



*Holyrood Street Low Line*

# A Study of Public Realm & Placemaking on the Holyrood Street Low Line

*prepared by*

Studio Weave / Architecture00

*March 2018*

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*The contents of this summary document are compiled from extracts of three extended reports produced by Studio Weave / Architecture00 for Team London Bridge between September - December 2017.*



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# DRAFT

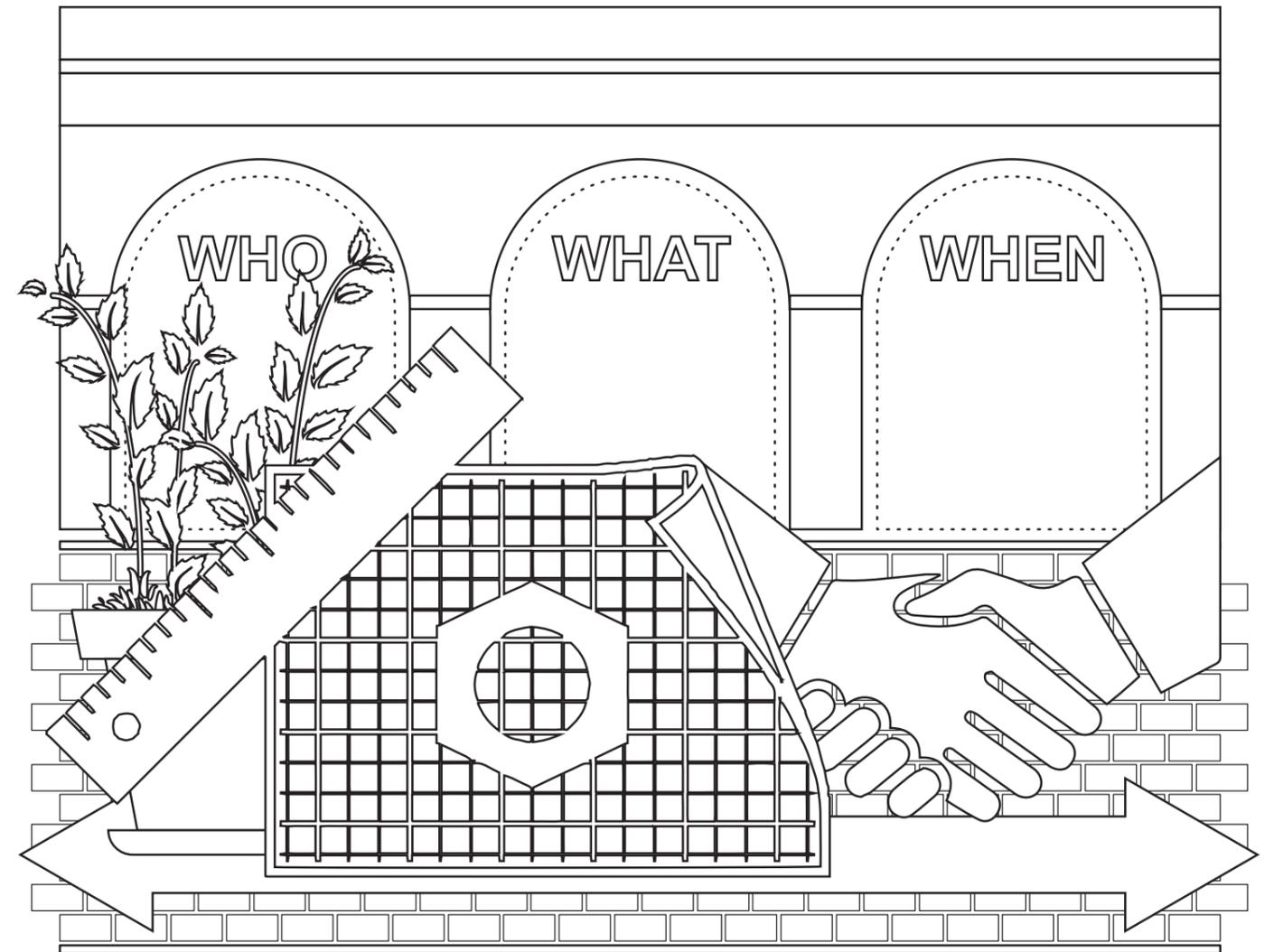
Studio Weave and Archichture00 were commissioned by Team London Bridge (TLB) in Summer 2017 to produce a concept study for public realm interventions and proposals for uses in the spaces and arches “that can help build momentum towards a locally successful economic, cultural and leisure space, as well as an exciting visitor destination”.

The work was supported by a steering group consisting of landowners in Holyrood Street including Southwark Council and Network Rail. This work is a key part of the delivery of the London Bridge Low Line project set out in the London Bridge Plan to create a “unique pedestrian quietway”, with arches that will be “activated, tenanted and programmed to support small business and enliven street frontages”. The Low Line is also highlighted as an important cultural platform in the London Bridge Culture Strategy (2018).

The broader Low Line concept is prioritised by the Council in the New Southwark Plan. The document stresses how development should bring about social regeneration, strong local economies, revitalised neighbourhoods as well as strong healthy lives.

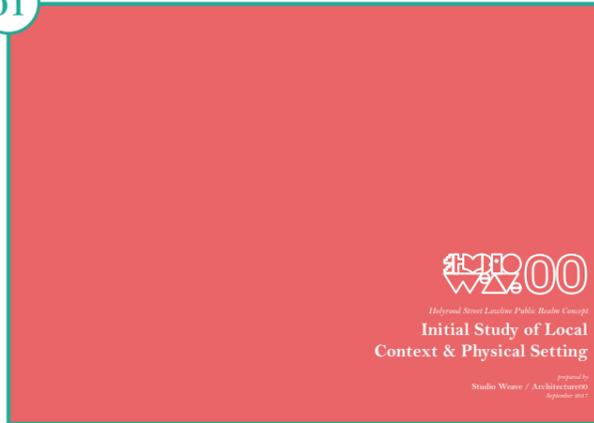
TLB is part of a wider Low Line partnership to have received developmental ‘Good Growth’ funding from the Mayor of London to test the concept of the Low Line in different local conditions. The fund supports community-led regeneration that helps “secure the long-term social, environmental and economic sustainability of the city”. Achieving good growth will be crucial to attracting more public investment to the ongoing project.

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



*Above: Studio Weave & Archichture00 proposed to approach the public realm and placemaking concept with a wider study of the issues and opportunities in the area in such a way that we can maximise opportunities in ways which align with ‘good growth’ principles of true inclusivity and sustainability.*

01



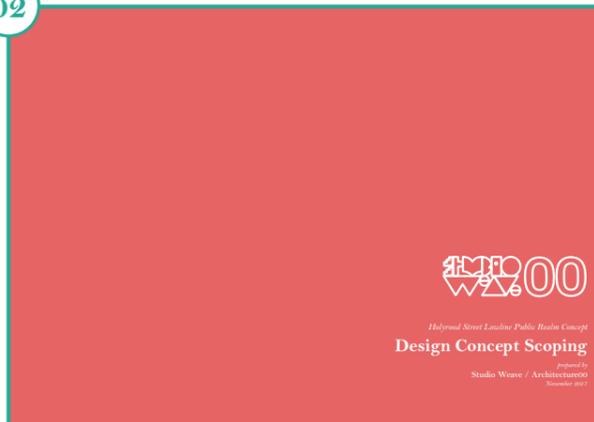
### Initial Study of Context & Physical Setting

*The 'Initial Study' explored the context of Holyrood Street as an area of rapid change and the street's own current condition.*

Contents:

- Social Study of Wider Context
- Physical Study of Immediate Setting
- Layering of Key Opportunities

