



Holyrood Street Lowline Public Realm Concept

Initial Study of Local Context & Physical Setting

prepared by

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Contents

1.0 Executive Summary

2.0 Wider Context

- 2.1 Policy Context
- 2.2 Locational Context
- 2.3 Temporal Context
- 2.4 Retail Context

3.0 Physical Context

- 3.1 Arrivals on Holyrood Street
- 3.2 Access & Movement
- 3.3 Street Frontages
- 3.4 Internal Capacities
- 3.5 Streetscape Structure

4.0 The Opportunity

- 3.1 Arrivals on Holyrood Street
- 3.2 Access & Movement
- 3.3 Street Frontages
- 3.4 Internal Capacities
- 3.5 Streetscape Structure

5.0 Next Steps

Holyrood Street is adjacent to the epicentre of an area undergoing unprecedented change; soon set to be a landing point for the new London Bridge Station, and its tens of thousands of users each day. In the midst of the inevitable widespread regeneration, how can distinct localities retain their existing characters and protect existing local amenity; whilst enhancing their sense of place, quality of public realm, and opportunities for incubation of local skills?

Holyrood Street is the first part of the Low Line that will be developed within the Team London Bridge boundary. It comes at a time when there is an appreciation from all levels of government for 'Good Growth', novel forms of heritage-led regeneration, and inventive models of socially-sustainable entrepreneurialship; all aspiring towards better knitting of existing local communities and neighbourhoods together with increased capacity for intensification of live, work and play space.

The strategic objective of this project is to unlock this first link of the Low Line in such a way that is economically, socially and environmentally sustainable. Herein suggested, it is not sufficient to consider the physical renovation of the public realm, without serious and thoughtful parallel consideration of the associated management and governance of the adjacent properties.

What will Holyrood Street become; defined by who, for what and when of use?

This initial scoping document aims to present the possible opportunities and identify next steps to realising these opportunities, in the short, medium and long-term life of London Bridge.

2.0 Context

2.1 Policy context

Background

This 'Public Realm Concept' study was commissioned by Team London Bridge in conjunction with Network Rail and LB Southwark in the summer of 2017. The study was undertaken and produced by Studio Weave and Archichture00; this document is the first part of the continuing study, and focusses on an initial survey and appraisal of the local context and physical condition of Holyrood Street, and London Bridge beyond. The brief requests proposals for the public realm and the types of uses in the arches that can "help build momentum towards a locally successful economic, cultural and leisure spaces, as well as an exciting visitor destination."

Holyrood Street, and London Bridge more broadly, is an area with both a diverse current economy, and divergent future trends – with the opening of the new London Bridge station being part of this massive transformation. This is happening at a time when the need for long-term thinking with regards to regeneration is prominent in the public consciousness. The value of retaining unique character features, and the sustainable provision of space for social participation, is becoming a basic requirement of the regeneration process; as benefitting the existing local communities involved is increasingly appreciated for its contributory role to the success of any development.

The primary aim of this concept study therefore is to identify and highlight both unique social and physical opportunities on Holyrood Street and the surrounding area, which might be explored in its future development.

Policy Context

London-wide

"London is facing unprecedented population growth and with that comes challenging work, but also amazing opportunities to deliver a city that is socially integrated, sustainable, healthier, safer and with a world class public realm." Mayor of London, Sadiq Khan

The GLA, situated a stone's throw from Holyrood street at City Hall, has launched the Good Growth fund. This £70 million regeneration programme offers capital funds and development support to community-led regeneration that help to "secure the long-term social, environmental and economic sustainability of our city."

Southwark

Southwark's objectives as outlined in their New Draft Plan (2018-2033) informed the vision. Relevant strategic policies include: (SP2) Revitalized neighbourhoods; (SP3) A Strong Local Economy; (SP4) Healthy Active Lives; (SP5) Cleaner, Greener, Safer ; (SP7) Social Regeneration. Key strategic themes common across those policies, which appear relevant to the development of Holyrood Street include:

- Local distinctiveness / heritage-led regeneration (SP2)
- Provision of varied unit sizes to protect local businesses, as well as horizontal mixed use, or 'hybrids' (SP3)
- Community food growing (SP4 and 5) and waste re-use (SP5)

Examples of these policies successful in action have been delivered by the Southwark Financial Well-Being Team; in Elephant & Castle, where a partnership approach helped to create a construction academy and a shared maker space.

London Bridge

Team London Bridge have also already undertaken extensive research into the potential for Holyrood Street, which established the need to make it a destination in its own right, with a strong focus on social outcomes (either through prioritisation of socially-contributory tenants, formal or informal education of local skills), and an aspiration for it to facilitate and host a range of contemporary creative and cultural activities. Three previous studies have informed this report:

1. Culture Catalysed
2. London Bridge Plan
3. Made in LB



The New Southwark Plan



Culture Catalysed



London Bridge Plan



Made in LB

A new draft plan for Southwark, which will cover 2018-2033. Specific policies of relevance include:

- DM24: 47,000 new office jobs will be created up to 2036
- DM25: About new railway arches
- DM26 and 71: On the importance of small business and retail units (80 sq m or under), and the benefits of long term management of these spaces by companies specialising in the management of space for small businesses, as well as the feasibility of clustering non-residential uses in single use buildings (horizontal mixed use)

This document sets out London Bridge's challenges and needs, particular elements in which Holyrood Street's vision should respond to include:

- London Bridge lacks compelling reasons for people to linger, and there is a lack of elements that help to bind, or knit, the physical and social environment together. Furthermore, there is a danger that it is losing its unique character and culture.
- London Bridge therefore needs a stronger local economy and a better knitted together physical and social environment.

This plan sets out London Bridge's collective vision and strategy, in which Holyrood street's long-term vision is based. Overall, one of the highest priorities is to provide a more relaxing, green atmosphere which can be done through improved public realm. Relevant strategies include:

- In terms of identity and way-finding, London Bridge requires improved way-finding to encourage "discovery across the character areas"
- In terms of place-shaping, London bridge needs to be better linked by enriching uses and sustainable themes

Research into the potential for the railway arches, based on visitor feedback and focus groups. Tenants, local businesses and residents consulted on the vision with the final document steered by a partnership including Network Rail, Camberwell College of Art, King's College, London South Bank Uni, Leathermarket JMB

- Destination in its own right
- A focus on education - whether formally through apprentices or informally through workshops
- 25% of businesses should be social enterprises

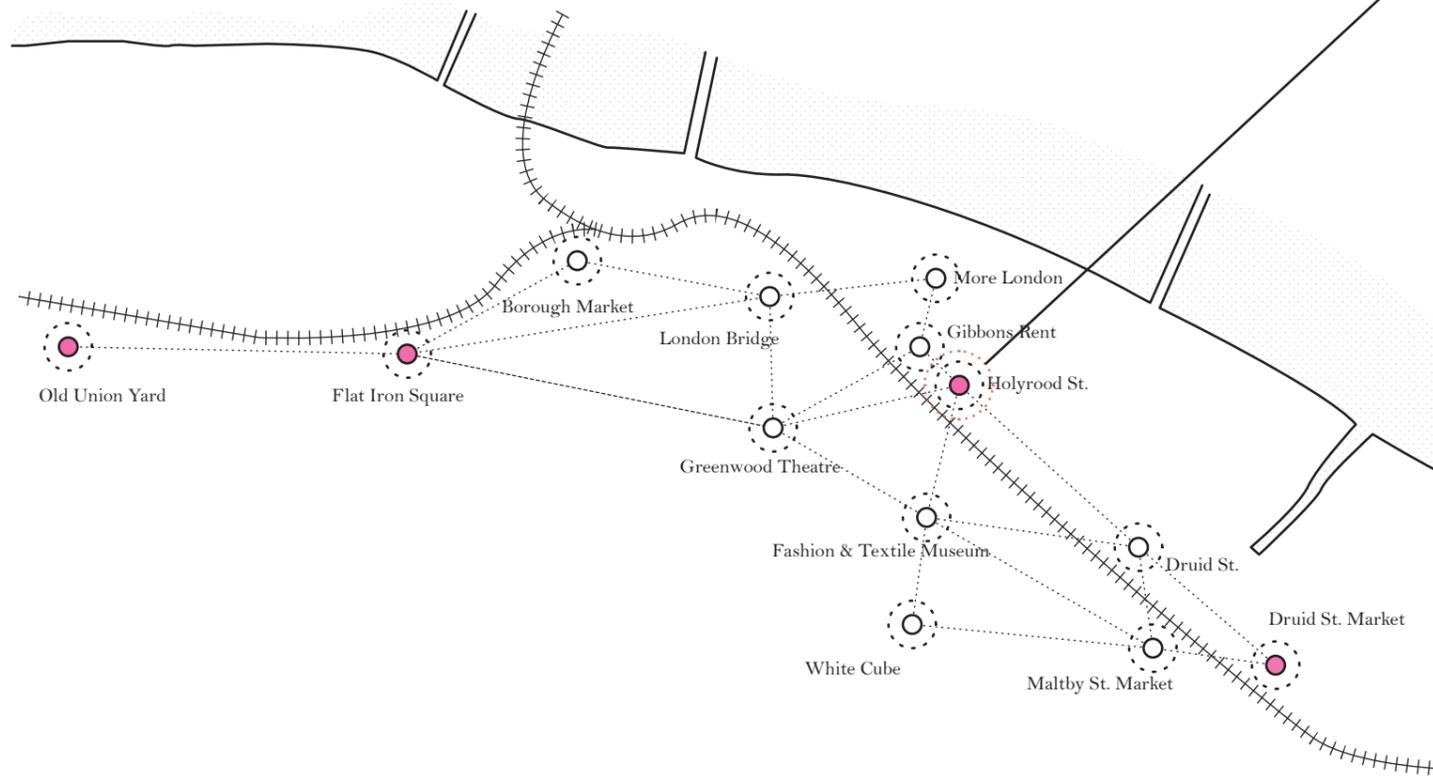
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The Low Line

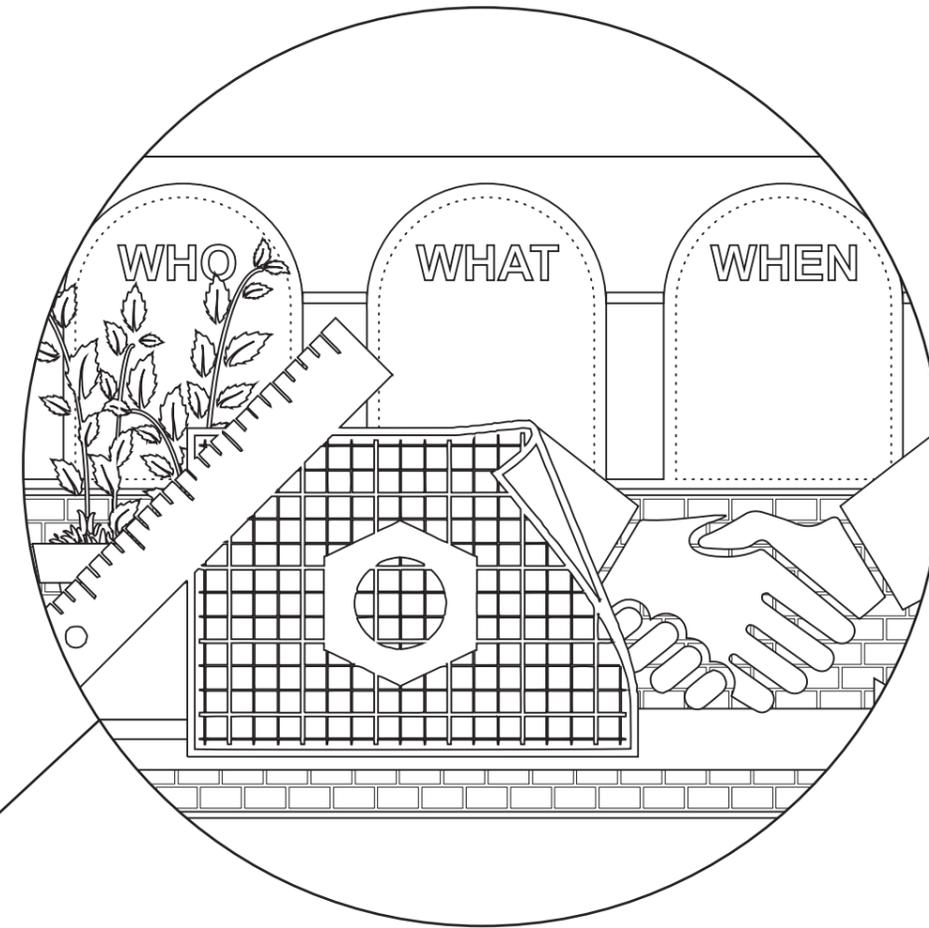
The Low Line in Southwark is a new walking route alongside the historic railway viaduct which connects neighbourhoods. For Southwark and London Bridge, projects must “facilitate economic growth and improve access and permeability” as well as illustrating “how creative design, use and investment can provide local community improvements as well as a new cultural destination and better use of valued historical infrastructure.”

