

HERITAGE AND ARCHAEOLOGY POLICY

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The numbered sections that follow address a various separate aspects of heritage and archaeology in the area. However, specific points are relevant under more than one heading and so there is inevitably repetition of some points where they apply under different section headings.

1. Overview and broad strategy.

The Council's vision for the area, as set out in the Southwark Plan as follows, is valid.

“A unique location combining historic character with the best attributes of new developments. Bankside and Borough should be a mixed use district town centre full of vitality with a range of housing and employment opportunities, cultural and visitor attractions, increased densities, high quality services and improved transport infrastructure”.

The following is intended to build on this plan:

The area must retain its character and characteristics. As well as new commercial, entertainment and leisure accommodation of various kinds, new high quality housing (to densities appropriate to its location, and good space standards) should be encouraged.

The area traditionally and historically was the playground for the City. To some extent this role continues, but is now shared with other city fringe areas. It is a role that should

be further encouraged, alongside other uses, whilst avoiding sleaze. Shakespeare is already well associated with the area, particularly since the arrival of the Globe. Dickens and Chaucer have strong associations with district too and these themes, together with the modern art one inspired by Tate Modern, the hops trade, and the Octavia Hill and Harvard links, all surely offer further opportunities for our neighbourhood.

Spillage of the City across the river into Southwark has been a characteristic of development for some decades and should be welcomed as bringing wealth and employment to the area. Dense commercial development should be encouraged, as now, in areas close to the main line commuter stations and transport hubs, thus helping to limit commuter movement from those areas. But buildings and structures of character should be protected, preserved and enhanced as foils to new buildings and to give the area a sense of continuity, history and identifiable character. Attractive, small, well maintained, high quality, public urban spaces (“city parks”) comparable in quality to the best of those in the City itself, should be required in these areas as a quid pro quo for such developments and all major schemes should have active street frontages.

The river pathway, and the areas around London Bridge and Borough Market (particularly on Market days), attract very large numbers of visitors. Elsewhere, not far away, are districts that are largely unvisited because there is currently little there to attract visitors. Creation of a series of linked places of interest and activity in the zone to the south of the river could help reduce congestion along the riverside by attracting people inland and, by doing so, create an opportunity to greatly enhance the southern areas of Bankside.

The development of services (including nursery schools and crèches) and of entertainment and leisure facilities to provide for new workers and residents should be carried out in parallel with new development.

The area is viewed by many from trains approaching our local stations. Views and vistas, including those from the railway, are an important element of townscape and should be considered. The design of development schemes and planning appraisal of them should pay regard to these issues.

2. Highways and by-ways.

Planning policy pays attention to buildings, and transport policy to traffic movement and main roads. Less attention is paid to the space around and between buildings, and to the civic design importance of these. Well designed spaces are, by definition, ones that are more likely to attract people and hence to produce custom for appropriate businesses in them.

There is little joy in walking or cycling along Southwark’s major roads. They provide traffic route-ways through the area but every opportunity should be taken to create quieter, safer, landscaped, accessible pedestrian and cycle routes through the neighbourhood, in both east-west and north-south directions, away from the main roads. The spaces beside the railway viaducts, there to enable maintenance access, offer opportunities for characterful accessible pedestrian and cycle routes away from the major roads, and advantage should be taken of these. They should be planned to link up with other routeways or greenways already planned as part of “Bankside Urban Forest”

and shown in the SDP/OAPF diag. 3.1 (and on the attached map). An east-west path would offer pedestrians and cyclists an inland alternative to the river walkway route for some journeys.

Traffic volumes and demand for parking in the area are high and the policy of discouraging vehicle ownership and use in the area in favour of public transport, hire cars, bicycles and walking should continue.

The use of shared surfaces (as in Carnaby St. WC1, as recently introduced in Exhibition Road, and as widely used in mainland Europe) should be adopted in appropriate places in the Borough. Recent works to achieve accessibility in the Clink St area have effectively created a shared surface in that street. Streets in Borough Market (Stoney St., Park St. and Bedale St.) in particular, should also be considered for treatment in this way as they are already de facto shared spaces, given the way in which they are currently used. Where businesses use public space, and where there is no reason to deter this, licenses should be issued and paid for, and the proceeds used to control and monitor this and undertake other things of benefit to residents and businesses in the area.

3. Design, urban character and heritage.

High standards of architecture and planning should be demanded in all new developments, and existing period properties and features of character and/or of historic significance should be preserved and enhanced where appropriate, all with a view to maintaining a mix of the best of the old and the new in a juxtaposition that gives the borough its sense of place, character and history.

Particular attention should be paid to preserving and enhancing our conservation areas, our listed buildings and the spaces around them. (Loss of the threatened SE Railway Offices in Tooley Street, the warehouse in Emerson Street and buildings demolished and threatened with demolition in Webber Street and on the corner of Stamford Street and Blackfriars Road are examples of buildings that are important to their areas that should be preserved for their character and history and as a foil and counter-point to new architecture). Our local plan should include a map identifying listed buildings, conservation areas, and buildings of merit that should be retained, notwithstanding whether they are, or are not, in Conservation Areas. (Most should be, and probably are, on the local list that the council has yet to publish). The Conservation Area boundaries should then be reviewed in order to include as many as possible of these character buildings that lie outside our current local Conservation Areas, thus giving them some statutory protection from demolition (without need for normal planning consent) wherever possible.

Basements and attics of older buildings, in particular, are regularly under or unused, and use of these, perhaps to provide low rental space for artists and creative industries should be encouraged. Similarly some spaces over shops throughout the borough are vacant (often because of access difficulties and or security concerns.) With some investment, many could and should be put to use, in a similar way or for residential purposes, and this should be encouraged.

We should seek to maximize the opportunities that the railway viaducts offer to create spaces and covered ways-through of real design quality and character (eg. as at Bank End, the furniture showrooms in Great Suffolk Street, and the restaurants near

Southwark tube station). The viaducts across the area form a vital piece south London's transport infrastructure but are also very powerful pieces of brick architecture. When well developed, for example, as a series of clear glass fronted arches with well lit interiors showing off their form and brickwork (cf. Laithwaites in Stoney Street, the Wagamama and Nandos in Bank End and elsewhere) they have the ability to provide a magnificent backdrop to other developments in the area. Appropriate development of the arches on the south side of Southwark St, in particular, could transform the spaces between and around the fine Victorian buildings there. With development of the "left over" land there, in association with the arches, an exciting and unique environment could be achieved. As the arches run through to the streets behind, their impact could, in turn, lead to rejuvenation and enhancement of those areas. Arches in less prominent and hence less commercial locations could also provide space for some creative industries.

