

Design Proposals- Southwark Street New Entrances



By introducing new doors to the existing facade the existing facade of the Hop Exchange is opened up to Southwark Street. At present there is no level access into the building from this main pedestrian route. To allow this to occur some of the existing windows to the ground floor will need to be replaced. Ideally we would install doors with a central transom to match the windows above however this caused the doors to be too narrow to be practical.

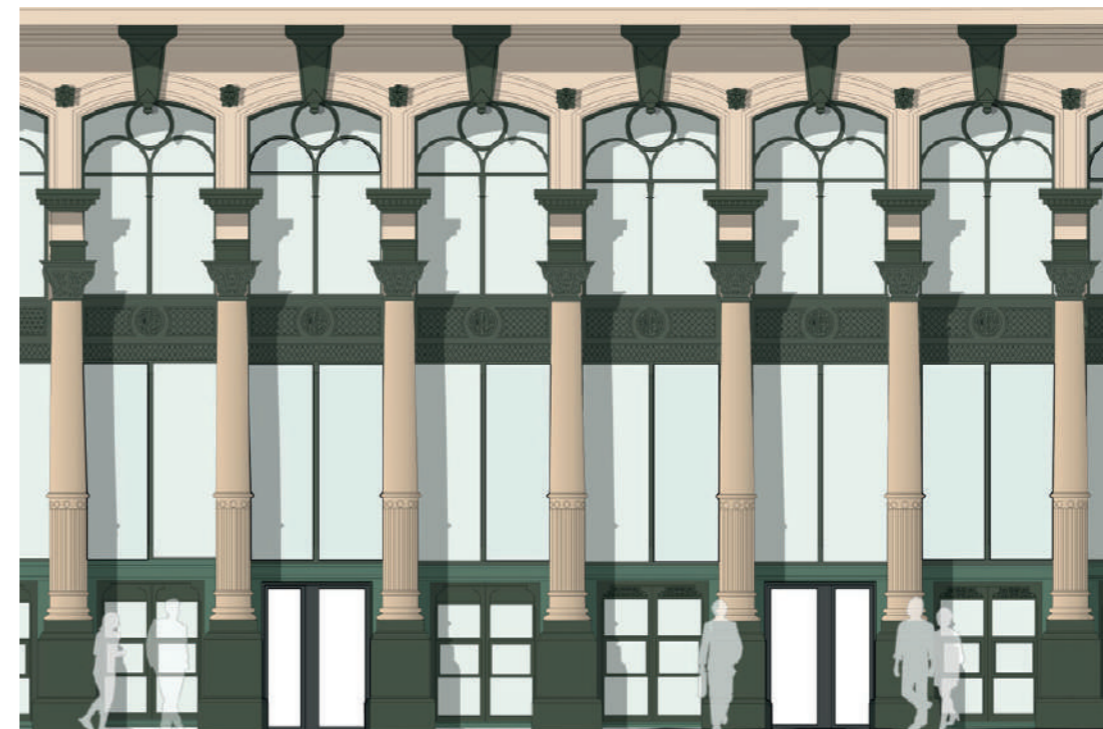
Proposed Option- Thin transom doors with slave door

- The slave door allows for a wider entrance for everyday use with the flexibility to open to the full width of the opening should larger access be required
- Two sets of doors to each units allow future flexibility for both the client and users of the space.
- A thin transom is more in keeping with the windows above.
- Proposed doors for the scheme



Option 02- Portal Windows

- Looking at a more modern addition to the building to identify the entrances also giving a large opening
- The large entrance door will protrude too far into the proposed restaurant space.
- This option feels out of place within the existing decorative facade.



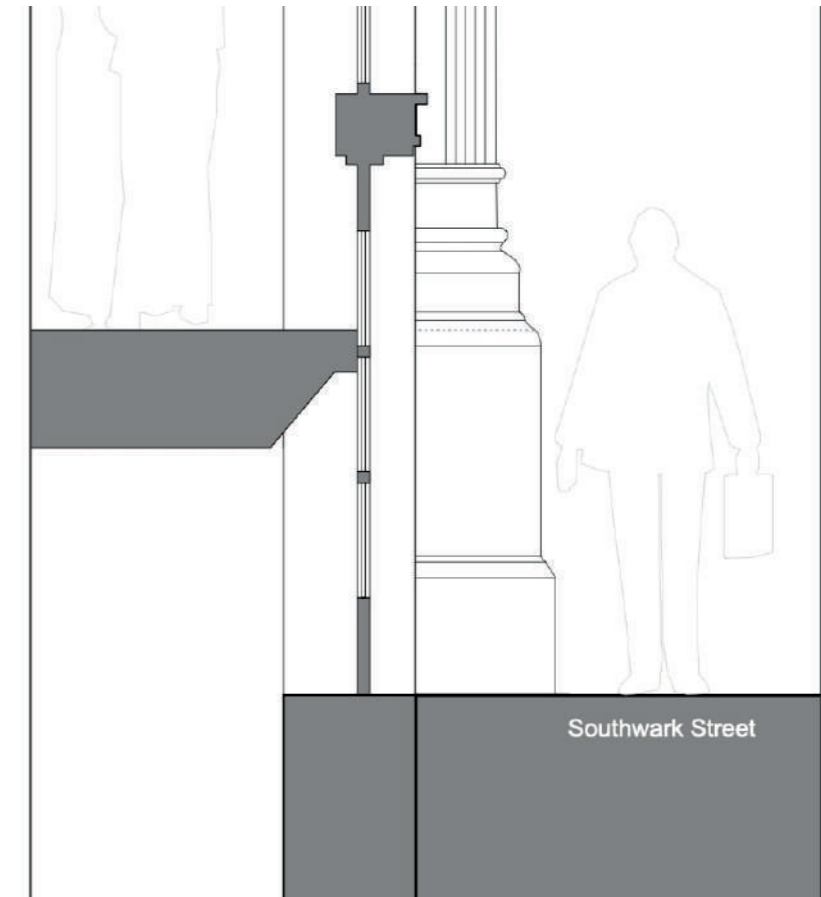
Option 03- Larger Transom

- Looking at a larger transom to identify the entrance.
- Against the existing windows this option felt out of place

