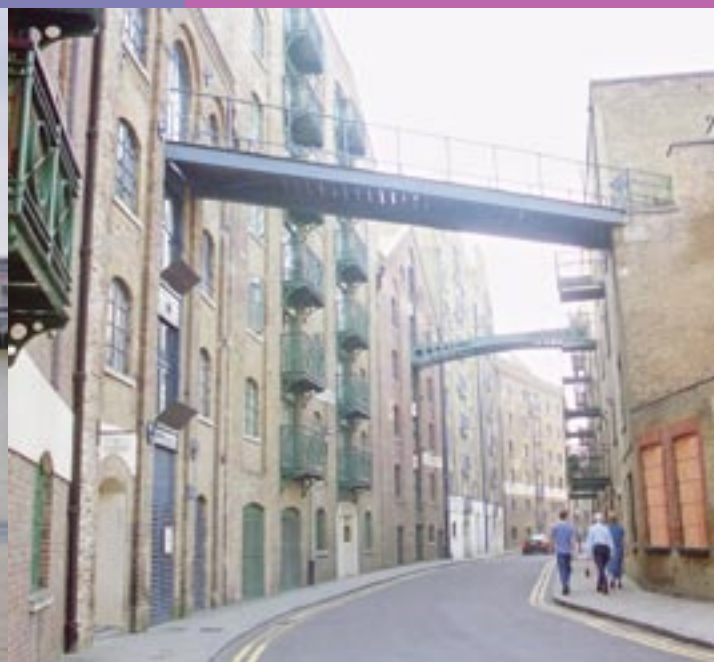


St Saviours Dock Conservation area appraisal

Regeneration Department

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www.southwark.gov.uk



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Figure 1 St Saviours Dock Conservation
Area 1:5,000

Sub Area 1: Shad Thames, St. Saviours Dock and Mill Street
Sub Area 2: Riverside and Providence Square
Sub Area 3: Dockhead

1. Introduction

1.1 Purpose

1.1.1 The purpose of this statement is to provide an account of the St Saviours Dock Conservation Area and a clear indication of the Borough Council's approach to its preservation and enhancement. It is intended to assist and guide all those involved in development and change in the area, and will be used by the council in assessing the design of development proposals.

1.1.2 The statutory definition of a Conservation Area is an "area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance." Conservation Areas are normally centred on listed buildings and pleasant groups of other buildings, open space, or an historic street pattern. A town space or features of archaeological interest may also contribute to the special character of an area. It is, however, the character of areas, rather than individual buildings, that such a designation seeks to preserve or enhance. The most recent legislation dealing with Conservation Areas is the Planning (Listed Buildings and Conservation Areas) Act, 1990 (Sections 69 to 78). Detailed guidance to the legislation is given in "Planning Policy Guidance Note 15: Planning and the Historic Environment" (PPg 15), Published by the Departments of the Environment and National Heritage in September 1994.

1.1.3 Planning legislation requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the Conservation Area. In doing this the emphasis will be on control rather than prevention, to allow the area to remain alive and prosperous but at the same time to ensure that any new development accords with its special architectural and visual qualities.

1.1.4 This statement has been prepared following guidance given by English Heritage in their note "Conservation Area Appraisals". For the purpose of this statement, the Conservation Area is divided into three sub-areas shown on figure 1.

Arrangement of this document

1.1.5 Following the Introduction, Section 2 provides a brief history of the area and its development. Section 3 starts with a broad appraisal of its character and appearance, with reference to the range of materials, details and building types to be found in the area. Section 3 then goes on to describe each sub-area with specific reference to architectural and historic qualities, views and townscape, the character and relationship of public and green spaces, and any elements that detract from the Conservation Area. Section 4 provides an audit of the features of special interest of the area, including listed buildings, particular groups of unlisted buildings, and trees, planting and other streetscape elements. Section 5 provides guidelines for future development and change in the Conservation Area.

1.2 St Saviours Dock Conservation Area

Location

St. Saviour's Dock is located on the south side of the Thames 400m downstream of Tower Bridge. The conservation area extends a short distance eastward from the Dock, and includes the buildings in Shad Thames on its western side. The A200 forms its southern boundary: its name changes to Jamaica Road from Tooley Street at the head of the dock. The south-eastern boundary is irregular, traced along streets that mark the limit of adjacent housing areas. The centre-line of the river forms the northern boundary as far as the east end of Bermondsey Wall West.

1.2.2 The dock splits the area in two unequal parts. The western part comprises part of Shad Thames only, accessed off Tooley Street, while the eastern part is accessed via Mill Street and Dockhead off Jamaica Road.

Topography

1.2.3 The natural topography of the area is now obscured by centuries of development. The area was originally marshy and liable to flood. A watercourse flowed into the river near the western boundary of the area, and this natural inlet in the river shore was the basis for the formation of St. Saviours Dock.

1.3 Planning History

1.3.1 St. Saviours Dock Conservation Area was originally designated in 1973 under the Civic Amenities Act 1967. It was designated 'Outstanding' by the Historic Buildings Council for England in 1978. Extensions were approved in 1980 and 1985. It adjoins the Tower Bridge conservation area, designated in 1978. To the north, in the London Borough of Tower Hamlets, lies the Tower conservation area. Most of the conservation area is within the Wider Setting Consultation Area for the Strategic View of St. Paul's Cathedral from Greenwich Park.

Unitary Development Plan Policies

1.3.2 The Unitary Development Plan for the London Borough of Southwark was adopted in 1995. There are three policies in the Plan that relate to the conservation, protection and enhancement of areas of character, buildings, ancient monuments, historic areas, parks and gardens of environmental quality, architectural interest and historical importance.

POLICY E.4.1: Conservation Areas

1.3.3 'Where appropriate, the Council will designate new Conservation Areas and extend existing Conservation Areas. The Council will seek to preserve and enhance the character and appearance of Conservation Areas. The Council will prepare guidelines to identify their special qualities. Identification of the special architectural and historic qualities of an area will be based on detailed analysis

of the area. This will include the architectural and historic quality, character and coherence of the buildings and the contribution which they make to the special interest of the area.”

POLICY E.4.2: Proposals Affecting Conservation Areas

1.3.4 ‘Conservation Area Consent for demolition in Conservation Areas will not normally be granted except where certain conditions are met. These conditions are as follows:

- i) Consent will not normally be given for the redevelopment of, or partial demolition of buildings, or part of buildings that make a positive contribution to the character or appearance of the Conservation Area;
- ii) There are acceptable and detailed plans for the site of the building to be demolished or partially demolished. Demolition is not to be undertaken before a contract for the carrying out of the works of redevelopment has been made, and planning permission has been granted for the development.

POLICY E.4.3: Conditions for Planning Permission in Conservation Areas

1.3.5 ‘Planning permission for proposals affecting Conservation Areas will not normally be granted except where certain conditions are met. These conditions are as follows:

- i) The design of any new development or alteration demonstrates that a high priority has been given to the objective of positively preserving or enhancing the character or appearance of the Conservation Area;
- ii) Proposals should pay special regard to historic building lines, scale, height, and massing, traditional patterns of frontages, vertical or horizontal emphasis, plot widths and detailed design e.g. the scale and spacing of window openings, and the nature and quality of materials;

- iii) Schemes should be drawn up in detail (outline applications will normally not be accepted);
- iv) Drawings of the proposals should show the proposed development in its setting and indicate any trees to be retained, lost or replaced,
- v) A proposal for a site adjacent to or outside a Conservation Area will be unacceptable if it would have a significant adverse impact on the character and appearance of the Conservation Area;
- vi) The proposed use will not adversely affect the character or appearance of the Conservation Area.’