The fine Victorian buildings that were constructed in the area when new roads, including Southwark Street, Southwark Bridge Road and Marshalsea Road were cut through the area are, almost without exception, strong, powerful architectural statements. They are important for their bold character and as a reminder of the area's Victorian history and so should be preserved. The contribution to the character of the area made by those in prominent locations (including "gateway sites") make their retention particularly important. Where new development is approved it should respect existing streetscapes, particularly those with listed buildings or in conservation areas.

Shop fronts and signage should be appropriate to the building of which they are a part, particularly in conservation areas. Consideration should be given to encouraging the restoration of appropriate shop fronts in these areas by offering and promoting grants for this purpose, as has been done successfully elsewhere (eg. in Islington). Shop fascias and stall-risers should pay regard to the original shop-front style and height and to the line of adjoining fascias and stall-risers.

The present draft SPD/OAPF pays inadequate attention to defining the heritage assets, buildings and features that it is important to keep in order to retain some sense of the history and character of the area. Too many buildings of importance to our townscape have been lost to development in recent years, most recently the SE Railway offices in Tooley Street. (These could still be retained, with the ground floor opened up to give the pedestrian circulation space that is the justification given for the demolition of this powerful, iconic building of some historic and architectural significance and designed by Charles Barry Junior, (an important local Southwark architect with other significant work in the borough, most notably in Dulwich.)

The area's conservation areas are important in highlighting and giving some protection to areas of character and heritage importance. A review of these should be undertaken to see whether buildings on the (unpublished) local list lie close to existing CA's and might readily be included in them. In particular the Bear Gardens CA should be extended southwards to take in 4-8 Emerson Street and westwards to take in the buildings on the very important stretch of riverfront incorporating the Globe Theatre site and the Cathedral's houses next to the Tate.

4. Railway heritage

The area's railway heritage gives it a strong character and its powerful brick arched viaducts and structures should be celebrated, treated with respect when works are done

to them, and given greater prominence and higher profile uses where their location allows this. Where conversion is undertaken the brick arches should predominate with set-back, light weight facades/frontages, fully glazed where possible, creating active frontages and allowing the continuation of the arches as fine brickwork vaults to be appreciated from without. Where they form part of public routeways, lighting should include up-lighting to make the most of the character and visual richness of the Victorian vault brickwork.

5. Division and cutting up of the area by its main roads and railways.

The major roads within the area create a grid and divide areas from one another, but the railways do this in an even more emphatic way, currently mainly to the detriment of the whole neighbourhood. The result is the series of separate communities (or “hamlets”) that characterize the district. Appropriate development of these fine viaduct structures (as has already been done in places mentioned previously) could transform the area. The maintenance access routes in front of them also provide the opportunity for the creation of useful and attractive strategic pedestrian cycle routes across the neighbourhood away from the major roads. This could be achieved by a programme of conversion of the arches, the opening up of a select few to achieve visual and actual pedestrian cycle connections on the new strategic routes, and the tidying up and landscaping (hard and soft, as appropriate) of the areas around them.

“SLOAP” (space left over after planning) and “infill sites” are a feature of the area. The railways, introduced in the first half of the 19th century, followed by major new roads in the second half of that century, cut roughshod through the district, clearing buildings in their path and leaving a legacy of SLOAP some of which remains with us to this day. These areas offer opportunities for exciting new, but generally modest sized and probably irregular shaped, developments. They should be mapped and efforts made to encourage their appropriate development.

6. Nature of Development opportunities.

The whole neighbourhood, parts of which are now perhaps seen as being part of central London, and close to the City, has been a developing one and has been an area of major opportunity for developers during the last two decades. The arrival of the Jubilee line, linking it quickly to the West End and Canary Wharf, and of Tate Modern, with the related opening up of the river path, were the initial drivers of this change, together with the pressure for the activities of the City to expand into space close-by. These drivers are currently being added to with the creation of additional railway capacity into London Bridge via the new viaduct over and eastwards from Borough Market, and the related development of Blackfriars Station, giving the neighbourhood direct access to it from the South Bank. Developers have been very aware of the opportunities the area offers for many years. As a result, all the large, easily developed, “plum” sites have long been snapped up, or are in the pipeline for development. What remains are the, generally smaller less attractive (to major developers) sites. It is primarily these that we need to look at one by one to see what opportunities and what challenges and opportunities they present. It is by doing this, combined with the other aims of our existing neighbourhood plans, that we can enhance our whole area for the benefit of all who live, visit or work here.

7. Extension of conservation areas to take in railway arches and their type and use

Because of the fine engineering qualities of the brick railway arches within the area and their resultant powerful architectural qualities, they should, wherever possible, be incorporated within our conservation areas so that the protection and control afforded by such designation can be used to require the contribution of which they are capable to the character and environment of the neighbourhood. Where arches are developed, work should be appropriate to their character in design and materials and, where various excrescences have accumulated over the years, they should be removed to reveal the original form of the structure.

The new London Bridge Station and environs should be part of a transport hub that has its own strong visual identity rather than a bland National Rail/ TfL stereotype in all its details.

Planning powers must be used to maintain beneficial uses in the area. Permission for change of use class of the site and the resultant potential loss of the Southwark Playhouse, once the station is re-developed, should be strongly resisted. There is more than enough space for retail development in the area, and development of the theatre's arches for storage or retail use will inevitably result in its loss of shops elsewhere, with vacant shops and more rundown lengths of shopping parade in the locality as a result.

8. Provision for Tourists.

Visitor and tourist activity in the area is currently mainly limited to the riverside Thames Path, Borough Market and the Cathedral. By developing pleasant north-south route-ways from the river to the hinterland, incorporating attractions, cafes, bars and retail outlets and other facilities, some visitors can and should be attracted inland, away from the river towards Southwark Street and Union Street and to enhanced facilities in these areas. This would help to take the pressure off the River Walk, and assist improvement and development of the areas to the south. In this context, the opening up of some of the railway arches and their maintenance access roads and passages (mentioned previously) in conjunction with north-south routes through the area would assist this aim and improve circulation generally. The enhancement of other arches to create attractive venues of a variety of kinds, providing a variety of services and facilities, should be encouraged.

On the river-front itself, the large numbers of users increase wear and tear and efforts to maintain features and finishes at a high standard need to be made. Efforts are also needed to improve the less satisfactory parts of the route, including beneath London Bridge and at the point where the route returns to the river under St Olaf's House.