Design Proposals- Southwark Street New Entrances



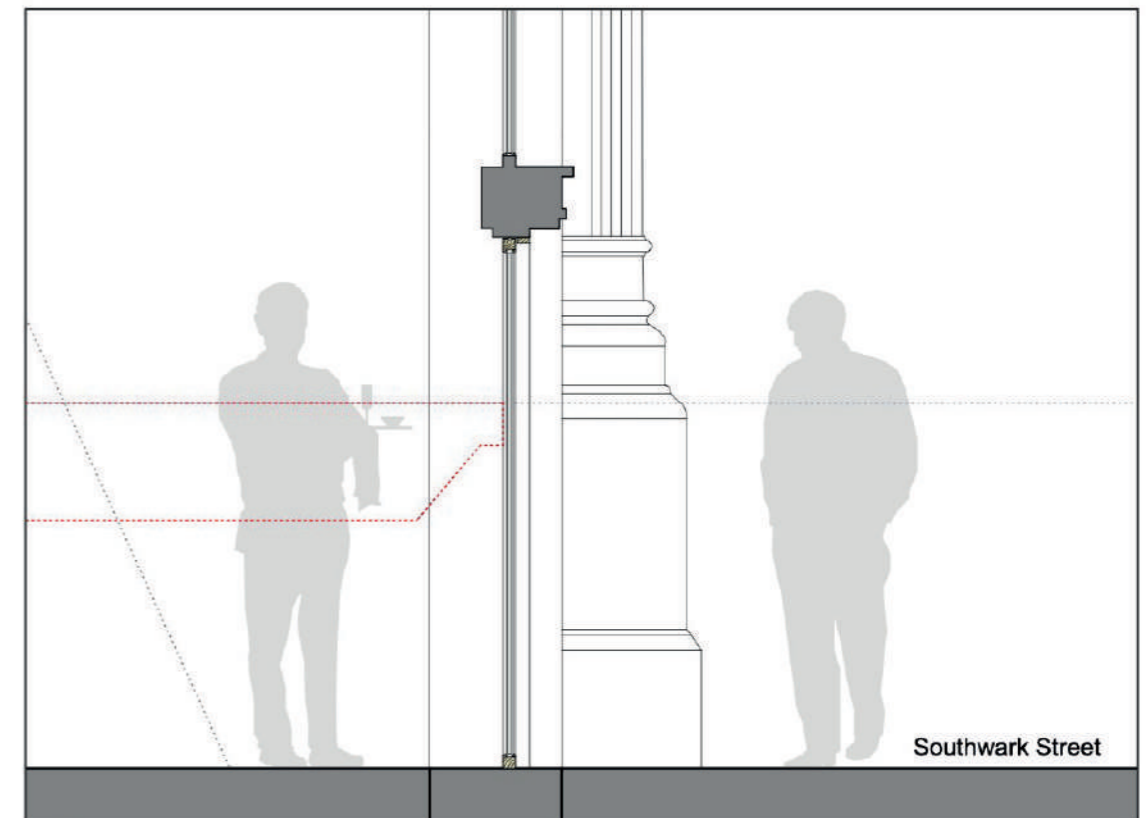
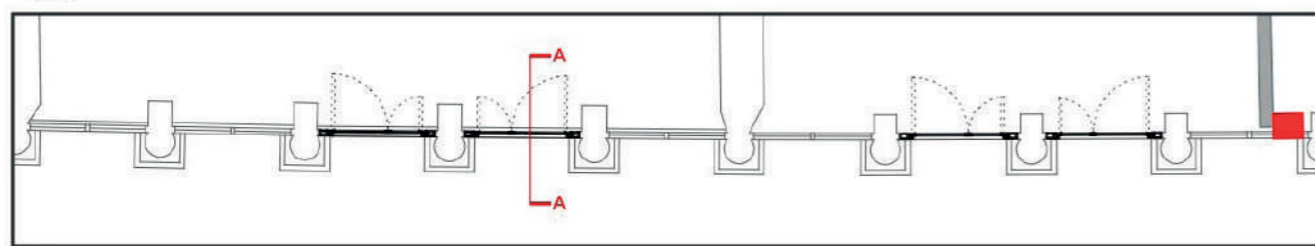
Sketch of New Entrances on Southwark Street



Existing



2 Bay Study - Proposed front elevation restaurants entrances
Scale: 1:100



Proposed Level Threshold

Design Proposals- Roof Extension

Pre the Fire in 1920 the Hop Exchange was effectively double the height of the elevation today. Two of the original double height storeys burnt down and were not reconstructed at the time.

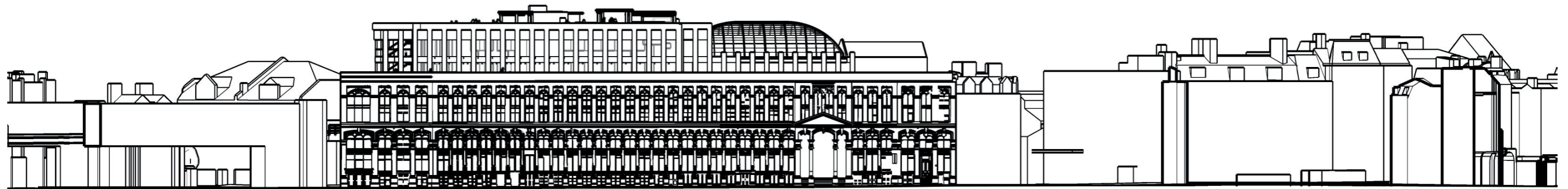
Previous proposals to reinstate the full height of the building would result in such an extension dominating the Southwark Street elevation and have a negative impact on significance. It would also be deemed inappropriate due to the current structural conditions and the subsequent route of the Jubilee line beneath the foundations .

Our discussions with the planners concluded that a two storey subservient roof extension set back from that of the existing building as a clear modern addition was the correct strategy. To replicate the original architectural language of the building would be considered pastiche.

The proposed height has been both determined by the surrounding building heights and through daylight studies. Refer to the Daylight and Sunlight report for full info



Hop Exchange post fire in 1920 showing burnt out top two storeys



Hop Exchange proposal showing height relative to immediate context

Atrium Design

The proposal seeks to echo the original form of the roof providing a primarily glazed construction by removing the current heavy clumsy construction. The proposed form is lower than the original roof however the connection to the existing truncated walls has been considered and through the use of a new cornice a satisfactory junction will be achieved.

The atrium design has been developed through conversations with building control and the M&E consultants to ensure that the glazed atrium will perform satisfactory from an overheating and comfort perspective.

