Deloitte. Real Estate





South Kensington Station Around Station Development

Development Brief

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1. Executive Summary

Scope and Status of the Development Brief

This Development Brief (the Brief) considers the context, planning considerations and constraints for the development site owned by Transport for London (TfL) around South Kensington Station (SKS or the Station). It then describes the key opportunities for the redevelopment for each part of the Around Station Development (ASD).

While the Brief will not be adopted by RBKC as a Supplementary Planning Document (SPD), the purpose of the Brief is to provide a framework for the future ASD and to establish the key design and development principles for each element of the ASD.

The Brief establishes principles that are sufficiently flexible to enable the final form and land uses to be designed to take

Introduction to South Kensington Station and the ASD

1.1 South Kensington Station is one of the busiest stations on the London Underground (LU) network and is used by approximately 30 million people per annum. Situated in the Brompton and Hans Town ward in the Royal Borough of Kensington and Chelsea (RBKC) the Station has long been identified for improvement and development. account of detailed assessment of all relevant planning policies and to reflect continuing dialogue with all stakeholders.

The Brief has been reviewed by officers of the Royal Borough of Kensington & Chelsea (RBKC), and by members of the South Kensington Station Consultative Working Group (CWG) which includes representatives of local civic amenity and residents associations.

TfL's aim is that the Brief establishes a broad consensus of agreement about the form of ASD that should be brought forward in future planning applications.

Having regard to the comments of RBKC and the CWG in Appendices 2 and 3, the Brief will be used in the preparation of future planning applications for the ASD and will inform the determination of the ASD planning applications.

- 1.2 TfL is the freehold owner of the Station, together with land and properties within close proximity of the Station including (see Figure 1):
 - The Thurloe Street building, comprising No.s 20 – 34 Thurloe Street;
 - The Bullnose building;
 - The Arcade; and
 - Land along Pelham Street.

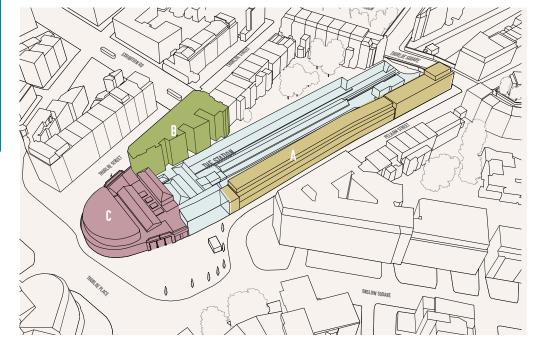


Figure 1: The Around Station Development (A – Pelham Street; B – Thurloe Street; C – Bullnose & Arcade)

- 1.3 These properties together form the opportunity for Around Station Development at SKS. Throughout this Development Brief (the Brief), the properties are collectively referred to as the "ASD". In total, the Station and ASD site extends to cover 0.77 ha.
- 1.4 It is currently anticipated that TfL will select a property development partner to bring forward proposals for part or all of the ASD. The proposals will respect the character of the surrounding area, improve the quality of the experience for those using the Station and deliver high quality mixed-use development.

The Station Capacity Upgrade project

- 1.5 In addition to the ASD, TfL is currently advancing separate proposals for the next phase of Station Capacity Upgrade (SCU) works at South Kensington. TfL is preparing to apply for approvals for the SCU works, which will include:
 - Rebuilding the disused platform on the north side of the District & Circle lines, which will provide a dedicated platform for eastbound services;
 - A new canopy to the rebuilt platform, which will allow the historic revetments to be appreciated;
 - New stairs from the ticket hall will be added along with a shaft for the installation of a lift from ticket hall to platform level at a later date. A matching lift shaft will be added to the current

island platform, which will only be used by westbound trains;

- A new emergency exit to the road bridge leading into Thurloe Square; and
- An enlarged ticket hall and centralised gateline, created by removing offices, relocating ticket machines and refurbishing the existing ticket hall in a historically appropriate way.
- 1.6 Figure 2 shows the principal elements of the SCU project, including the enlarged ticket hall, new stairs and the canopy over the rebuilt eastbound platform.
- Submissions for relevant consents for the SCU works are due to be submitted in 2017.
- 1.8 A key benefit of the ASD will be to enable completion of Step Free Access (SFA) to the District & Circle line platforms of Station. SFA will be provided through part of the Thurloe Street building to the station ticket hall and the South Kensington pedestrian subway. The delivery of this element of the SFA project will be fully integrated with the refurbishment of the Thurloe Street building, as shown on the plans at Figure 3.
- 1.9 It is currently anticipated that SFA to the District & Circle lines and the pedestrian subway will be completed in 2022, in line with the current programme for completion of the Thurloe Street building works.

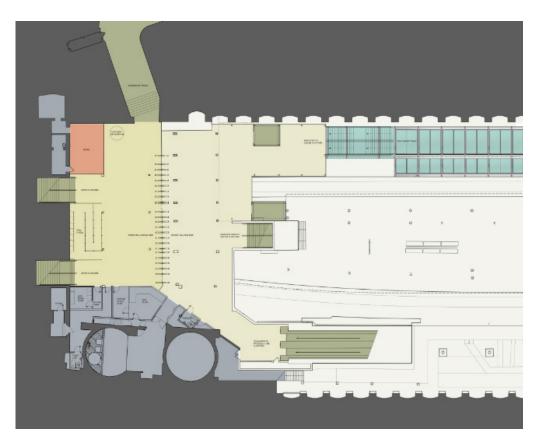


Figure 2: Plan of proposed Station Capacity Upgrade works to the ticket hall and District & Circle platforms



Figure 3: Plans of proposed solution to achieving Step Free Access to Thurloe Street and the South Kensington pedestrian subway

- 1.10 TfL is liaising with the Exhibition Road Cultural Group (ERCG) about the preparation of a brief for a feasibility study into upgrading the subway. TfL and the ERCG are exploring options for partnership funding of the feasibility study and the upgrade works.
- 1.11 SFA to the Piccadilly line forms part of a separate programme of works, which are currently anticipated to be completed in 2025.