Southwark has already played a leading role in facilitating change for three Low Line projects. Projects - where possible - have been delivered with existing tenants, two of which were with Better Bankside BID – Old Union Yard and Flat Iron Square – and one involved the Financial Well-Being Team.

Different governance models and tenant mixes have been used at different locations including high-revenue uses cross-subsidising less economically viable, but highly supportive, activities, such as restaurants enabling the theatre at Old Union Yard.



Constellation of attractions on and among the Low Line (pink constellations are points on the Low Line)



Summary

Holyrood Street should be a unique destination which helps to knit both the existing physical assets of London Bridge, and the social fabric of the neighbourhood - with its transformation benefiting a wide range of locals and visitors.

Initial ideas for uses include ones that provide refreshment, leisure and cultural opportunities for the large number of local workers; that complement and support existing London Bridge activities, like the restaurants on Bermondsey Street or the food processing companies of Druid Street; and that maximise opportunities with social initiatives.

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2.2 Locational Context

London Bridge's Hybrid Identity

London Bridge does not have one identity, but a multitude of character areas and users. This multi-faceted amalgamation is typical of London; the diverse range of major institutional attractions, the associated local clusters that form around them and the wide range of users that visit each. London Bridge has something for everyone - including world-class destinations such as Tate Modern, White Cube, HMS Belfast and Borough Market, as well as smaller local venues and markets.

This multi-faceted nature is enriched by a mixture of locals and visitors. Locals include 60,000 diverse workers, from the Mayor of London to long-term residents across the socio-economic spectrum.

Riverside

Stretching from the London Eye in Waterloo all the way to Tower Bridge, this is one of the most visited routes in London with multiple world-class destinations

- *City Hall (6 mins)*
- *Tate Modern (20 mins)*
- *Shakespeare Globe (20 mins)*
- *HMS Belfast (6 mins)*
- *Tower Bridge (6 mins)*



Borough Market & surrounds

A world-class market which has been around for over 1000 years and boasts a delicious diversity of cooked and fresh produce. One of the main eating and drinking destinations, but only open during the day Monday to Saturday, and an inaccessible walking distance for most More London workers and many London Bridge workers (over 10 minutes)

- *Borough Market (11 mins)*
- *Southwark Cathedral (11 mins)*



Southwark Street

A predominantly mixed-use area, with one of the main commuter roads through it including new residential developments and a few pockets of cultural and leisure space.

Main attractions:

- *Flat Iron Square (15 mins)*
- *Old Union Yard (21 mins)*



More London

This predominantly commercial district includes City Hall, PwC, E&Y workers – totalling 20,000. The cafés, restaurants and shops tend to be chain-retail (for instance with Hay's Galleria hosting a Starbucks, Costa, Cote and café rouge) but with their own programming – including outdoor Pilates classes and book festivals, mostly for the benefit of workers.

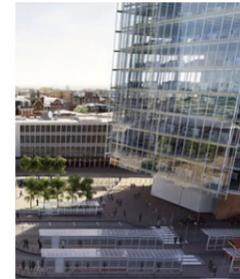
- *Hay's Galleria (5 mins)*



New London Bridge Quarter

A predominantly commercial area, which functions as the main exit for London bridge. The shard attracts tourists and workers, and St Thomas Street operates as a predominantly chain retail standard high street (with costa, M&S)

- *London Bridge Station*
- *St Thomas Street*



Old London Bridge

Less touched than the other sides of the station - the east of London bridge is still a smaller grain of winding roads, lack of clear desire lines, populated with people who know the area but with a steadily increasing influx of visitors with the rise in popularity of the markets to the east

- *Holyrood Street*
- *Gibbons rent (1 min)*
- *Southwark offices (1 min)*



Low-line East

A mostly residential area, with more greenery including the grassy verges of the housing estates and a wildflower meadow. This area is mostly quiet during the week, and with weekend visitors to the markets. This route leads to Borough Station (18 min), Bermondsey Blue market and the Biscuit factory.

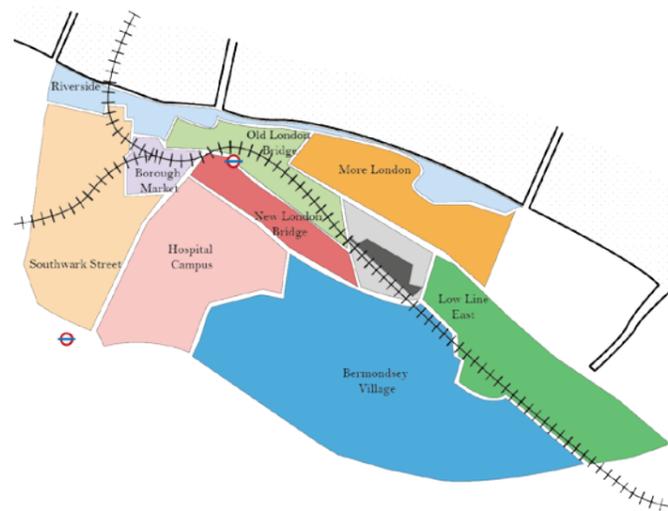
- *Maltby Street Market (9 mins)*
- *Druid Street Market (9 mins)*



Bermondsey Street Quarter

A village feel high street with independent businesses and restaurants, leading to an artistic centre at the south

- *White Cube (12 mins)*
- *Matt's Gallery (13 mins)*
- *London Glass-blowing*



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Main Attractions

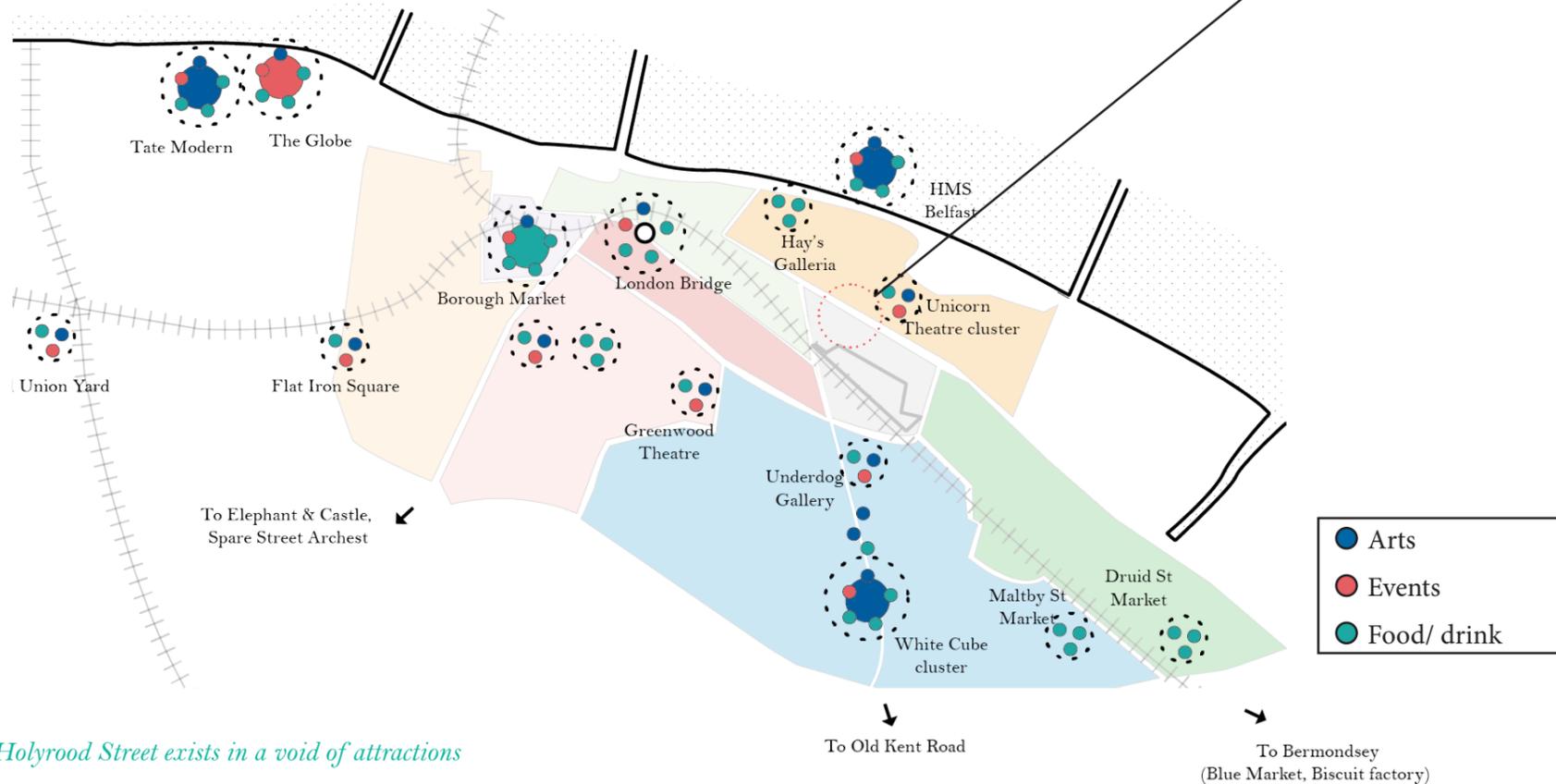
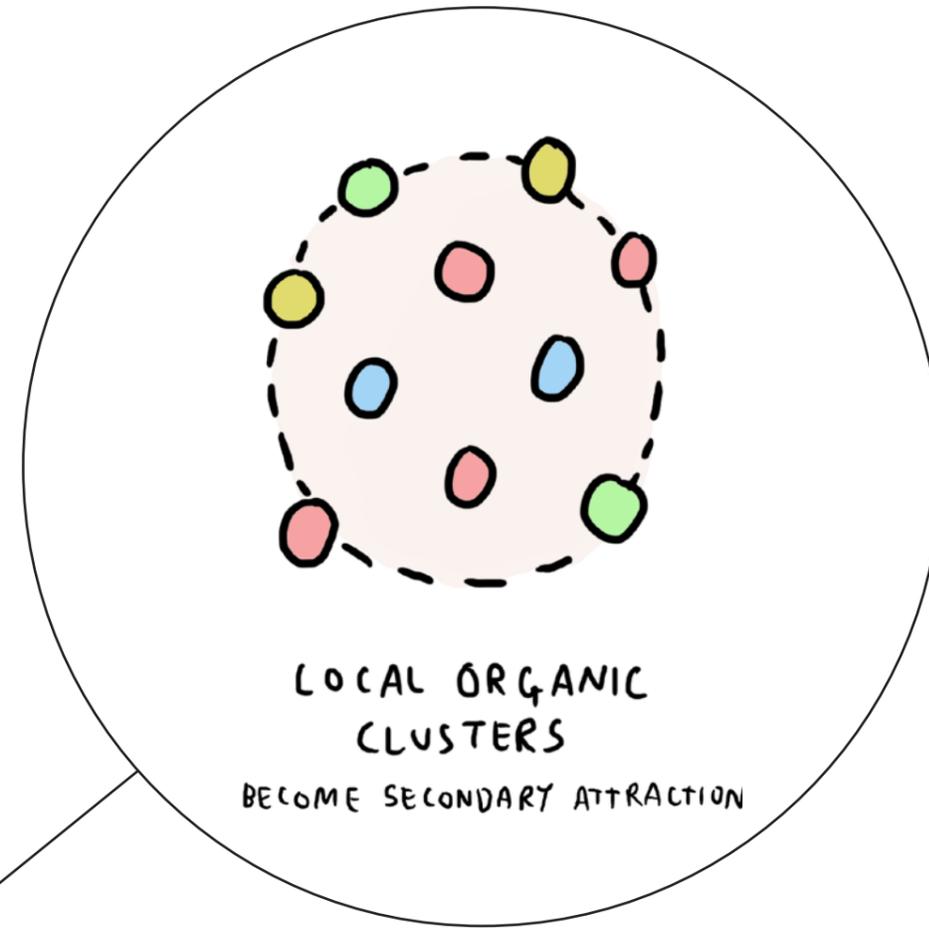
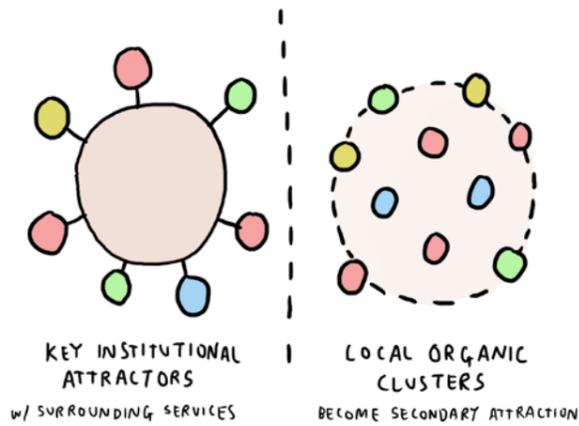
Each character area has its own attractions, the challenge being - as mentioned in Culture Catalysed - how to knit them together in a legible and exciting way.