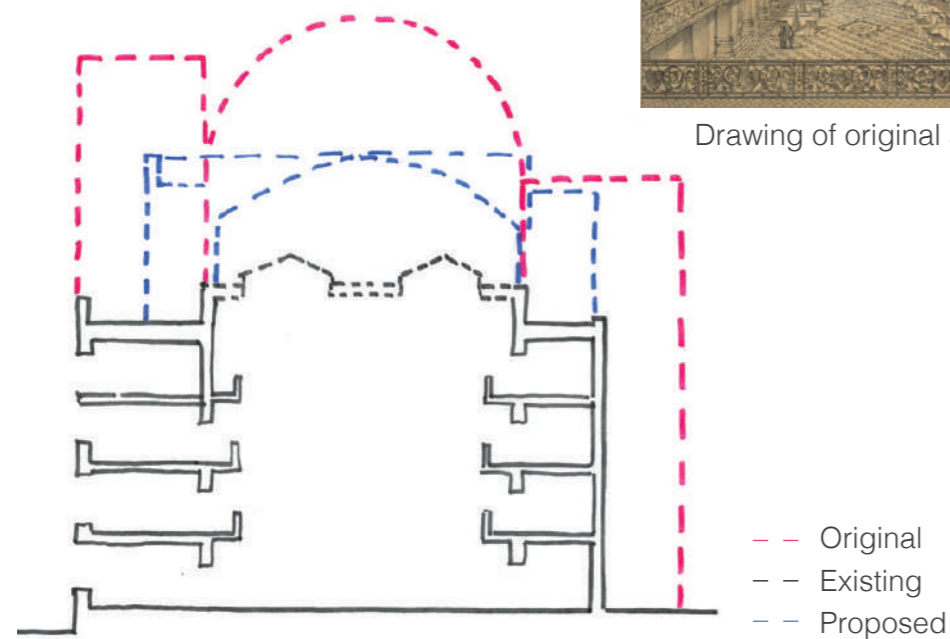
The Grade II-listed space is primarily a main circulation and entrance space but will offer informal and infrequent events through the year as it currently provides. The atrium space has been assessed as only having some aesthetic significance due to the negative impact of the current atrium roof. It is considered that the proposed roof will enhance the aesthetic significance

Following discussions with Historic England and London Borough of Southwark the atrium design seeks to be elegant but allowing for the required non glazed panels which act as solar shading by being evenly distributed across the atrium to give a more elegant interior aspect.

Externally the atrium roof would play a part in the dramatic feature view from the public roof spaces whilst being barely visible from street level.



