

H O N D O

DESIGN & ACCESS STATEMENT
MARCH 2020

20-24a
POPE'S
ROAD

This Design & Access Statement has been prepared to form part of the 20 - 24A Pope's Road planning application and should be read in conjunction with the remainder planning documentation.

All images and drawings are illustrative unless otherwise stated.

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INTRODUCTION

1

1.1 EXECUTIVE SUMMARY

This report supports the planning application for the redevelopment of Pope's Road, located adjacent to the Brixton Road railway infrastructure and the vibrant Brixton Village community. AG Hondo Pope's Road BV (Hondo) appointed Adjaye Associates to work on the aforementioned redevelopment.

Positioned on a constrained plot enclosed by the railway infrastructure, the proposed mixed-use scheme delivers a unique opportunity to preserve and expand on Brixton's existing rich heritage and marketplace. The design draws in two key areas of the town centre, opening it up with improved legibility to create a publicly accessible space that benefits existing traders and visitors. This also creates an opportunity to facilitate and improve permeability through and around the site.

Drawing on Brixton's cultural history and creative entrepreneurship, the proposed scheme further supports the local community and provides increased space for independent retailers, creatives and start-ups to thrive. The addition of a publicly accessible open market space with the capacity to hold various events driven by the community, enhances its character and establishes a key destination that contributes to the diversity of local business and provides an enhanced and prosperous environment for traders to continue to grow.

Flexible offices with affordable work space will be delivered to address an evident shortfall in modern offices in the area. Ultimately this allows Brixton to benefit from increased economic opportunities and diversify and support job creation, served by well-connected transport links and accessibility.

The design proposal being submitted has been subject to extensive pre-application discussions with the Council and key local stakeholders, as a result of which they have progressed positively in the design and land use terms. The design reflects location and respects surroundings views from Loughborough Park Conservation Area and the Brixton Conservation Area.



Fig. 1.1 Proposed View from Brixton Station Road

1.2 CLIENT BRIEF

The prime position of the site marks a clear opportunity to utilise and incorporate the two sides of the town centre and create a landmark destination that strengthens relationships with Brixton Village Market, Brixton Station, Market Row and creating a new commercial focal point for the whole Brixton Central.

An overview of the main development criteria / objectives are as follows:

Site and Local Context

- Utilises the site's position, facilitates the potential for improved connectivity and increased permeability
- Considers the opportunities created by the emerging SPG being prepared by the London Borough of Lambeth
- Adopts a holistic approach to sustainability, integrating social and economic aspects through stage of scheme evolution

Land Use

Market – c25,000sqft extension to the existing Brixton Village

- Permeable extension of the existing markets
- Flexible mix of uses that can evolve over time
- Offers a rooftop restaurant
- Is a covered but unconditioned space
- Creation of an atmosphere in keeping with the existing Brixton Village

Commercial Office – c.200,000sqft

- Includes a office entrance integrated through the market
- Provides commercial offer that creates a critical mass for wider commercial eco-system for Brixton Central

Public Realm

- Considers the Market to be publicly accessible open space
- Includes a flexible central space that can facilitate different activities throughout the life cycle of the week
- Develops options for the ability to create a significant focal point at the Brixton Station end of the site



Fig. 1.2 View of the existing building on site from Pope's Road looking south

1.3 DESIGN TEAM

1.3.1 AG HONDO POPE'S ROAD BV

Formed in 2013 by Taylor McWilliams, Hondo Enterprises is a property investment, development and asset management company focusing on projects in central London. It purchased Brixton Village and Market Row at Brixton Market in 2018.

From the outset they have worked with all stakeholders to preserve, invest and promote the unique character of the Markets to ensure that a vibrant future for tenants, visitors and the local community can be secured for the long term.

From the traditional fishmongers and greengrocers to the new restaurants and retailers, Hondo are committed to ensuring there is a balanced mix within the market. For the first time in the market's history they have introduced a transparent and independently verified service charge system.

Traders will also benefit from advisory boards that will help with marketing and accelerating their business models. In addition Hondo have looked to find new talent from the local community offering two free six month residencies through our Brixton Kitchen initiative.

Hondo has actively built relationships with community groups in Brixton, like Sleepless Brixton and has discussed providing space for community activities and events.

Hondo have also partnered with Impact Brixton, who have now relocated from Pop Brixton into the Markets. It is the intention that Hondo and Impact Brixton develop this relationship further with a view to delivering an affordable workspace facility, that is fully integrated with training and education focused on the local community,

With a diverse portfolio, projects include the ground up development of the 120 bedroom Curtain Hotel, the purchase of the 21 story mixed use Relay Building in Aldgate, and the recent acquisition of the NCP development portfolio.



1.3.1.1 External view of The Curtain, Shoreditch, London



1.3.1.2 External view of the Relay Building, Aldgate, London



1.3.1.3 Internal view of the Brixton Village, Brixton, London

1.3.2 ARCHITECT - ADJAYE ASSOCIATES

Adjaye Associates was established in June 2000 by founder and principal architect, Sir David Adjaye OBE. Based in the UK, US and Ghana, the firm has completed work across Europe, North America, the Middle East, Asia and Africa. One of the largest commissions to date is the design of the Smithsonian Institution's National Museum of African American History and Culture on the National Mall in Washington D.C.

The firm believes that architecture presents opportunities for transformation – materially, conceptually and sociologically. Our team has a proven track record in creating spaces that are layered with meaning, strengthened by rigorous historical research, and expressed through bold form, materiality and light.

The approach to urban development is driven by the human-scaled complexities of urban living in conjunction with topography, geography and climate. Driven by the desire to enrich and improve daily life, the practice's buildings are designed to meet the diverse needs of our clients. Inspiration is drawn from many influences around the world and the work clearly articulates this enthusiasm for issues of place and identity.

The practice is currently working on a number of projects including The Abrahamic Family House in Abu Dhabi commissioned by The Higher Committee for Human Fraternity; The Studio Museum in Harlem, New York and the UK Holocaust Memorial, London.

Other Completed works include: two neighbourhood libraries in Washington DC (2012); the Moscow School of Management SKOLKOVO in Moscow (2010); The Nobel Peace Centre in Oslo (2005); The Bernie Grant Arts Centre in London (2007); the Museum of Contemporary Art in Denver (2007); Rivington Place in London (2007); and the Idea Stores on Chrisp Street (2004) and Whitechapel (2005) – two pioneering new libraries in the London Borough of Tower Hamlets.