Together with the already planned redevelopment of London Bridge Station, a high quality redevelopment of the architecturally crude and down at heel Colechurch House is of particular importance to the area. An architecturally outstanding solution for its redevelopment is needed. Improvement of circulation around it is also a key requirement for this important and pivotal site.

Well sited, clear signs at appropriate heights giving an indication of distance to key destinations are needed, near the stations and elsewhere in the area. Signs on the river path should also help encourage visitors to venture inland to existing and new attractions.

9. The River

Recent attempts to get planning consents to build walkways and pavilions on the river, parallel to the north bank, highlight the pressures to maximize the commercial potential of the river. Any attempts to build projects on the water that are not specifically water-related, and that could be built on land, should be strongly resisted. There is however a possible opportunity immediately downstream from Blackfriars Bridge, where the stanchions of the former 1864 Victorian London, Chatham and Dover railway bridge offer the opportunity to create a further pedestrian river crossing point coupled with a park, perhaps with market type stalls within it.

The river walkway itself is effectively a huge, very popular and very heavily used urban park. Its main features are its water, its wide-open continuous winding open space and the continuously changing and distinct characters of the different areas it passes through. One would not be allowed to litter Hyde Park with cabins selling hot food and drink and tourist mementos and we should not permit this either (though a few days around Thames Festival and on Fireworks nights are acceptable). Such facilities should, where needed, be located within existing buildings fronting onto the river path. This could produce active frontages in areas where they do not presently exist. There is currently a proposal to introduce a restaurant at path level beneath the office building immediately east of the diagonal steps dropping down eastwards from London Bridge, and another to convert the space at river path level to restaurant/ bars beneath Sea Containers House. Similar opportunities exist elsewhere, including under public buildings such as City Hall and the Southwark Crown Court buildings! There also appear to be opportunities in the courtyard areas beneath the Lloyd's Bank buildings west of the Anchor pub. Generally, spaces at River Path level are not ideal for office and other commercial uses and would work much better commercially and socially as retail A1, A3 and D1 uses, serving river path users, visitors and local people.

10. The River Path and environs

One of the many attractions of the river path, in addition to its overriding sense of space and interesting and changing views, is its variety. It passes through a series of areas of quite different uses and different character. Any attempt to unite the path by imposing a uniformity that takes away from the differing character of successive areas should be resisted. Rather, any development in each area should be appropriate to the specific character of that area.

The bottle-necks such as those at Clink Street and at Blackfriars are already very overcrowded at peak times and policies that encourage developments that will attract visitors inland to Park Street and Southwark Street and then to Union Street and beyond should be encouraged. The new Tate extension and the Rose Theatre project are in hand and should assist. Some significant additional attractions, eg. under the railway arches "inland", (eg. around the Menier Chocolate Factory) would help further. Perhaps more could also be made of the site of the original Globe Theatre by opening up and revealing the footings that remain beneath the surface off Park Street.

Other opportunities exist to enhance the space to the south of the riverside path. These include Winchester Palace (where there is already a scheme to reveal the old foundation walls of the Palace Hall and plant within the spaces between them) and Winchester

Square, a fine urban space entirely paved in Victorian granite sets and surrounded by a mix of old and new brick buildings of character.

Three new shops have been approved with frontages onto both Winchester Square and Stoney Street. An opportunity exists to develop beneath Palace House in an open area beneath the building, facing onto the Square on one side and looking over the Palace Hall site on the other. A tea-room there (not another licensed bar in this residential area!) would attract passers-by from the often overcrowded Clink Street into Winchester Square and thence encourage southward movement across the Square to the Borough Market and Cathedral areas.

The building behind Oxo Tower also appears to have considerable potential for improvement and enhanced use, though I believe there are long-term plans for this already. The (currently office access) courtyard area to the west of the Anchor pub, linking the river walk and Park street may also offer opportunities for more public use and for cafes, shops or bars.

The possibility of improving east/west circulation by use of additional existing under road vaults at Blackfriars Bridge in association with any redevelopment in the area should be investigated. Similarly, any new development there should be such as to allow access, beside the fine bold, colourful London, Chatham Dover Railway Company badge, to any future platform erected on the stanchions that once supported the former railway.

11. Borough High Street.

Borough High Street is a local high street and as such its appearance and commercial success are matters of interest and importance to those living or working in, or regularly passing through, the area. It is, and has long been, the gateway to the City from the south and to the borough from the north and major efforts should be made to make it an attractive thriving route-way worthy of this role.

The SPD is valid in stating that..... "The character of the Borough High Street owes much to Roman occupation and the medieval period when it was used as a primary route into the City. It remains such a route into the City, and into the Borough of Southwark too and deserves to have the greatest care taken to see that new development is of an appropriate scale and enhances the street and the conservation area that it fronts onto."

The SPD is also valid in stating that proposals "should be mindful of the existing scale, grain and character of the High Street". It also states "5/6 stories is the norm for the area". It is therefore right in implying that 7/8 stories and upwards should be considered as excessive for new development on or close to the High Street frontage.

The SPD further states "the parapet height of the main body of St. George the Martyr church establishes a prevailing height in the immediate area with its spire dominating local views. Development at the south end of the Street should respect this height and maintain local views of the spire from Little Dorrit Park". Again development of 7/8 stories or more would be significantly in excess of this guideline and, if permitted, the spire would become invisible from most parts of Little Dorrit Park.

A key consideration for Borough High Street and hence for the local community is the

impact that any proposed developments' use will have on the area. If they incorporate functions that will attract large numbers of people up the street to them and create very active frontages then they will contribute significantly to the regeneration of the High Street and be a catalyst for the improvement of the rest of the road. However, if a proposed development is to comprise, very largely, residential and office accommodation, and a few low-key shops and showrooms, then its impact will be minimal and its contribution to regeneration of one of the most important (and historic) streets in Southwark will have been squandered. Excessive retail and related development in and around the re-built London Bridge Station should be discouraged as this could well result in development there at the further expense of the already struggling High Street.

A feature of Borough High Street is its narrow frontages and these are fundamental to the retention of its character. However there are opportunities at the south end of the street and in some of the yards for the creation of medium sized retail spaces at ground floor level that could attract the Boots, W H Smith, Marks & Spencer and supermarket type of shops that will in turn attract shoppers up the High Street in numbers. Their windows would greatly enliven the area. However non-retail uses, specialist shops or showrooms with low visitor numbers (or, worse still, un-let spaces) would have the opposite affect.

The successful re-development of the yards could be expected to result in improvements to the shop frontages and the buildings on the High Street between the Yards.