Preparation of the Development Brief

1.12 Preparation of the Brief has been led by Deloitte Real Estate on behalf of TfL with input from the following specialist consultants:

Name	Role
Buckley Gray Yeoman	Architect
Alan Baxter Ltd	Heritage Advisor
Steer Davies Gleave	Transport Advisor
HardHat	Communications Advisor

- 1.13 The Brief has been informed by comments received during a series of meetings with officers and members of RBKC that have taken place since September 2015.
- 1.14 The Brief takes account of regular meetings that have taken place since January 2015 with members of the South Kensington Station Consultative Working Group (CWG), which is a group of local civic amenity and residents' associations. It also takes account of comments received at other public consultation events undertaken during 2016 (as described in Section 7).

- 1.15 TfL has established that the design and land use principles of highest priority to the CWG are as follows:
 - Provision of Step Free Access to the District & Circle platforms must be enabled by and completed no later than the ASD;
 - Retail must be high quality; not weighted towards food & beverage; be limited to shops (Class A1) on Pelham Street; and not extend to the corner of Pelham Street and the Thurloe Square bridge;
 - Office or alternative non-retail use should be located at the corner of Pelham Street and the Thurloe Square bridge;
 - The design, materials, scale and height of development should be conservationled. New buildings should be sympathetic and respectful of the local context and local heritage assets;
 - Residential occupants of new homes cannot apply for permits to park in controlled parking zones;
 - Historic shopfronts should be reinstated to reflect their original design; and
 - The Bullnose must have no more than one additional floor added, and it must not incorporate an accessible outdoor terrace or exacerbate noise levels.
- 1.16 RBKC and the CWG have reviewed the Brief and their comments are included at Appendices 2 and 3 respectively.

- 1.17 The Brief contains plans and illustrations of how the development of the ASD could be brought forward. The images are for illustrative purposes only and are not intended to represent detailed proposals. The images will however provide guidance about the scale, form and mix of uses.
- 1.18 Appendix 4 contains details of references that have been used in the Brief, and the sources of the figures.

Scope of the Development Brief

- 1.19 While the Brief will not be adopted by RBKC as a Supplementary Planning Document (SPD), the Brief provides design and planning guidance for the ASD, and will be used by TfL to inform the preparation of development options.
- 1.20 Having regard to the comments of RBKC and CWG in Appendices 2 and 3, the Brief will be used in the preparation of future planning applications for the ASD, will provide planning guidance for development management purposes and will inform the determination of the ASD planning applications.
- 1.21 TfL anticipates that a single planning application will be submitted for the entire ASD. The planning strategy will be determined following the selection of TfL's development partner.

1.22 The Brief outlines the main planning policy considerations which future proposals for the ASD should address, and the key characteristics of each property and the surrounding area which should be considered as detailed proposals are developed.

Structure of the Development Brief

- 1.23 The remainder of the Brief is structured as follows:
 - Section 2 provides the background to the redevelopment of the ASD and sets out TfL's aspirations for the site;
 - Section 3 describes the Station, the ASD site and surrounding area;
 - Section 4 explains the planning policy, planning history and heritage significance of the ASD;
 - Section 5 introduces the development opportunities that are presented by the ASD;
 - Section 6 sets out the development principles and guidelines for each element of the ASD; and
 - Section 7 focuses on the planning application process and strategy, and TfL's approach to Stakeholder and Community Engagement.

The Brief proposes that the base scheme of each element of the ASD should provide the following form of development:

- Thurloe Street a light touch refurbishment of the existing building to provide residential use on the upper floors and retail on the ground floor, including reinstatement of historic shopfronts to reflect their original design and completion of Step Free Access to the Station:
- Pelham Street a 3 storey development on the western portion of the street with ground floor shops and residential use above; and a 3 to

4 storey development on the eastern portion of the street to provide an office building (with the possibility of community use on the ground floor);

- Bullnose refurbishment of the existing ground floor retail units (including reinstatement of historic shopfronts to reflect their original design) and a single storey extension above; and
- Arcade refurbishment of the existing retail units including reinstatement of historic shopfronts to reflect their original design.

2. Introduction

Purpose of the Development Brief

- 2.1 The purpose of the Brief is to provide design and planning guidance for the future redevelopment around South Kensington Station (the Around Station Development or ASD). The Brief will be used by TfL and its prospective development partner to inform the delivery of the ASD.
- 2.2 While the Brief will not be adopted by RBKC as a Supplementary Planning Document (SPD), it will be used in preparing future planning applications for the ASD.
- 2.3 Having regard to the comments of RBKC and the CWG in Appendices 2 and 3, the Brief will provide planning guidance for development management purposes and will inform the determination of any planning applications for the redevelopment of the ASD.
- 2.4 The Brief sets out the main planning policies that should be addressed by the future proposals for the ASD and highlights some of the key planning and design issues which future planning applications will need to address. The Brief does not identify every planning policy that will be relevant to the consideration of the ASD.
- 2.5 The Brief establishes principles that are sufficiently flexible to enable the final form and land uses to be designed to take account of detailed assessment of all

relevant planning policies and to reflect continuing dialogue with all stakeholders.