Holyrood Street occupies a void within these attractions, both between London Bridge (West of Holyrood Street) and down to the weekend markets (East) as well as between the Riverside visitors and More London workers (North) and the creatives, theatres and galleries (South).

Determining the most appropriate role for Holyrood Street sits in this ecosystem requires an appreciation of the different types of attractions; key institutions such as galleries and theatres, and local clusters such as active high streets and courtyards.

Clearly, Holyrood Street is unlikely to host a significant new cultural institutional attraction, due to its scale and spatial arrangement, although there are potentials of other types of institutions depending on the developments of adjacent buildings.

And what local cultural and leisure cluster might be in demand? This depends what is already on offer, and when - day-time art (eg. galleries), evening cultural events (eg. theatres) and retail options (restaurants, shops etc.) - what is missing, and when?



Summary

Holyrood is at the centre of London Bridge's diverse character areas that make up its unique hybrid identity - occupying an intersection of residents, workers and visitors.

Occupying a void currently, Holyrood Street has the opportunity to fill this and knit together these diverse elements through a cluster of secondary attractions.

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2.3 Temporal Context

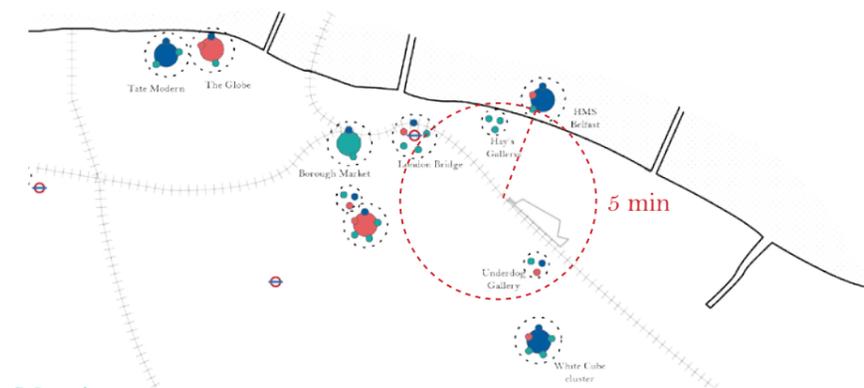
London Bridge: Present to Future

The new expansion of London Bridge Station, and the associated development of the Tooley Street arches, presents an opportunity to harness the momentum of these transformations improve Holyrood Street. It is up to the custodians of Holyrood Street - its landowners and stakeholders - to ensure these transformations are directed in such a way that enhances its unique character and shares the benefit of all investments as broadly as possible, delivering good sustainable growth for the benefit of the wider community as well as its immediate beneficiaries.

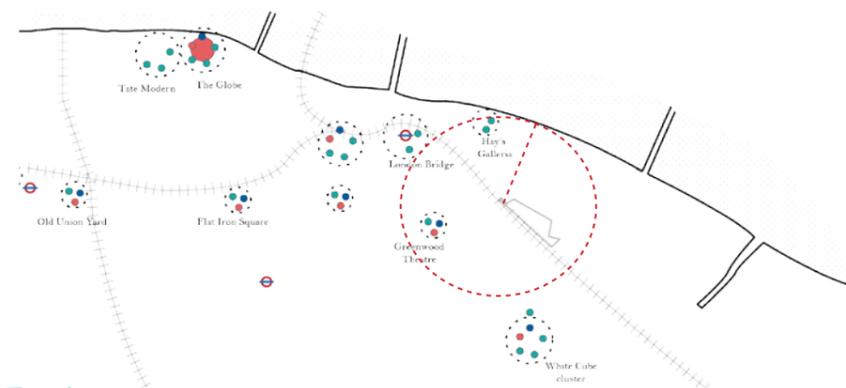
Determining what Holyrood Street has the potential to become requires consideration of when, for what and by whom it can be used now. Temporal study of the surrounding area shows that there is a mix of arts, events and food and drink destinations, but with distinctly different operating times.

In particular, within a 5 minute walking distance from Holyrood Street there are a range of sparsely distributed venues, but a lack of critical-mass. Particularly considering night-time activity, the immediate surroundings distinctly lack concentrated places that workers, residents and visitors can rely upon.

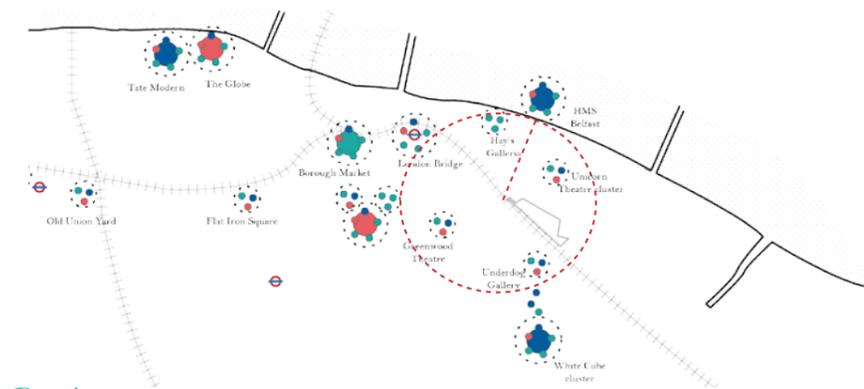
- Arts
- Events
- Food/ drink



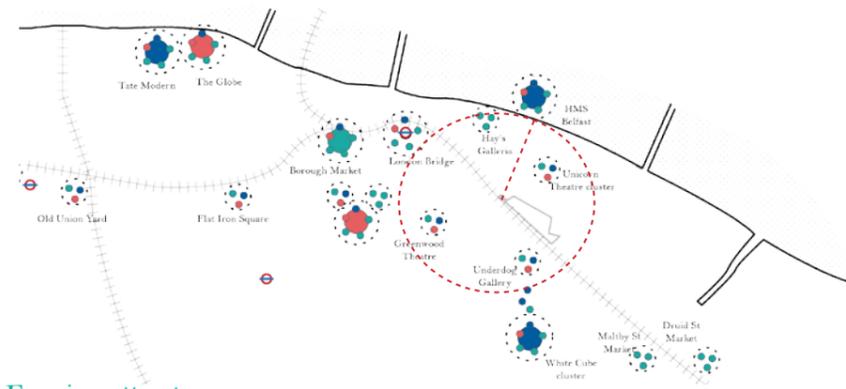
Morning attractors



Evening attractors



Daytime attractors



Evening attractors

Users

Understanding local user behaviour patterns could enable a more precise understanding of the potential market opportunities.

The table below gives a picture of the potential market opportunities, based upon the time and typical habits of different user groups.

	Morning (4.00-11.00)	Daytime (11.00-18.00)	Evening (18.00-4.00)	Weekend
Worker (60,000)	A hot drink en-route to work	'Quick and cheap' lunch Team- building	Socialising with colleagues Events	-
Resident	A hot drink en-route to work	Daily Services (supermarkets, creches etc.) Once in a while (hairdressers, dry-cleaners)	Socialising with neighbours Events	Relaxing places to be
Visitor	-	Eating, drinking, sight-seeing (eg. galleries, markets)	Eating, drinking, sight-seeing (eg. plays, events)	Eating, drinking, sight-seeing

Table of uses depending on the time and the user

Tooley Street Exit:

... used by workers from within More London and other estates to the North of London Bridge. There is a dominance of occupation by 'generic' chain retail along Tooley Street, users do not benefit from a unique 'local' offer or defined 'London Bridge' experience.

Worker	■	■	■	■	■
Resident	■	■	■	■	■
Visitor	■	■	■	■	■

Worker	■	■	■	■	■
Resident	■	■	■	■	■
Visitor	■	■	■	■	■

London Bridge Road Exit:

... primary exit for Borough Market and the institutional attractors to the West. The surrounding retail offer is ad-hoc mixed-use occupation of ground-floor units with predominance towards 'in-out' transactions with little lingering due to speed and noise of travel of main road.

Users of the different areas of London Bridge station



Worker	■	■	■	■	■
Resident	■	■	■	■	■
Visitor	■	■	■	■	■

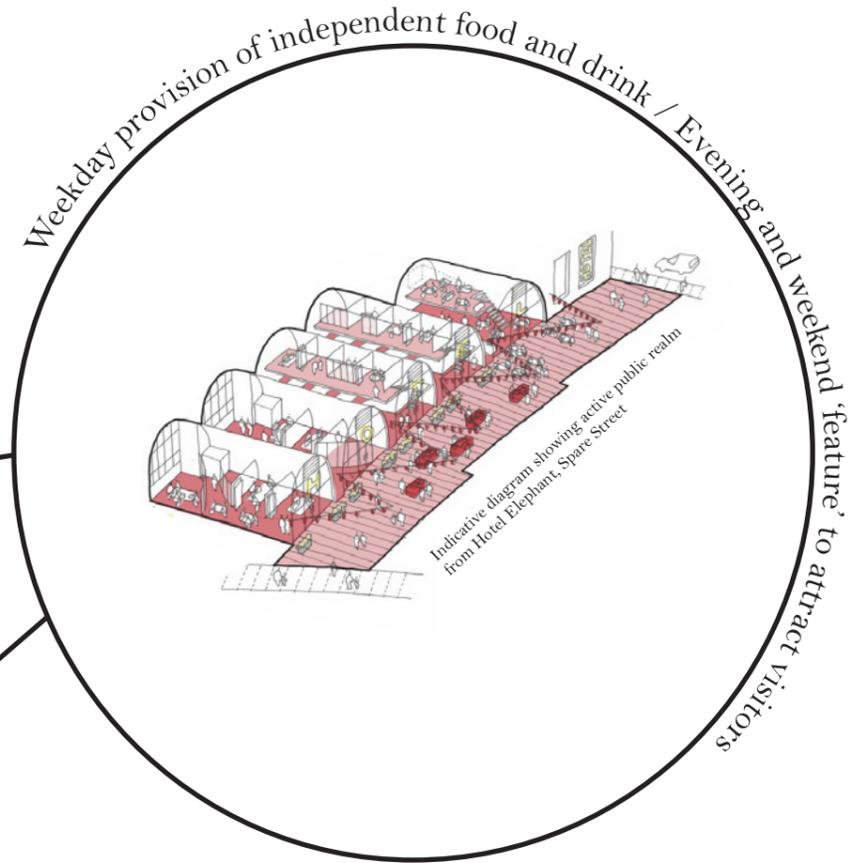
London Bridge Plaza Exit:

... largest and most prestigious exit, used by workers for Hospital Campus and New London Bridge Quarter. The adjacent retail offer is mostly chains such as those along St Thomas street.