The existing footpaths are narrow and congested in places (eg. outside the tube station exit on the east side of the High Street) and efforts should be made to widen them and remove obstacles wherever possible.

Over the past decades Upper Street on the A1 (and so Islington's equivalent of Borough High Street on the A3) has improved greatly and attracted a variety of shops back, as well as a number of bars, cafes, restaurants and the ubiquitous estate agents, a number of whom led the way. The number of estate agents has increased in Borough High Street recently and perhaps other shops of the type found on Upper Street may follow as current major construction projects are completed and occupied and the area develops further. Gift shops, a tailor, a hairdresser, a specialist kitchen shop, a toy shop, a dry cleaners, an upholsterer, a shoe shop, homeware stores and ladies' and men's fashion/ designer clothes shops come to mind as ones that appear to be successful in central Islington and that might be viable businesses that could add to the attraction of Borough High Street and help its rejuvenation, especially once The Shard and "little Shard" are occupied and the main line station, with increased capacity, follows. A post office that is open on Saturdays would be welcomed by local residents too. There does seem to be an opportunity for established specialist food and food related shops to develop businesses, particularly at the north end of the High Street, partly feeding off the clientele visiting the market and partly off local businesses here now, and more soon to arrive. (A current planning application, by Holland and Barrett, for reversion to shop use of the Agora games and betting business opposite Southwark Street, gives reason to hope the process is already under way.) There isn't even a charity shop in the High Street at present, though plenty of banks and ATM's! We can probably only hope that something of what has happened in Upper Street is what happens in Borough High Street in the future, and take any opportunity to encourage this if it offers itself.

Guy's Hospital and the associated Kings College Hospital Medical School and other related medical/charity bodies have caused blight and been responsible for continuing visual squalor and the deterioration of a number of buildings on the High Street that are important in the conservation area (including some listed). This must cease and a mixed-use scheme that preserves the best of the old buildings and works for both the Hospital/College and the local community should be developed and implemented without further delay and deterioration of the heritage assets. New development must pay full and proper regard to heritage issues as well as to the facilities provided and this needs to be given due importance in the Guy's and the Bermondsey Neighbourhood plans.

The present Post Office building at the north end of the street is an important local landmark and piece of local history in that it forms part of the old St Thomas's Hospital, displaced to Lambeth by the construction of the railway and railway station in the 1830's. More could, and should be made of this building, by removing the side addition that currently forms the entrance to the post office, opening up the existing yard/street beside the building on the east side (and parallel to Station Approach), and forming an entrance to the post office from that street/yard or in the main west end frontage. The space on the High Street frontage should then be landscaped to form a mini urban park or piazza space.

12. Borough Market Area.

Following the construction of the new viaduct through and over it, Borough Market is currently undergoing major work that will result in an expansion of its floor area once again. It will be interesting to see how the increased space is occupied and how successful it is. The length of time during which the main market operates has increased over the last few years. Thursday has an increasing number of stalls operating, and a continuation of this trend would be welcome. An operating market is much more attractive to visitors and local people than a shut one.

The market has an international reputation and a large number of visitors, on Market days. The small shops, cafes, bars and pubs around it in Stoney Street, Park Street and Bedale Street all relate to the market and contribute to its character, yet, apart from outlets on the market frontage on the High Street, and pubs and bars beneath the Hop Exchange, the "market affect" seems absent in the adjoining Borough High Street. There appears to be no obvious reason for this and there does seem to be opportunity for established specialist food shops (not qualifying to hold stalls in the market because of criteria applied relating to its charitable function) to develop businesses partly feeding off the clientele visiting the market and partly off local businesses here now, and more soon to arrive.

Green Dragon Passage is an important access point to the market from the east and from the main line station. Some of the archways that line it have been opened up to create interest and activity along it. Similar treatment of the remaining ones there should be encouraged in order to make this characterful passageway more attractive and more inviting to visitors.

13. Vacant and derelict sites

The area, including Borough High Street has been blighted by derelict sites and buildings and by supporting (?) scaffolding that has been in place for many years. The

council (or TfL/GLA on the High Street?) are required to licence scaffolding on the public highway and it is a scandal that it has remained in place in front of these sites without a time limit being put on the duration during which it can remain. That should be done with a view to forcing action to redevelop - or at least repair - these (King's College owned (?)) (listed?) buildings in this important high profile conservation area. (A similar situation exists in Southwark Street, opposite the Hop Exchange.)

The recent road and bridge works in the High Street have no doubt hindered it's development, but now that those works are complete, and there are signs of other properties being developed and renovated, pressure needs to be applied to the site owners to develop or dispose of the buildings. They signal to potential businesses and developers a run down and failing High Street when currently ongoing and recent changes in fact promise the opportunity of rejuvenation through the arrival of new uses that could result in refurbishment of the buildings and shop fronts and the introduction of active frontages once again.

Where retail use does not work commercially, other uses such as crèches, surgeries, library, fitness gyms, galleries, foyers and showrooms, with active frontages, should be encouraged. The arrival of the White Cube Gallery in one direction, to supplement the Tate Modern (now being expanded) in the other, suggests there may be opportunities for the further development of the area as an "art quarter" with small spin off galleries and specialist shops to supplement recent arrivals and the ones that have existed for some time.

Areas to each side of the railway in Southwark Street and Union Street are virtually undeveloped and unsightly. Temporary car parks, advertising hoardings, temporary huts and enclosures all impact unfavourably on the townscape. This is doubly unfortunate as the adjacent buildings are listed Victorian warehouses of great character and architectural quality. These areas are on or close to a major route-way through this part of the Borough and are within five minutes walk of London Bridge tube station and the Thames Path. They offer great potential for development in a manner that celebrates the Warehouse architecture and the majestic brick railway arches and provides, perhaps, a mix of restaurant, bar, gallery, museum, retail, theatre and entertainment uses.

Empty "land-bank" sites, temporary hoardings and scaffolding are a necessary feature of development areas, but it is important that policies are adopted, and implemented when necessary, to restrict the timescale over which they are licensed and in place to a maximum of five years. The Council's charges for licensing of hoardings and scaffolding should be such as to encourage speedy development of sites and act as a strong deterrent to them remaining in position for long periods of time.

For sites that cannot be developed speedily for sound and valid reasons, the possibility of the use of temporary transportable (container type?) structures, such as the Artisan Units in the Shoreditch/ Brick Lane area should be explored and encouraged.