1.3.6 The Unitary Development Plan is currently under review. A First Draft of the new plan has been placed on deposit. It is expected that the new plan will be adopted late in 2005. The new draft Unitary Development Plan, also known as “The Southwark Plan”, is supported by a number of supplementary planning guidance documents relating to different themes – including design and heritage conservation – and for different areas.

Policy 4.3.1: Supplementary Planning Guidance Clean and Green

In exercising its powers under the Planning Acts and Part 1 of the Historic Buildings and Ancient Monuments Act 1953, the council must pay special attention to the desirability of preserving or enhancing the character or appearance of its conservation areas. In Southwark this requirement is satisfied in a number of ways including the formation of conservation policy (UDP), production of supplementary planning guidance and character assessments, and in assessment of applications for planning permission and Conservation Area Consent.

Policy 4.3.2: Supplementary Planning Guidance Clean and Green

1.3.7 The Council is required from time to time to formulate and publish proposals for the preservation and enhancement of its conservation areas, and to undertake local public consultation on such proposals.

Policy 6.2: Information Requirements

1.3.8 Outline proposals are not acceptable for any applications affecting listed buildings or conservation areas. Design statements will be required with all applications affecting listed buildings or conservation areas. The statement should describe how the proposal will preserve or enhance the conservation area or listed building. More information on Design Statements is available in Council's design and sustainability SPG's. Consent will not be granted for any demolition or alterations without detail proposals for:

- i) The protection of any retained fabric;
- ii) An acceptable replacement scheme;
- iii) Work requiring listed building consent without a detailed statement setting out the justification, design approach and methods for the work

1.3.9 Information on the review of the Unitary Development Plan, including electronic versions of the plan and supplementary planning guidance, can be found on the Council's website at www.southwark.gov.uk/udp

Further Information

This document is not exhaustive, and further advice and information can be obtained from the Planning Department, London Borough of Southwark.

2. Historical Background

2.1 Origins

2.1.1 St Saviours Dock is a part of Bermondsey, which was mentioned in the Domesday Book (1086), deriving its name from 'Beormund's Ey, or island'. The name described the original settlement, which was on high land amid marshes and streams that almost surrounded it. At that time Bermondsey was part of a royal manor belonging to King William and consisted of a settlement and farmland. There was also a new church, St. Saviour's, around which Bermondsey Abbey was founded in 1082 by Aylwin Child.

Medieval period- Bermondsey Abbey

2.1.2 Bermondsey Abbey became one of the principal religious houses in the country during the middle ages and owned most of the land around it until, in 1538, it was dissolved by King Henry VIII.

2.1.3 Between 1066 and 1485 part of the area near St. Saviours Dock was owned by the Knights of St. John of Jerusalem, who had water mills there. The area was called St. John at Thames and the name eventually became contracted to Shad Thames. The tidal creek serving the abbey was named St. Saviour's Dock after the Abbey Church. Early maps show it as the only natural inlet in this part of the river shore. Bermondsey Abbey Mill, which ground the corn for the Abbey, was situated at the millstream which ran along what is now Mill Street beside St. Saviours Dock.

1500 to 1800

2.1.4 Industries began to grow up in Bermondsey because of the proximity to available resources and the demand for goods by the City of London across the river. By the beginning of the 17th century, documentary evidence suggests that both the River Thames frontage and St. Saviours Dock frontage were fully developed and by the end of 17th century both frontages of Shad Thames were developed.

19th century - Industrialisation

2.1.5 There were many varied industries in Bermondsey. Around St. Saviours Dock they included leather and associated industries, and foreign goods and foods such as tea and spices. Processing and packaging firms also developed: Jacobs biscuits were based in Wolseley Street. As industries grew, more people moved into the area, and land that had been market gardens was built on for houses. During the 19th century there was heavy development. Many of the warehouses that can be seen around St. Saviours Dock date from the period 1850 to 1890.

2.1.6 The area from Jacob Street to the Thames was known as Jacobs Island during 19th century, and it was here that some of the poorest people in Bermondsey lived. It was cut off from the rest of Bermondsey and its main water supply was still the old millstream, which had become a ditch. As a result of this and overcrowding disease was a constant problem. Charles Dickens mentions the area in his book, *Oliver Twist*, and warehouses at St Saviours are reputedly the setting for Fagin's den.



Figure 4 The Conservation Area overlaid on Edward Stanford's map of 1862: Many of the riverside and dockside sites had been redeveloped to their current form.



Figure 5 The Conservation Area overlaid on Godfrey edition of the 1894 Ordnance Survey maps. There is virtually no change between this map and the later Godfrey edition of the 1914 Ordnance Survey maps.

20th century - slum clearance

2.1.7 By the 1920s, much of the housing was in poor condition and in many places was reduced to slums. There was a strong movement of social reform in Bermondsey, which led to the demolition and rebuilding of housing. In WW2 there was significant bombing in and around Bermondsey, and this resulted in the need for major rebuilding after the war. The Most Holy Trinity Church, Dockhead, is one of the more significant modern landmarks, consecrated in 1960 to replace a church that was destroyed during the war. As a Roman Catholic Church, it is also an indication of the character of populations in the area: many Irish and other Catholics moved to Bermondsey to work in its industries and then settled there.

Industrial decline and regeneration

2.1.8 By the 1970s the docks' original industrial purpose had more or less ceased, and many of the buildings began to fall into dereliction. Government regeneration programmes, through agencies such as the London Docklands Development Corporation, sought new uses and life for the area. Gradually the desirability of waterside locations as places to work and live was recognised: with its proximity to the City, spectacular riverside views, and characterful and spacious buildings, St. Saviours Dock has become fashionable. Although a number of buildings have been lost to reconstruction through the 1980s and 90s, refurbishment and conversion of several of the warehouses for residential use has saved many, and the street character of the area has, by and large, been preserved.



Figure 6 St Saviours Dock at low tide

2.2 Sub Area 1

Shad Thames, St. Saviours Dock and Mill Street

2.2.1 St. Saviours Dock is the distinctive feature around which the Conservation Area is based. The unbroken line of warehouses that overlook the water on both sides of the dock generates its character and also influences the character of the streets that serve them.

2.2.2 The practical need to maximise building areas for the business of storing goods coming in off the ships led to almost complete building coverage of plots, with no external space except for the public streets that provided essential access to them. The streets themselves are reduced to minimal widths and in Shad Thames warehouses are linked to one another with catwalks and bridges above. Buildings in the most valuable locations on the riverfront are typically built 6 or 7 and up to 9 storeys high.

2.3 Sub Area 2

Riverside and Providence Square

2.3.1 The tightest warehouse character is related to buildings with waterside access, and extends eastwards along Bermondsey Wall from St. Saviours Dock. Although the sites along the river and the dock have been built up for centuries, none of the present warehouses predates 1850 with most erected between this time and the 1890s to replace earlier buildings.

2.3.2 Buildings on the river, both modern and traditional, retain a strong relationship with the Thames. Modern interventions such as China Wharf by CZWG and Providence Square by Lifschutz Davidson have captured the industrial character due to their block form, hard urban edge and scale.

2.4 Sub Area 3

Dockhead

2.4.1 The morphology of the Dockhead area is more open than the wharf areas, with broader street spaces and lower building heights of typically three to four storeys high. The grounds surrounding the Most Holy Trinity Church enhance this feeling of spaciousness. Like the warehouses, building frontages are continuous and situated on the street, but there is space within the blocks for private gardens, yards, parking and other utilities.