1.3.2.1 Smithsonian National Museum of African American History and Culture (NMAAHC), Washington DC, USA, 2016



1.3.2.2 UK National Holocaust Memorial and Learning Centre, Westminster, London, UK, Current



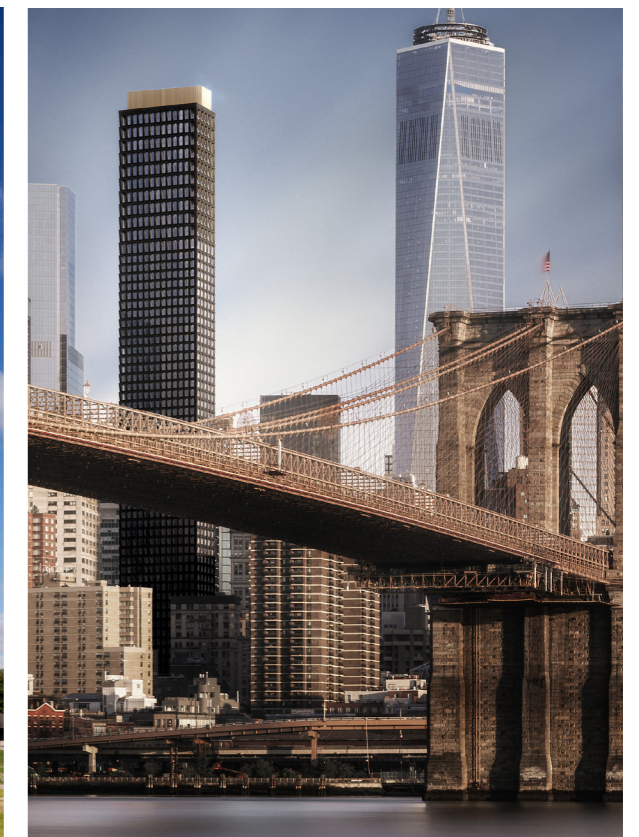
1.3.2.3 Idea Store, Whitechapel Road, London, UK, 2005



Figure 1.3.2.4 Rivington Place, Hackney, London, UK, 2007



1.3.2.5 Moscow School of Management, SKOLKOVO, Moscow, Russia, 2010



1.3.2.6 130 William Street, Manhattan, New York, USA, Current

PROJECT CONTEXT

2

2.1 SITE ANALYSIS

Pope's Road is centrally located within the heart of Brixton's town centre and benefits from well-served transport links, including proximity to Brixton Railway Station and Underground as well as numerous bus routes.

The current unused and elongated site is wedged between two elevated railway viaducts which historically served as a coal depot from the late 1800s. Facing the north-east across Pope's Road, there are currently unused viaducts concealed by large hoardings.

The bricked viaduct arches are semi-circular, rising from pavement level to a crown height of approximately 4.5m on the north and 9.5m on the south. The southern viaduct is approximately 12m high, passing over a lower elevated railway line.

The wide range of multicultural food and goods are prevalent throughout and around the site, with open and outdoor vendors and covered markets in arcades home to hundreds of independent shops.

The narrow thoroughfare of Pope's Road is lined on each side with demountable market stalls selling fresh produce and clothing. This extends beyond the railway line underpass where more market stalls occupy the whole length of Electric Avenue.

Surrounding retail units and shops of various sizes cover the urban grain from micro to small units on Reliance Road, Market Row and Brixton Village and larger units on Brixton and Pope's Road. Brixton Station Road also has a daily street market, with pitches located in front of the arches. The street is also pedestrianised with increased traction and footfall and during market trading periods.

Key listed buildings surround the site including the vibrant and multicultural Brixton Village Market and Market Row to the south. Loughborough Park Conservation Area also occupies the Eastern edge and portion of plot. Pope's Road is also short distance from the Grade II listed Brixton Recreation Centre to the Northern edge.



Fig. 2.1.1 Aerial view of Pope's Road looking north east



Fig. 2.1.2 Aerial night view of Pope's Road looking north east

2.2 URBAN CONTEXT

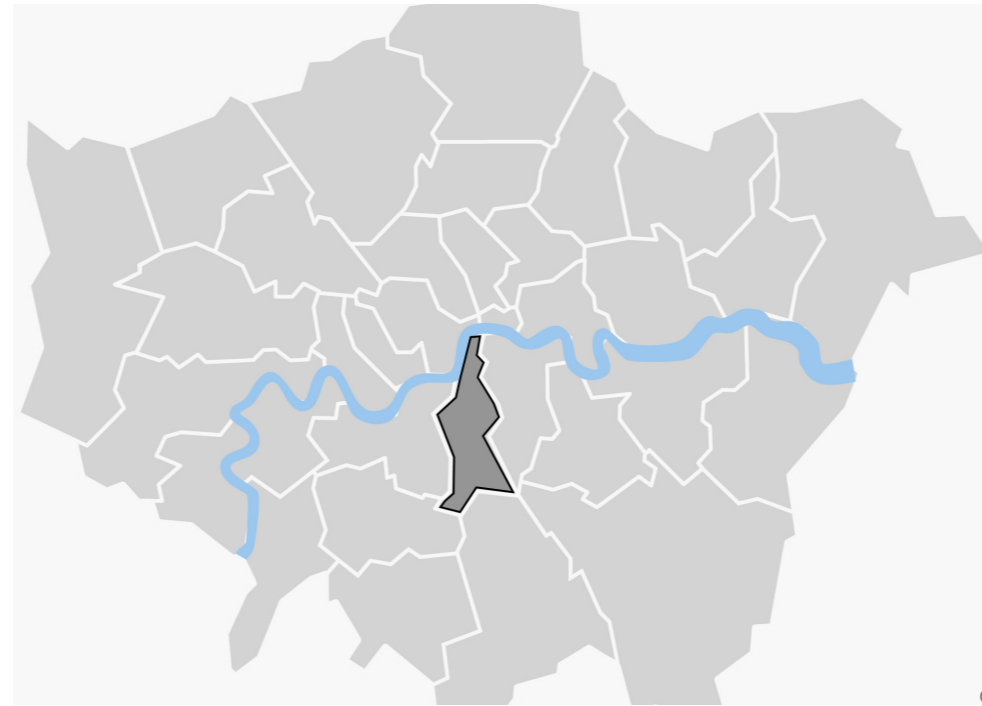
The site is located in Brixton, part of the London Borough of Lambeth and Inner South London. It borders with neighbouring districts including Stockwell, Clapham, Streatham, Camberwell, Tulse Hill, Balham and Herne Hill. The plot itself is positioned between two railway viaducts that face Pope's Road to the West and Valentia Place to the East.

