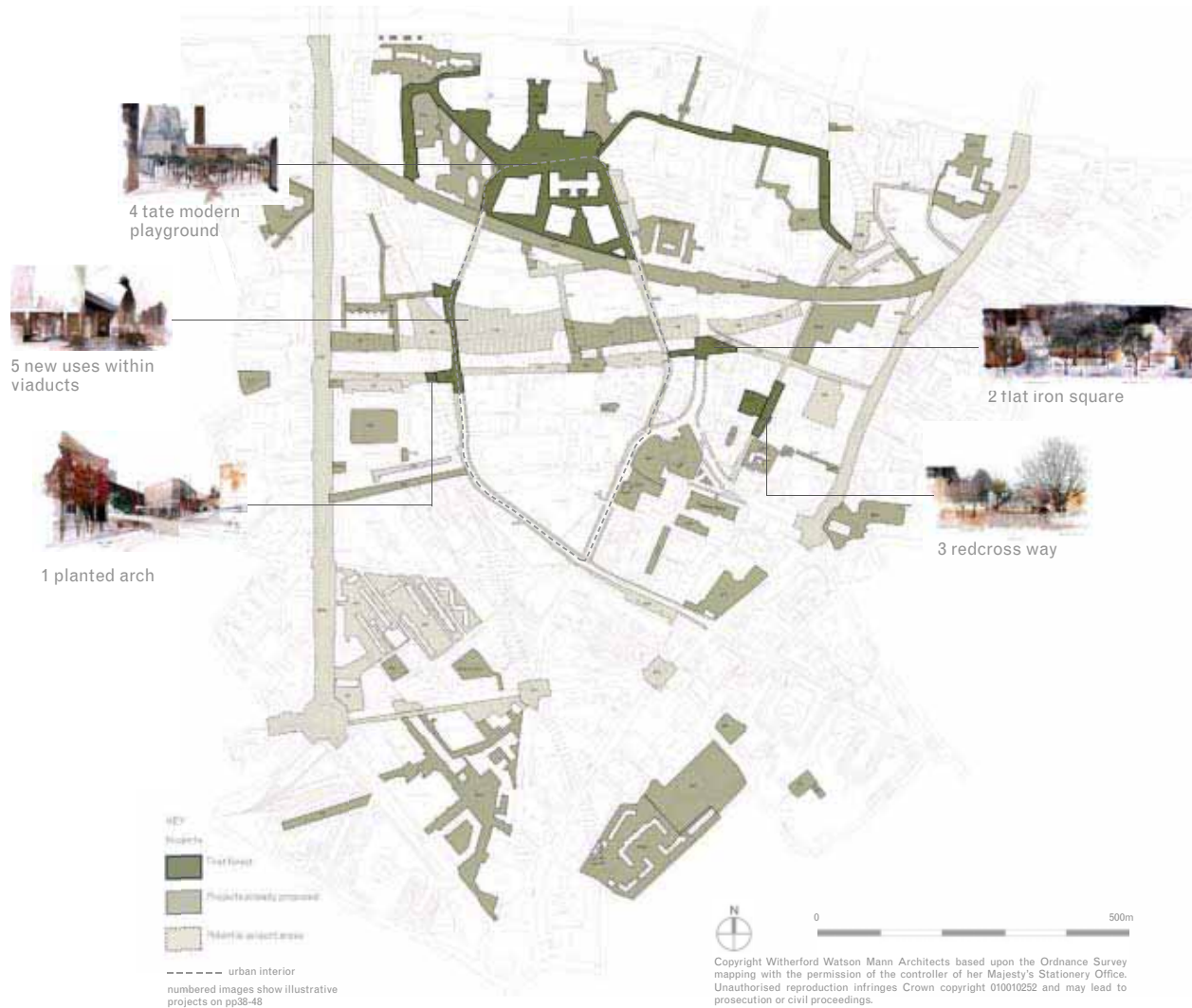


# project mapping and illustrative projects



Central to the Forest Framework is a map of all the projects which are either currently underway or proposed within the area. These projects include creating and enhancing green spaces, street planting and lighting.

