moved approximately 30 metres to the west to accommodate Rennie's new London Bridge of 1830. Further south, alleys were still in place on the maps of 1830 and 1862. Major change in the urban structure of the area occurred in 1864, when Southwark Street was connected to Borough High Street and a brick viaduct was constructed to carry the railway line from Charing Cross to London Bridge Station (Ref.). The introduction of the railways led to a decline in the demand for coach transport and a number of the High Street's inns were subsequently closed and demolished in the 19th century. This coincided with the growing importance of the area in the expansion of the hop trade and by the late 19th century warehouses specifically for this purpose had been developed behind and in some cases, fronting onto the High Street (Fig.77).

As the 19th century drew to a close Booth's Poverty Map of 1898/9 indicates that the houses fronting onto Borough High Street were exclusively the homes of the well-to-do middle classes. This was in steep contrast to some of the courts and alleys behind which were home to the poorest or 'Vicious, semi-criminal' classes (Ref.).

Borough High Street was heavily bombed in WWII, especially in the area around the Church of St. George the Martyr (Fig.78). This is reflected in the abundance of large scale post-war buildings, such as those on the corner of Marshalsea Road (Fig.79)



# BOROUGH HIGH STREET



Figure 76: Borough High Street - John Rocque's A Plan of London, 1766

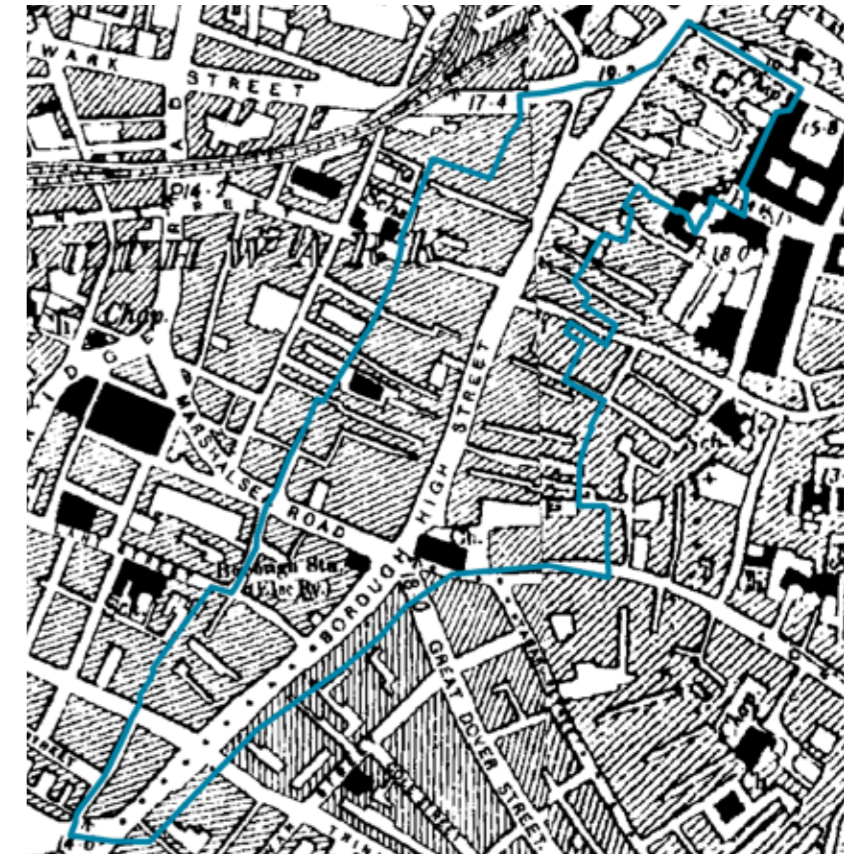


Figure 77: Borough High Street - 1896 to 1899 OS

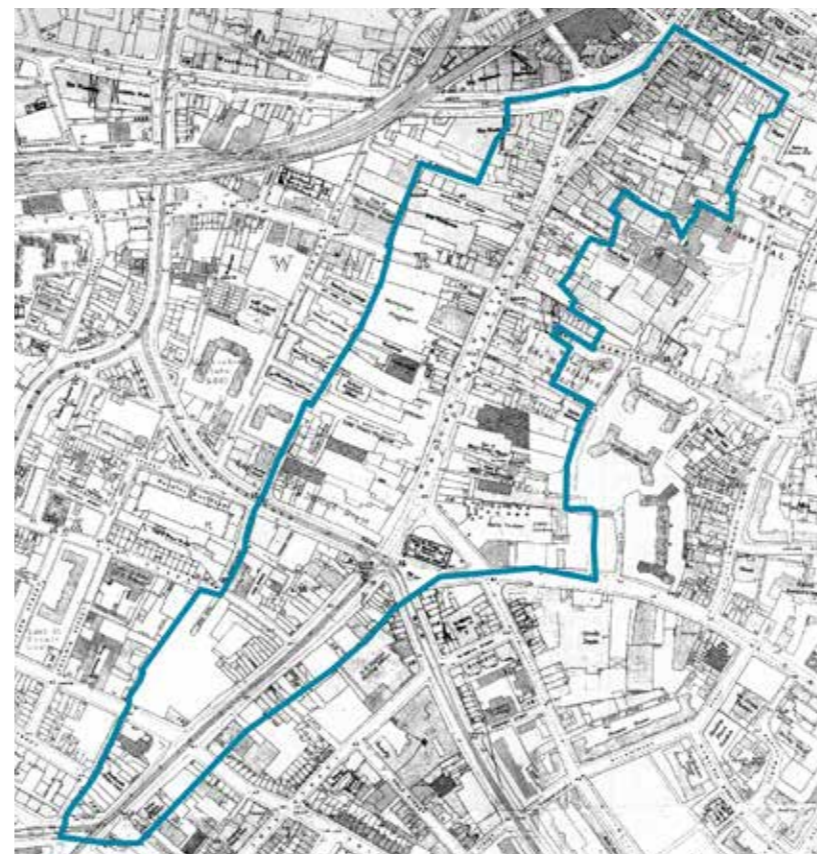


Figure 78: Borough High Street - 1936-1952 OS

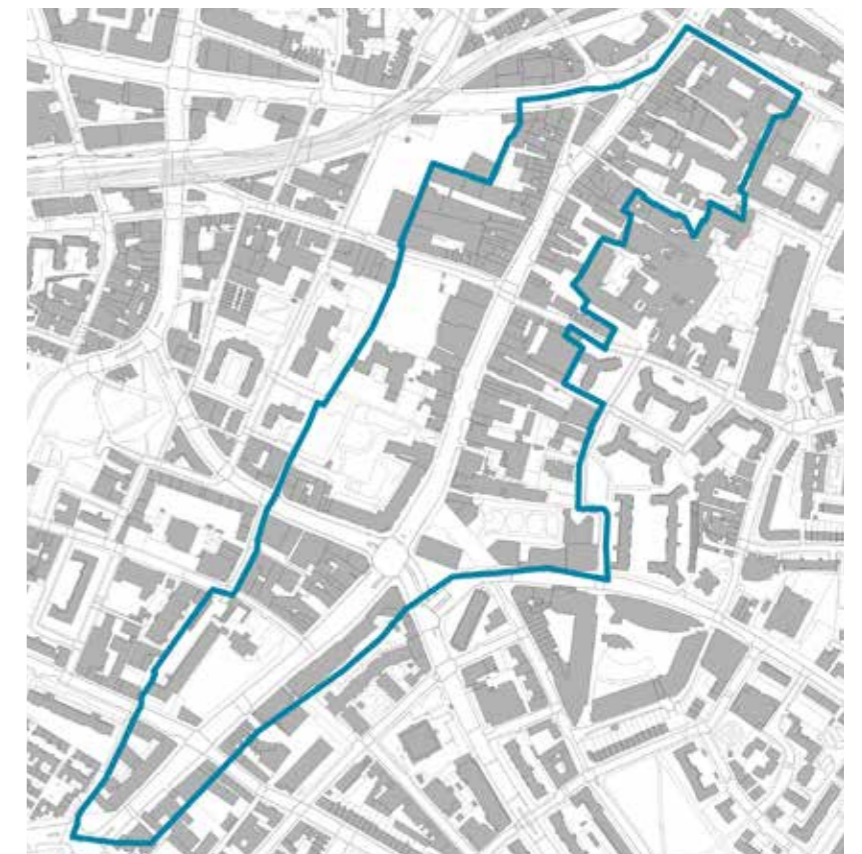


Figure 79: Borough High Street - 2012 OS Mastermap



# BOROUGH HIGH STREET

## 3.7.3 Movement

Borough High Street is an arterial route which connects areas of south London to the City of London in the north (Fig.80). London Bridge forms an historic gateway to the area where it crosses the River Thames to the north. The existing bridge is a modern replacement for its predecessors and was opened in 1973. Other arrival points include London Bridge London Underground station, with access at the junction with Southwark Street and Borough Underground Station at the junction with Marshalsea Road.

Borough High Street carries heavy traffic and is busy with pedestrians and cyclists throughout the day and into the night. The road alignment is broadly straight with subtle bends. It varies in width, accommodating between two and four lanes of traffic and bus and cycle lanes in places. Pavements are generally wider in the south and on the approach to London Bridge and narrower at the centre where the historic alignment has been retained. The layout of the intersection between Borough High Street and Southwark Street is distinctive with barriers erected around the intersection restricting pedestrian crossing to formal crossing points. To the south of the junction Borough High Street splits to form triangular island developed with buildings and crossed by a narrow passageway. The branch of the street to the west is quieter and narrower compared to the busy main route.

There are a number of busy east-west routes which connect to Borough High Street. These include Borough Road and Newington Causeway in the south, Marshalsea Road and Great Dover Street at the centre and Southwark Street and Tooley Street in the north. The junctions where these busy roads meet form key nodes.

The numerous narrow alleyways leading off of the busy Borough High Street, which are remnants of mediaeval burgage plots, are quieter. Many, such as Mermaid Court and White Hart Yard, accommodate a single carriageway without pavements. Other alleyways, such as that adjacent to the Blue Eyed Maid public house, have been pedestrianised. Others, such as Maidstone Mews, have been converted to private access to service areas at the rear of shops and offices.



Borough High Street



Kings Head Yard

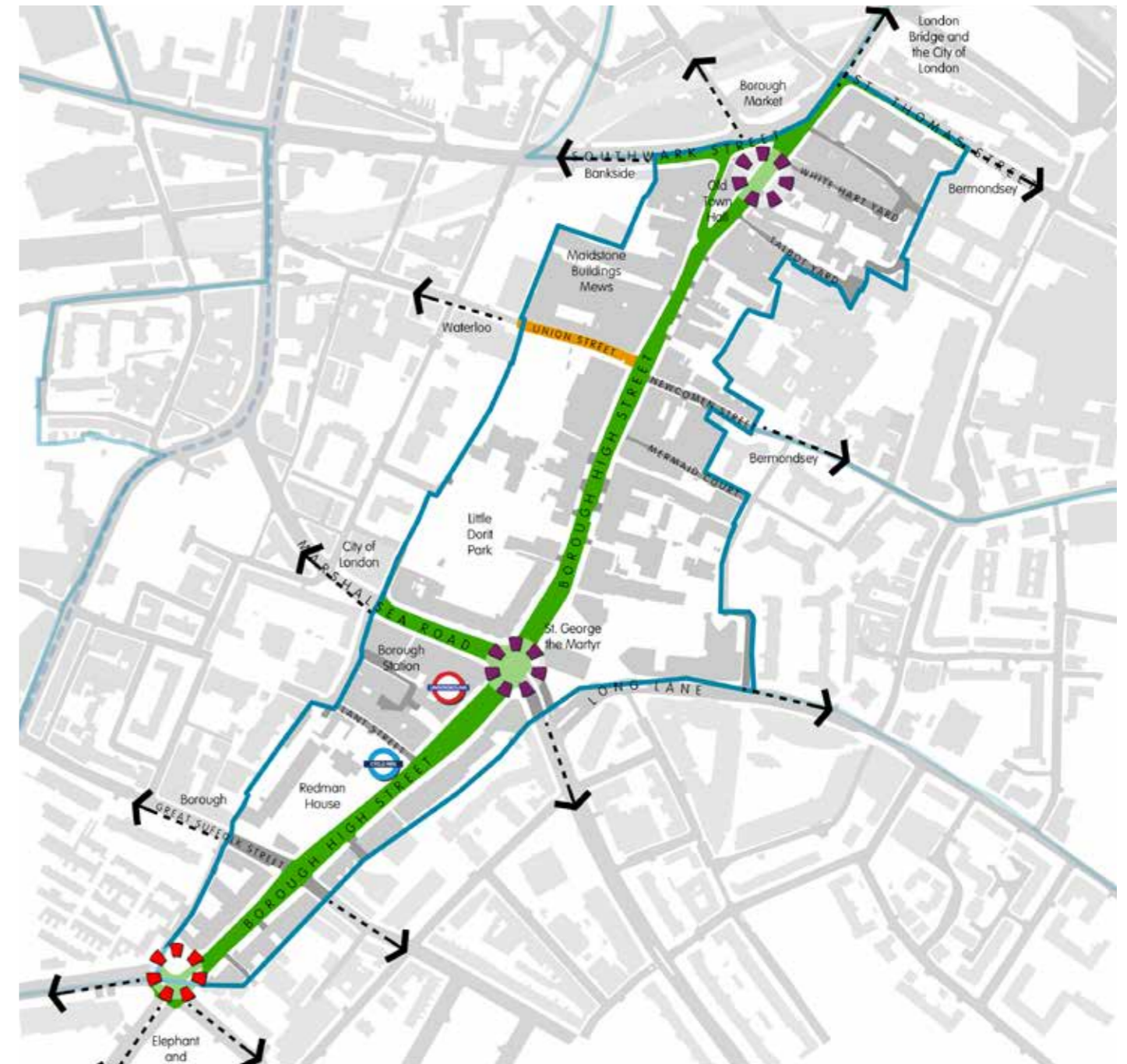


Figure 80: Borough High Street - Movement



# BOROUGH HIGH STREET

## 3.7.4 Urban Structure and Built Form

Buildings north of Marshalsea Road create an almost continuous frontage to Borough High Street, broken only by the east-west streets which cross it (Fig.81). Plots are generally narrow but deep and the 21m and 30m tall buildings form a vertical rhythm which reflects the historic layout of burgage plots. These characteristics, together with the gently curving street, create a defined frontage to the street. The numerous small shops, restaurants, cafes and public houses have active frontages on the ground floor and entrances leading directly onto the street. Service areas are located to the rear, often accessed by the yards of former coaching inns, such as at White Hart Yard. The architectural style varies, although most are of the older buildings are constructed in red and yellow stock brick and sash windows. Examples of later buildings, such as the Town Hall Chambers, retain elaborate architectural detailing such as stone or stucco cornicing. The treatment of shop fronts similarly varies with a wide range of colours and styles of advertising used. Post-war redevelopment has resulted in the amalgamation of plots in places, particularly where office buildings have been developed close the junction with Marshalsea Road. These buildings tend to be broader, less architecturally detailed and without active frontages.

The node formed by Borough High Street, Marshalsea Road and Great Dover Street creates a distinct break in the otherwise broadly continuous building line. The prominent Church of St. George the Martyr, set within a broad public realm facing the corner of Great Dover Street, reinforces the status of the node. The other buildings facing this junction include Brandon House, a substantial 11 to 20m high office block of brick and glass and the single-storey Borough Underground Station.

To the south of this node, the buildings tend to occupy larger footprints and the office and residential land use results in less active frontages. Redman House, which includes a 31m to 40m tall tower block, is one example, set back from the street within private grounds. Exceptions include the row of shops, bars and restaurants between Marshalsea Road and Lant Street and the node formed by the junction with Borough Road and Newington Causeway in the south. These areas reflect the style and rhythm of the buildings further north.

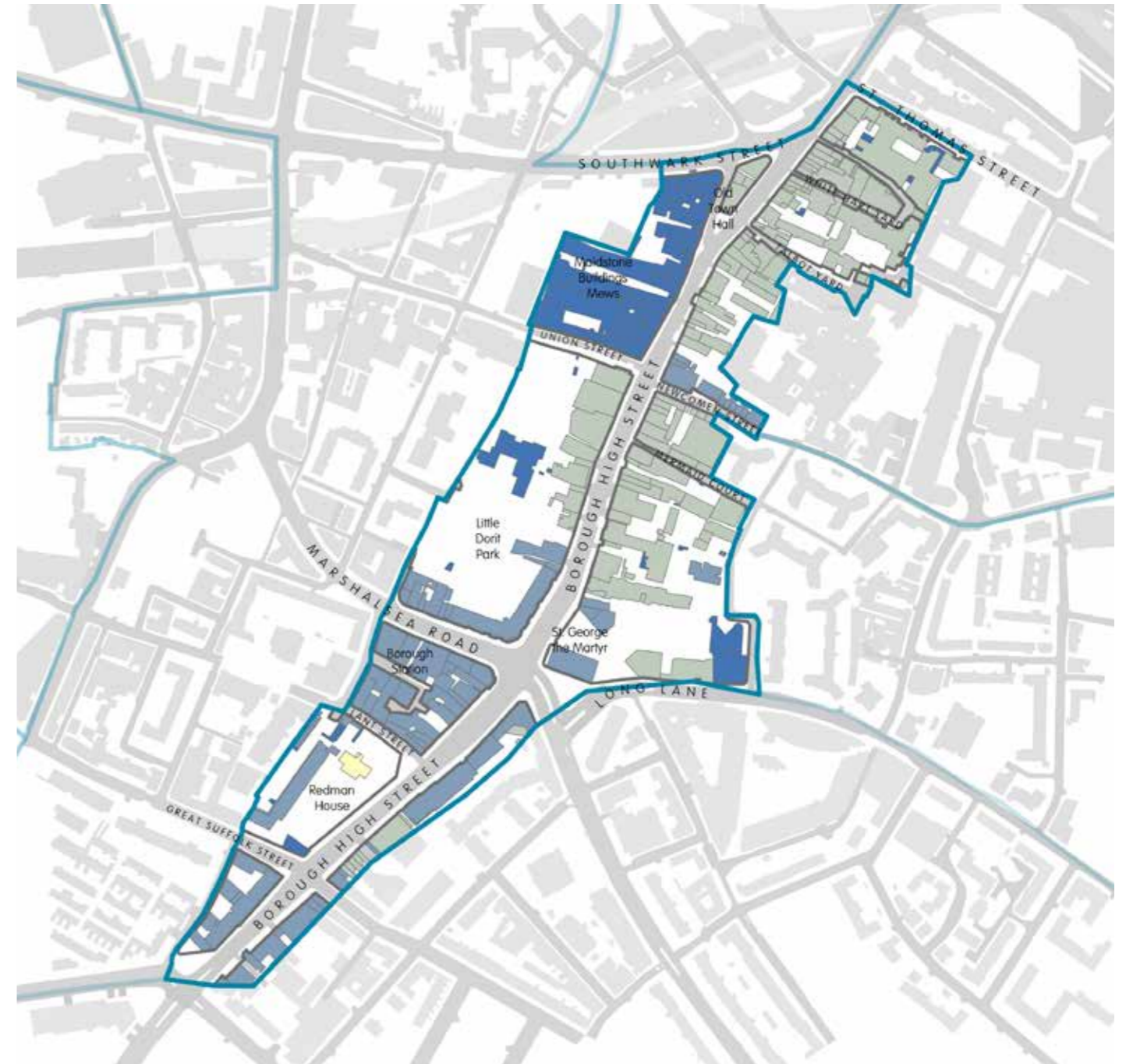
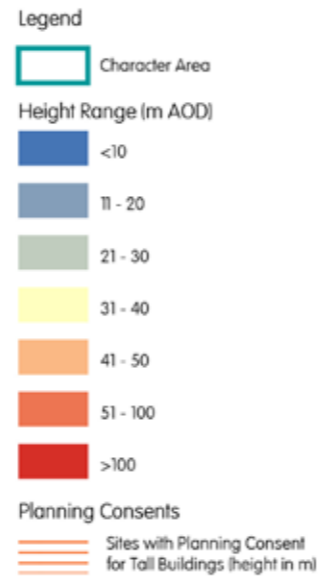


Figure 81: Borough High Street - Urban Structure and Built Form



Varied style of building facades



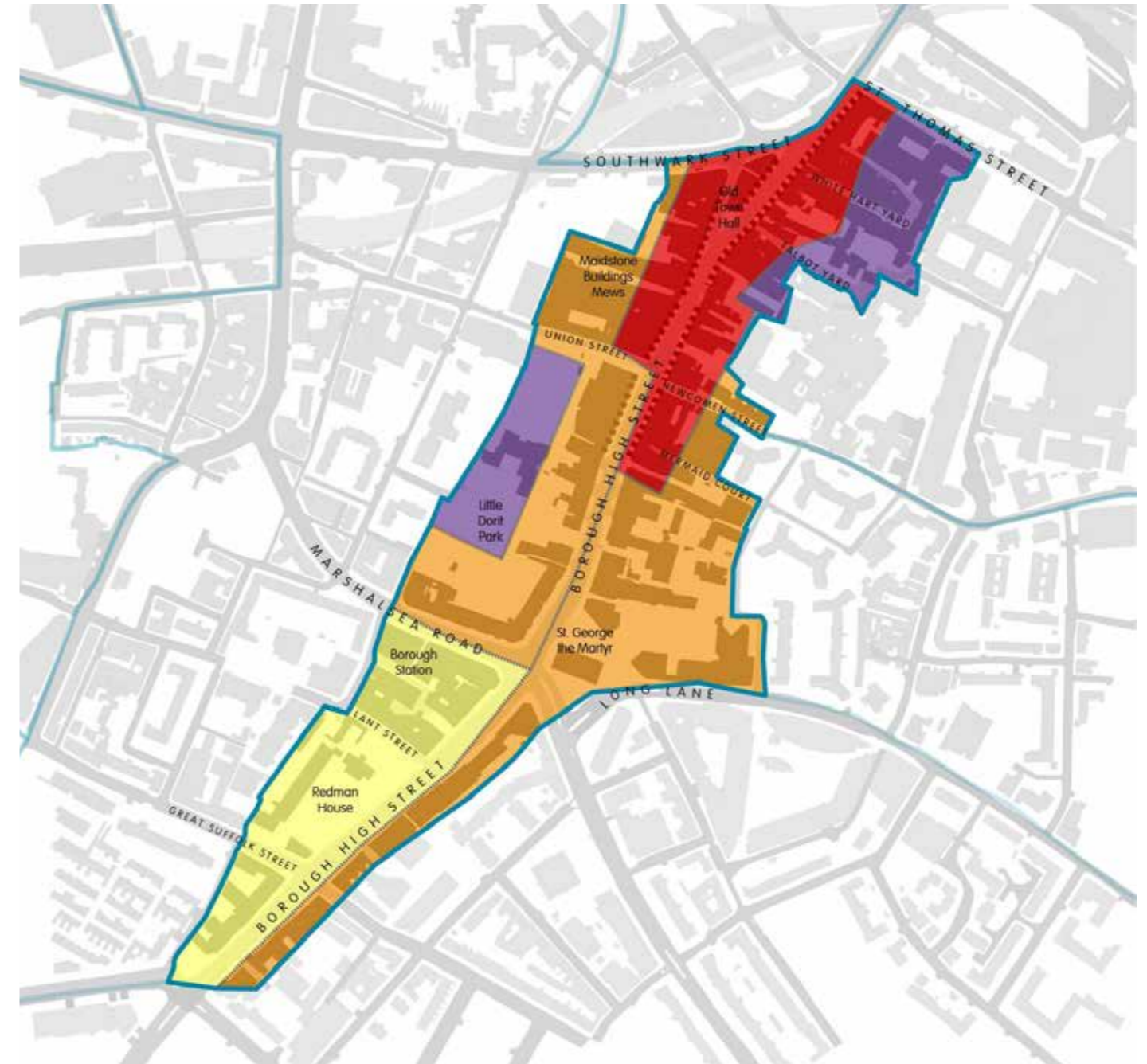
Tightly enclosed narrow yards



# BOROUGH HIGH STREET

## 3.7.5 Land Use

The northern part of the area is a focus of high levels of activity, supporting small retail units and occasional commercial uses on the ground floor, sometimes with dwellings above. Larger commercial uses and residential estates are found in the south (Fig.82).



Mixed commercial and retail uses



Post war office development

Figure 82: Borough High Street -Indicative land use



# BOROUGH HIGH STREET

## 3.7.6 Heritage Assets

The Borough High Street Conservation area contains a large number of buildings which have been listed in acknowledgement of their historical significance and their contribution to the character and quality of the street. There are several distinctive buildings of historic interest at the northern end of the Borough High Street which form the setting of the junction with Southwark Street and reflect the area's importance in the development of trade and commerce (Fig.83). One of the first buildings to be completed on Southwark Street was No. 3, shortly after the road was opened in 1864. This Grade II building is finished in white brick with stucco to the ground floor. Its Italianate style is replicated many times in later buildings along the length of the street to the west. A narrow spur of Borough High Street at the junction with Southwark Street forms a densely developed island in the road which includes No. 28, a late 19th century Grade II listed bank, which is a focal point in views from the north. The island also includes 1B Southwark Street, an early 19th century shop and former warehouse and No. 32 and 34 Borough High Street dating from 1862, the Grade II listed Town Hall Chambers. The latter is a prominent building of stock brick and limestone which provides the setting for many of the surrounding buildings and is prominent in views from the south. The eastern side of the junction includes several fine relics of the commercial past. No. 67 is a late 19th century building for WH and H LeMay Hop Factors. This building has a distinctive, narrow red stucco exterior with a wide arched entrance and arched first floor windows. There is a relief sculpture on the second floor and balustrade above.

The broadest part of Borough High Street on the western side is fronted by nos 50 and 52, known as Calvert's Buildings (Grade II). This pair, which dates from the early 18th century, contributes to the setting of the Old Town Hall. There are several buildings which illustrate the conversion from the houses of the well-to-do to shops and commercial premises. This includes the Grade II listed No. 91, an 18th century former house, now a dental practice.

Set back from Borough High Street at the northern end and accessed via a narrow cobbled alley is the Grade I listed George Inn, now owned by the National Trust. It is the last remaining galleried inn in London and the listing comprises the remaining southern range and describes the inn as dating at least as far back as the 16th century. The Tabard Inn, immortalised in Chaucer's Canterbury Tales, was located within what is now Talbot Yard, just to the south of the George Inn but was demolished in 1873. Another famous inn was the Queen's Head, inherited by John Harvard in 1635 who later went on to found the eponymous university in the USA. The site is now occupied by 103 Borough High Street, named John Harvard House although the narrow, cobbled Queen's Head Yard remains.

The street narrows further to the south and the setting is an urban high street of mainly commercial buildings. St. Christopher's Inn forms a group with numbers 123

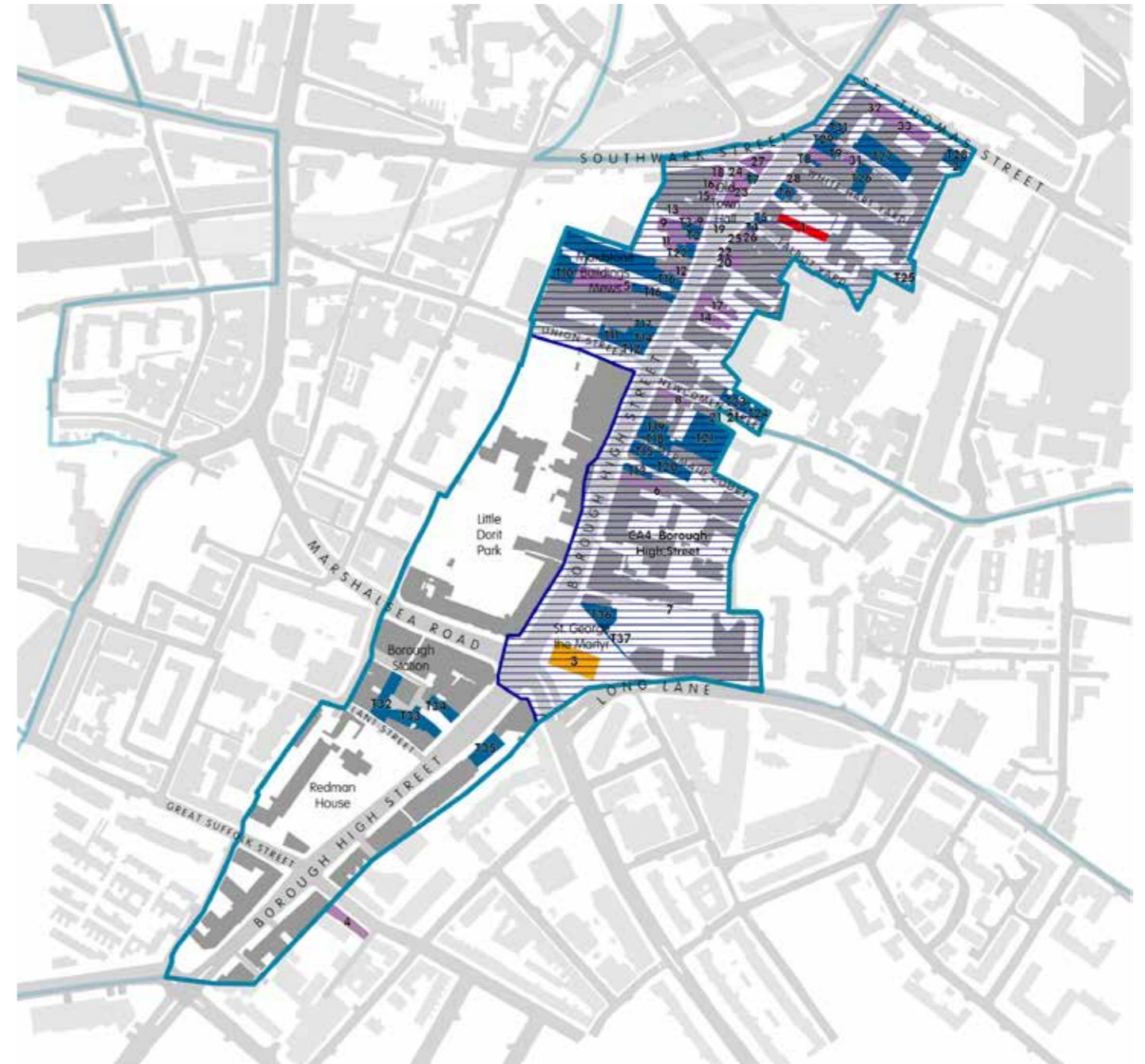


Figure 83: Borough High Street - Heritage Assets



Grade 1 listed George Inn



Variety of heritage assets



# BOROUGH HIGH STREET

and 125 & 127, all of which date from the 18th or 19th century and are Grade II listed. Kent House is located within the private Maidstone Buildings Mews on the western side of Borough High Street and is a mid-19th century hop warehouse in stock brick. This building is in the setting of other, later converted warehouses. This group gives an impression of what one of the many commercial alleys of Borough High Street would have looked like in the late 19th century.

Listed buildings become sparser further south. No. 151 is narrow, early 19th century house on the corner of Newcomen Street which is only one room wide but five bays deep. A rare example of surviving pre-war advertising adorns the north-facing wall of number 161. The late 17th century is represented by No. 177, although with a 20th century façade. The church of St. George the Martyr, of red brick and Portland stone, was built in 1734-6 by John Price. The Grade II listed wall of St. George's churchyard, located adjacent to Tabard Street is a surviving remnant of the former Marshalsea prison.

A number of buildings have also been identified which are not listed but which contribute positively to the character of the Borough High Street Conservation Area. These mostly date from the 19th and early 20th century and include a collection former houses, now with shop fronts, on the corner of Union Street and Borough High Street. Other examples include King's Head House, a building in the Queen Anne style which is located to the rear of the shop fronts along Borough High Street, adjacent to the narrow White Hart Yard.

Outside of the Borough High Street Conservation Area, there is a group of four individually distinctive buildings of townscape merit or heritage value which are not formally listed. These are located to the south of the junction with Marshalsea Road and Great Dover Street and include the ornately decorated No. 222 Borough High Street and No. 6 Vine Yard on the western side.

### 3.7.7 Open Space and Public Realm

Small areas of public space are often found at nodes formed by busy road junctions, such as the area surrounding the Church of St. George the Martyr (Fig.84). A high quality public realm scheme incorporating, trees, seating and street lighting wraps around the church and links to St. George's Churchyard Garden. This is divided from the church by pedestrianised Tabard Street but together they form a protected open space. Tree planting is also found around the junction with Borough Road and Newington Causeway, set within paving. Whilst trees are absent from the busy pavements along the rest of Borough High Street, seasonal hanging baskets occasionally adorn shop fronts.