2.4.2 Secondary warehouse buildings in the streets behind tend to be lower, typically only three storeys as in Jacob Street and Wolseley Street. The historical indications are that these developments grew up in the gardens and yards behind the main river frontage, which was already densely built up. Rocque's map of 1746 shows this situation, while by 1784 Jacob Street and Water Lane (now Wolseley Street) had been developed, and the angled alignment of Dockhead had been established (named "Folly" on the map).



Figure 7 Modern development slotting effectively between Victorian buildings around Dockhead

2.4.3 In 1784 the whole length of the riverside was connected behind riverfront wharves from Pickle Herring Street west of present day Tower Bridge, to beyond Rotherhithe. St. Saviours Dock created the only deviation from the line. In more recent times this continuity has been lost. Jamaica Road is a later alignment, cutting diagonally across a roughly rectilinear street pattern towards Rotherhithe, and bypassing a former route, which led up Mill Street and onto Bermondsey Wall. The area around Dockhead and along Jamaica Road has developed with a more general urban function, now providing an important route to the Surrey Docks.

3. The Character and Appearance of the Area

3.1 Broad Context

3.1.1 The key to the character of the St. Saviour's Dock conservation area is its relationship to the river Thames. The tight frontage of warehouses creates a strong urban edge. It is emphasised by the solidity of warehouse façades, in which the proportion of wall surface to window openings (solid to void) is high. The opening of St. Saviours Dock onto the river is a distinctive townscape event, on which the special character of the Conservation Area is based

3.1.2 To the west, the Tower Bridge Conservation Area has a similar townscape character to St. Saviours Dock Conservation Area and Shad Thames runs through both. To the south-east, the Conservation Area is clearly distinct from its surroundings, mainly 1920s and 1930s residential development in 4 storey LCC balcony access flats.

3.1.3 Access into the area is limited. Jamaica Road at Dockhead, the southern edget of the Conservation Area, is the most significant access route.

3.1.4 The St. Saviours Dock Conservation Area comprises three main elements:

- The wharf areas of the dock itself and surrounding warehouse buildings;
- The narrow access streets that serve the dock and riverfront warehouses;
- Dockhead and the centre of the local neighbourhood on Jamaica Road.

3.1.5 The Conservation Area comprises a number of distinct townscape sub-characters, which are identified and described in more detail below. For ease of description the wharf areas can be divided into three, based on Shad Thames, Mill Street and Bermondsey Wall: nevertheless they have similar characteristics. Dockhead is a further distinctive sub-area, whose character derives from its more varied mix of urban uses and building types.

3.1.6 There are extensive views to the area from the north side of the river. As noted in 3.1.18 this results in a requirement to take particular care in the design of rooflines in the area.



Figure 8 View of the Conservation Area from the north side of the river. Butlers Wharf can be seen on the far right with Bermondsey Wall West on the left.

Local Materials and Details

3.1.7 St. Saviours Dock Conservation Area has a varied range of architectural forms and styles. There are some common themes, however, that are generally typical of an 18th/19th century London setting:

- Yellow London stock brick as the basic construction material, or red facings in certain buildings;
- Façades designed on classical principles, usually with parapet roofs and cornices topping off street elevations that provide a horizontal roofline;
- Generally very simple architectural detail, with plain brick openings and modest brick string courses and cornices; where there is elaboration it is usually in Portland / artificial stone or stucco dressings.

3.1.8 The relatively brief period of redevelopment during which most of the present Conservation Area was established in the second half of the 19th century further adds to the consistency of the visual character of the area in architectural style and detailing.

3.1.9 Most of the warehouse buildings retain a plain simplicity, but in some of the later buildings a little more decoration is apparent. Even so, the devices used tend to express structural strength rather than mere decoration. In other buildings structural strengthening is subtly apparent in the brick patterns of large relieving arches spanning whole elevations, and everywhere iron wall-anchors express the internal structure, tying massive walls to heavy load-bearing floors.

Warehouse buildings

3.1.10 The regular fenestration of the warehouse buildings combined with yellow London stock brick creates a consistent background for the distinctive qualities of street form and dockside detailing. Buildings that stray from this simple pattern and form risk being intrusive.

3.1.11 Tall expanses of brickwork with small regularly spaced windows typify the aesthetic and many examples have very simple architectural forms. The vertical elements of loading doors running the full height of the building to serve each storey are important to modulate the repetitive grid of the window arrangements. The regular disposition of openings reflects a very regular internal structural layout. Windows are not large, typically squarish, 1.2 - 1.5 metres in size and representing about one sixth of the external wall area. Smaller sizes than this could

create a forbidding appearance; significantly larger would tend to lose the warehouse character.

3.1.12 Door openings are frequently provided at every floor level in a single structural bay for the whole height of the building elevation, for hoisting in goods at each level. These bays may be little wider than the windows, or they may take up a whole structural bay – the key is their strong verticality. In residential use they provide the opportunity for an occasional wider window opening or careful adaptation to a balcony. Other distinctive warehouse features include hoisting equipment and the flaps and ironmongery associated with the taking-in doors. These should generally be kept.

3.1.13 Window openings are almost invariably spanned with segmental brick arches, and the loading that the buildings are designed to take is reflected in the robustness of the detail of the external walls, which are often one-and-a-half bricks deep (37 cm) or more. The windows will be set back a half-brick depth (11 cm), the deep reveals again expressing the strength of the brick construction. The material itself is standard London stock brick, but often the details, such as window arches and reveals, plinths, and so on, are in blue or other contrasting engineering brick, and often to bull-nose or other special patterns. Sills are simple, concrete or stone.

3.1.14 In the more basic designs, structural openings are formed with deep segmental brick arches and plain stone or concrete sills. There may be relieving arches built into the overall brickwork pattern, and cast iron plates anchoring ties between the external walls and internal floor structures of the buildings. More elaborate designs may incorporate brick quoins, cornices, and finer arch details.

3.1.15 Windows themselves are usually multi-paned; usually of iron or steel, but some timber-framed examples survive. Doors are almost invariably of plain-boarded wooden patterns, which give the opportunity to introduce areas of paint colour.

3.1.16 Roofs are pitched and slated, sometimes forming gable ends and sometimes hipped behind simple brick parapets to give a horizontal parapet line. Generally it is this parapet line that forms the skyline in views from street level. The details of gantries, winches, catwalks and platforms associated with the loading bays provide distinctive texture, particularly across the narrow street of Shad Thames.



Figure 9 Reeds Wharf showing the typical features of a wharf building

3.1.17 At roof level, walls are both finished as simple gables and eaves, and extended as horizontal parapets. In general buildings are so high, and angles of view so steep from the narrow streets, that the roofs themselves are not apparent and the roof detail itself is not a key element of building character. This does mean, however, that the parapet level of elevations is particularly important, and while over-elaboration is not appropriate, some simple expression of the top course, such as a coping, a dentil course or corbelling may be.

3.1.18 Nevertheless, roofs are important as part of the skyline when viewed from other buildings and in long views (e.g. from across the river). In these cases great care should be taken to retain the integrity of relatively horizontal rooflines. The shallow pitched hipped roofs, which are typical of the warehouse building type, are not prominent above parapets, but pent-house floors may intrude and could significantly and detrimentally change the character of the skyline of the Conservation Area. This is an issue at New Concordia Wharf, where the landmark of its distinctive water tower in the centre of the block has been visually diminished by the addition of a glazed roof storey around it.

Street surfaces

3.1.19 In general the street surfaces in the St. Saviours Dock Conservation Area are ordinary, and former cobbled lanes have been overlaid with tarmac. However, narrow carriageways, granite kerbs and stone flagged footways remain in some areas, and their general alignment should be retained, perhaps with improvements to enhance pedestrian comfort. There are good examples further east in Shad Thames (in the Tower Bridge Conservation Area) of street treatments that meet the needs of traffic access and pedestrian comfort within a similar narrow street, and these would also be appropriate in the St. Saviours Dock area.