Worker	■	■	■	■	■
Resident	■	■	■	■	■
Visitor	■	■	■	■	■

Bermondsey Street (open 2018):

... with the opening of Bermondsey Street exit in 2018, the surrounding area has the potential to draw in workers from the East as well as More London. It may also become the primary exit for some residents who commute out of London Bridge and those weekend visitors to Maltby and Druid street markets.



Summary

There are two main 'local' opportunities for Holyrood Street to contribute to the London Bridge 'ecosystem' and one secondary 'visitor' offer it might fulfil:

- A daytime and evening offer for workers who will primarily be looking for quick & easy lunches and bars to socialise with dynamic interest
- A passing offer for residents commuting, who can walk down Holyrood Street to get to the new Bermondsey entrance
- A unique 'feature' offer for evening and weekend visitors en route to one of the larger more prominent public institutions

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2.4 Retail Context

London's 21st century retail offer: Marylebone High Street; Carnaby Street; Redchurch Street; Holyrood Street?

Each of these streets are a product of how they are governed, the businesses that occupy them and what their collective offer is; what is the tenant type, what is their target audience, what is on sale etc. Holyrood Street's offer should aim to be multi-responsive: based on understanding of retail trends - responsible, experiential etc. - as well as relevant to the existing users in the area.



Freegan Pony (Paris)
Award-winning restaurant in Paris where all food is made from vegetables that would have been wasted



Dans le Noir (London)
Restaurant where diners eat blindfolded



Albert Heijn (Netherlands)
Offer 'in-store farming' so shoppers can choose from growing beds inside the store.



Space X Pop-up (London)
Week long pop-up in shoreditch where customers could buy their hydro-ponic grown greens



Hurwundeki (London)
A hairdresser/ shop/ restaurant

Responsible Consumerism

Consumer awareness of supply-chains, enabled by technology, has led to more ethical buying choices. Since the first Fairtrade certification in 1988, companies have innovated to demonstrate their 'green credentials' leading to entire businesses created to monitor this, such as Providence.

In combination with the CSR policies many corporations follow, this brand-awareness has helped to accelerate the trend for responsible consumerism. 'Going Green' is now more than just about organic, or fair-trade goods - concerning environmental and social challenges such as how to reduce waste, reduce packaging, reduce 'food-miles' and more generally carbon footprints. This is demonstrated by a range of social enterprises including Rubbies in the Rubble, who turns waste vegetables into chutney, and Article 25 who turn waste coffee beans into mushrooms.

What could responsible consumerism mean for Holyrood Street?
Holyrood Street could be a pioneer of reduced-waste consumption, with zero packaging coffee-shops, ethically sourced crafts and Freegan restaurants.

The Experience Economy

Another shift in consumer behaviour is the rise of the 'experience' economy which sees consumers privileging experiences over products, as consumers prefer to enjoy themselves and make memories than accumulate things.

This trend leads restaurants, bars and shops to provide unique experiences; recent iterations of this theme, like Dans le Noir, offer diners the chance to eat in the dark, or like Bunyadi, the chance for diners eat naked, are driven by the same rationale of themed restaurants and bars.

This trend is becoming - in varying degrees - more ubiquitous, with the emphasis on 'instagrammable experiences' leading institutions like Harrods' to launch the 'Diva Salon' in 2015 with Bulgari which allowed customers to have their picture taken with million pound diamonds.

What could the experience economy mean for Holyrood Street?
Holyrood Street could host workshops for team-building activities, where nearby workers learn how to grow their own vegetables, make their own beer or build their own desk. It

Who Produces Where?

Consumer shifts towards ethical products and experiences has led to a growth in localised and consumer-led production.

The first trend further expanded in its ethical bias sees fashion, food, drink and design being made at the point of sale; from maker studios operating front of house show-rooms to supermarkets moving into 'in-store' farming.

The second, driven also by the desire for individualisation, sees these products being personalised; with everything from customized clothes at Nike ID, through to customized chocolate at TCHO in Canada, allowing customers to engage with the design and manufacture of their products.

This blurring of consuming and producing is in part enabled by the scale and affordability of new digital infrastructures. Fabrication is more accessible than ever in shared manufacturing production facilities like 'co-working' and 'maker' spaces; shared workshops, sewing studios and breweries amongst other types are proven popular models;

- 'Membership' model at UBrew microbrewery
- 'Open Workshop' model at Unto This Last makerspace
- 'Partnership' model The Green Lab growspace

What could consumer-led production mean for Holyrood Street?
Holyrood Street could host innovative restaurants that use the back of the arches for hydroponic food-growing and the front for cooking workshops, and bars that work with nearby local residents to grow their own hops that can be made into beer at nearby Ubrew.

Hybrid Offers

All of these trends involve a shift towards hybridisation, a response to the desire for diversity, within the constraints of space and resource expense. Hybrid stores, depending on the mix, improve the customer experience, allow for intelligent space-usage and through cross-subsidy activities, enable low-revenue uses to thrive in mutually-beneficial relationships.

Restaurant-meets-cycling-meets-flower shop (Rapha Cafe/ The Green Room), café-meets-laundromat (Laundromatt), bar-meets-hairdresser (Huwundeki) all help to socialise an experience.

Shops which offer multiple services or products that complement each other, like the supermarket with an 'in-store' farm or the sports shop with an 'in-store' gym classes (Lulu Lemon) help to provide a unique experience of a day to day shopping activity.

These examples demonstrate hybridisation in one unit - but the same logic applies to Pop Brixton, or Old Union Yard in which a level of revenue-sharing enables high yielding businesses to harness the 'unique character' of low-yielding uses - and the system to be sustainable.

What could a hybrid model for Holyrood Street be?
Holyrood Street's hybrid offer will be honed and tested through an iterative testing period.

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Retail in Arches

Network Rail owns 10,000 arches across London, which have long hosted an interesting mix of uses from light manufacturing to boxing gyms. Active place-making is happening across these arches - from the planned refit of 31 arches in White City to the recent refurbishment of Deptford Yard.

Recent schemes demonstrate a context-aware appreciation, resisting the late-twentieth century trend of prioritising revenues from generic chain retail and rather prioritising local independent businesses through intelligent policy

mechanisms. They also show that management is key, with the chance success of small retail and business units being improved through operation by a manager with expertise (Southwark's New Plan DM 25). This success allows for services provision such as improved marketing, which is essential to get these places heard about and used.

Across London, many arch-regeneration schemes have shown that the 'post-industrial yard' character and condition is not only practical but also with minimal intervention popular and sought-after for its authenticity. Examples of 'minimal-intervention' arch regeneration schemes attracting high-

value and demand include Flat Iron Square, Maltby Street market, Paradise Row etc.

Most significant to the conversion of 'post-industrial yards' is the planning and installation of appropriate communal infrastructures; including seating areas, performance areas, planting spaces, and so on - with many successful places sharing common space connected between multiple tenants.

Cultural Venue & Independent Retail

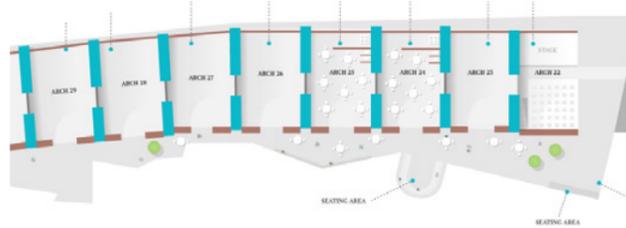
Old Union yard:

7 arches (130 m2 double height)

Southwark

Theatre, Restaurants & Cultural, Leisure venues

15 years one lease (with subleases)



Creative & Production Spaces

Spare Street

5 arches

Southwark

Co-working Spaces and Maker Studios

25 year lease one operator (Hotel Elephant)



Deptford Yard

14 arches

Lewisham

Independent Food & Drink

Managed by U+I regeneration



Loughborough Junction

2 arches

Lambeth

Co-working Space & Communal Kitchen

Operated by Meanwhile



Other examples:

Flat Iron Square, Paradise Row, Isabella Street, Maltby Street

Market

Other examples:

Druid Street food processing

Summary

In line with trends in retail design, Holyrood Street should offer users unique experiences. These experiences should aim to deliver multiple social outcomes, for instance awareness around waste reduction and localised production.

A hybrid model can help to establish this interesting mix in an economically and spatially viable way, as demonstrated through other projects in arches - which often require a manager to oversee, who uses it (passing trade and purposeful visits) and what is on offer.

3.0 Physical Condition

3.1 Access & Movement

In it's current condition, Holyrood Street is primarily a local East-West pedestrian route along the railway viaduct, with only minor vehicular use for servicing of the business properties as well as the viaduct vaults.

Access to Holyrood Street is open at it's Western end, and partially managed at it's Eastern end by a vehicular barrier - the two ends are separated by a central reservation of permanent bollards.

- Pedestrian Route:

Holyrood Street constitutes a direct East-West connection between Bermondsey Street and Shand Street and beyond; primarily popular amongst local users familiar with the area. The lack of complete vehicular access creates a quieter route.

- Vehicular Access:

Holyrood Street is not a vehicular through-route, due to the managed vehicular barrier at the Eastern end, and a central reservation of bollards.

Vehicular access for servicing and delivery at the Western end is open for 24 hour access - with on street stopping possible for unloading. Vehicular access for servicing and delivery at the Eastern end is subject to arrangement with the barrier operator (assumed to be associated with 22 Shand Street, owned by LBS).

- Cycle Route:

As per pedestrian access, Holyrood Street constitutes a direct East-West connection between Bermondsey Street and Shand Street and beyond. However, the nature of the street in it's current condition - with vehicular barrier, bollards, and rough uneven surfaces - does not lend itself to significant cycle traffic over alternative East-West routes available on Tooley Street and St Thomas Street.



Figure.01: Diagram illustrating the accessibility and movement through the Holyrood Street local context

- Primary Routes
- ... heavy vehicular use
- Secondary Local Routes
- ... quieter pedestrian use