Drawing of original atrium roof



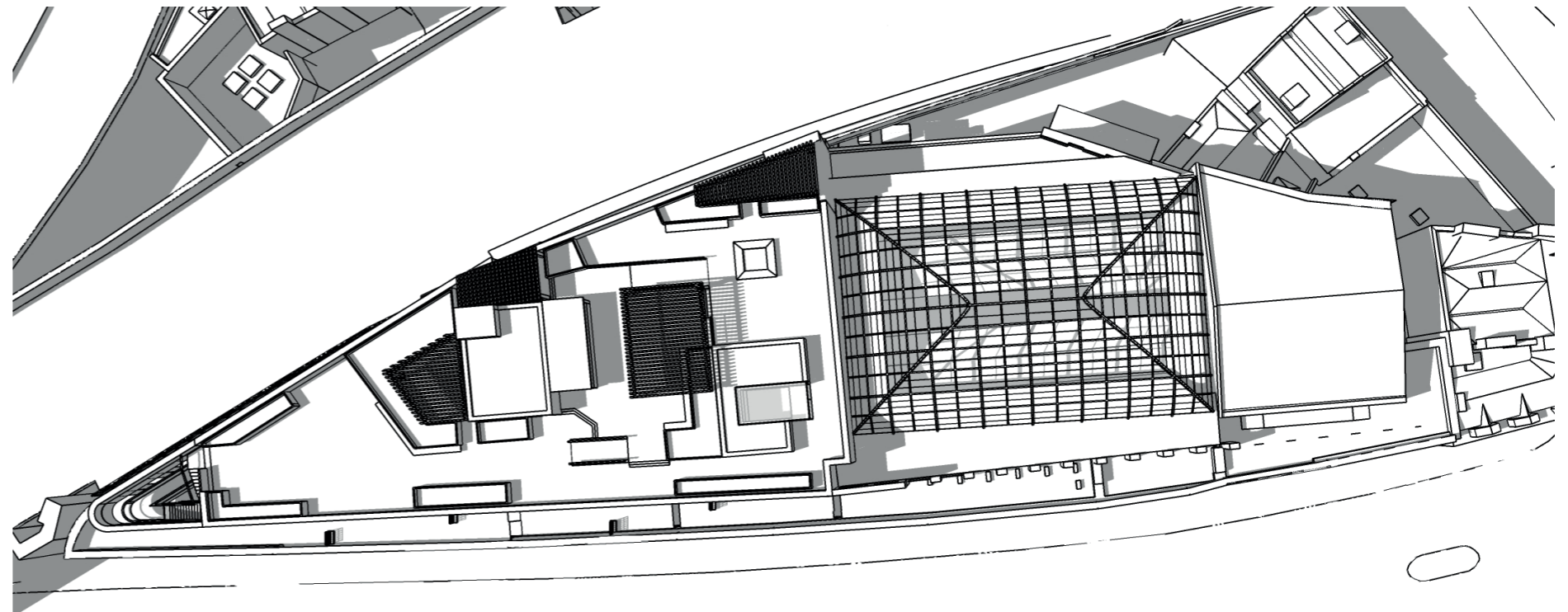
- - Original
- - Existing
- - Proposed



Existing atrium

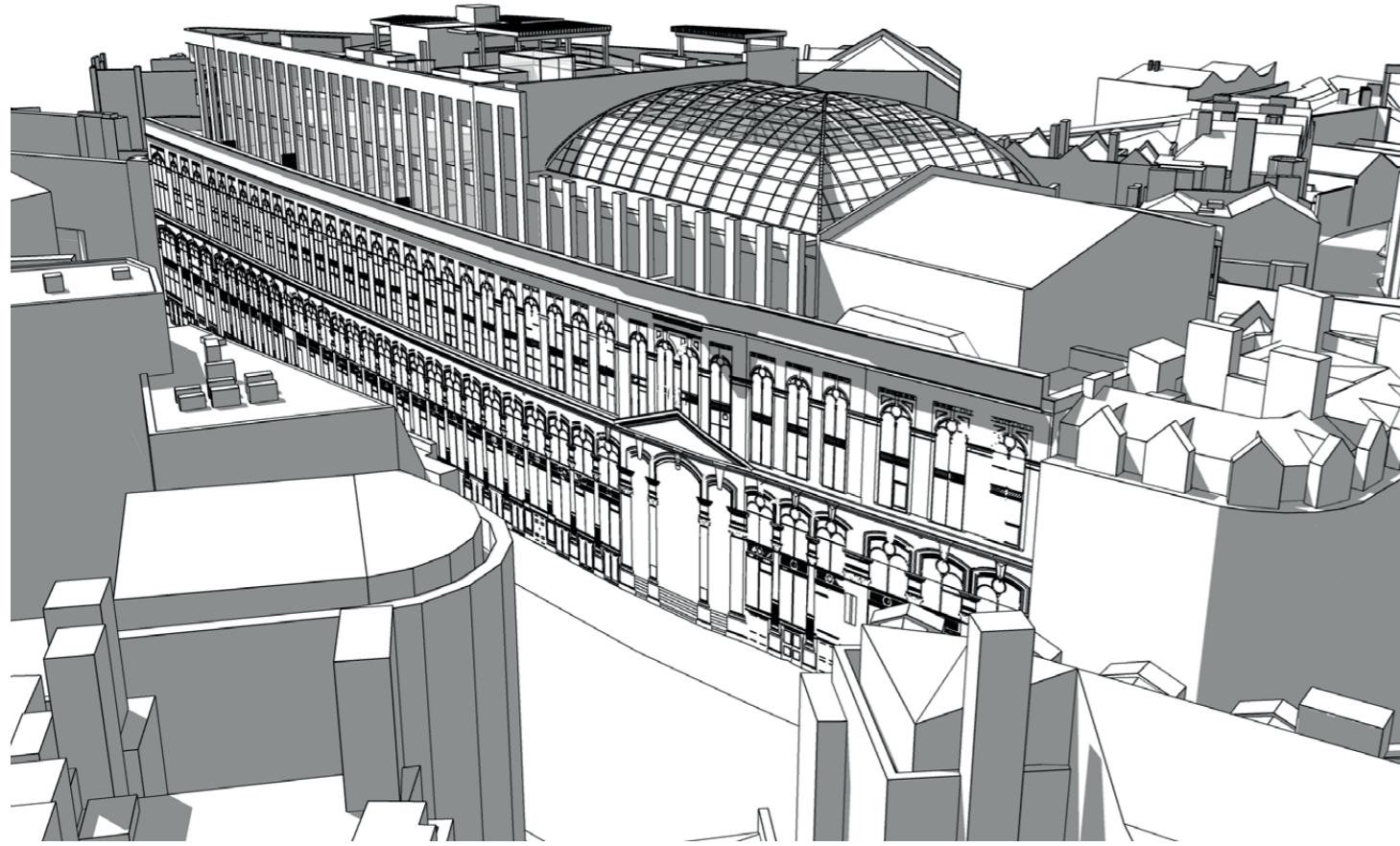


Proposed revised atrium roof

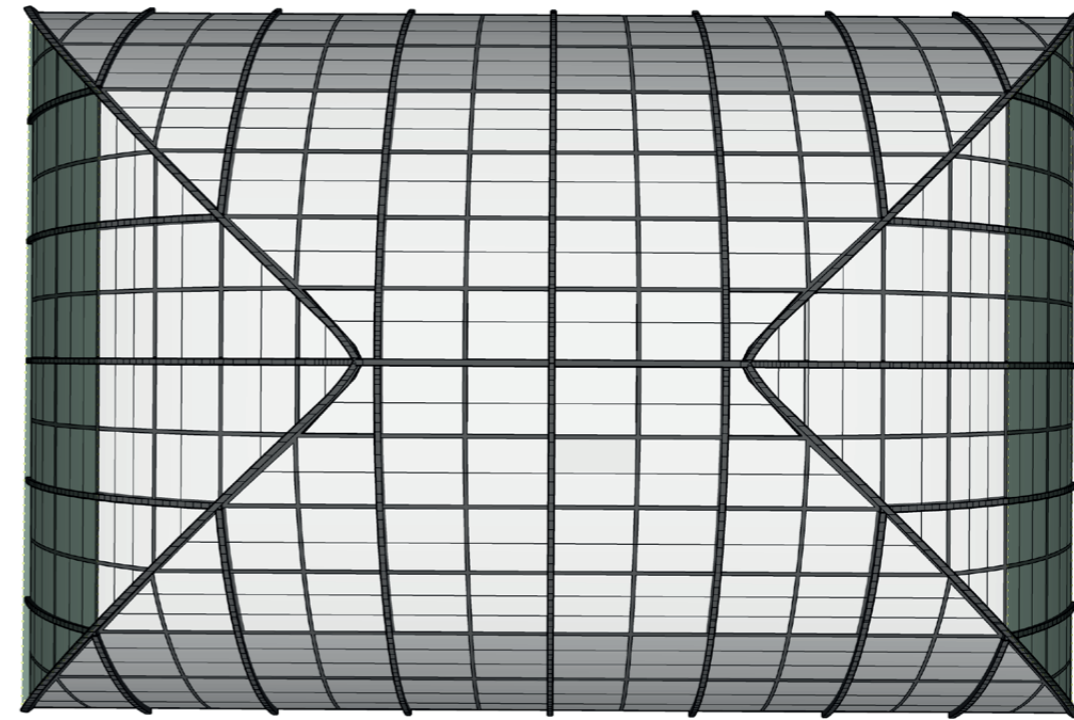


Steel Arch Atrium Aerial view, showing reconfigured panels taking overheating into consideration