We have worked closely with Better Bankside, Bankside Open Spaces Trust (BOST), The London Borough of Southwark, Cross River Partnership, Transport for London, local schools, businesses, residents' associations and Borough Market to locate all of the forest projects which are either proposed or about to happen, and to identify possible funding sources. We have added six projects of our own in key areas of the forest and we have illustrated and developed them in more detail.

The project map and accompanying spreadsheet are live documents which will evolve and develop as projects are added, and will enable anyone who is interested to follow their progress. It is also a resource for those who need finance for forest projects, enabling them through the project bank to target Section 106 funds from the numerous large private developments scheduled for the area.

The project map also documents and encourages private initiatives that, while they may not create public spaces, will nevertheless contribute to the overall forest; for instance, landscaping on roofs and terraces of residential and office towers and tree-planting initiatives on housing estates. The project map will be posted on the web and updated regularly.

As well as helping to bring together funders and initiators of projects, the project map will also help to champion the Forest Framework across the wider community.

projects currently proposed or under way

*"This place is great, there are some great ideas;  
it just needs someone to tie it all together."*



illustrative projects

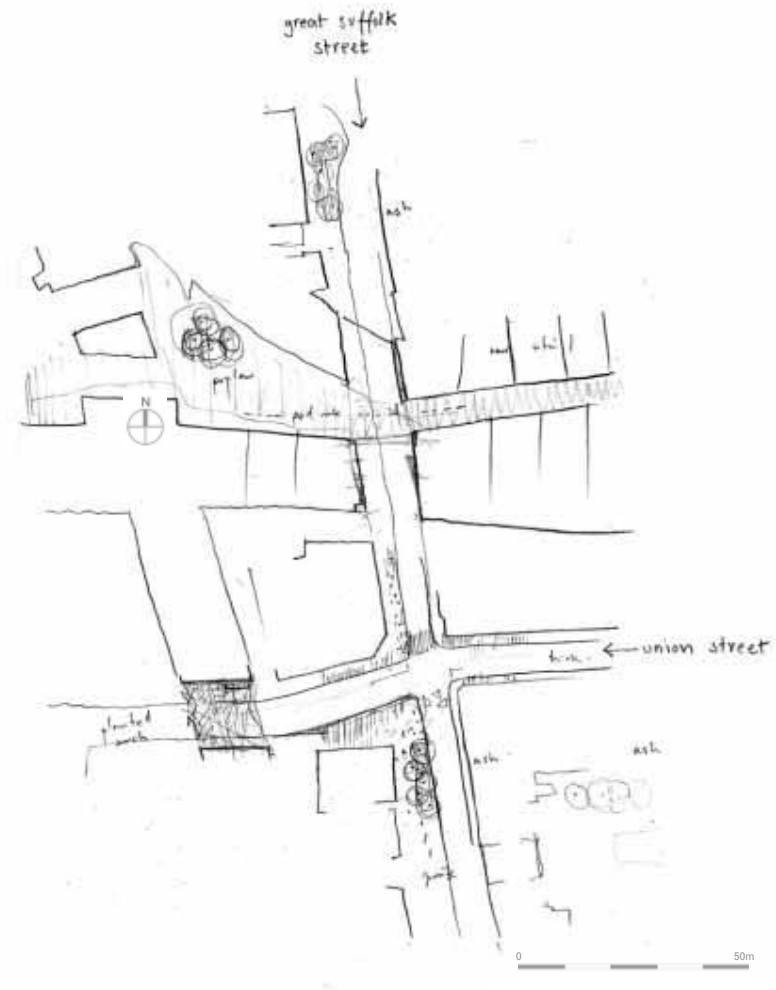
# the planted arch

## illustrative project 1

One of the main East-West pedestrian and cycle routes into the area runs from The Cut into Union Street. This is directly opposite Southwark Underground and runs alongside the Palestra Building. The first viaduct arch marks a very important threshold to the forest and sits just off an important crossing with Great Suffolk Street. The space is occupied by a café built into the viaduct wall, the Union Jack pub and the emerging night-time economy in and around the viaducts as far as the White Hart Pub.