Brixton town centre is an established area with rich heritage buildings and a strong urban streetscape defined by the character and culture of the community. The thriving and prominent street markets, retail units and arcades are central to the area and have long been rooted in its urban history and tradition. It is also home to several major and longstanding venues and performance spaces that contribute to the area as a popular and celebrated cultural destination.

Brixton is characterized by a rhythmic uniformity of architectural periods and styles such as rows of Victorian and Georgian terraced housing made from London Stock brick with distinctive façade details and features.

As a previously middle-class Victorian suburb due to strong transport links, the historic marketplace was formed on Atlantic Road in 1870 and rapidly dispersed to Brixton Road and its wide footways. The later adjacent and covered markets were built in the 1920s and 1930s and provided alternative vendor accommodation due to the widening of roads and rising costs of pitches on the high street.

The urban fabric of Brixton has continued to change along with gradual developments. It is encapsulated by narrow and straight streets that diverge into intimate urban corridors. The streetscape is served by Brixton Road that connects to adjoining minor roads and thoroughfares. It stretches along to the Grade II listed Lambeth Town Hall at the southern apex and forks off at the Junction of Brixton Hill and Effra Road.



London Borough of Lambeth

Fig. 2.2.1 London Borough Map



London Borough of Lambeth Application Site

Fig. 2.2.2 London Borough of Lambeth Map



Application Site

Fig. 2.2.3 Site Location Plan

2.3 SITE LOCATION

The proposed Pope's Road site is located and bound by two railway viaducts. It is positioned between both Brixton Station Road and Atlantic Road, the two main artery roads that run from the East to West towards Brixton Road.

To the North on Brixton Station Road, the Pop Brixton and Grade II listed Recreational Centre are both within the site's locality. The Grade II listed Brixton Market village is also accessible via Atlantic Road. The junction from North to South Pope's Road meets with the notable Electric Avenue lined with markets.

On the west side the site is also adjacent to the Brixton Network Railway Station and the portion of Pope's Road that faces the site is contained by two railway underpass.

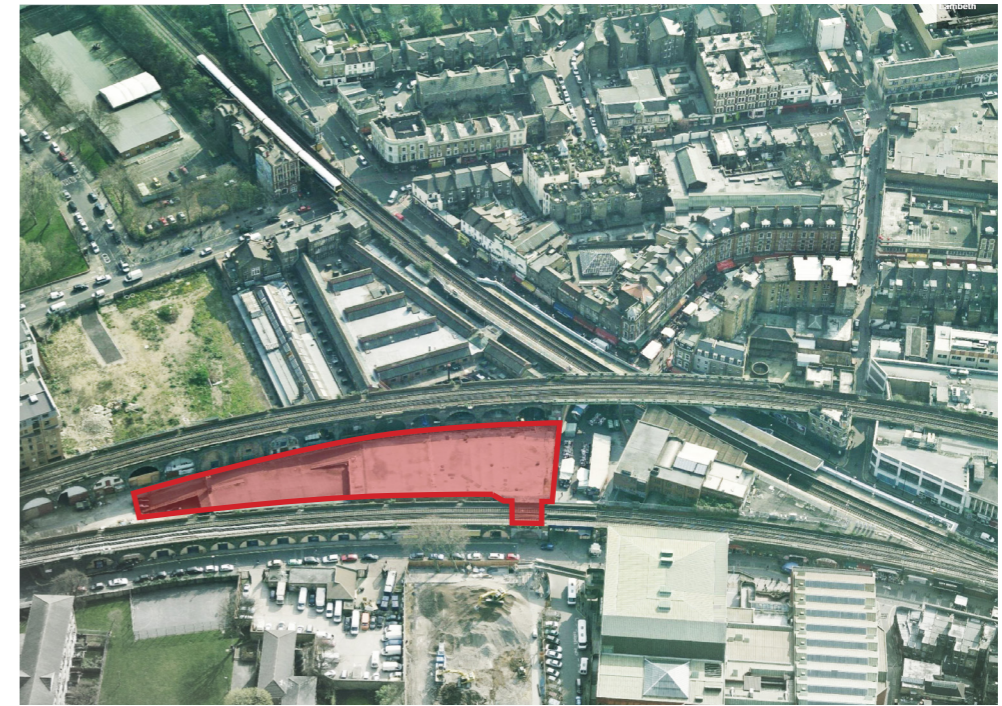
There is a varied mix of terraced house configurations with activated independent shop frontages and associated commercial units and market stalls. A great proportion of the site and the surrounding area is allocated to various independent trade and street vendors.

A single-story wood clad side building is located next to the site and houses poorly maintained public toilet facilities.