Colour

3.1.20 Colour was probably not a strong component of the character of the warehouse areas originally, except that the soot-blackened brick and grey stone street surfaces would have provided a drab uniformity against which anything bright would have stood out. Examples still retained at St. Saviours might include the painted company signs, like St. George's Wharf, and there may be scope for reinstating others. Landmarks such as Jacobs Island Pier, and indeed the vibrancy of other quayside activity, catch the eye because there is otherwise a general restraint of colour in the area.

Dockside detail

3.1.21 Other dockside detail, not attached to the main buildings, is also of great importance to the character of the area. The most notable elements are the swing bridge at the mouth of the dock onto the river (which is a modern construction in the spirit of quayside character), and the floating stage of Jacobs Island Pier (also a recent arrival). Such elements are eye-catching because of their distinctive forms and, in the case of the pier, the bright blue paint of the old timber pavilion on it.



Figure 10 Floating stage at Jacobs Island Pier

3.2 Sub Area 1 – Shad Thames and St. Saviours Dock

Shad Thames

3.2.1 Shad Thames and St. Saviours Dock represent the most distinctive character of the Conservation Area. Shad Thames is a narrow street, only eight to nine metres between faces of buildings but up to 9 storeys high. Its winding configuration roughly follows the line of the dock, providing constantly varying vistas closed by the changing planes of building frontages.

3.2.2 The street surface itself provides a narrow carriageway and narrow footways separated by raised granite kerbs: in some locations the footway is omitted altogether. This arrangement emphasises the strong linearity of the street.

3.2.3 As the dock joins the river, the character of the area changes. Here the main features are the broad panoramas over the river to Tower Bridge in the west and Canary Wharf Tower in the east. This contrasts with the narrow, enclosed streets of Shad Thames and Bermondsey Wall. Westwards a broad concourse leads to Tower Bridge, past the Design Museum. The entrance to the dock is crossed by an elegant, stainless steel, cable-stayed footbridge. This was erected in 1995 to the designs of Whitby & Bird, engineers, with Nicholas Lacey & Partners.

3.2.4 The eastern side of Shad Thames is continuously lined with listed warehouse buildings, from Jamaica Wharf at the south end to Java Wharf. These buildings also have faces onto the water, providing vital enclosure of the dock. They vary in both date and scale, from the small, 3-bay Crown Wharf of the 1840s to the more substantial mid- to later 19th century St. George's and St. Andrew's Wharves and the 1883 Jamaica Wharf, which terminates the Tooley Street end of the group. The northernmost of the listed wharves, Java Wharf, is largely a 1980s



Figure 11 Warehouse buildings along Shad Thames: St. George's Wharf is on the right.



Figure 12 View of high-level bridges linking St. Andrew's Wharf and Crown Wharf with the Burmah Building. The impact of new steel balconies on the appearance of the street is also clear.

reconstruction in neo-warehouse style. Between here and the mouth of the Dock the buildings are of distinctively late 20th century character, though still preserving the street edge to dock edge footprint and respecting the important sense of enclosure. The 1980s Cinnamon and Saffron Wharves by Conran Roche flank the more refined David Mellor Building of 1990-1 by Michael Hopkins & Partners, and the dock elevation terminates with the austere, red brick Tea Trade Wharf, formerly known as "Building 15" of Butler's Wharf. The western side, included in the Tower Bridge Conservation Area, is generally of less consistent architectural and historic interest: only the Anise Building at No. 15 and the Burmah Building at No. 11 are listed. The latter is linked by high level bridges to St. Andrew's and Crown Wharves and both sides of the street work together to create its very distinctive character. The western boundary of the St. Saviours Conservation Area is drawn along the centreline of Shad Thames and the quality of the street should be assessed with reference to both Conservation Areas.

3.2.5 The buildings have changed from their original warehouse functions and most have now been refurbished for residential use. Generally, they have retained their scale and architectural detail. Christian's Wharf on the west side of the dock now exhibits a dense array of steel balconies, inserted where there were once loading doors, which interrupts the sheer plane of the face of the buildings. Saffron Wharf and Cinnamon Wharf have been rebuilt in modern styles; Cinnamon Wharf with elevations constructed in plain horizontal rectangular modules stacked 9 storeys high.

3.2.6 The Design Museum building, next to Tea Trade Wharf, is modernist, contrasting with the language of the architecture surrounding it. Its river façade is low, horizontal, highly glazed and open to interior view. Its white colour makes it stand out as a notable landmark. As a bold statement

for a distinctive function, it is successful, but it is not typical of the established character of development in the Conservation Area.

Mill Street

3.2.7 The eastern side of St. Saviours Dock is lined by warehouses in Mill Street. Their relationship to the dock mirrors those in Shad Thames, but they occupy much deeper sites. The buildings on the eastern side of Mill Street are less dominant, more typically only three storeys and undergoing redevelopment. They are linked to the general development of Sub Area 3 – Dockhead (3.4 below).

3.2.8 At the south end, curving onto Jamaica Road, Scott's Sufferance Wharf is a reserved 1980s development that adopts Victorian motifs. Adjoining this is Lloyd's Wharf, a converted 1890's biscuit factory. Unity Wharf, Vogans Mill, St. Saviours Dock Wharf and New Concordia Wharf are all mid- or later 19th century listed buildings that have undergone conversion, largely retaining their original character. The buildings of New Concordia Wharf originally formed part of St. Saviour's Flour Mill, established in 1882 and rebuilt after fire damage in the 1890s. Their conversion in 1982-3 was an early example of Dockland regeneration. The chimney, despite truncation in 1979 to its present ungainly proportions, is an important feature of the Mill Street townscape. The striking modern 18-storey white residential tower of Vogans Mill, prominent in the view from Wolseley Street, follows on the footprint of a large former silo. The listed, mid-19th century Reeds Wharf, on the riverfront, closes the vista northwards along Mill Street.

3.2.9 The original parts of Vogan's Mill, New Concordia Wharf and St. Saviours Wharf together form an important six-storey group on the western side of Mill Street. Reeds Wharf is connected to this group by China Wharf, a modern interpretation of warehouse architecture that exploits some of the larger scale traditional features, such as broad relieving arches and dominant gables. Wall cranes are an important feature of the dock elevations of St. Saviour's and New Concordia Wharves.



Figure 13 The modernist Design Museum situated on the riverside



Figure 14 View up Mill Street from near Jamaica Road with Vogan's Mill tower in the distance



Figure 15 View down Mill Street with New Concordia Wharf to the right.



Figure 16 View up St Saviours Dock from Jamaica Road

Views and Townscape

3.2.10 Vistas along St. Saviours Dock resemble both a canal and, because of the tall proportion of its height to its width and the continuity of its building faces, a street. The slight crank in the middle means that one is barely aware of its ends, suggesting that it might be longer than it really is. This sets up intriguing vistas from both ends. Self-evidently it is essential to its character that it still retains water while other docks have been filled in. From Jamaica Street the abruptness of the opening of the view between buildings either side of the dock is vital to its quality of surprise.

3.2.11 The tight frontage of warehouses generally creates a very strong and distinctive urban edge with views restricted to narrow vistas and glimpses. Mill Street is wider, and building conversions have introduced a number of new architectural elements and set-backs from the building line, so that the character is less intense than at Shad Thames. The tall residential tower of Vogan's Mill and the chimney at New Concordia Wharf are prominent landmarks in the area visible from surrounding streets and in long views from the north bank of the Thames.