We have proposed a planted or 'furry' arch to mark this threshold. This takes the form of a series of planted vertical panels and trays that line the arch, enabling us to trail creepers around the vault. These would need to be fed from an irrigation system behind the panels and growing lights, adding to the sense of artificiality and strangeness. The pre-growing time for the trailed creeper would be approximately 18 months and the creepers may have a 10 year life (this is a technique being used more and more for green hoardings to building sites, for instance Land Security's New St Square site). These panels can also be used to reduce the resonance within the viaduct arches as they are used as acoustic walls on Autobahns in Germany. We have proposed planting clumps of Ash trees along Great Suffolk Street in response to areas of more generous corners and sections of footway claimed back from the road. These trees have been planted along Park Street. They have a light canopy and stunning autumn colour. This is something that we think could happen this year. The footway surface along the North-South streams could be characterised as river bed with the use of stone, or perhaps pre-cast concrete slabs with secondary aggregates. The area in front of the White Hart pub and along Dolben Street would be connected with a shared surface, linking to the residents' public space and arches, again enabling the highway to be used more efficiently in the evening.

For more detailed traffic/highway proposals see pp71-76.





clumps of ash trees planted along great suffolk street on wider sections of the footway

viaduct arch lined with planting in special panels enabling creepers to trail up and over the vault. Plants are sustained with growing lights and an irrigation system integrated within the panels.