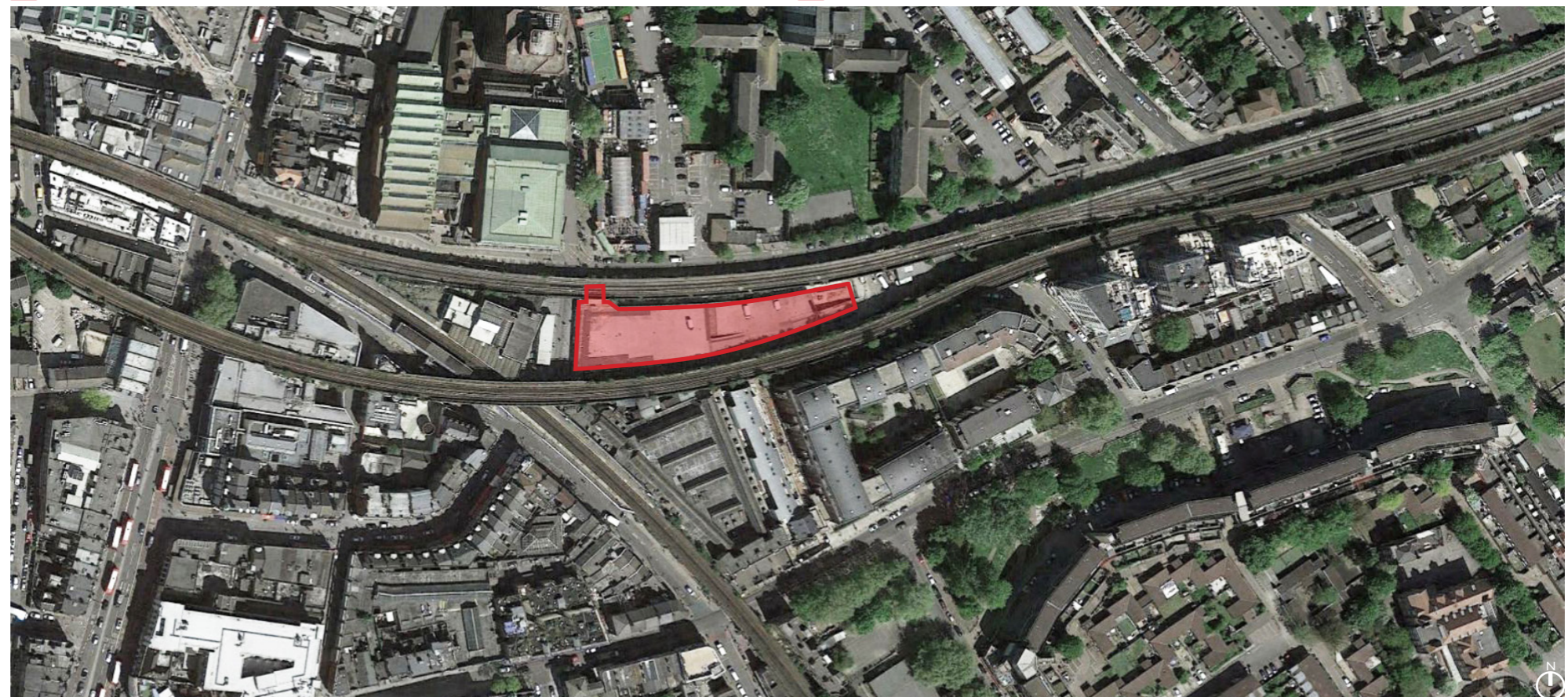
Application Site

Fig. 2.3.1 Aerial View of the Application Site looking east



Application Site

Fig. 2.3.2 Aerial View of the Application Site looking south



Application Site

Fig. 2.3.3 Location Plan

2.4 HISTORIC CONTEXT

2.4.1 BRIXTON ORIGINS

Brixton has a rich and diverse urban history that can be traced back to the Roman era when Brixton Road was part of the route from London to Brighton. The area remained largely undeveloped and mainly agricultural until the Industrial Revolution and the advent of the railway, as well as the construction of the bridges across the Thames.

The creation of Vauxhall Bridge, at the beginning of the 19th century, provided a direct connection between Brixton and the centre of London. Brixton soon developed around Brixton Road and Acre Lane. Two of its oldest buildings have survived from this period: St Matthews Church, built in 1812, and Trinity Almshouses, built in 1824.



Fig. 2.4.1.1 Vauxhall Bridge, 1817

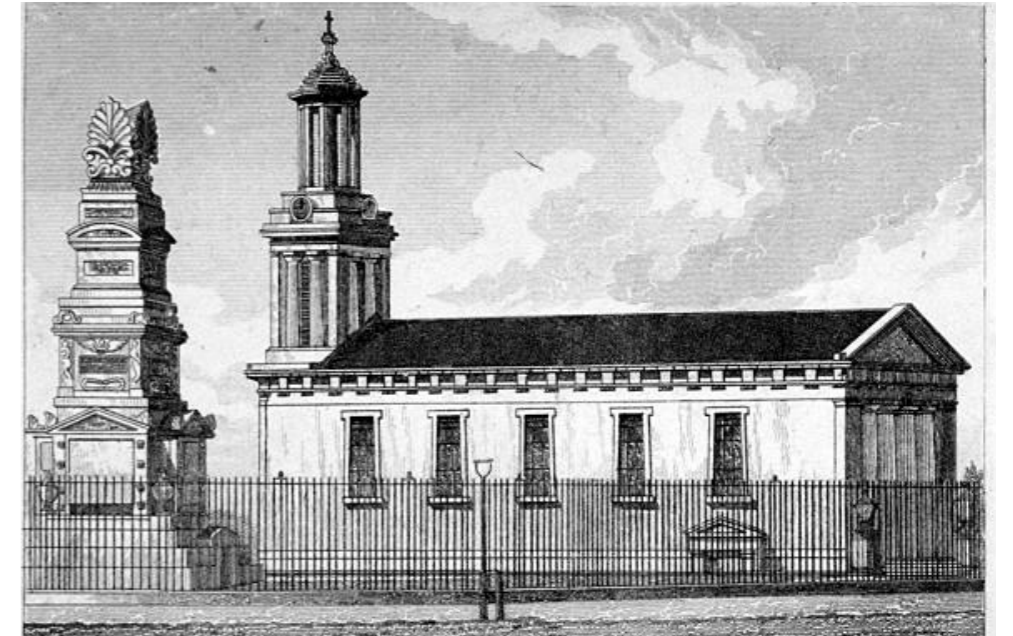


Fig. 2.4.1.2 St Matthew's Church, 1825



— Roman Road
 Application Site

Fig. 2.4.1.3 Map of Brixton area, 1745



Fig. 2.4.1.4 Trinity Almshouse, 1898

2.4 HISTORIC CONTEXT

2.4.2 RETAIL & ARCADE BEGINNINGS

By 1879, Brixton was well served by railways, with no less than three stations close to Coldharbour Lane. The railway played a major role in the transformation of Brixton into a middle class suburb between the 1860s and 1890s.

In 1880, Electric Avenue was given its name after it became the first street in London to be lit by electricity. During this time, large residences were constructed along the main roads of Brixton, which were converted into flats and boarding houses at the start of the 20th century as subsequently the middle classes were replaced by an influx of the working classes.

Note that the shops on Brixton Road were still set back a generous distance from the main road - the building line would be brought forward to its current position in 1935.



Fig. 2.4.2.1 Coloured Electric Avenue postcard, c. 1904



Fig. 2.4.2.2 Original Marks and Spencer located under Brixton Railway Viaduct, 1920