02



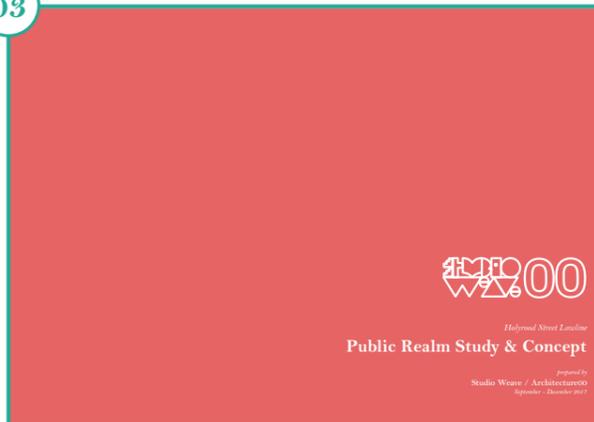
### Design Concept Scoping Report

*The 'Scoping Report' investigated potential meanwhile collaborations and identifies specific physical project opportunities.*

Contents:

- Feedback from Soft Market Testing
- Incremental Timeline of Development
- Catalogue of Potential Interventions

03



### Public Realm Study & Concept Report

*The 'Concept Report' collated key projects from the catalogue of interventions onto drawing sets for short, mid and long term.*

Contents:

- Proposed 'Lowline' Wayfinding Strategy
- Short, Medium, Long Term Drawings
- Next Steps for Holyrood Street

Holyrood Street is a quiet street adjacent to an area undergoing unprecedented change in a district town centre. It is set to be a landing point for the new London Bridge Station, through which over 150,000 pass each day. This report suggests that, in the midst of this development, it is possible to look at a staged approach for the Holyrood Street Low Line, which:

- Creates a distinct locality and retains existing character
- Enhances sense of place and quality of public realm
- Creates opportunities for incubation of local skills, entrepreneurship and innovation
- Offers cultural opportunities to shift perceptions and reveal new experiences
- Knits local communities together, with intensification of live, work and play space.

Holyrood Street is a key section of the Low Line within the Team London Bridge boundary. It is emerging as an opportunity area after being used for several years by station rebuilding contractors. This opportunity comes at a time when there is an appreciation from all levels of government for 'Good Growth' - "designing a city that is inclusive, attractive and accommodates a variety of uses in inner and outer London".

In such a key destination as Holyrood Street, there will be pressure to bring in high street chains and corporate offices willing to pay higher rental. This contrasts with what people surveyed have expressed they would like to see in the arches, which is arts, community, innovation, crafts, collaboration, learning and technology. The risk is that a more corporate environment may come at the expense of aims laid out above: distinctive, creative, innovative, inclusive etc.

The strategic objective of this project is to therefore unlock this nodal point of the Low Line in such a way that is economically, socially and environmentally sustainable. The physical renovation of the public realm must be considered in parallel with the management and governance of adjacent spaces and properties.

This 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. The main recommendations are that:

- There are options for food production, creativity, leisure and sustainability that can be trialled in an immediate meanwhile use
- Focus on opportunities for active frontage on both arches and adjacent properties
- Explore how use of properties and arches can complement each other and other uses and users along the Low Line and locally
- Key principles should be to create a central destination around the undercroft, promote east-west link along the street and extend and enhance Gibbons Rent into Holyrood Street.

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## 1.0 Local Context

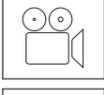
### 1.1 The Low Line & Surrounds

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.

#### 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 attractors, 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.

	<b>PLANTING SCHEME</b> SCALE:  IMPACT:  DIFFICULTY:  LIFESPAN:  RISK:  CUSTODIAN: ??? COST: ???
	<b>FEATURE LIGHTING</b> SCALE:  IMPACT:  DIFFICULTY:  LIFESPAN:  RISK:  CUSTODIAN: ??? COST: ???
	<b>PUBLIC SEATING</b> SCALE:  IMPACT:  DIFFICULTY:  LIFESPAN:  RISK:  CUSTODIAN: ??? COST: ???
	<b>WAYFINDING &amp; SIGNAGE</b> SCALE:  IMPACT:  DIFFICULTY:  LIFESPAN:  RISK:  CUSTODIAN: ??? COST: ???
	<b>ECOLOGICAL OPPORTUNITIES</b> SCALE:  IMPACT:  DIFFICULTY:  LIFESPAN:  RISK:  CUSTODIAN: ??? COST: ???
	<b>ENTERTAINMENT</b> SCALE:  IMPACT:  DIFFICULTY:  LIFESPAN:  RISK:  CUSTODIAN: ??? COST: ???
	<b>REFRESHMENT AMENITY</b> SCALE:  IMPACT:  DIFFICULTY:  LIFESPAN:  RISK:  CUSTODIAN: ??? COST: ???

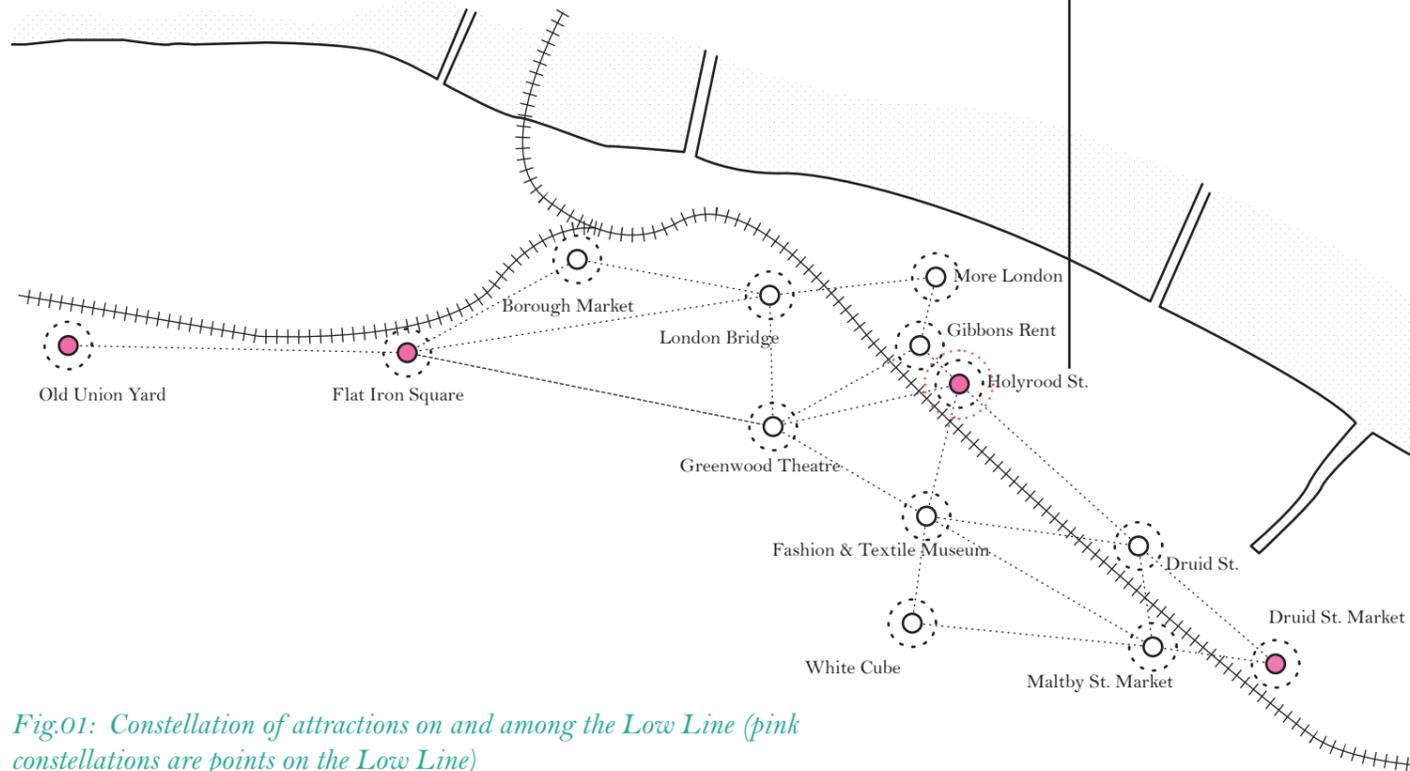
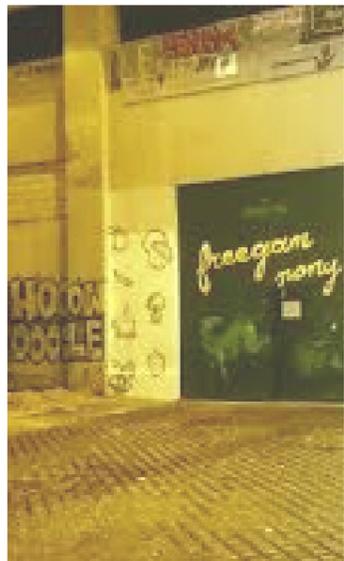


Fig.01: Constellation of attractions on and among the Low Line (pink constellations are points on the Low Line)



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.