14. Blackfriars & Paris Gardens area.

No.1 Blackfriars, is the tallest of a cluster of towers (varying in height from about 48 to 18 stories) planned for the area and diminishing in height southwards. Green pedestrian spaces through it, linking eg church, doctors' surgery, pub, etc. are planned. These, and other comparable new routes through the district, should be seen and treated as

landscaped linear parks with active frontages on both sides for their full length. Blank walls on either side should be avoided at any point. The route-ways must be designed and developed as lively attractive open spaces and pedestrian/ cycle (?) routes with continuous natural surveillance and soft landscaped margins. The "Urban Forest " ideas and schemes that are being developed and implemented at the east end of the area should be looked at for their applicability in this area too. It is of the greatest importance to the character of the district that the Mad Hatter Hotel and the adjoining building to the east (on the corner of Blackfriars Road and Stamford Street) together with the best of the Victorian buildings in the terrace to the south (approaching the church) are retained to achieve that mix of good old architecture and (hopefully) good new that is required throughout the area if it is to both retain and enhance its character on the one hand, and develop successfully on the other.

15. Trees.

Past and recent pruning of trees in a number of places on the riverfront and elsewhere has been very heavy handed and has left trees looking crude and mis-shapen and often very ugly, particularly in winter. Some other borough's adopt a much more sensitive approach, often involving thinning and lifting of the crown when necessary. The contrast between the carefully thinned and pruned natural looking trees on the north bank of the river and those in Southwark (and Lambeth) is marked and regrettable. All riverfront trees should be given TPO protection and all works monitored by a sympathetic arboriculturalist with a brief to maintain the natural appearance of trees in the Borough as far as possible.

New tree planting in the area should be encouraged wherever appropriate. The triangle by the war memorial in Borough High Street is perhaps a suitable area for a forest tree, (or perhaps two or three) and Southwark Street seems to offer opportunities for tree planting in a number of locations where pavement widths are generous. Trees of appropriate scale should be planted, rather than Prunus varieties and other similar species more associated with sub-urban districts. Dead, dieing or felled trees should be replaced promptly.

16. Advertising hoardings

Advertising hoardings generally do damage to the quality of the street scene. Large advertising boards in the area, many almost certainly without consents, and so illicit, should be required to be removed. (An effective campaign of this kind was run in Islington some years ago and greatly contributed to an improvement of the Borough's streetscape. Southwark should follow their example.) Removal of some of the hoardings will, in some instances, open up views of the railway viaducts and arches and highlight some of the planning opportunities (mentioned above) that they offer.

17. Signs and Street furniture and other features of historic interest.

Very large numbers of visitors come to the area and adequate and appropriate signage to key local features is needed. An indication of distance as well as direction is required.

Street furniture, in many places needs to be rationalized, resulting in a reduction of street clutter. The number of free-standing posts should be reduced by relocating particular existing signs on lamp-posts. Others could share posts with existing signs. Old signs, bollards and street furniture of character or historic interest should be retained and

renovated as appropriate. Signs of character on buildings and walls should be preserved and protected where these are of historic interest and contribute to the character of an area or building.

The signage used generally, and by shops and businesses, should be appropriate to the building and not the unthinking application of corporate or standard signage, irrespective of the appropriateness of its character and scale in relation to its location.

18. Archaeology

Much of Bankside is designated as an archaeological priority zone and it rivals the City in terms of the resource and value of its archaeological heritage. This should be celebrated, more visible and seen as an opportunity for the neighbourhood.

The river (to the Borough Boundary in its middle) and foreshore would benefit from further protection – particularly along the Winchester wharf frontage – Blackfriars to London Bridge.

PPG16 and the case of the Rose Theatre being preserved within a development demonstrates that there is a presumption in favour of archaeology and therefore an onus on developers to be proactive.

Sites of importance should be mapped and cross-referenced with other maps: e.g. development sites etc. to produce a directory of local sites and findings.

19. Possible Development Opportunities.

~~The Localism Bill will provide for neighbourhood development orders to allow communities to approve local development without requiring normal planning consent. If the plan is accepted by a referendum of local people we shall be able to decide the types of development given automatic planning permission through a Neighbourhood Development Order. The following is put together with this in mind.~~

The area abounds with opportunities for development through improvement and adaptation of existing buildings and structures. There are also opportunities for development of a number of mainly smaller sites associated with these.

The following, shown on the attached map, represents a preliminary list of these, and is offered as a kind of “Aunt Sally” for possible inclusion of some within our local plan when it finally takes shape.

1. Borough High Street

Borough High Street is a major arterial road and as such will carry, and continue to carry, large volumes of traffic. The related noise and fumes mean that it will remain a highway on which it is not particularly pleasant to linger. (Notwithstanding, The Slug and Lettuce, on the Island site just south of the junction with Southwark Street, plans to put tables chairs and umbrellas out on the pavement there. If successful, this will be a prominent message to others about the opportunities the street offers.) However some of the street's yards and other spaces off it could offer an opportunity for the development of a series of very pleasant, relatively peaceful and safe urban spaces,

recalling the historic old coaching inns, surrounded by shops, cafes and bars etc. at ground level and with hotel or residential accommodation (eg. nurses accommodation apart hotels or flats) over. The existing historic buildings, old walls, paved surfaces and other period features in these areas must be retained and given prominence in order to give character and a sense of history to the developments. These new yard spaces should provide east-west pedestrian routes (and a cycle-way) through them to Guy's Hospital courtyards and the areas beyond. Bars and cafes surrounding these yards could incorporate outside eating areas. Narrower yards might seek to emulate St Christopher's Place, (off Oxford Street) and provide space for boutique type shops in a friendly traffic free, pedestrian scale environment. The High Street frontage should be retained and refurbished largely as existing whilst the accommodation at the hospital end of the courtyards could rise to a little higher.

2. Cross Bones Graveyard.

Proposals for this site already exist and have been much discussed. Plans for the site and route-ways through it will form an important part of the local plan. A significant well-designed commercial use building on the Southwark Street frontage, with an active street frontage onto Southwark Street, would be appropriate.

3. Southwark Street frontage between Redcross Way and O'Meara Street.

This site comprises a fine Victorian warehouse building on the corner of O'Meara Street and Southwark Street, and a splendid curving run of broad brick railway arches that run through to a narrow area to the south of the arches. Development of these arches with fully glazed frontages on both north and perhaps the south sides and landscaping of the Southwark street frontage space could produce a most attractive development well suited to café, bar, restaurant, hospitality, exhibition or showroom use. A route-way east west could be opened up to facilitate pedestrian discovery of the area linking to an area of similar opportunity to the west side of O'Meara Street. The restaurants (including Ev) in arches to the west of Southwark tube station offer a possible model for development here.