Little Dorrit Park, also a protected open space, was named after the eponymous Dickens' character. It is located to the rear of commercial buildings fronting Borough High Street and Marshalsea Road, on land which was cleared of slums in the early 20th century and following WWII. The site contains a children's play area surrounded by trees and enclosed by buildings and probably the remains of Suffolk Palace.

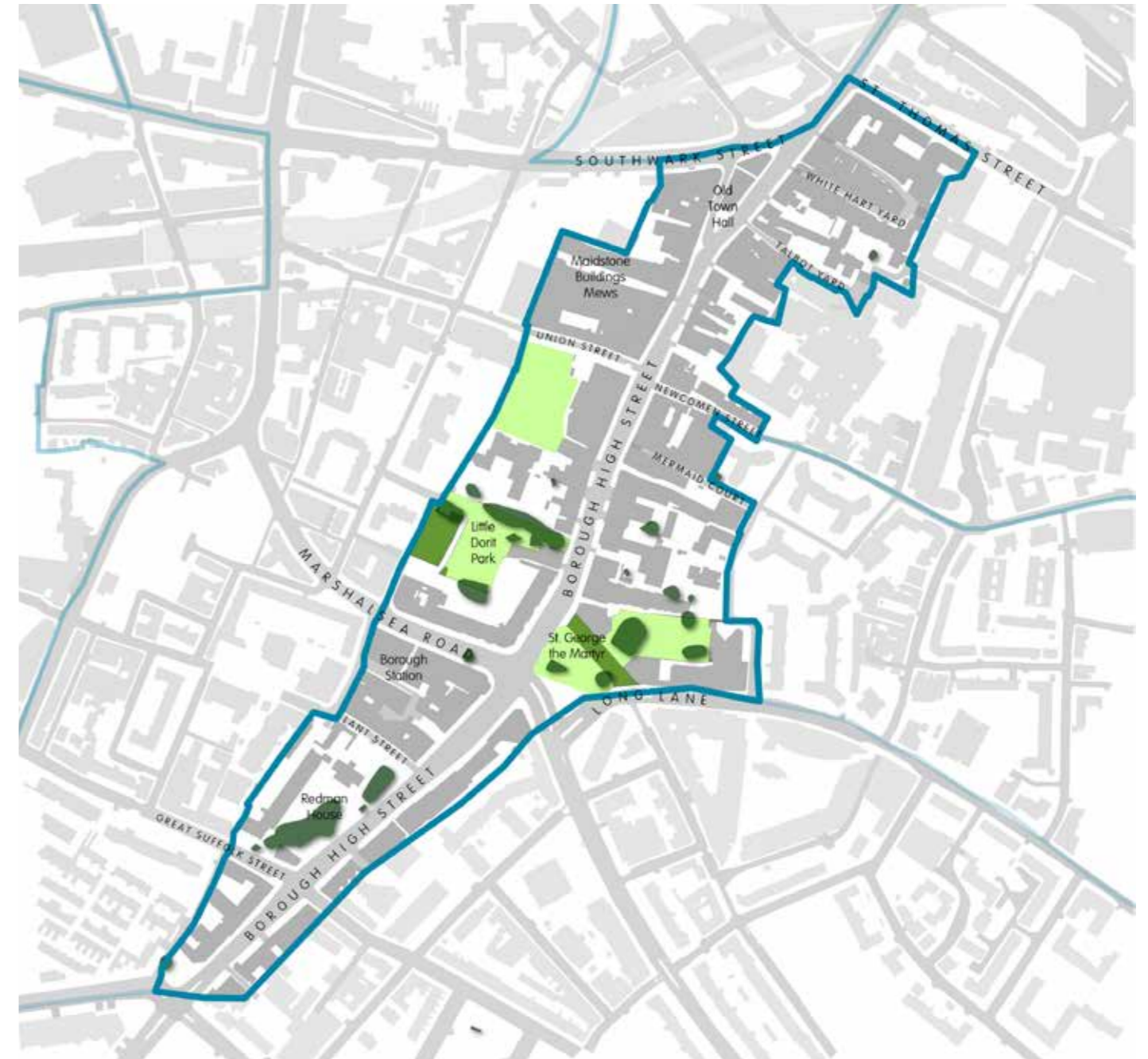


Figure 84: Borough High Street - Open Space and Public Realm



Public realm at Church of St. George the Martyr



Little Dorrit Park



# BOROUGH HIGH STREET

York stone paving has been used consistently to surface the pavements along Borough High Street to the north of the Church of St. George the Martyr. South of here, the concrete paving slabs are more common. The pavements are carried across the entrances to side roads and alleys to provide a consistent level surface. Many of the alleys retain their original cobbled surfacing, for example at Queen's Head Yard. North of Marshalsea Road, the wide radius of corner kerbs is locally distinctive. Street art is also a feature of the area. This includes the "blue men", attached to the façade of Maya House on Borough High Street (Ref.) Colourful murals have also been applied to several telecommunications cabinets.

## 3.7.8 Views

Views through this area are dynamic and broadly contained by the continuous line of buildings which front the street. Moving south from Borough Market, the broad curves in the street are apparent, forming a sequence of views. The buildings within the island containing the Town Hall Chambers are prominent whilst buildings on the western side close out longer distance views. The view opens out at the junction with Southwark Street from which a wide variety of historic buildings are visible. These include the Hop Exchange and No. 3 Southwark Street. Views further south along Borough High Street open up further beyond Queen's Head Yard. From here the Strata building in the neighbouring Elephant and Castle area is visible on the skyline. The Church of St. George the Martyr becomes visible south of Union Street. It forms a local landmark with the spire prominent on the skyline. At the junction with Great Dover Street and Marshalsea Road there are more open views into neighbouring areas, particularly to the east. Views south of this junction continue to be largely contained by the buildings which front onto the street.

Views travelling north from the junction with Borough Road are focussed on the Church of St. George the Martyr, with The Shard prominent on the skyline in the background of views. At the junction with Great Dover Street and Marshalsea Road, the Church of St. George the Martyr is the principle focus of the view. The former Town Hall Chambers creates a strong focal point north of Union Street. Longer views north along Borough High Street take in the 183m tall Tower 42, within the City of London, which appears above the Town Hall Chambers.

Glimpsed views along the numerous narrow alleyways found to the north of Great Dover Street and Marshalsea Road are an evocation of the past. Examples include King's Head Yard, where views through a low archway open up to reveal glimpses of the cobbled yard beyond.

## 3.7.9 Understanding quality, issues and sensitivity

### Qualities to be sustained, reinforced or enhanced

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These are informed by the historical development and cultural identity of the area and its role as a primary route between south and central London and as a retail centre.

- Variety of historical buildings from different periods and architectural styles
- Consistent, almost un-broken building line
- Small building plots dictate a variety of small shops, bars and restaurants, serving the local community
- Narrow, long plots, derived from medieval burgage plots
- Preserved historic alleyways leading east and west into courtyards
- Views of key buildings forming focal points – Town Hall and Church of St. George the Martyr
- Open spaces away from the busy streets – St. George's Churchyard Gardens and Little Dorrit Park

### Issues to be addressed

There are also some aspects which should be addressed through active management. These are primarily focussed on overcoming conflicts between the needs of pedestrians and road users and ensuring that new development respects and enhances the historical characteristics of the Borough High Street.

- The busy Borough High Street is dominated by traffic restricting movement across the road particularly at the junctions with Southwark Street and with Marshalsea Road and Great Dover Street.

- Pedestrian movement along the street can often become congested particularly around main intersections and along the east side of the street.
- Little Dorrit Park is isolated and disconnected from the surrounding townscape resulting in poor natural surveillance
- Post-war commercial development north of Marshalsea Road on the western side of Borough High Street does not reflect the character of narrow plots further north, with longer, unbroken facades and limited active frontages
- Lack of active frontages and uses south of Marshalsea Road results in empty pavements and less activity
- Some historic alleyways now lead to dead ends or the buildings which line them do not relate to the tight spaces

### Sensitivity to change

There are also certain elements within the character area which are particularly sensitive to change. These derive from the pattern of historic development which fronts Borough High Street and the narrow alleyways which lead east and west from it.

- Rhythm and scale of the narrow and architecturally detailed buildings of different periods reflecting the historical development of the street, particularly to the north of the Church of St. George the Martyr
- The tightly enclosed, narrow alleyways leading east and west from Borough High Street, many of which retain cobbled surfacing
- The setting of the Church of St. George the Martyr
- Views of the Church of St. George the Martyr along Borough High Street from the north and south

## 3.7.10 Character Area Management Principles

Key principles for managing change in this area should focus on sustaining, reinforcing or enhancing the historic pattern of development and the setting of the conservation area, whilst encouraging active uses along the length of Borough High Street. This will be achieved through development proposals and selective improvements to the movement network and public realm.

The areas outside of the conservation area are generally less sensitive to change, particularly where the historic pattern of development has been overwritten.



Views south of church of St. George the Martyr



Views north towards the Old Town Hall



# BOROUGH HIGH STREET

## Heritage

Development proposals within the Borough High Street Conservation Area should have regard for the rhythm and scale of the existing historic buildings. The scale and proportions of the many narrow alleyways should be sustained and new development should enhance the appreciation of their historical context. Proposals within the setting of the Church of St. George the Martyr should reinforce, enhance or better reveal its significance. All of this character area is designated within the Archaeological Priority Zone and is likely to contain remains of local, regional, national and international importance. Proposals should take this into account.

## Movement

Opportunities to create new east-west connections should be explored, to improve permeability with the residential areas of the Borough to the west and London Bridge Station, Guy's Hospital and Bermondsey to the east. This could include connections through existing, historic alleyways although these should sustain their distinctive narrow proportions and tight enclosure.

Rationalisation of the complex junction of Borough High Street, Marshalsea Road and Great Dover Street should be considered to enhance movement north from Borough Underground Station. Opportunities should also be explored for the provision of additional crossing points to reduce conflict between pedestrians and road users and further improve west-east connections.

## Urban structure and built form

The continuous frontages of Borough High Street should be sustained and reinforced in development proposals. New buildings should be of a high architectural standard and reflect the narrow width of plots, incorporating active frontages to the street. To the west and south of the Church of St. George the Martyr, development proposals should create a strong and continuous building line. Mixed use development with active frontages should be encouraged. Building heights should respect the prevailing context and should ensure that new buildings do not overwhelm heritage assets. The fine articulation of the historic streetscape, including the distinctive character of the conservation area and the setting of heritage assets such as the Church of St. George the Martyr should be sustained.

Any future redevelopment of the buildings occupying 166 to 180 Borough High Street, including Brandon House on the corner of Marshalsea Road, should incorporate new pedestrian connections with Little Dorrit Park to the west.

## Land use

To the north of the Church of St. George the Martyr, retail and community service use should be encouraged to sustain and reinforce the existing character of the street. To the south of the Church of St. George the Martyr, the existing mix of land uses should be enhanced by encouraging further mixed-use development with active

uses on the ground floor along the length of Borough High Street. Development proposals should also consider opportunities to incorporate community services in support of the development of the town centre.

## Open space and public realm

Opportunities should be explored to enhance the quality and accessibility of Little Dorrit Park, particularly from Borough High Street and Marshalsea Road. Development proposals should include provision for new points of access to the park, linked by high quality public realm. The single existing point of entry from Borough High Street should be opened up to enhance the visual connection between the open space and the street.

Public realm improvements around the Church of St. George the Martyr should further define the public space and setting of the church. This could include planting of new street trees to enhance the appearance of the wide pavements on this section of Borough High Street. There is also potential to develop a new green link between the Church of St. George the Martyr and Little Dorrit Park.



## 3.8 LONDON BRIDGE

### 3.8.1 Location and Summary

The River Thames forms a long, open boundary to the north, facing the City of London, and key gateways at London Bridge and Tower Bridge lie to the west to the east respectively (Fig.85). The southern boundary of the area follows Newcomen Street and Snowsfields. The railway viaduct of London Bridge Station forms wedge through the centre of the area. This major transport hub fills the majority of the blocks north of St. Thomas Street and the station buildings and tracks are raised several meters above street level on a long brick viaduct.

To the north of the railway viaduct, buildings are characteristically large-scale. Former industrial wharf buildings, which have been converted to commercial, health care and retail use, are found in the west. The density of development reduces towards the east where the predominantly modern commercial buildings are within a more open setting. Potter's Field Park is within the setting of the Tower of London World Heritage Site and the Grade I listed Tower Bridge. A promenade runs the length of the embankment, broadening out to the east and encapsulating the City Hall building. Numerous narrow pedestrian thoroughfares pass between buildings linking the embankment and Tooley Street.

To the south of the railway viaduct and St. Thomas Street, the extensive Guy's Hospital complex straddles Great Maze Pond. Building heights rise from the edge of the blocks to Guy's Tower, forming a cluster with The Shard to the north. The older buildings of Guy's and the former St. Thomas' Hospital at the western end of St. Thomas Street reflects its Georgian planning. Modern buildings are integrated with older buildings to form a complex to the south which also blends with the buildings and alleys leading east from Borough High Street.



Figure 85: London Bridge - Aerial Overview





# LONDON BRIDGE

## 3.8.2 Historic Development

The Romans settled in this area around what became an important port to the south of Londinium. At this time, the land would have been marshy and at the mercy of the wide and untamed River Thames during particularly high tides. There is evidence that development was focussed on an island of higher ground around the southern end of an early bridge, close to the location of the modern London Bridge. The Romans developed roads which led south towards ports at Dover and Chichester, approximately on the same alignment as the modern Borough High Street.

Tooley Street marks the approximate alignment of a medieval road which ran behind the waterfront and reached east towards Rotherhithe. An earlier name for Tooley Street was Battle Bridge, reflected in the name of the modern Battle Bridge Lane which leads north from Tooley Street towards the River Thames. Large-scale moated houses of the medieval elite, such as that of that of the Abbot of Battle Abbey, were located between the street and the river, reflecting a continuation of the watery landscape inherited from the Romans. The medieval Church of St. Olaf, which stood close to the southern end of London Bridge, was named after King Olaf of Norway, who was martyred in 1030. It was later rebuilt by Henry Flitcroft and finished in c. 1740 when it became known as St Olave's Church and had a churchyard which was open to the riverfront but was demolished in the early 20th century.

There is a strong lineage of hospital land use within the area from the medieval period to the present day. St. Thomas's Hospital is mentioned as early as 1215 and may date to the foundation of the Priory of St. Mary Overie in 1106. It moved to the east side of Borough High Street in the 13th century, when its boundaries reached east to Stainer Street. It was rebuilt in 1692, partly at the expense of Thomas Guy, and covered most of the area of the existing London Bridge Station which later inherited its plot of land. Sir William Burcestre held the medieval Manor of the Maze in 1386, commemorated today in the street Great Maze Pond. It was on the site of this manor that Guy's hospital was founded in the early 18th century.

Drainage and management of the land to the south of Tooley Street enabled further occupation from the early post-medieval period. The 1690 map shows that a pattern of dense plots arranged around narrow streets had developed containing a mixture of housing and industry around Tooley Street and with burgage plots running perpendicular to Borough High Street and Bermondsey Street. The eastern end of Tooley Street at St. Saviour's Dock, outside of the opportunity area.

By the mid-18th century the river frontage had developed a more industrial character extending south to Tooley Street, as shown in Roque's map of 1746. This development supported the growing importance of the Pool of London, the name given to port which extended along the south bank of the River Thames from Rotherhithe in the east to London Bridge. The origins of the Pool of London are noted as early as the 7th century. There were wharves, warehouses and works with labels suggesting the manufacture of wheels, beer and barrels. The dense development was dissected

by narrow lanes and alleys leading north to the river, many of which are discernible today. There was open ground in the east around Potter's Fields with St. Olave's Churchyard and houses lining the streets which ran down to the river. By this time the broad St. Thomas Street had been laid out with St. Thomas's Hospital to the north and Guy's Hospital to the south.

There was continued redevelopment and intensification of the wharves, warehouses and industry in the 19th century evidenced in Horwood's map of 1792-99. The scale and growth of industry led to the construction of specialist buildings, such as Hay's Wharf, which included an enclosed dock accommodating sailing ships for the unloading of tea. When a fire started at Cotton's Wharf on Tooley Street on June 1861 it spread rapidly to many other buildings including Hay's Wharf. The fire destroyed an estimated £2,000,000 of property and was the reason for the formation of the London Fire Brigade which is now headquartered in the Borough area. Much of the area in the west was redeveloped following the fire. By 1862 there were many more named wharves and new public buildings, such as St. John's Charity School and the Queen Elizabeth Free Grammar School, either side of Potter's Fields. Industries such as distilling, brewing and varnish making also began to develop.

The Tower Subway, a tunnel envisaged by Victorian engineer Peter William Barlow and completed in 1870 (Fig. 87). The subway originally carried a cable railway but was later converted to a foot-tunnel. The need for a new bridge to the east of London Bridge became apparent in the late 19th century and Tower Bridge was built between 1886 and 1894. It was designed to meet the continuing needs of the Pool of London with a Bascule Bridge which enabled tall ships to be guided through. The bridge was provided with an approach from the south in Tower Bridge Road which forms the eastern boundary of the area. The opening of toll-free Tower Bridge was the catalyst for the closure of the Tower Subway in 1898.

The structure of the area to the south of Tooley Street was substantially changed with the completion of London Bridge Station in 1836, which divided the area in two. Maps of 1830 shows the streets and buildings that were swept away to accommodate the first rail terminus established in the capital. A large part of St. Thomas's Hospital was demolished in 1862 to make way for the expansion of the railway viaduct from its narrow, early form pushing St Thomas Street south and removing buildings fronting onto the south side of Tooley Street (Fig. 86). As the station and railway viaduct expanded, they grew to become a significant barrier to north-south movement which remains today. A number of the existing roads however were retained as the station expanded and still run through long brick tunnels beneath.

There was intense development at the end of the 19th century and in the early 20th century. It is from this period that the majority of the designated heritage assets come. Guy's Hospital continued to develop with new buildings to the south of the main block in the latter half of the 19th century. Booth's Poverty Map of 1898/99 shows the area to be lightly populated with well-to-do middle classes on St. Thomas's Street, the fairly well off on Newcomen Street and mixed comfortable and

poor on Snowsfields. The late 19th century also saw the building of philanthropic housing such as the Guinness Trust flats on Snowsfields. The industrial buildings of this period however were generally larger than those they replaced. Lanes still ran north from Tooley Street towards the River Thames and warehouses formed an almost unbroken line fronting directly onto the Pool of London. Late 19th century housing, such as Devon Mansions, demonstrates a change from small to larger plots, many of which still exist today, a number of surviving public buildings of period include the Fire Station, Lambeth College and public houses.

The area was heavily bombed in WWII and several buildings were completely destroyed in the area between Tooley Street and the river. These included part of Hay's Wharf and a distillery on the site of the present More London (Fig.88). Much of the station and Guy's Hospital also had to be rebuilt. This included Guy's Tower east of Great Maze Pond and office buildings such as Southwark Towers and New London Bridge House immediately around the station. The post-war period also saw the development of housing estates, including St. Olaves, at the eastern end of Tooley Street around the former St. John's Church.

The 1970s and 1980s saw a decline in the use of the Pool of London as a consequence of the introduction of containerised shipping. There was a resurgence in development focused on the river frontage with the construction of a number of large commercial buildings including Colechurch House, 1 London Bridge, and Southwark Crown Court. The conversion of Hay's Wharf also introduced mixed use development incorporating offices, shops, bars and restaurants. This period also saw the establishment of the London Bridge Hospital which reused a number of surviving industrial and commercial buildings including Chamberlain's Wharf, St. Olaf House, and Emblem House and Denmark House which were formerly shipping offices.

The early part of the 21st century saw comprehensive redevelopment focussed on the riverfront and London Bridge Station. City Hall was completed in 2002 and subsequently, More London introduced large-scale mixed-use development set within a framework of high quality public realm and open space including Queen's Walk and Potter's Field Park. This modern development now provides the setting for heritage assets including Tower Bridge, HMS Belfast and Hay's Galleria. Further mixed use development is currently under construction at 1 Tower Bridge. The construction of Europe's tallest building, The Shard, located to the south of London Bridge Station, was completed in 2012. Redevelopment of the station is currently in progress, improving the quality of the townscape to the north and south and in particular, enhancing pedestrian links across the area (Fig.89).



# LONDON BRIDGE



Figure 86: London Bridge - John Rocque's A Plan of London, 1766



Figure 87: London Bridge - 1896 to 1899 OS

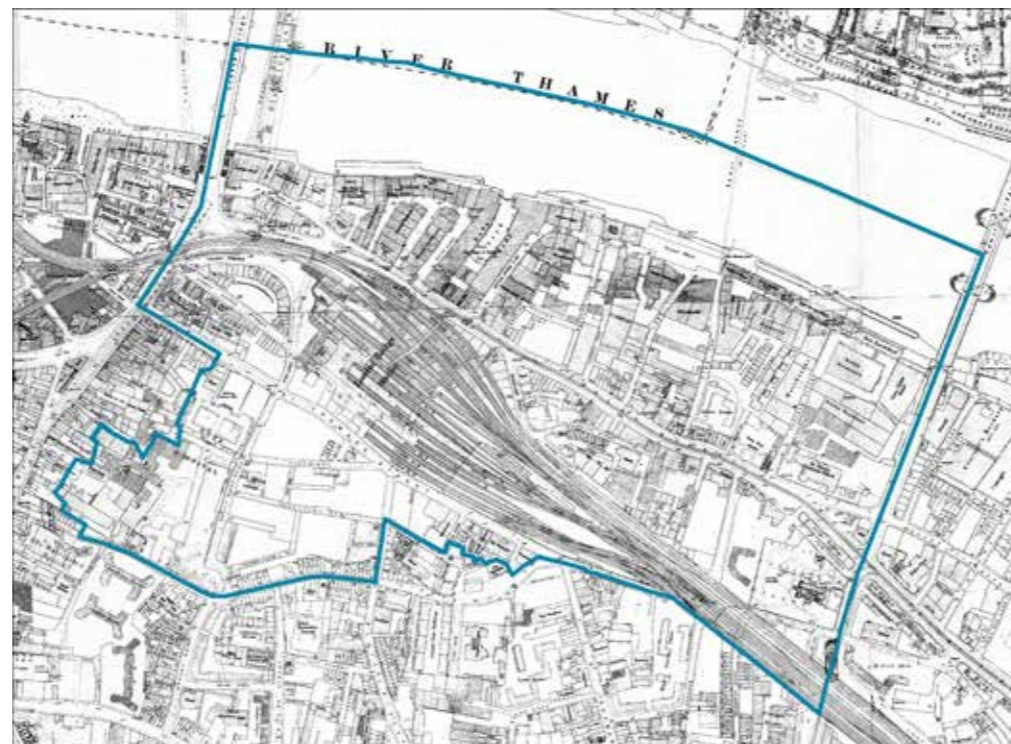


Figure 88: London Bridge - 1936-1952 OS



Figure 89: London Bridge - 2012 OS Mastermap



# LONDON BRIDGE

## 3.8.3 Movement

Tooley Street is a busy primary route connecting to the main north-south routes at the node of Borough High Street and London Bridge via Duke Street Hill to the west and Tower Bridge and Tower Bridge Road to the east (Fig.90). The two bridges form key gateways into the area from the City of London in the north. There are distinct changes in level on the approach to these bridges and around London Bridge Station. The area around the station is busy with traffic, pedestrians, cyclists and buses moving east-west, particularly at peak times. The pavements on the southern side have been widened to ease access to the various attractions beneath the station, although some of the attractions having been relocated as London Bridge Station is being redeveloped. The intensity of pedestrian activity is reduced to the east of Shand Street where the pavements are wider. The network of narrow streets south of Tooley Street is noticeably quieter than Tooley Street. Roads here, such as Shand Street and Magdalen Street, which are flanked by narrow pavements. There are frequent, narrow passages leading north from Tooley Street to the River Thames where there are ferry connections to central London via London Bridge City Pier. The riverfront, which incorporates the Queen's Walk and the Thames Path, is free from vehicular traffic. It is distinctly more open around London in the east than towards London Bridge in the west where it passes beneath some buildings, including Hay's Wharf.

London Bridge Station is a major transport interchange providing connections to the south-east of England the London Underground and the local bus network. The tall brick railway viaducts upon which the station sits form a broad wedge between Tooley Street and St. Thomas' Street, tapering to the east. The network of historic streets which connect Tooley Street with St. Thomas Street has largely been retained beneath London Bridge Station. The roads, including Bermondsey Street, Stainer Street, Joiner Street and Weston Street, run within long, narrow brick tunnels accommodating pavements and cycle lanes. The latter three are or will be closed to traffic as part of the redevelopment of London Bridge Station. The main exits of the station are onto Tooley Street, Borough High Street and St Thomas Street. There are also two footbridges which connect the station with buildings on the north side of Tooley Street.

St. Thomas' Street forms a primary route to the south of the station, connecting Borough High Street with Bermondsey Street. It is heavily used by pedestrians moving between the Station and Borough Market to the west. It runs parallel to the railway viaduct and also provides access to the Guy's Hospital complex to the south via Great Maze Pond. The road and pavements narrow east of Weston Street where the road becomes one-way. Although gates forming the narrow entrance to Old Guy's House suggest this is private, there is also public access through a central courtyard to King's College London.

Newcomen Street and Snowfields form the southern boundary of the area and are noticeably quieter than St. Thomas' Street to the north. Together they link Borough High Street in the west with Barnham Street in the east. These narrow, historic, gently winding streets are flanked by pavements of varying width which accommodate on-street and off-street parking in places. A number of narrow, tightly enclosed alleyways and yards remain between Borough High Street and the western side of Guy's Hospital. The majority of these however now lead to private service areas, restricting permeability. Kings Head Yard, leading to a listed Victorian public house via an elaborate and decorative gateway has been retained.



# LONDON BRIDGE

- Legend**
- Character Area
  - Gateways and Nodes**
  - Key Gateway / Node
  - Transport Nodes**
  - Overground Railway Stations
  - Underground Stations
  - Barclays Cycle Hire Stations
  - River Bus Stop
  - Roads**
  - Primary
  - Secondary
  - Local
  - Arches / Tunnels
  - Pedestrians and Cyclists**
  - London Cycle Network
  - Thames Long-Distance Path
  - Connections with wider area
  - Movement through barriers



Tooley Street



Duke Street Hill junction with Borough High St



Pedestrian access through Old Guy's Hospital

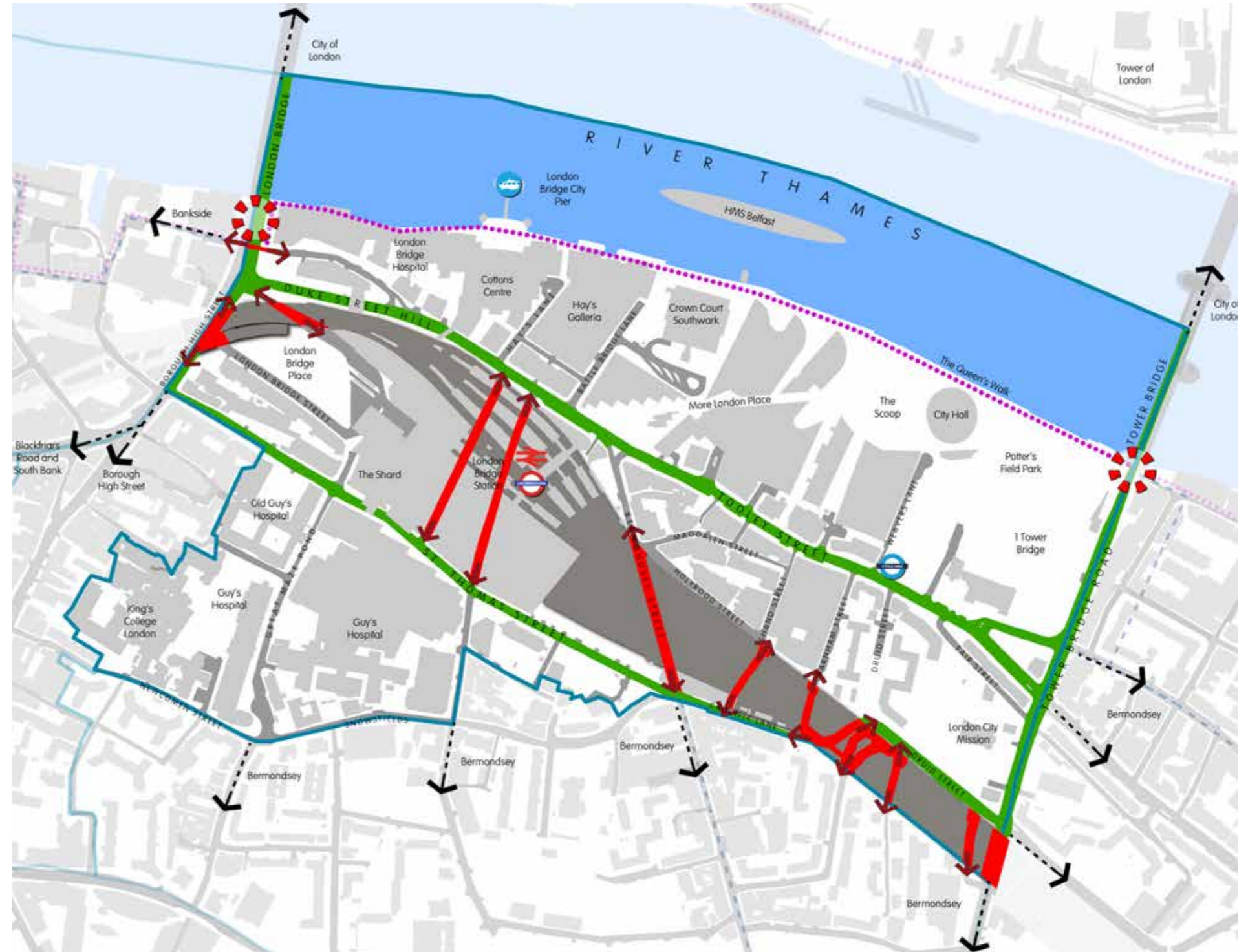


Figure 90: London Bridge - Movement



# LONDON BRIDGE

## 3.8.4 Urban Structure and Built Form

The blocks to the north of Tooley Street are large and frequently incised by narrow passageways reflecting the layout of the extensive wharf buildings which once filled the area (Fig.91). Taller buildings surround the bridgeheads of London Bridge to the north and south of the River Thames. Along the riverfront the buildings step down from the post-modern 51m high 'One London Bridge' and spread east to fill the embankment as far as Southwark Crown Court. The 41-50m London Bridge Hospital and 21-30m Hay's Galleria extend south from the river as far back as Tooley Street. The 44m tall buildings of the 21st century More London development and the 45m tall City Hall at the eastern end are set back from the river within an open setting formed by the public realm of Queen's Walk. Beyond this point to the east, on the northern side the street opens out at Potter's Field Park. Construction of a residential development which is predominantly 53-40m height with a taller feature of 79m has recently commenced at One Tower Bridge. South of Tooley Street, to the east of Bermondsey Street, the buildings are densely packed within the blocks formed by the narrow historic streets. Many of the residential buildings here are converted 19th century warehouses and former public houses, for example at Magdalen House and Shand Street. Post-war housing fills the more open blocks to the east of Barham Street where the brick buildings are generally 11-20m in height.

The extensive utilitarian buildings of London Bridge Station, and the brick railway viaducts which lead from it, sit above the surrounding streets and form a dense and continuous frontage to Tooley Street and St. Thomas Street. Where Tooley Street is adjacent to the viaduct the street becomes narrower and is enclosed by buildings mainly of the late 19th century and post-war period. Directly to the south of the station is The Shard, currently the tallest building in London, standing at over 304m. The prominent, tapering glass-clad tower will house restaurants, a hotel, dwellings and offices. East of Stainer Street the railway viaduct runs to the rear of the narrow pavement adjacent to St. Thomas Street. A sequence of Grade II listed decorative arches and colonnades in polychromatic brick and stone creates a rhythm along the length of the street. Between Stainer Street and Fenning Street, the viaduct is double-height, increasing enclosure at the street level. These will be removed as part of the redevelopment of London Bridge Station. The western end of St. Thomas Street is faced by narrow plots and the majority of buildings date from within a hundred years of the streets' establishment. Modern infill development largely respects the vertical rhythm and continuous frontage with some reference to the vernacular including arches and dormer windows. Space is formed where the buildings of Mary Sheridan House on the northern side are set back from the street. To the west of these buildings is the former Church of St. Thomas. The brick tower, being slightly taller than the neighbouring buildings, forms a local landmark.