3.2.12 The confined character of the Conservation Area means that views within it are generally restricted to narrow vistas and glimpses. Key Views are: northwards along St. Saviours Dock from the dock head at Jamaica Road and along Mill Street, southwards along St. Saviours Dock from the bridge at the mouth of the dock and changing views along Shad Thames both northwards and southwards. There are also panoramic river views from the riverside concourse in front of Tea Trade Wharf, spanning Tower Bridge and the City skyline to Canary Wharf Tower.

3.2.13 Within the area there are buildings that by the nature of their design or position provide the focus for views, notably New Concordia Wharf, which forms a distinctive corner group on the riverside, and the design museum at the western edge of the area on the riverfront.

Key spaces

3.2.13 Although public views and access are restricted to each end, St Saviours Dock forms a key open space in the Conservation Area.

3.2.15 The river front walk in front of the Design Museum, around Butlers Wharf and across the new footbridge allows extensive views across the river and provides a dynamic public space. The footbridge and connection through to Mill Street past China Wharf provide public access during the day but is not a public right of way. Recent high quality paving and lighting have enhanced this area. Mill Street opens a little at the north end where it turns into Bermondsey Wall West, and a new 3-storey office building creates a small urban space between China Wharf and Reeds Wharf.

3.3 Sub Area 2 – Riverside and Providence Square

3.3.1 Bermondsey Wall West follows the line of the historic riverside route to Rotherhithe. It runs behind the river frontages from Reeds Wharf to Sterling Wharf Stairs where Chamber's Wharf cuts off its alignment, This point marks the eastern limit of the Conservation Area.

3.3.2 In the area around Bermondsey Wall West, there has been extensive redevelopment replacing warehouse buildings with new build. Redevelopment is following a consistent post-modern style in brick and glass, but its main reference to the historic setting is scale rather than architecture. There is significant risk to the character of the historic street pattern in opening it up too much.

3.3.3 On the south side of Bermondsey Wall West the principal recent development is Providence Square. It consists of 3 6-storey residential blocks arranged around a fenced open space occupied by informal private gardens. This open space visually extends across Bermondsey Wall West to the riverside. A very narrow carriageway with reconstituted



Figure 17 Modern landmark of Vogans Mill Tower viewed from Wolseley Street

Figure 18 New urban space between Reeds Wharf and China Wharf created by a new office building.





Figure 19 Warehouses at east end of Conservation Area are current undergoing redevelopment



stone flags and granite kerbs remains as evidence that this was once at least as tight a wharf environment as Shad Thames, before the opening up of Providence Square and the gap on the riverfront.

3.3.4 To the east of Providence Square the roadway is again tightly enclosed on both sides, with three large new riverside residential blocks followed by a group including two listed riverside warehouses: No. 29 Bermondsey Wall West of circa 1870 and No. 33, a former grist mill of 1866. Both are of 5 storeys. Opposite them is a smaller, more varied group including the late 19th century workshop at No. 28. Further inland, the corner of George Row and Jacob Street is marked by a pair of key buildings: the listed former chainmakers' workshop at no. 67 George Row and the 3 1/2 storey, polychrome brick warehouse at No. 23 Jacob Street, which is dated 1890. This group is of value for closing the views into the conservation area from Chambers Street and George Row.

Views and Townscape

3.3.5 A break in the riverfront buildings on Bermondsey Wall West between Reed's Wharf and the new Providence Tower now gives broad views over the river. The space provides access to residential boats and barges

moored on the foreshore, some of which are luxuriantly planted as floating gardens.

3.3.6 Behind the space, the Providence Square development partially encloses a large private garden square. The result is a lesser degree of containment of Bermondsey Wall West than the historic urban form would have created: the gardens are separated from the street by a wall and railings, and the riverside space needs a more co-ordinated hard landscape treatment.

Negative features

3.3.7 Through recent redevelopment new buildings have now taken up much of the previously under-used space in the Conservation Area. There are no buildings within that are considered to have a negative impact on the character and appearance of the conservation area, but some buildings may have a negative impact on the character and appearance of the conservation area, but some buildings may have a neutral effect.



Figure 20 Residential boats and barges moored on the foreshore



Figure 21 Informal landscape at Providence Square



Figure 22 Tower Bridge Buildings and The Most Holy Trinity Catholic Church create a focal point at Dockhead



Figure 23 Open character of Dockhead with No. 55 Dockhead, the former Swan and Sugar Loaf public house, on the left and the Dockhead Fire Station on the right.



Figure 24 View of Wolseley Street with the Fire Station in the foreground and the "The Ship Aground" to the right.

3.4 Sub Area 3 – Dockhead

3.4.1 Dockhead is an important nodal point, with local shops and services and well-established housing areas. The mixed urban uses create a strong neighbourhood character and a readily identifiable place on the route out east from Southwark. Passing along Jamaica Road, the landmarks that draw attention to Dockhead are the west end of the listed Most Holy Trinity Catholic Church, built in 1957-60 to the designs of H.S. Goodhart-Rendel, and the wedge-shaped end of Tower Bridge Buildings, a 5-storey tenement block of circa 1890. The varying scale of buildings (3 to 5 storeys), along Dockhead its relative openness, and its position on Jamaica Road make it a focus for the surrounding community.

3.4.2 Wolseley Street and Jacob Street continue a low-key scale of development behind Dockhead with the domestic scale of the three late 19th century cottages at 24 – 26 Wolseley Street, and, opposite them, the Dockhead Fire Station and the Ship Aground public house. The north side of Jacob Street presents a neutral street elevation in varied brick colours, but it is enhanced by good older buildings on the corners with George Row and Mill Street.

3.4.3 Running into Wolseley Street, the older buildings are typical of late Victorian town architecture. Stock bricks are complemented by more stone and red-brick detail, and window proportions taller, to classic vertical sash patterns. At ground floor level uses are either for shops or for storage and workshops, with living accommodation above: even the Fire Station (a 20th-century building) follows this pattern. The tightly rounded end of Tower Bridge Buildings in the angle of Dockhead and Mill Street is a striking form, and otherwise the buildings fall discreetly into well-proportioned and regular groups.

Views and Townscape

3.4.4 The Most Holy Catholic Trinity Church is an important local landmark and is given great prominence by the gardens around the church and the width of Dockhead. The heavy, patterned brick, western front adds strength to the building. More local views, looking into the conservation area from the south along Parker's Row, focus on the Fire Station and 55 Dockhead.

3.4.5 There is a limited number of street trees in Jacob Street, but their impact is important to the setting of new development there. Farthing Alley is notable for a very distinctive use of Indian Bean trees, making an attractive pedestrian route beside the development of 1930s flats on the Conservation Area boundary.

Neutral areas

3.4.6 Jacob Street is generally a neutral area that includes a recent low-rise housing development on the north side in a bland three-storey workshop idiom and a 1960s balcony access development on the south. There are some buildings of interest including the warehouse building at 23 Jacobs Street and the listed No. 67 George Row.



Figure 25 Indian Bean Trees at Farthing Alley



Figure 26 Corner of Jacobs Street and George Row showing the wider street width, the warehouse building at 23 Jacobs Street (centre) and 67 George Row (right).

4. Audit



Figure 27 Listed buildings (red) and buildings that contribute to the quality of the Conservation Area (orange).

4.1 Listed Buildings

4.1.1 The list of buildings of special architectural or historic interest for Southwark was updated in September 1998. Detailed list descriptions are available from the Council. Listed buildings are mostly grouped in three locations: Nos. 2 – 16 Shad Thames overlooking the dock; the north end of Mill Street, overlooking the dock and including Reeds Wharf on the river front, and Nos. 29 and 33 Bermondsey Wall West. Away from these groups, the Most Holy Trinity Catholic Church, with its presbytery, and No. 67 George Row are also listed. A complete list of the listed buildings in the conservation area is set out in paragraph 4.1.12 below.