2.6 Third-party rights and associated legal matters are beyond the scope of this Brief.

Background to TfL's Property Development Strategy

- 2.7 TfL owns around 5,700 acres of land across the capital including buildings, land attached to London Underground stations, railways and highways, making them one of London's largest landowners.
- 2.8 TfL has ambitious plans to generate £3.4bn in non-fares commercial revenue by 2023 which it will reinvest in London's transport network. As part of this strategy, a Property Partnership Framework was launched by TfL to develop the first wave of 75 TfL sites across the capital, covering 300 acres.

Development Objectives

- 2.9 TfL's principal objectives for the ASD are as follows:
 - To deliver an exemplary development which enhances TfL's reputation for world class stewardship of its stations and estate, particularly given South Kensington Station's status as the gateway to internationally renowned cultural institutions;
 - To develop the site in a manner that respects and enhances the historic architecture of South Kensington Station, including its setting in the Thurloe Estate

and Smith's Charity Conservation Area;

- To preserve and enhance the setting of the listed Grade II South Kensington Station and enhance the Station's role in supporting local residents, workers, students and the visiting public in South Kensington;
- To restore the George Sherrin-designed Arcade to its original glory as fine example of Edwardian retail architecture;
- To enable completion of Step Free Access to the District & Circle lines;
- To provide a good quality and respectful scale of development and mix of uses that receives a broad consensus of local community support;
- To provide new homes and jobs, and to generate income through capital and revenue receipts to be used to continue TfL's investment in the London transport network;
- To provide improved housing and retail facilities on Thurloe Street, the Arcade and the Bullnose, and where necessary reinstate historic shopfronts to reflect their original design;
- To restore Pelham Street in keeping with the local and historical contexts; and
- To provide a mix of uses which enhance the place and experience of South Kensington.

3. Site Description

Site Location and Context

- 3.1 South Kensington Station is situated to the south of Cromwell Road within the Thurloe Estate and Smith's Charity Conservation Area. The main entrance to the Station is located at the junction of Old Brompton Road, Thurloe Place, Harrington Road, Onslow Place and Pelham Street with secondary entrances via a Grade II listed pedestrian underpass.
- 3.2 The Station, constructed between 1867 and 1868 and substantially altered in 1907 and 1951, was listed by English Heritage (now Historic England) (Grade II) in August 2004.
- 3.3 The Station is served by the District, Circle and Piccadilly London Underground lines and provides access via the pedestrian underpass to the Natural History, Science and Victoria & Albert Museums and Imperial College. As a consequence, the Station is used by approximately 30 million people per annum.
- 3.4 The ASD has a Public Transport Accessibility Level (PTAL) of 6b which is the best possible rating and signifies excellent public transport accessibility.

Existing Built Form

- 3.5 The buildings and streets around South Kensington Station fall into five key groups:
 - Speculative housing built throughout the Georgian and early Victorian period;

- Buildings and streets associated with the cultural quarter of 'Albertopolis';
- The Station and railway structures;
- The buildings erected in the late Victorian period in leftover cleared land associated with the construction of the railway; and
- Development spanning the twentieth century after the arrival of the Station.
- 3.6 The area around the present day station was built as a result of speculative development in the early and middle parts of the nineteenth century, as farmland was developed to meet the demand for housing in and around London. The periods of development are reflected in the Georgian, Regency and Victorian styles of the resulting terraces, many of which survive today in garden squares laid out between the older network of meandering rural roads. The degree of survival of intact groups of housing demonstrating this movement towards planned streets is reflected in the high number of listed buildings around the Station.
- 3.7 The success of the 1851 Great Exhibition led to the 25ha area to the immediate north of the Station being set aside and developed for cultural institutions, giving us the present day museums and institutions north of Cromwell Road and the sweeping boulevards that reach down to the Station such as Exhibition Road.

- 3.8 SKS was constructed in 1868, originally as a terminus for two separate operators although the expanding rail network soon resulted in through traffic and changes to the Station layout. Changes have continued to be made to the Station reflecting the evolving needs and technology of the railway.
- 3.9 Following the demolition of many houses to clear land for the construction of the tracks, new houses and buildings were constructed in the leftover cleared land giving us the buildings that stand in the immediate context of the modern station such as Nos. 20-34 Thurloe Street.
- 3.10 The Station and the area around it continued to be developed in the early part of the twentieth century giving us the existing ticket hall buildings, the associated shopping arcade and later, the new shop units added to the Bullnose area over the tracks. Shops were also constructed along the north side of Pelham Street. These were subsequently demolished in the late twentieth century.



Figure 4: Local Ground Floor Land Uses



Existing Land Uses

- 3.11 The surrounding area comprises a mix of ground floor land uses including residential, retail, commercial and leisure as identified at Figure 4.
- 3.12 Thurloe Street is situated to the north of the Station and is a restricted zone that is largely pedestrianised. The character of Thurloe Street differs significantly on either side of Exhibition Road. To the west of Exhibition Road, Thurloe Street comprises retail uses at ground floor with residential and office above whilst to the east it is predominantly residential.
- 3.13 Exhibition Road itself extends north to Kensington Road and Hyde Park and thus provides access to the institutions situated to the north of Cromwell Road and Cromwell Gardens.
- 3.14 Residential properties and railway lines lie to the east of the Station, beyond which Brompton Road, Sloane Avenue and Walton Street provide a mix of residential and commercial of uses.
- 3.15 To the south of the Bullnose is Melton Court which comprises a mix of commercial and health uses at ground floor level with 7 storeys of residential above. Residential properties which range between 3 and 8 storeys in height are located on Pelham Street and Pelham Place, which lie to the south of the Station.
- 3.16 To the west, Old Brompton Road and Harrington Road predominantly comprise retail or restaurants and cafés at ground floor with residential above.