4. Southwark Street frontage from O'Meara Street to Southwark Bridge Rd.

This site, currently a car park, dominated on the east by the fine Menier Chocolate factory building, (now incorporating a bar, restaurant, gallery and theatre) offers great opportunities similar to 3 above, but on a larger scale. The fine brick railway arches continue to Southwark Bridge Road where a pedestrian route-way through the site would link with America street on its west side. The arches through also offer the opportunity of an important alternative pedestrian link through to Flat Iron Square. Apart from the opportunity to develop the arches as in 2 above, this site is of a size that itself offers the chance for development. There is currently a broad ramp down to the basement level of The Chocolate Factory building, and this could be developed to serve an underground car park, if there is a desire to continue the current use of the site for parking. A new, probably commercial office, building, perhaps circular in plan, between Southwark Street and the proposed strategic pedestrian/ cycle route-way beside the railway arches, would require a building of quality that would act as a foil to its period neighbours and that may need to be of limited height or footprint area, due to the fenestration patterns of the adjoining existing buildings. The building should have active frontages onto the pedestrian route on its south side and onto Southwark Street on the north side. A mix from retail, bar, restaurant, gallery, hospitality and entertainment use seem appropriate, as before, perhaps with office use over.

5. America Street and corner of Union Street and Great Guildford Street.

Just beyond Flat Iron Square, a further run of railway arches in America Street provides opportunities. The arches at the west end link through to the garage site on the corner of Great Guildford Street and Union Street. A characterful area of the Union Street CA, lies to the south of this junction. This area is now some distance from the river walkway and London Bridge and Blackfriars Stations, so less obviously suitable for the sort of uses proposed for 3 and 4 above. However, the development of those areas and the expansion of Tate Modern to the north may in turn make development of these arches in similar ways an attractive proposition eventually.

6. Union Street east of Ewer Street

The southern part of this linear south facing site appears to offer opportunities for a development of modest height for housing or office use above a ground floor perhaps used for showroom, gallery, café, crèche nursery school or other community purposes. This could back onto a pedestrian cycle route with the railway arches along the northern side refurbished as Office / Studio accommodation, serviced in turn from their north side.

Alternatively, if the site is considered too narrow for development of this kind, the use of the south facing arches for restaurant purposes, as proposed for 2 above, and with a landscaped strip of space between it and the road, offers an attractive prospect, with outside eating in summer in this landscaped space. As before, the restaurants in the arches west of Southwark St tube station offer a model. Use of the Arches as shop space associated with a garden centre in the open space on Union Street offers a further possibility, if any security problem can be solved in a slightly and transparent way.

Development in Union Street should respect the existing building height line.

7. Union Street west of Ewer Street

This site too appears to offer opportunities for a development of modest height for housing or office use above a ground floor perhaps used for showroom, gallery, café, crèche, nursery school or other community purposes. This could back onto a pedestrian cycle route with the railway arches along its northern side providing gymnasium or Office / Studio accommodation, serviced from its ends and its north side.

8. Corner of Risborough Street & Union Street

This corner site, beside a characterful period warehouse, deserves development. If a car park is needed this use could remain at ground floor level, beneath residential, studio or office accommodation. The Embassy tea and coffee sign at high level on the flank wall of the adjoining warehouse should not be obscured by any new development and should be preserved and protected.

9. Church Site, Copperfield Street.

The key wish for this site is that it retains its community Garden as a community facility and for its major contribution to this pretty conservation area. The Church building is of limited merit and might be converted to provide gallery, café, restaurant, crèche, nursery school or other community facilities: or it might be better replaced by a well designed new building of three stories maximum, with flats or office accommodation over the proposed ground floor uses. The current and planned uses of adjoining buildings in the CA, such as the Welsh Chapel, may be relevant to the decision about the appropriate eventual use for any building on this site.

10. Travis Perkins site: Redcross Way/Union Street

As land values increase in the area it seems very unlikely that this site will remain a timber yard for the foreseeable future, and the builder's merchant function could readily relocate elsewhere in the area. The site is not well placed for ease and convenience of transport movement of supplies and deliveries and for this reason too the long term retention of the site for its present function seems unlikely. Development for housing, with, ideally a retail or A3 function at ground level onto Union Street seem suitable uses, with development to heights in scale with Union Street.

11. Mint Street park (Southwark Bridge Rd frontage).

There is something very unsatisfactory about the boundary to the street here. There would be a greater sense of security and space for those in the park and those on the street if the park were not separated for its entire length by a brick wall. The street pavement widens out for no apparent good reason and has four trees planted in, perhaps it in an effort to make the space seem justified. It, and the trees, would be better incorporated into the park, with railings rather than a wall to provide enclosure with some transparency. The single storey building beside and serving the childrens' play area seems isolated and inappropriate. Its function could be provided for on the ground floor of a taller residential building on its site, perhaps with other youth and community uses in a slightly larger building extending to the corner of Lant Street.

12. Fire Brigade Headquarters site, parking & training areas.

This site includes some fine period buildings at least parts of which should be included in the adjacent Copperfield Street conservation area. It occupies a large area that is clearly underused, and the period buildings appear largely equally ill fitted to their present use. The site offers major opportunities for conversion of all but some of its ground floor areas to residential use. The older buildings would provide character dwellings in a sought after central location. The adjacent parking and training areas could provide sites for new residential or commercial building. The proceeds would surely provide funds that would enable the fire brigade to acquire a site in a suitable but less central location on which it could provide buildings and facilities more fit for purpose than its present buildings can surely ever be.

13. Corner of Loman Street & Great Suffolk Street

The fine period warehouse here must be kept and restored. It is full of character and a significant indicator of the history of the area. As before, if a car park is needed this use could be accommodated, at ground floor level, together with an entrance hall space, beneath residential, studio or office accommodation.

14. Hop Exchange

The Grade 2 listed Hop exchange was an even grander building before a fire in 1920, that took away its upper floors. These could be reinstated, with advantage, to create additional office/ studio space in the new accommodation, whilst the interior might be opened up to the public with a series of small specialist retail spaces created around the fine galleried interior "atrium" space. More radically, the whole might perhaps be

converted to make a characterful hotel well located close to the City and with excellent transport facilities immediately to hand.

15. West corner of Southwark Street (north side) and Redcross Way

A (no longer extant?) planning consent for the western corner site is for a restaurant beneath residential accommodation. The building is in a very poor state but has the potential to be restored. The remains of its Victorian façade are strongly modeled and the building has the potential to be, once again, an attractive corner feature in the streetscape. With other appropriate development in the street (as below) this point could become a “gateway” to Borough Market on foot from the west. Office or studio use could be an acceptable alternative to residential use for its upper floors.