Key Unlisted Buildings and Building Groups

4.1.2 The main defining elements of the Conservation Area are groups of buildings that combine into frontages that define streets, spaces and views. Often this group value of buildings is as important as the individual characteristics of listed buildings, and the scale, containment and background character that they provide is essential to the character of the Conservation Area. Descriptions of the context of these groups are given below. The list set out in paragraph 4.1.13 below seeks

to identify key individual unlisted buildings in the conservation area but is not intended to be exclusive.

Sub Area 1 - Shad Thames and St. Saviours Dock

4.1.3 2 to 16 Shad Thames. This group of grade II listed warehouses includes Jamaica Wharf, Dockhead Wharf and Shutters, St. George's Wharf and Christians, St. Saviours Warehouse, St. Andrew's Wharf, Crown Wharf and Java Wharf. The group is five, six and seven storeys high except for Jamaica Wharf, which is only three storeys high, appropriate to its end elevation onto Jamaica Road. The group rises sheer out of the dock, and relates closely to the opposite group on the dock. Both groups figure strongly in views from the south end of the dock. The group also relates to warehouses on the west side of Shad Thames in Tower Bridge Conservation Area.

4.1.4 18 to 28 Shad Thames. This group is unlisted, and includes some modern redevelopment. The key element is the former "Building 15" of Butler's Wharf, built in 1922 in a modernist style, now known as Tea Trade Wharf, which occupies the northwest corner of the dock at its river entrance. Although none of the buildings are listed, the group has enormous importance in setting a consistent five to eight storey scale, with a solid outline that balances that of New Concordia Wharf on the eastern corner of the dock. The group has particular impact viewed from the bridge at the mouth of the dock, and in long views from the north side of the river, because of the angle formed as the dock narrows.

4.1.5 Scott's Sufferance Wharf. This unlisted recent development (five to six storeys high) is important both as a foil to the Jamaica/Java Wharf group across the dock, and also in forming the streetscape of Jamaica Road as it curves into Mill Street.

Sub Area 2 - Mill Street

4.1.6 North of Scott's Sufferance Wharf the land between Mill Street and the east side of the dock is completely filled with an important group of (now converted) industrial buildings extending from Lloyd's Wharf, a late 19th century biscuit factory, to the river. All of them, except Lloyd's Wharf are listed.

15 to 27 Mill Street.

This group of Grade II listed warehouses comprises Unity Wharf, Vogan's Mill, St. Saviour's Wharf and New Concordia Wharf. New Concordia Wharf situated on the eastern side of the mouth of St.



Figure 28 Tall warehouse buildings along Shad Thames



Figure 29 Tea Trade Wharf, showing the pedestrian link across the mouth of St. Saviour's Dock



Figure 30 New Concordia Wharf

Saviours Dock, occupying a corner facing both the dock and the Thames, holds a key position opposite Tea Trade Wharf. It has a strong character as the rhythm of its long six-storey façade onto the dock is turned onto its end elevation over the river. It is a well-proportioned building, with distinctive buff brick window arches in a brown brick façade: the small-paned iron casements have been retained. On its roof is a distinctive square water tower, now converted to residential use, which figures strongly in views to St. Saviours Dock from Tower Bridge and the north side of the river. Lightweight steel balconies have been added in front of the loading doors, and a glazed roof storey has been added, set back behind the original brick cornice.

4.1.7 The older parts of Vogans Mill, and St. Saviours Wharf share the main architectural characteristics of New Concordia Wharf. The other buildings are more evident in Mill Street than on the dock, particularly Vogan's Mill.



Figure 31 No 21 Bermondsey Wall West has recently been restored

4.1.8 Reeds Wharf is a Grade II listed five-storey warehouse on the riverfront on Bermondsey Wall West. The simple building has been little altered externally except for new timber windows.

Sub Area 2 – Riverside and Providence Square

4.1.9 No. 21 Bermondsey Wall West. This is an unusual building in the street scene, almost Mediterranean in appearance with its white rendered wall punctuated only by a large door with a classical segmental pediment, and a simple circular window above it. The building has recently been restored and extended, losing some of its character. The small square in front of it, on the corner of George Row has potential for enhancement.



Figure 32 No 21 Bermondsey Wall West prior to restoration

4.1.10 29 to 33 and 26 to 40 Bermondsey Wall West. A key group forming a complete narrow streetscape between the five storey blocks of nos. 29 to 33 on the riverside and nos. 26 to 40 on the south side. The buildings, two of which are listed, form part of a mixed new build and refurbishment scheme currently under construction. Restoration of the streetscape at the east end of the street possibly linking into the river walk east of the Conservation Area should also be encouraged.

Sub Area 3 – Dockhead

4.1.11 Dockhead. The whole block of buildings on Dockhead from Tower Bridge Buildings to the old Fire Station at no. 55 are a key group because of the enclosure they create to the space on the north side of the church, although they are varied in age and style. A degree

of unity is achieved in the group through cornice/string courses that extend across the elevations above the third storey level, (see Error! Reference source not found.) above which there is a variety of roof details, fourth and fifth storeys.

4.1.12 Listed Buildings in the Conservation Area

Bermondsey Wall West:

- Reed's Wharf
- No. 29
- No. 33.

George Row:

- No. 67.

Jamaica Road:

- Most Holy Trinity Catholic Church and Presbytery.

Mill Street:

- Unity Wharf
- No. 17, Vogan's Mill (former Mill Wharf)
- No. 17, Vogan's Mill, north east block
- No. 17, Vogan's Mill, south west block
- Nos. 23, 25, St. Saviour's Wharf
- No. 27, New Concordia Wharf, dock range
- No. 27, New Concordia Wharf, north east block, with water tower and chimney
- No. 27, New Concordia Wharf, south block.

Shad Thames:

- No. 2, Jamaica Wharf
- No. 4, Dockhead Wharf, north block
- No. 4, Dockhead Wharf, south block
- No. 6, St. George's Wharf, Christians
- No. 8, St. Saviour's Wharf
- No. 12, St Andrew's Wharf, "A"
- No. 12, St. Andrew's Wharf, "B"
- Crown Wharf
- No. 16, Java Wharf.

4.1.13 Unlisted Buildings that make a Positive Contribution to the Conservation Area

Bermondsey Wall West:

- No. 28.

Dockhead:

- Tower Bridge Buildings
- No. 41
- No. 55.

Jacob Street:

- No. 23.

Mill Street:

- Lloyd's Wharf
- No. 8, "Little London"
- No. 29, China Wharf.

Providence Square:

- No. 128.

St. Saviour's Dock:

- Footbridge.

Shad Thames:

- No. 22, David Mellor Building
- Tea Trade Wharf
- The Design Museum.

Wolseley Street:

- No. 1, "Tower Finishers"
- Dockhead Fire Station
- The Ship Aground public house
- Nos. 24, 25 & 26.

4.2 Archaeology.

4.2.1 The Conservation Area lies within the Archaeological Priority Zone of Borough/Bermondsey/Riverside as defined in the UDP adopted in July 1995.

4.2.2 Archaeological investigations in the area have produced invaluable information about the natural topography of this area of North Southwark and about the early prehistoric communities which lived here. The Neckinger is an ancient water course, traversing mud-flats and marsh before the development of the built environment, Archaeological investigations in the area have revealed the progressive development of water management since the medieval period, including possible elements of a tidal mill system at Jacobs Island.