poplars planted in grand vitesse estate

clumps of ash tree planting along great suffolk street

footway surface of stone or pre-cast concrete slabs with secondary aggregates

great suffolk street

union street

refer to pp77-83 for cost analysis by bucknall austin

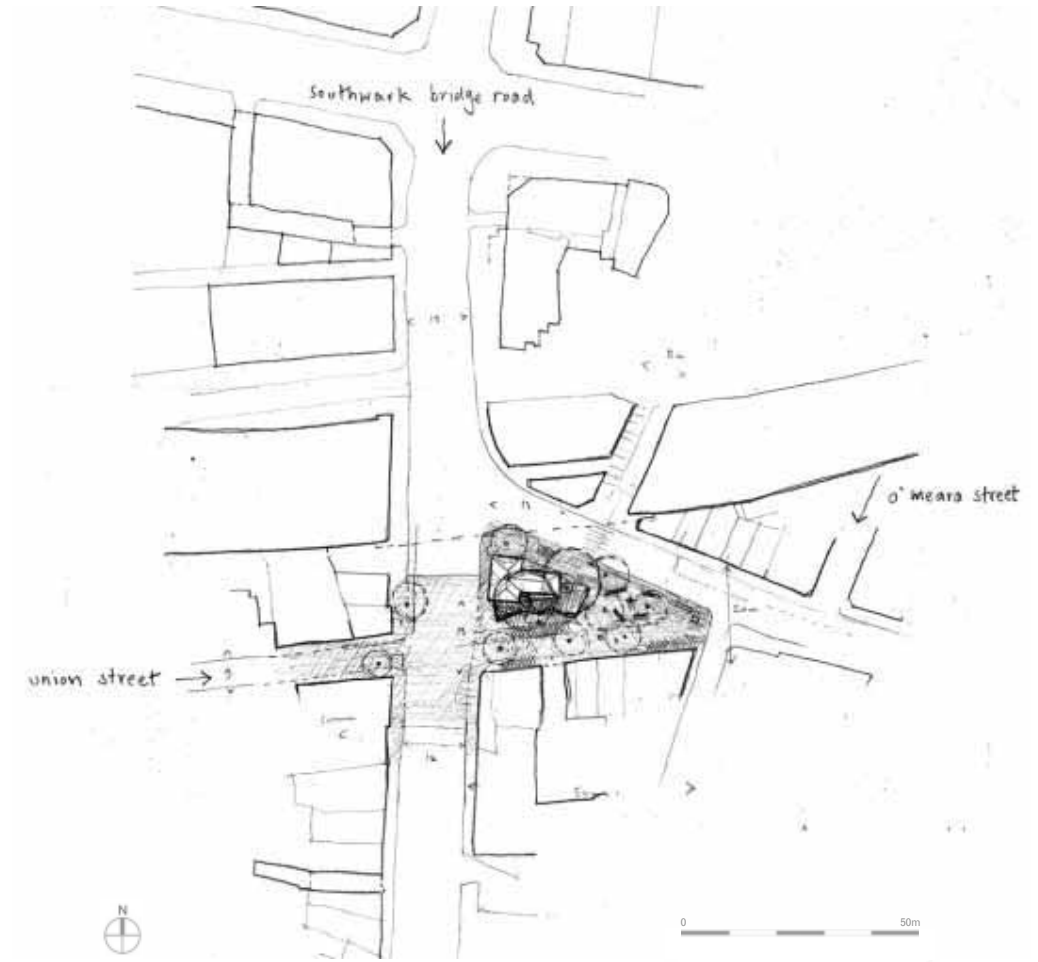
# flat iron square

## illustrative project 2

The small traffic island, where Union Street crosses Southwark Bridge Road, occupies an important position within the framework. As well as the Island Cafe there is a thriving row of small shops and cafes and, opposite, the refurbished community centre and training school at 56 Southwark Bridge Road.

We have sought to enhance the sense of this as a 'grove' and important sociable space. Both the local community and workforce use the cafes and newsagents and will shortly use the training school. Cyclists, parents and drunks all congregate here. We have proposed a more efficient use of the highway space by closing one of the two wide one-way roads and reconnecting the island to the shops on the north side. We suggest that the short section of Union Street adjacent to the training school is also closed to traffic (except perhaps ambulances) and that the two sides of Union Street should be connected with a raised table. The two mature Plane trees are embedded in the island café by a new planted canopy and roof and additional semi-mature Planes are planted to make the grove. A new surface, possibly of porphyry setts and pre-cast slabs or stones, establishes a connected pedestrian ground, evoking qualities of the forest floor. Section 106 money has already been allocated towards the cost of an art piece for the square. The existing ventilation column is proposed as the support for a large 'moon' clock. Green Oak benches take shelter throughout the square.

For more detailed traffic/highway proposals see pp71-76.