## 1.2 Retail Context

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

Contemporary high 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.

### 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.

- 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.

- 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.

### 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.

- 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.

- Holyrood Street's hybrid offer could be honed and tested through an iterative testing period.

## 1.3 Temporal Context

The new expansion of London Bridge Station, and the associated development of the Tooley Street vaults, presents an opportunity to harness the momentum of these transformations to 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 by now.

	Morning (4.00-11.00)	Daytime (11.00-18.00)	Evening (18.00-4.00)	Weekend
Workers (60,000)	A hot drink en-route to work	'Quick and cheap' lunch Team-building	Socialising with colleagues Events	-
Residents	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

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.

### Users

Understanding local user behaviour patterns could enable a more precise understanding of the potential market opportunities. The table above gives a picture of the potential market opportunities, based upon the time and typical habits of different user groups.

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Visualisation 01 - 'Short Term' Illustration of the undercroft space adjacent the viaduct on 'Holyrood Central'



## 2.0 Physical Opportunities

### 2.1 Internal Capacity of Viaduct Vaults & Adjacent Property

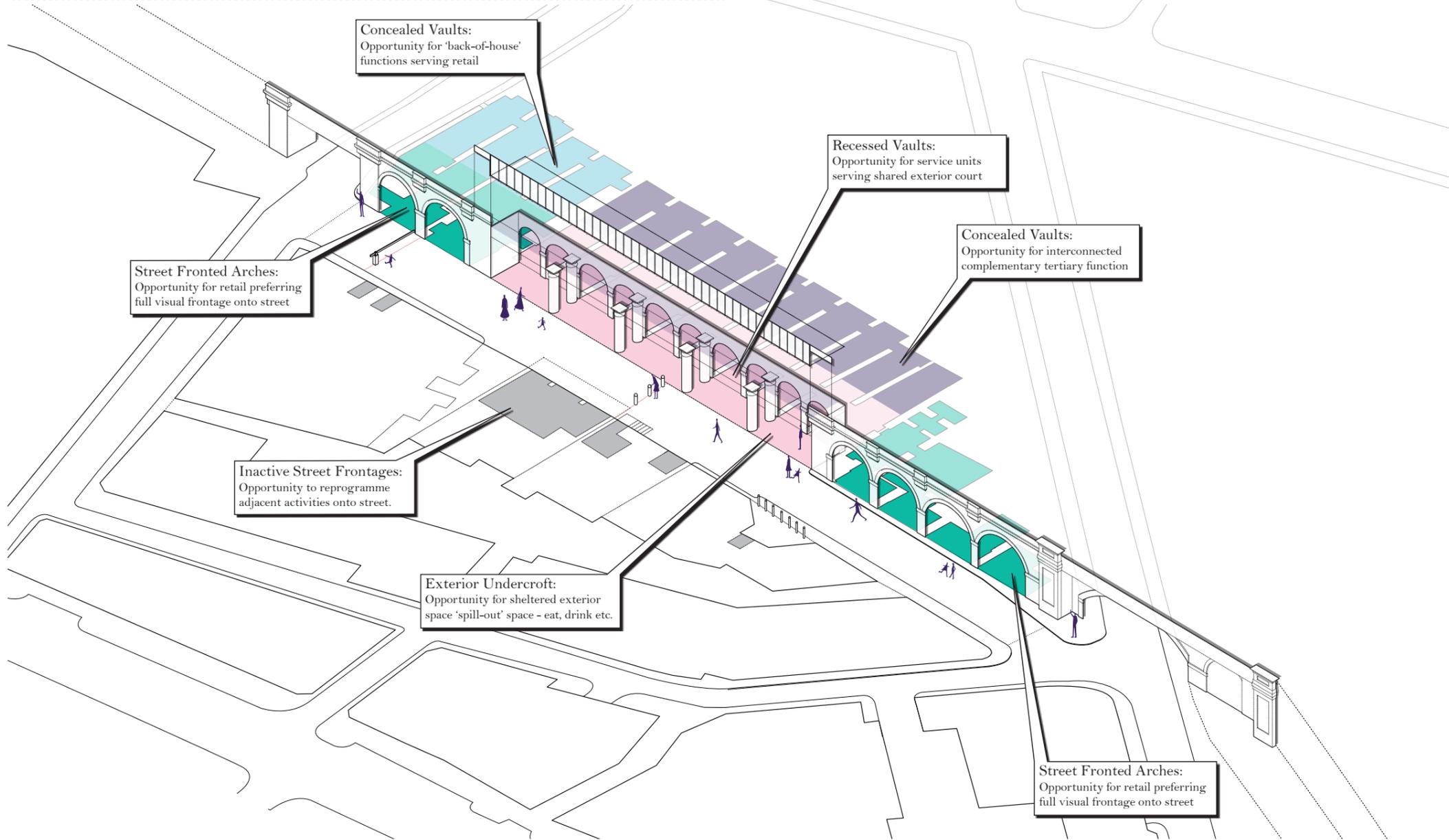


Figure.02: Diagram highlighting specific physical relationship of the range of spatial types beneath the railway viaduct

### 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

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## 2.2 Exterior Street Structure & Public Realm Character