Design Proposals- Atrium Design

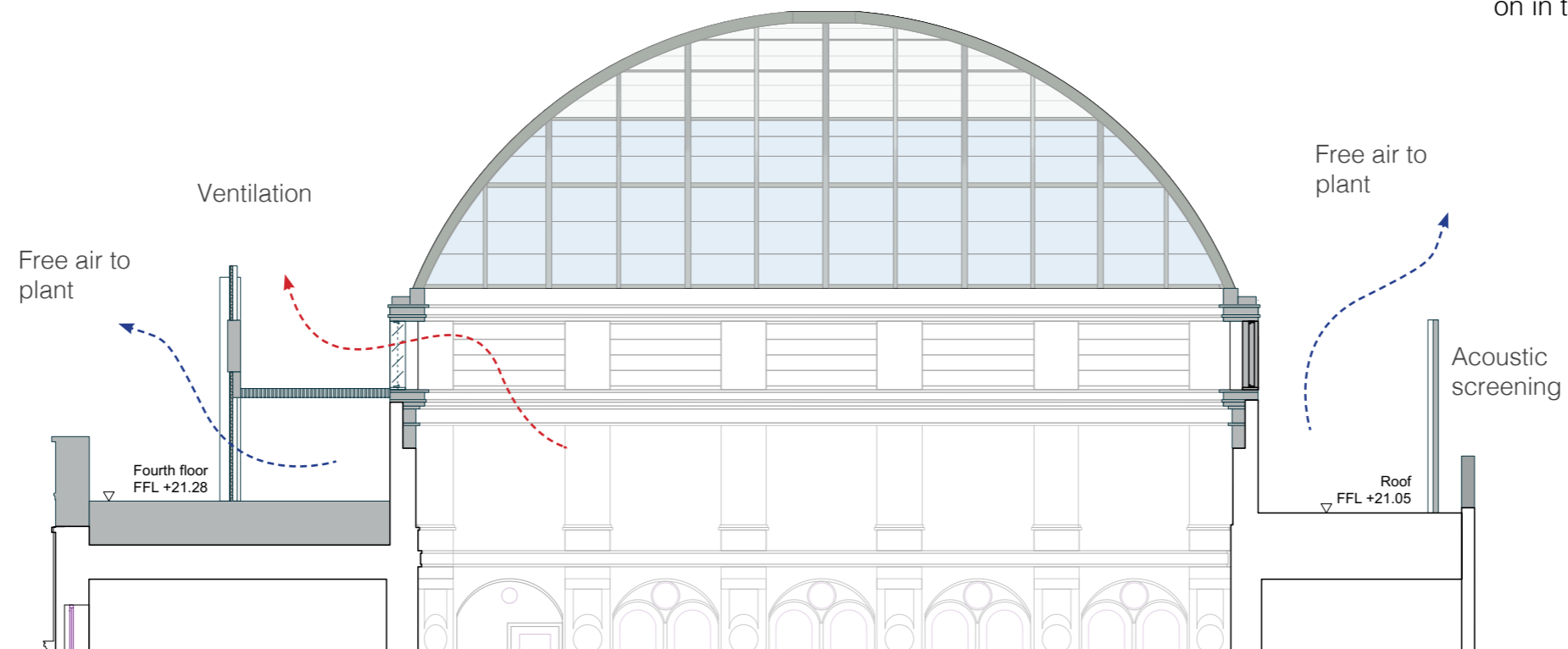


Aerial looking West down Southwark Street



- Opaque opening elements to make up part of the 40sqm of ventilation area
- Opaque opening elements for solar shading

The panels on the atrium roof will be of a similar aesthetic to the proposed copper spandrel panels which are discussed in more detail later on in this document.



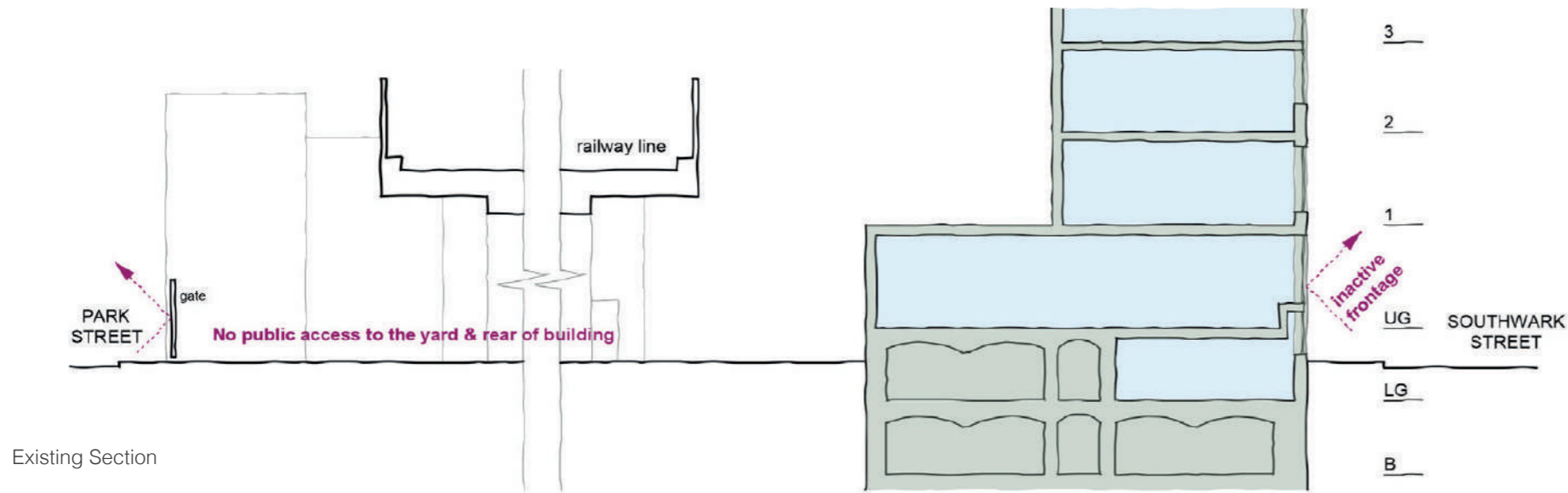
Section through atrium

Design Proposals- New Ground Level

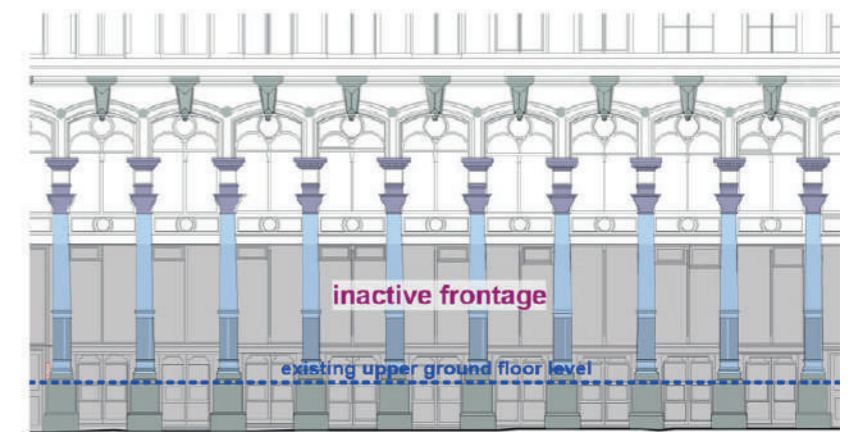
Within the central building it is proposed to remove the upper ground floor structure and replace it with a new ground level floor which will provide level access both from Southwark Street and from the new Park Street entrance to the rear. The main benefits are four-fold:

- 1) Increased permeability and accessibility
- 2) Activating the Southwark Street elevation (creating active frontage)
- 3) Increasing the ceiling heights to be grander in architecture and more appropriate for active uses (restaurants)
- 4) Increase the ceiling height and quality of the basement level, rehabilitating it into useful space