16. East corner of Southwark Street (north side) and Redcross Way

The Hunter Penrose building, opposite, against the bridge on the east side of the junction with Southwark Street, is a red-brick warehouse building of some style. Its site appears to offer little in the way of development opportunity, but the quite prominent characterful building itself could be put to more intensive use and made much more attractive. The existing building and its characterful warehouse details and features, as well as the street itself, would benefit from its restoration and upgrading.

17. East side of Redcross Way (north end).

The railway arches here, north of 15 above, behind an open area recently used as a car park, offer an opportunity to create facades and shops, bars or restaurants under the arches that could match those elsewhere in Bank End, Vinopolis and other parts of the area. They also provide the opportunity to create a new frontage that could be seen as associated with the market beyond. Alternatively, at the south end of the site, abutting the flank wall of 15 above, there is an opportunity for a small new building facing the street and also northwards up the site. This might be associated with one or two of the arches immediately east of it. The land between the arches (or if the southern end is built on, then the remaining area at the north end of the site) and the street would benefit from appropriate landscape treatment (including some tree planting) and might include space for some market stalls, or outside café seating, thus helping to identify this area as an entrance to Borough Market (and associated bars and restaurants) beyond. Development of this site, and of the two referred to above, would enhance the setting of the listed, historically significant, Xxx social housing block opposite.

18. East end of Thrale Street /Entrance to Rose Hotel car park.

The fine terrace of Georgian houses in Thrale Street terminates in a blank end and the space of the street leaks out to the north through what is now the entrance to the Rose Hotel car park behind. There appears to be an opportunity here to build a sensitively designed maisonette or two small flats with access up one side of an archway into the car-park behind, thus completing the terrace and enclosing the space. At the same time, as undertaking a development of this kind, efforts should be made to make the pedestrian path exiting from Maiden Lane wider and more apparent from Southwark Street. This pedestrian route to the river should also be signposted at this point and at the Park Street end.

19. Play areas on Housing Estate, north end of Great Guildford Street.

The east side of Great Guildford Street, opposite the Community Space, provides a valuable play facility for the adjoining high-density estate, but the English weather means it is primarily a fair weather facility. Provision of an internal space with sports hall at one

end and crèche and junior play facilities at the other, plus flats above (the land value should help fund the improved community facility) might be beneficial and would improve the sense of urban enclosure in Great Guildford Street and of the estate.

20. Garage Site, corner of Sumner Street and Emmerson Street

It seems likely that the commercial value of this site will attract development sooner rather than later. The present single storey garage building generates traffic in an already often congested area. The site could provide residential accommodation in a block of moderate height in an area where this is in strong demand. A retail or café use on the ground floor seems appropriate and would be likely to benefit from the proximity of local business and the new south entrance to the enlarged Tate Modern now under construction.

The adjacent building at 6-8 Emmerson Street is a period building of considerable character and should be included in the adjacent conservation area in order to protect it and help ensure its contribution to the character of the area is retained.

21. Bankside: Cathedral Properties east of Tate Modern

As can be clearly seen, there was once a building at the east end of the Cathedral's Bankside terrace of houses. The present blank end is unattractive and would benefit from appropriate sensitive development. However it currently forms one end of the Tate Community Garden.

Adjacent to the site, and of the forecourt to the houses is a small block of garages apparently serving the houses. These occupy space that otherwise would seem more appropriate within the Tate site.

A land swap that would appear to have advantages for both parties suggests itself, then allowing each party to make better use of the land.

22. Site of original Globe Theatre: Park Street

The footings of the original Globe Theatre apparently exist beneath the tarmac courtyard in this location. The appearance of the site and its interest to visitors would be enhanced if the footings could be revealed once again, much in the way currently proposed at The Bishop of Winchester's Palace site in Clink Street.

23. Globe Exhibition Space.

The existing Globe Exhibition Space is currently a modest building. It is understood that the Globe has plans for development of this site to increase the space and facilities available to the museum and within the Theatre complex. This is an important and high profile riverside site in a very prominent location and any new development will require a sensitive and appropriate solution of a high architectural standard.

24. Courtyard area to west of Anchor pub.

The courtyard area, to the west of the Anchor pub, between the riverside path and Park Street, is currently part of an office complex, but the usually less popular office space at ground floor level, facing onto this pleasant paved and planted courtyard, would appear to offer opportunities for development for retail, café, bar or gallery use. The area would be likely to attract custom from passers-by using the river walk. Use of the courtyard and accommodation in this way could help to lead visitors inland towards Park Street, Southwark Street and Borough Market.

25. Winchester palace: Gable wall and rose window

The recently constructed viewing space against Winchester Palace's rose window gable

wall remains vacant and unused. Its lower level is well sited to act as a local tourist information office and small shop. Liaison between Southwark Council and English Heritage should be encouraged to see that good and appropriate use is made of this facility and the viewing opportunities from the upper platform.

26. Undercroft of Palace House: between Clink Street & Winchester Square

The undercroft of the part of this building that fronts onto Winchester Square on one side and onto the Winchester Palace site and Clink Street on the other, appears to be a barely used space in an interesting and attractive location that could accommodate a café and tea room (but not a bar in this now predominantly residential area!) Such a development may be more attractive viable after the completion of construction of the recently consented shops and flats block in Stoney Street and forming the west side of Winchester Square.

27. Corner of Stoney Street and Winchester Walk

The conspicuous site on the corner of Stoney Street and Winchester walk currently forms part of Borough Market's refuse disposal area. Behind it is the unattractive flank wall of the Rake pub building. However, it appears entirely possible to leave the ground floor space open and build above a refuse storage area retained below. Similarly on the other side of The Rake is another small area that offers a similar opportunity for development. Jointly these two opportunities, if sensitively developed, could significantly enhance this corner of the market, and the conservation area of which it forms a part, and perhaps offer the opportunity for the enlargement of the present successful business to include a larger bar area and affordable independent office space above for the use of market traders.

28. Colechurch House.

This site apparently lies within the City boundary. However it is situated immediately beside London Bridge the Borough Market CA and is of crucial visual significance to this busy part of Southwark and to the impression of those entering the Borough from the north, leaving it to enter the City, or using the River walkway around the point where it returns to the river frontage at London City Hospital and Hayes Walk.

Its redevelopment has long been proposed, and offers opportunities for a landmark office building with retail and A3 uses beneath. Redevelopment of the site with active frontages on all faces and to the highest standards of architecture should be called for as soon as possible and by the time of completion of the new London Bridge station at the latest.