4.2.3 The Council's existing and draft archaeological policies focus on the preservation of scheduled ancient monuments and important archaeological remains in situ. Where this cannot be achieved, archaeological investigation may be acceptable in some cases. Full consideration of archaeological matters is imperative where proposals for development and environmental improvements are initiated. The Council's Archaeology Officer should be consulted at the earliest stages of project development.

4.3 Improvements to buildings and public realm

4.3.1 The Conservation Area is seeing continued improvement of both buildings and street environment. Possible improvement schemes in the Conservation Area include work to be undertaken by private owners, by the local authority, and possibly in partnership. Property redevelopments should include the improvement to the adjacent public realm wherever possible.

4.3.2 The Conservation Area includes buildings in need of re-use and / or repair. In the main, the buildings themselves should remain, and any changes considered in the light of the guidance set out below. In some instances there is a case to be made for new buildings, either to fill gaps in the urban fabric, or to replace poor elements with more appropriate design. Fuller development briefs may be appropriate in some instances: the following notes summarise their potential.



Figure 33 Tower Bridge from riverside at area opposite Providence Square

Shad Thames

4.3.3 Shad Thames has been very effectively improved at its western end, in the Tower Bridge Conservation Area, with a shared pedestrian / vehicular surface scheme that retains the visual alignment of kerbs and pavements. The scheme should be extended to the eastern end of the Street in St. Saviours Conservation Area.

Providence Square

4.3.4 New works to the street surfaces of Bermondsey Wall West have been implemented. The adjacent riverside space and the gardens in Providence Square needs to be incorporated into this scheme, with improved ground surfaces, treatment of the concrete floodwall, and improvement to the boundary of the gardens.

4.4 Potential development sites

4.4.1 The Conservation Area was last revised in 1985 and the reasons for designating it still remain broadly applicable. The main pressure on the area then was the loss of working uses and the potential dereliction of many of the key warehouse buildings. Many buildings have in fact been lost, and redevelopment has not always been entirely in keeping with the architectural or spatial qualities of the Conservation Area.

4.4.2 Most remaining buildings, however, either are or have been converted to residential or workshop uses.

4.4.3 The scope for redevelopment in the Conservation Area is therefore now limited. The last site of significance, Bermondsey Wall West, is linked to the redevelopment area immediately to the east of the Conservation Area and is currently undergoing change. As far as the buildings in the Conservation Area are concerned, refurbishment is the preferred option.

5. St Saviours Dock : Guidelines

5.1 Introduction

Purpose of this guidance section

5.1.1 This section of the report draws out from the appraisal of those themes that are essential to the Conservation Area's historical character, to which new development and improvement should pay heed. It is not intended to provide a prescriptive methodology for new design in the area or to exclude innovation.

5.1.2 It should also be noted that architectural style, in terms of the design of elevations, selection of materials, detailing and so on, is only part of the concern. Equally important are townscape issues of mass, overall form, building placement relative to the public realm, creation and preservation of views and vistas, quality of boundary treatments, and visual impacts of utility areas such as parking, servicing and site access.

5.1.3 The appraisal of the Conservation Area notes that the main pressures on it relate to changes of use of the original warehouse buildings, and that dereliction of some buildings has created the opportunity and the need for regeneration. There is some good new building design in the Conservation Area in contemporary styles, and the following design guidance seeks to promote modern design of quality, as well as to preserve and reflect the historical character of the area.

Consulting the Council

5.1.4 The Council's conservation officer should be consulted prior to undertaking any alterations to the exterior of buildings within the Conservation Area and it is likely that planning permission and / or Conservation Area consent to demolish will be required for most significant works. Where a building is listed, there are stricter controls on what the owner can and cannot do. Most works to a listed building, whether internal or external, will require listed building consent where they are considered to affect the special architectural or historic interest of the building. Replacement of listed structures will usually prove unacceptable, and replacement of unlisted structures will normally only be entertained where existing buildings do not make a positive contribution to the character and appearance of the Conservation Area and the proposal can be shown to positively preserve or enhance that character and appearance. If unauthorised work is carried out the Council can enforce against it.

5.1.5 The following guidance provides some indication of the most appropriate approach to common problems and development pressures within the area. It is always wise to seek advice from the Council's planning and conservation officers before considering any building work.

5.2 Development form and urban morphology

5.2.1 A few redevelopment opportunities exist in the Conservation Area, but it is critical that the character of the area is not lost during the change. Careful handling would both fill unattractive gaps and make a positive contribution to the enhancement of the character of the area. It is important the overall form of the development is in keeping with the morphological characteristics of the area.

5.2.2 Two main morphologies have been identified:

- The tight 19th century warehousing that extends over most of the Conservation Area, and which addresses St. Saviours Dock in a similar way, rising sheer out of the water;
- A less specific metropolitan townscape, related to Jamaica Road and the "High Street" functions of Dockhead.

Street and plot patterns

5.2.3 It is important that the overall form of development remains in keeping with the morphological characteristics of the area. The urban form of the Conservation Area is key to its character and any change must consider the basic principles that have determined it. Development therefore can respond by:

- Maintaining the established or historic building line on the street – in most of the Conservation Area this means building on the boundary between the plot and the street and full development of the site to its edges with buildings;
- Keeping utility areas, if necessary, behind the street frontages, accessed from the rear or through narrow passages under and between buildings – this includes car parking, garaging, service areas and private amenity space;

Building form

5.2.4 There are very limited remaining opportunities within the Conservation Area for new development, although areas immediately to the east are undergoing regeneration. The characteristics of dockland development are:

- Tall elevations, minimum three storeys and, on the riverside and dock, from five to eight;
- Plain flat façades with little modulation on plan, except in some cases for superficial details such as brick pilasters or panels that reflect the structural grid of the building;
- Simple “blocky” building masses.

5.2.5 It is unlikely that development that does not meet these parameters will be successful.

5.2.6 Replacement of listed structures will usually prove unacceptable, and replacement of unlisted structures will normally only be entertained where existing buildings do not make a positive contribution to the character and appearance of the Conservation Area and the proposal can be shown to positively preserve or enhance that character and appearance.

5.2.7 A quite different level of detail derives from the specialist external fixtures and fittings that come from the old working mechanisms of the warehouses. Where possible and practical these should be retained, although care should be taken not to over-elaborate the theme with borrowed pieces of dockside bric-a-brac. The temptation to put in salvaged or reproduction items should be avoided (as an incidental point, demand for architectural salvage has led to a rise in the theft and illicit trade of material from other buildings).

5.2.8 In some instances features can be translated from their original use to residential conversions – loading platforms and catwalks make distinctive balconies for example. But again, deliberately reproducing these chance opportunities may not work, and runs the risk of over-elaborating what should be very simple building forms.

New design in the Conservation Area

5.2.9 There are some good examples of contemporary design that fit well into the street scene of the Conservation Area, such as the David Mellor Building, China Wharf and the new footbridge. The tower of Vogan's Mill replaces another tall element, a concrete grain silo, with a more elegant landmark. The success of modern design in the Conservation Area comes not from aping the style of 19th century warehouses, but in building on the unique townscape opportunities of density and height that the development pattern affords.

5.2.10 The most effective modern designs are those that employ a crisp simplicity of form and materials, echoing the functionality of the earlier environment in a modern idiom. By consciously adopting a clear design ethos, such examples sit more happily in the Conservation Area than more complex and self-consciously wharf-style designs.

5.3 Public Realm

5.3.1 In this context the public realm includes everything visible from publicly accessible areas, including both street spaces and private gardens and areas up to the front elevations of buildings. The essential components of the public realm that development and improvement should address are:

- Boundaries and frontages that define its edges;
- The surfaces and design of the space itself
- Trees, street furniture and other artefacts in the space.