Image 01



Image 02



Image 03



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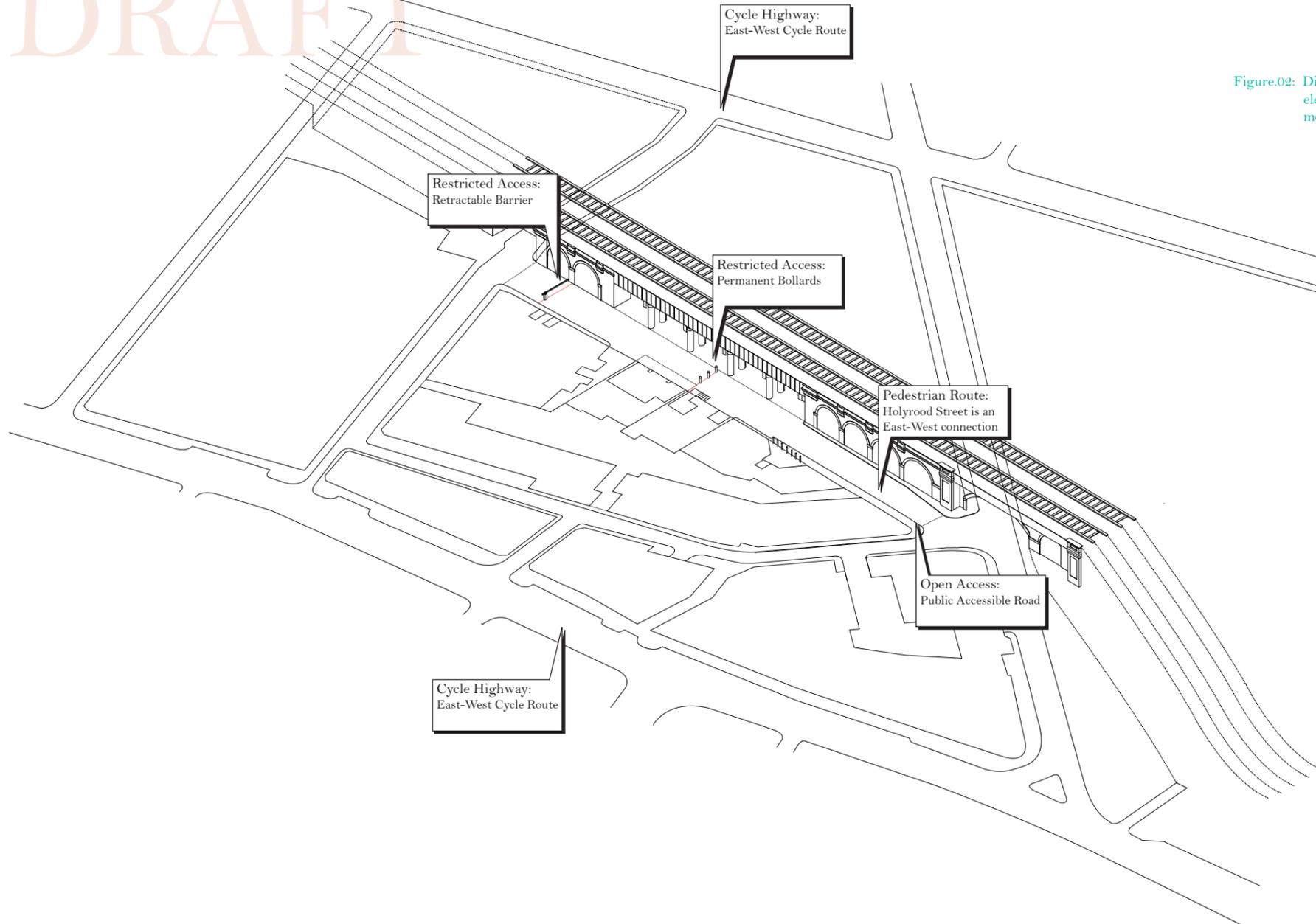


Figure.02: Diagram highlighting specific physical elements affecting the accessibility and movement through the Holyrood Street

Key Considerations

- Holyrood Street is primarily a pedestrian route used by locals familiar with the area
- Vehicular access to Holyrood Street is partially restricted, and it is not a through-route
- Vehicular servicing of Holyrood Street is subject to turning
- Holyrood Street is not an established cycle-route, and it is parallel to CSx

< Key to Photographs (left):

Image 01: View of Tooley Street (North & parallel to Holyrood Street) primarily catering for vehicular and cycle routes East-West

Image 02: View of St Thomas Street (South & parallel to Holyrood Street) primarily catering for vehicular and cycle routes East-West

Image 03: View of Magdalen Street (North of Holyrood Street) typical local 'back-street' character

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3.2 Arrivals on Holyrood Street

Arrival onto Holyrood Street - and sight of it from surrounding local routes - can be characterised by three distinct approaches; those preceded by long clear views of the viaduct, those preceded by glimpses of the viaduct between streets, and those emerging from beneath the viaduct.

The railway viaduct dominates the character of the surrounding streets, yet currently benefits from no coherent visual identity strategy.

- Long Views of Viaduct from main roads
... from *Tavern Square (NW)* & *Tooley Street (NE)*
From the main roads to the North of Holyrood Street, the viaduct wrought iron panel bridge over Bermondsey Street and Shand Street dominates view. On closer approach, the brickwork piers supporting the spring of the bridges present themselves.

- Glimpse Views of Street from local footway
... from *Magdalen Street (N)* & *Gibbons Rent (N)*
From the local roads to the North of Holyrood Street, the arched frontage of the vaults, and the public realm in their foreground are the first sight of Holyrood Street.

- Emergence from beneath Viaduct
... from *Bermondsey Street (S)* & *Shand Street (S)*
When exiting the tunnels beneath the viaduct on Bermondsey Street and Shand Street, the first sight of Holyrood Street is the inside face of the brickwork piers supporting the spring of the bridges above, followed by the opposite properties.

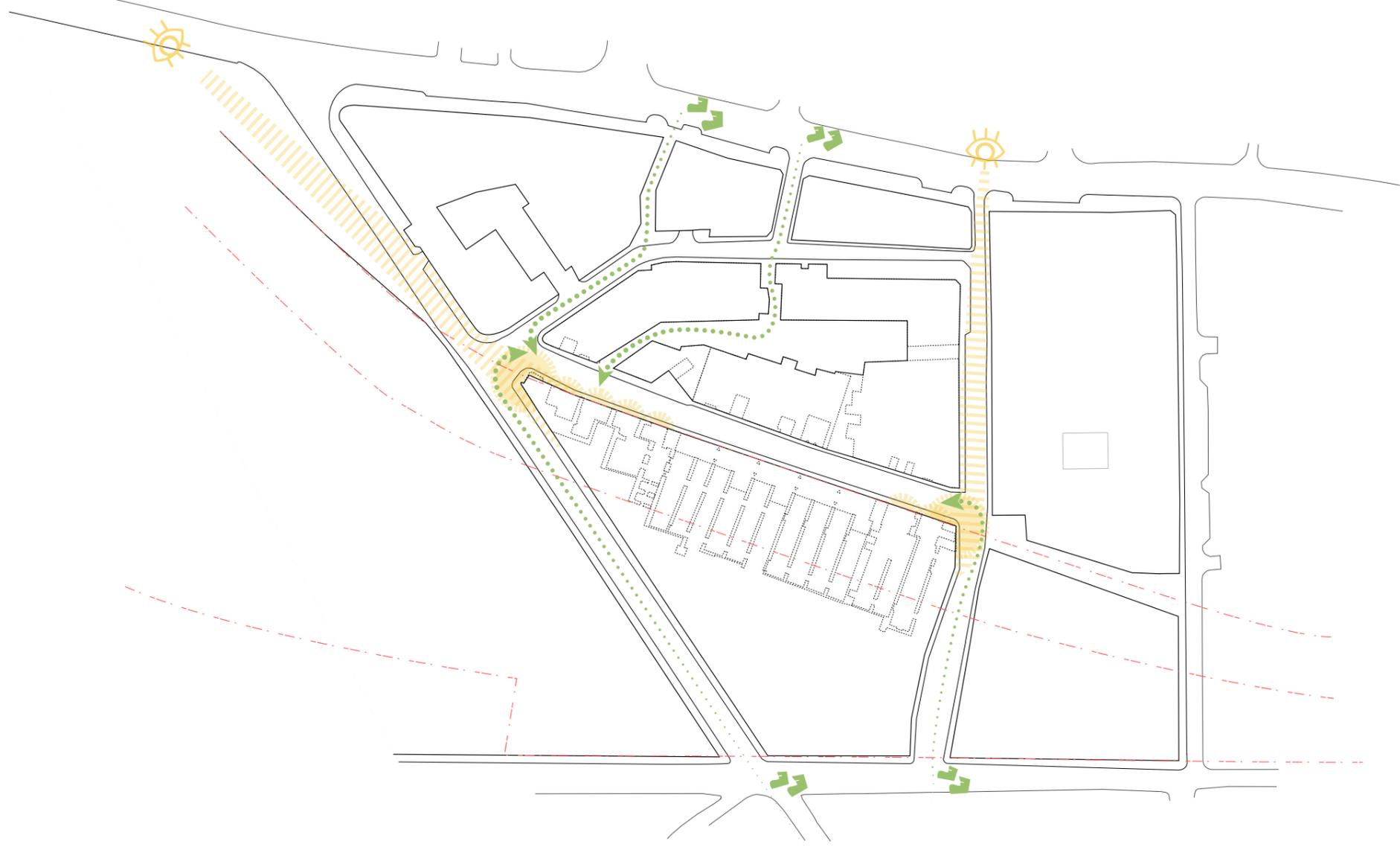


Figure.03: Diagram illustrating the direction of approach and visual discovery of Holyrood Street

- Primary Routes
... heavy vehicular use
- Secondary Local Routes
... quieter pedestrian use



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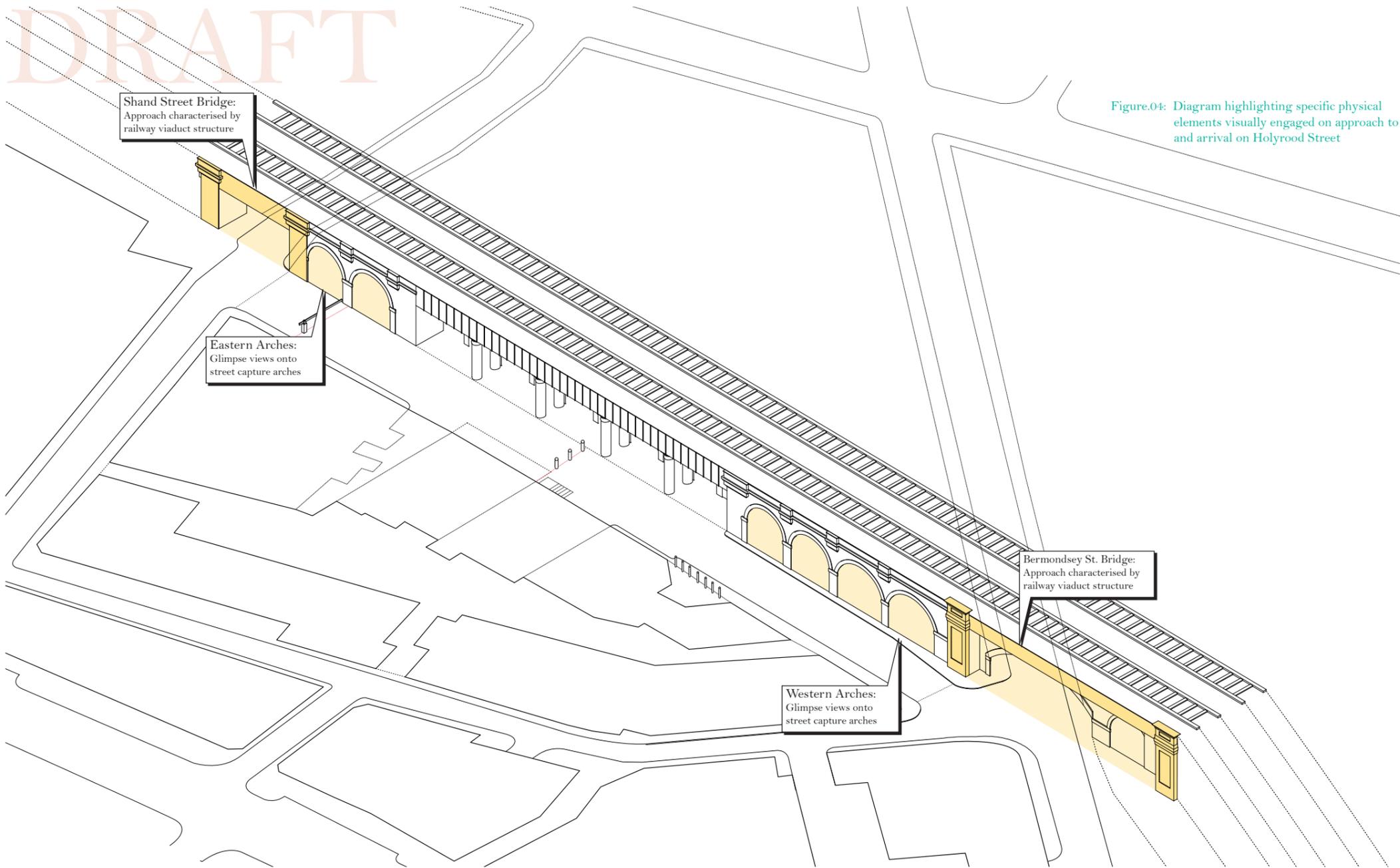


Figure.04: Diagram highlighting specific physical elements visually engaged on approach to and arrival on Holyrood Street

- ### Key Considerations
- Approaching from the North, the first sight of Holyrood Street is characterised by the face of the railway viaduct structure
 - Secondly, glimpse views along the street capture the first sections of street-facing arches at East and West
 - Approaching from the South, the emergence from the viaduct tunnel limits views to first 'street landing' zones

< Key to Photographs (left):

Image 04: View of Bermondsey Street viaduct bridge as seen on approach to Holyrood Street from Tooley Street

Image 05: Glimpse view onto Holyrood Street from public footway on junction of Magdalen Street and Bermondsey Street

Image 06: View of Shand Street viaduct bridge as seen on approach to Holyrood Street from Tooley Street

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3.3 Street Frontages

Holyrood Street is bounded by distinctly different street frontage characters; the railway viaduct to the South, and three blocks of various type and mixed use building blocks to the North.