29. Former London, Chatham & Dover Railway (1864) bridge.

The fine iron columns that once supported a former railway bridge occupy space partly in Southwark and partly in the City. There have been proposals for making use of these existing supports from time to time. Now that the new Blackfriars Station has been constructed and it extends for the full width of the river, largely blocking sightlines up and down it, the reasons for objection to construction of some form of structure on this site are reduced. The existing Southwark Bridge on the upstream side, and the new Blackfriars railway station with exits on both the north and south banks, make any pedestrian bridge largely superfluous. However there may be merit in some form of perhaps partly roofed enclosure housing, for example, a linear market space combined with a park or winter garden. If such a structure were to be acceptable (and adequate servicing of it could be achieved satisfactorily) a development of the highest architectural and engineering standard would be required, for only by creating an iconic structure that

enhances the river environment, rather than detracts from it, could such a development be justified in such a prominent site. The design of any replacement for the building on the east side of the bridge approach should make provision for satisfactory access to any new structure in this location and, at the city end, the new bridge structure should, if possible, extend across the embankment roadway in order provide safe access at the north end and deliver pedestrians into the city safely.

The fine (sensitively pruned) plane trees and garden area in front of the building to the south of this site, and the related masonry walls, steps and bollards all create a small and pleasant “city park” like space that is important in the area. If the trees in the space are not already the subject of TPO’s they should be given this protection immediately. It is important that they remain and are protected if and when development of the site occurs. The garden would form the approach to the any new bridge platform.

OTHER ISSUES

Mix of land uses.

The mix of residential, work, leisure and other uses that is a characteristic of the area should be maintained and steps taken to avoid displacement of working families in favour of developments that can be afforded only by the wealthy. However, the desire of many to live close to the city centre means that low rise low density schemes represent a serious misuse of land and their replacement by higher density, well designed housing of high quality should be planned for in the future. A few would lose the privilege of a house and garden but a significantly greater number would be able to enjoy the benefits of city living and shorter journeys (or even walking or cycling) to work.

Transport

Electric cars should be encouraged by providing dedicated parking areas, particularly for the less able, and re-fueling facilities in appropriate locations.

Additional piers near London Bridge and around the OXO Tower area are already planned and welcome. The river is one of the few un-congested major routeways in the area at busy times and greater use of it should be encouraged in order to help reduce the numbers traveling by tube and road. The capital cost of such expansion is surely modest compared with that of projects for new underground or overhead railway projects, whilst any schemes to increase traffic levels in the area would be generally totally unacceptable.

Construction of more fast boats and fuller integration of the Clipper services with the travel and oyster card system should be encouraged with the aim of making that service available to users with travel cards in the same way as tubes, busses and overland London railways currently are. The enhanced fares currently charged act as a deterrent to use of the service for most people.

Coach parking in Bankside is certainly unwelcome, but if the area is to take advantage of the business that visitors coming by coach bring, then some provision should be made for them to be dropped off and later collected in an organized efficient and acceptable way, (with the organization funded by an appropriate fee). A coach drop off point in

Sumner Street, close to the Blue Finn building with its snack bars, shops and restaurants, and convenient for the Tate and the Globe Theatre should be considered, and another in the Tower Bridge area.

The London Bridge underground station exit on the market side of the High Street / Southwark Street is heavily used, particularly by people working in Bankside, visiting the Market or making their way to the river walkway. However, it is relatively inconspicuous and its unprotected access staircase is dangerous in wet or icy weather. Construction of a well-designed canopy over the staircase would highlight its presence and stop rain and snow from falling directly onto the stairs. It could also give the junction greater identity and character. The council should work with TfL to achieve this or, better still, to replace the existing 45 steps with covered escalators in order to make the station more readily accessible, particularly for disabled and elderly people and for those with push chairs, luggage or shopping trolleys.

Housing standards.

As a long term rule, each generation expects and generally has enjoyed an improved standard of living by comparison with their parents and grandparents and therefore adopted space standards in housing should be such as to result in an improvement on the standards (both dwelling size and room sizes) applied in the past. In particular dwelling space standards should be a minimum of those required by the Parker Morris report in 1961 (including storage areas) but enhanced to reflect typical increased bed sizes and increased amounts of equipment and possessions accumulated by the average family in the 21st century. The need for bicycle storage, bigger beds, showers, microwaves, freezers, recycling of refuse, computers and printer/scanners use should be amongst the lifestyle changes over past decades that are reflected in the space standards to be applied in future.

Provision should be made for old people in the area. Contrary to popular opinion a cottage in the country is not an ideal location for old people who characteristically suffer reduced mobility and become increasingly reliant on others for assistance, particularly if they are unable to drive. A city community in which neighbours know neighbours and with accommodation with a view onto life and activity, close to transport, a library, shops, health and adult education facilities and, for some, churches, is a very much more practical location for people in their later years and such locations offer the opportunity of a rich and varied life.

It may be appropriate to encourage older people to “downsize” from family to two bedroom properties, but, if they are to be expected to choose to do so, higher space standards should be adopted for this type of accommodation to recognize that old people generally have more possessions and memorabilia that they will wish to take with them. Many old people now have IT skills too, and will need provision for continuing use of IT in their living place in old age.

All new housing should be sustainable and energy efficient. Steps should be taken to see that old stock that has not already been upgraded to good energy efficient standards is improved. Any resultant increased rent should be more than offset by savings in fuel costs where the right decisions are made about the improvement works that are to be carried out.

Pubs, bars and licensed A3 uses.

The density of licensed pubs, bars, cafes and entertainment venues in the area and along the River Walk generate welcome noise and bustle, but also bouts of anti social behaviour, particularly late at night, and the latter causes considerable nuisance to residents in the areas around Clink Street and riverside blocks of flats, including those close to Tate Modern. The area is already designated as an alcohol saturation area and development of further A3 premises, with the potential to add to the problem in residential areas, should be resisted.

The designation of an alcohol saturation area usually comes about as a result of a severe and ongoing noise and nuisance problem in a neighbourhood. Those responsible for the designation of such areas should extend their role to take on related issues such as tables in the street, drinking (and smoking) areas outside pubs and consultation on license applications in alcohol saturation areas.

The present situation, in which planning approvals are considered separately from license applications only after a planning consent has been granted for A3 use, is most unsatisfactory and needs to be addressed.

As metioned above, where pubs, bars and other businesses use public space, and where there is no reason to deter this, licenses should be issued and paid for and the proceeds used to control and monitor this and undertake other services of benefit to residents and businesses in the area.

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