Boundaries

5.3.2 In those parts of St. Saviours where the morphology of the warehouse areas is very tight, buildings are on the site boundary and the quality of building façades is most important. Design should avoid creating any intermediate areas between buildings and the street itself. Where, exceptionally, boundary separations are required, brick walls and railings should be used rather than fencing. The boundary treatment of Providence Square gardens is particularly important in this context.

Ground surfaces

5.3.3 Some street improvement schemes have been implemented in the Conservation Area. These schemes should be extended to cover the whole area, and new development schemes should be expected to make a contribution to their own immediate public street space.

The range of materials in use is limited, and should remain so for new work, based on granite kerbs and sett paving and natural flagstones. Brick and clay pavements are not part of the historic street scene and should be used with discretion.

Trees and street furniture

5.3.4 Trees can be of importance in defining some of the key spaces in the Conservation Area and to define lines of sight and movement. There may be some scope for new street trees in relation to new development and public realm improvement. Semi-mature specimens planted with tree guards are to be preferred to saplings, to have greater resistance to damage and a stronger visual impact.

5.3.5 A modern street furniture range has been adopted for the Conservation Area in work already carried out. The simple street lamp designs are effective, practical yet not utilitarian in style, appropriate to the Conservation Area's industrial heritage, and avoiding "Victoriana" clichés. New work should continue to use this range, observing its simple, practical styling.

5.4 Improvements and repairs

Materials

5.4.1 Choice and use of materials can have a significant effect on the character and appearance of the Conservation Area. It is therefore important that materials are appropriate for the building and for the Conservation Area. Care should be taken to ensure that original materials are retained wherever possible, and if replacements are necessary because of decay or damage, materials are chosen to match the originals as closely as possible in both appearance and performance.

5.4.2 The use of natural, traditional materials will be encouraged and expected, particularly on listed buildings. Artificial modern materials such as concrete tiles, artificial slates, UPVC windows etc., generally look out of place, and may have differing behavioural characteristics to natural materials. Where such inappropriate materials have been used in the past, their replacement with more sympathetic traditional materials and detailing, where possible, will be encouraged.

5.4.3 Much of the character of the warehouses comes from the requirement to support very heavy loadings. Load bearing brickwork is therefore very thick, laid to variations on English bond, with alternating courses of stretchers (long side facing out) and headers (end facing out). This creates a sturdy appearance, which contrasts with the blandness of the stretcher bond of modern cladding and cavity brickwork.

Maintenance

5.4.4 Repair works can prove costly and may require authorisation, which can cause delays. It is therefore far better to ensure that regular maintenance is undertaken thus preventing unnecessary decay and damage and the resultant costs and problems. Works such as the regular repainting of woodwork and timber, clearing out of debris in rainwater pipes and gutters, cutting back of vegetation in close proximity to buildings, repointing of failed mortar, and refixing of loose roof slates are all in themselves relatively minor tasks that will not require authorisation but which may lead to much more complex and expensive works if left unattended.

Windows and Doors

5.4.5 Where original elements exist they should be retained in situ wherever possible and repaired. The characteristic style of windows and doors in the Conservation Area is described in 3.1.11 - 3.1.15. The windows and doors that remain appear mostly to be in reasonable condition and require no more than regular maintenance.

5.4.6 All external joinery should be painted, which is the traditional finish. Stained or varnished timber finishes are inappropriate in the Conservation Area. Most window frames are painted white, although white may not have been their original colour, however repainting in garish colours would be inappropriate.

5.4.7 At the same time, there is the opportunity to introduce more colour, in the repainting of doors and retained mechanical features. Subdued and darker shades of red, green or blue can provide a highlighting theme, without being garish.

5.4.8 New replacement windows to listed buildings need to match the original glazing bars and detail of the originals. Where the existing windows or doors are however later alterations that detrimentally affect the character or appearance of a building, the Council will consider their replacement with appropriate traditional designs. The

use of modern materials such as aluminium or UPVC is inappropriate and not acceptable on historic buildings.

Roofs

5.4.9 Where possible, original roof coverings should be retained and if necessary repaired with slate to match the existing. Where re-roofing is unavoidable because of deterioration of the existing roof covering or inappropriate later works, the use of natural slate will usually be required. The use of more modern materials such as concrete tiles and artificial slate is unacceptable, and the greater weight of the former can lead to damage and deterioration of the roof structure if inappropriately used. Natural roof slates should be used in the Conservation Area: they have a better appearance than artificial slates and weather gradually and evenly over time.

5.4.10 Alterations to the roofscape in the conservation area have created some visual problems (see 3.1.18), and so further roof extensions and changes to the basic roof form are generally unacceptable. This is particularly important in respect of long views to the skyline of the Conservation Area from the river.

5.4.11 Where they exist, original chimneystacks and pots should always be retained and repaired if necessary. The reinstatement of appropriately designed replacement chimney pots where these have been lost will be encouraged.

Brickwork

5.4.12 The painting or rendering of original untreated brickwork should be avoided and is usually considered unacceptable. Where damaged bricks are to be replaced or new work undertaken, bricks should be carefully selected to match those existing in texture, size and colour and should be laid in an appropriate bond to match the existing.

5.4.13 The most dominant visual component of the brick façades are the bricks themselves, rather than the pointing. Traditional bricks were a slightly larger format than metric bricks and were often laid in softer lime based mortar in a thinner bed, which reduced the appearance of the joints relative to the bricks. Re-pointing should only be undertaken where necessary to prevent further damage to a building's structure and should be kept to a minimum. Usually a lime based mortar mix no stronger than 1:1:6 (cement: lime: sand) is recommended and this should be coloured with sand to match the original mix. Joints should be flush or slightly recessed (not weather struck or raised) finished

neatly and cleanly with the mortar brushed back to expose the edges of adjacent bricks.

5.4.14 Cleaning of brickwork is a specialist task, which may dramatically alter the appearance of a building. If undertaken incorrectly cleaning may lead to permanent damage to the bricks and ultimately the structure of a building. Advice should be sought from the Council before attempting such a task.

Shopfronts

5.4.15 The group of shops in Dockhead makes a significant contribution to the distinctive character of this part of the conservation area. Where they survive, original shopfront features, such as fascias, console brackets, pilasters or stallrisers, should be retained and, where necessary, repaired. Alterations or new shopfronts should be sympathetic to the design and materials of the standard shopfront elements and their proportions, adjoining shopfronts and the building itself. The Council has issued detailed Supplementary Guidance on Shop Front Design and Materials, copies of which can be obtained from the Council's Planning and Regeneration Division at:

Council Offices, Chiltern House, Portland Street, London SE17 2ES
Telephone: 0207 525 5402 / 5403.

APPENDIX: Further Reading:

Ashurst, J and N (1988) – Practical Building Conservation, Vols, 1 to 5.
Brereton, C (English Heritage, 1991) – The Repair of Historic Buildings: Advice on Principles and Methods.

Carr, R.J.M. (ed.) (1986) – Dockland: an Illustrated History of Life and Work in East London.

Cherry, B and Pevsner, N (1983) – The Buildings of England – London 2: South.

Department of the Environment / Department of National Heritage (Sept. 1994, HMSO) – Planning Policy Guidance Note 15: Planning and the Historic Environment. [“PPG 15”].

London's Riverscape Lost and Found, (published by Art Books International, May 2000).

Powell, K (2004) – City Reborn.

Williams, S (Phaidon Architectural Guide, 1993) – Docklands.

Williamson, E and Pevsner, N (1998) – The Buildings of England – London: Docklands: an Architectural Guide.