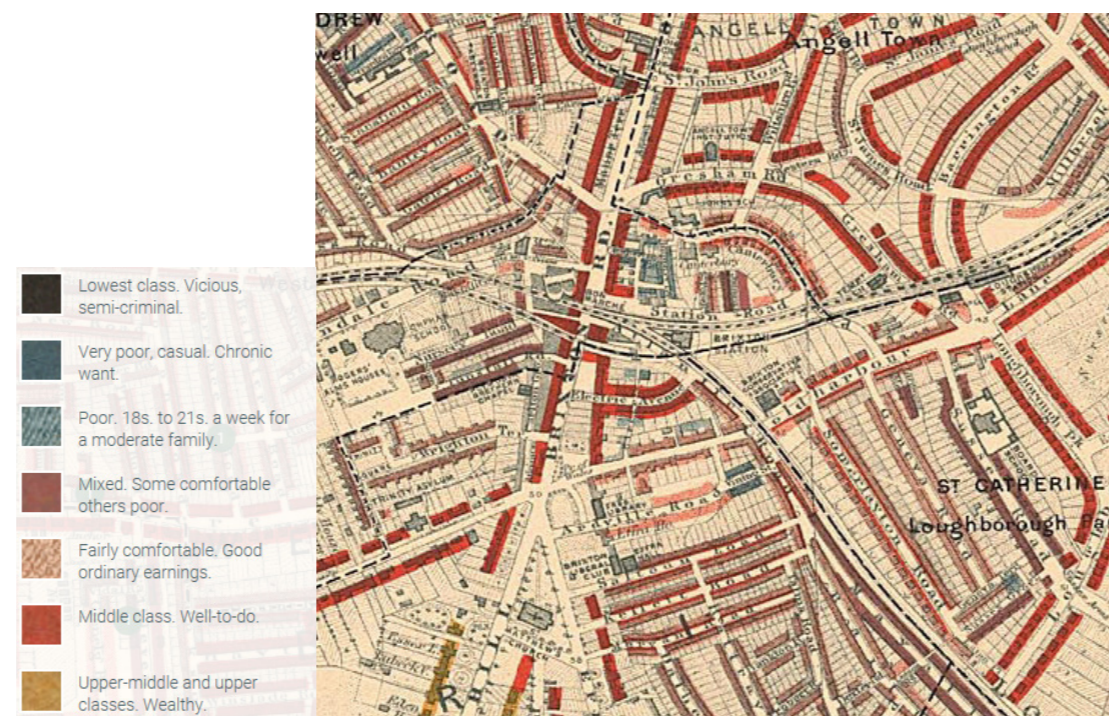


Fig. 2.4.2.3 Detail of Booth's Poverty Map 1898-1899

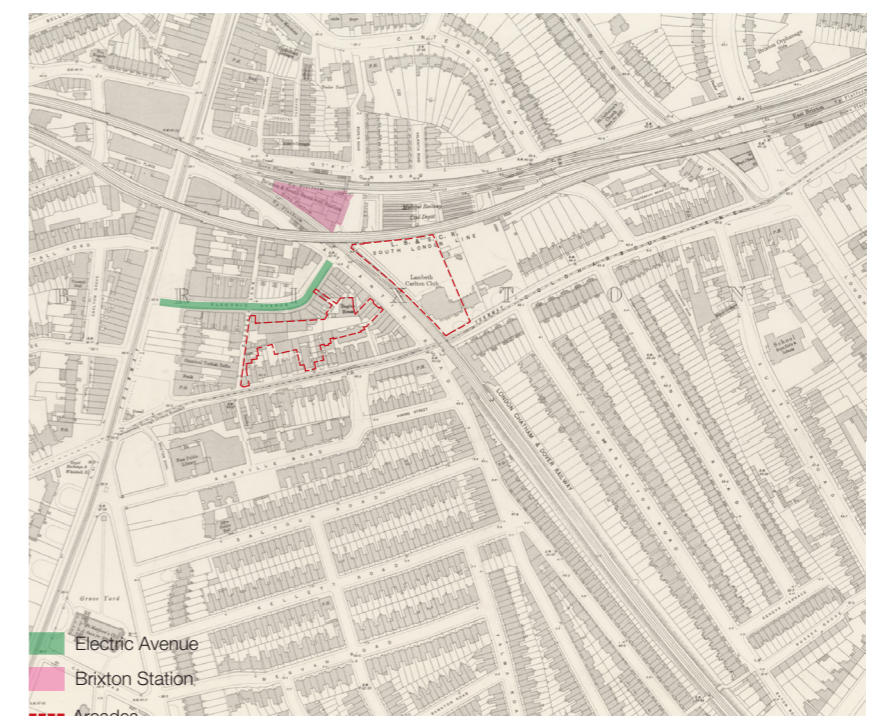


Fig. 2.4.2.4 Detail from the Ordnance Survey Map of Brixton and Herne Hill, 1893-1895

2.4.3 TOWN CENTRE & INDUSTRIAL TRANSITION

Towards the end of the 19th century, Brixton had developed into a mostly affluent, middle-class suburb. When industrialist Charles Booth produced his famous maps of London in 1899, coloured street by street to indicate levels of poverty and wealth, Brixton represented favourably with low levels of poverty in the area and wealthy villas on Brixton Hill.

In 1880, Electric Avenue, designed with elegant Victorian canopies, became the first market street to be lit by electricity. Whilst St Matthew's Church, in 1883, was the first place of worship to have electric lighting in Britain.

By the start of the 20th century, Brixton underwent an enormous social upheaval as the middle-classes were replaced by a large working-class population. Larger properties were subsequently subdivided into flats or boarding houses. This proved popular accommodation with workers in West End theatres, which apparently initiated Brixton's celebrated association with artistic culture.

From 1910-1915, at least nine cinemas opened in Brixton, some of which were housed in the railway arches. The Ritz Picturehouse, a Brixton landmark, was built at this time.

Brixton Railway Station was opened in 1862. The formation of the railway transformed Brixton, and introduced the industrial revolution to the area. The new rail infrastructure led to the creation of a number of warehouses and factories.



Fig. 2.4.3.1 Brixton Road, c.1910



Fig. 2.4.3.2 Pope's Road street market, c.1950



Fig. 2.4.3.3 Pope's Road with coal merchants, 1921

2.4 HISTORIC CONTEXT

2.4.4 BRIXTON VILLAGE & MARKET ROW

Granville Arcade (present day Brixton Village) is situated on a trapezoidal plot between the railway viaducts to the north, Atlantic Road to the west, Coldharbour Lane to the south, and a 1904 steam laundry to the east. Granville Arcade was built in 1935-1938 to the east of Market Row, to the design of Alfred and Vincent Burr and is named after the builder/developer, P Granville Grossman.

The twin main entrances facing the south at Granville Arcade form part of a 4 storey residential elevation, with ground floor shops. From the entrances run a pair of diverging arcades which are joined laterally by 4 more arcades.

The arcades have pitched glazed roofs supported by curved steel trusses. There is another entrance on the west of the Arcade under the viaduct, and another smaller entrance to the north-west. The interiors consist of two stories with retail shops and restaurants on the ground floor, and office space above.



Fig. 2.4.4.1 Interior of Granville Arcade, 1968



Fig. 2.4.4.2 Interior of Granville Arcade, 1985

Market Row is a post - WWI shopping arcade that occupies an infill site between properties fronting Atlantic Road, Coldharbour Lane, Electric Avenue and Electric Lane. The market was built c. 1928 to the design of RS Andrews and J Peascod.