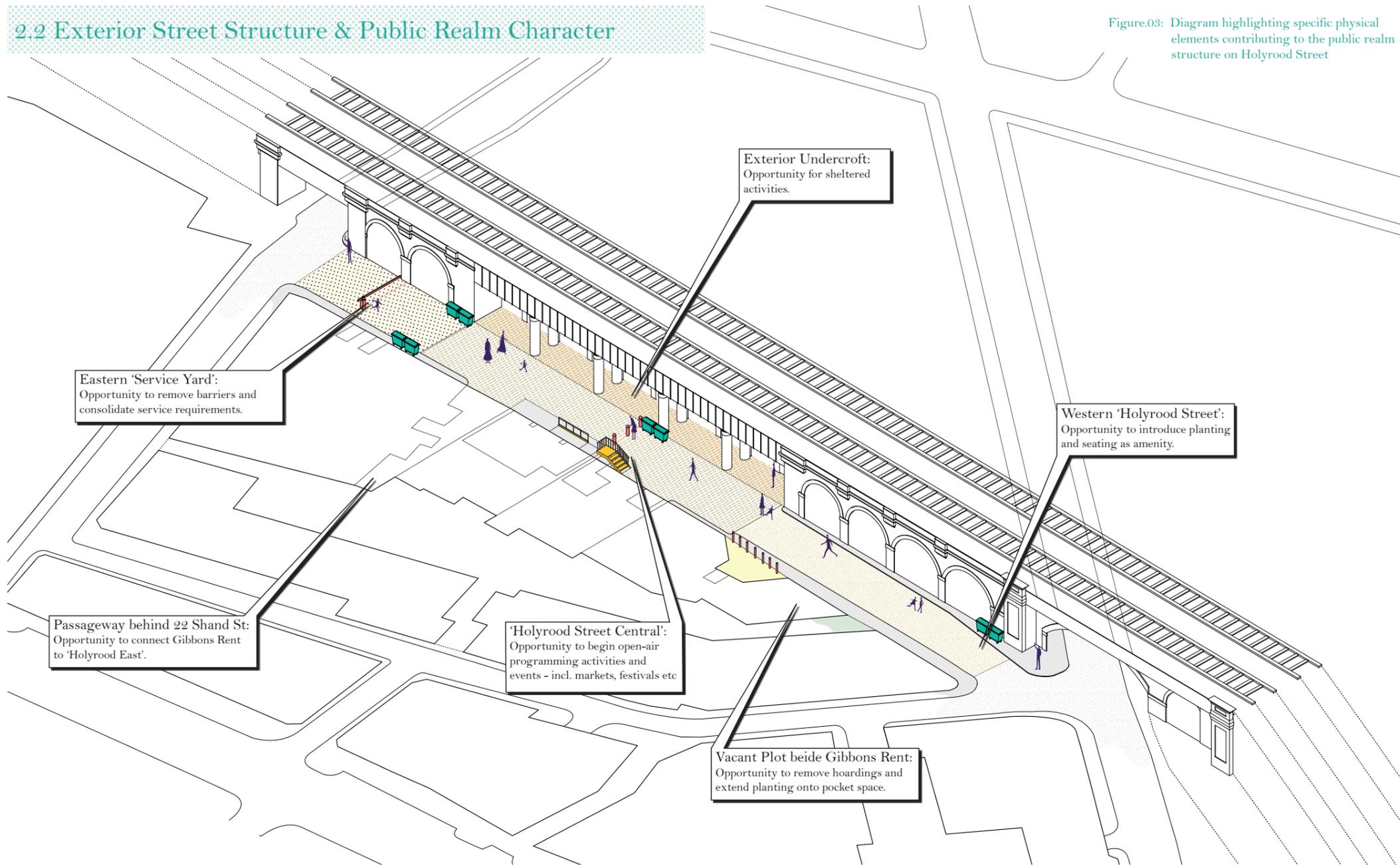


Figure.03: Diagram highlighting specific physical elements contributing to the public realm structure on Holyrood Street

### 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
- 'Gibbons Rent' currently connects 'Holyrood Street West' to Magdalen Street, with the opportunity to extend through to 'East' between No.9 and 22 Shand Street.

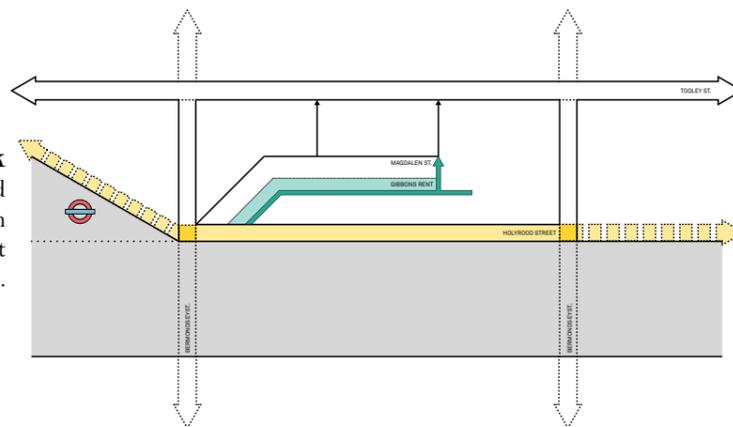


## 2.3 Three Key Principles

In the development of specific proposals, there are three key principles that should guide the design process - from short-term through to long-term proposals.

### 01) Holyrood Street as East-West Link

Sitting between the new London Bridge Station exit and destinations to the East, Holyrood Street is the first link in this section of the Lowline Route; and should actively signpost features along it, such as Gibbons Rent to the North.



### 02) Holyrood Central as Destination

The undercroft in the central 'character zone' of Holyrood Street presents a unique opportunity to establish an anchor 'meanwhile occupier' activity in the short term, with the potential to evolve into a prominent venue in the long term.

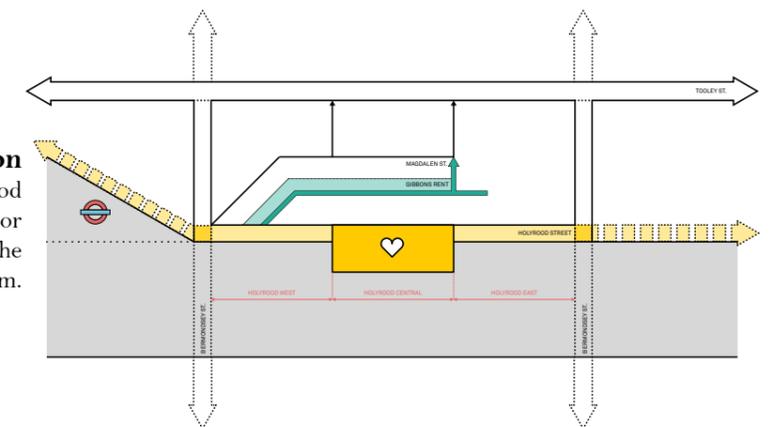


Fig.04: Diagrams illustrating key concept principles for structuring of Holyrood Street