Site Summary

3.17 The strengths, weaknesses, opportunities and threats associated with SKS and its redevelopment are detailed in the table below:

Strengths	Weaknesses
Central London location	Operational constraints, including from existing operations, planned
Excellent connectivity	operational upgrades, such as Piccadilly Line upgrade and cooling, road-rail vehicle requirements
District Centre location	Constraints associated with the existing configuration of the
Proximity to institutions	 station, such as structural capacity constraints, existing building configurations and lack of step free access Pavement width and associated capacity at Pelham Street Extensive planning history
High value area	
Active and well informed residents and business groups	
Diverse and varied local community and visitors	
Diverse mix of uses	
Opportunities	Threats
Future station capacity	Existing, challenged station capacity
Reinstate homes and businesses on Pelham Street	Requirement for appropriate heritage consents
Preserve and enhance heritage assets	Operational constraints
Enable completion of Step Free Access	Establishing commercial viability
Comprehensive retail strategy	Creating suitable residential living spaces close to an active railway
Deliver new and improved homes	station
• Upgrade sense of place	
Improve shopfronts and facades	
Renovate Thurloe Street, the Arcade and the Bullnose	
Reduce night-time operational noise impact	

3.18 The following plan identifies the key constraints to development of the ASD, which include planning, townscape and operational issues. Other key operational constraints, including accessibility for maintenance of buildings adjacent to and over the railway, train signalling, emergency access and others are not depicted on this plan.



Figure 5: Development Constraints



Planning / townscape considerations

- 1. Station heritage
- 2. Footpath provision, parking and building servicing
- 3. Surrounding context and massing

Station / LU, TfL stakeholder spatial requirements at existing platform/ground levels, including, but not limited to:

- 4. Key distance requirements for new development from outer train line
- 5. Existing Piccadilly Line escalator location
- 6. Station cabling on revetments
- 7. 'Cooling the Tube' future service provision
- 8. LU/TfL storage and maintenance provision
- 9. Rail road vehicle spatial provision (RRVs & RAPs) (alternative location options under consideration)
- 10. Existing and future operational requirements



4. Planning Background

- 4.1 The proposed mixed use redevelopment of South Kensington Station benefits from a supportive planning policy context. However, the Station has suffered from a history of failed attempts to utilise the site for development. This history has guided RBKC and TfL in how to bring forward the current proposed development of the ASD.
- 4.2 This section of the Brief summarises the relevant planning policy context and the Station's planning history.

Planning Policy Context

- 4.3 This Brief has been prepared with regard to the adopted Development Plan for the site which comprises:
 - London Plan (2016);
 - RBKC Consolidated Local Plan (July 2015); and
 - Saved Policies of the RBKC Unitary Development Plan (May 2002, Saved September 2007).
- 4.4 Both the London Plan and the RBKC Local Plan are in the early stages of their replacement.
- 4.5 The new Mayor of London is expected to publish a draft review of the London Plan in autumn 2017.
- 4.6 In October 2016, RBKC published a consultation document setting out draft policies that are being reviewed as part of

a partial review of the Council's Local Plan.

4.7 These emerging documents are not considered in this Brief. New policy documents will be given appropriate weight depending on their status as planning applications for the ASD are determined.

National Planning Policy Framework

- 4.8 The National Planning Policy Framework (NPPF) (March 2012) has also been considered in the preparation of the Brief. The NPPF will be a material consideration in determining planning applications for the ASD.
- 4.9 The following paragraphs identify some areas of the NPPF that would apply to the ASD.
- 4.10 A strong emphasis is placed on the presumption in favour of sustainable development with paragraph 4 identifying it as a golden thread running through both plan-making and decision-taking.
- 4.11 Paragraph 17 sets out the core land use planning principles that should underpin both plan-making and decision-taking. It includes that the planning system should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.
- 4.12 Paragraph 47 sets out measures that Local Authorities should take to boost

significantly the supply of housing.

- 4.13 Paragraph 50 sets out measures that Local Authorities should take to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- 4.14 Paragraph 58 addresses the need for robust and comprehensive policies to secure the quality of development that will be expected in an area. The paragraph explains that planning policies and decisions should aim to ensure that developments:
 - "will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
 - optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
 - respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or

discouraging appropriate innovation;

- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping."

- 4.15 Paragraph 131 states that when determining planning applications, Local Authorities should consider the desirability of sustaining and enhancing the significance of heritage assets; the positive contribution that they can make to sustainable communities including economic aims; and the desirability of new development making a positive contribution to local character and distinctiveness.
- 4.16 Paragraph 137 emphasises that Local Planning Authorities should look for opportunities for new developments within Conservation Areas and within the setting of heritage assets to enhance or better reveal their significance, and states that proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.
- 4.17 Paragraph 173 seeks to ensure the viability and deliverability of development and states that the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer.