The market has three external entrances which are the only, street-facing elevations of the building, and visible to the public realm. The entrances are two-storey, with a pedestrian entrance between the retail units on either side, and windows to the first floor.

The construction of Market Row is a steel frame and masonry infill with rendered, painted finish. The entrance wall-head, above the window, openings forms a parapet concealing a flat roof.

The avenues that define the market's form, are illuminated by pitched glazed roofs, supported by reinforced concrete open arch trusses with roundels, aligned to each shopping bay. The interior consists of a number of shallow units that line both sides of the T-shaped avenues. The units are of two storeys, plus attics divided by a concrete pilaster frame.

In addition to the Granville Arcade and Market Row, in the early 1920's another relevant arcade has been built in the vicinity, Reliance Arcade is the smallest of the three arcades and connects Electric Lane to Brixton Road.



Fig. 2.4.4.3 Market Row Electric Lane west entrance, 1952



Fig. 2.4.4.4 Market Row Interior at east entrance towards Atlantic Road, c 1970



Fig. 2.4.4.5 Market Row east entrance from Atlantic Road, 1964

2.4.5 POPE'S ROAD

Pope's Road has historically served as a linkage between Brixton Village and Brixton Station Road and has been a thriving and busy street market over one hundred years.

A prominent historic feature which has since been withdrawn, is the rows of coal staithe and various merchant offices and frontages that served local business in the area.

The coal staithe played a significant role for delivering large quantities of coal which would be transported and brought in via Brixton's train lines and distributed by horse drawn carts.

Coal was also transported to merchants populating Pope's Road by means of an elevated set of two railway sidings where wagons would drop and store coal into the spaces below. The coal staithe were traditionally made from wood and supported by a wooden platform.

Up until the 1950s Pope's Road remained a thriving market street and in this period the coal depots that existed were gradually cut out and removed with the elevated sidings swept away. In a postwar upheaval phase several large scale buildings were built around the area and the most significant one for its scale, social moves and pioneering qualities was the Brixton Recreation Centre.



Fig. 2.4.5.1 Brixton Station Road looking east, c. 1940

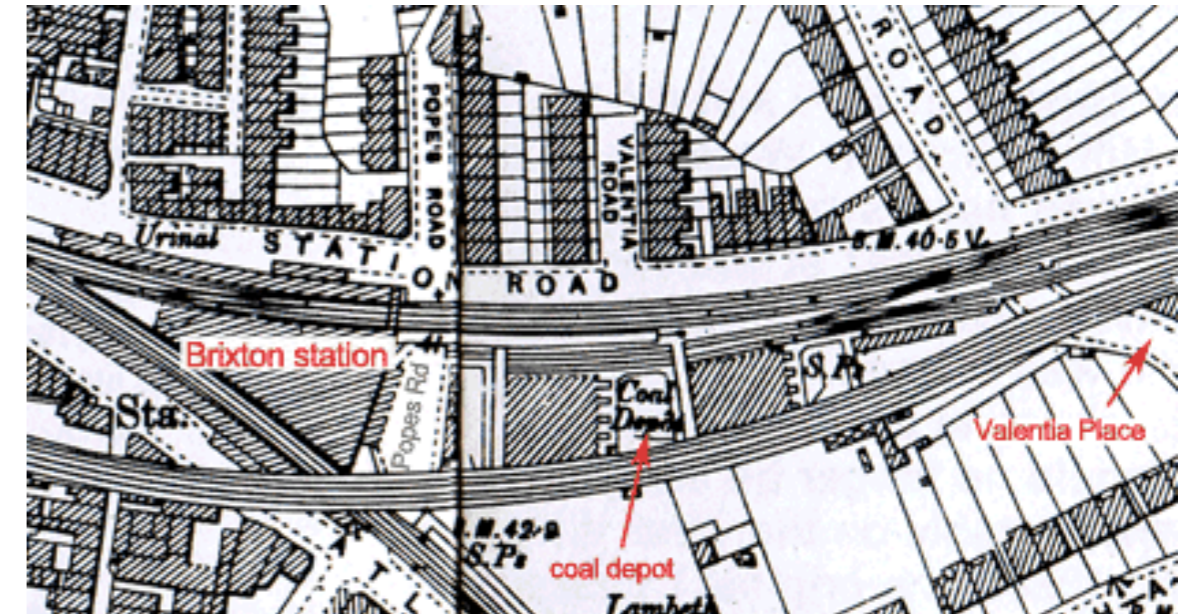


Fig. 2.4.5.2 Ordnance Survey Map with coal depot located on current application site



Fig. 2.4.5.3 Pope's Road looking north with Tesco on current application site, street market and multi-storey car park, 1974



Fig. 2.4.5.4 Pope's Road looking north with street market, 1956

2.4 HISTORIC CONTEXT

2.4.6 BRIXTON IDENTITY & PRESENT DAY

Brixton has remained a historically rich community that has developed and shifted over recent decades. During the post-war period, the cultural and social landscape of the area shifted as it became a place of settlement welcoming an extensive Afro-Caribbean community and wave of multinational immigration. June 22nd, 2018 marked the 70th anniversary of the arrival of the SS Empire Windrush and a new era of Caribbean settlement in post-war Britain.

It continues to retain a reputation that embodies a diverse and culturally rich livelihood through music, festivals, entertainment, art and food. The significance of the traditional marketplace reflects the multicultural diversity of the area's residents which can also be found and portrayed in surviving murals.

After the 1981 riots, the council helped to fund a number of iconic murals throughout Brixton, including Stephen Pusey's Brixton Academy Mural painted in 1982 depicting children of different backgrounds at play, highlighting the symbolic representation of racial harmony between them.

Founded in 1981 by historian and activist Len Garrison, the celebrated Black Cultural Archives located in Windrush Square, is a significant platform and national repository that recognises the importance of Black Culture and history in the UK.

Launched in 2009 and designed to support local business and trade, The Brixton Pound featured Len Garrison, as well as community social justice campaigner Olive Elaine Morris.

At a time when Brixton's reputation was anguished by rioting, a significant memory in the area's history was Nelson Mandela's visit to the Brixton Recreation centre on 12 July 1996. His recognition and support towards the Brixton community as a central place in the UK black culture and social movement remains commemorative to the community today.



