London Bridge Station Redevelopment

PLANNING CONDITION 37
STAINER STREET HERITAGE INSTALLATION
Heritage Installation

Planning Condition 37 states:

Prior to completion of the development, the applicant shall submit a Schedule of Works for a heritage installation within Stainer Street to expose and/or display the history of the station to the Local Planning Authority for approval in writing. The development shall not be carried out otherwise than in accordance with any such approval given.

It was agreed in principle with Southwark Planning Authority (meeting 10/06/2016) that 4no. individual bespoke plaques be located around the Western Arcade/Stainer Street intersection to cover the following dates of the station's development: 1836, 1845, 1872 & 2018.

The installation design proposal presented at that meeting has been developed with fabricator input. This document presents the content, development and proposes locations for the installation.
Heritage Installation

CONTENT
The four plaques will describe the following dates of the station’s development: 1836, 1845, 1872 & 2018.

These dates have been selected for their historical significance:

- **1836** The first station was established on the site of what was to become London Bridge Station.

- **1845** The footprint of the station was extended and ancillary buildings added to accommodate three train companies operating from the site.

- **1872** The footprint of the station was extended further. To the north, through tracks to Charing Cross were constructed. This adaptation required the tracks to be raised. New arches were constructed on top of the old, and bridges installed to cross Borough High Street. To the south, the current southern boundary was established and construction completed of the train shed which stood until the current redevelopment works.

- **2018** The present redevelopment.

EXTRACTS FROM THE HISTORICAL REPORT:
N231-104733-ALB-REP-ST-000001
Heritage Installation

LOCATION
The four plaques will be located within Stainer Street at locations on the fabric relative to the date of each plaque, i.e. the 1836 plaque is to be located centrally, at the oldest point of the station, the 2018 plaque toward Tooley Street.

Locating all the plaques within view of each other (on the east elevation - away from the retail units) means the plaques can be read as one installation, with the viewer learning of the growth of the station as they move from one to the next.

The north end of Stainer Street has been selected as there is more historic fabric retained.

The adjacent plan indicates the proposed locations, confirmed as acceptable by Station Capacity Planner (Shravan Patel; email 21/07/2016).
Example Proposal - Triple 700*700

- Substate (restored brick shown)
- Etched steel text & inset enamelled images
- Tracks in brass relief
- Acid etched final station concourse outline on all displays
- Laser cut layered stainless steel relief plan
- Chemically blackened / weathered steel plate with buffed finish
A panel on each plaque will provide descriptive text of the development of the station at the relevant date illustrated by a contemporary image.

Between the panels 3 dimensional element provides the date and additional visual interest.

A second panel on each plaque will provide a contemporary plan of the station. The panel shall have the road network engraved to provide context for the growth of the station. The extent of the station at the time is illustrated by the plan of the structure in thermal-sprayed zinc, and the plan of the tracks in thermal-sprayed bronze. The new concourse will sit on top as a laser cut outline.

The Joint Station

By 1845, a Joint Committee representing the interests of the London & Croydon Railway, the South Eastern Railway (SER) and the London & Brighton Railway had extended the footprint of the terminus considerably to the south, and constructed a new Joint Station, which had opened in 1844.

The new frontage to the station was built in what the Illustrated London News termed the 'Italian palazzo style'. Behind the station building, the tracks were covered by 'spacious and elegant iron roofs ... well lighted by skylights on either side of the ridge'. These were supported on three rows of fluted cast iron columns, connected above their capitals by ornamented arched ribs carrying the roof trusses.

There was one 'up' platform for arrivals (to the south) and one 'down' for departures, both 21ft. wide and paved with slate. Between the tracks serving these platforms were a further four lines, all of them connected by a system of small turnplates.
Heritage Installation

**PROCESSES**

**Vitreous Enamel panel:**
- robust finish
- defined edges to graphics and text
- good colour reproduction
- associated with rail signage

**5mm Stainless Steel sheet water-jet cut:**
- a robust finish
- visual highlight

**30mm square Acid Finish Mild Steel frame:**
- a robust finish with rich visual interest
- cost effective
- an engineering aesthetic

**Thermal Spray Zinc and Bronze on bead blasted steel plate base - engraved with the road network:**
- an extremely robust finish
- legible content with clear colour tones
- layering of material a metaphor for the layering of site history

**Laser Cut Stainless Steel sheet offset 5mm above plan:**
- a robust finish
- accuracy and detail
- a contemporary precision technology

**5mm Stainless Steel sheet water-jet cut:**
- a robust finish
- visual highlight

**30mm square Acid Finish Mild Steel frame:**
- a robust finish with rich visual interest
- cost effective
- an engineering aesthetic

**Vitreous Enamel panel:**
- robust finish
- defined edges to graphics and text
- good colour reproduction
- associated with rail signage
The First Station

What was to become known as London Bridge Station was officially opened by the Lord Mayor of London on 14 December 1836 as the terminus of the London & Greenwich Railway.

The ‘station’ was essentially the end of the viaduct which carried the tracks all the way to Greenwich, accessed via an inclined approach up from Borough High Street. The terminus comprised three tracks, and initially there were no buildings apart from the offices of the company adjacent.
By 1845, a Joint Committee representing the interests of the London & Croydon Railway, the South Eastern Railway (SER) and the London & Brighton Railway had extended the footprint of the terminus considerably to the south, and constructed a new Joint Station, which had opened in 1844.

The new frontage to the station was built in what the Illustrated London News termed the 'Italian palazzo style'. Behind the station building, the tracks were covered by 'spacious and elegant iron roofs ... well lighted by sky-lights on either side of the ridge'. These were supported on three rows of fluted cast iron columns, connected above their capitals by ornamented arched ribs carrying the roof trusses.

There was one 'up' platform for arrivals (to the south) and one 'down' for departures, both 21 feet wide and paved with slate. Between the tracks serving these platforms were a further four lines, all of them connected by a system of small turnplates.
Further expansion

By 1872, the London & Brighton and the London & Croydon Companies had amalgamated to form the 'London, Brighton and South Coast Railway' (LBSCR), occupying the south side of the site. Between 1864 and 1867, the LBSCR had expanded its terminus further southwards – establishing the southern boundary of the present station (realigning St. Thomas' Street in the process) and had erected the train shed in the image above.

The South Eastern Railway (SER) occupied the northern half of the site, in 1864, carried some of its tracks through to Charing Cross. This necessitated raising the tracks at a gradient of 1 in 103 to provide sufficient clearance over the ramped approaches to London Bridge. New arches were erected on top of the original viaduct structure, bringing the tracks up to two new plate girder bridges carrying three lines over the station approach and Borough High Street. The new ‘high level’ station was accessed via inclined subways up through the new structure. The southernmost train shed on the SER's side of the station was given over to a Continental Goods Depot with eight lines of tracks.
The present

London Bridge is now the fourth busiest station in the country, bringing around 56 million passengers into the city each year. The changes we have made allow us to introduce more Thameslink trains every day – up to 18 trains an hour through London Bridge – offering better connections than ever before.

By reconfiguring the track at the station, there is now nine ‘through’ platforms and six terminating platforms. This means more trains to more destinations including a connection to Crossrail services at Farringdon providing links across and beyond London in all directions.

The concourse at London Bridge station is bigger than the pitch at Wembley Stadium and includes new retail and station facilities. For the first time the new concourse will unify the station for the first time so that passengers can access all platforms from one place. With entrances on Tooley Street and St Thomas Street, connections to and between the surrounding areas have been improved, supporting the wider regeneration of the area. Tube and bus links have been improved and lifts and escalators will provide step-free access to every platform.