- Railway Viaduct:

The railway viaduct runs the length of Holyrood Street and beyond. The size - 11m high, 20m length on Holyrood Street - and rhythm of the viaduct contributes an infrastructural scale and quality to the street. Currently, the predominant occupier of the vaults is the Thameslink operation - whose occupation is focussed in the central stretch of the arches. The Thameslink operation presents inaccessible 'site operation' boundaries with no 'user friendly' animation or active frontages. The East and West ends of the arches contain a mix of 'back-of-house' leisure, hospitality and storage functions, with decorated facades, but similarly lacking in user friendly activity.

- Residential Rear

At the Western end of Holyrood Street on the corner of Magdalen Street, the North side of the street is bounded by the rear of a contemporary residential development. Several residential windows face the street at ground level and above. The residential development provides little activity or animation on the street, except a single private access door serving a small number of units.

- Commercial Frontages

In the centre of Holyrood Street, the North side of the street is bounded by an active mix of commercial frontages, with frequently active entrances serving a number of multistorey workspaces above frequently animated frontages - predominantly desk-based creative industries - as well as access to a basement cocktail bar.

- Commercial Rear

At the Eastern end of Holyrood Street on the corner of Shand Street, the North side of the street is bounded by the rear of a contemporary commercial workspace presenting its predominantly 'dead' rear, animated only by two infrequently animated service bays.



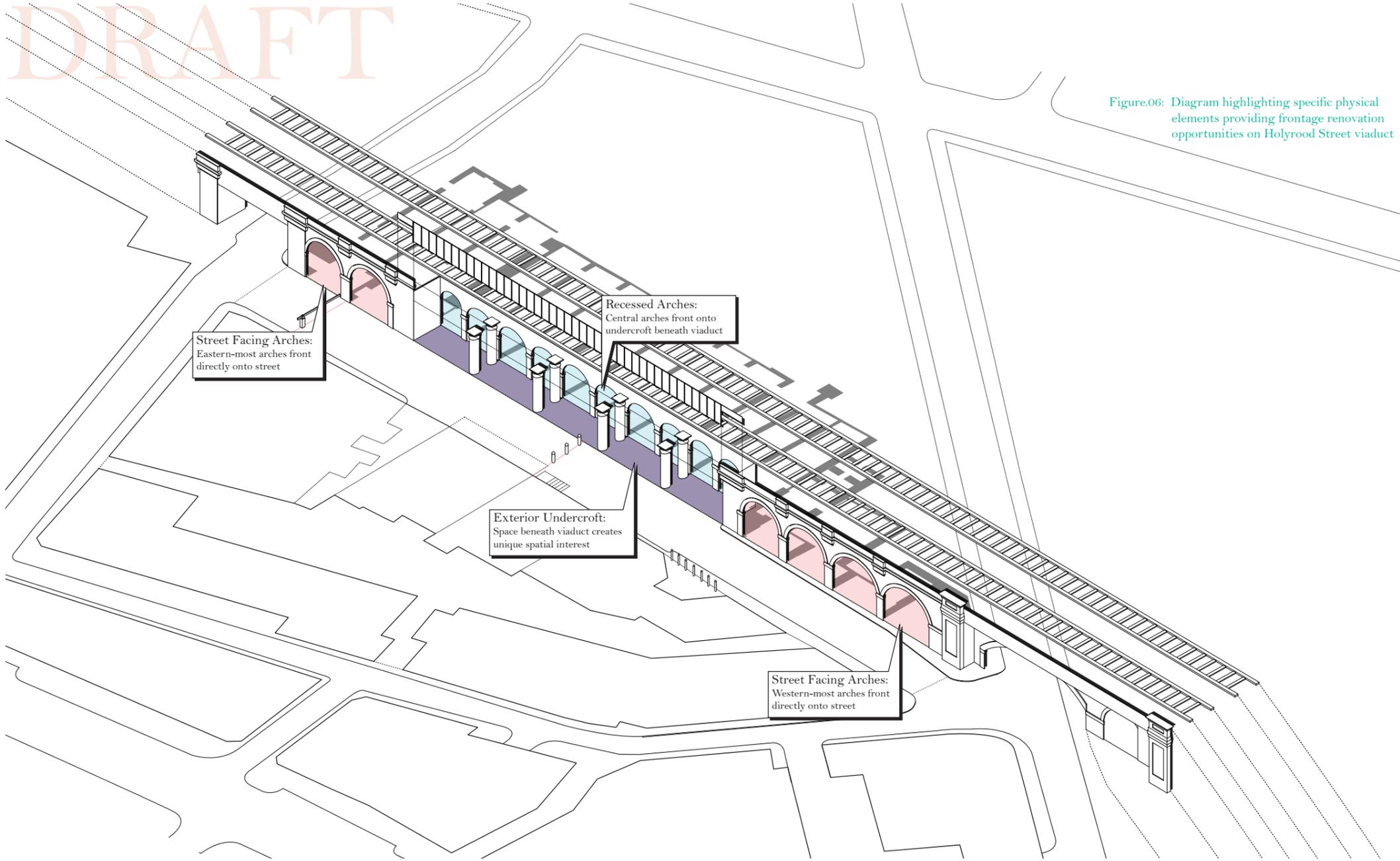
Figure.05: Diagram illustrating the location of type of frontage onto Holyrood Street

- Private Entrances to Lobbies
- Semi-Private Entrances to Workspace
- Private Loading Bays
- Network Rail Owned Arches



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Figure.06: Diagram highlighting specific physical elements providing frontage renovation opportunities on Holyrood Street viaduct



Key Considerations

- The mixed property typology and occupation on the North side of Holyrood Street is largely passive, with minimal activity animating property frontages
- The inconsistent rhythm of the architecture and particularly of its openings and activity creates a confusing illegibility of character
- The viaduct arches provide the street with a consistent rhythm, and opportunity for more meaningful primary animation of the street
- The viaduct arches - and opposite properties - clearly distinguish three distinct character zones along the length of Holyrood Street

< Key to Photographs (left):

Image 07: View of inactive frontage provided by private lobby entrance into commercial space on north-side of Holyrood Street

Image 08: View of active frontage provided by open plan office facade onto street at north-side of Holyrood Street

Image 09: View of inactive frontage provided by service bays of commercial space backing onto north-side of Holyrood Street

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3.4 Internal Capacities

The railway viaduct has three distinct stretches along Holyrood Street; clearly defined from one another by the appearance of their frontage, their spatial structure and their relation to the street.

The interior arrangement of the vaults inside the distinctly different stretches of the viaduct vary as much as their exterior, and represent internal capacities of three types - and an additional sheltered exterior court:

- Full-Fronted Vaults onto Street

At the East and West ends of Holyrood Street (opposite the inactive residential rear and commercial rear described previously), the brickwork vaults beneath the viaduct extend directly up to the public footway; presenting the fully fronted brick arch faces of the vaults to the street.

These vaults by virtue of their direct frontage onto the street benefit from good visual connection to users of the street, and good access to natural light.

- Recessed Vaults beneath Undercroft

In the central stretch of Holyrood Street (opposite the highly active commercial frontages described previously), the brickwork vaults beneath the viaduct are recessed back from the public footway. Between the front face of the brick vaults and the street, a secondary viaduct structure - a wrought iron bridge, similar to those crossing Bermondsey Street and Shand Street - covers the space between the recessed vaults and the footway, creating an exterior sheltered court.

These vaults by virtue of their separation from the street do not benefit from good visual connection to users of the street, or natural light; but do benefit from the shared amenity provided by the exterior sheltered court.

- Deeply Recessed Concealed Vaults

The depth of the viaduct between Holyrood Street and St Thomas Street to the South creates an extremely deep plan of interconnected vaults.

The depth of the plan is such that this deeply recessed space lacks any reasonable connection to the street or natural light. These entirely dark spaces benefit from their relative lack of value to commercial retailers and services.



Figure.07: Diagram illustrating the variety of internal spatial types beneath the railway viaduct

- Street Fronted Arches
- Concealed Vaults
- Exterior Undercroft
- Recessed Vaults
- Concealed Vaults



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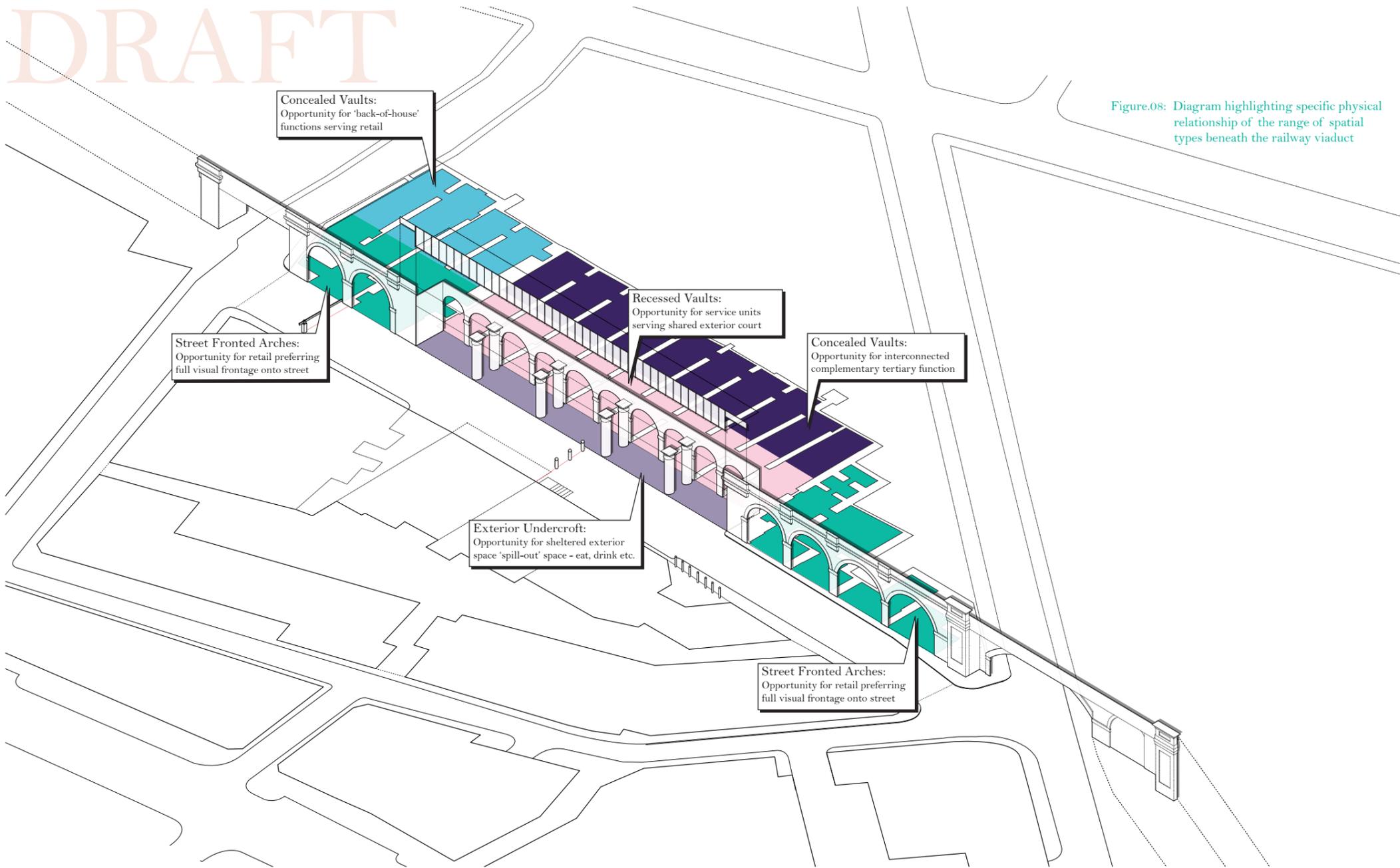


Figure.08: Diagram highlighting specific physical relationship of the range of spatial types beneath the railway viaduct

Key Considerations

- The variety of the viaducts frontages, scale and arrangement of interior spaces create a diverse range of inhabitation opportunities
- 'Street Fronted' arches lend themselves to primary retail functions which require direct visibility and access from the street
- 'Exterior Undercroft' creates a sheltered space onto which the recessed vaults front, providing a shared 'court' spill-out space
- 'Recessed Vaults' lend themselves to service functions complementary with the 'exterior undercroft' opportunity for a shared court ie. cafes, restaurants, bars
- 'Concealed Vaults' lend themselves towards either 'back-of-house' support functions for the associated space, or separately inter-connected tertiary functions

< Key to Photographs (left):

Image 10: View of inactive frontage provided by private lobby entrance into commercial space on north-side of Holyrood Street

Image 11: View of active frontage provided by open plan office facade onto street at north-side of Holyrood Street

Image 12: View of inactive frontage provided by service bays of commercial space backing onto north-side of Holyrood Street

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3.5 Exterior Streetscape Structure

The combined relationships between frontages and exterior space on the North and South edges of Holyrood Street define three distinct character areas along the length of the street.