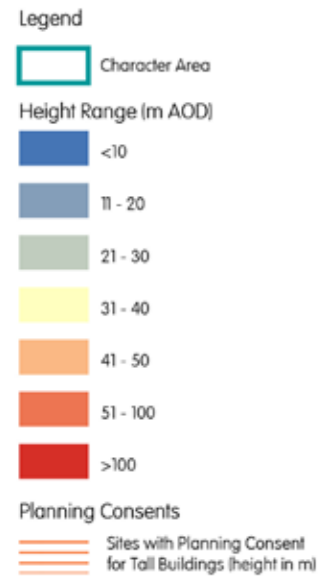
Guy's Hospital and Kings College London Campus occupy large blocks between St. Thomas Street and Newcomen Street and Snowsfields. The buildings comprising the historic core of Guy's Hospital form a dense, interconnected complex with modern

buildings to the west of Great Maze Pond. There is also some blending with the older buildings and courtyards leading east from Borough High Street. The older hospital buildings face onto internal spaces, an example being the open sided courtyard adjacent to St. Thomas Street which is now a car park. The architectural style varies from the classical brick and stone Georgian buildings of Old Guy's House in the north to the plain slab blocks of the College. Building heights tend to be between 21-30m. The main buildings of Guy's Hospital are located to the east of Great Maze Pond and date mostly from the latter half of the 20th century. Buildings and service areas line the perimeter of this large block which is bounded to east by Weston Street. Activity is focussed around the main entrance to the hospital on Great Maze Pond and internally within the block. The heights of buildings which edge the block are typically 10-50m whilst the Brutalist Guy's Tower, which rises from the centre, is 142m. Overall, the complex of buildings with small spaces between leads to a strong sense of enclosure. Planning consent has been given for the redevelopment of a site at Weston Street. 'The Quill' would comprise two interlinked towers rising to 109m on the site of the existing 30m high Capital House.

The buildings along Snowsfields, Melior Place and Melior Street and Vinegar Yard reflect the former industrial use of the area. A vacant 19th century warehouse, complete with original loading bays and lifting gear, occupies an open setting on Vinegar Yard. There are active frontages and shop frontages to buildings between Melior Place and St. Thomas Street. The position of the building line along Newcomen Street and Snowsfields fluctuates forming a series of spaces.



# LONDON BRIDGE



Commercial buildings at More London



Tall building cluster at Guy's Hospital



Developed arches of London Bridge Station

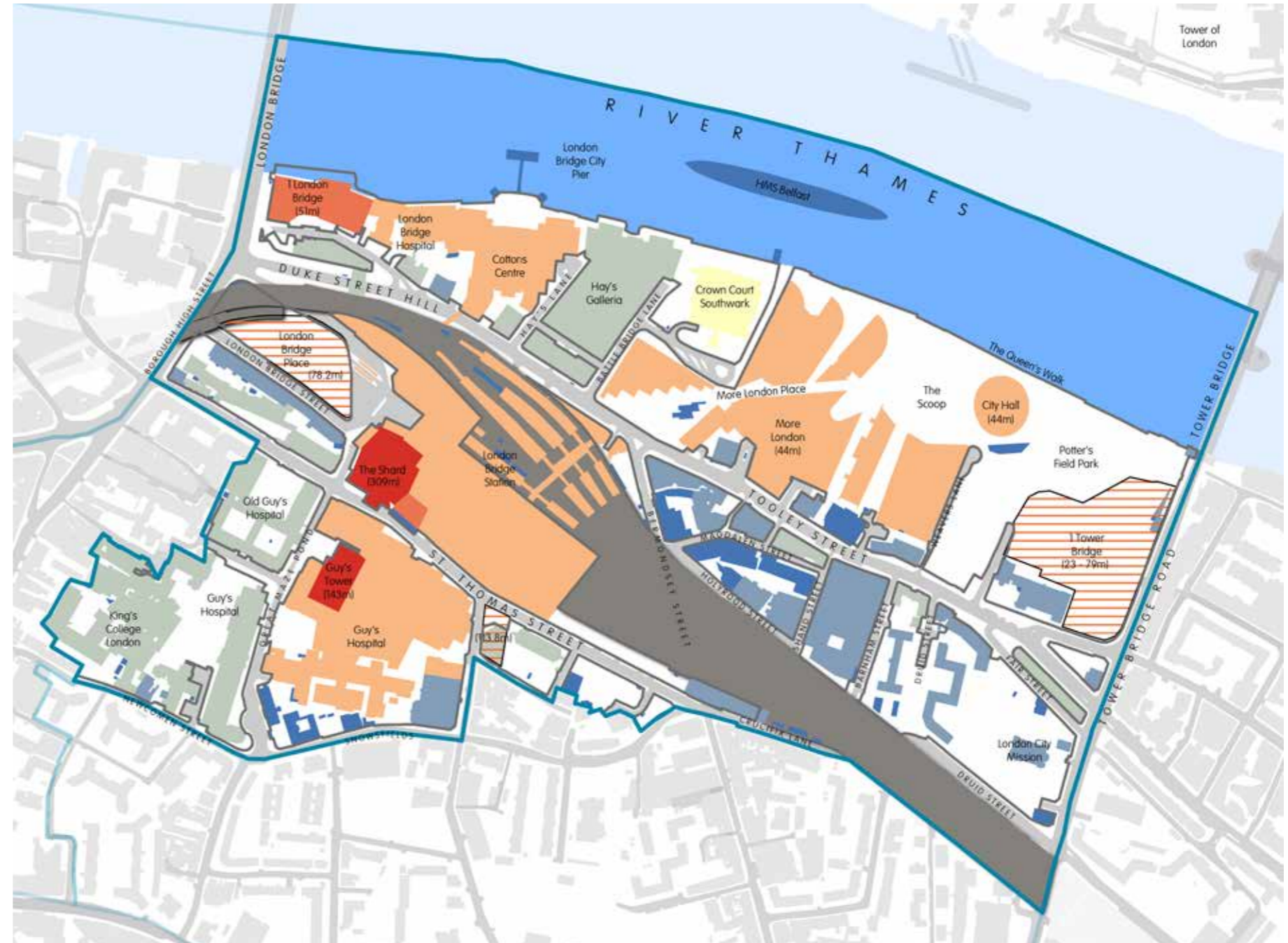


Figure 91: London Bridge - Urban Structure and Built Form

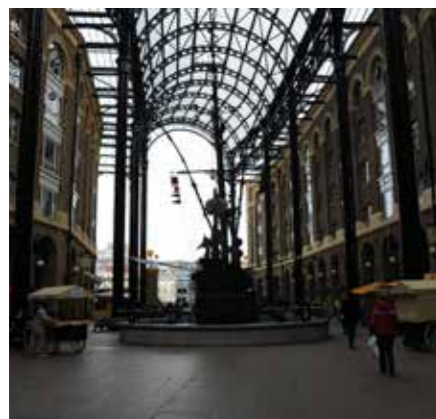


# LONDON BRIDGE

## 3.8.5 Land Use

There are three principal land use zones in the area (Fig. 92). Between the River Thames and Tooley Street commercial land uses are supplemented with retail and cultural uses such as the Unicorn Theatre and Southwark Playhouse. These land uses are often found within former industrial buildings, such as at Hay's Wharf and as part of mixed-use development such as at More London. Cultural uses are also supported by the extensive areas of public realm and open space which line the riverfront, including Queen's Walk, the Scoop and More London Place. Other land uses include community services, such as the London Bridge Hospital, Southwark Crown Court and City Hall. Residential uses include dwellings in the south-east and hotels.

The centre of the area, between Tooley Street and St. Thomas Street, is dominated by transport land uses comprising London Bridge Station and associated bus and underground stations. South of St. Thomas Street community services are the predominant land uses. Guy's Hospital and Kings College is an integrated complex of land uses including health care, education, research and student services. These are interspersed with pockets of residential, commercial and retail uses. Shops and cafes provide active frontages to the south of the junction with Joiner Street. Some of the arches house small businesses and art galleries. There are also some businesses concealed within the long tunnels beneath the railway viaduct including Bermondsey Street.



Hay's Galleria retail centre



London Bridge Station



Guy's Hospital, St Thomas Street

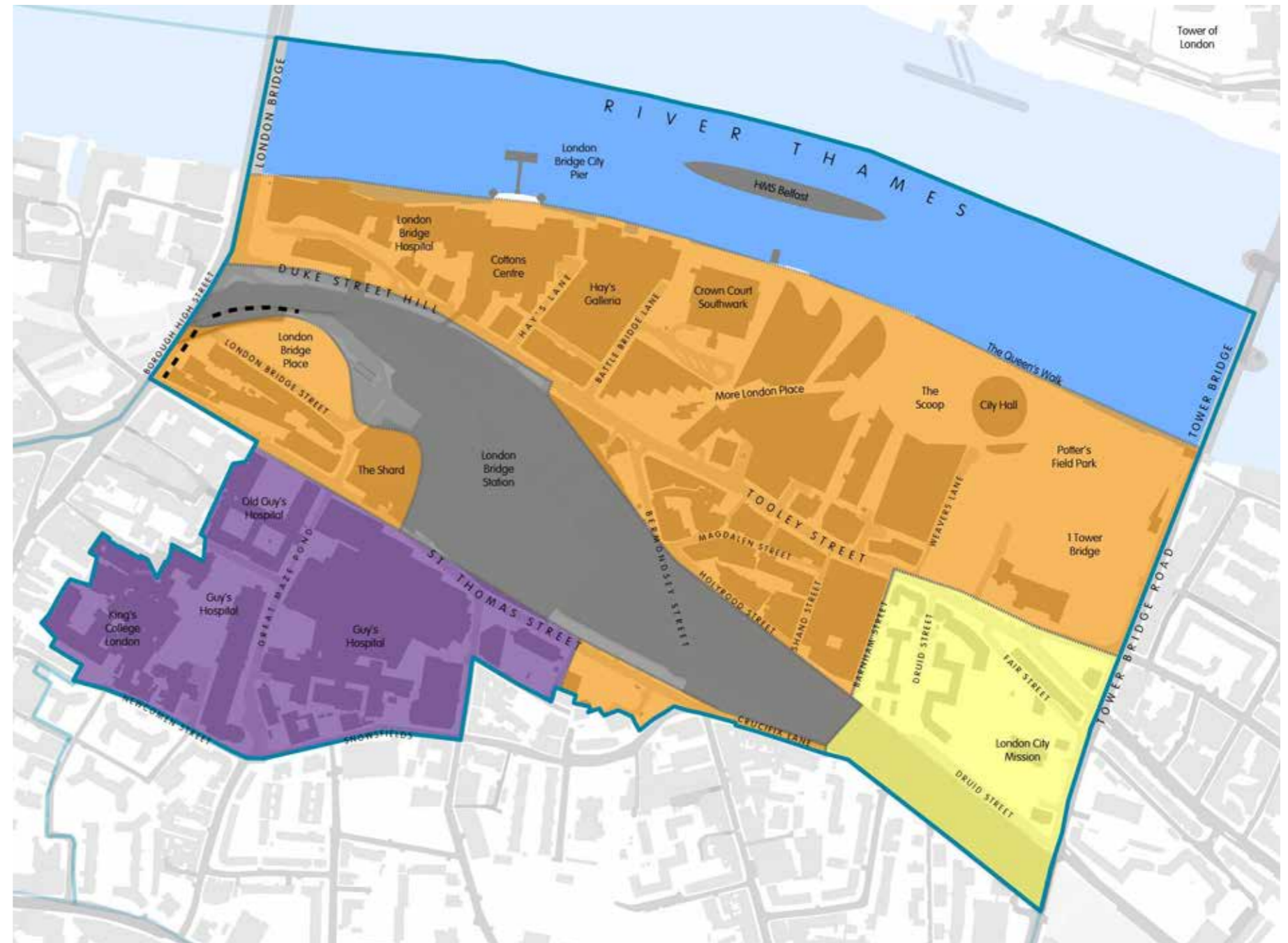


Figure 92: London Bridge - Indicative land use





# LONDON BRIDGE

## 3.8.6 Heritage Assets

The Tower of London is a UNESCO World Heritage Site is located on the north bank of the River within the City of London. The World Heritage Site Management Plan establishes a local setting for the Tower, which comprises places from which it can be seen at street and river level. The local setting covers an area along the southern riverfront which includes Queens Walk, Potters Field, City Hall, More London, and the Thames Path to the east of Tower Bridge and west towards London Bridge.

The Tooley Street North and South Conservation Areas developed from a strong association with the River Thames and the Pool of London which supported industries and warehousing. A rich collection of buildings remain many of which provide a record of the 19th century trading history, most within a modern, urban and commercial setting (Fig.93). The earliest commercial buildings are No. 29-33 Tooley Street of 1840, which survived the fire of 1861. The most impressive is the substantial mid-19th century Hay's Galleria fronted by the later (1887) Counting House, part of the same complex. These form a group with the former warehouse at No. 47 and 49 and show how tightly packed the warehouses were. Aston Webb's distillery office of 1900-01 at No. 115-121 occupies its own block; the attached distillery and warehouse that once stood to the north have been demolished. It has a distinctive design and detailing and faces a 19th century terrace across Tooley Street. The setting of these buildings, together with the Grade II former Fire Station at No. 139 and 141 is now enhanced by the More London development. The metal and glass façades of these large modern buildings reflect images of the older surrounding buildings. Buildings which are not listed but which contribute to the character of the conservation area include the façade of the buildings now occupied by Southwark Council and the modern Unicorn Theatre opposite, which complements the mostly late 19th century commercial buildings which surround it.

The buildings currently occupied by London Bridge Hospital show the changing fashions in materials and detailing in the late 19th century. The building by the riverside, a former wharf building is a rebuilding after the 1861 fire and is of yellow stock brick. The former commercial building on Tooley Street is in red brick, which found favour again from the late 19th century. All of the buildings at the western end of Tooley Street post-date the railway viaduct they face retaining their original setting. The area's newest listed building is the Grade II\* St. Olaf House. It was built in 1931 in the Continental Moderne style on the site of the 1740 incarnation of St. Olave's Church. The building's setting is provided by an open aspect to the south and the buildings of the London Bridge Hospital to the east.

At the eastern end of Tooley Street, South London College, originally built as St. Olave's Grammar School in 1893, also retains much of its original setting. Built of red brick in 1893 it stands on Queen Elizabeth Street where it diverts from Tooley Street. It faces Building 2 of Devon Mansions, one of a set of five residential blocks built in the 1870s. To its west the setting of the building is provided by Potter's Fields Park, once the burial ground of St. Olave's Church. The setting of the approach to Tower Bridge

in the early 20th century is provided by the former London and County Bank of 1900 on Tower Bridge Road. The late 19th century public house and modern commercial buildings which it faces and the blocks of Devon Mansions also contribute. The Tower Bridge Bridgmaster's House of forms a group functionally, but not aesthetically, with Tower Bridge and the bridge's accumulator tower and chimney stack on the east side of Tower Bridge Approach, outside of the character area.

A number of the buildings and structures of London Bridge Station are recognised for their historical value. The Grade II listed engine shed of 1864-7, which is sited over platforms 9-16, is formed of yellow brick with stone and polychromatic brick detailing. The Grade II listed wall to the south facing St. Thomas's Street has triple arches to the ground floor and triple blind arches to the first, again ornamented with polychrome brick. These features will be removed as part of the redevelopment of London Bridge Station. Also listed is the 1850 iron bridge over the north end of the station.

The majority of the designated heritage assets to the south of London Bridge Station are contained within sub-area 4 of the Borough High Street Conservation Area. It is described as having a distinguished historic character with a conservative, established tone, resulting from the restrained quality and consistency of its Georgian and Regency houses and the formality of the Hospital and Medical School buildings (Ref.).

The 18th century buildings of Guy's Hospital are Grade II\* listed and consist of ranges built around two quadrangles built in 1721-5 with an entrance block of 1728. The original setting of the buildings to the north is provided by the remaining buildings of the former St. Thomas's Hospital on St. Thomas's Street and to the south by buildings on Newcomen Street. The east wing was added in 1738-41, and subsequently rebuilt after bomb damage in WWII, whilst the Grade II listed gates and railings date from 1741. The west wing and chapel were added in 1774-7. Adjacent to the west wing is No. 24-26 St. Thomas Street, which is not listed but which was completed in 1863 to house medical staff of the hospital and contributes to the character of the conservation area. The enclosure formed by the internal courtyards preserves the setting of the building. Modern commercial buildings face the hospital on the north side of St. Thomas Street while to the south the building is within a more open setting. The internal quadrangles contain the 1734 Grade II listed statue of Thomas Guy, the hospital's founder, and an alcove from the old London Bridge. The remains of a Roman Boat are also identified as a Schedule Ancient Monument, lying beneath existing hospital buildings on the eastern side of Great Maze Pond. There is however, no indication of its position above ground.

The Grade II\* listed former parish Church of St. Thomas, built of brown brick in the Queen Anne style is located at No. 9a St. Thomas's Street. Part of the roof space served as the 'herb garret' for St. Thomas's Hospital and as an operating theatre from 1822 until the hospital moved in 1862. It is now a popular museum which forms a group with No. 9 and 11 and 13 St. Thomas Street, both early 18th century and

Grade II \* listed and with No. 15 which is Grade II. All form part of the lineage of the old St. Thomas's Hospital, No. 9 having been the Treasurer's House, No. 11 the Receiver's House, No. 13 the Minister's House and No. 15 the Apothecary's House.

There are a small number of buildings and structures which are positive contributors to the character of the conservation area but are not listed. These include No. 4-6 London Bridge Street, a former hop factor's premises dating from 1872 which forms part of the approach to London Bridge Station. No. 19 Borough High Street is narrow, ornate building which contributed to the late 19th century shop frontage of the street and is sited close to the junction with St. Thomas Street. Ornate railings which line St. Thomas Street also form part of the setting to the Grade II\* Mary Sheridan House.



# LONDON BRIDGE

- Legend**
- Character Area
  - Designation**
  - Scheduled Ancient Monument
  - Conservation Areas
  - Buildings of townscape merit or heritage value
  - Listed Buildings**
  - Grade I
  - Grade II\*
  - Grade II
- (Refer to Appendix B for references to individual heritage assets)



Hay's Galleria



Buildings of former St Thomas's Hospital



Converted warehouse south of Tooley Street

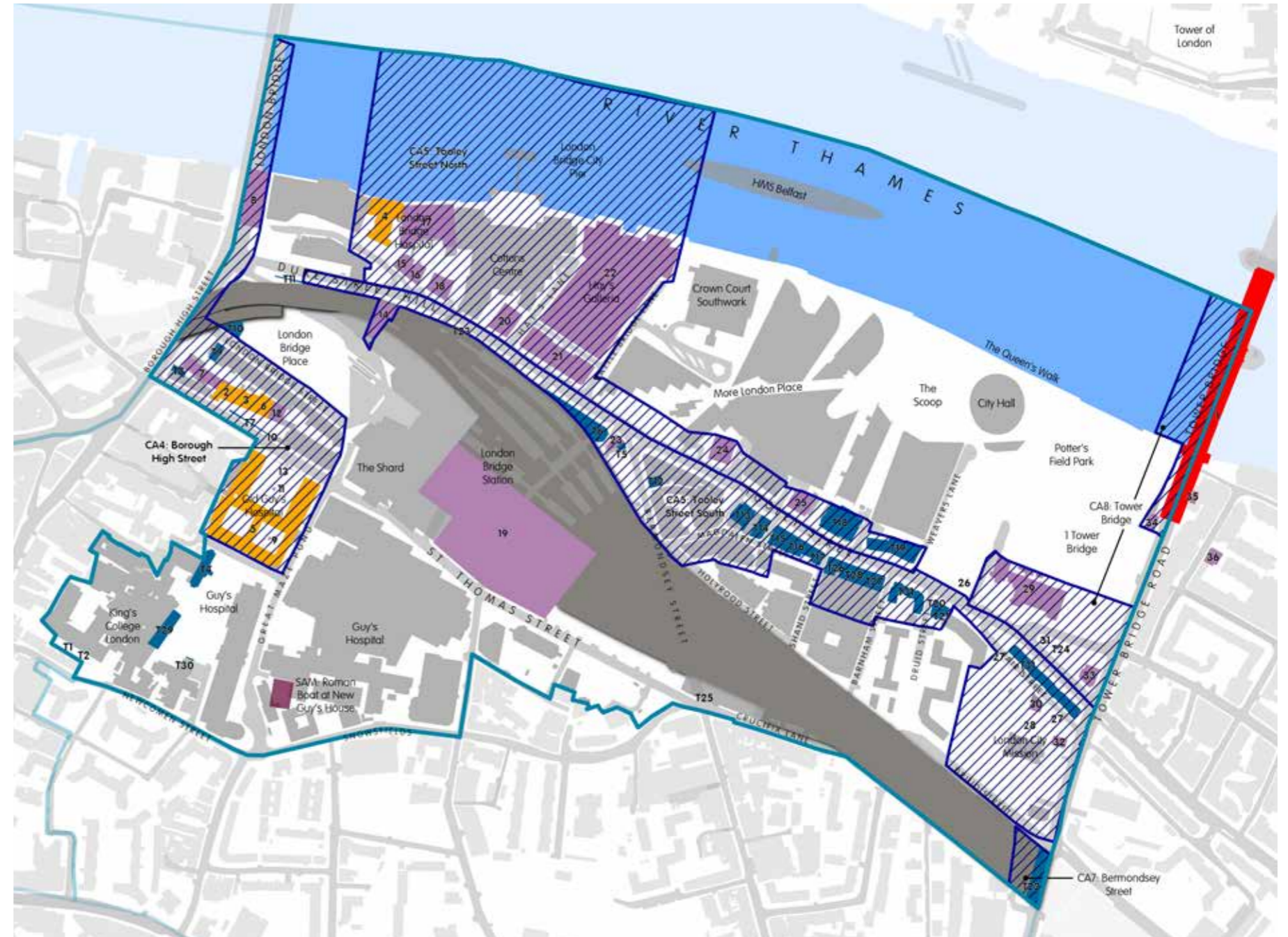


Figure 93: London Bridge - Heritage Assets



# LONDON BRIDGE

## 3.8.7 Open Space and Public Realm

The openness of Potters Field Park contrasts with the enclosure of the densely developed area adjacent to Tooley Street and the riverfront (Fig.94). The park and extensive the public realm of the riverfront contribute to the setting of City Hall, Tower Bridge and the Tower of London to the north and are a focus of activity including open air events held at both 'The Scoop' at More London and in Potters Field. The gardens and lawns flanked by mature trees also provide a connection between Tooley Street and the River Thames. The tree lined More London Place forms a main axis through the development connecting Tooley Street with Queens Walk, the central being a long, narrow water feature. At the southern end, the public realm of More London Place widens out and integrates with pavements of Tooley Street. It provides areas of seating surrounded by trees, street art and water features. The same flame finished limestone material used along the embankment has been used to surface this link and the connecting pavements.

The pavements of Tooley Street are generally surfaced with concrete paving slabs or natural flagstones edged with granite kerbs. Mature trees line the pavements to the east of Bermondsey Street. Street trees are also found where the pavements widen out, at the junction between Borough High Street and Duke Street Hill for example. Queen Elizabeth Street branches off Tooley Street to form an island with Tower Bridge Road in the east. The island includes a small, colourful public garden with mature trees, seating and statues which surround a new café building.

The shared surfaces of streets such as Hay's Lane, Middle Yard and Bridge Yard form a continuation of the public spaces along the embankment. They link with private, enclosed spaces such as Hay's Wharf where shops and restaurants are a focus of activity. Some buildings, including the Cotton's centre include green walls.

The secluded quadrangles and courtyard gardens of Guy's Hospital, to the west of Great Maze Pond are publicly accessible. There is also a small garden at the corner of Melior Street and Fenning Street which provides seating under the canopy



Figure 94: London Bridge - Open Space and Public Realm



Queen's Walk



Kings College London



# LONDON BRIDGE

of ornamental trees. Street trees provide a variation in texture and colour against the continuous frontage of St. Thomas Street. They line the parts of the street where the pavements widen or where buildings are set back, opposite Stainer Street for example. Window boxes and hanging baskets of seasonal flowers also add vibrancy including the northern part of St. Thomas Street and Weston Street.



Gardens At Melior Street

Pavements are mostly surfaced with asphalt, in-situ concrete or setts. Remnants of the original 19th century cobbled street surface remains at St. Thomas Street where it contributes to the setting of Mary Sheridan House. The space here is separated from the street by iron railings and lined by mature trees.

## 3.8.8 Views

The buildings and structures which line Tooley Street contain and direct views along the road. The side streets and alleyways leading off provide glimpses into the surrounding areas and occasionally to the River Thames. The space created by More London Place for example frames the southern end of Tower Bridge, forming a strong visual connection. The footbridges across Tooley Street screen views of Southwark Cathedral from the east of the station but open up along Duke Street Hill where the building forms a landmark on the skyline. There are wide, open and panoramic views across the River Thames of the City of London skyline to the north from Queens Walk and part of Potter's Field Park. The dense and complex variety of historic and modern buildings which line the River Thames appear to step up in height from the river. Older buildings within the view include the Old Billingsgate Market, Centennium House and the Tower of London. Several taller landmark buildings are visible on the skyline including 30 St. Mary's Axe, Tower 42 and 20 Fenchurch Street, which is due for completion in early 2014. The importance of these views is recognised in the LVMF townscape view from the Queen's Walk to the Tower of London (25A). The juxtaposition of the World Heritage Site with the modern city is described as being the central characteristic of this view (Ref.). This part of the embankment also falls within the protected viewing corridor of the strategic view from Blackheath Point to St. Paul's Cathedral (6A). This defines a development threshold plane of between 47.6m and 52.1m AOD (Ref.). Two River Prospects fall within or close to the boundary of the character area; London Bridge (11B) and Tower Bridge (10A) (Ref.). These prospects take in the Pool of London and are unique in demonstrating the visual relationship between the development to the north and south of the River. The foreground of views looking south is formed by the River Thames with Queen's Walk and buildings including City Hall, Modern London and 1 Tower Bridge forming the middle-ground.

Taller buildings including The Shard and Guy's Tower fall into the background of the view.

Views towards the character area from public locations along the north bank of the River Thames are limited. Where they are available, they reveal the continuous development which spreads east along the riverfront from London Bridge to More London. A cluster of taller buildings is evident at the southern end of London Bridge, emphasising its role as a gateway and include The Shard, Guy's Tower and London Place.

Views within the London Bridge Station complex and Guy's Hospital are tightly contained within the small spaces between buildings. This is particularly evident within the forecourt to London Bridge Station and the quadrangles and gardens of Old Guy's House. The fluctuating building line and gentle curves of St. Thomas Street, Newcomen Street and Snowsfields creates a series of spaces which confine views. This is exemplified at the western end of St. Thomas Street. Here, the narrowing of the road at the junction with Joiner Street and Great Maze Pond creates a focus with the railway viaduct of London Bridge closing the view.

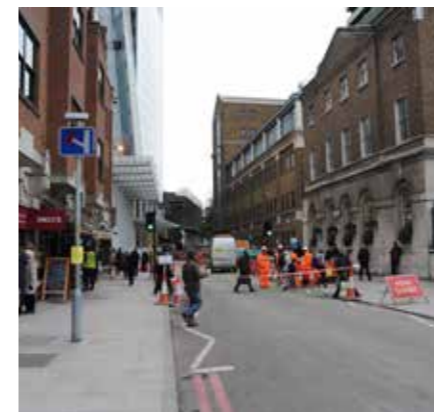


View of the City of London from Queens Walk

There are areas where landmark buildings form a focus, with The Shard which dominates most westerly views, for example, visible on the skyline in views, particularly when approaching the station from St. Thomas Street. Its height in close proximity is appreciable but its façade, which comes down to the rear or the pavement at street level, assists in directing views along the street. Guy's Tower also forms a landmark and is more prominent in views from the eastern end of St. Thomas Street.



Framed views of along More London Place



Linear views along St Thomas Street



# LONDON BRIDGE

## 3.8.9 Understanding quality, issues and sensitivity

### Qualities to be sustained, reinforced or enhanced

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. The open character of the riverfront esplanade and the former wharf and warehouse buildings are important in understanding the area's historical development. The Victorian industrial architecture of London Bridge Station and the origins and development of modern health care expressed through the buildings of Guy's and St. Thomas' Hospital are also key considerations.

### Tooley Street and the Riverfront

- Iconic landmarks such as Tower Bridge, HMS Belfast and City Hall, showcased in international events and widely recognised
- Historic gateways to the City of London at London Bridge and Tower Bridge
- Panoramic views of the City of London to the north and from the north, towards the London Bridge area
- Open character of the riverfront esplanade, which incorporates the southern section of the Thames Long Distance Path
- High quality public realm of Queen's Walk and More London Place
- High quality open space of Potter's Field Park
- Grade I listed Tower Bridge
- Narrow passages and lanes linking Tooley Street and the River Thames
- Connections to London Bridge Station, Riverboat services and bus network
- High quality missed-use developments such as More London and Hay's Galleria
- Enclosure formed by the brick railway viaduct of London Bridge Station and buildings to the north including Hay's Galleria and More London
- Mature street trees along Tooley Street

### London Bridge Station and railway viaducts

- London Bridge Station, the Capital's first mainline rail terminus, now a multi-modal transport hub with connections to the underground and bus network
- Many remnants of industrial heritage associated with the railway including the ornate brick viaduct which lines St. Thomas Street
- The redevelopment of the London Bridge area includes the recent completion of The Shard, Europe's tallest building and now an important landmark in views across the City

### Guy's Hospital and King's College London

- Many existing buildings and public spaces which demonstrate the historic development of health care in London including Guy's Hospital and the former St. Thomas' Hospital buildings on St. Thomas Street.
- Medieval pattern of streets including St. Thomas Street, Newcomen Street and Snowfields remains intact
- Enclosed courtyards and gardens of Guy's Hospital and Melior Street

### Issues to be addressed

There are also some aspects which should be addressed through active management. The movement network and the definition of nodes and gateways are of primary concern north of the railway viaduct. The main issues at London Bridge Station and Guy's Hospital relate to the physical connections between the station, hospital and the local centres of Borough High Street and Borough Market.

### Tooley Street and the Riverfront

- Conflicts between road users, cyclists and pedestrians on the busy Tooley Street
- Lack of definition in the node formed by Duke Street Hill and Borough High Street at the gateway to the City of London at London Bridge – specific opportunities to improve streetscape and public realm at Duke Street Hill / Tooley Street
- Movement network and public realm surrounding London Bridge Station
- Wayfinding between London Bridge Station and the River Thames

### London Bridge Station and railway viaducts

- Lack of permeability through Guy's Hospital complex – large, unbroken blocks - perceived or otherwise
- Poor legibility of connections between London Bridge Station and the neighbouring areas of Borough High Street and Borough Market
- Lack of active frontages to the railway viaduct which lines St. Thomas Street, and the blocks formed by Guy's Hospital reducing the contribution of these extensive areas to townscape quality and activity on the street

### Guy's Hospital and King's College London

- The interface with the historic alleys leading east from Borough High Street has become blurred and degraded through rapid post-war redevelopment of Guy's Hospital and King's College London.

### Sensitivity to change

There are also certain elements of the character area which are particularly sensitive to change. Around Tooley Street and the riverfront these are primarily concerned with historic assets and their setting and sensitive views to and from the area. The historic elements of London Bridge Station and Guy's Hospital revealed through the urban structure, street pattern and buildings have also been identified as being particularly sensitive to change.

### Tooley Street and the Riverfront

- Local setting of the Tower of London World Heritage Site
- The setting of heritage assets including the Tooley Street Conservation Area, listed buildings and structures including Tower Bridge and buildings of townscape merit
- The open character of the riverfront esplanade
- Surviving examples of the many wharf and warehouse buildings which once lined the Pool of London, such as Hay's Wharf
- The strategic viewing corridors of 5A.2, 6A.1 and 25A.1 and the background consultation areas of 2A.2 and 3A.1 and River Prospects 10A and 11B.
- Views of the London Bridge riverfront and skyline from Tower Bridge and the north bank of the River Thames

### London Bridge Station and railway viaducts

- The unique townscape formed by the long brick railway viaduct which lines St. Thomas Street and the spaces within the arches and tunnels

### Guy's Hospital and King's College London

- The setting of heritage assets including the Borough High Street Conservation Area, listed buildings and structures including Guy's Hospital and buildings of townscape merit
- Narrowness of Newcomen Street and Snowfields
- The block comprised of a dense complex of post-war utilitarian hospital buildings between St. Thomas Street, Great Maze Pond, Weston Street and Snowfields is less sensitive to change.