# 3.0 Practical Considerations

## 3.1 Engaging Landowners

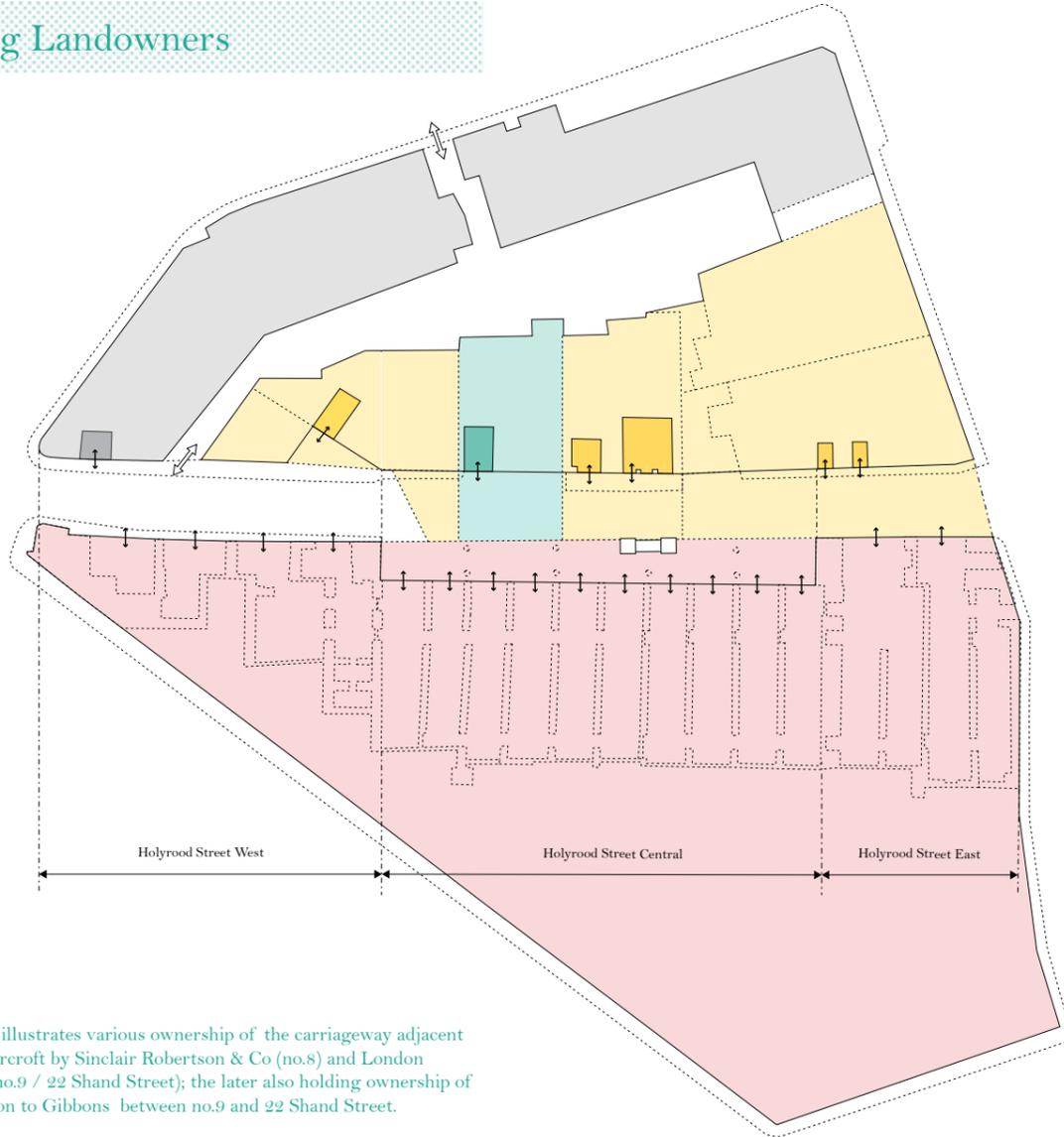
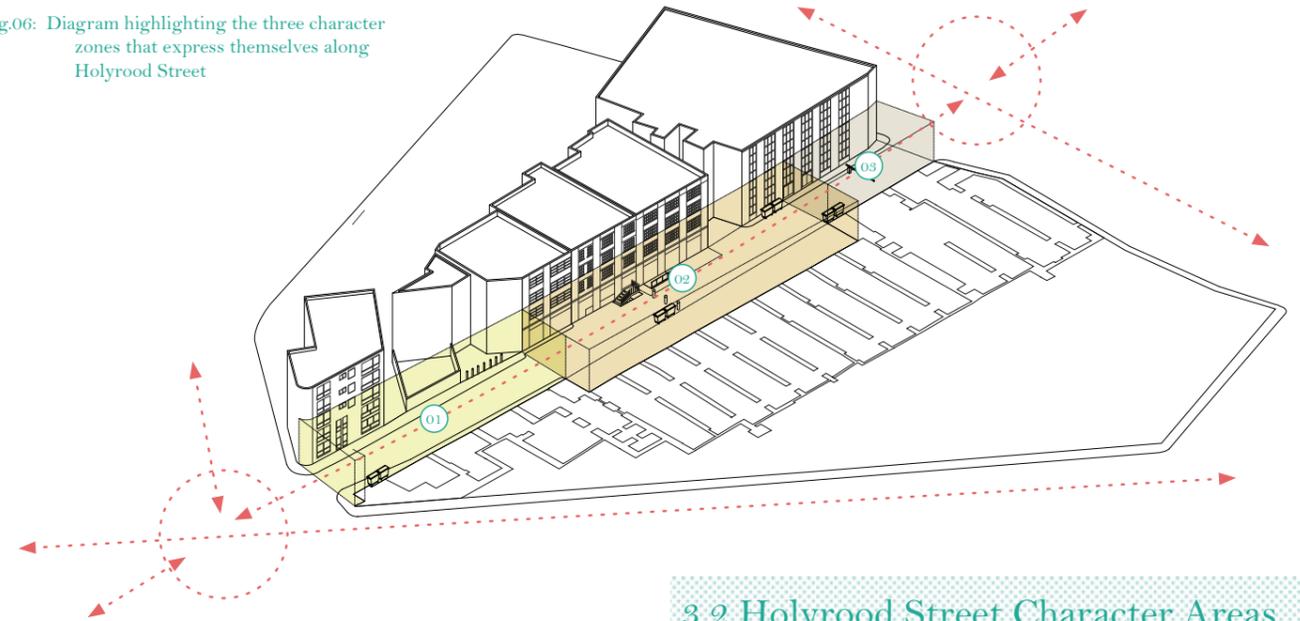


Fig.05: The Landowner diagram illustrates various ownership of the carriageway adjacent to the Network Rail undercroft by Sinclair Robertson & Co (no.8) and London Borough of Southwark (no.9 / 22 Shand Street); the later also holding ownership of the potential link extension to Gibbons between no.9 and 22 Shand Street.

As proposals for the Holyrood Street public realm develop into a more detailed 'long term vision', these existing landowners and leaseholders should benefit from the opportunity to engage with proposals, and be encouraged to collectively reconsider their properties relationships with the street in terms of active frontage, exterior space and programming of use.

Property	Landowner / Leaseholder
7 Holyrood Street	London Borough of Southwark
8 Holyrood Street	Sinclair Robertson & Co. Ltd
9 Holyrood Street	London Borough of Southwark
22 Shand Street	London Borough of Southwark
Viaduct Vaults	Network Rail

Fig.06: Diagram highlighting the three character zones that express themselves along Holyrood Street



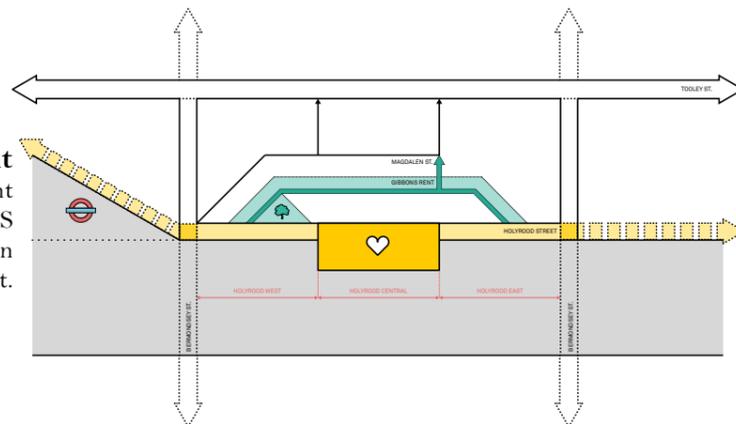
## 3.2 Holyrood Street Character Areas

Those characteristics illustrated as 'interior' and 'exterior' opportunities contribute to the distinction of three varied 'character zones' that express themselves along Holyrood Street - as well as the key junctions at either end (illustrated across);

- 01: 'Holyrood West'
- 02: 'Holyrood Central'
- 03: 'Holyrood East'
- + Bermondsey St. Junction
- + Shand St. Junction

### 03) Connection to Gibbons Rent

Holyrood Street benefits from the green pocket of Gibbons Rent to the North; proposals should consider all opportunities for LBS owned properties at its East and West extents to facilitate an extension and expansion of green space onto Holyrood Street.



# 4.0 Catalogue of Potential Interventions

## 4.1 Five Layers of Intervention

In terms of physical interventions, there are five distinct layers of opportunity to consider in the development of Holyrood Street, below:

### 01) Realignment of 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.*

### 02) Refinement of 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.*

### 03) Modifications to Building Fabric

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.*

### 04) Programming Use of Space

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.*

### 05) Install of Street Furniture & Planting

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

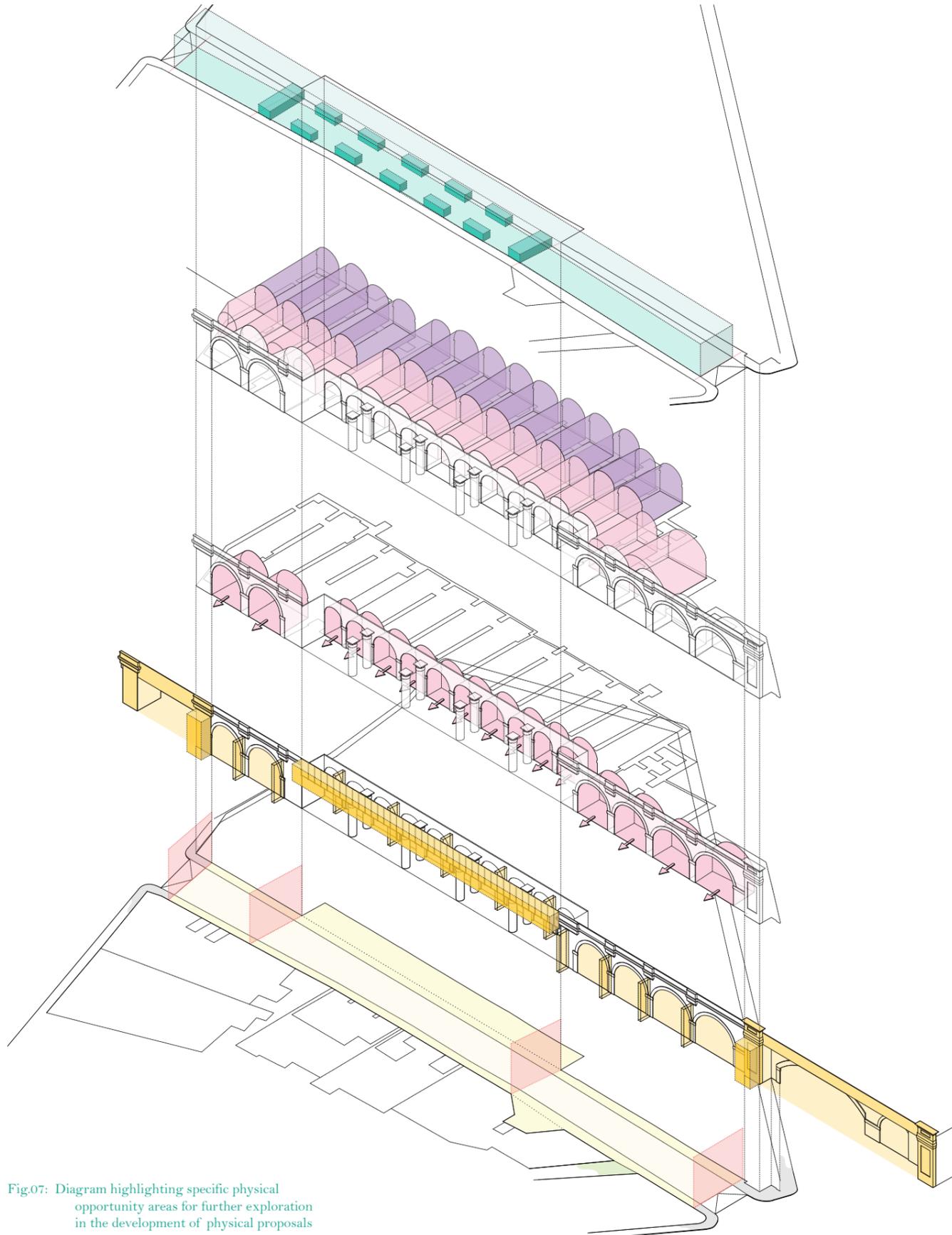


Fig.07: Diagram highlighting specific physical opportunity areas for further exploration in the development of physical proposals

## 4.2 'Immediate Test, Long Term Success'

The diagram below illustrates in graphic form how the 'test to success' incremental design, install, evaluate, redesign development process might iteratively evolve a constructive feedback loop around a programme of experimental events.

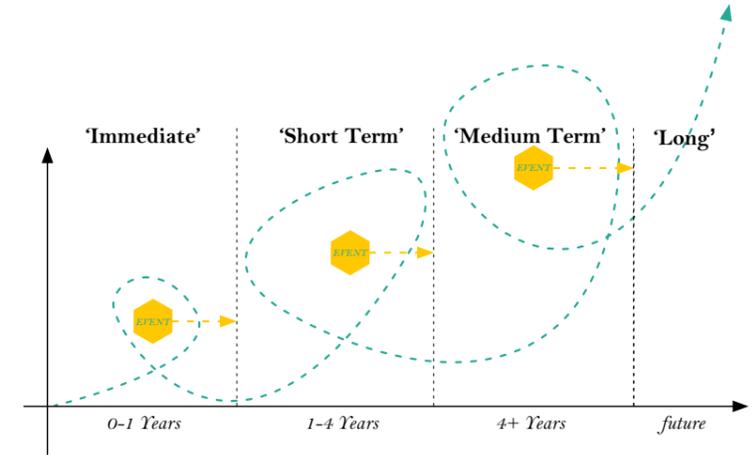


Fig.08: Diagram illustrating the phased 'test to success' approach



HOLYROOD

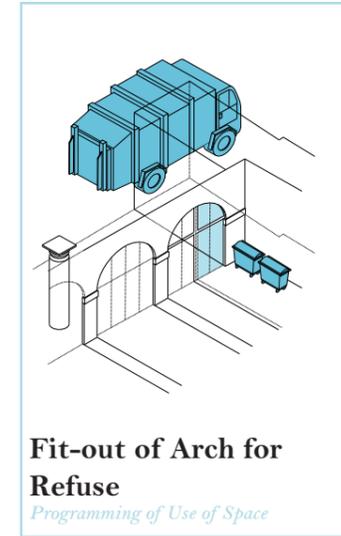
## 4.3 Schedule of Potential Commissions

Within those five layers - listed again below - exist a range of potential interventions, which can in part be made individually, incrementally, and as part of separate design commissions.

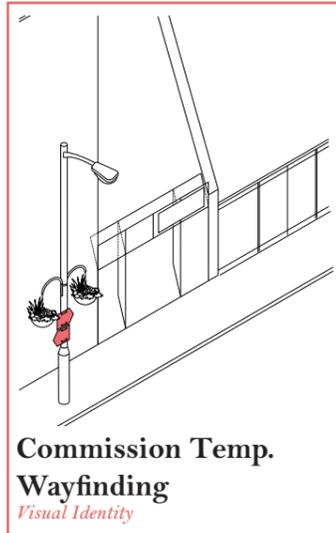
This schedule begins to scope out some of the possibilities on each layer of intervention, from immediately deployable commissions through to long-term aspirations;

- 01: Realignment of 'Spatial Structure'
- 02: Refinement of 'Visual Identity'
- 03: Modification of 'Building Fabric'
- 04: Programming the 'Use of Space'
- 05: Installation of 'Street Furnitures & Planting'

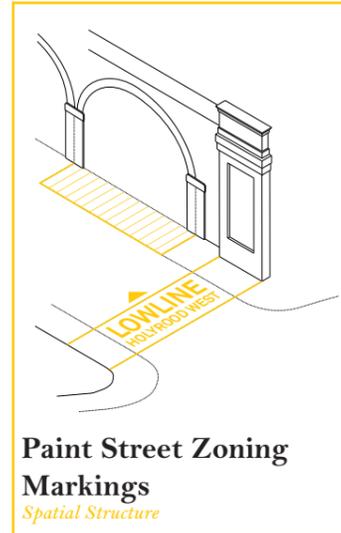
EVENT



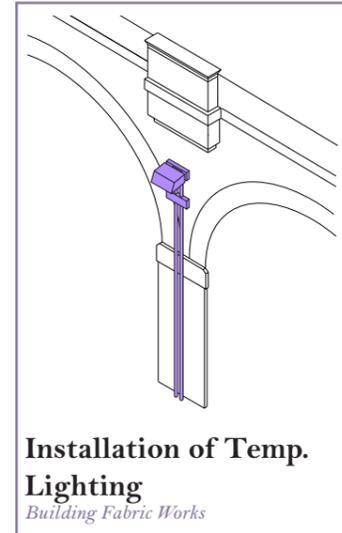
**Fit-out of Arch for Refuse**  
*Programming of Use of Space*



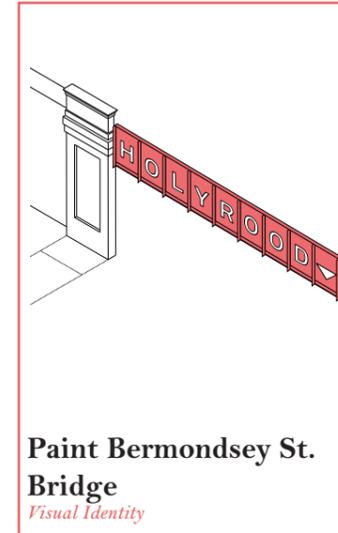
**Commission Temp. Wayfinding**  
*Visual Identity*