Whilst the existing lack of material public realm design does little to reinforce the variety of character between these areas, the spatial structure of the streetscape does.

- West End of Holyrood Street

'Western Holyrood Street' is a dual-fronted street either side of an open access public road, with tarmac carriageway and reasonably sized paved footways. The West end of Holyrood Street is its broadest.

The West end of the street is the predominant access route for servicing and deliveries to the active commercial buildings in the centre due to the barrier restricted access at the East end, and the dominance of Bermondsey Street over Shand Street as a North-South connecting road.

- Centre of Holyrood Street

'Holyrood Street Central' is characterised by a partial continuation of the tarmac carriageway, giving way to a partially cobbled surface and diminishing of the paved footways. The Central stretch of the street includes a variety of inconsistent and access steps and ramps to properties, interventions of on-street furniture and ad-hoc spill-out spaces. The 'edge' of the street on the south side lacks legible definition where the current Thameslink operation spills out from the recessed vaults beneath the exterior undercroft.

The Centre of the street is the most active in terms of animation of the commercial frontages and most heavily used in terms of external space adoption by bounding properties.

- East End of Holyrood Street

'Eastern Holyrood Street' is an informal controlled vehicular access route to loading bays; with footway on its north edge, but not on the south - the east end of the street is its narrowest.

The complete lack of active frontage and lack of clear spatial structure at this end along with barrier controlled access render its character closer to that of a service yard than a street.

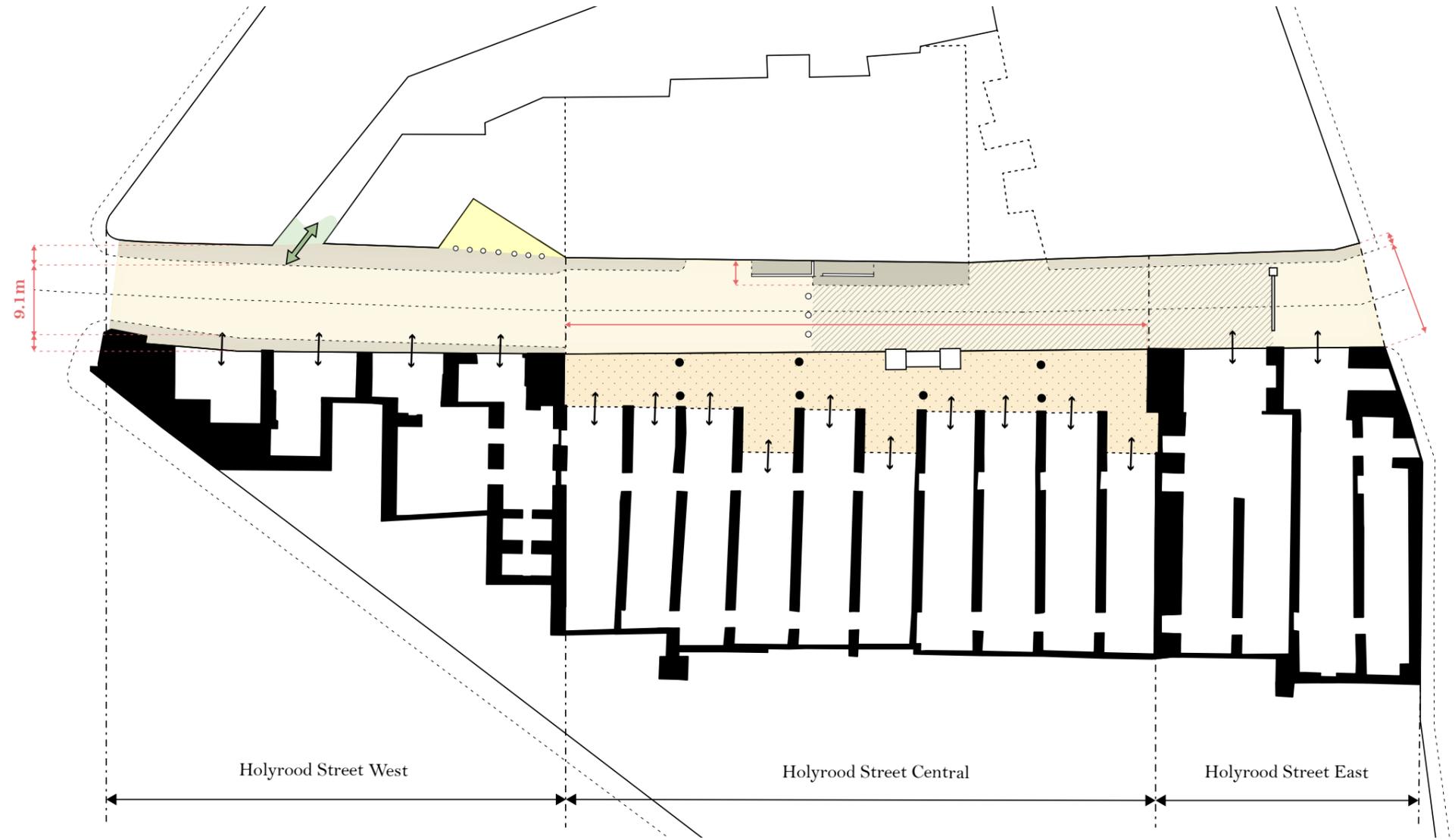


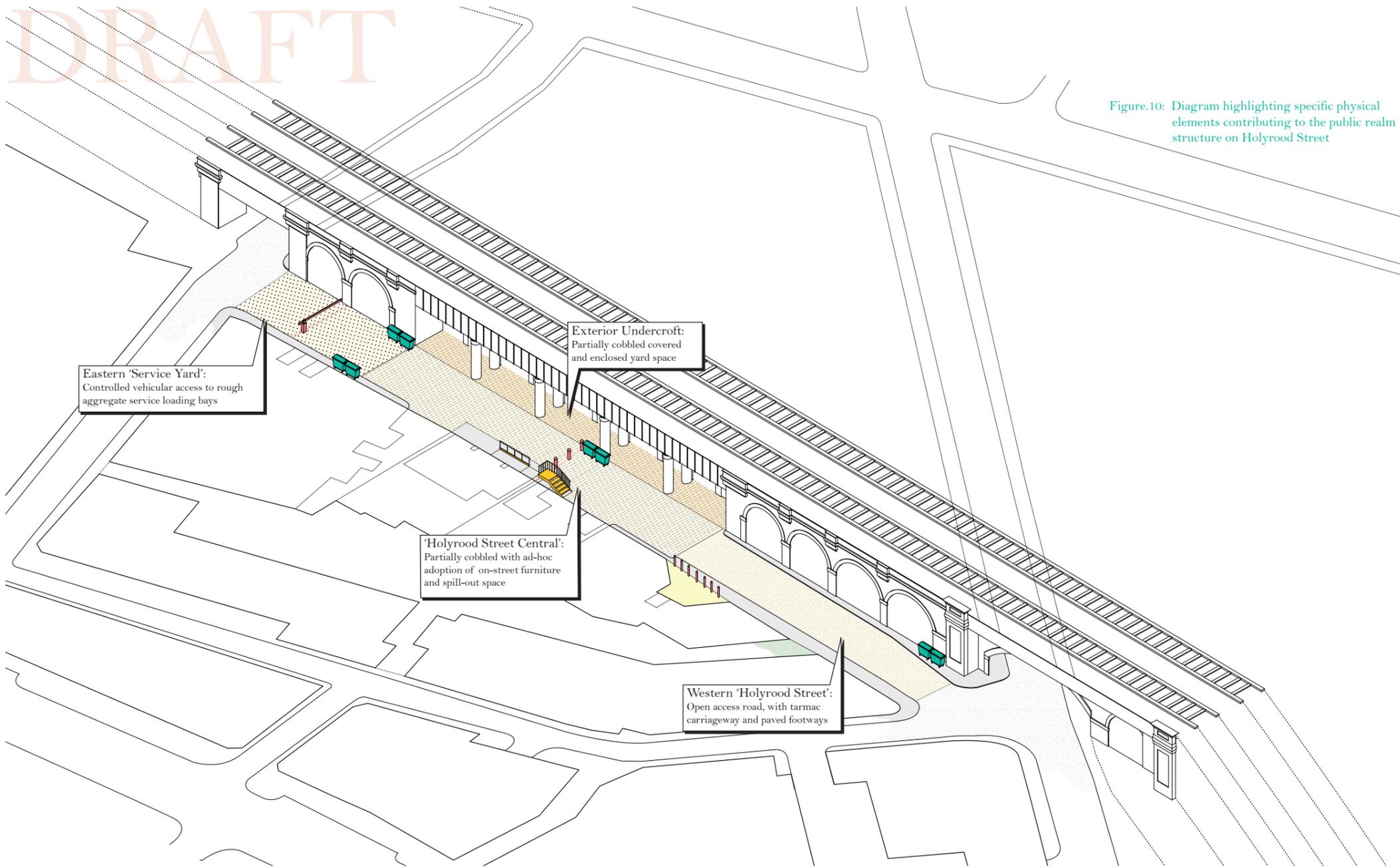
Figure.09: Diagram illustrating the structure and scale of the public realm on Holyrood

- Vehicular Carriageway (Open Access)
- Carriageway (Restricted Access)
- Public Footpath
- Semi-Private Defensible Space
- Public Forecourt
- Public Green Space



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Figure.10: Diagram highlighting specific physical elements contributing to the public realm structure on Holyrood Street



Key Considerations

- Holyrood Street is currently relatively fragmented in its public realm structure and character; with four predominant conditions:
- 'Western Holyrood Street' is a dual-fronted street either side of an open access road, with tarmac carriageway and paved footways
- 'Holyrood Street Central' is a continuation of the western street with partially cobbled and ad-hoc adoption of on-street furniture and spill-out space
- 'Eastern Holyrood Street' is a controlled vehicular access route to rough aggregate service loading bays

< Key to Photographs (left):

Image 13: View of Holyrood Street West from junction with Magdalen Street and Bermondsey street showing vehicular carriageway and paved footway

Image 14: View of Holyrood Street Central adjacent to enclosed exterior court showing partial coverage of cobble surface and lack of distinct paved footway

Image 15: View of Holyrood Street East from junction with Shand Street showing rough aggregate surface and vehicular barrier

4.0 The Opportunity

Long term Opportunity

Holyrood Street derives its meaning from the Old English 'rood', meaning cross - it is at an exciting cross (or intersection), of different land-uses and associated land-users. It should work as a bridge between residents and diverse workers - from corporates of More London, creatives in Bermondsey village, medical practitioners of hospital campus, to civil servants at Southwark and City hall.