# LONDON BRIDGE

## 3.8.10 Character Area Management Principles

Key principles for managing change should focus on sustaining the open character of the riverfront and the historic pattern of development, whilst reinforcing or enhancing active use on Tooley Street and views of the skyline from the City of London to the north. To the south of Tooley Street links through the railway viaduct and with surrounding areas should be enhanced and active uses encouraged on St. Thomas Street, whilst sustaining historic assets and reinforcing or enhancing their setting.

London Bridge Station is currently undergoing substantial redevelopment. This includes the demolition of a number of listed buildings and structures and the closure of the tunnels which carry Stainer Street and Weston Street beneath the viaduct. The new station will include new and reconfigured entrances to Tooley Street and St. Thomas Street and retail provision within some of the arches of the viaduct. Management principles for this area are therefore focussed on the interface between the redeveloped station and the wider townscape.

### Heritage

#### Tooley Street and the Riverfront

Proposals for new development within the local setting of the Tower of London World Heritage Site should refer to the relevant management plan and London and Southwark Council planning policies. Development within the Tooley Street and Tower Bridge Conservation Areas and their setting should be of a high architectural standard and reflect the scale and massing of the historic buildings, including former warehouses and offices associated with the Pool of London. The tight enclosure of the narrow historic alleys and streets which lead north from Tooley Street to the riverfront and south from Tooley Street to the railway viaduct should be sustained. Views of historic assets, such as the view of Southwark Cathedral from Duke's Hill Street and the framed view of Tower Bridge from Tooley Street along More London Place should be sustained. All of this character area is designated within the Archaeological Priority Zone and is likely to contain remains of local, regional, national and international importance. Proposals should take this into account.

#### London Bridge Station and railway viaducts

Any future development of the railway arches lining St. Thomas Street should be sympathetic to the history of the structure and enhance its condition.

#### Guy's Hospital and King's College London

The network of historic streets should be sustained or reinforced in any proposals for new development. Proposals for new development, including within the Borough High Street Conservation Area and its setting, should consider the enclosure formed by buildings and the contribution this makes to local views, such as along St. Thomas Street. Any future redevelopment to the west of Great Maze Pond, including Guy's Hospital and King's College London, should also reinforce or enhance the setting of

the neighbouring Borough High Street Conservation Area. Opportunities to restore or enhance the condition and use of the alleys and lanes which link these two areas should also be considered. Future redevelopment of sites to the east of Weston Street and to the south of St. Thomas Street should sustain or enhance the setting of the Bermondsey Street Conservation Area.

### Movement

#### Tooley Street and the Riverfront

Opportunities to simplify and enhance the layout of the node formed by Duke Hill Street and Borough High Street, to make it more legible for pedestrians and cyclists, should be considered, including connections between London Bridge Station and the Borough Market area. The legibility of pedestrian connections between Tooley Street and the riverfront esplanade and Thames Path should also be reinforced including wayfinding and public realm. At the eastern end of Tooley Street, connections through residential development and the railway viaduct to the south, including Bermondsey Street, should be enhanced.

#### London Bridge Station and railway viaducts

The legibility of connections between London Bridge Station and destinations to the south and west, including Guy's Hospital, Borough High Street and Borough Market, should be reinforced and enhanced. This could be achieved through the implementation of a comprehensive wayfinding strategy and public realm improvements, including the opening up views between buildings as part of any future redevelopment of 21 St Thomas Street & Fielden House, 22-42 London Bridge Street.

#### Guy's Hospital and King's College London

Proposals for future redevelopment within the Guy's Hospital and King's College London sites should consider opportunities to improve pedestrian north-south links between St. Thomas Street and Snowfields and west-east across the area from Borough High Street to Bermondsey Street.

### Urban structure and built form

#### Tooley Street and the Riverfront

Development proposals along Tooley Street should contribute to the continuity of the building line. Building heights along Tooley Street and the riverfront should respect the prevailing context and the setting of the Tooley Street and Tower Bridge Conservation Areas including any listed buildings. New buildings which front the node formed by Duke Street Hill and Borough High Street, including Colechurch House, 1 London Bridge Walk, should enhance the status of the gateway to the City of London at London Bridge and incorporate active frontages to the street or any upper levels where they provide access to the overpass to the station. Where appropriate,

permeability should be enhanced across the different levels of Duke Street Hill, London Bridge Station and to Tooley Street/Montague Close.

#### London Bridge Station and railway viaducts

Proposals along St. Thomas Street and Crucifix Lane should be of a high architectural standard with opportunities to provide active edges to enhance the streetscape both to the south side and along the arches of the railway viaduct which lines the northern side of the road.

#### Guy's Hospital and King's College London

Any redevelopment of the Guy's Hospital and King's College London sites should address the lack of active edges to St. Thomas Street, Newcomen Street and Snowfields and Weston Street. This could include public areas of the hospital and College and community services or retail provision. Development in this area should also be sensitive to the structure and setting of the listed buildings forming Old Guy's Hospital.

Tall buildings may be appropriate and should: reinforce the existing cluster of tall buildings; retain the pre-eminence of the Shard; provide a transition down in height to the lower heights in the surrounds; and conserve or enhance the setting of the neighbouring Bermondsey Street Conservation Area. Any proposal for taller buildings should adhere to the regional and local policies on tall buildings in particular those relating to strategic views and the setting and attributes of World Heritage Sites.

### Land use

#### Tooley Street and the Riverfront

The current mix of land uses should be largely sustained. There are further opportunities for appropriate lower floor active uses within the redevelopment of Colechurch House, 1 London Bridge Walk and at the node of Duke Street Hill and Borough High Street.

#### London Bridge Station and railway viaducts

Opportunities to develop retail and further creative uses, such as galleries and workshops, within the arches of the railway viaduct to the north of St. Thomas Street and Crucifix Lane should be explored.

#### London Bridge Station and Guy's Hospital

Whilst sustaining the current mix of land-uses, there are opportunities to increase the mix of uses including potential for additional active frontages to enhance the streetscape within and around any future redevelopment of Guy's Hospital and King's College London.



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# LONDON BRIDGE

## Open space and public realm

### Tooley Street and the Riverfront

Any future redevelopment of Colechurch House or reconfiguration of the node formed by Duke Street Hill and Borough High Street should include proposals for high quality public realm and enhanced permeability through the creation of new pedestrian links. This should be designed to ease pedestrian flows, including an integrated wayfinding strategy, and remove barriers to movement such as street clutter. Public space, including roof gardens, should also be considered where this would service active uses, such as cafés and restaurants.

Opportunities to incorporate further tree planting within the public realm and pavements lining Tooley Street should be considered, where this would enhance the setting of buildings, the visual connection with spaces such as More London Place, and views along the street.

### London Bridge Station and railway viaducts

Tree planting along St. Thomas Street should be considered as part of proposals to redevelopment sites to the east of Weston Street including the railway arches, providing a green link between Borough High Street and Tower Bridge Road.

### London Bridge Station and Guy's Hospital

Development proposals affecting the Guy's Hospital and King's College London sites should include new public space provision and reinforce connections with existing public space within the sites. New provision should also integrate with the surrounding streets and to provide visual connections which enhance movement across the blocks. Any future redevelopment of Beckett House should sustain or enhance the existing green space at Melior Place.



## 3.9 BERMONDSEY

### 3.10.1 Location and Summary

This largely residential area contains a range of heritage assets which reveal its development and industrial past (Fig.95). The manufacture of high quality and internationally renowned products has given way to creative industries and retail. Many former warehouse and industrial buildings have been restored and converted, particularly in the eastern part of the area. Bermondsey Street maintains a strong frontage of buildings of the 18th and 19th century. In comparison to the quite residential estates at the centre of the area, the independent shops, bars and cafes line the street.

The area is located in the south-east of BBLB, to the north of Long Lane and the west of Tower Bridge Road. Newcomen Street, Snowsfields and the railway viaduct leading from London Bridge Station form the northern boundary. The southern part of the Borough High Street character area lies to the west.



Figure 95: Bermondsey - Aerial Overview





# BERMONDSEY

## 3.9.2 Historical Development

Bermondsey derives its name from 'Beormund's Ey', an island of high ground surrounded by marshes. Despite being some distance from the Roman settlement at the bridgehead to the north, there have been Roman finds and inhumations here. These are likely to originate from a significant Roman building, villa or farm in the immediate vicinity of Bermondsey Square. Later history chronicles the development of Bermondsey Priory, a Clunaic house which was founded in 1082 and later elevated to the status of a Benedictine abbey in 1399. A royal manor is also mentioned in Domesday Book of 1086.

Bermondsey Street was originally established as a causeway, connecting the River Thames with the priory and Long Lane, an historic boundary to the area to the south. A church on the site of the current St. Mary Magdalen was recorded in 1290. This existed to serve the medieval settlement on Bermondsey Street and the lay brethren of the abbey to the south, which also held land to the west of the Clink estate. The abbey remained the major landowner until the dissolution of the monasteries in the first half of the 16th century. Early post-medieval industry developed in plots on Bermondsey Street and Long Lane, largely related to leather tanning including tenter grounds.

The map of 1572 shows Bermondsey Street running south-east, on its current alignment. Houses and industry fronted the street with fields behind. The area is known to have become a popular place for recreation amongst the citizens of London in the 16th century.

By 1690, maps show development in blocks towards the northern end of Bermondsey Street. There was further development along the street extending beyond the Church of St. Mary Magdalen. This building was replaced in the same year. The majority of the rest of the area was occupied by market gardens and open fields at this time.

Roque's map of 1764 shows alleys serving inns and residential courts which ran perpendicular from Bermondsey Street. A number of open spaces such as St. John's Churchyard and the tenter grounds of Snowsfields remained. Richard Horwood's map of 1792-9 indicates a large open area bounded by Bermondsey Street, Long Lane, Snow's Fields and Crosby Walk (Fig.96). Large-scale industry grew back from plots fronting onto Bermondsey Street to the east and west. These industries were often established to make use of the by-products of the butchery trade. For example, Mr. Walker's Glue Manufactory north of Long Lane and numerous fellmongers (hide dealers) and tanneries behind the main the streets. The legacy of the leather trades is commemorated in the names of Tanner Street, Leathermarket Street and Morocco Street.

Greenwood's map of 1830 shows a marked increase in development with industry intermingled with housing and institutions. There were new streets running north from Long Lane and south from Snowsfields into the previously undeveloped area in between. Sarsons established a large vinegar factory on Tanner Street (formerly Russell Street) in 1820, which remained in production until the late 1990's. This lay to the north of the Bermondsey Workhouse of 1791. By 1862 Stanford's map shows that the whole area had been developed. The growth in the leather trade supported the development of the Leather Market on Weston Street, the largest new building at this time. The first edition OS map of 1873 shows that the new streets leading from Snowsfields and Long Lane were lined with terraced houses. The majority of the area however continued to be devoted to the leather trade with extensive tanneries, curriers and warehouses. There were also small breweries and distilleries, particularly in the north and the west, close to Borough High Street. Booths Poverty Map of 1898/99 shows a mixture of mainly comfortable people in the houses on the main streets and the very poor in some of the minor streets. Demolition of some of poorest housing started in the 1890s. This was replaced by philanthropic housing such as the Guinness Trust buildings south of Snowsfields (Fig.97).

Tower Bridge Road formed the eastern boundary of the area by the 1890's and was completed in time for the opening of the bridge in 1894, taking traffic away from Bermondsey Street. The layout of the vinegar factory was realigned as a result of Tower Bridge Road being cut through. The development fronting Tower Bridge Road was generally of a larger scale and plot size than earlier development in the area. This pattern was subsequently repeated in 19th century development along Long Lane. In the inter-war period there was some replacement of earlier slum dwellings by the local authority housing, such as the Lockyer Estate on Weston Street. This represented a change in the scale of housing with taller buildings located in landscaped spaces. The workhouse and surrounding terraces were demolished in 1929 and replaced by an open space, now Tanner Street Park. The area was badly damaged in WWII, especially the area just to the north of the Leather Market, which is now Leathermarket Gardens (Fig.98). The industries which developed in the post-war period were typically smaller scale but continued the theme of creativity of earlier periods, including workshops and galleries. Further high and low rise community housing was added between Leathermarket Street and Crosby Row in the 1960s. In the 1980's and 1990's there was a further period of growth and redevelopment focussed on Long Lane and Tower Bridge Road, with the development of large residential blocks. The turn of the 21st century saw the resurgence of Bermondsey Street with new shops, cafes and small scale residential and commercial development (Fig.99). A number of former warehouses on Tower Bridge Road were also converted to commercial uses.



# BERMONDSEY

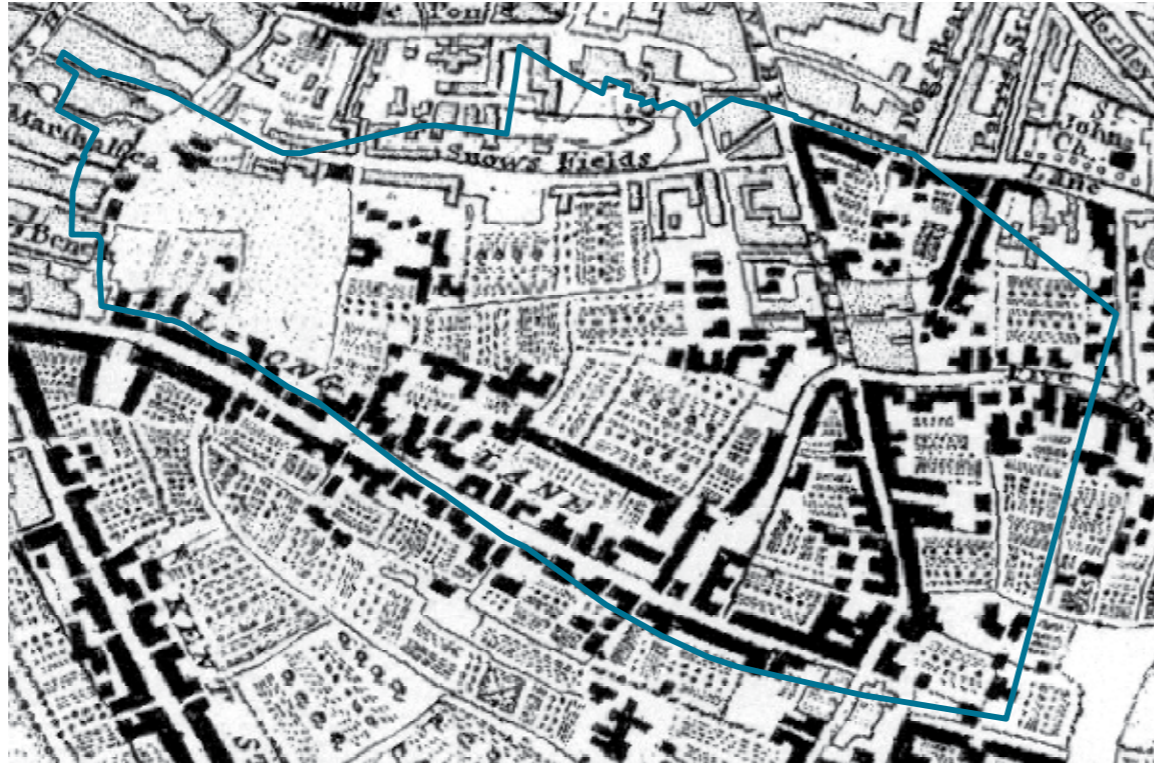


Figure 96: Bermondsey - John Rocque's A Plan of London, 1766

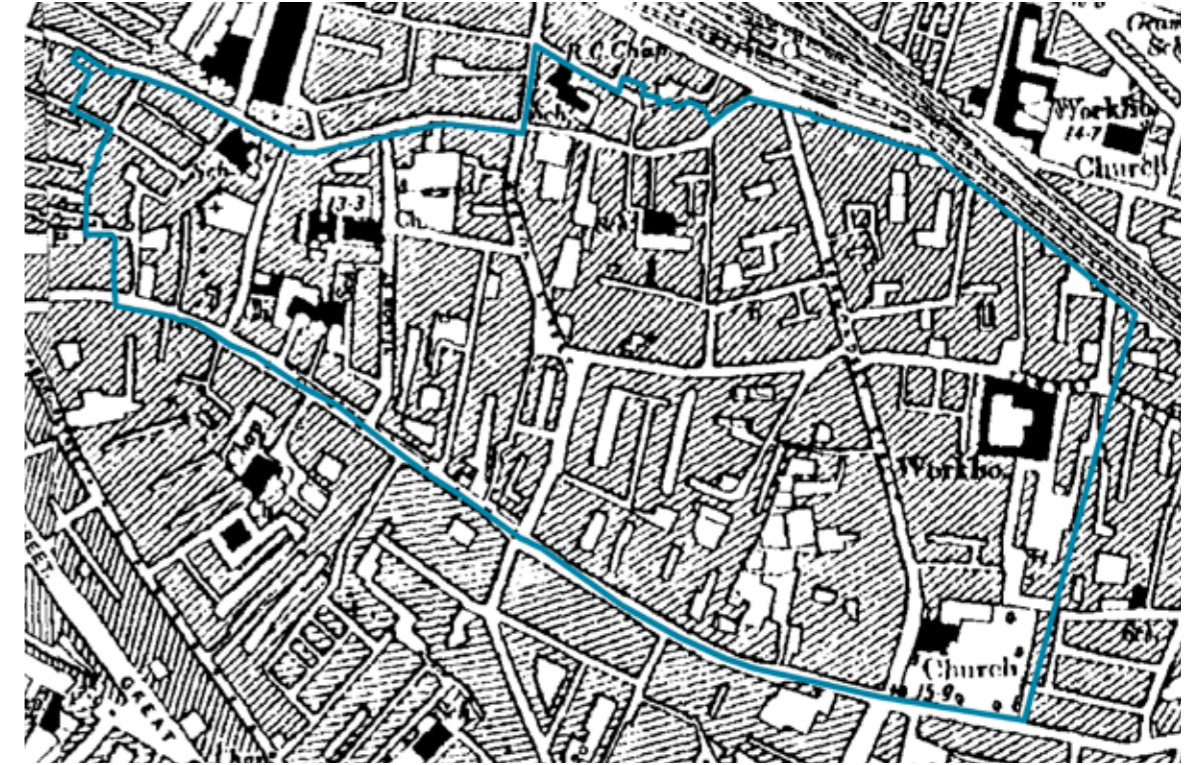


Figure 97: Bermondsey - 1896 to 1899 OS

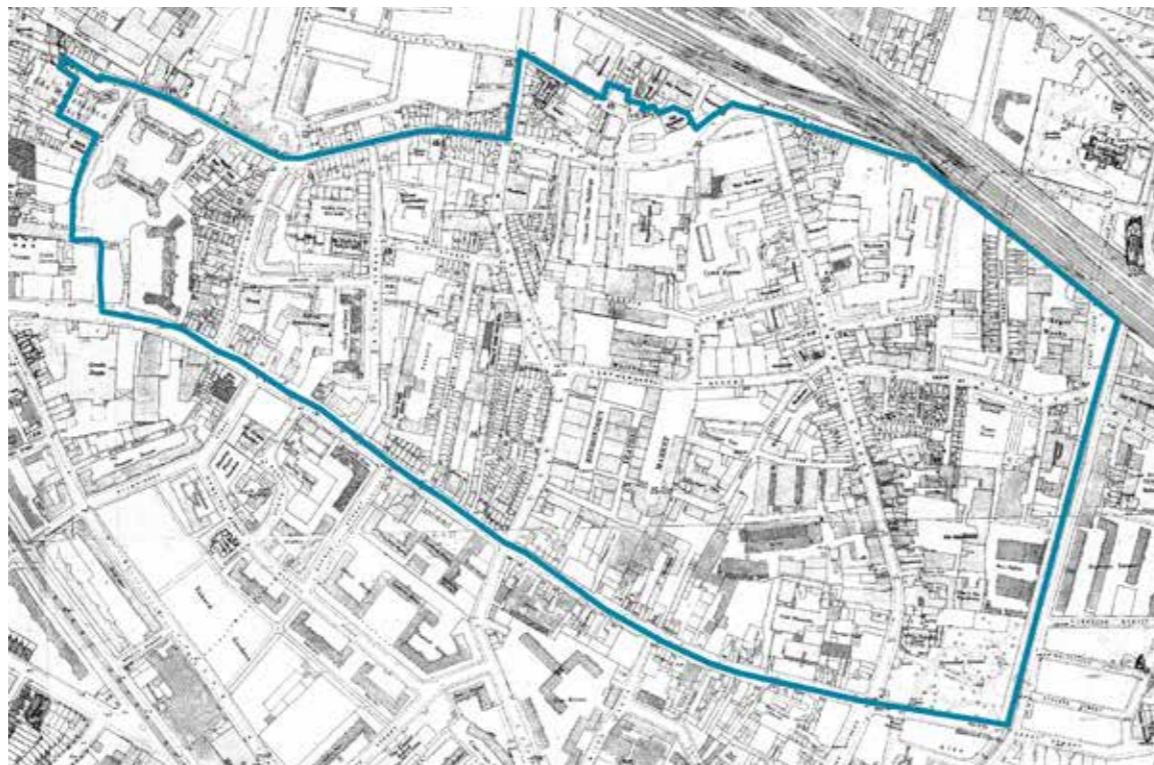


Figure 98: Bermondsey - 1936-1952 OS

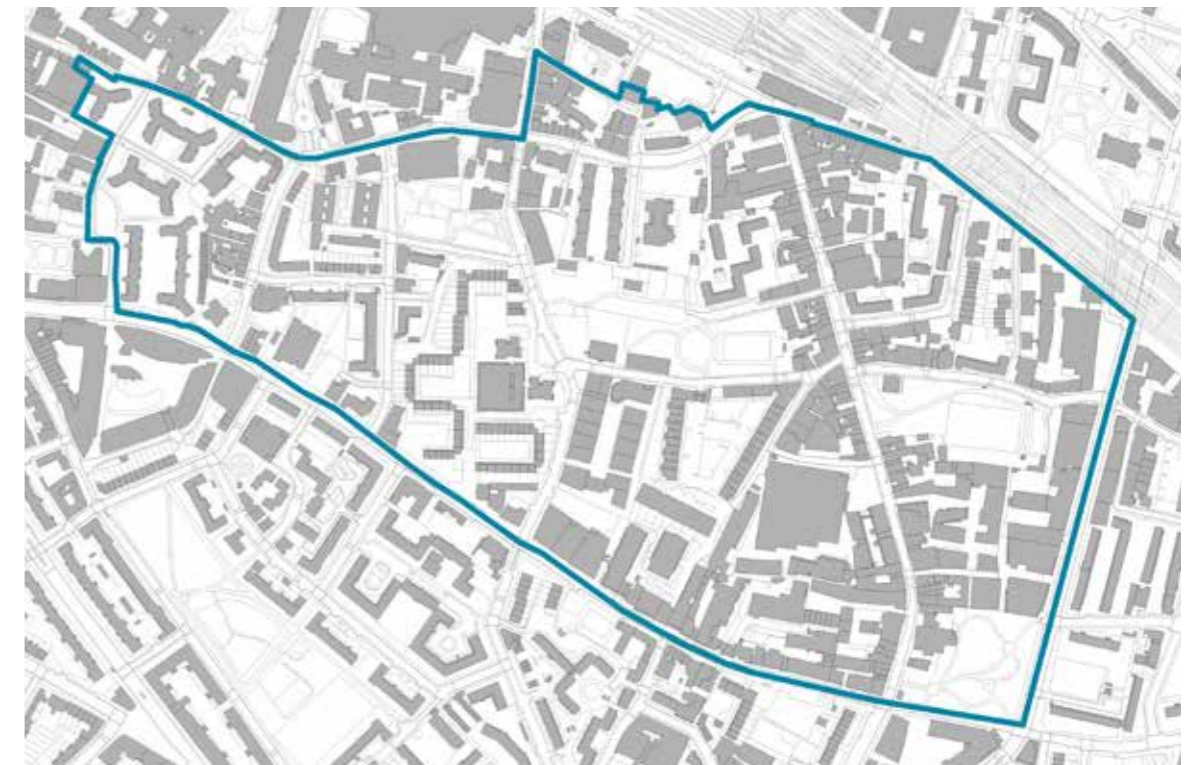


Figure 99: Bermondsey - 2012 OS Mastermap



# BERMONDSEY

## 3.9.3 Movement

Long Lane and Tower Bridge Road are broad and busy primary routes which direct traffic away from the quieter centre (Fig.100). The narrow Newcomen Street and Snowfields form the northern edge of the area, together with the brick viaducts carrying the railway lines from London Bridge Station. The backs of buildings on Borough High Street lie to the west.

Bermondsey Street is straight and runs diagonally across the centre of the area. It links Long Lane in the south to St. Thomas Street in the north. This narrow one-way street is a focus of commercial activity which generates high levels of pedestrian movement. Despite the restricted road width, there is intermittent on-street parking along the length of the street. Some of the former yards and alleyways leading off have been retained, for example at Carmarthen Place and Woolyard. These now often lead to offices, residential areas or galleries.

The majority of the narrow, gently undulating historic streets have been retained. North-south connections are more prolific, direct and logical than those running east-west. Examples include Crosby Row and Weston Street which connect Snowfields and Long Lane. Connections are also maintained beneath the railway viaduct in the north, although Weston Street and Stainer Street will be closed as part of the redevelopment of London Bridge Station. Leathermarket Street and Tanner Street are the only significant east-west routes south of Snowfields and St. Thomas Street. Post-war redevelopment has led to the severance or rationalisation of some routes, for example Morocco Street and Dunsterville Way. These streets now lead to cul-de-sacs or have become pedestrian thoroughfares through residential estates.

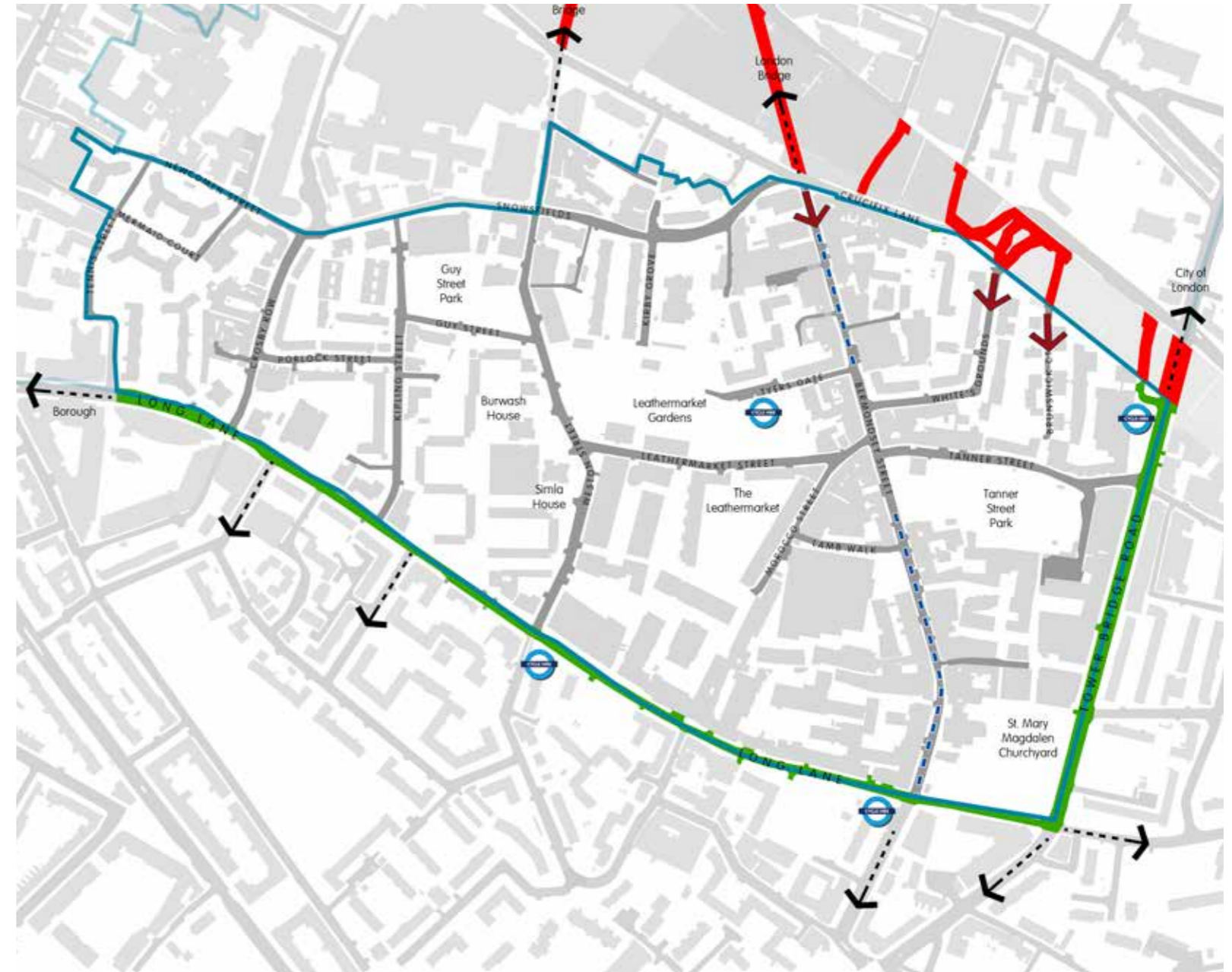


Figure 100: Bermondsey - Movement



Long Lane



Bermondsey Street



# BERMONDSEY

## 3.9.4 Urban Structure and Built Form

There is distinct variation between the dense and intricate development which lines the streets in the east and the large, open blocks found in the centre and to the west (Fig.101). Overall however, buildings heights are typically much lower than the neighbouring areas of Tooley Street and London Bridge Station and Guy's Hospital to the north.

The pattern of development along Bermondsey Street provides an almost continuous frontage. The majority of the buildings are between 11 and 20m in height and date from the 18th or 19th century. This, together with the narrowness of the street, creates a sense of enclosure. North of Leathermarket Street the buildings generally occupy narrow plots, with a rich variation in colour and architectural detailing. This relates particularly to windows, shops fronts and doors, many of which are original. Most buildings are finished in brick or coloured render and some incorporate archways leading to narrow alleyways. There is also slight variation in the position of buildings relative to the street. Shops, bars and cafes and small offices occupy the ground floors, particularly to the west, enlivening the street. Buildings with similar characteristics are also found along parts of Crosby Street and Crucifix Lane. On the western side of Bermondsey Street and south of Leather Market Street buildings are mostly former warehouse buildings, converted to commercial use. Many of these narrow brick buildings retain details which relate to their industrial past including loading bays and lifting gear. Similar buildings are also frequently found in side roads including Tanner Street, Morocco Street and Crucifix Street. Several of these buildings are now occupied by modern creative industries, demonstrating a connection with the area's social history. Some buildings retain remnants of historic advertising, such as 1 Morocco Street and 1 Tanner Street. At the southern end, the Church of St. Mary Magdalene occupies a pivotal location on the only bend in the street before the junction with Long Lane.