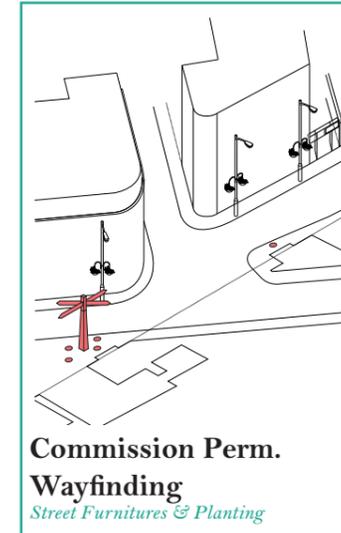
**Paint Street Zoning Markings**  
*Spatial Structure*



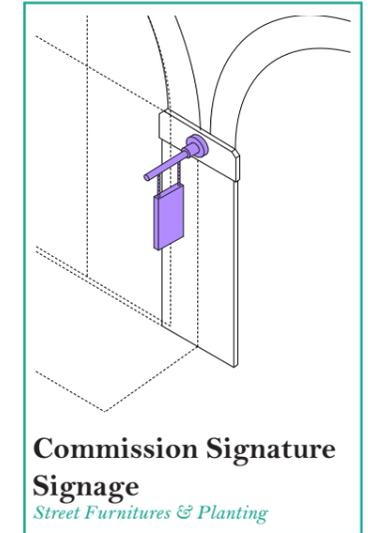
**Installation of Temp. Lighting**  
*Building Fabric Works*



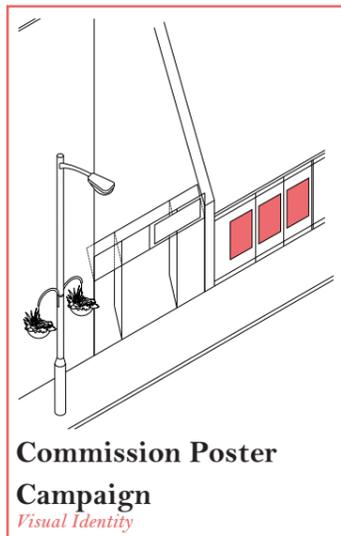
**Paint Bermondsey St. Bridge**  
*Visual Identity*



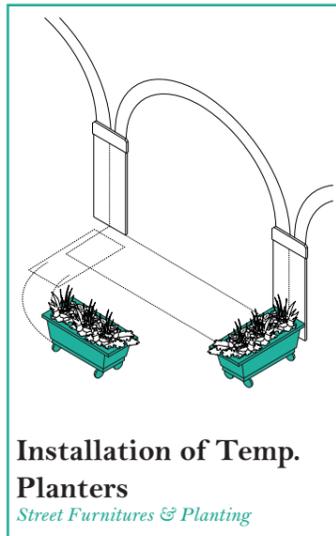
**Commission Perm. Wayfinding**  
*Street Furnitures & Planting*



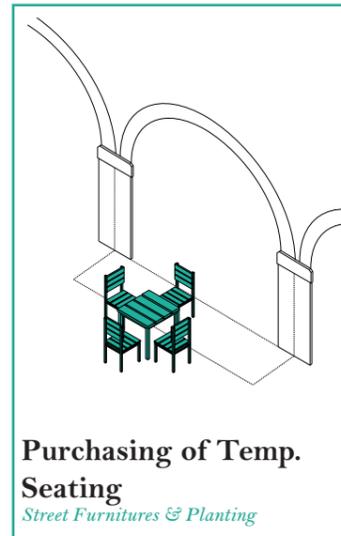
**Commission Signature Signage**  
*Street Furnitures & Planting*



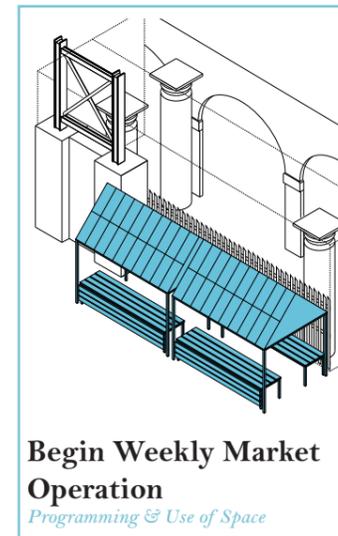
**Commission Poster Campaign**  
*Visual Identity*



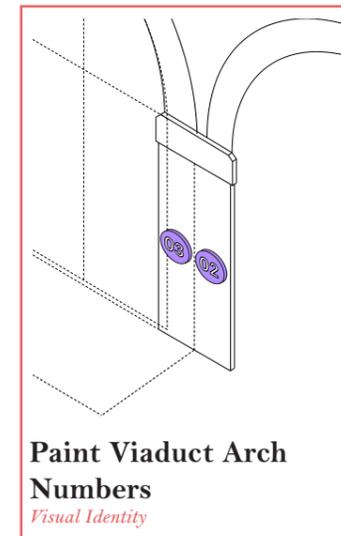
**Installation of Temp. Planters**  
*Street Furnitures & Planting*



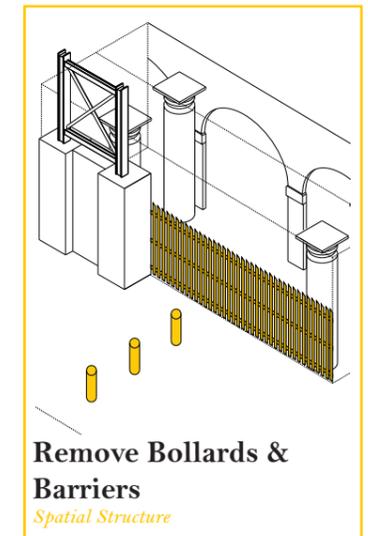
**Purchasing of Temp. Seating**  
*Street Furnitures & Planting*