The London Plan

4.18 The London Plan outlines the overall strategic direction for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. Many policies of the London Plan will be relevant to the preparation and determination of planning applications for the ASD. The following policies are considered to be particularly pertinent.

Housing

- 4.19 Policies 3.3 *Increasing Housing Supply* and
 3.4 *Optimising Housing Potential* place
 significant emphasis on the importance of
 delivering new homes across London.
- 4.20 Specifically, Policy 3.3 recognises that one of the main ways to deliver additional homes should be through town centre renewal, especially centres with good public transport accessibility.

Transport

- 4.21 Policy 6.1 *Strategic Approach* states that the Mayor will work with all relevant partners to encourage close integration of transport and development. The policy identifies a wide range of ways that this objective can be achieved.
- 4.22 Policy 6.2 *Providing Public Transport Capacity and Safeguarding Land for Transport* identifies the need to safeguard existing land used for transport or support functions in order to maintain existing transport operations.

4.23 Policy 6.4 – Enhancing London's Transport Connectivity seeks to increase London's public transport capacity including by upgrading the London Underground network.

Heritage

- 4.24 Policy 7.8 *Heritage Assets and Archaeology* states that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.
- 4.25 Policy 7.9 *Heritage-led Regeneration* adds that regeneration schemes should identify and make use of heritage assets and reinforce the qualities that make them significant so they can help stimulate environmental, economic and community regeneration.

Town Centres

- 4.26 Policy 2.15 *Town Centres* states that London's town centres will be:
 - a) "the main foci beyond the Central Activities Zone for commercial development and intensification, including residential development
 - b) the structure for sustaining and improving a competitive choice of goods and services conveniently accessible to all Londoners, particularly by public transport, cycling and walking
 - c) together with local neighbourhoods, the main foci for most Londoners' sense of place and local identity within the capital."

Sustainability

- 4.27 Chapter 5 sets out London's response to climate change. Policy 5.3 *Sustainable Design and Construction* which states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.
- 4.28 Policy 5.3 requires major development to meet the minimum standards outlined in the Mayor's supplementary planning guidance which includes the following sustainable design principles:
 - a) "minimising carbon dioxide emissions across the site, including the building and services (such as heating and cooling systems)
 - *b) avoiding internal overheating and contributing to the urban heat island effect*
 - c) efficient use of natural resources (including water), including making the most of natural systems both within and around buildings
 - d) minimising pollution (including noise, air and urban runoff)
 - e) minimising the generation of waste and maximising reuse or recycling
 - f) avoiding impacts from natural hazards (including flooding)
 - g) ensuring developments are comfortable and secure for users, including avoiding the creation of adverse local climatic conditions

- h) securing sustainable procurement of materials, using local supplies where feasible, and
- *i)* promoting and protecting biodiversity and green infrastructure."

Design

- 4.29 Policies 7.1 Lifetime Neighbourhoods,
 7.2 An Inclusive Environment, 7.4 Local Character and 7.6 – Architecture set out the Mayor's approach to place shaping and design.
- 4.30 Policy 7.4 requires new development to have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.
- 4.31 Policy 7.6 requires architecture to make a positive contribution to a coherent public realm, streetscape and wider cityscape whilst incorporating the highest quality materials and design appropriate to its context.
- 4.32 Policy 7.9 *Heritage-led Regeneration* states that regeneration schemes should identify and make use of heritage assets and reinforce the qualities that make them significant.

RBKC Consolidated Local Plan

4.33 Within the RBKC Consolidated Local Plan (CLP) and associated Proposals Map, the Station is identified as being located within the Thurloe Estate and Smith's Charity Conservation Area and partly within the South Kensington District Shopping Centre. The Bullnose is identified as a primary shopping frontage whilst the Arcade and 20 – 36 Thurloe Street are identified as secondary shopping frontages.

- 4.34 Many policies and sections of the CLP will be relevant to the preparation and determination of planning applications for the ASD.
- 4.35 Chapter 12 of the CLP relates solely to South Kensington and identifies SKS as one of four potential development sites in the area. There is a specific focus on improving the arcade, exterior, linkages and public space at street entrances and exits.
- 4.36 Most notably, the *'Key Issues and Potential Opportunities'* diagram at page 81 identifies SKS as being Grade II listed but having the opportunity for development including retail on Pelham Street (see Figure 6). The diagram also highlights the aspiration to improve the arcade exterior and public space by street entrances / exits, enhance the connection between South Kensington Station and Brompton Cross along Pelham Street and deliver public realm improvements.
- 4.37 The South Kensington District Centre map at page 343 identifies the town centre hierarchy for the Station and surrounding area. It shows the Bullnose as a primary shopping frontage and the Arcade and 20 – 36 Thurloe Street as secondary shopping frontages (see Figure 7).