Prominent corner buildings are a feature, particularly in the west. These buildings form strong focal points, exploiting their position with curved or chamfered corners

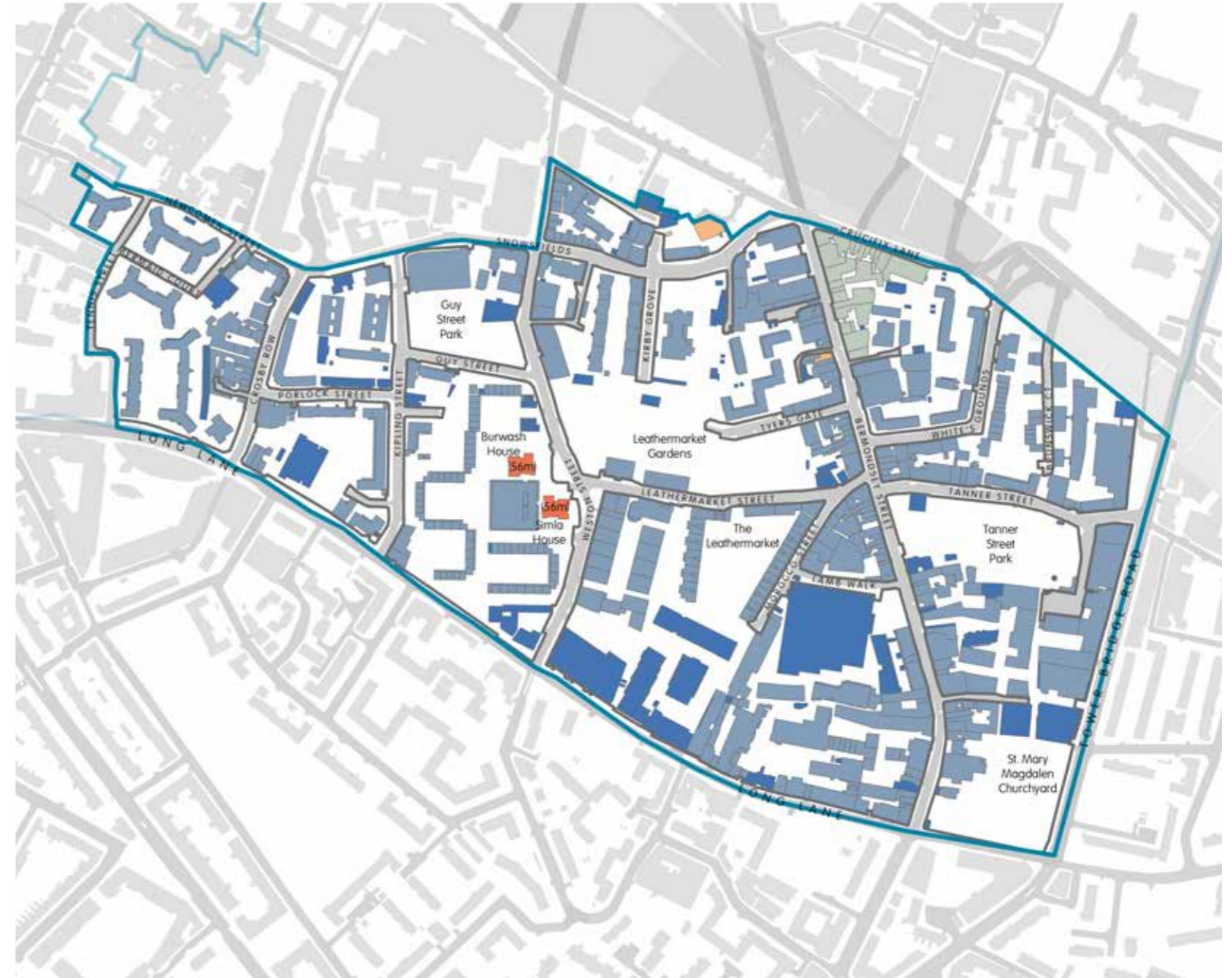
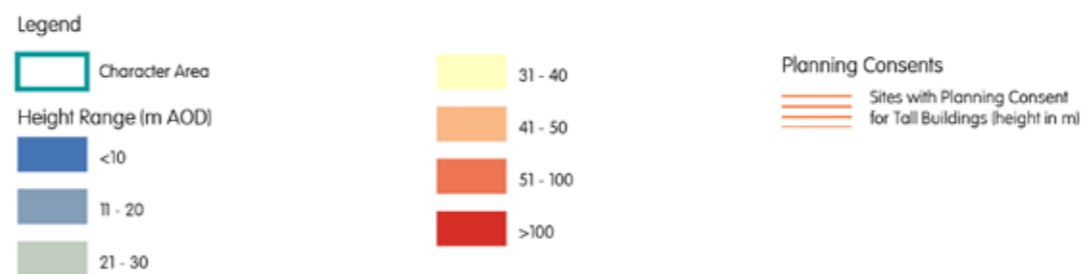


Figure 101: Bermondsey - Urban Structure and Built Form



Housing Estates in the west



Formal warehouses on Tanner Street



# BERMONDSEY

facing the street. Examples include the early 20th century building on the corner of Bermondsey Street and Crucifix Lane and the Morocco Store Building at Morocco Street. Other examples include the double-aspect café at the junction of Bermondsey Street and Leathermarket Street.

Much of the area to the west of Bermondsey Street was redeveloped as housing estates following WWII. Buildings here typically occupy large plots and are set within space away from the edge of the street. Buildings vary in architectural style but most are of brick or concrete. The height of buildings is generally below 20m. Exceptions include the two 56m residential tower blocks which lie to the west of Weston Street. Opposite these buildings is the former Leather, Hide and Wool Exchange, now offices and studios. This building group defines the critical line, scale and solidity of the street frontage and the period character of the street. The residential Guinness Trust buildings are located on Snowfields where they form a substantial block. They are finished with elaborate red and white brick detailing. The main blocks are linked by an arcade of brick arches that provide access to a private central court.

### 3.9.5 Land Use

Land use is predominantly residential, interspersed with commercial and industrial uses (Fig.102). Bermondsey Street is a local centre and a distinct focus of activity with small, mostly independent shops and offices along its length. Parks are also a feature, with a chain of spaces running west-east from Kipling Street to Archie Street. There is a broad mixture of uses along Tower Bridge Road, to the south of the railway viaduct, including hotels, offices, blocks of flats and shops.

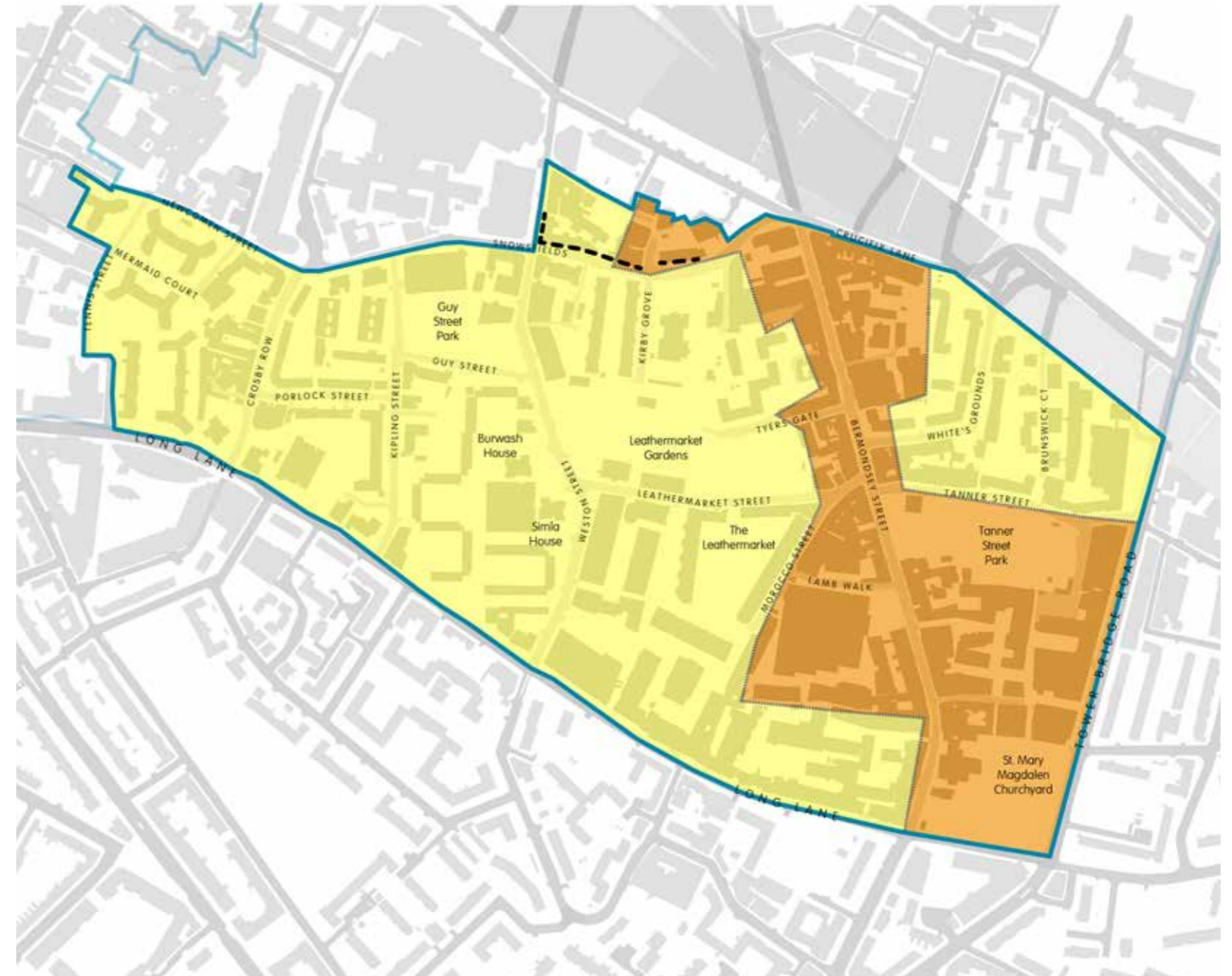


Figure 102: Bermondsey - Indicative land use



Residential areas



White Gallery



# BERMONDSEY

## 3.9.6 Heritage Assets

The Bermondsey Street Conservation Area contains a large number of listed shops and street front premises in the north, but development has become more fragmented by recent, larger building footprints in the south (Fig.103). Buildings of townscape merit which contribute positively to the character of the area include a terrace of mid-19th century commercial buildings and public house, contemporary with the brick railway viaduct they face. There are also a large number of listed heritage assets. These range from housing through commercial and industrial complexes to ecclesiastical buildings. The listed buildings in Bermondsey Street itself display a mixture of domestic, commercial and public buildings. To the north of the street there are two groups of listed buildings exhibiting 200 years of history. No. 55 is a late 19th century tannery and No. 59 a late 19th century police station. These buildings face numbers 68-76, a terrace of polite but relatively plain mid-18th century houses. This group displays the reasonably high status of this part of the street in the middle of the Georgian era. No. 78, a late 17th century house with an oriel window to the first floor is more ornate. These two groups in such a small area give an impression of the antiquity and charm of the northern end of the street. Dating from 1828, No.s 124-130 is a terrace of houses in yellow brick with shop fronts. The setting of these buildings is now provided by Tanner Street Park but would have originally faced houses of a similar period. Further south a building with basement and pediment at No. 173 dates from the early 19th century, at which time it was a cloth factory. A group of three listed buildings are located at the southern end of the street. Number 187-189 was the early 20th century headquarters and later hostel of the 'Time and Talents' Organisation. This conspicuous building is of purple brick with art nouveaux lettering above ground floor.

Set back from the road is No. 191, the early 19th century rectory of the church of St. Mary Magdalene with which it forms a group. The church dates from 1675-9 but parts of the tower may be 15th century. It occupies a pivotal location on the only bend in the street, so that it is visible from all of Bermondsey Street. The building is

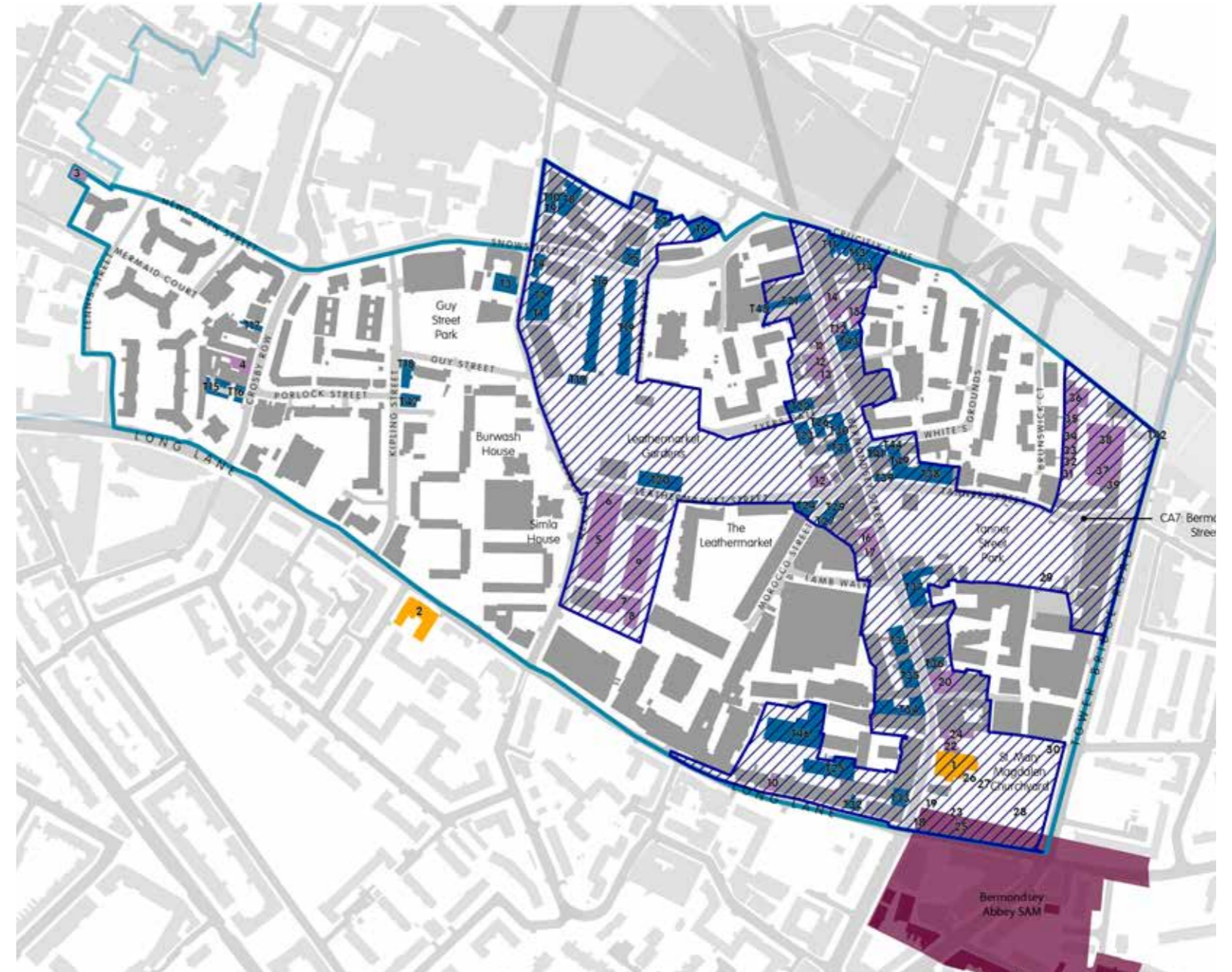


Figure 103: Bermondsey - Heritage Assets



Guinness Buildings on Snowfields



Former warehouse buildings on Morroco St



# BERMONDSEY

stuccoed and the Gothic Revival west front was added in 1830. The church retains its churchyard and also its village high street setting provided by the listed and non-designated, yet characterful, buildings to the north. The churchyard includes the remains of Bermondsey Abbey, which is a Scheduled Ancient Monument and which extend across Abbey Street to the south.

Other ecclesiastical buildings are represented by the early 18th century former vicarage of St. John's Church on Fair Street. This building, together with the church's watch house and its later gate piers and railings form a group. The church itself was damaged in WWII and the majority of the building was demolished in 1974. The London City Mission now occupies the site with the current building sitting upon the stone base of the former church. The setting for all of the above is provided by the churchyard which survives as the St. John's Churchyard open space.

Eight buildings of the former Sarson's Vinegar Factory of c.1872 remain between Brunswick Court and Tower Bridge Road. These buildings have been converted to residential and commercial use. Many of the original industrial features such as lifting gear and a brick chimney stack have been retained. Their setting is provided by the railway viaduct immediately to the north.

The Leather Market on Weston Street, which dates from 1833, is of stock brick and extends to nine bays. Contemporary and later 19th century warehouses and the London Leather, Hide and Wool Exchange and attached pub of 1878 form a group with the Leather Market. These buildings surround an open yard although their setting is now largely provided by modern buildings, especially the blocks to the west. Also associated with the leather trade are the early 19th century brick warehouses No. 2 and 4 Leathermarket Street. These buildings face warehouses on either side of the entrance to Morocco Street making the whole setting one of 19th century commerce.

The land to the west of the Weston Street was heavily bombed during WWII but two houses of late 18th century date survived at No. 25 and 27 Crosby Row.

### 3.9.7 Open Space and Public Realm

A chain of high quality open spaces runs through the centre of the area (Fig.104). Guy Street Park and Leathermarket Gardens comprise gardens and lawns with groups of mature trees. These spaces were largely formed following WWII as a result of clearance following bomb damage. Buildings are either separated by roads or back directly onto the open spaces. Guy Street Park forms the setting of a number of residential blocks including former warehouse buildings on Weston Street. Leathermarket Gardens is more formal and densely planted with ornamental trees and shrubs. It provides the setting of the mostly modern residential and commercial buildings fronting Leathermarket Street. Tanner Street Park, which forms part of the chain but is not physically connected, is located to the east of Bermondsey Street. It is more open than the other parks and contains tennis courts and a playground. It runs the majority of the length of Tanner Street and forms the setting of the mostly

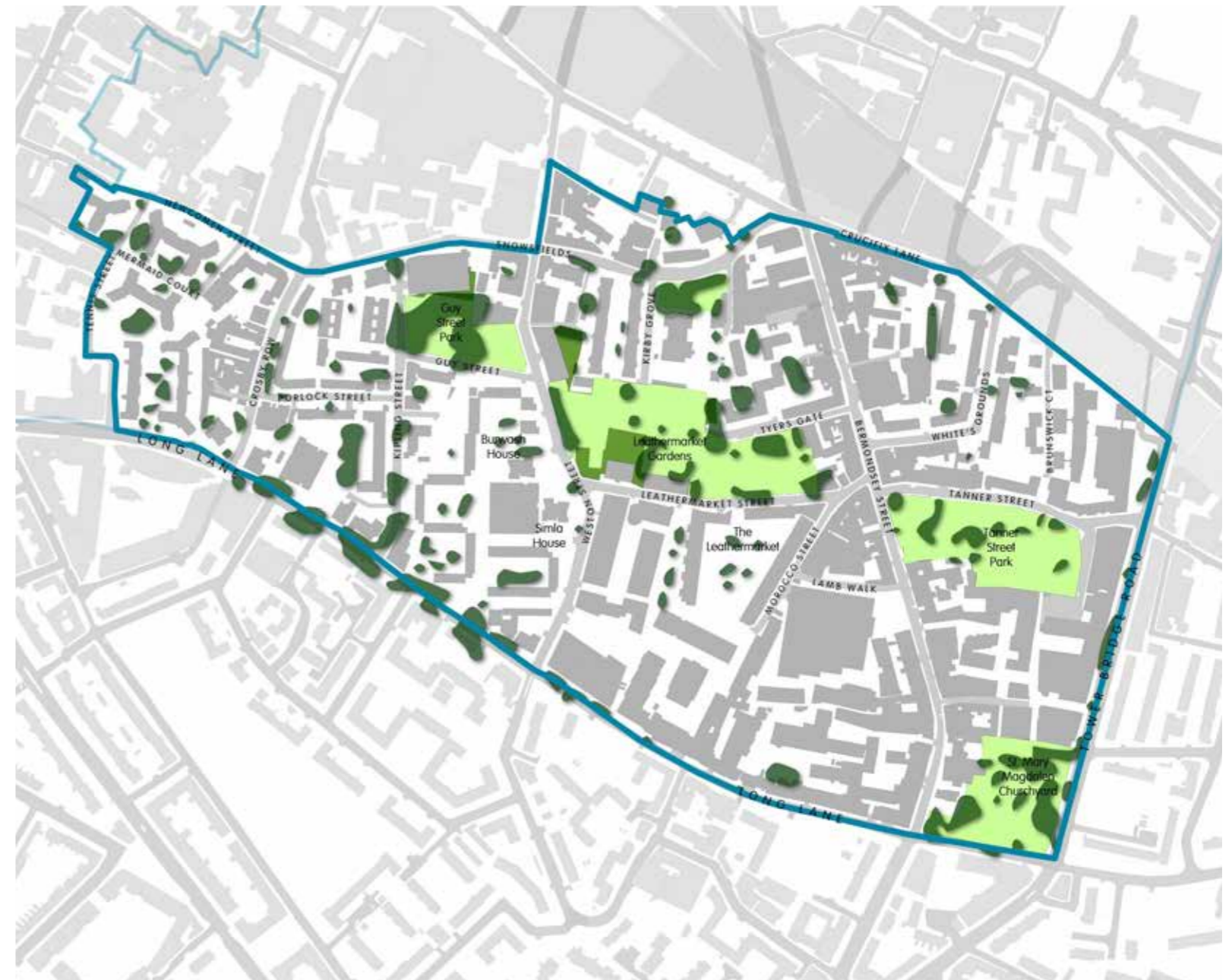


Figure 104: Bermondsey - Open Space and Public Realm





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residential buildings which enclose it. At the junction with Bermondsey Street, the park opens out onto the street corner and includes informal seating. The St Mary Magdalene Churchyard lies between Bermondsey Street, Long Lane and Tower Bridge Road. It is enclosed by railings and its lawns and mature trees and shrubs provide the setting for the church buildings and tombs.

Pavements are surfaced with a mixture of in-situ concrete, asphalt and paving slabs. A few of the original street surfaces still remain in the alleyways leading from Bermondsey Street. Examples include Carmarthen Place and Wool Yard. Granite kerbs are also commonly used to demarcate private accesses and road junctions. Trees are common, particularly within the open space which surrounds many of the residential estates in the east. Mature street trees within the pavements reinforce the status of Long Lane and Tower Bridge Road as primary routes but are otherwise sparse.



Tanner Street Park



Leather Market Gardens

## 3.9.8 Views

Views along Bermondsey Street are held along the narrow road by the continuous line of buildings. From the junction with St. Thomas Street the long, linear views terminate where the road bends to the south of Newham's Row and the vertical rhythm of the narrow buildings and varied roof line is noticeable. South of Tanner Street, the steeple of the Church of St. Mary Magdalene forms a strong focal point where the road bends. Views north along the road are focussed on the mouth of the long tunnel beneath the railway viaduct. There are also glimpsed views along the numerous side streets and alleyways into other parts of the area. Examples include the view along Leathermarket Street, focussed on the curving apex of the Morocco Store Building.

To the west of Bermondsey Street, views are generally wider and there are visual connections between streets and spaces. North of Leathermarket Street, the

landmark buildings within neighbouring area are visible on the skyline. From the junction of Weston Street and Guy Street for example, the buildings of Guys Hospital and the Shard form a distinct cluster.



Views into internal block space



Linear views along Bermondsey Street

## 3.10.9 Understanding quality, issues and sensitivity

### Qualities to be sustained, reinforced or enhanced

There are a number of positive aspects of character which should be sustained, reinforced or enhanced. These stem from the many references to the area's industrial past, its extensive and varied areas of housing and the chain of open spaces which runs through the centre.

- Bermondsey Street, which developed from a narrow causeway leading south from the River Thames, maintains its medieval alignment
- The tight enclosure, narrow plots and varied pattern and age of development along Bermondsey Street creates a strong sense of identity and place
- The mix of uses creates high levels of pedestrian activity along Bermondsey Street and neighbouring side streets
- Numerous former industrial buildings of the 18th and 19th century have been converted to modern, high quality commercial residential and mixed use, retaining distinctive architectural details
- Larger former industrial buildings, such as the Bermondsey Leather Exchange, have been converted to gallery and workshop space, supporting a vibrant mix of creative industries
- A chain of high quality open spaces runs through the centre of the area including Guy Street Park, Leathermarket Gardens and Tanner Street Park

### Issues to be addressed

There are also some aspects which should be addressed through active management. These relate primarily to the issues of permeability within the housing estates to the west of Weston Street and a lack of logical west-east connections.

- The blocks formed by housing estates to the north of Long Lane are large and densely developed, with a lack of definition between public and private areas which reduces legibility and permeability
- There is a lack of logical west-east connections between Newcomen Street / Snowsfields and Long Lane
- There is wide variation in the approach to the position, scale and massing of buildings which front the primary routes of Long Lane and Tower Bridge Road
- The railway viaduct extending east from London Bridge Station hinders north-south movement and creates a continuous, inactive frontage to St. Thomas Street and Crucifix Lane

### Sensitivity to change

There are also certain elements of the character area which are particularly sensitive to change. These relate in the most part to the distinctive historical character of Bermondsey Street and the streets leading west and east from it.

- The rich variety of historic buildings and modern insertions which form a continuous frontage to Bermondsey Street
- The human scale of development and the interaction between the retail, leisure and mixed-use buildings and the streets in the west
- The chain of high quality public open spaces which provide amenity space in this densely developed area
- The setting of the Bermondsey Street Conservation Area and listed buildings including the Church of St. Mary Magdalene

## 3.10.10 Character Area Management Principles

There is distinction in the capacity of the predominately post-war residential areas of the west and the historic areas of the east to accommodate change. Principles should focus on sustaining or enhancing an appreciation of the history of the area whilst accommodating new development in areas where this would enhance the townscape. This will be achieved through a range of measures as part of development proposals and through selective improvements to the movement network and public realm. A number of opportunity sites have been identified within the area which could assist in delivering these improvements (Fig).



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## Heritage

Within the Bermondsey Street Conservation Area and its setting, proposals should generally be in scale and proportion to the surrounding buildings and should directly address the street, reinforcing the sense of enclosure. This includes any future redevelopment of the opportunity site identified between Morocco Street and Lamb Walk, which lies adjacent to the conservation area. Any new development in proximity to the junction of Bermondsey Street and Long Lane should sustain or enhance the open setting of the Grade II\* listed Church of St. Mary Magdalene and Scheduled Ancient Monument.

Development proposals either side of Bermondsey Street should reinforce the pattern of development, reflecting the vertical rhythm exhibited by narrow building frontages and undulating roof line of the historic buildings. Proposals should also sustain or reinforce the linear views along the street, including the focal point of the Church of St. Mary Magdalene. Materials should make reference to the local vernacular, which is typically yellow or red stock brick. All of this character area is designated within the Archaeological Priority Zone and is likely to contain remains of local, regional, national and international importance. Proposals should take this into account.

## Movement

Any development within the blocks adjoining Long Lane and Tower Bridge Road should incorporate logical pedestrian connections which reinforce and enhance permeability and legibility. Routes through development should be logical, connecting the places where people live with local services and the wider area, such as Bermondsey Street to the east, London Bridge to the north and Borough High Street to the west. They should be open and welcoming and more clearly define public and private areas.

## Urban structure and built form

Opportunities to re-establish smaller, more permeable blocks should be considered in the areas to the west of Weston Street. Proposals should encourage activation of the street by providing clear entrances and should be arranged to encourage natural surveillance of public areas including areas of open space. The arches of the railway viaduct to the north of St. Thomas Street should be opened up to a range of retail, leisure and commercial uses to encourage greater interaction with the street and north-south movement.

Where new development is proposed along Long Lane and London Bridge Road, this should reinforce and enhance the quality and legibility of the streetscape along the primary routes, considering the relationship of building lines and setbacks.

## Land use

The vibrant mix of uses to the east of Weston Street should be sustained or reinforced as development opportunities arise. Retail, leisure and creative industries should

be encouraged along St. Thomas Street and Bermondsey Street, with active uses at ground level. Mixed use development should also be encouraged along the primary routes of Long Lane and Tower Bridge Road. To the west of Weston Street, residential use should be sustained and a mix of uses encouraged in new developments or proposals to re-use existing buildings.

## Open space and public realm

There are opportunities to improve the quality of Leathermarket Gardens and physical and visual connections with Guy Street Park to the west and Tanner Street Park to the east. A green link should be provided through tree planting, public realm improvements and signage. Wayfinding should also be implemented to encourage movement from London Bridge to the north and Borough High Street to the west where access to open space is more limited. New developments should incorporate high quality public realm as part of improvements to the movement network. One such example is the junction of Long Lane and Weston Street, where there is an opportunity to provide new green space and a green link leading north towards Guy's Hospital and London Bridge.



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# APPENDIX A - A GLOSSARY OF TERMS

## **Active frontage**

Ground floor uses which accommodate activities and provide a level of interaction between pedestrians and the building.

## **Building line**

The line formed by the frontages of buildings along a street.

## **Built form**

Buildings and structures.

## **Building Typologies**

The general shape, mass, and articulation of a building, categorised by type.

## **Density**

The floorspace of a building or buildings or some other unit measure in relation to a given area of land. Built density can be expressed in terms of plot ratio; number of units or habitable rooms per hectare; site coverage plus the number of floors or a maximum building height; or a combination of these.

## **Desire line**

An imaginary line linking facilities or places which people would find it convenient to travel between easily.

## **Edge**

The boundary between two areas, these can be natural topographical features or man-made features.

## **Elevation**

The façade of a building, or the drawing of a façade.

## **Enclosure**

The use of buildings and structures to create a sense of defined space.

## **Fenestration**

The arrangement of windows on a façade.

## **Formal / informal**

These terms can apply to the design of buildings or to street or layout. Formal places or buildings are regular, geometrical or symmetrical. Informal places are irregular and asymmetrical.

## **Gateway**

The design of a building, site or landscape to symbolise an entrance or arrival to a specific location.

## **Human Scale**

The use within development of elements which relate well in size to an individual human being and their assembly in a way which makes people feel comfortable rather than overwhelmed.

## **Landmark**

A building or structure that stands out from its background by virtue of height, size or some other aspect of design.

## **Legibility**

The degree to which a place can be easily understood and traversed.

## **Massing**

The shaping of the overall volume, or bulk, of a building.

## **Mixed Use**

A mix of uses within a building, or a site, or within a particular area, possibly including employment, residential, commercial, live/work, or retail.

## **Permeability**

The degree to which an area has a variety of pleasant, convenient and safe routes through it.

## **Perimeter block**

A form of development of a street block in a layout, with frontages of buildings, generally continuous, facing public space, usually in the form of streets on each of its edges.

## **Public realm**

The parts of a place that are available for everyone to use at any time of the day, such as streets, squares, and parks.

## **Rhythm**

A regular, repeated pattern of plot and /or house sizes that can be expressed in the pattern of street frontages.

## **Scale**

The size of the development, can refer to the general heights of buildings, or to the extent of an estate.

## **Setting**

The context or environment in which something sits.

## **Setback**

The minimum distance from the property line at which a building must be built.

## **Streetscape**

The distinguishing elements and character of a particular street as created by its width, degree of curvature, materials, design of street furniture, pedestrian amenities and setback and form of surrounding buildings.

## **Townscape**

The visual appearance of built development at the scale of streets rather than buildings; the appearance of streets, including the way the components of a street combine in a way that is distinctive.

## **Node**

A point where several important routes join or are concentrated, often used synonymously with junction.

## **Urban Grain**

The pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which and their plots in a settlement; and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.

## **Vernacular**

The way in which ordinary buildings were built in a particular place, making use of local styles, techniques and materials and responding to local economic and social conditions.

## **Views**

Views that which can be seen from an observation point to an object(s), particularly a landscape or building.

## **Wayfinding**

Tools which orient users of an area to ensure the ability to navigate through an area. Tools include signs, graphic communications, spatial markets, streetscape elements, building design, and the street network.



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BLACKFRIARS NORTH CHARACTER AREA								
Asset No.	Asset Name	Street No.	Street Name	Grade	Date of Listing	Easting	Northing	Notes
CA1	Old Barge House Alley			N/A	-	-	-	
1		15 and 17	Hatfields	II	01/07/1988	531486.82	180324.08	
2	Former clays printing works	1, 2 and 3	Paris Gardens	II	17/09/1998	531516.43	180330.42	
3	Christ Church Gardens drinking fountain		Blackfriars Road	II	17/09/1998	531565.82	180281.66	
4	Christ Church		Blackfriars Road	II	-	531600.93	180290.96	
5	Number 3 and attached railings	3	Stamford Street	II	17/09/1998	531610.98	180373.25	
6	Number 1 and attached railings	1	Stamford Street	II	17/09/1998	531628.98	180377.53	
7	Southern abutment to former west Blackfriars and St Paul's rails bridge		Blackfriars Road	II	24/08/1995	531698.99	180553.46	
8	Rochester House	43 and 44	Dolben Street	II	13/05/1971	531764.88	180148.35	
T1	Oxo Tower Wharf			N/A	19/01/2011	531377.81	180522.70	1928-29. Formerly Stamford Wharf, out of which rises the Oxo Tower (1928, A.W.Moore, architect), a prominent river landmark.
T2				N/A	19/07/2011	531489.74	180370.88	
T3	The Paper Moon Public House	24	Blackfriars Road	N/A	26.01.2011	531623.94	180327.46	Late C19 / early C20. Former pub with Art Nouveau stucco faced upper floors beneath a steep pitched gable.
T4				N/A	18/07/2011	531757.48	180175.19	
T5				N/A	21/07/2011	531756.41	180163.41	
T6	Barge House	16-22 (even)	Bargehouse Street	N/A	19/01/2011	531367.00	180493.21	Early C20. 4-storey warehouse range with curved elevation to Barge House Street. Red brick with stone dressings. Main cornice with parapet comprising iron railings between brick piers crowned with segmental pediments.



# APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BLACKFRIARS SOUTH CHARACTER AREA								
Asset No.	Asset Name	Street No.	Street Name	Grade	Date of Listing	Easting	Northing	Notes
CA40	King's Bench			N/A	-	-	-	
CA44	Valentine Place			N/A	-	-	-	
CA12	West Square			N/A	-	-	-	
1	Obelisk at the centre of St George's Circus		St George's Circus	II*	02/03/1950	0.00	0.00	
2	Numbers 15-31 and attached railings	15-31	King Edward Walk	II	27/09/1972	531303.09	179303.78	
3	K2 telephone kiosk at junction with St George's road		Westminster Bridge Road	II	02/04/1987	531350.98	179395.98	
4	Laurie terrace and railings	105-145	St Georges Road	II	27/09/1972	531370.25	179341.20	
5	The Elizabeth Baxter hostel and attached railings	52	Lambeth Road	II	27/09/1972	531417.18	179306.19	
6	Roman catholic cathedral of St George		Lambeth Road	II	02/03/1950	531433.42	179351.06	
7	Mawdley House, Webber Row London county council estate		Webber Row	II	17/09/1998	531497.82	179585.50	
8	Dauncey House, Webber Row London county council estate		Webber Row	II	17/09/1998	531512.63	179606.00	
9	Algar House, Webber Row London county council estate		Webber Row	II	17/09/1998	531527.54	179623.32	
10	Delarche House, Webber Row London county council estate		Webber Row	II	17/09/1998	531544.30	179642.98	
11	Overy House, Webber Row London county council estate		Webber Row	II	17/09/1998	531559.41	179660.43	
12	Bollard		Pontypool Place	II	12/02/2004	531564.01	179810.85	
13	Centre for Literacy in Primary Education (former London County Council special school)		Webber Street	II	17/09/1998	531576.86	179680.52	
14	Peabody Estate		Blackfriars Road	II	21/11/1996	531591.56	179606.16	
15		74	Blackfriars Road	II	27/09/1972	531613.71	179976.73	
16	Numbers 85 and 86 including railings	85 and 86	Blackfriars Road	II	27/09/1972	531621.24	179906.01	
17	Numbers 81, 82 and 83 and attached railings	81, 82 and 83	Blackfriars Road	II	27/09/1972	531622.65	179928.72	
18	Numbers 75-78 and attached railings	75-78	Blackfriars Road	II	27/09/1972	531628.73	179967.06	
19	Gate posts and railings at number 74		Blackfriars Road	II	27/09/1972	531637.07	179984.95	
20	The Blackfriars settlement and attached railings	44-47	Nelson Square	II	27/09/1972	531764.94	179883.52	
21	Albury House, Boyfield Street estate		Boyfield Street	II	30/09/1977	531802.83	179646.75	
22	Clandon House, Boyfield Street estate		Boyfield Street	II	30/09/1977	531823.48	179653.39	
23	Chadwick House and attached railings	48	Rushworth Street	II	29/12/1980	531825.43	179794.59	
24	Ripley House, Rushworth Street estate		Rushworth Street	II	30/09/1977	531833.17	179772.82	
25	The Drapers Almshouses	1-5	Glasshill Street	II	02/03/1950	531841.90	179822.14	
26	Merrow House, Rushworth Street estate		Rushworth Street	II	30/09/1977	531847.26	179782.59	
T1				N/A	-	531534.91	179537.94	
T2				N/A	21/07/2011	531604.64	179826.12	
T3	The Crown Public House	108	Blackfriars Road	N/A	26/01/2011	531625.74	179754.48	Late C19 pub with elaborate red brick and stucco Queen Anne style front of 4 bays with a 2 bay gabled attic
T4		176	Blackfriars Road	N/A	26/01/2011	531676.77	179875.99	Opened 1910 for the London Grand Division of the Sons of Temperance Friendly Society. 4-storey, 3-bay stuccoed front comprising rusticated piers to the ground floor, a giant Corinthian order to the 1st and



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BLACKFRIARS SOUTH CHARACTER AREA								
T5				N/A	22/08/2011	531728.94	179702.20	
T6				N/A	20/07/2011	531750.32	179703.17	
T7	Hunter House and Murphy House		Borough Road	N/A	26/01/2011	531811.92	179511.31	1899. Tenement blocks of 5-storey flats with attics erected for the London County Council. Red brick with stucco embellishments.
T8		94	Webber Street	N/A	19/01/2011	531888.40	179674.96	Mid/late C19 street former street corner pub. 3 storeys, 3x3 bays wide. Pub front with polished granite pilasters with individually detailed capitals, stucco fascia and cornice.
T9				N/A	05/10/2011	531318.82	179335.95	
T10				N/A	20/07/2011	531321.28	179370.36	
T11				N/A	20/07/2011	531375.76	179382.95	
T12				N/A	20/07/2011	531392.37	179388.72	
T13	The Chandlery	50	Westminster Bridge Road	N/A	26/01/2011	531392.23	179456.02	Former Webber Row School. Built 1876 for the London School Board & enlarged 1896. Now converted to resi. 4-storey red brick w/ terracotta dressings in Queen Anne style. To W.B.R. is a large corner tower housing stair well. Return facing SE has
T14		61-65	ELLIOTTS ROW	N/A	26/01/2011	531800.67	179541.17	Mid C19 stuccoed group. Nos. 61 - 63 are a handed pair (2:1:2 bays) with a central arched opening on the ground floor beneath central windows.
T15	The Bridge Hotel	29, 30	Borough Road	N/A	26/01/2011	531845.03	179504.04	Mid C19 street corner pub. 3 storeys with rounded corner. Painted brick with some stucco embellishments in Italianate style. Parapeted attic with gabled dormers.
T16				N/A	-	531405.96	179301.65	
T17				N/A	-	531371.33	179301.75	
T18				N/A	-	531280.44	179247.60	
T19				N/A	-	531536.46	179780.12	
T20				N/A	-	531959.89	179648.59	
T21				N/A	-	531555.21	179801.87	
T22				N/A	-	531412.39	179447.62	



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BANKSIDE CULTURAL DISTRICT CHARACTER AREA								
Asset No.	Asset Name	Street No.	Street Name	Grade	Date of Listing	Easting	Northing	Notes
SAM	The Rose Theatre		Rose Court	N/A	28/02/1992	-	-	
CA2	Bankside and Bear Gardens			N/A	-	-	-	
1	Hoptons almshouses, Hopton Gardens	12-21	Hopton Street	II*	02/03/1950	0.00	0.00	
2	Hoptons almshouses Hopton Gardens	10 and 11	Hopton Street	II*	02/03/1950	0.00	0.00	
3	Hoptons almshouses, Hopton Gardens	1-9	Hopton Street	II*	02/03/1950	0.00	0.00	
4	Number 61 and attached railings and overthrow to gate	61	Hopton Street	II	02/03/1950	531803.74	180405.10	
5	Numbers 124 and 126 and attached ironwork	124 and 126	Southwark Street	II	17/09/1998	531850.29	180302.90	
6		51 and 52	Bankside	II	02/03/1950	532106.90	180521.73	
7	Cardinals Wharf, and railings at door	49	Bankside	II	02/03/1950	532117.31	180522.07	
8	Union works	60	Park Street	II	31/05/1996	532217.00	180432.09	
9	Post at west corner with Bear Gardens		Park Street	II	27/09/1972	532226.00	180420.00	
10	Post at west corner of Rose Alley		Park Street	II	27/09/1972	532249.94	180413.02	
11	Four posts along bankside		Bankside	II	27/09/1972	532306.35	180505.83	
12	Southwark Bridge (that part in London Borough of Southwark)		Southwark Bridge	II	24/08/1995	532346.32	180554.32	
13	Anchor public House	1	Bankside	II	27/09/1972	532443.05	180426.13	
14	Five posts outside and opposite number 1 anchor public House		Bankside	II	27/09/1972	532459.46	180430.24	
T1				N/A	18/07/2011	532053.78	180758.28	
T2				N/A	18/07/2011	532210.76	180382.62	
T3		58	Park Street	N/A	19/01/2011	532242.16	180423.99	Early/mid C19 workshop. 3 storeys. Yellow stock brick. The stucco main cornice has been largely scraped.
T4	The Empire Warehouse		Bear Gardens	N/A	19/01/2011	532251.81	180458.89	Late C19 / early C20. E. Douglas Hoyland, architect. 3-storey warehouse, 7 bays wide, with main entrance on the right.
T5		20 & 22	New Globe Walk	N/A	19/01/2011	532225.66	180473.44	Early C20 warehouse, now converted. 5 storeys with modern attics, 7 bays wide. Blue brick ground floor, yellow brick above with blue, bull nosed reveals to the large, flat headed window openings and metal windows.
T6				N/A	19/07/2011	532193.38	180499.62	
T7				N/A	25/07/2011	532317.97	180516.39	
T8				N/A	18/07/2011	532003.31	180445.53	
T9				N/A	18/07/2011	532050.86	180579.45	
T10				N/A	19/07/2011	532161.63	180510.48	
T11				N/A	-	532238.43	180457.66	
T12				N/A	-	532478.73	180434.17	
T13				N/A	19/07/2011	531821.01	180316.56	



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BANKSIDE COMMERCIAL CHARACTER AREA							
Asset No.	Asset Name	Street No.	Street Name	Grade	Date of Listing	Easting	Northing
CA6	Union Street			N/A	-	-	-
CA3	Thrale Street			N/A	-	-	-
1	Kirkaldys testing works	99	Southwark Street	II	13/05/1971	531852.99	180266.72
2	Former fire Station	97	Southwark Street	II	17/09/1998	531877.19	180258.86
3		55	Great Suffolk Street	II	13/02/2009	531892.33	179902.80
4		89	Southwark Street	II	17/09/1998	531942.50	180231.46
5	Two cannon bollards at east corner with Ewer Street		Union Street	II	27/09/1972	532065.64	180030.35
6	London fire brigade	94	Southwark Bridge Road	II	17/09/1998	532092.49	179843.91
7	Cannon bollard at north west corner of Pepper Street		Union Street	II	27/09/1972	532094.98	180016.01
8	Winchester House and attached railings	94 (part)	Southwark Bridge Road	II	27/09/1972	532108.45	179899.38
9	Number 52 and attached railings	52	Southwark Bridge Road	II	17/09/1998	532247.28	180062.59
T1		70-74 (even)	Union Street	N/A	19/01/2011	532235.38	180059.45
T2		54	Southwark Bridge Road	N/A	19/01/2011	532248.37	180055.86
T3		59 and 59.5	Southwark Street	N/A	19/01/2011	532238.62	180146.55
T4				N/A	19/07/2011	531765.99	180306.89
T5				N/A	18/07/2011	531795.83	180200.85
T6				N/A	18/07/2011	531852.85	180155.85
T7				N/A	19/07/2011	531908.69	180232.54
T8				N/A	-	532257.80	180084.99
T9				N/A	-	531896.89	180220.17
T10				N/A	-	531866.50	180109.10
T11				N/A	-	532165.44	179924.19



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BOROUGH MARKET CHARACTER AREA								
Asset No.	Asset Name	Street No.	Street Name	Grade	Date of Listing	Easting	Northing	Notes
SAM	Remains of Winchester Palace		Clink Street and waterfront	N/A	-	-	-	
CA4	Borough High Street			N/A	-	-	-	
1	Cathedral church of St Saviour and St Mary Overie (Southwark Cathedral)		Cathedral Street	I	02/03/1950	0.00	0.00	
2	Remains of Winchester Palace		Clink Street	II*	02/03/1950	0.00	0.00	
3		13	Park Street	II	08/01/1998	532517.24	180195.01	
4		1-11	Park Street	II	08/01/1998	532543.70	180204.05	
5	Winchester Wharf		Clink Street	II	05/10/1998	532549.11	180414.63	
6	The Hop Exchange	24	Southwark Street	II	13/02/1970	532555.76	180167.01	
7	Resisted floral hall portico at Borough Market			II	-	532568.22	180244.91	
8	The Wheatsheaf public House	6	Stoney Street	II	08/01/1998	532583.47	180193.79	
9		5	Stoney Street	II	27/09/1972	532589.23	180189.34	
10	Bollard at the north east corner of Winchester Square		Winchester Square	II	27/09/1972	532592.98	180361.03	
11	Cannon bollard between numbers 1 and 2 (numbers 1 and 2 not included)		Stoney Street	II	27/09/1972	532604.49	180180.31	
12	Bollard at the corner with Winchester walk		Cathedral Street	II	17/09/1998	532631.02	180309.99	
13	Post at north end where street divides on east side of left fork		Cathedral Street	II	27/09/1972	532636.99	180330.00	
14	The Globe public house		Bedale Street	II	08/01/1998	532662.36	180235.66	
15	Post at north corner of Bedale Street		Borough High Street	II	27/09/1972	532686.27	180211.12	
16	Six bollards at entrance to Green Dragon Court, 3 bollards and one lamp post at rear of Globe public house		Green Dragon Court	II	05/06/2009	532692.90	180251.52	
17	Hibernia Chambers	2	Borough High Street	II	27/04/1970	532740.87	180375.65	
18	Bridge House	4	Borough High Street	II	13/05/1971	532741.20	180333.14	
19		6, 8 and 10	Borough High Street	II	13/05/1971	532742.69	180318.33	
20	Archway beneath southern end of London Bridge, crossing Tooley Street		Tooley Street	II	01/07/1983	532769.73	180365.64	



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BOROUGH MARKET CHARACTER AREA								
T1	The Southwark Tavern	15	Southwark Street	N/A	20/01/2011	532602.10	180169.23	Mid/late C19 pub on the corner with Stoney Street. 4 storeys, 7 bays wide round the corner. Faience pub front. Upper floors faced with grey brick with stucco dressings.
T2		15	Park Street	N/A	20/01/2011	532505.10	180179.25	Mid / later C19 warehouse. 3 storeys with the ground floor treated as a raised basement. Upper floors framed by stucco giant Corinthian pilasters supporting an entablature.
T3		8	Stoney Street	N/A	20/01/2011	532569.04	180212.00	Later C19. 4 storeys, 3 bays wide, with shop on the ground floor. Stock brick, with segmental arched window openings on the
T4	The Market Porter	9	Stoney Street	N/A	20/01/2011	532563.66	180217.32	Mid C19 pub on the corner with Park Street. 3 storeys, 3 bays to Stoney Street, 4 bays to Park Street, with a rounded corner. Painted pub front with piers, fascia and
T5		2-8 (even)	Park Street	N/A	20/01/2011	532546.01	180229.23	. Late C19. (No. 2 dated 1887). Terrace of 4 3-storey shops grouped with matching terrace, Nos. 10-15 Stoney Street. With an octagonal turret marking the corner. Shop fronts on the ground
T6		10-13 (consec)	Stoney Street	N/A	20/01/2011	532544.15	180248.25	Late C19 group with Nos. 2 & 8 Park Street (q.v.). No. 10 continues the Stoney Street elevation of No. 2 Park Street,
T7	Fish Restaurant		Cathedral Street	N/A	20/01/2011	532638.11	180269.55	Dated 1897. Iron framed market building converted to a restaurant late C20. Round cast iron columns, wrought iron roof trusses, glazed walls and roof.



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BOROUGH MARKET CHARACTER AREA								
T8				N/A	-	532613.02	180284.26	
T9	The Rake	14	Winchester Walk	N/A	23/02/2009	532565.71	180307.88	Mid C19 pub. 3 storeys, 3 bays wide. Simple corniced pub front. Upper floors stock brick with stucco dressings: cill bands, quoins, moulded architraves, pedimented to central 1st floor window opening, frieze and cornice.
T10				N/A	-	532529.06	180356.83	
T11		1	Cathedral Street	N/A	20/01/2011	532624.05	180317.92	Dated 6BMT 18976 (for Borough Market Trustees?). On corner with Winchester Walk. 3 storeys with truncated gable to Cathedral Street. Red brick in Queen Anne style
T12	New Hibernia House		Winchester Walk	N/A	20/01/2011	532606.90	180319.73	Early C20 commercial building. 3 storeys with a sheer attic above the main cornice. 5 bays wide.
T13		16	Winchester Walk	N/A	20/01/2011	532570.12	180325.04	One of a pair of mid C19 warehouses with No. 1 Winchester Square (q.v.), altered early / mid C20. 3 storeys with basement. Good timber framed interior. Stock brick elevations with enlarged window openings with red brick arches. Slate roof.
T14		15	Winchester Walk, Blows Yard	N/A	20/01/2011	532551.14	180325.51	Mid C19 2-storey workshop at the corner with Stoney Street. Gabled end facing Winchester Walk with round arched window on the 1st floor. 3 bays to Stoney Street with small, segmental arched window openings.



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BOROUGH MARKET CHARACTER AREA								
T15		1	Winchester Square	N/A	20/01/2011	532569.19	180337.87	The front is articulated with shallow pilaster strips with a plain frieze and cornice to the ground floor and the 1st and 2nd floor window openings in segmental arched recesses. Small paned metal windows.
T16	New British Wharf		Clink Street	N/A	20/01/2011	532529.53	180423.30	Circa 1900. 5 storeys, 3 bays wide with central loading bay. Stock brick front with parapet raised as a gable over
T17	Montague Chambers		Montague Close	N/A	20/01/2011	532718.99	180314.49	Dated 1883. 2 storeys and attic. Pale yellow brick with stucco quoins, 1st floor cill band, moulded architraves to 1st floor windows, frieze and cornice.
T18				N/A	-	532756.72	180348.48	
T19				N/A	-	532497.31	180429.77	
T20				N/A	-	532610.57	180223.98	



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

THE BOROUGH CHARACTER AREA								
Asset No.	Asset Name	Street No.	Street Name	Grade	Date of Listing	Easting	Northing	Notes
SAM	The Globe Theatre			N/A	13/12/1989	-	-	
CA4	Borough High Street			N/A	-	-	-	
CA3	Thrale Street			N/A	-	-	-	
CA6	Union Street			N/A	-	-	-	
1	Whitecross Cottages	1-6	Ayres Street	II	08/10/1973	532308.40	179979.76	
2	Bishops Hall	8	Ayres Street	II	08/10/1973	532311.67	179962.96	
3	Goose and Firkin public house	47	Borough Road	II	17/09/1998	532007.78	179525.11	
4	Hanover House	49-60	Borough Road	II	27/09/1972	532041.85	179531.66	
5		62	Borough Road	II	16/05/1994	532080.95	179533.97	
6		20-26	Park Street	II	27/09/1972	532476.80	180255.26	
7	Numbers 21 and 23 and attached railings	21 and 23	Park Street	II	13/05/1971	532471.13	180219.98	
8	Anchor terrace and attached railings	1-15	Southwark Bridge Road	II	27/09/1972	532313.35	180365.72	
9	The Borough Welsh congregational chapel		Southwark Bridge Road	II	17/09/1998	532193.60	179940.52	
10		49	Southwark Street	II	17/09/1998	532383.75	180129.38	
11		51 and 53	Southwark Street	II	16/04/1996	532356.14	180132.96	
12	Gable Cottages and garden railings	9-12, 14-15, 17-21, 24-28	Sudrey Street	II	08/10/1973	532122.41	179727.32	
13		55-59	Thrale Street	II	27/09/1972	532377.46	180179.36	
14	Cromwell building numbers 5-24 and attached railings	5-24	Redcross Way	II	11/03/1994	532451.28	180171.57	
15	Redcross cottages	1-6	Redcross Way	II	27/09/1972	532324.39	179973.69	
16	Bollard		Great Guildford Street	II	12/02/2004	532173.25	179933.12	
17		31-37	Union Street	II	27/09/1972	532419.25	180009.93	
18		59 and 61	Union Street	II	27/09/1972	532342.52	180040.44	
19		62 and 64	Union Street	II	22/11/1994	532319.13	180073.04	
20	Posts in front of numbers 21 and 23		Park Street	II	27/09/1972	532484.09	180218.16	
21	Mosaic roundel at Octavia House	54	Ayres Street	II	24/12/2009	532332.51	179985.71	
22	Lord Clyde Public House	27	Clennam Street	II	09/03/2010	532277.15	179926.95	
T1				N/A	-	532294.03	180024.06	
T2		10-20 (even)	Redcross Way	N/A	19/01/2011	532408.00	180085.44	Late C19 3-storey, red brick warehouse. Dentil cornice to the ground floor. On the upper floors giant pilasters support a dentil cornice
T3		4	O'Meara Street	N/A	19/01/2011	532357.94	180118.58	Mid C19 4-storey warehouse. Brown stock brick. The street elevation is of 2 bays with a loading bay on the left with retained timber flaps and bracketed canopy and a steel crane jib.
T4		15	Southwark Street	N/A	20.01.2011	532543.74	180128.50	1860s warehouse, by Edward l'Anson. 4 storeys, 5 bays wide (1:3:1). Stone faced, Italianate, with rusticated pilaster strips, moulded architraves and a prominent main cornice with balustraded parapet



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

THE BOROUGH CHARACTER AREA								
T5		32	Southwark Street	N/A	20.01.2011	532468.58	180166.40	Late C19. Southwark Street end a 2 storey entrance block of 11 bays framed w/ stuccoed, giant pilasters & entablature. @ rear 5 bays of 2 taller storeys in commercial Baroque style. Red brick w/ stone banding
T6		44,46	Southwark Bridge Road	N/A	19/01/2001	532363.75	180165.07	4-storey commercial block on prominent, wedge-shaped site. 7 bays wide with windows alternately paired and tripled.
T7	Saxon House	48-50	Southwark Street	N/A	19/01/2011	532337.69	180171.33	. 3rd C19. 4 storey commercial block with modern, two level, attic. 13 windows wide (3:7:3).
T8		45	Great Guildford Street	N/A	19/01/2011	532217.30	179985.95	Late C19/early C20 2-storey warehouse. Roller shuttered ground floor opening. Gabled 1st floor with a taking-in door on the left and a segmental arched window on the right.
T9		37,37,41 & 43	Great Guildford Street	N/A	19/01/2011	532218.94	179999.63	Pair of late C19 4-storey warehouses. Stock brick with moulded brick decorative panels, and a moulded brick decorative frieze and cornice to Nos. 41, 43.
T10		60-66 (even)	Southwark Bridge Road	N/A	19/01/2011	532238.69	180005.38	Mid/late C19 block of 4 4-storey warehouses with shop fronts on the ground floor. The upper floors are faced with red brick
T11		58	Southwark Bridge Road	N/A	19/01/2011	532242.47	180020.47	Formerly the Bricklayers' Society's Hall with, appropriately, an elaborately detailed yellow brick front in Queen Anne style with red brick dressings.
T12		56	Southwark Bridge Road	N/A	19/01/2011	532242.86	180033.98	Former public library. 1893. J. Johnson, architect. Richly detailed elevation in Renaissance style. White Suffolk brick with Beer stone dressings.
T13		83-87 (odd numbers)	Union Street	N/A	19/01/2011	532278.39	180039.17	. Late C19/early C20 industrial premises. Brick faced, 3 storeys and 5 bays wide to Union Street. The ground floor has brown glazed brick pilasters above a black plinth supporting a fascia and cornice with a segmental pediment over the entrance
T14	Crowne House	56-58	Southwark Street	N/A	19/01/2011	532299.26	180180.54	3rd C19. 5-storey commercial block, 5 bays wide (1:2:1:3:1 windows). Modern ground floor.
T15		36	Southwark Bridge Road	N/A	26.01.2011	532265.12	180268.14	Late C19 commercial building. 5 storeys, 3 bays wide (2:4:2 windows). Red brick, 3-gabled front. Pilasters and cornice to the ground floor supporting giant Corinthian pilasters embracing the 1st, 2nd and 3rd floors
T16		33-37 (consec.)	Southwark Bridge Road	N/A	19/01/2011	532302.41	180285.96	Mid C19. Terrace of 5 3-storey houses with modern attics, each house 2 windows wide, with the entrances at the rear. Rendered ground floor with round arched windows set in round arched recesses. 1st floors faced with yellow stock brick
T17		96	Great Guildford Street	N/A	19/01/2011	532178.08	179980.47	Late C19 / early C20. Formerly Southwark Casual Wards. Stock brick, severely classical elevation with minimal detail.
T18		56	Ayres Street	N/A	19/01/2011	532321.13	180010.96	Mid/late C19 warehouse. 3 storeys, 5 bays wide with taking-in doors to the 2nd and 4th bays. Plain stock brick parapeted front with segmental arches to the window openings and the tiers of taking-in doors.
T19	The Church Of The Most Precious Blood		O'Meara Street	N/A	19/01/2011	532382.85	180072.89	18910 92, by F. A. Walters. Stock brick west front with a large round window and flanking bell turrets.
T20		48	Union Street	N/A	19/01/2011	532382.28	180053.10	The former St. Saviour's Parochial and National Schools. 2 tall storeys, 5 3-window bays wide, with a roof-top play ground. Yellow brick with red brick dressings.



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

THE BOROUGH CHARACTER AREA								
								and a boys' club on the left of a shared entrance. The entrance bay, hall and boys' club are all detailed differently.
T22	St Saviour's House	39 & 41	Union Street	N/A	19/01/2011	532406.24	180020.48	Dated 1911. 3 storeys and attic. Brick faced with stone dressings in Jacobethan style. 3 bays to Union St. with the entrance on the left through a 4 centre arched doorway and large mullioned and transomed windows.
T23		22	Redcross Way	N/A	19/01/2011	532406.91	180064.61	Presbytery to the Church of the Most Precious Blood, O'Meara Street (q.v.). Late C19. Stock brick, asymmetrical 3-storey street front, with a 5-bay block to the right of a taller staircase block.
T24		15,17 & 19	Pepper Street	N/A	19/01/2011	532099.35	179934.44	Part of the group with Winchester Cottages, Copperfield Street (q.v.).
T25	All Hallows Church		Copperfield Street	N/A	19/01/2001	532120.03	179971.40	The church of 1879 ÷ 80 by George Gilbert Scott Jr. was gutted in World War II. Part of the north side was incorporated in the new church designed by T. F. Ford in 1957
T26	Winchester Cottages	3-23 (consec.)	Copperfield Street	N/A	19/01/2011	532120.58	179942.16	Built by Cluttons for the Ecclesiastical Commissioners, 1893 ÷ 95, following the principles and housing management methods of Octavia Hill.
T27		6	Copperfield Street	N/A	19/01/2011	532153.85	179958.98	Church Hall for All Hallows Church. Late C19/early C20. Single storey hall in similar materials and style to the adjacent vicarage (q.v.).
T28		2	Copperfield Street	N/A	19/01/2011	532168.96	179953.65	The vicarage to All Hallows Church. Late C19/early C20 2-storey house in Arts & Crafts style.
T29		88,90 & 92	Southwark Bridge Road	N/A	19/01/2011	532198.76	179937.13	Group of 3-storey, later C19 houses flanking the (listed) Welsh Chapel in a by then old fashioned Georgian style.
T30		131-137 (odd)	Southwark Bridge Road	N/A	19/01/2011	532219.34	179914.12	Terrace of 4 early/mid C19 3-storey houses of which Nos. 131 & 137 have shop fronts on the ground floor and Nos. 133 & 135 have stuccoed ground floors with round arched doorways.
T31		1 & 2	Doyce Street	N/A	19/01/2011	532216.32	179950.58	Late C19 stuccoed converted warehouse. 3 storeys, 4 bays wide with loading bay on the left.
T32		82	Southwark Bridge Road	N/A	19/01/2011	532229.94	179968.44	Early/mid C19 3-storey, double fronted house forming part of the terrace with Nos. 68-80 (q.v., above), with stuccoed ground floor and stock brick upper floors with a stucco cornice.
T33		84-86	Southwark Bridge Road	N/A	19/01/2011	532225.31	179948.14	Early/mid C19 pair of 3-storey houses with stuccoed ground floors and stock brick upper floors with stucco cornices.
T34		68-80 (even)	Southwark Bridge Road	N/A	19/01/2011	532241.12	179974.43	Early/mid C19 terrace of 3-storey houses, each 2 bays wide, with shop fronts on the ground floor. The upper floors are faced with stock brick with a stucco cornice and blocking course.
T35		115-129	Southwark Bridge Road	N/A	19/01/2011	532267.32	179940.54	Late C19 4-storey warehouse with a convex, curved front. Gault brick ground floor with stucco fascia and cornice.
T36		28	Marshalsea Street	N/A	19/01/2011	532271.28	179910.28	Late C19 3-storey warehouse on a triangular site formed by the creation of Marshalsea Street. 3 2-window bays to Marshalsea St. and Ayres St. The Clennam St. elevation has 3 bays with a loading bay on the left.
T37				N/A	22/08/2011	532291.72	179884.71	
T38				N/A	-	532166.72	179929.75	
T39				N/A	-	532303.06	180043.10	



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

THE BOROUGH HIGH STREET CHARACTER AREA								
Asset No.	Asset Name	Street No.	Street Name	Grade	Date of Listing	Easting	Northing	Notes
CA4	Borough High Street			N/A	-	-	-	
1	The George Inn	77	Borough High Street	I	02/03/1950	0.00	0.00	
2	Guys Hospital main building including wings and chapel		St Thomas Street	II*	27/09/1972	0.00	0.00	
3	Church of St George the Martyr		Borough High Street	II*	02/03/1950	0.00	0.00	
4		2-12	Trinity Street	II	29/07/1996	532314.05	179566.54	
5	Kent House, Maidstone Buildings	74	Borough High Street	II	18/03/1999	532505.70	180050.23	
6		177	Borough High Street	II	27/09/1972	532538.60	179895.98	
7	Wall forming north boundary of public gardens, formerly St Georges Churchyard		Borough High Street	II	30/09/1977	532557.79	179804.27	
8		151	Borough High Street	II	17/09/1998	532560.16	179963.10	
9		50 and 52	Borough High Street	II	02/03/1950	532562.18	180093.42	
10		52A	Borough High Street	II	02/10/1990	532562.46	180090.91	
11		58	Borough High Street	II	15/05/1972	532563.92	180080.24	
12		66, 68 and 70	Borough High Street	II	27/09/1972	532564.95	180057.44	
13	Calverts Buildings (attached to rear of number 50)		Borough High Street	II	02/03/1950	532567.88	180101.15	
14		123, 125 and 127	Borough High Street	II	17/09/1998	532587.28	180022.25	
15		40	Borough High Street	II	27/09/1972	532588.07	180116.08	
16		38	Borough High Street	II	27/09/1972	532590.67	180122.85	
17	The Grapes Public House	121	Borough High Street	II	13/05/1971	532593.26	180031.82	
18		3	Southwark Street	II	17/09/1998	532594.34	180132.14	
19	The St Saviours Southwark war memorial		Borough High Street	II	17/09/1998	532596.21	180096.68	
20		103	Borough High Street	II	17/09/1998	532599.85	180065.86	
21	Kings Arms public house with refixed coat of arms	65	Newcomen Street	II	02/03/1950	532600.40	179949.06	
22		101	Borough High Street	II	15/05/1972	532605.96	180067.11	
23		32 and 34	Borough High Street	II	26/07/1989	532607.63	180117.42	
24		1B	Southwark Street	II	26/07/1989	532611.64	180132.12	
25		93 and 95	Borough High Street	II	02/03/1950	532612.05	180082.79	
26		91	Borough High Street	II	02/03/1950	532616.64	180087.31	
27		28	Borough High Street	II	17/09/1998	532624.66	180140.76	
28		67	Borough High Street	II	13/05/1971	532649.96	180124.57	
29		55	Borough High Street	II	03/12/1975	532667.28	180143.43	
30		53 and 53A	Borough High Street	II	10/06/1974	532670.69	180146.04	
31	Kings Head public House		Kings Head Yard	II	27/09/1972	532694.14	180141.31	
32	Bunch of Grapes public House	2	St Thomas Street	II	17/09/1998	532712.61	180181.06	