for new road layout refer to pba drawing on page 71



refer to pp77-83 for cost analysis by bucknall austin

# redcross way

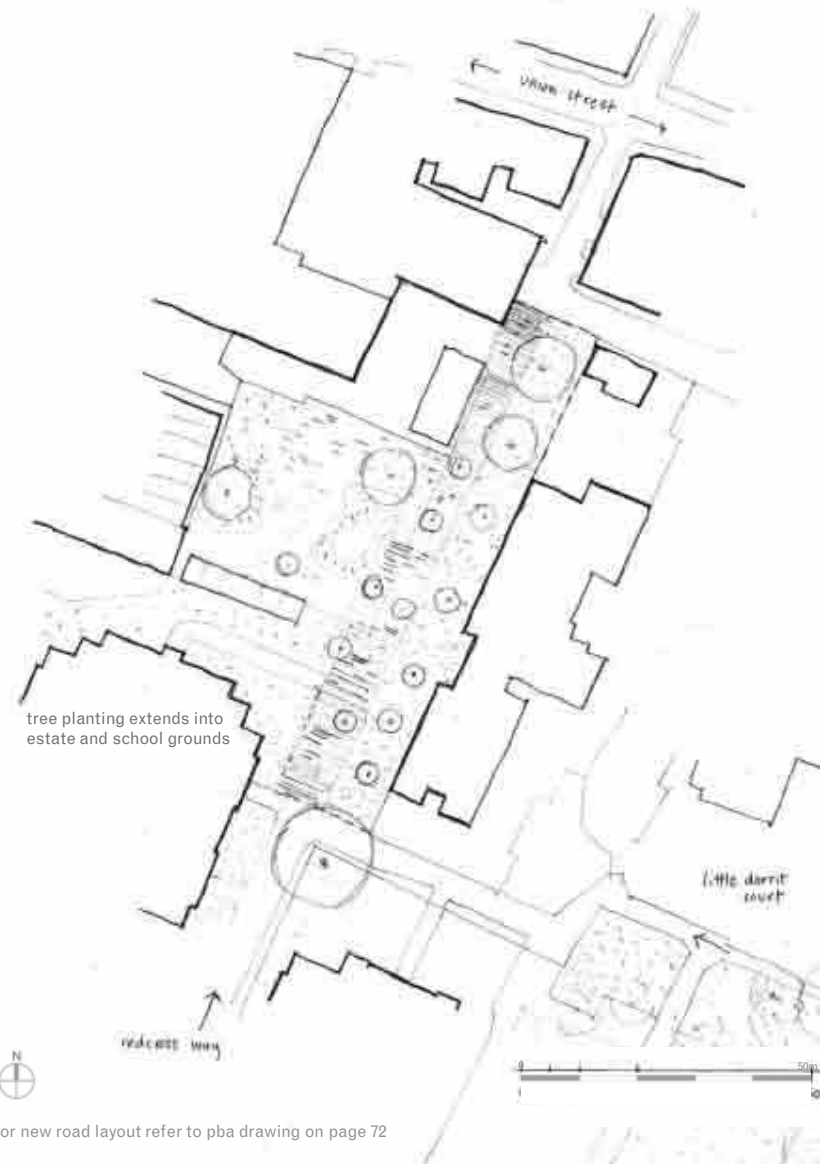
## illustrative project 3

The Cathedral School of St Saviour and St Mary Overie, St Joseph's School, Redcross Garden and Little Dorrit Park cluster around Redcross Way and provide a local 'place of exchange' for parents and children.

We are proposing to strengthen the connection between the Cathedral school and Redcross Gardens and to intensify this place of exchange in several ways. The road between the garden and the school is to become pedestrianised and landscaped. Ornamental fruit trees will be planted on the reclaimed road surface and also within the school grounds. Benches will enable parents to sit among the trees as they wait for their children to come out of school, and workers and residents to enjoy the new green space on sunny days. A shared surface on Redcross Way to the north and south of the landscaped area will improve pedestrian access to the school.

We also suggest a change to the traffic management of the section of Redcross Way between the school and the junction with Union Street, from one-way northbound to two-way, which is how it is currently being used (illegally) in any case. We also aim to provide a junction table at this junction to reinforce the already strong north/south pedestrian route across Redcross Way.

For more detailed traffic/highway proposals see pp71-76.



for new road layout refer to pba drawing on page 72



redcross gardens

new ornamental  
fruit trees

cathedral  
school

road surface pedestrianised  
and landscaped

shared surface to the north  
and south of landscaped area

↑  
redcross way

little dorrit court →

refer to pp77-83 for cost analysis by bucknall austin



# tate modern playground

## illustrative project 4

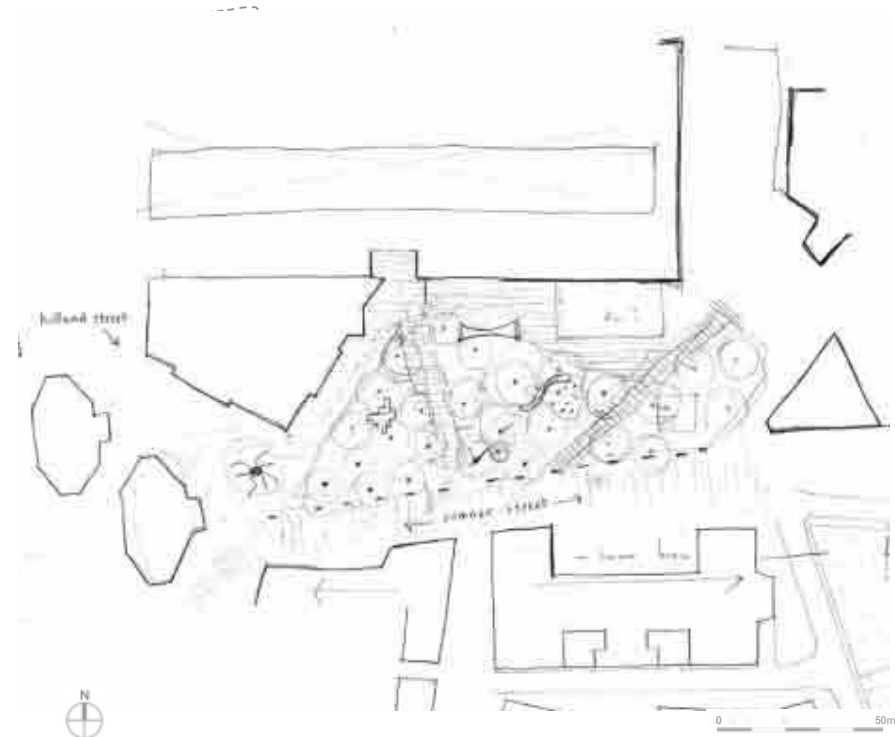
Tate Modern presents a rare opportunity to create a significant new public space within the framework. It could also be the kind of place that London has not seen before, a place of exchange that weaves together something innocent and everyday with something more profound.