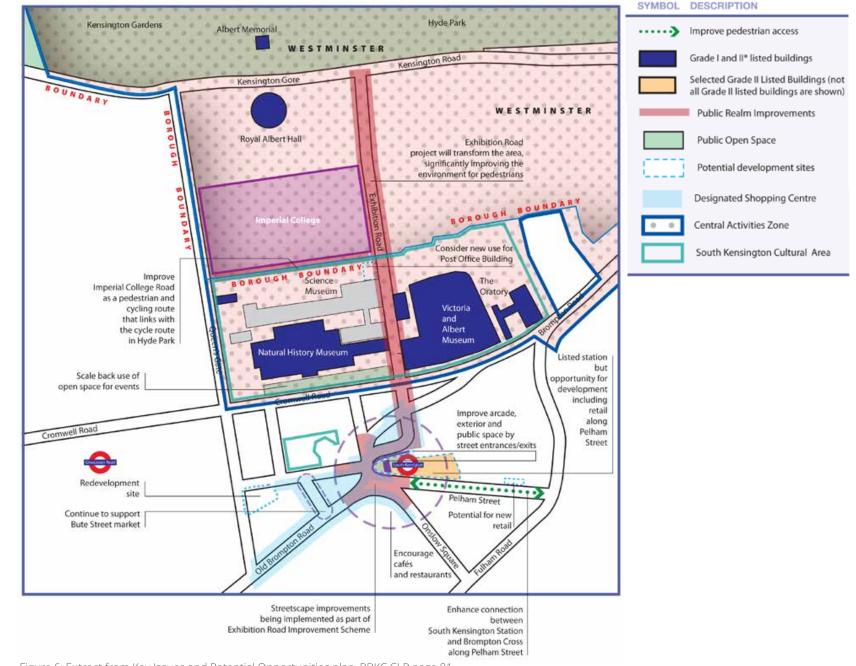


Figure 6: Extract from Key Issues and Potential Opportunities plan, RBKC CLP page 81

South Kensington District Centre

Primary Shopping Frontage 43-97 (odd) Old Brompton Road 1-86 (even) Old Brompton Road 3-31 (odd) Bute Street 4-28 (even) Bute Street 1-19 (odd) Harrington Road 1-11 (odd) Pelham Street 38-48 (even) Thurlo Street

Secondary Shopping Frontage

1-141 Old Brompton Road 99-115 (odd) Old Brompton Road 88-92a (even) Old Brompton Road 3-17 (odd) Glendower Place 2-12 (even) Glendower Place 21-37 (odd) Harrington Road 1-13 (odd) South Kensington Station Arcade 2-8 (even) South Kensington Station Arcade 20-36 (even) Thurloe Street 25-45 (odd) Thurloe Street 17-18 (inclusive) Cromwell Place 23-26 (inclusive) Cromwell Place 25-39 (inclusive) Thurloe Place 1a-19 (odd) Exhibition Road 2a-12 (even) Exhibition Road 17-18 (inclusive) Cromwell Place 108-108a Queen's Gate

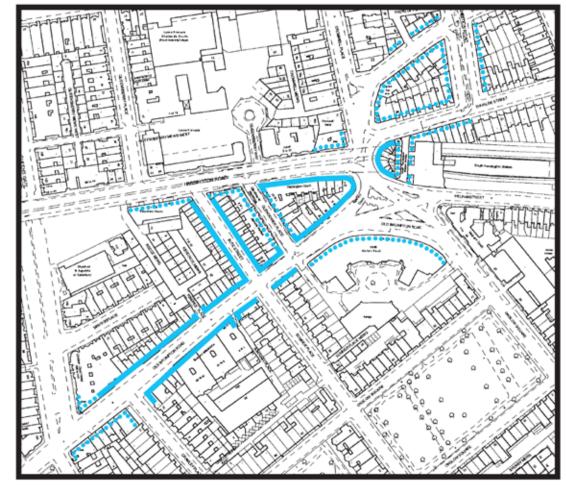


Figure 7: South Kensington District Centre, RBKC CLP

4.38 Paragraph 12.4.3 of the CLP summarises RBKC's aspirations for the Station and the other potential development sites in South Kensington:

> "Four potential development sites have been identified. These are shown on the Key Issues and Potential Opportunities map. One site, the former Iranian Embassy, would be for Embassy or Consulate use. South Kensington Station could have retail development at ground floor including along Pelham Street with office and or residential development above. The office building on the northern side of Pelham Street also has potential for new retail development on the ground floor. The post office building on the western side of Exhibition Road could be suitable for a retail or restaurant/café use. The ground floor footprint of the Station site, the office site on Pelham Street and of the post office building is approximately 3,000sq.m (32,000sq. ft). These sites will be brought forward for development as market opportunities arise."

4.39 Paragraph 12.3.9 focuses on the Station and states:

"The Council recognises South Kensington station requires modernisation to cope with the huge numbers of visitors, students and workers who use it daily. The Station is Grade II Listed, but within this conservation constraint an appropriate and sympathetically-designed development could be introduced at and over the Station. This must include provision of step-free access and improvements to the pedestrian tunnel to the museums would also be desirable. This development could include the reintroduction of retail units along the north side of Pelham Street that would encourage footfall towards the design-led retail offer at Brompton Cross and further on to Knightsbridge. The Council will also support the conversion of offices to retail at ground floor level on the north side of Pelham Street. Any development must complement neighbouring buildings and not dominate them."

4.40 Policy CP12 – South Kensington states:

"The Council will ensure the continued success of South Kensington as a premier public cultural destination, and as a local shopping centre, by securing good quality public open spaces and step-free access at South Kensington station to cater for the very large number of visitors the area receives, and supporting proposals to uplift the quality of the retail offer, especially proposals likely to favour local and niche markets."

4.41 Planning policy guidance is included at Section 6 of the Development Brief, which includes specific reference to some of the relevant development management policies of the CLP.

Principal Planning History

4.42 The redevelopment of the Station has been pursued for a number of years with two schemes reaching the planning application stage, as follows.

London Underground Ltd (TP/93/00831)

- 4.43 London Underground Ltd secured planning permission for the demolition and redevelopment of the Station and a mixed-used, above station development on 8 January 1999.
- 4.44 The development proposed comprised 87 residential dwellings, 9,484 sqm office space, 1,411 sqm retail space and 880 sqm

restaurant space.