Fig. 2.4.6.1 Street Art dedicated to David Bowie

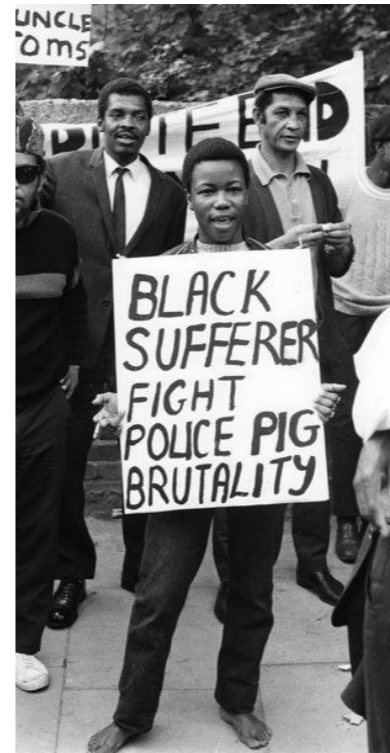


Fig. 2.4.6.2 Olive Elaine Morris (1952-1979)



Fig. 2.4.6.3 Brixton Village, 1961 (British Pathe)



Fig. 2.4.6.4 Black Thrive



Fig. 2.4.6.5 Windrush Generation 1948



Fig. 2.4.6.6 Trader in the Brixton Village

2.5 NEIGHBORHOOD POROSITY

2.5.1 THE BRIXTON MARKETS

Run by the Brixton Market Traders' Federation Community Interest Company, Brixton Market collectively comprises a street market in the centre of Brixton that included the adjacent covered market areas in nearby arcades such as Reliance Arcade, Market Row and Granville Arcade (recently rebranded as 'Brixton Village').

The market sells a wide range of foods and goods but is best known for its African and Caribbean produce, which reflect the diverse community of Brixton and surrounding areas of Lambeth.

The Street Market is managed by the London Borough of Lambeth. The covered arcades have always been in private ownership, although substantial public funding was provided for their refurbishment under the Brixton Challenge grant scheme.

Electric Avenue which is now part of the street market was built in the 1880s and was one of the first streets to have electric light. Glazed iron canopies covered the footpath, but these were significantly damaged by WW2 bombs, and finally removed in the 1980s.

In 2016, Electric Avenue was refurbished with funding from the Mayor of London's High Street Fund, Lambeth Council, Transport for London and the Heritage Lottery fund to include an illuminated sign celebrating the area's history.

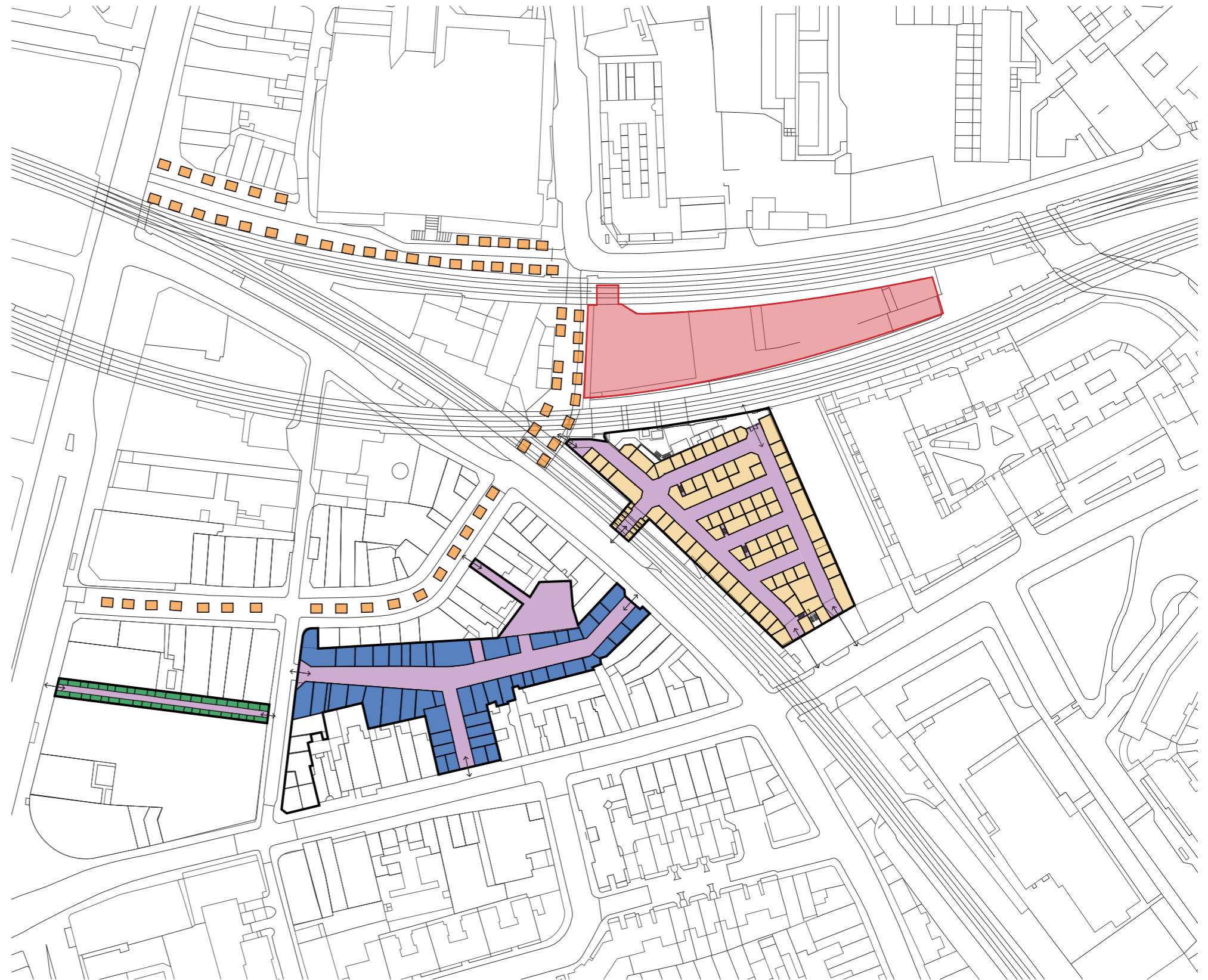


Fig. 2.5.1 Brixton Markets plan

2.5 NEIGHBORHOOD POROSITY

2.5.2 SHOP SIZES & URBAN GRAIN ANALYSIS

Brixton Market comprises street markets on Station Road, Pope's Road, Atlantic Road and Electric Avenue. Adjacent to this, covered markets are located in the nearby arcades including Brixton Village, Market Row and Reliance Arcade.