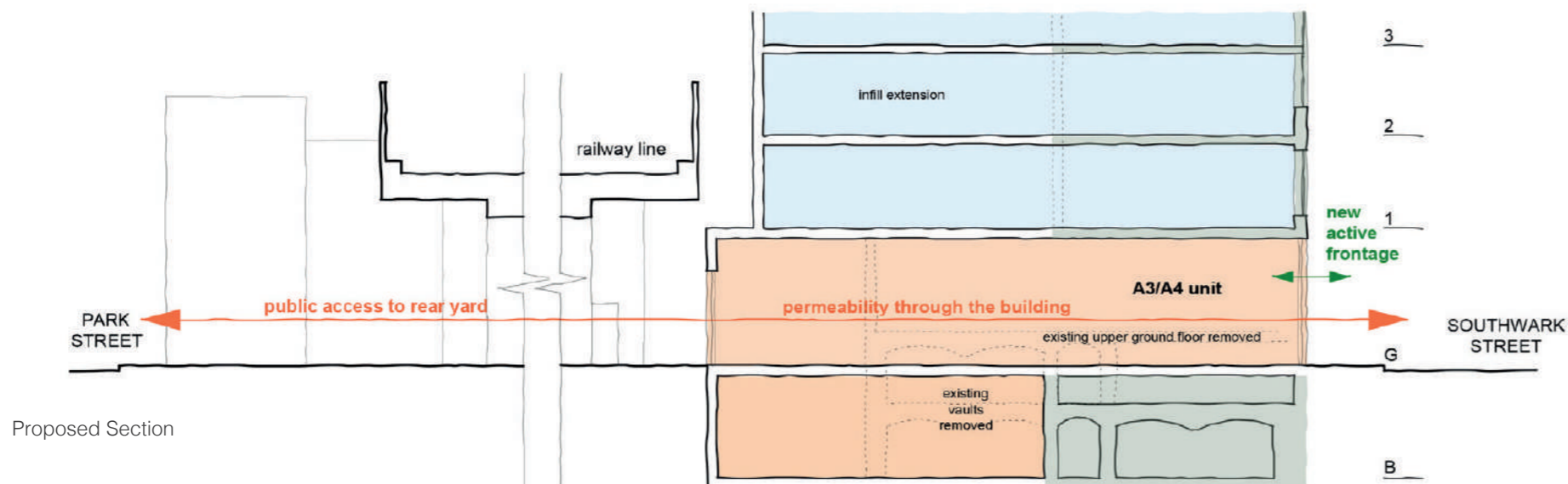
Each of these engenders a wider goal of restoring vibrancy and a utility to the Hop Exchange



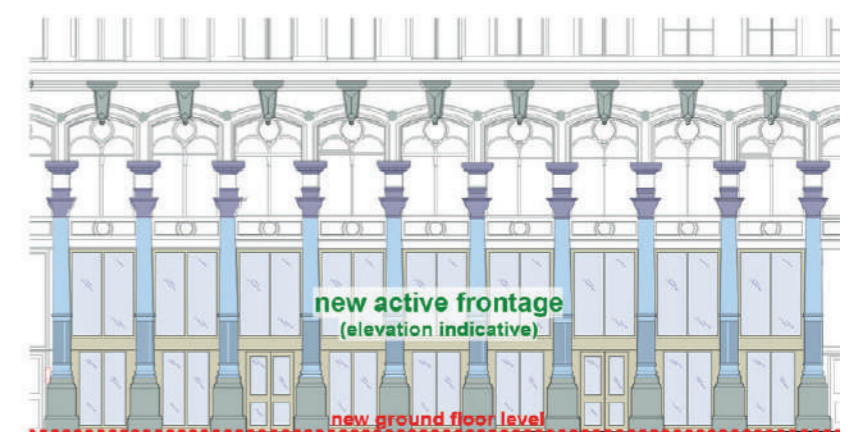
Existing Section



Existing Situation



Proposed Section



Proposed Concept

Design Proposals- Rear Elevation



Proportions

- Taking proportions from the existing fenestration on the front facade (x-dimension shown on the image opposite) and continuing this to the rear elevation.
- The positioning of the windows has been influenced by rear elevation of the existing buildings and aligned where possible. The top floor windows are larger to identify the restaurant usage whilst reflecting the arches of the existing building.
- Buildings around the surrounding context have also been taken into consideration as can be seen in the previous studies. This can be seen in the grid like window positions and arched windows to the top floor.



Proposed

- A large proportion of the rear elevation is shielded by the railway meaning it is read in section/glimpses as can be seen within this overlay of the railway.,

Design Development/Response

Heritage Policy & Justification of the Works
Southwark - Borough High Street Conservation Area
Appraisal (2006).

Responses to policy.

Conservation area sub areas 1 and 2

2.2.1 The street forms and layout of the Conservation Area contribute fundamentally to its character. The importance of Borough High Street as the primary route into the City of London from the south for 2,000 years is the most powerful influence on the physical evolution of the Conservation Area, and this street still forms the spine of the area.

2.2.8 A phase of concerted urban renewal was completed in 1864 with the construction of Southwark Street (engineered by Sir Joseph Bazalgette) to a grand scale, sweeping into London Bridge, and including a planned drainage system and some of the finer building façades in the Conservation Area (e.g. the Hop Exchange). The priority of streets through the area changed significantly, moving the focus of the street pattern away from the market area in front of the old Town Hall.

2.1.11 Certain historic trades developed prominence, such as the hop trade, and there were many hop merchants' warehouses in the area. In 1866 the Hop and Malt Exchange was built as one of the main developments on Southwark Street, which was newly cut through slum areas by the Metropolitan Board of Works (forerunner of the London County Council) in a major engineering scheme to link London Bridge and Blackfriars.

The design seeks to follow the sweeping curve of Southwark street with a subservient set back extension. The elevation does not try to compete with the fine detail but provides a calm rhythm of robust bays with a proportionate level of solid façade to glazing.

Southwark Street

3.2.8 The section of Southwark Street in the Conservation Area is the eastern end of the major 19th century town planning initiative to provide an east-west link (see 2.1.11). Its grand metropolitan character is set by the long crescent of the Hop Exchange on the northern side (R.H.Moore, 1862). Close to Borough High Street, where key frontages remain on both sides, the intended character of the planned street is evident. It is built to a controlled height of 4 storeys plus an attic storey on each side of the street (the Hop Exchange achieves this in two double-height storeys and originally had two attic storeys until a fire in 1920). The street width is about 22 metres, or a proportion of roughly 2 to 1.

The original building was much higher than the current proposal however previous enquiries have confirmed that a setback 2 storey extension would be acceptable behind an enhanced coping feature.

Key Building Groups -Southwark Street/Stoney Street

4.3.2 Southwark Street/Stoney Street: One of the most important frontages in the central area is the Hop Exchange (listed) at no 24 Southwark Street – see 3.2.8. It adjoins the Southwark Tavern pub on the corner of Stoney Street, which forms a curved elevation linking to Stoney Street.

4.3.3 5-7 Stoney Street: 3 storey group including listed buildings at no 5 (house and shop) and no 6, the Wheatsheaf pub.

4.3.4 3-15 Southwark Street: 4 storey mid/late 19th century commercial buildings. No. 3 is listed, nos. 5-7 are 1970s redevelopment in 5 storeys, plus mansard. There is an important relationship with the Hop Exchange opposite as part of the original city planning concept for Southwark Street.

4.3.5 Southwark Street, Stoney Street to Bedale Street: a key block, with the monumental portal to Borough Market in the centre. Flanked by 4-5 storey commercial buildings in decorated Italianate and French Classical styles. Consistent building line maintains street scale and curving alignment. Strong corner building on Bedale Street especially related to 16-26 Borough High Street and to the Borough Market entrance building at Nos. 6-8 Southwark Street.