**Begin Weekly Market Operation**  
*Programming & Use of Space*

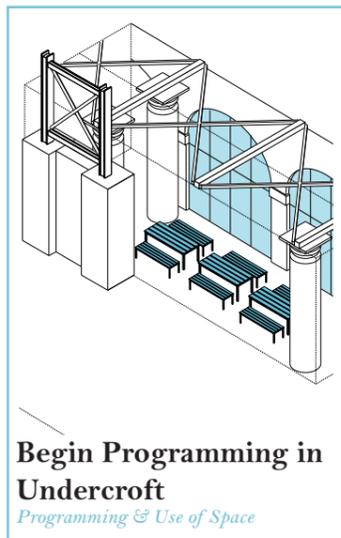
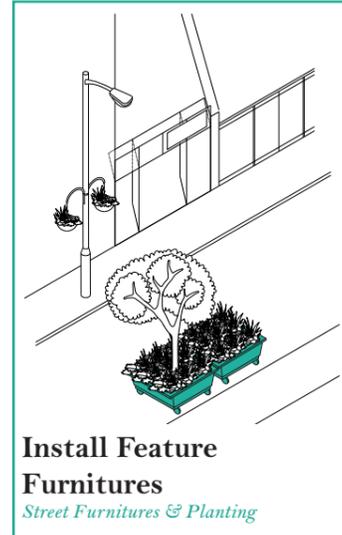
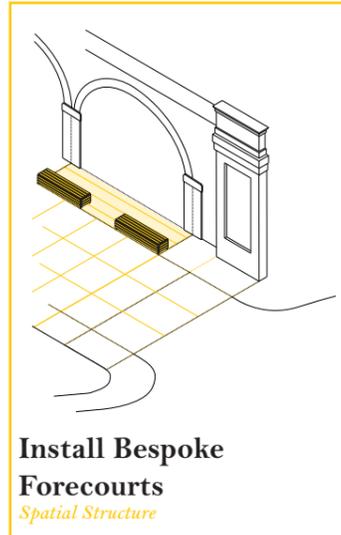
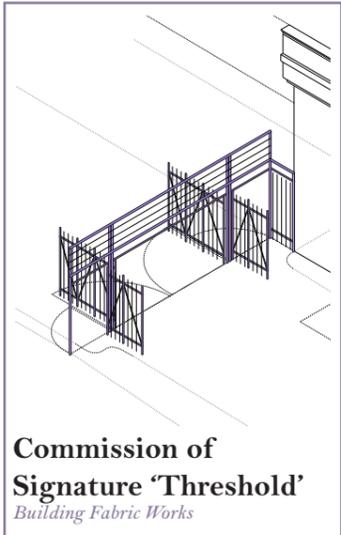
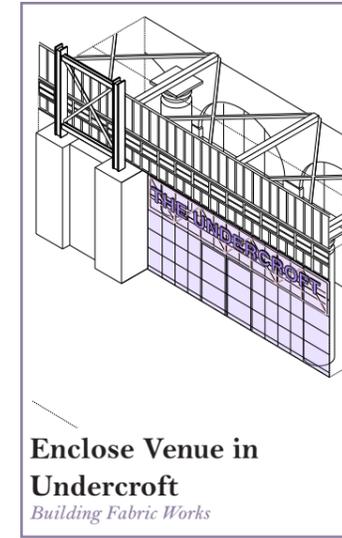
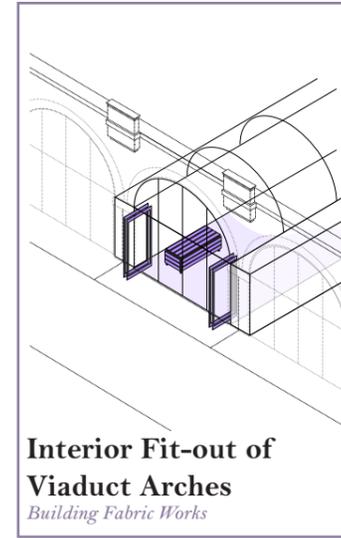
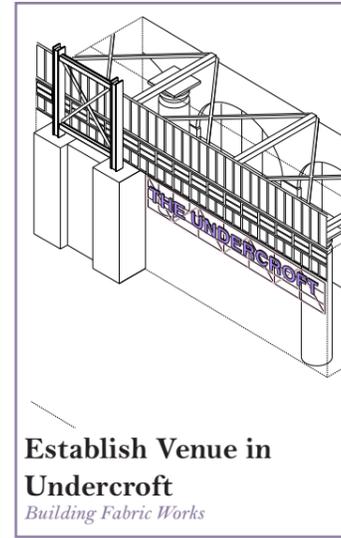
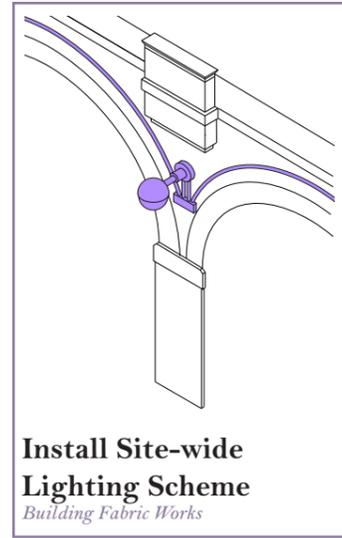
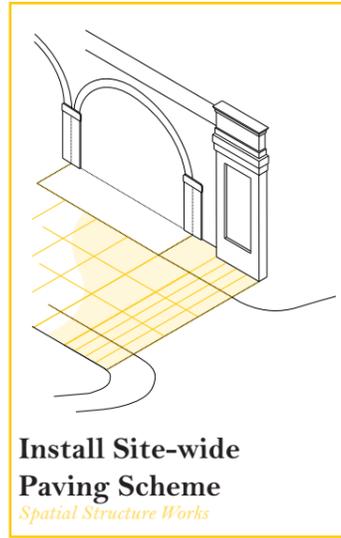
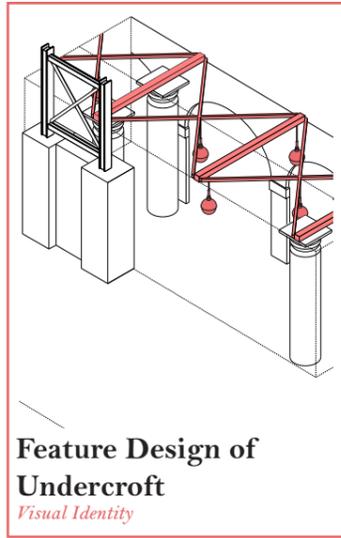
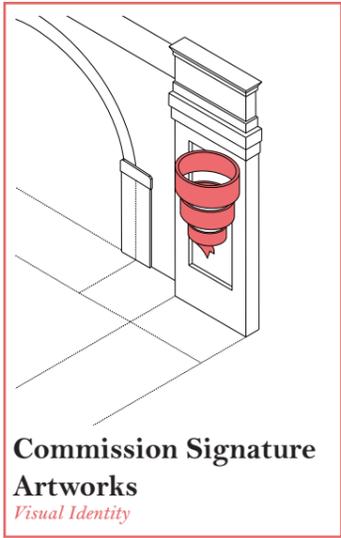


**Paint Viaduct Arch Numbers**  
*Visual Identity*



**Remove Bollards & Barriers**  
*Spatial Structure*

# DRAFT



## 6.0 Next Steps

### Recommendations for Team London Bridge

As set out in the Executive Summary, Holyrood Street is set to see a rapid pace and scale of change around the new London Bridge Station; and as the first part of the Low Lane to be developed within the Team London Bridge boundary, it poses a unique opportunity to manifest a truly 'local' organic growth strategy.

Having framed a range of options for Team London Bridge and all relevant landowners and stakeholders to collaborate with a variety of potential operators (both for the short-term and ongoing programming of the street and the available vaults); it is recommended that the appointment of such an operator is made, to kickstart a 'local' organic development of Holyrood Street.

This report has outlined a series of possible physical interventions to support the types of activities associated with such operators. The separate 'layers' of these physical intervention opportunities have been outlined illustratively; requiring design development specific to a developed functional brief. It is recommended that these briefs be written in conjunction with the practical operational requirements of the future users (and operators, where appointed) of the street.

In addition to the opportunities presented by the future occupation of the viaduct vaults, viaduct undercroft and the street itself, each landowner on Holyrood Street has self-determinacy over their property relationship with the street. The future physical, functional and programmatic structure of each property frontage with the street will significantly alter its character. It is recommended that all landowners consider a shared strategic plan for the collective relationship of these frontages.

In particular, London Borough of Southwark is a significant landowner on Holyrood Street. The long-term consideration of how the LBS properties - and land between properties - might contribute to the active programming and openness of Holyrood Street has significant bearing. It is recommended then that LBS additionally considers a strategic plan of its local property portfolio.

### Three Key Commissions

#### - 01a -

#### Holyrood St 'Exterior Space' Meanwhile Activity Callout

Team London Bridge to write callout brief for potential operators of public meanwhile uses to activate the street.

#### - 01b -

#### Holyrood St 'Viaduct Undercroft' & 'Viaduct Vaults' Occupancy Callout

Team London Bridge to write callout brief for potential operators of temporary programmes for the 'viaduct undercroft' and 'viaduct vaults'.

#### - 02 -

#### Adjacent Building Active Frontage Feasibility Study

Team London Bridge (in collaboration with Steering Group) to commission 'Active Frontage Feasibility Study' relating to buildings on Holyrood Street.

#### - 03 -

#### LB Southwark Property Use Feasibility Study

London Borough of Southwark to commission a 'Property Use Feasibility Study' to explore active uses of public properties to create wider social impact using buildings on Holyrood Street.



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