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

THE BOROUGH HIGH STREET CHARACTER AREA								
33	Numbers 4-8 and 12-16 and attached railings	4-8 and 12-16	St Thomas Street	II	13/05/1971	532735.29	180167.20	
T1		60	Borough High Street	N/A	20/01/2011	532573.96	180075.40	Later C19. 4 storeys, 3 bays wide. Neo-Jacobean style in red brick with much moulded stucco decoration.
T2		56	Borough High Street	N/A	20/01/2011	532575.92	180084.69	Mid / later C19 possibly on an earlier plot. 4-storey, single bay front with shop on the ground floor. Painted shop front with pilasters, fascia and cornice; upper floors faced with stone quoins and
T3		54	Borough High Street	N/A	20/01/2011	532575.07	180090.40	Late C18 / early C19, altered. 3 storeys with Mansard attic. Shop front on ground floor with fascia and cornice;
T4		89	Borough High Street	N/A	20/01/2011	532619.63	180090.26	Late C19 / early C20. 4 storeys. 1-bay front to Borough High Street with return to Talbot Yard. Red brick and stone in Baroque style. Pedimented Doric doorcase on ground floor; brick quoins
T5		85	Borough High Street	N/A	20/01/2011	532626.03	180096.38	Mid C19. 4 storeys. Narrow 1-bay front to Borough High Street with 3-bay return to Talbot Yard, in Gothic style.
T6		69-73	Borough High Street	N/A	20/01/2011	532645.00	180117.32	Inter-War bank building in ðBanker's Georgianö style. 3 storeys, 3 bays wide. Arcaded, stone faced ground floor; brown brick faced upper floors with aedicular stone surrounds to the 1st floor window openings
T7		30	Borough High Street	N/A	20/01/2011	532619.22	180128.45	Early / mid C19 with modern shop on the ground floor. 4 storeys, 3 bays wide. Yellow stock brick upper floors with stucco architraves, corniced on the 1st floor, and stucco cill bands at 2nd and 3rd floor levels. The window sashes have no ðhornsö.
T8		57	Borough High Street	N/A	20/01/2011	532665.34	180140.59	One of a group of three late C17 / early C18 properties, of which Nos. 53 and 55 are listed grade II. Much altered, including C20 re-fronting. One bay front of 3 storeys with attic.
T9		51	Borough High Street	N/A	20/01/2011	532675.15	180149.10	Early / mid C19 front possibly on an earlier plot, with modern shop on the ground floor. 4 storeys with attic, 2 bays wide. 1st, 2nd & 3rd floors faced with yellow stock brick with stucco
T10				N/A	-	532504.17	180061.82	
T11		2-8 (even)	Union Street	N/A	20/01/2011	532513.76	180009.00	Earlier C19 terrace of 3 with shops on the ground floor and a 2 storey carriageway on the left. 3 storeys with attics, 2 bays wide each with 1 bay over the carriageway
T12		92	Borough High Street	N/A	20/01/2011	532531.19	180002.25	Mid C19. On corner with Union Street. 4 storeys with attic, 3 bays to Borough High Street, 4 bays to Union Street. Ground floor has a bracketed fascia with cornice. The bays on the upper
T13	The Blue Eyed Maid Public House	173	Borough High Street	N/A	20/01/2011	532533.33	179906.59	Late C19 4-storey, street corner pub. 3 windows wide with a 3-bay return to Chapel Court. Painted pub front with pilasters, fascia and cornice. Red brick
T14		90	Borough High Street	N/A	20/01/2011	532534.51	180009.25	Earlier C19. 4 storeys, 2 bays wide. Stuccoed front above a plain shop front with pilasters and a main cornice articulating the 1st and 2nd floors beneath a stuccoed sheer attic storey.
T15		165, 167	Borough High Street	N/A	20/01/2011	532537.21	179921.83	Mid C19. 4 storeys, 4 windows wide. Modern shop on the ground floor. Plain stucco above with the 1st floor windows set in round arched recesses, and a 3rd floor cill band.
T16		72, 76	Borough High Street	N/A	20/01/2011	532550.40	180047.05	Mid / later C19. 4 storeys with attics. 10 bay front (3:3:1:3) incorporating the entrance to Maidstone Buildings. Painted shop fronts with bracketed cornices.
T17		88	Borough High Street	N/A	20/01/2011	532539.28	180014.32	Early C20. 4 storeys, 1 wide bay with 5-light windows on the upper floors above the shop front. Stone faced with a deep, bracketed main cornice.
T18		163	Borough High Street	N/A	20/01/2011	532546.70	179930.66	Mid C19. 5 storeys, 3 bays wide, with 1-bay above the carriageway through to Mermaid Court. Stuccoed front with plaque beneath 2nd floor windows inscribed ðALBION HOUSEö. Modern shop front on ground floor. Upper floor window openings are



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

THE BOROUGH HIGH STREET CHARACTER AREA								
T19		161	Borough High Street	N/A	20/01/2009	532547.01	179939.62	Mid C19. 5 storeys, 4 bays wide. Richly detailed stucco Italianate with main cornice at 4th floor level in the form of a bracketed balcony with cast iron balustrade. Composite pilasters and
T20		165a	Borough High Street	N/A	20/01/2011	532556.48	179909.99	
T21	Axe and Bottle Court		Newcomen Street	N/A	20/01/2011	532584.35	179931.65	Pair of mid / later C19 warehouses on the east side of the court. Northern warehouse 3 storeys, southern warehouse 4 storeys; each 5 bays wide with a central loading bay.
T22		62	Borough High Street	N/A	20/01/2011	532568.50	180072.58	Early / mid C19. 4 storeys, 2 bays wide, with a modern shop on the ground floor and the 3rd floor treated as a sheer attic above the main cornice.
T23		4-8 (consec)	Newcomen Street	N/A	20/01/2011	532607.89	179959.12	Mid C19. Terrace of 5 3-storey properties. Stuccoed ground floor with pilasters supporting an entablature. Upper floors faced with stock brick with rusticated pilaster strips dividing
T24		9	Newcomen Street	N/A	20/01/2011	532624.69	179950.16	Dated 1853, with a plaque to John Marshall, founder of Marshall's Charity. 3 storeys and attic, 4 bays wide [1:2:1]. Brown brick with stone dressings in neo-Elizabethan style. The outer bays
T25				N/A	05/10/2011	532740.71	180043.64	
T26	Kings Head House		Kings Head Yard	N/A	20/01/2011	532702.61	180127.85	Later C19. 2 storeys w/ attic, 5 bays wide [1:3:1]. Red brick w/ stucco dressings & moulded brick decorative panels in Queen Anne style. Ground floor doorway is on the left w/ a bracketed, segmental pediment. In the 3 centre bays are windows separated
T27				N/A	-	532718.72	180144.15	
T28		24, 26	St Thomas Street	N/A	20/01/2011	532773.51	180142.09	1863, designed by Newman & Billing for Guy's Hospital medical staff. 4 storey semi-detached pair, 4 bays wide. Red brick with plentiful carved stone decoration in Rundbogensstil. Paired central porches w/ polished granite columns & foliated caps,
T29		47, 49	Borough High Street	N/A	20/01/2011	532676.07	180154.57	Mid C19. Taller and wider than Nos. 43 and 51. 4 storeys with attic, 3 bays wide [1:2]. Left hand bay incorporates the archway to King's Head Yard. Ground floor shop front with console
T30		43	Borough High Street	N/A	20/01/2011	532680.56	180162.52	Mid C19 front possibly on an earlier plot. 4 storeys with a shop on the ground floor. Shop front with fascia and modillion cornice. Stone faced,
T31		39, 41	Borough High Street	N/A	20/01/2011	532684.73	180166.69	Mid C19 front possibly on an earlier plot. Shop on ground floor with 3 closely grouped windows on the upper floors. Italianate stucco faced upper floors with quoins, storey bands and a modillion cornice.
T32				N/A	19/07/2011	532343.31	179735.68	
T33				N/A	18/07/2011	532365.17	179718.19	
T34				N/A	18/07/2011	532386.71	179727.18	
T35				N/A	21/07/2011	532419.13	179696.09	
T36		215-221	Borough High Street	N/A	20/01/2011	532506.03	179798.15	Early C20. Principal elevation to Tabard Street with 1 narrow bay to Borough High Street. 3 storeys and attic. Ground and 1st floors in 4 giant arched bays with 3 grouped windows
T37				N/A	-	532516.41	179776.29	



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

LONDON BRIDGE CHARACTER AREA								
Asset No.	Asset Name	Street No.	Street Name	Grade	Date of Listing	Easting	Northing	Notes
CA5	Tooley Street (North)			N/A	-	-	-	
CA4	Borough High Street			N/A	-	-	-	
CA7	Bermondsey Street			N/A	-	-	-	
CA5	Tooley Street (South)			N/A	-	-	-	
CA8	Tower Bridge			N/A	-	-	-	
1	Tower Bridge (that part that lies within the Borough of Southwark)		Tower Bridge Road	I	06/12/1949	0.00	0.00	
2		9A	St Thomas Street	II*	06/12/1949	0.00	0.00	
3	Number 9 and attached railings	9	St Thomas Street	II*	06/12/1949	0.00	0.00	
4	St Olaf House		Tooley Street	II*	13/05/1971	0.00	0.00	
5	Guys Hospital main building including wings and chapel		St Thomas Street	II*	27/09/1972	0.00	0.00	
6	Mary Sheridan House (part) and area railings	11 and 13	St Thomas Street	II*	06/12/1949	0.00	0.00	
7	Post office	19A	Borough High Street	II	27/09/1972	532740.29	180207.17	
8	Archway beneath southern end of London Bridge, crossing Tooley Street		Tooley Street	II	01/07/1983	532785.85	180362.62	
9	Alcove from old London Bridge in inner quadrangle of Guys Hospital		St Thomas Street	II	27/09/1972	532799.84	180061.11	
10	K2 telephone kiosk outside numbers 17 and 19 (numbers 17 and 19 not included)		St Thomas Street	II	24/12/1986	532802.03	180150.67	
11	Statue of Thomas Guy in courtyard of Guys Hospital, pedestal and railings		St Thomas Street	II	27/09/1972	532803.74	180105.06	
12	Mary Sheridan House (part) and attached area railings	15	St Thomas Street	II	06/12/1949	532806.40	180172.32	
13	Gates, gate piers and Street railings to Guys Hospital		St Thomas Street	II	27/09/1972	532814.57	180125.05	
14	Bridge over north end, London Bridge Station		Joiner Street	II	08/01/1998	532898.45	180256.56	
15	Denmark House	15	Tooley Street	II	01/07/1983	532916.12	180306.90	
16	London Bridge hospital (part)	17-25	Tooley Street	II	01/07/1983	532926.66	180298.91	
17	London Bridge hospital, the riverside block behind Tooley Street		Tooley Street	II	01/07/1983	532940.60	180339.65	
18		29, 31 and 33	Tooley Street	II	13/05/1971	532951.24	180284.89	
19	London Bridge Station, platforms 9-16 (Brighton side)		Railway Approach	II	19/12/1988	533007.41	180064.16	
20		47 and 49	Tooley Street	II	13/05/1971	533008.98	180254.61	
21	The counting house	51-67	Tooley Street	II	13/05/1971	533054.73	180222.64	
22	Hays Galleria		Counter Street	II	20/06/1980	533100.53	180285.04	
23	Shipwrights Arms public house	88	Tooley Street	II	17/09/1998	533106.36	180146.39	
24		115-121	Tooley Street	II	03/10/1986	533201.39	180139.81	
25	Fire Station	139 and 141	Tooley Street	II	03/10/1986	533271.63	180093.40	
26	Three bollards		Potters Field	II	01/07/1983	533422.23	180017.08	



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

LONDON BRIDGE CHARACTER AREA								
27	Gate piers and railings to church yard of former church of St John		Fair Street	II	17/12/2009	533472.96	179929.10	
28	War memorial		Fair Street	II	08/07/2002	533473.64	179889.82	
29	South London college		Tooley Street	II	27/09/1972	533474.39	180016.17	
30	Watch House in St John's Churchyard (recreation ground)		Fair Street	II	27/09/1972	533479.85	179914.40	
31	Statue on island site in front of south London college and railings		Tooley Street	II	27/09/1972	533489.06	179969.57	
32	Number 10 and attached railings to front door steps	10	Fair Street	II	27/09/1972	533500.60	179880.65	
33	Former London and county bank	201	Tooley Street	II	29/07/1996	533527.12	179939.72	
34	Tower Bridge Bridgemasters House (Bridge House estate) and gate to side		Tower Bridge Road	II	01/07/1983	533582.71	180075.28	
35	Accumulator tower and chimney stack to east side of Tower Bridge Approach		Tower Bridge Road	II	01/07/1983	533620.02	180097.59	
36	The Anchor Tap public house		Copper Row	II	12/02/2004	533637.00	180044.83	
T1		4-8 (consec)	Newcomen Street	N/A	20/01/2011	532614.55	179962.93	Mid C19. Terrace of 5 3-storey properties. Stuccoed ground floor with pilasters supporting an entablature. Upper floors faced with stock brick with rusticated pilaster strips dividing
T2		9	Newcomen Street	N/A	20/01/2011	532630.72	179953.13	Dated 1853, with a plaque to John Marshall, founder of Marshall's Charity. 3 storeys and attic, 4 bays wide (1:2:1). Brown brick with stone dressings in neo-Elizabethan style. The outer bays
T3		9-17	Vinegar Yard	N/A	20/01/2011	533121.03	179904.07	Later C19 former hop warehouse. 5 storey NE front with rebuilt top floor. 3 bays wide, with central loading bay. Stock brick with segmental arches to the loading bay and the 1st, 2nd & 3rd floor window openings
T4				N/A	05/10/2011	532740.83	180034.28	
T5		88a	Tooley Street (South Side)	N/A	20/01/2011	533112.29	180142.34	Mid C19 4-storey building, 3 bays wide. Stuccoed front with moulded architraves to the window openings above the stuccoed shop front. Stucco main cornice. The roof is largely hidden behind the parapet but incorporates a substantial cast iron rooflight.
T6		64-84 (even)	Tooley Street	N/A	20/01/2011	533079.17	180165.27	1. Former South East Railway Company's offices. Circa 1900. Tall block on wedge-shaped site with the narrow end prominent in views along Tooley Street from the west
T7				N/A	-	532781.99	180163.74	
T8		19	Borough High Street	N/A	20/01/2011	532718.99	180209.60	3rd C19. Narrow, gabled 4 storey front, stuccoed. Ground floor shop front with console bracketed fascia (hidden). 1st & 2nd floors set in a round arched recess with triple round arched windows on the 1st floor
T9		4, 6	London Bridge Street	N/A	20/01/2011	532752.76	180226.15	Dated 1872. Former hop factor's premises. 2 main storeys with modern, 2-storey, attic. 3 bays wide with carriageway on the right. Arcaded, stuccoed ground floor with dentil frieze
T10				N/A	19/07/2011	532769.23	180247.32	
T11				N/A	01/08/2011	532817.73	180291.09	
T12		1-5	Bermondsey Street	N/A	20/01/2011	533142.11	180111.62	Mid/late C19. 4 storeys. Ground floor rendered, upper floors pilastered in yellow brick, with stucco dressings.
T13		128	Tooley Street (south side)	N/A	20/01/2011	533219.40	180081.68	Late C19 commercial building. 4 storeys with plain shop front, 3 bays wide. Red brick with stucco bands and dressings and timber windows.



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

LONDON BRIDGE CHARACTER AREA								
T14		130 and 132	Tooley Street (south side)	N/A	20/01/2009	533235.38	180070.62	Circa 1900. 4 storeys with modern attic and chamfered corner with Magdalen Street. Red brick with the 3rd floor windows divided by stucco colonnettes with exaggerated entasis.
T15		134	Tooley Street (south side)	N/A	20/01/2011	533248.97	180063.46	Late C19. 4 storeys with 2-bay front to Tooley Street and 5-bay return to Magdalen Street. Shop on the ground floor. Dark red brick above with timber sash windows set in segmental arched openings in segmental arched recesses.
T16	Magdalen House	136-148 (even)	Tooley Street (South side)	N/A	20/01/2011	533266.07	180055.17	Single late C19 frontage, 5 storeys, 10 bays wide. Ground floor with fascia and cornice. Red brick above, with red brick bands and main cornice and blue brick diapering. The parapet above the main cornice is raised in the centre and gabled.
T17		150-152	Tooley Street (south side)	N/A	20/01/2011	533285.99	180044.40	Late C19 commercial building. 3 storeys. Red brick with cornice bands at 1st and 2nd floor levels and chamfered corner.
T18	The Unicorn Theatre		Tooley Street	N/A	20/01/2011	533306.87	180075.47	Keith Williams Architects, 2000-05. The theatre is expressed externally as a copper clad mass, balanced above the glazed foyer. Other materials include engineering brick and render.
T19		169-173	Tooley Street (North Side)	N/A	20/01/2011	533354.64	180052.67	Formerly the St. John's Tavern. 4 storeys and attic with facades to Tooley Street and Potters Fields. Pub front retains pilasters, fascia and cornice.
T20		186	Tooley Street (south side)	N/A	20/01/2010	533391.71	179998.26	Formerly the King of Belgium public house, now The Bridge Lounge. Dated 1897. 3 tall storeys with large gables to the Tooley Street and Druid Street fronts. Arts and Crafts detailing, with pilastered pub front.
T21		188	Tooley Street (south side)	N/A	20/01/2011	533398.08	179995.94	Dated 1898. Small shop building in Arts and Crafts style which forms a group with No. 186 [q.v., above]. 3-storey gabled front with mullioned centrepiece and some green tiling.
T22	Railway Bridge over Tower Bridge Road			N/A	09/03/2009	533481.92	179760.86	Late 1890s / early 1900s, bridging the southern approach to Tower Bridge. Rusticated stone abutments. Shallow segmental steel arch ribs supporting the deck, decorated with pilasters, dentil cornice and balustraded parapet.
T23				N/A	-	532982.51	180232.92	
T24				N/A	-	533499.01	179963.41	
T25				N/A	-	533185.47	179919.38	
T26				N/A	-	533298.46	180036.71	
T27				N/A	-	533334.04	180024.11	
T28				N/A	-	533314.05	180031.50	
T29				N/A	-	532706.63	179980.04	
T30				N/A	-	532729.05	179954.41	
T31				N/A	-	533445.11	179960.47	



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BERMONDSEY CHARACTER AREA								
Asset No.	Asset Name	Street No.	Street Name	Grade	Date of Listing	Easting	Northing	Notes
SAM	Abbey buildings		Bermondsey Street	N/A	-	-	-	
CA7	Bermondsey Street			N/A	-	-	-	
1	Church of St Mary Magdalene		Bermondsey Street	II*	06/12/1949	0.00	0.00	
2	Number 142 and attached railings	142	Long Lane	II*	06/12/1949	0.00	0.00	
3	Kings Arms public house with refixed coat of arms	65	Newcomen Street	II	02/03/1950	532598.21	179946.87	
4		25 and 27	Crosby Row	II	12/02/2004	532730.35	179791.98	
5	Leather market		Weston Street	II	27/09/1972	533022.37	179643.57	
6	London leather, hide and wool exchange		Weston Street	II	23/02/1995	533031.81	179679.31	
7	Units 7 and 8, Bermondsey Leather Market		Weston Street	II	08/10/2010	533039.74	179595.73	
8	Leathermarket yard	8A	Weston Street	II	17/09/1998	533049.68	179583.34	
9	Warehouse block to east of Leathermarket yard, units 13-16		Weston Street	II	17/09/1998	533056.59	179632.57	
10	Simon the Tanner public House	231	Long Lane	II	08/10/1973	533165.48	179449.45	
11		68-76	Bermondsey Street	II	24/04/1970	533202.63	179797.43	
12		2 and 4	Leathermarket Street	II	27/09/1972	533203.44	179696.57	
13		78	Bermondsey Street	II	27/09/1972	533206.77	179782.15	
14		55	Bermondsey Street	II	31/05/1996	533214.02	179846.26	
15	Numbers 59, 61 and 63 and attached railings	59, 61 and 63	Bermondsey Street	II	17/09/1998	533225.84	179830.70	
16		124-130	Bermondsey Street	II	27/09/1972	533242.27	179649.74	
17		132	Bermondsey Street	II	17/09/1998	533248.36	179639.26	
18	Watch House in St Mary's Churchyard (recreation ground)		Bermondsey Street	II	27/09/1972	533285.49	179418.08	
19	Table tomb in St Mary's Churchyard, near entrance from Bermondsey Street		Bermondsey Street	II	17/09/1998	533288.88	179431.94	
20		173	Bermondsey Street	II	27/09/1972	533305.82	179532.41	
21	Dedication Stele approximately 35 metres south of church of St Mary Magdalene		Bermondsey Street	II	17/09/1998	533309.95	179420.00	
22		191	Bermondsey Street	II	27/09/1972	533310.88	179480.08	
23	Harrison family chest tomb, south of church of St Mary Magdalene		Bermondsey Street	II	17/09/1998	533314.91	179426.05	
24		187 and 189	Bermondsey Street	II	01/07/1988	533315.08	179490.13	
25	Chest tomb, approximately 60 metres south of church of St Mary Magdalene, near abbey Street		Bermondsey Street	II	17/09/1998	533318.94	179414.03	
26	Tomb of John Sargeant at south west corner of church of St Mary Magdalene		Bermondsey Street	II	17/09/1998	533326.46	179457.65	
27	Tomb approximately 15 metres south south east of church of St Mary Magdalene		Bermondsey Street	II	17/09/1998	533344.97	179454.09	
28	Drinking fountain, approximately 45 metres south south east of church of St Mary Magdalene		Bermondsey Street	II	17/09/1998	533359.97	179426.91	



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BERMONDSEY CHARACTER AREA								
29	Drinking fountain in south east corner of Tanner Street recreation ground		Tanner Street	II	17/09/1998	533388.62	179617.81	
30	Gates and gate piers at north east entrance to St Mary's churchyard		Bermondsey Street	II	17/09/1998	533403.82	179480.96	
31	Former Still House, sarsons vinegar factory		Roper Lane	II	02/08/1993	533405.69	179702.89	
32	Plumbers office, Sarsons vinegar factory		Roper Lane	II	02/08/1993	533406.65	179710.81	
33	Engine House, boiler house and coal store, sarsons vinegar factory		Roper Lane	II	02/08/1993	533407.91	179721.49	
34	Brewhouse, sarsons vinegar factory		Roper Lane	II	02/08/1993	533408.63	179733.05	
35	Malt Store, sarsons vinegar factory		Roper Lane	II	02/08/1993	533409.19	179747.00	
36	Fermentation vats, sarsons vinegar factory		Roper Lane	II	02/08/1993	533413.47	179764.73	
37	Bonded warehouse, sarsons vinegar factory		Roper Lane	II	03/02/1993	533434.87	179705.19	
38	Warehouse, Sarsons vinegar factory		Roper Lane	II	02/08/1993	533437.47	179730.21	
39	K2 telephone kiosk at junction with Roper Lane		Tower Bridge Road	II	24/12/1986	533460.00	179698.01	
T1		72	Weston Street	N/A	20/01/2011	532972.80	179832.93	Late C19 commercial building. 4 storeys, 4 bays wide. Plain, stuccoed ground floor. Stock brick upper floors with segmental arched window openings beneath a corbelled brick eaves cornice. Sunk quadrant corner on the right.
T2		70	Weston Street	N/A	20/01/2011	532975.28	179847.99	. Large late C19 warehouse. 5 storeys & basement, 5 bays wide, with central loading bay. Yellow stock brick, with red brick bands
T3				N/A	20/07/2011	532947.17	179857.38	
T4		123	Snowsfields	N/A	20/01/2011	532973.75	179872.90	The former Rose public house on the corner with Weston Street. Mid C19. 3 storeys, stuccoed. Ground floor pub front with pilasters, fascia and cornice.
T5	Arthurs Mission		Snowsfields	N/A	20/01/2011	533050.30	179879.16	Dated 1893. Mission hall with 2 storey gabled front to Snowsfields. Red brick. On the ground floor, 4 square headed windows beneath stone lintels.
T6		9-17	Vinegar Yard	N/A	20/01/2011	533108.03	179902.03	Later C19 former hop warehouse. 5 storey NE front with rebuilt top floor. 3 bays wide, with central loading bay. Stock brick with segmental arches to the loading bay and the 1st, 2nd & 3rd floor window openings
T7	The Horseshoe Inn	26	Melior Street	N/A	20/01/2011	533075.06	179909.52	Late C19 pub closing the east end of the street. 2 storeys with attic and projecting pub front on the ground floor. The pub front is stuccoed, with pilasters, fascia and cornice.
T8	Our Lady of La Salette Roman Catholic Church		Melior Street	N/A	20/01/2011	532998.61	179927.15	Later C19. Stock brick Gothic with sparse stone dressings.
T9		60	Weston Street	N/A	20/01/2011	532983.60	179919.11	Later C19 warehouse, now converted. 4 storeys, 3 bays wide with a recessed central tier of taking-in doors to the 1st, 2nd & 3rd floors. The ground floor has the entrance on the left of 2 segmental arched window openings. On the upper floors the windows
T10		56 & 58	Weston Street	N/A	20/01/2011	532985.37	179927.76	Early C20 warehouse in Arts & Crafts style. 3 storeys, 3 bays wide, with loading bay on the left. Stock brick ground and 1st floors with flat-headed windows beneath lintels. Stuccoed top floor with exaggerated cornices either side of a central gable.
T11	The Suchard Public House	2	Crucifix Lane	N/A	19/01/2011	533215.98	179889.09	Mid C19 pub. 3 storeys, 3 bays wide, with 3-bay single storey wing to the right. Stucco pub front to all 6 bays with pilasters, fascia and cornice.
T12				N/A	-	533220.42	179821.06	



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BERMONDSEY CHARACTER AREA								
T13		4-14 (even)	Crucifix Lane	N/A	19/01/2011	533234.60	179883.06	Mid C19 terrace of six commercial properties. 3 storeys, 2 bays wide each. Shops on the ground floor with good shop fronts with pilasters, fascia and cornice, some with scrolled console brackets.
T14		16	Crucifix Lane	N/A	19/01/2011	533249.52	179875.41	Mid / later C19 warehouse. 5 storeys, 3-bay gabled front with loading bay on the left. Window openings and taking-in doors in 5-storey recessed tiers,
T15				N/A	18/07/2011	532711.59	179772.82	
T16				N/A	22/07/2011	532729.78	179767.84	
T17				N/A	18/07/2011	532740.11	179823.34	
T18				N/A	21/07/2011	532866.67	179784.80	
T19	Guinness Trust Buildings	1-147	Snowsfields	N/A	20/01/2011	533031.18	179819.92	5 storey tenement blocks erected by the Guinness Trust. Dated 1897 (Nos. 1 to 60) and 1898 (Nos. 61 to 114). Red brick with some stucco embellishment.
T20		22	Leathermarket Street	N/A	20/01/2011	533073.49	179696.25	Early C20 w/house, now flats, extended up & sideways early C21. Original w/house 4 storeys, 7 bays wide, w/ cent. loading bay, main entrance in 2-storey bay to the right. Red brick w/ stone dressings. Ground floor has brick piers w/ stone fascia & cornice.
T21		52	Bermondsey Street	N/A	19/01/2011	533178.82	179842.98	Mid C19 warehouse. 4 storeys, 4 bays wide, with 2 storey high segmental arched carriageway on the left beneath 2nd and 3rd floor taking-in doors. Yellow stock brick with flat gauged brick arches to the window openings.
T22		4 and 6	Tyer's Gate	N/A	20/01/2011	533187.79	179757.53	
T23		7	Tyer's Gate	N/A	20/01/2011	533190.13	179735.57	. Later C19 four storey warehouse, now converted, with paired, segmental arched windows flanking central loading bay. Yellow stock brick with red brick arches to the window openings.
T24	The Morocco Store	1	Leathermarket Street	N/A	19/01/2011	533192.41	179674.90	Later C19 stock brick warehouse on prominent triangular site @ the junction of Morocco & Leathermarket Sts w/ sunk rounded corner @ NE apex. Sim. elevations both streets; 3 bays w/ central loading bay to Morocco St; 6 bays to Leathermarket St w/ loading
T25		239	Long Lane	N/A	20/01/2009	533213.74	179462.14	Later C19 large 5-storey warehouse, 10 bays wide. Mainly stock brick with some stone dressings. The ground floor treated as a segmental arched arcade.
T26		3	Tyer's Street	N/A	20/01/2011	533203.03	179740.37	Mid / later C19 warehouse. 3 storeys, 3 bays wide with a loading bay on the right. Painted brick front with 2 segmental arched windows on the ground floor and paired windows on the 1st & 2nd floors
T27		3	Morocco Street	N/A	20/01/2011	533208.03	179664.06	. Later C19 warehouse. Similar to No. 1 but better preserved. 4 storeys, 3 bays wide, with central loading bay. Ground and 1st floors as No. 1.
T28		1	Tyer's Gate	N/A	20/01/2011	533208.34	179745.27	Early / mid C19 cottage. 2 storeys & attic, 2 bays wide. Plain painted brick front with stucco cornice & blocking course.
T29		1	Morocco Street	N/A	20/01/2011	533215.80	179673.65	Later C19 warehouse. 4 storeys, 3 bays wide, with central loading bay. The ground and 1st floors have 2 segmental arched openings either side of the loading bay.
T30		88-96	Bermondsey Street	N/A	19/01/2011	533218.39	179738.97	Group of 5 3-storey properties with timber shop fronts and modern attics. Stock brick upper floors, with stucco architraves to Nos. 88 and 90's window openings and gauged brick arches for Nos. 92 to 96.
T31	The Woolpack Public House	98	Bermondsey Street	N/A	19/01/2001	533221.43	179723.19	Early / mid C19 pub. 3 storeys, 3 bays wide. Pub front with fascia and cornice. Painted stucco above, with quoins, storey bands, moulded architraves, frieze, cornice and blocking course.



## APPENDIX B - SCHEDULE OF HERITAGE ASSETS

BERMONDSEY CHARACTER AREA								
T32		241-245 (odd)	Long Lane	N/A	20/01/2011	533231.78	179432.78	Late C18 / early C19 stuccoed terrace. 3 storeys, 1 bay each. Shop fronts on the ground floors. Gauged brick arches to the 1st and 2nd floor window openings with widely splayed skewbacks. No. 243's 1st floor window has 10/10-paned sashes with no horns.
T33		210-214 (even)	Bermondsey Street	N/A	19/01/2011	533269.34	179438.28	Late C18 / early C19 group of 3 storey properties with shops on the ground floors and a Mansard attic to No. 212; each 2 windows wide. Painted brick upper floors.
T34				N/A	-	533270.06	179511.52	
T35		156-174 (even)	Bermondsey Street	N/A	19/01/2011	533272.62	179552.59	Early C20 concrete factory, converted late C20. 2 storeys with modern 2-storey roof extension, 11 bays wide, divided by plain pilaster strips, with 3-bay central carriageway beneath a deep concrete fascia.
T36		169	Bermondsey Street	N/A	19/01/2011	533297.38	179548.30	Mid / later C19 warehouse, converted. 4 storeys, 4 bays wide with loading bay on the right above a ground floor carriageway. Timber shop front with pilasters shallow fascia and cornice
T37		139 & 147 (odd)	Bermondsey Street	N/A	-	533283.03	179610.49	Group of mid / later C19 warehouses. 3 storeys with attics in the roofs, 8 bays wide overall, with 3 4-storey tiers of taking-in doors. Yellow stock brick with red brick bands linking red brick segmental arches to the iron framed windows.
T38		3-7 (odd)	Tanner Street	N/A	20/01/2011	533293.36	179702.57	Mid / later C19 former hop warehouse. Stock brick. 4 storeys, divided into 7 bays with rusticated pilaster strips. The 2 left hand bays more elaborately treated, with round arched 3rd floor openings and a moulded cornice,
T39		109	Bermondsey Street	N/A	19/01/2011	533256.28	179699.37	At the rear, adjoining No. 1 Tanner Street, is a 4 storey, 3 bay block. Later C19. Formerly the BERMONDSEY IRON & WIRE WORKS. Plain, well proportioned, stock brick elevation with red brick, segmental window arches.
T40		1	Tanner Street	N/A	20/01/2011	533268.10	179706.86	Late C19 / early C20 warehouse. Red brick, gabled, 4-storey front with the openings in 4 storey, round arched, recessed tiers.
T41	The Garrison Public House	99, 101	Bermondsey Street	N/A	19/01/2011	533250.07	179720.45	Late C19 street corner pub with gables to Bermondsey Street and White's Grounds, and boldly corniced chimney stack to the chamfered corner. Pub front with fascia and cornice. Red brick 1st and 2nd floors with stone bands.
T42	Railway Bridge over Tower Bridge Road			N/A	09/03/2009	533476.10	179737.33	Late 1890s / early 1900s, bridging the southern approach to Tower Bridge. Rusticated stone abutments. Shallow segmental steel arch ribs supporting the deck, decorated with pilasters, dentil cornice and balustraded parapet.
T43		65-69	Bermondsey Street	N/A	19/01/2011	533227.72	179811.23	Late C19 warehouse. 4 main storeys with a 5th floor in the roof behind a gable.
T44				N/A	-	533264.63	179719.72	
T45				N/A	-	533156.83	179837.44	
T46				N/A	-	533186.05	179493.68	
T47				N/A	-	532868.44	179762.42	
T48		1	Tanner Street	N/A	20/01/2011	533268.78	179713.40	Late C19 / early C20 warehouse. Red brick, gabled, 4-storey front with the openings in 4 storey, round arched, recessed tiers.
T49				N/A	-	533268.78	179713.40	

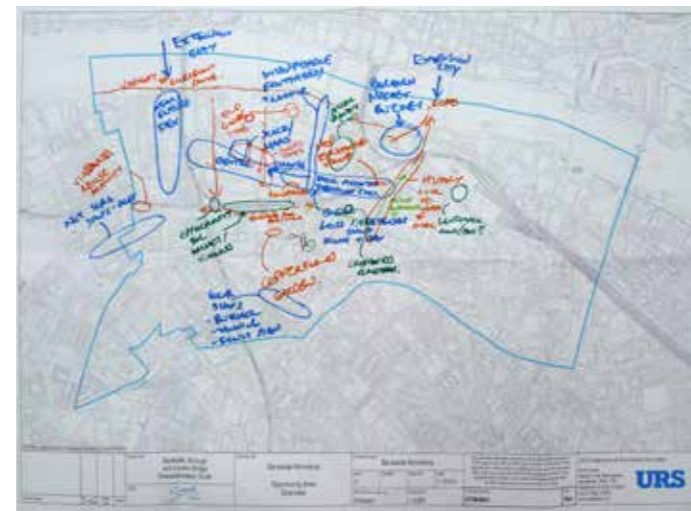


# APPENDIX C - CONSULTATION REPORT

Members of the local community and other local community groups were invited to share their knowledge and experience of the character of the area at two workshops. The first workshop was held on 12 December 2012 at the Ability Media Centre, Southwark Bridge Road. The event was focussed on the western part of the BBLB Opportunity area including Blackfriars Road, Bankside and Borough High Street. The second workshop was held on 20 February 2013 at the Southwark Council offices on Tooley Street. This event was focussed on the eastern part including Borough High Street, Tooley Street and Bermondsey. The observations made have been used to inform the study and a full summary of comments received and collated are presented in Appendix D.