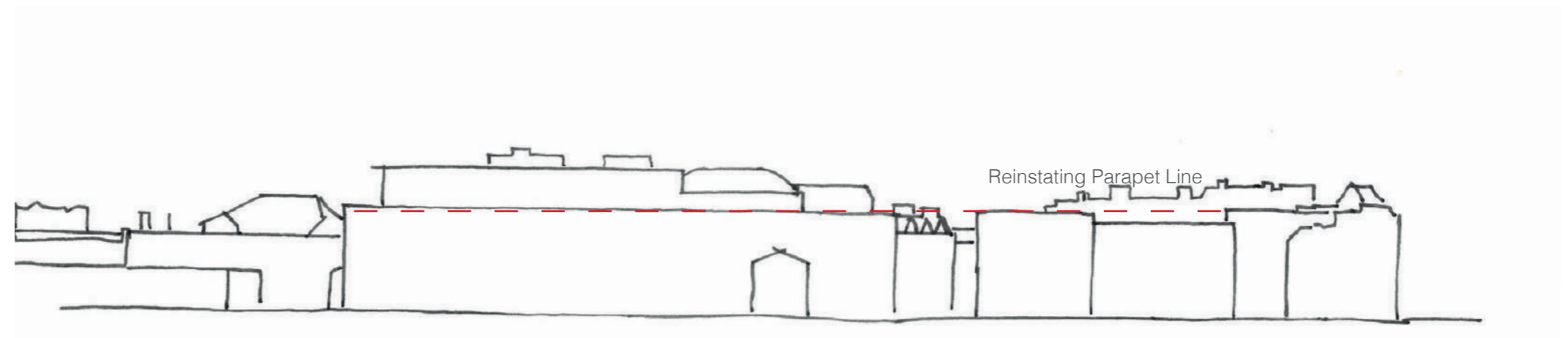
4.3.6 Southwark Street/Borough High Street: Key group formed by island development at 28-34 Borough High Street and 1-3 Southwark Street. It encloses the passage-like end of Borough High Street and marks views northwards up Borough

High Street and south westwards from London Bridge Station. 3-4 tall storeys, with attics, all, except 30 Borough High Street, listed buildings.

The rear elevation has a completely different feel to the formal front façade. The building can only be glimpsed in fragmented views and approach only via railway arches either along the arches or through the arches from Park Street .

The Planning (Listed Buildings and Conservation Areas) Act 1990

'The scale and form of the Southwark Street elevation is not in its original form having suffered the loss of its upper storeys. This has no doubt affected its significance which is further diminished by the modern decoration. Development proposals have not sought to replicate the original construction which is lost or to propose the type of development that has previously been considered. Having taken significance values into account and assessed different proposals against them, an optimum one has been determined. This does not attempt to reinstate the original scale and volume of the building, but is subservient to the building of today, in terms of its scale, appearance and position being set back from the principal elevation. It cannot be confused as being part of the original construction'
Edwards Hart Consultants



New Design in the Conservation Area

5.2.2 The most significant morphology that has been identified is typified by narrow plot frontages – “burgage plots” - directly onto the street, which originate from mediaeval times. The north of the area around Borough Market and the cathedral has developed with many interconnections to blocks behind the main streets. The street form that results is typified by angles and changes of direction that are indicative of gradual evolution from the mediaeval period.

5.2.4 Development therefore can respond to the character that is created by this urban pattern 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, or following the lines of set-back areas, such as in St. Thomas Street;
- Keeping utility areas 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;
- Designing façades to echo the narrow module of the traditional building plot, creating strong rhythms with architectural elements along the street and expressing verticality

The rear infill echoes the rear auxiliary façade grounding the new 4th and 5th floor levels opposite the new rear entrance through the railway arch for Park Street. The proportions of this entrance echo this arch and invite the pedestrian user into the host building through to the atrium space.

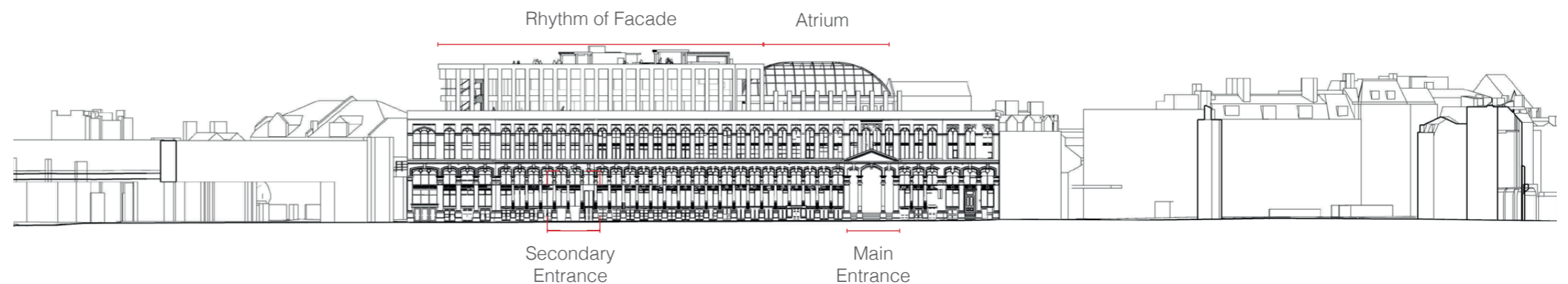
5.2.5 The common building forms in the Conservation Area also determine the way development and changes should take place. Through much of the area the dominant building type is 18th and 19th century commercial development, based on Classical principles of proportion and decoration. The style varies widely but there are consistent characteristics which should be observed in conversion and new design:

- Underlying the architectural detail is a very strong and ordered form, that maintains a strict balance between the horizontal and vertical elements of the façade.
- Cornices and friezes express the horizontal levels of floors, lintels and parapets, while columns and pilasters imply the structural support. Openings are grouped orthogonally within this grid, and decoration is used to emphasise the important elements, such as entrances or significant rooms.
- The proportions of the main elevation elements and groups of elements tend to be taller than they are wide. The proportion of window to wall area is controlled visually by the detail of surrounds and pediments, helping to exaggerate the apparent area of windows without losing the visual strength of masonry. Thus the impressive weight of some buildings is balanced by a lightness of detail.
- Roof lines are typically seen as parapets behind which the roof structure is not visible from street level. Extensions and changes to the basic roof form are likely to be unacceptable where they do not relate to the building below or would be visible from public areas or result in the loss of historic fabric.
- Depending on the location in the Conservation Area building heights range from a minimum of three storey elevations to the main street frontages up to four to five storeys with attic storeys behind the parapet line. It is important to retain the variation of building heights that is characteristic of this area.