The Herzog and de Meuron structuring of the Tate imagined two sections that define the Turbine Hall. The character of the environment either side of the Turbine Hall will become increasingly different. To the north the landscape is expansive, with reflections of the sky, mud and river and is occupied by the movement of thousands of people. The new developments to the south will create a dramatic change in scale and character. This southern space is shared between all of the new developments. It receives a lot of sunlight and is shared by the new businesses, residents, students and shops; it is more like an external room. The proposal to increase the difference either side of the Turbine Hall, and embed Tate Modern and the new developments into the forest, would serve to reinforce the primary structure and would allow the Turbine Hall to be discovered as a 'clearing' in the forest.

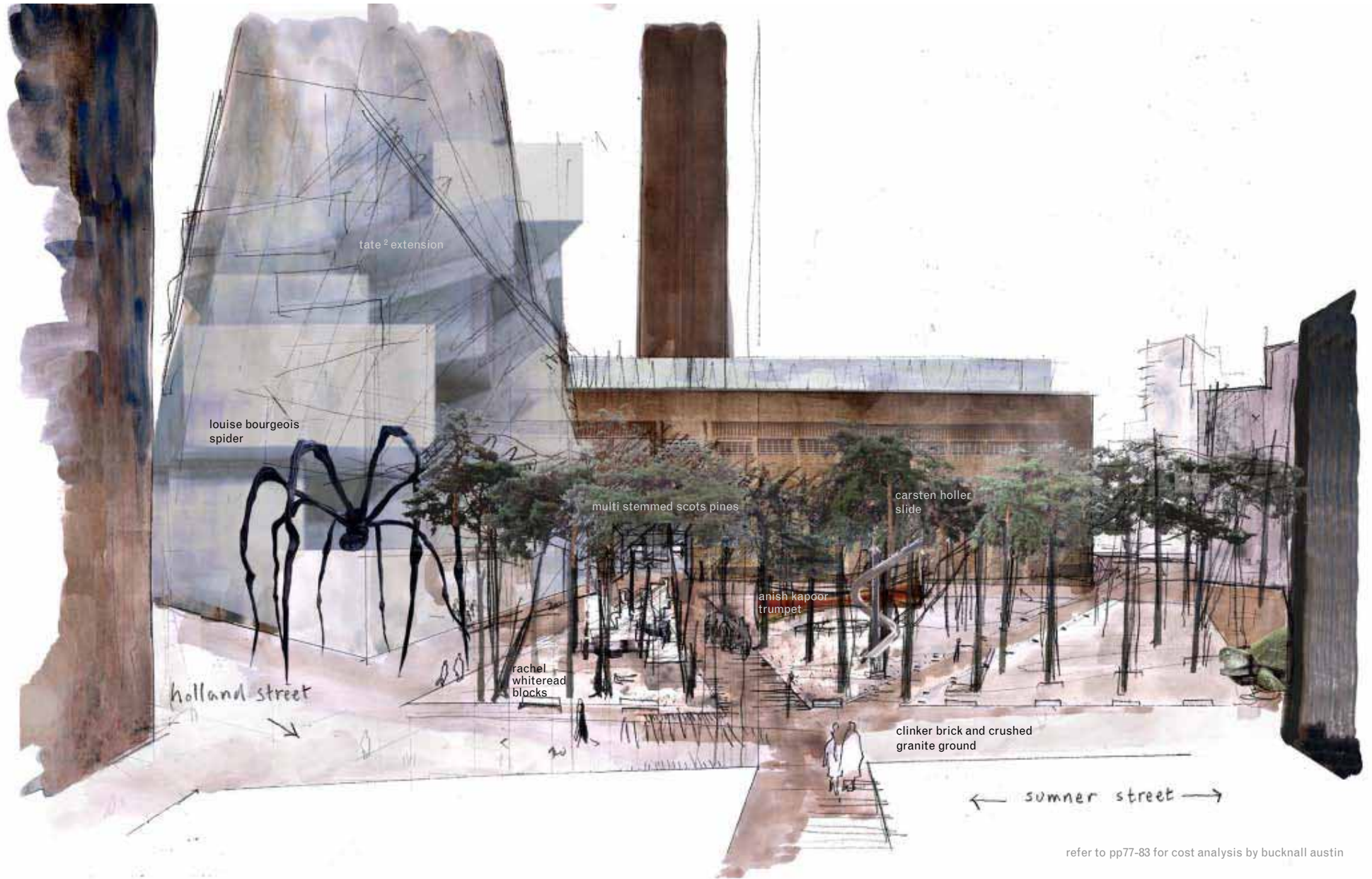
In order to maximise the extent of the new public space and embed it as much as possible, we have discussed a number of measures that maximise the efficiency of the highway space. By using Hopton Street as the only access to the existing residences and Bankside 4, we can reduce the vehicles moving through Sumner Street while maintaining taxi access through this area on a shared surface. We can close a short section of Sumner Street to all vehicles, except for the bus and access only to LSE. Opening up Sumner Street to one-way movement eastwards would reduce the vehicles exiting along Great Guilford Street and enable this to become a shared surface. The area created would comfortably accommodate a playground the size of the Diana Memorial playground in Hyde Park, allowing for the possible new Design Museum.