## Workshop 1: Blackfriars Road, Bankside and Borough High Street

A total of 14 people registered for the event including nine local residents and five local workers. The event was facilitated by three staff from URS and three from Southwark Council. The workshop was organised as a series of roundtable discussions focussed on the broad geographic areas of Blackfriars Road, Bankside and Borough High Street. Attendees were invited to give their views on existing character and in particular, the qualities, issues and sensitivities that should be considered in managing change. The results of the consultation were recorded on maps and questionnaires and by facilitators in response to structured questions.



## Quick fire questions

What would define the character of this area?

### Borough High Street

- It's an "urban landscape. It has no identity - it is just a jumble of buildings and traffic flows". - This came from John Corey who is leading one of the Bermondsey neighbourhood plans and which has a rivalry with the other emerging Bermondsey forum which was represented by the other three people in the group. I think he was trying to be slightly provocative.
- "It's the oldest road into London". "It has a wonderful texture" and "a variety of buildings which is second to none".
- It's a piece of living history. The history can be found in the alleys, the inns and the many lovely old buildings. "The vernacular buildings ooze character through their bricks".

### Bankside

- The River as a main feature in the Bankside area.
- People from the past and history: The history of the area through association, such as the Shakespeare & Dickens aspects

and also through features and areas, Borough High Street, Conservation areas - buildings in the Union Street Conservation area (refer Valued buildings and features below). Opportunity to create historic walks or trails to celebrate this history and bring people south from the riverfront.

- The area has lots of steel and glass. Everything is hard.
- It is a very noisy and busy area (there are many restaurants, coffee shops, food shops).
- Relationship to transport history of area - railway and riverfront industry - need to mend some of the urban fabric around areas impacted by industrial development / railway.
- Importance of area in London - more than just a destination for residents. From David Stephens - 6,000 residents, 60,000 workers and 6 million visitors
- Bankside is connector between the 2 main connector routes into the City of Blackfriars Road and London Bridge. As the City extends south across the river the area between will need to be considered, particularly the routes east west such as Southwark Street.

### Blackfriars

- Variety: Residents, workers. Busy Blackfriars Road (BFR), quieter residential areas on either side. New and old buildings
- Lots of change. New buildings appearing all the time.
- Blackfriars Road: Inhospitable, yet neutral, A route, not a place to visit. Friendlier environment on The Cut, which has a more human scale.

## Themed discussions

### Theme: Getting Around

#### Borough High Street

- The alleys are a very distinctive feature of the area and help facilitate east-west movement. Favourite routes include: the steps down to Southwark cathedral and the alley which runs between the cathedral and Borough High Street which leads to the Mudlark pub; Kings Head yard which leads through to the courtyard in Guys Hosp; Mermaid Court which cuts through to Newcomen and Snowsfields.
- People also liked St Thomas Street - the historic buildings on it - and the walk to Guys Hosp quadrangle.
- The alleys are not over lit and are very evocative. Many are cobbled, they are studded with old buildings and interesting details. In the fog and after dark they are evocative of Dickensian London. Most participants felt safe in them at all times of day. One participant noted that the fact that the lighting is dim can be off-putting, especially for visitors.
- The main barriers to movement are the crossing point on Borough High Street immediately north of Borough market. The road is very busy and the crossing points are not directly on pedestrian desire lines.
- Borough High Street itself is a "complicated" pedestrian experience. The pavements are narrow; there are many obstacles such as bus stops, litter bins, boards, people etc. Consequently it is much easier to move east-west. Walking up and down Borough High Street is a difficult experience.
- The main landmarks which help people navigate are:
  - St George the Martyr, especially when approaching from the south Southwark cathedral tower. Some felt that tower, when viewed from the south, is becoming dominated by views of tall buildings located in the City, such as the Walkie Talkie, the Cheese Grater, the Heron tower etc.



# APPENDIX C - CONSULTATION REPORT

- The Empire Sq. tower when lit at night. It provides a good marker from London Bridge, which then disappears when you approach Borough High Street.
- The Slug and Lettuce pub and war memorial when approached from the south.
- The clock above Odd Bins and adjacent to the railway bridge, when approached from the north.
- The area can be confusing for visitors to find their way around. However, people come to London to visit areas like Borough - its character is appreciated by visitors.

## Bankside

- Riverfront walk
  - Varied nature which shifts from riverfront walk along Southbank to Oxo and Tate then deviates into Clink and Borough High Street and then to back along the river at London Bridge.
  - Breaks along the walk are reminders of the history of the area.
  - Around Bankside, 2 blocks from the river there is not much activity and lack of sense of the river.
  - Nothing to bring people from riverfront further south into Bankside / Borough.
- Southwark Street
  - Avoid walking along Southwark Street and will by pass through Union Street to reach Borough High Street.
  - It is not easy, noisy, it has a hard landscape. Residents prefer to take all the way around although it is longer routes. It is the same day and night time.
  - Particular uses: Restaurants, local, food/coffee shops.
  - East end of street worse than west end.
- Southwark Bridge Road
  - Avoid walking along Southwark Bridge Road as inhospitable
  - Barrier between area of Tate and areas behind Clink / Borough Market
  - There are historic buildings to conserve and protect.

## Blackfriars

- Heavy commuter traffic along Roupell Street from Waterloo Station to Bankside and The City. 1000s per day. Poor public realm at the gateway between Southwark and Lambeth.
- The area is recognised as a great, easy place to walk, with lots of routes within the area. BFR is a valued direct, if noisy route.
- More maps/signposting is required for way-finding. Lots of lost people/tourists within the area.
- Eastern side of BFR is more accessible and pedestrian friendly than the western side.
- There is an unsafe cycling environment on BFR. Side roads are considered safer.
- There should be a segregated cycle lane, as BFR is wide enough to accommodate this feature.
- Suggestion made to pedestrianise Hatfields, Colombo Street and Meymott Street to improve the pedestrian environment.

## Blackfriars Road (BFR)

Theme: Spaces, places and public realm

## Borough High Street

- Valued public spaces include St Georges churchyard which has many lovely trees. The public realm which connects the church and churchyard, while well intentioned, has poor materials and landscaping. The trees in this space are "lollipop" trees. Trees should have a scale which relates to the landscape and buildings around.
- The guys Hospital courtyard which is a nice place to sit and read a newspaper.
- Little Dorrit park is nice, although the railings and separation between spaces make it difficult to move around in.
- The alleys are potentially great areas of public realm. Some of them have blank facades. Active frontages would help bring the public realm in them to life. Some are used as servicing and parking areas. Again, these could be transformed into fantastic spaces with shops, places to sit out etc.
- Flat Iron Square off Union Street is a good example of public realm which is well used, has comfortable areas to sit out and is enclosed by interesting buildings.

## Bankside

### Public realm/open space

- Existing character of the way buildings front the streets – generally no setbacks even for residential
- Not much green space, though some spaces which need to be protected, each with their own character, such as Mint Street Park, the Copperfield Community Gardens
- Activity or a lack of activity
- How do the uses contribute to an activation of the streets and spaces?
  - Good examples around Bankside mix with cafes and shops along Canvey Street and Southwark Street west from Great Guilford Street, including Table at M hotel and Allies and Morrison office with models in from windows.
  - Poor examples along Southwark Road from Great Guilford Street / Southwark Bridge Road east
  - Ensuring that uses are appropriate for that area and its character.
- Local shopping areas
  - Great Suffolk Street Parade - Value and go to shops along where there is a local butcher, fruit store, tanning salon. Sense of community.
  - The Cut seen as an area which has become busy and lacking in local shops.
- Blackfriars Road north - identified as an area where new development is coming forward and there needs to be consideration of the services to meet the needs of new residents / tenants.
- Materials / Palette - varied character of Southwark Street
  - Borough High Street frontages – brick and narrow frontages
- Student housing - the volume of these.
- Hotels



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- Creative industries – highest density of independent galleries and other creative industries but the area needs more recognition.
- Considerations
  - How the new and old buildings contribute to an understanding of character - not always a positive contribution.
  - How to encourage new activity without losing existing character or history or impacting on surrounding residents.
  - “New developments are eliminating historical character of the area”.
  - “Low budget developments for students do not improve the character of the area”.
  - “There is incongruence and non-practical model for housing”.

## Blackfriars

- “Nothing on BFR to draw you along”
- Reduce street clutter on southern sections of BFR.
- Pavement on Union Street is too narrow for the volume of pedestrians who use the pavement at peak times. Should be widened.
- Not a scary area. Feels safe in areas off BFR.
- More areas like The Cut are preferred that have life, activity, pedestrian friendly, trees, etc.
- Christchurch, Nelsons Square. Hatfields and ‘bits’ of greenery all valued gardens provide green relief along BFR. Well used by residents and workers.
- Boulevard-style southern section is different scale to the northern tall building cluster.
- Improve (slow/reduce width) the BFR before adding new seating, as people will not sit out at present.
- Gambia Street pedestrian/green space is poorly used and needs reworking.
- Urban greening required on BFR and surrounding residential streets. Isabella St is a good example of informal greening. Communal gardens contribute to streetscape quality, but improved soft landscaping on estates is required.
- Concern over the negative impact of denser, taller areas of full footprint development. Canyon-like, dark streets.
- Lack of a segregated bike lane even though BFR wide enough.

## Theme: Streetscape and uses

### Borough High Street

- Borough High Street is not a very satisfying piece of public realm. There is a multiplicity of shopfronts, clutter etc. The erection of awnings above shops could be an improvement that would help enhance the shop fronts, create interesting detailing and improve the pedestrian experience by keeping the rain off etc. Better shops would help Borough High Street become more of a destination, rather than a transit zone which is what it is today. The only shops people use are Rymans, the pubs, Tas (Turkish restaurant), Costa Coffee occasionally. There are too many estate agents.
- The floors above ground are mainly occupied by low rent offices. There may be scope to bring artists and creative industries into the area to help regenerate the street.

## Bankside

- Buildings - how the new and old buildings contribute to an understanding of character, though this is not always a positive contribution.
- Relationships between new development and existing surroundings
  - Shard seen as both a good and bad example of development integrating into surrounds.
  - Like a mix of old and new, but this relationship needs consideration.
  - New glass and steel development not always seen to be good example of development – e.g.: Blue Fin aesthetics and scale.
  - The arches amplify the noise affecting surroundings.
  - Late night clubs (it is described as a movement)
  - There are places that are related with people but not streets related to people.
  - Major streets have to be more related to people.
- Residential development
  - The design and relationship of new residential development to its surrounds
  - Neo Bankside seen as not being a good example of new residential development
  - Potential for new sensitive development From Park Street south towards Southwark Street
  - Materials need to be considered
  - Relationship at ground level
  - Anchor Brewery housing, Park Street – not a practical approach to new development.
- The area is important in London for:
  - Tourism
  - River
  - Free entertainment
  - Work
  - Market
  - Stations (transport)

## Blackfriars

- Increasingly a busy area, especially along The Cut. Feeling that the gardens along the cut contribute well to (active community gardening going on). Idea of hyper-localism where views and smells associated with these small green areas add character.
- Blackfriars Road very busy and noisy at rush hour, with quieter periods outside these times.
- Lack of local shops and services on BFR and surrounding areas for residents and workers. As such, there is a need to improve liveability of the area. Ground floor activity is required to support local communities (Hub idea).



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- Poor animation on southern section of BFR.
- Poor active frontages on new schemes. E.g. Ibis hotel at 46-49 BFR. (Narrower pavement here)
- Market stalls under BFR railway bridge provides activation of the street and shopping options for residents and workers. More are needed.
- There is a lack of truly 'open' community facilities that are accessible to all residents, rather than estate-centric facilities.
- Residents need to see visual and physical benefits of S106 money/development from the area's development, rather than money going to other areas. e.g. Peckham.
- Nelson's square – not readable to participants.

## Theme: Skyline

### Borough High Street

- The roofline of Borough High Street itself helps provide interest and gives a rhythm to the street.
- Some participants felt that tall buildings dominate the local character in certain views and detract from appreciation of historic buildings and streetscape. The view of the Shard from Southwark Street was given as an example. The view of Strata looking south also fails to contribute. It is offset from Borough High Street in views and appears bulky.
- The design of tall buildings was considered important. Again, it was noted that the view of the Empire Square tower at night from London bridge makes a positive contribution to the skyline.
- Participants liked some of the smaller scale vistas, such as the views through the tunnels from Bermondsey towards Tooley Street.

### Bankside

- Views to landmarks - Tall Towers
  - Tate Modern
  - Strata (Elephant and Castle)
  - Shard
  - St Paul's
  - Hop Exchange
- Development creating an identity / help people identify with an area - Shard as an example.
- Landmarks assisting orientation - Shard as an example
- The Shard gives real identity to the area. It is elegant and it helps to identify the area since any point in London. It gives sense of location (it tells you where you are).
- On the other hand, the Shard blocks the local landscape and the horizon. It does not have any relation with the local area.

### Blackfriars

- Views of St Pauls and the London Eye from Blackfriars Bridge are treasured.
- Tall buildings at northern section would provide legibility to BFR.

- Amazing sunset scene in glass Polestra
- Feeling that the skyline is disappearing fast!
- Some of new skyline here quite grey
- Canyon effect of BFR – no visual breaks
- 1 Blackfriars development will improve legibility
- Density and ugliness of tall building an issue

## Theme: Valued buildings and features

### Borough High Street

- People liked the texture of buildings on Borough high street. There is great variety in the buildings - every building is slightly different, the roofline varies although within a consistent scale, the businesses are diverse - each would originally have been a family business, buildings have interesting details, plot widths and roof line help create a distinct rhythm. The buildings themselves have a human scale. This multiplicity creates a very fine grain which comes together to create a rich overall composition.
- The buildings in the northern part of Borough Street in particular are characterful. South of Borough tube station, the character begins to change and there is a transition to Elephant and Castle. Many of the buildings in this part of the street are more modern and do not provide the level of interest which exists in the northern part of the street.
- Many shop fronts are not sympathetic and detract from the character of the area. There is scope to improve them.
- The RedBull office on Tooley Street is a good example of where a business has occupied two or three adjacent premises and has managed to meld the buildings together using some uniting features, such as the coloured roof detail, while successfully retaining the distinctiveness of individual buildings.
- Artillery Row is Spittlefields is a good example of where historic alleys and streets have been retained and coexist with contemporary development.

### Bankside

- Other features and buildings which are identified for their merit and can be included in a "Local List". By identifying these buildings of value there may be potential for consideration of extensions of existing conservation areas.
- Railway viaducts
  - Some opportunities have enhances the viaducts and arches such as Evs (restaurant) behind Southwark Tube Stations
  - Missed opportunities to enhance arches and spaces in and around arches and viaducts, particularly behind Union Street and around Great Suffolk Street
- Borough Market
  - A landmark – valued for its function as a market, location of social activity - buzz
- Borough High Street
- Historic yards areas and the entrances to these
  - provide a retreat off of Borough High Street
  - provide opportunities for enhancing these spaces and encouraging activity.



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- Southwark Street
  - Hop Exchange – valued both inside and outside, though the surrounds have impacted on the character of the building.
  - Meniers chocolate factory – valued for the quality / aesthetics of facade
- Bear Gardens
  - Bear Pit – valued for the history of bear baiting in the area. Archaeological remains incorporated into the design of new development.
  - Old Globe Theatre - Archaeological remains
- Crossbones graveyard - Archaeological remains
- Union Street Conservation area
  - Copperfield Community Gardens - Green space / soft / quiet - church like feel / refuge from main streets
  - All Hallows Church and Vicarage
  - Welsh Chapel, Southwark Bridge
  - Fox and Hound Public House
- Borough High Street
  - Historic link to north of river.
  - Character of street, the frontages and yards retain the history of Borough High Street. Features still evident which enhance your understanding of the historic use of the spaces, e. g.: timber along access to yards
- Maltby Street market (outside BBLB opportunity area)
  - Destination for locals
  - Features that characterise the area:
    - The River front (people enjoy the view and walk)
    - The bridge
    - There are wonderful spaces (private and public gardens)
    - Royal Festival Hall
    - Old buildings
    - Places with no identity in the area do not have relation with area
    - Variety and beauty in the area are valued by residents
    - Attractions (The Globe Theatre)

## Blackfriars

- Peabody Estate – The yellow brick is strong visual theme in this area.
- Georgian Terrace on eastern side of BFR below The Cut. Good scale

- Young Vic on The Cut
- Rose and Crown pub, Colombo Street
- Resident's garden on Surrey Road
- St George's Obelisk, though could be improved for pedestrians.
- Obelisk, Hope Chapel – 'our heritage'
- Sons of Temperance spoilt by advertising hoardings

A number of modern (1960s) office blocks are thoroughly disliked, but Southwark Jubilee line station liked and a building next to White Hart pub after railway line on corner of Bear Lane (Green glazed building).

## Final Exercise (three key features or principles for consultants to take forward)

### Borough High Street

- Value buildings connected with brewing - in particular the Hop Exchange of Southwark Street and two other buildings at the junction with Borough High Street. Also the pubs.
- Values the way in which the historic development of the street contributes to the character today - the alley ways, the inns and yards, the trades - such as hops. There are layers of history from medieval through to the area's association with Dickensian London and a variety of buildings from the 18th, 18th and 20th centuries, which create a richness and character.
- It should be recognised as a place which is close to the City, but which is distinct from the City. Some new developments are trying to extend the character of the City across the river to Southwark.
- It would be great if Borough High Street was a street people wanted to walk up and down, rather than just cross.

### Bankside

- Active frontages in the right place - considering how the design and articulation of frontages both on the street and behind the windows are encouraging activity and interest. Make major streets more attractive
- Heritage protection / make use of the assets to enhance the character of the area - potential of the railway viaducts and arches. (Use, conserve and protect culture heritage).
- Green spaces - so few in the area. What are the other opportunities to create new "green space".

### Blackfriars

- Build to the scale of the existing street. A human scale, especially at the southern section of BFR.
- Introduce active frontages at ground floor level, especially along BFR.
- Recognise needs of residents, workers and visitors in plan-making and decision-making.
- Ensure the potential impacts of higher numbers of new residents and visitors (densification) on local services (GPs, education, etc.) and footway widths assessment. Communication of new infrastructure is required.
- Build on and enhance green infrastructure e.g. pocket parks



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## Workshop 2: Borough High Street, London Bridge and Bermondsey

A total of 21 people registered for the event and 17 local residents and workers attended. The event was facilitated by three staff from URS and two from Southwark Council. The workshop was organised as a series of roundtable discussions focussed on the broad geographic areas covering Borough High Street, Tooley Street, London Bridge and Guy's Hospital and Bermondsey. Attendees were invited to give their views on existing character and in particular, the qualities, issues and sensitivities that should be considered in managing change. The results of the consultation were recorded on maps and questionnaires and by facilitators in response to structured questions.

### Theme discussion exercise

#### Theme: Getting Around

##### Area 1

- Walking is predominant mode of movement through the area. As such, the pedestrian environment should be exemplary. Pedestrian access should be retained and improved for all, especially on busy routes or less 'safe' areas. The area can get very congested at busy times.
- The importance of gateways into the area from the north. The junctions of Tooley Street and London Bridge and Tower Bridge Road are important gateways and should be welcoming, high quality introductions to the borough and Bermondsey.
- River path and Tooley Street identified as primary routes through the area, with north/south links between the two and to the south through under the railway.
- Some visitors do not go further south than the railway. It is a barrier between both areas (North London Bridge Station and after the railway). It is perceived as intimidating way ("scary").

##### Area 2

- Borough High Street is major thoroughfare and also directs movement eastwards towards Bermondsey Street via St. Thomas Street, Newcomen Street and Snowfields.
- Strong perimeter walls define routes, for example the continuous line of railway arches along St. Thomas Street.
- Bermondsey Street is very distinctive and includes many references to the past such as the hinges in gate walls of the former Abbey to the south.
- Electric vehicle points express the area's modern and sustainability focus.
- Historic yards and alleyways leading from Borough High Street do not link through to Guy's Hospital.
- North to south links are better than east to west.
- Snowfields is quieter than St. Thomas Street which runs parallel to the north
- Shared surfaces give priority to the pedestrian.
- Joiner Street and St. Thomas Street form a major pedestrian route between London Bridge Station and Borough Market.

##### Area 3

- Priority is given to traffic making it difficult to move around. Parts of the public realm, especially close to the tube stations and public transport nodes, around the Roxy and outside Belushi at night, are very busy and the pavements are very congested.
- The traffic and lack of crossing points at the northern end of the road e.g. around the railway viaduct are a barrier to movement.
- There needs to be better signage to the tube stations. Tourists get out of the tube at Borough expecting it to be the closest station to Borough Market and get lost because of lack of signage. People also frequently ask the way to Guys Hospital and Great Maze Pond. The nearest bus stop to the hospital is outside Sainsbury's, but it is not easy to find your way from there. As a visitor or tourist it is difficult to find your way to key destinations off Borough High Street.
- The slip road between Borough High Street and Southwark Street (outside the Slug and Lettuce) can be dangerous for pedestrians who do not realise that it is used by traffic.
- Local people tend to avoid Borough High Street. The alleys are very quiet and safe for pedestrians. Some are landscaped and provide a good contrast to much the bigger and wider space on Borough High Street. However, some people are diffident about using the alleys at night due to lack of lighting and safety. Also sometimes there are too many people outside the pubs, groups of students, people urinating etc.





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- Popular routes include the alley alongside the Kings Head. There is an opportunity to develop the hospital goods yards as intimate spaces which could be enlivened by cafes etc. Borough High Street won't take off until the yards have been developed. That would make buildings on the street much more desirable. It would be good to create an east-west link from Cross Bones Graveyard to Borough High Street and beyond.
- Most movement around Borough High Street is east-west. Few people move up and down Borough High Street and there is little attraction to help draw people south along the street. Could there be some kind of historic information trail relating to Dickens, the Marshallsea prison, blue plaques, the Canterbury tales, John Harvard etc.? That could be one way of drawing people south.
- Local landmarks which help people find their way around include St George the Martyr and the war memorial.

## Area 4

- It is becoming very difficult to get around, both on foot and by car. Very difficult to navigate with children (i.e. with buggies and other paraphernalia).
- The construction at Guy's and St Thomas' is going to make getting around worse, particularly the closure of St Thomas Street which will be shut until 2018.
- In particular, the pavements are narrow, resulting in spill over on the streets. It was suggested that this was the result of placing bollards on the pavement that were too far from the street.
- The medieval street patterns that define the Bermondsey Street area provide a defining characteristic of the area.

## Theme: Spaces, places and public realm

### 1 Spaces and places

#### Area 1

- The green spaces at Potter Fields and St Johns Churchyard are vitally important. An improved link between is required, alongside more improvements to St Johns Churchyard.
- Lots of visitors and office workers are in the area.

#### Public realm

- Improve public realm experience of tunnels under the station and railway between Tooley Street and Bermondsey to improve north/south flow. Continued and improved use of lighting and other interactive/softening features.
- Improve the pedestrian experience along Tooley Street. Increased footway capacity by pavement widening and seeking out new opportunities for new public space and improved access/permeability between primary routes. High quality materials and effective maintenance throughout the area.
- Further urban greening required. High quality soft landscaping, trees, hanging baskets, more colours.
- Eastern extension of the Bankside Urban Forest into London Bridge area.
- Mature trees are an extremely important feature due to their limited number. The trees in Potters Fields adjacent to the access road to City Hall are particularly important. Regular maintenance and inspections are required.

- Children's Play area in Potters Fields would be beneficial to local residents.
- The bridge across Tooley Street from London Bridge station to Colechurch is poor quality.
- There is not uniformity between conservation and non-conservation areas (e.g. Tooley Street south side –train station- differs from modern buildings and shops located on the other side of the road).

#### Area 2

- The Manor Centre Gardens are one of few public green spaces, maintained by a social enterprise.
- Thomas Hetherwick Boiler Suit is 'art with a function' at Guy's Hospital.
- The courtyards of Guy's Hospital are quiet and secluded, away from the busy streets
- Snowfields includes some cobbled sections leading off, a suggestion of its former character.
- There are pockets of green space, particularly roof gardens.
- Tree planting is found along Snowfields and Bermondsey Street.

#### Area 3

- Empire Square is dead. There is a lack of activity around the open space and few residents use the open space.
- There is an opportunity to create nice spaces in the yards.
- Little Dorrit park is good for kids. However, it feels a bit institutional with parts fenced off. Redcross Gardens is more pleasant.
- The space to the south of St George the Martyr is attractive with good magnolia trees.
- There are good trees in the Memorial Garden and also in the churchyard of St George the Martyr.
- There is an opportunity to create a new space to the rear of Brandon House through the redevelopment of that site. That development provides the opportunity to soften the area around Brandon House through provision of trees, planters etc.

#### Area 4

- Spaces, places and the public realm are very important.
- The area is characterised by a 'porous' and 'permeable' aspect that enables a 'maze like' navigation between public spaces and destinations. Around GST there are multiple entries and passages to the same destination (although this can be frustrating as there is poor signage).
- The use of infill, particularly in the estates threatens this permeability and the informal gardens and open spaces that are established here.
- Instead of taking away these spaces, development should be giving a bit back.
- There are a lot of gated communities;
- The Kipling Estate in particular is not welcoming, tweaks are needed to make it part of the wider public realm;



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- There is great underused potential, investment should be focus on these areas.

## Theme: Streetscape and uses

### Area 1

- The use of the railway arches is important to bring activity to the area, especially linking north/south routes at east/west junctions.
- The number of coffee shops/convenience retailing has reached its limit. Small everyday 'high street' shops are needed (and boutiques).
- Improve use of areas surrounding the train station.
- Continuation utilising the archways to encourage local activity.
- Identify potential for bus stops shelters on Tooley Street.
- The area is used by locals and tourists. It is relevant to connect the area with its surroundings.

### Area 2

- Guy's Square is set away from the street. The hospitals' use implies the space is private but with permission to move through. There are links with public realm at Great Maze Pond.

### Area 3

- The public realm on Borough High Street is poor. Too many A. boards, redundant poles and clutter. Servicing - Sainsbury's van cages completely block the pavement. Lack of servicing is another reason why retail does not work very well on Borough High Street. There is a servicing yard on Newcomen Street and there should be another parallel to Borough High Street.
- The shops on Borough High Street are very limited. Most local people don't use them. Useful shops include Ryman's, Sainsbury's, the Post Office and Tas restaurant.
- The shops reflect the makeup of people in the area: 6,000 residents, 60,000 people working and 6m visitors. Most shops are geared towards the working population - sandwich bars etc. - rather than residents. New retail is likely to go into the Shard and London Bridge station, with Borough High Street increasingly reliant on convenience trade.
- Lower Marsh is a good example of a shopping parade. It has a picture framer, a bookshop, charity shops and an Italian deli.
- Borough market has limited appeal for local people as the produce is aimed mainly at tourists. It's only for special occasions.

### Area 4

- Long Lane and Tower Bridge offer dramatically different characters to Bermondsey Street. Long Lane can be characterised by new developments, mixed use, with vacant retail units on the ground floor (due to flood risk mitigation design)
- The areas is characterised by a random type of individual development, it is not homogenous.
- The grain of new development is not fine enough

- The Quality of new development is not high enough – this is very important – to the point that some said they would happily sacrifice s106 contributions to ensure higher design standards and materiality.

## Theme: Skyline

### Area 1

- Protect the view from Tooley Street across Potter Fields park to the Tower of London and Tower Bridge.
- Protect the view from the river path to the Tower of London and Tower Bridge.
- Maintain existing consistent building heights between River Thames and the railway.

### Area 2

- There is variation in roof height throughout. Tall buildings at London Bridge Station and Guy's Hospital.
- Building heights are much lower in the east towards Bermondsey Street where the varied roof line and tight narrow streets create a strong sense of place.

### Area 3

- Views on the Shard were mixed. Some felt it made a positive contribution to the skyline. Others found the scale overbearing. People liked the reflections on the Shard, especially at sunset.
- St George the Martyr and the cathedral are still key landmarks on the skyline at either end of the street. However, the Place just appears as a wall of glass when viewed from Borough High Street.
- The juxtaposition of old and new works very well.

### Area 4

- Immediate scale is 3-4 storeys, although this escalates the further back you are from Bermondsey Street i.e. Kipling estate.
- There is, nonetheless, a sense of open space and 'sky'. Even though you are often in close proximity to the Shard, there are areas where you can't see it and wouldn't know it was there.

## Theme: Valued buildings and features

### Area 1

- Railway arches on St Thomas Street are a key feature and should be retained.
- The architectural quality of the Grade II listed bank located at the junction of Tower Bridge Road and Tooley Street (201 Tooley Street).
- Listed buildings along Tooley Street and successful restoration and integration into More London site is valued: Aston Webber House, 133 Tooley Street.



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- The local memorials and statues are important features that link the area to its history. These should be retained and maintained.
- The eastern side of Tower Bridge Road north of Tooley Street should be retained due to historic position, scale, grain etc.
- The Music School and the Police Station should be protected and retained.

## Area 2

- The railway arches of London Bridge Station are the biggest single structure in London.
- There are long views along St. Thomas Street of the railway arches.
- There are commercial and cultural uses under the railway arches.
- The area to the north of Tooley Street was previously known as 'London's Larder'. Uses to the south developed to support trade and industry developed. Many warehouses and industrial buildings of this period survive.
- There is concern about the overcrowding and overshadowing of historic buildings.
- There is a transition eastwards from the fine grain of Borough High Street to the larger institutional buildings of Guy's Hospital.
- The western end of St. Thomas Street blends into Borough High Street.
- King's Arms, Newcomen Street – coat of arms from London Bridge?
- Building height should taper down to Bermondsey Street.

## Area 3

- Valued buildings include the Hop Exchange, the brickwork around the viaduct (although there is too much advertising which covers it), the clock above Oddbins at the viaduct, the south-eastern railway offices, the old Town Hall and the Blue Eyed Maid pub. However, it can be difficult to appreciate the good buildings because of street clutter and poor shop fronts.
- Colechurch House is a negative feature in the townscape.

## Area 4

- Leather Exchange and White Cube are valued buildings / facilities
- There is an orange and grey building which is 'cheap and nasty' (Western Street?)
- There was a general dislike for the wooden cladding that was increasingly common. Use of soft woods without treatment left them very tatty and not in keeping with the overall character.

## Key features exercise

### Area 1

- It is a unique area.
- Potter Field is very important.
- Greening extension of Bankside forest.
- Identify gates.
- Shops identity.

### Area 2

- Traffic control – there is concern about the impact of increased traffic as a result of new high-density development. There should be a focus on improving access for pedestrians and cyclists.
- There is concern that tall buildings threaten the setting of the historic Bermondsey Street area.
- Opportunities for introducing new green space should be explored including green roofs and green walls.

### Area 3

- It's "desperately down-at-heel".
- It's an empty street with intermittent temporary interventions which are ill-thought through. It has too many chain stores.
- It's a "hodgepodge" There are too many chain stores.

### Area 4

- Railway line is a natural boundary.
- Bankside is more mixed.
- It has historically been small scale with a creative element.
- There is a lineage of creative, manufacturing and production in the area (leather work etc.
- Medieval street pattern.
- Not much interface between 'north of the train line' and south, in either direction.



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