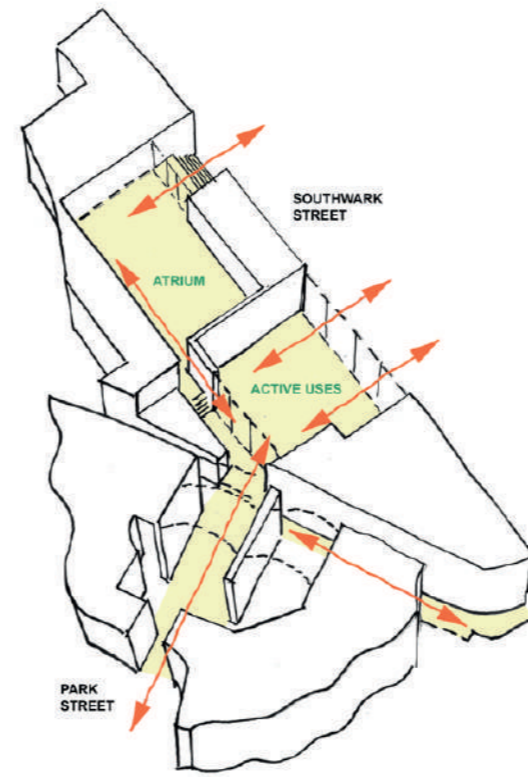
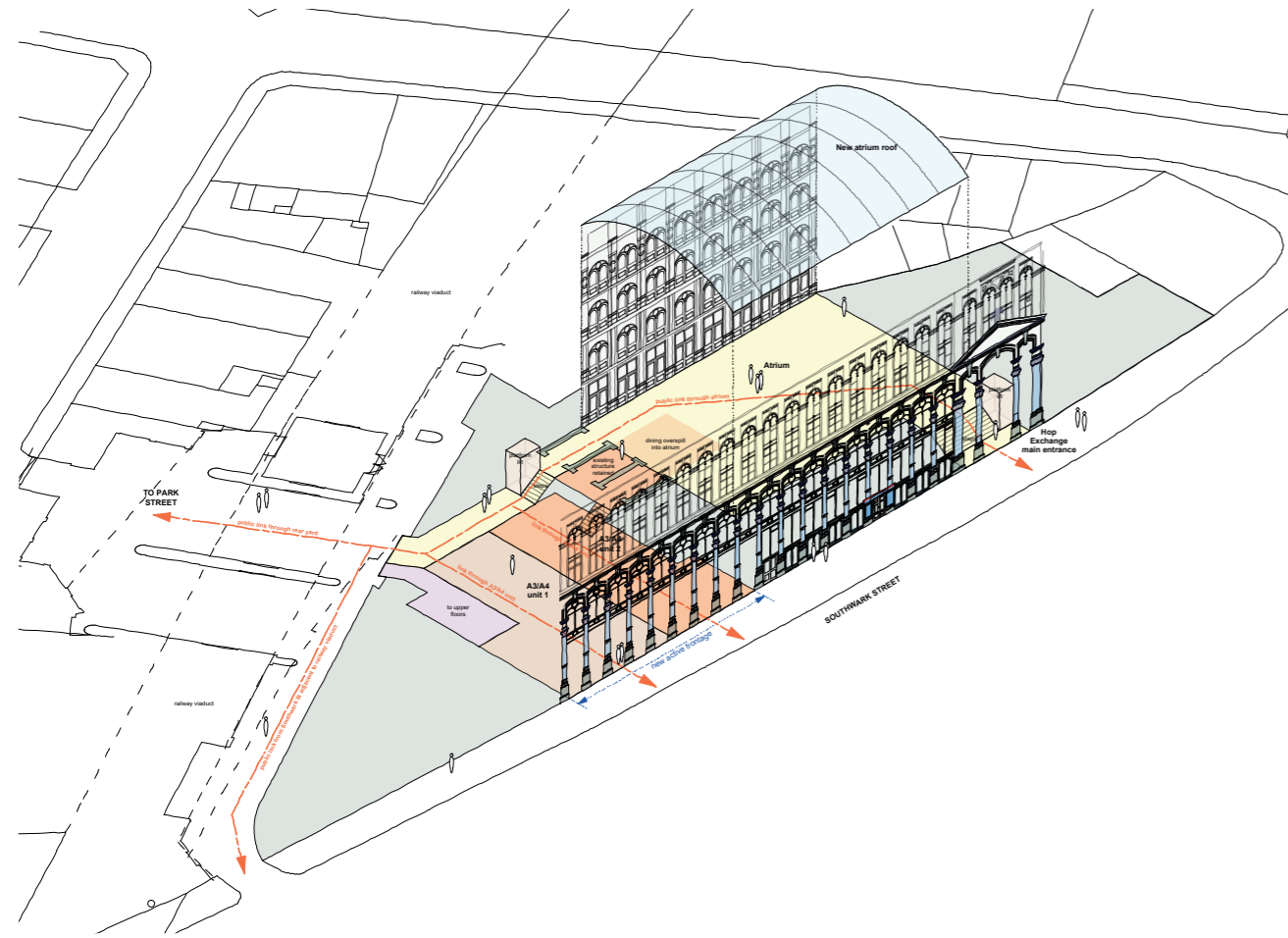
5.2.7 There is no reason why new building design should not follow these basic disciplines, observing the scale of the earlier buildings by reference to ordering elements such as string-courses and structural spacing. Overall heights of buildings and their position on the street need also to conform to the established street “envelope”, but the manner of expression can be entirely modern. In each situation buildings should remain within the range of heights of the block of buildings in which they are sited.

The floors would be represented with lintel banding and brickwork detailing to the new windows and openings. The window would reflect the rhythm of the existing lower floors or grouped in pairs on the 5 storey infill. The 4th floor and 5th floor extensions are viewed as solid but the window detailing is there to emphasise the amount of glazing and reduce the bulkiness at the higher levels. The ratio helps to disperse and break up the mass and give the addition a more elegant, lighter appearance, whilst also helping with solar shading.

“Within the atrium the roof structure is detrimental to the significance of the building. The proposal whilst not in the original form, provides the balance of being distinguishable from the original design but in harmony with it.” Edwards Hart Consultants



Design Proposals- Public Link



The existing back of house loading dock facilities will be removed and the elevation rebuilt to accommodate a new rear entrance. This entrance will be accessible to public from the Park Street gateway as well a section of the Low Line from Southwark Street during business hours. Activating the premises at the rear will allow the Hop Exchange to contribute character and vibrancy to both sides of the railway.

- The two sketches adjacent show how the proposed arrangement increases access to and permeability within the building.
- The three sketches below show a progression of views; the first glimpsing the development from Park Street through the gap between building 11 and building 13, the second is a view from within the middle arch having passed through into the yard, and the last perspective presents from directly outside the new rear entrance.



Sketches showing access to the Hop Exchange from Park Street via the railways arches