The Playground is characterised by three things, disfigured Scots Pines establishing a visual field within which are placed copies of the Turbine Hall commissions and a series of diagonal pathways. The commissions have engaged adults and children alike and each forms an extraordinary memory of how the public reacted to it. The playground takes this desire to explore the pieces further and unlike many gallery installations, allows you to touch, climb, and crawl through. The ground is proposed as clinker brick and crushed granite. The trees would need to be procured over 3 to 5 years. It is most likely that they would be sourced from the Black Forest or west of Bordeaux (Napoleon's reclaimed salt marshes grown in sea-dredged sand) in order to find specimens that are multi-stemmed or more twisted. These would be planted at approx 13m in height (40 ft) and 8-10m centres. The clear stems and high canopies allow for an open aspect but some shelter from the sun, creating dappled light.

For more detailed traffic/highway proposals see pp71-76.



for new road layout refer to pba drawing on page75



refer to pp77-83 for cost analysis by bucknall austin

# viaducts

## illustrative project 5

The viaduct that extends between Borough Market (Southwark Street) and Southwark Underground Station (Blackfriars Road) has contributed to the segregation of the urban interior at Bankside from the active river edge. This section of arches, which totals approximately 250,000ft<sup>2</sup>, is mostly closed off from the public, occupied by car parking and storage, both of which are likely to be placed under increasing economic pressure to survive as the congestion charging extends. This viaduct now provides the opportunity to connect the urban interior into the broader area, in the way that the Westway has come to support the knitting together of the area around Ladbroke Grove. This type of 'knitting together' goes much further than providing improved pedestrian access through previously closed or poor quality areas, more importantly, it supports the intense occupation of them.

The small scale, low rent floor space, available in the viaducts can accommodate a multitude of diverse businesses. In the last few years, the arches in Southwark and Lambeth have been in demand, lending themselves ideally to different types of businesses, including independent artists' showrooms, architecture studios and design-conscious restaurants and bars. The Union Gallery occupies two arches which are accessed off Ewer Street, and the recent planning permission for development on the adjacent sites along Union Street, includes the provision of café, restaurant and retail space within the viaduct. These initiatives demonstrate the way that the urban interior can provide an important counterpoint to the high-value, increasingly large floor-plate developments around its edges. The diversity of trade and making that these smaller independent businesses and organisations provides is extremely important to the long term urban experience in Bankside.