The market arcades follow to a very particular architectural typology and are defined by covered paths and pedestrian routes. They typically have single or double height ceilings that are lit by natural light and surrounded by retail units of medium-small sizes.

Among the indoor markets, Reliance Arcade is mainly made up of smaller units of around 10 sqm, whilst Market Row and Brixton Village have slightly bigger units of about 40 sqm.

Despite their different layout organization, this typology defines much of the urban grain of this part of the town centre, particularly to the south of Pope's Road. This is also replicated and applied in the more recent Pop Brixton development.

This dense and permeable grain made of internal streets is in clear opposition to the more bigger and disperse grain of recent commercial retailers that occupy Brixton Road, Pope's Road and few plots of Electric Avenue.

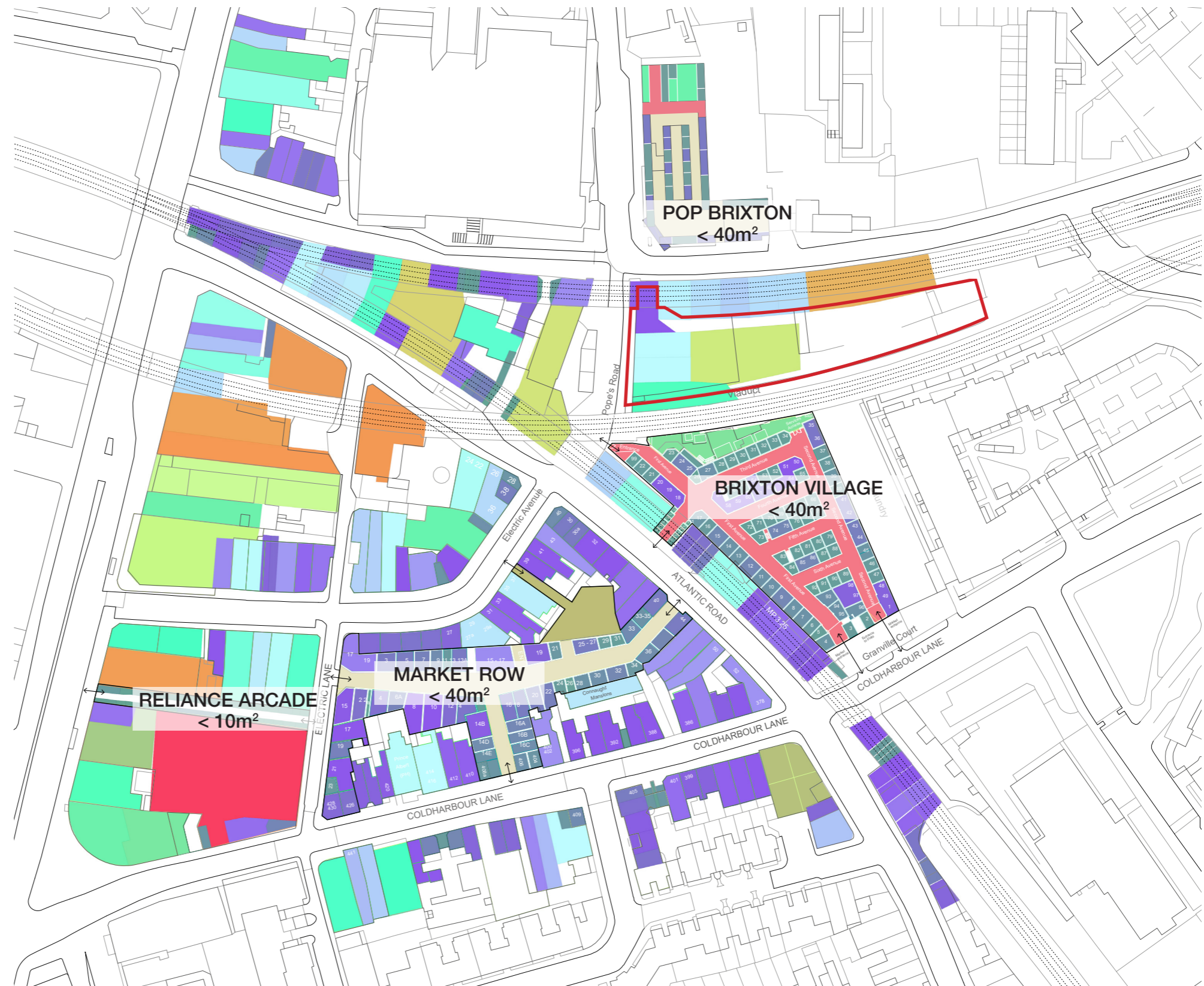
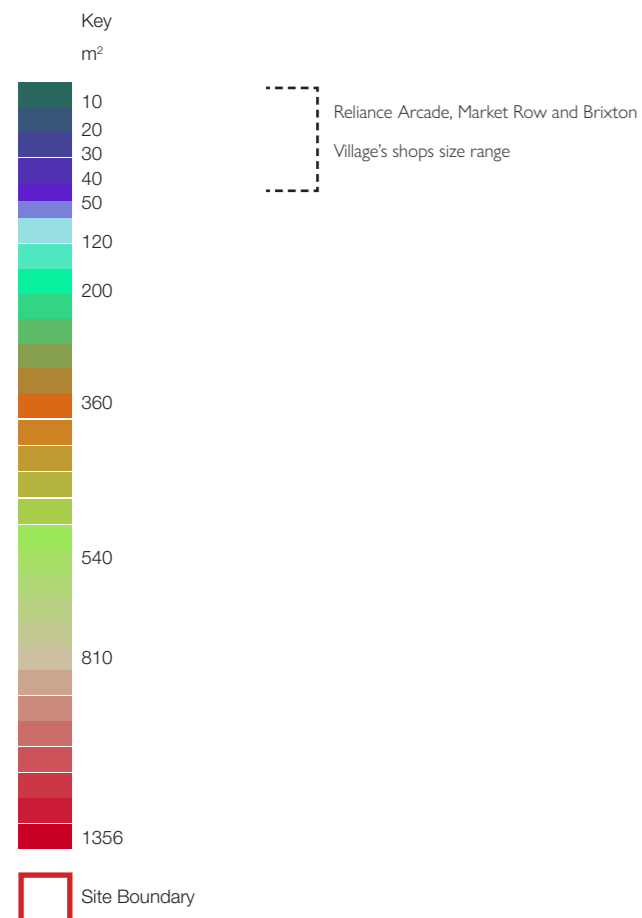


Fig. 2.5.2.1 Urban Grain and Shop Sizes Map