It therefore has a unique opportunity to provide a highly visible demonstration of what is meant by 'Good Growth' - providing a template for how underused assets can be repurposed in densifying contexts to improve services for a wide range of strangers and locals: whether they are weekend visitors or daily workers needing somewhere to socialise.

Holyrood Street is well placed to position itself as an exemplar of sustainable Central London retail-led social regeneration. It might lead the way in environmental sustainability - promoting eco-conscious products with fair and green supply chains - social sustainability - offering a range of opportunities for locals (whether residents or workers) to benefit from jobs, cultural and leisure activities - and economic sustainability - working with tenants to enhance their businesses.

This vision should be pursued in such a way that allows it to remain flexible to respond to future retail trends, demonstrating how physical developments can help drive social behaviours. For the next 5 years, Holyrood Street might pursue an identity associated with providing experiences, as much as products. Holyrood Street might favour tenants that mutually benefit one-another in hybrid compositions, creating a truly unique retail and business ecosystem that seeds and scales the emergent desires of city-dwellers to simultaneously produce, as well as consume.

	Programming	Physical changes
Immediate Oct. 2017 -March 2018	Launch Event: Holyrood Street to host an event which will raise awareness of its future potential, and attract future potential operators (TBC); Launch an open call with a financial and social perspective.	Make It Event-Ready: Limited physical interventions to complement the event, such as improved wayfinding and dwelling furnitures.
Short 2018 - 2020	Prototype Phase: Choose an operator who shares the Holyrood Street Opportunity vision - provide them with a 2 year meanwhile license of the street to programme activities, testing uses and creating a vibrant destination; Foster partnerships between tenants, operator, private and public land-owners.	Prototype Phase: Use light-touch, low-cost, quick-fabrication which are flexible - such as moveable furniture and planters - to test spatial arrangements and evaluate best impact improvements to the use and operation of the street.
Mid 2020 - 2023	Long-Term Launch Based on findings from interim period, develop a plan and implement an operational model which aims to optimize use of the street as a whole, including various properties, arches and the public realm. This plan should include a financial and social perspective, and allow for space for flexibility and iteration (eg. incubation kiosks in the undercroft).	Long-Term Launch Based on findings from interim period, design and implement permanent improvements to the public realm including: <ul style="list-style-type: none"> • fit-out of vaults • semi-permanent support structures • installation of public artworks • installation of wayfaring identity • construction of street furnitures • resurfacing
Long 2023 -	Ongoing operations Continue to curate Holyrood Street and use findings from this approach on new segments of the Low Line	Ongoing improvements Commissioning and construction of a feature architectural project inside the enclosed exterior court; to create a unique programmable interior space in the undercroft.

Table 01: Phased approach to programming and physical changes

4.1 Detailed Physical Opportunities

5.5 Public Realm Furniture Design

Design of specific Public Realm Furniture elements will aim to encourage inhabitation of the streetscape;
Elements might include seatings, tables, greening, wayfaring etc.

5.4 Interior Fit-Out of Vaults

Design of Interior Fit-Out of Vaults will aim to facilitate diversity within the tenant mix in vaults, to enable variety of activity types to a broad range of users;
Strategies might include connectivity, subdivision, accessibility, interconnectivity etc.

5.3 Street Frontages

Design of Street Frontages will aim to enhance the visual connection of vault interiors onto Holyrood Street, and facilitate 'spill-out' of interior functions;
Strategies might include opening, closing, lighting, occupation of footways etc.

5.2 Visual Identity

Design of Visual Identity will aim to introduce recognisable sitewide visual character scheme to enhance specific sense of place on Holyrood Street and within the Lowline;
Interventions might include public artworks, murals, signage, painting etc.

5.1 Spatial Structure:

Design of the Spatial Structure will aim to re-articulate the relationships of adjacent elements and activities;
Alterations might include highway alignments, footway layouts, servicing strategy, occupiable space and defensible spaces etc.

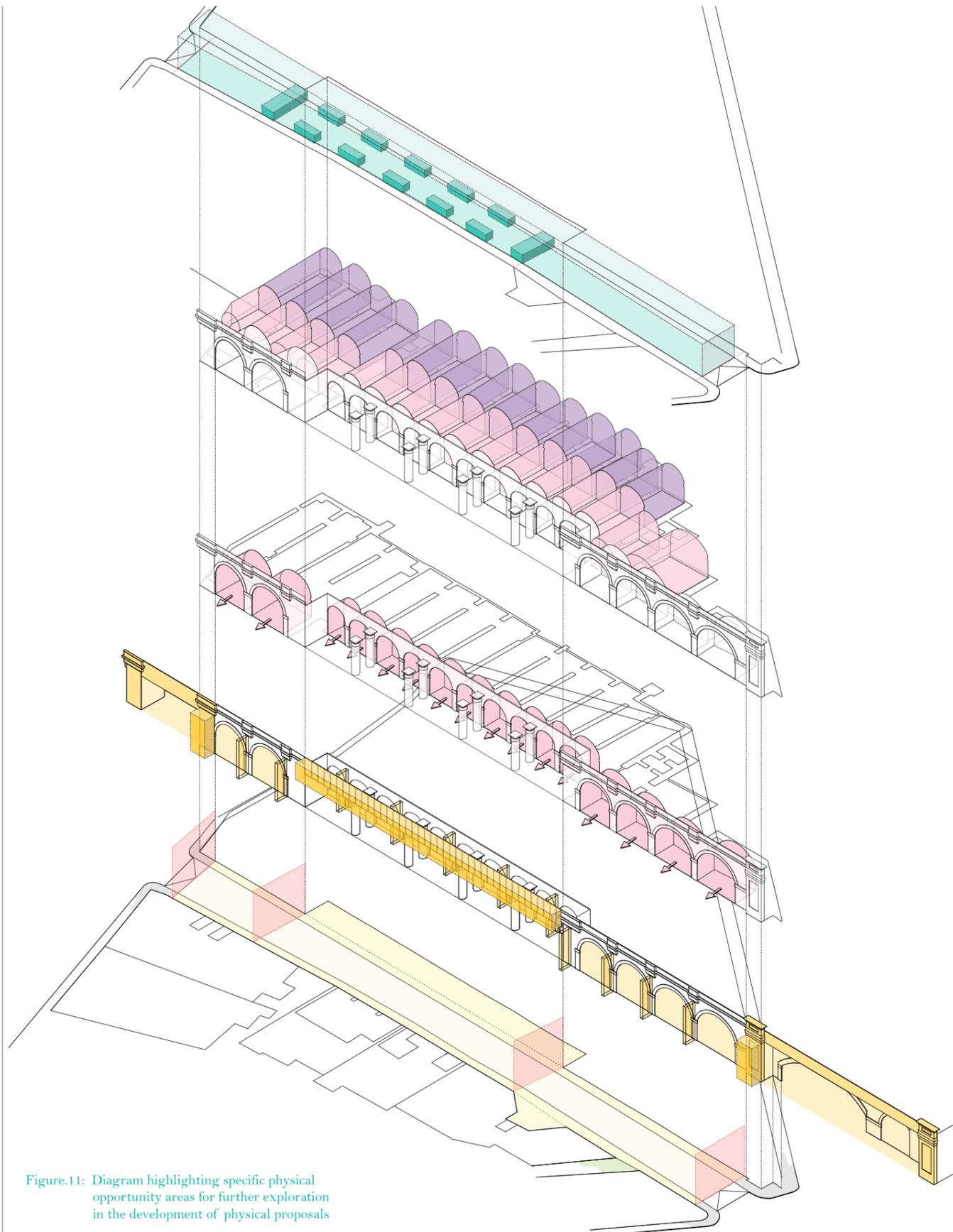


Figure.11: Diagram highlighting specific physical opportunity areas for further exploration in the development of physical proposals

Key Considerations

- Holyrood Street should be conceived as a distinct destination, and as part of the broader Highline
- Holyrood Street should encourage dwelling and facilitate a wide range of programmable activities
- Holyrood Street should aspire to become an exemplar of public realm regeneration including provision and greening

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4.2 Engaging Existing Landowners

Whilst this initial report focusses on the combined opportunity for redevelopment of the railway viaduct vaults on the South side of Holyrood Street to be considered in conjunction with the redesign of the public realm; there is an important role for the existing landowners and leaseholders on the North side of Holyrood Street and beyond to engage with their own opportunities.

As proposals for the Holyrood Street public realm develop alongside a more detailed 'long term vision', these existing landowners and leaseholders will be invited to engage with proposals for these properties to explore increased connection and interactivity with the street.



Property	Landowner / Leaseholder	Description
7 Holyrood Street	Carat Ltd Combined Technical Solutions Ltd Marketplace (London) Ltd Miller Druck International Stone Ltd Noah	Online Jewellery Retailer Mechanical & Electrical Building Services Landlord Property Management Company Stonework Design Studio Advertising Agency
8-9 Holyrood Street	Sweet and Chilli / Nine Lives Making Music Music Mark Optimisa Research Ltd Sinclair Robertson & Co. Ltd / Yachtline Chameleon Centre for Cities Harmsen Tilney Shane Instant Impact Redweb	Bar / Restaurant Amateur Music Charity Music Education Charity Research Agency for UK Services Sector Yacht Insurance Company (Property Owner) Communication & PR Agency Think-tank Interior Design Studio Graduate Recruitment Agency Digital Communication Agency
22 Shand Street	London Borough of Southwark	Property Owner
Railway Viaduct Vaults	Network Rail Bermondsey Scrap Metals Druid Cycles Southwark Alarm Systems Sustainable Bridges Wendex	Property Owner Light Industrial Recycling Company Cycle Repair Shop Taxi Repair Shop Start-Up Community Vehicle Rental Company

5.0 Next Steps

The next steps - with respect to the short, medium and long term aims for the development of Holyrood Street - are separated into 'Physical' and 'Social' studies;

Social Studies for Programming

- Speak to potential meanwhile operators
 - eg ... start to gather momentum for the future of Holyrood street
 - ... gain insight on what's possible (see questionnaire below)
- Analyse conversations enabling programming and public realm design
 - eg ... clarity around requirements for spatial structure designs
 - ... as well as potential for semi-permanent pop-up style interventions
- Produce recommendations
 - eg ... a draft proposal for an event to be held in March 2018
 - ... a draft document to be used as a base for an Open Call for the meanwhile use
- Finalise long term opportunity
 - eg ... potential uses to be trialed

Proposed Questions for Potential Operators:

- Provide a description of organisation and ethos?
- Describe any experience of working with this client or borough, or in this context?
- Suggest initial interest and insights on vision for Holyrood Street as well as more detailed proposals for the two year test period: what would happen there (eg. markets, events, semi-permanent structures), by whom, for whom, and when would they operate?
- Suggest any expected pragmatic issues or operational constraints; either to do with urban context or more specific site issue?
- Indicate any viability thresholds, related to:
 - The scale of proposal (minimum footage, minimum viable number of stalls, minimum no. of events)?
 - Any capital investment required (eg. power cables, stalls etc.), as well as willingness to invest?
 - Lease conditions, minimum lease to be interested and predictions of rental levels for sub-leases?
 - Possible operational model, eg. level of curation, cross-subsidies etc?

Produce Public Realm Design Concept

- Propose specific Spatial Structure Designs
 - eg ... sketch design layout of proposed footway, carriageway, spill-out space etc.
 - ... consolidate service and refuse strategy, and vehicular access strategy
- Propose specific Visual Identity Design Commissions to be considered
 - eg ... consider viaduct bridge branding murals, wayfaring installations, signage etc.
 - ... propose locations for commissions and briefs
- Propose specific Street Frontage Designs
 - eg ... sketch design elevations of occupied arches, unoccupied arches, communal entrances etc.
 - ... propose locations of potential installations and reconfigurations
- Propose specific Interior Fit-Out Designs
 - eg ... sketch minimal intervention layouts for pop-up operators to inhabit available space
 - ... sketch standalone 'kiosk' or 'stall' structures for operators to inhabit street
- Propose specific Public Realm Designs
 - eg ... design language of range of furnitures, planters to be prototyped
 - ... propose locations and variable layouts of furnitures and planters described above



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