4.45 The renewal of this planning permission was later sought under planning application PP/04/00085 (see below).

Stanhope PLC and Hutchinson (PP/03/01504 & CC/03/01505)

- 4.46 Stanhope PLC and Hutchinson sought planning permission for the redevelopment of the Station and a significant above station development in 2003.
- 4.47 The mixed-use scheme comprised the redevelopment of the Station, 16,670 sqm office space, 125 residential dwellings and 2,226 sqm retail. The proposed building heights extended to 10 storeys.
- 4.48 The proposed application faced strong public opposition and a high number of objections, and was subsequently withdrawn.

London Underground Ltd (PP/04/00085 & CC/04/00086)

- 4.49 London Underground Ltd sought to renew planning permission TP/93/0831, granted on 8 January 1999, for the demolition, redevelopment, and refurbishment of South Kensington Station.
- 4.50 The application was withdrawn on 11 February 2005.

Heritage Significance

- 4.51 The heritage significance of the buildings around the Station ranges from limited heritage significance such as the Bullnose shop units, to high significance such as the architectural and spatial planning value of Pelham Place and its setting. Other buildings such as the Thurloe Street building are of some architectural significance but are valued as important and characterful contributors to the distinctive place and streetscape between South Kensington Station and the museums on Cromwell Road.
- 4.52 The Grade II listed station includes a range of structures of varying significance. The most highly significant parts of the station are:
 - The Victorian yellow brick revetments, for their historical and architectural value;
 - The Victorian cast iron columns along the demolished southern platform, for archaeological value; and
 - The Edwardian arcade designed by George Sherrin, for historical and architectural value.
- 4.53 Several other elements of the Station are also of moderate heritage significance:
 - The connection to the separately listed (and highly significant) Victorian subway, for its historical and communal value;
 - The Victorian red brick revetments and continuing brickwork, for their historical and architectural value;

- The Edwardian platform canopies and their original columns, where they survive for historical value;
- The Edwardian ox-blood faience facade on Pelham Street, for architectural and historical value; and
- The Edwardian ticket hall designed by George Sherrin, for historical value.
- 4.54 The Station has been modified continuously over its lifespan as the uses and technology of public transport has evolved. It is reasonable to expect that the Station continues to adapt to contemporary operational challenges and passenger demands. Solutions should reflect and respect the historic elements of the station and its cumulative value as a historically significant group of structures. This does not mean that the interventions should imitate any particular period or structure rather they should be carefully designed to enhance appreciation of the historic station and all reasonable steps should be taken to avoid or mitigate harm to these historically significant structures and spaces.
- 4.55 In addition, listed buildings within close proximity of the sites include:
 - Nos. 1 29 Pelham Place (Grade II*)
 - Nos. 2 14 Pelham Place (Grade II*)
 - Nos. 16 & 18 Pelham Place (Grade II)
 - Nos. 2 18 Thurloe Street (Grade II)
 - Nos. 45 51 Thurloe Square (Grade II)

- Nos. 6 14 Cromwell Place (Grade II)
- Nos. 15 18 Cromwell Place (Grade II)
- South Kensington subway (Grade II)
- 4.56 Figure 8 is an extract of Historic England's Historic Environment Record for the area identifies the listed buildings in the vicinity of the Station.



Figure 8: Extract from Historic England's Historic Environment Record for South Kensington

5. Development Opportunities

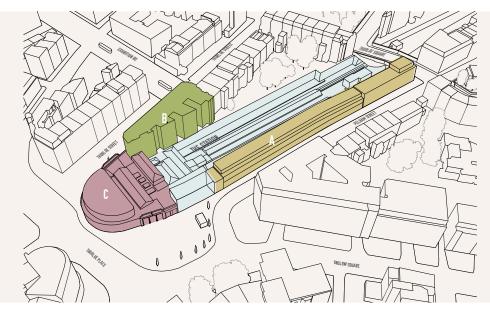


Figure 9: The Around Station Development (A – Pelham Street; B – Thurloe Street; C – Bullnose & Arcade)

Around Station Development

- 5.1 The ASD comprises four distinct elements which provide opportunities to deliver high quality mixed-use development in the heart of South Kensington. The four elements are identified on the following plan, namely (see Figure 9):
 - The Thurloe Street building, comprising Nos. 20 – 34 Thurloe Street;
 - The Bullnose building;
 - The Arcade; and
 - Land along Pelham Street.
- 5.2 In bringing forward detailed proposals for the redevelopment of the ASD, TfL will seek to ensure that each element of the ASD is complementary in order to deliver a high quality, holistic redevelopment of SKS that delivers significant improvements while being sympathetic to the character of the Station and the surrounding area.
- 5.3 The following paragraphs consider the development opportunities that are presented by each element of the ASD.
- 5.4 An "Architectural Proposals Supporting Document" has been prepared by Buckley Gray Yeoman (BGY) at Appendix 1, to provide a summary of the options for each element of the ASD. It contains a set of illustrative floor plans for how the massing options for each site could be interpreted.
- 5.5 The architectural proposals are the output of the work of a full design team lead by

BGY. In order to ensure that the design process would result in a project that has been robustly considered in response to the ASD's challenging constraints, TfL appointed a team which includes the following professions:

- Architect Buckley Gray Yeoman
- Structural Engineer Pell Frischmann
- Fire Engineer Pell Frischmann
- MEP Engineer Butler & Young Associates
- Cost Consultant Gardiner & Theobold
- Heritage Advisor Alan Baxter Ltd
- Residential & Commercial Agent Savills
- Transport Consultant Steer Davies Gleave
- Retail Consultant The Retail Group
- Planning Consultant Deloitte Real Estate
- Neighbourly Matters Consultant GVA Schatunowski Brooks
- 5.6 The design team has undertaken feasibility analysis of the ASD to RIBA Stage 1. This process has explored options for the site's development and established the proposed design solution for each element of the ASD, which is described in the Brief as the "base scheme".