Cross River Partnership and Spacia – (the UK's largest provider of small and medium-sized business accommodation and property arm of Network Rail) have worked in partnership to restore derelict railway arches south of the river and convert them into modern premises. The Bankside area requires a strong strategic approach from these two partners to ensure that the development of the viaducts progresses in a way that supports the broader social and economic ambitions of the Bankside Urban Forest.





← great suffolk street →

viaducts between great suffolk street and ewer street

# forest connections

This map shows how well the schemes link together visually. The locations in red are those that are in direct sight of the forest areas and those in orange are those that are within a single change of visual direction, in other words, the spaces that can be seen from the areas shown in red.

This highlights the good connections between the schemes, especially the local schemes to the south of the Tate. It means that people walking around the local area will start to connect the elements of the Forest visually, as it begins to create a network of active spaces for those walking around. It will also help to draw people between these spaces as they will be able to see the aspects of the Forest.



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tate modern



great suffolk street



flat iron square



redcross way

These maps show the natural wayfinding routes from each of the schemes to the rest of the site. The locations shown in dark red can be directly seen or reached from the site; those shown in orange within one visual change of direction; those in yellow, within 2 visual changes of direction, and so on.

What this shows is how well the schemes connect into the neighbouring streets and spaces. For instance, from the new entrance to the Tate, the routes which are shown are routes which, visually, lead most directly to this entrance, and therefore where wayfinding can be supported to make these routes even easier to navigate.

For the more local spaces, this shows how well the new forest spaces connect into the neighbouring residential and community spaces, highlighting where people are likely to access the spaces from, and where they might discover the new spaces.

# the way forward

The Bankside Urban Forest framework sets out a strategy for the long term regeneration of the public realm through an evolving process, which needs to be endorsed and owned by the local community and committed stakeholders. The illustrative projects suggest how the intensification of the public realm might be achieved, the tools for doing this, highways considerations, budget costs and possible funding sources. The scale of the area and diversity of the committed stakeholders demands that the framework is taken forward by a representative group. This group will need the support of a 'project champion' whose role it will be to manage the overall framework on a weekly basis and, along with the group, to be responsible for coordinating the following actions;

To communicate, consult and promote the Bankside Urban Forest projects within the wider community and liaise with the Community Council.

To liaise with related regeneration bodies such as Design for London, the South Bank Employers' Group, Elephant and Castle, More London BID district, Lambeth Council, City of London and Westminster City Council.

To maintain and update the project map.

To act as a liaison between interested parties, including the different project owners.

To liaise with developers and their design teams at an early stage to identify how individual developments can contribute to the public realm and to social improvements within the framework.

To target Section 106 funds anticipated from larger private developments scheduled for the area through the project bank (see below).

To oversee the implementation of the key public projects identified within the framework.

To initiate and run forest events, the Friends of the Forest and the annual Forest Festival.

To commission feasibility testing, detailed briefs and run competitions for the design and implementation of Forest projects.

To develop and facilitate the area's public art commissioning and community outreach strategy in consultation with Tate Modern.

To be successful, the Bankside Urban Forest needs to be owned by the Community. Following initiation by Better Bankside, it will be necessary for the community to be involved in finalising the strategy and for it to be endorsed by the Borough and Bankside Community Council.

It is unlikely that the Bankside Urban Forest will capture large scale main stream regeneration funding. To ensure that the strategic vision is achieved, and sufficient resources are identified, requires a more complex approach involving Better Bankside's own resources, Transport for London's annual spending programme, S106 contributions and monies from Southwark's Capital Programme ( see cost analysis pp77-80).

To help drive the implementation of the strategy, Better Bankside should also consider resources to support the community's capacity to help deliver the programme

The Beginning of the Bankside Urban Forest:

Public Exhibition (Friends of the Forest scheme launched).

Presentation of the Bankside Urban Forest to the Community Council.

Public Launch of the Draft Framework (Forest Charter announced at Tate launch).

Bankside Urban Forest Framework completed following public feedback.

Forest charter agreed.

Symposium on the Bankside Urban Forest to be held at Tate Modern - summer 2007.

Commission feasibility testing, detailed briefs for initial projects.

Commence project funding applications for financial year 2008 spend.

Events in the forest ( we suggest initial Tate-sponsored events in the future Tate playground so as to begin to inhabit that space).