3

2

3.0m

Thurloe Street Building

- 5.7 The Thurloe Street element of SKS currently comprises a 4 storey plus basement, 19th century building that largely comprises retail units at ground floor and basement levels with residential and office uses above.
- 5.8 The building has a prominent, mainly brick, façade which dominates the southern side of Thurloe Street while the rear of the building presents a brick façade which faces the Station platforms.
- 5.9 The base scheme development option for the Thurloe Street building is summarised as follows:

Refurbishment of the existing building, including unified and reinstated historic shopfronts to reflect their original design and a new entrance to the Station. Shops (use class: A1) and restaurants and cafés (use class: A3) will occupy the ground floor level with residential (use class: C3) above.

5.10 The base scheme will see refurbishment of the existing building that will include conserving and reinstating historic shopfronts to reflect their original design, internal alterations to existing residential dwellings and a new station entrance to complete SFA from the ground floor of Thurloe Street to the SKS ticket hall and District & Circle platforms, and new lifts to provide SFA from the SKS ticket hall to the South Kensington pedestrian subway. 5.11 The only structural changes proposed are those required for the new Station entrance and SFA, which will require the loss and reconfiguration of some retail and residential floorspace. The drawings in Figure 10 illustrate the proposed approach to refurbishing the Thurloe Street building.

.2.4m 3.65m Thurloe Street Ground Basement Museum subway Platform Option 1 Section AA Unit 34 Unit 32 Unit 24 Unit 22 Unit 20 Unit 30 Unit 28 Unit 26 F E E E \sim Proposed Upper Floor Plan Unit 30 Unit 28 Unit 26 Unit 24 Unit 22 Unit 20 ≩≨ Rotail Residentia

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Proposed Ground Floor Plan

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2.2m

Figure 10: Illustrations of refurbishment of the Thurloe Street building

Pelham Street

- 5.12 With the exception of a small roofer's yard, there are currently no existing premises along the northern side of the section of Pelham Street that is owned by TfL. Prior to their demolition in the 1970's, a two storey terrace of buildings accommodated approximately two-thirds of the northern side of Pelham Street. These buildings had retail on ground floor with residential and office space at first floor.
- 5.13 The base scheme development option for the Pelham Street site is summarised as follows:

The introduction of new development along the full length of Pelham Street. 3 and 4 storey buildings providing shops (use class: A1), office (use class: B1) and residential (use class: C3), and possibly community use (use class: D1).

- 5.14 The base scheme will see the development of a terrace of buildings along the full extent of Pelham Street, with corner massing adjusted to complement the local context.
- 5.15 While the massing drawings for the base scheme show a consistent height of three storeys along most of the length of Pelham Street (with four storeys at the eastern end), the final proposed scale and modulation of buildings in the planning application will respond to more detailed assessment of how the buildings will appear in local townscape views and to

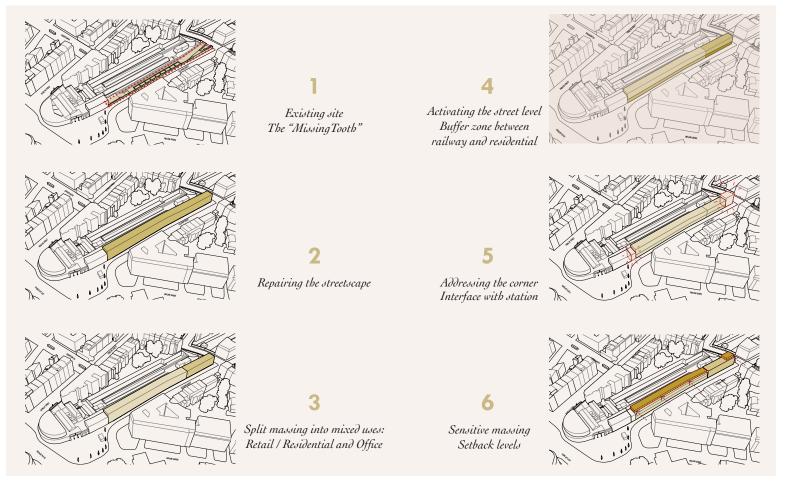
the scale of existing buildings on Pelham Street.

- 5.16 The proposed scale and modulation of the proposed buildings will take account of the technical guidance for assessing their impact on nearby buildings, including British Research Establishment (BRE) guidance on site layout planning for daylight & sunlight and Policy CL5 of RBKC's Consolidated Local Plan.
- 5.17 The new buildings will respect the primarily residential nature and setting of the existing buildings on Pelham Street and Pelham Place, with the detailed proposals seeing an animated and varied façade to reflect the setting of these streets and local character.
- 5.18 An interface building will act as a transition between the Leslie Green designed ox-blood faience façade and the development moving east along Pelham Street, mediating between the scale of the new and existing built form.
- 5.19 The close proximity of the railway to the Pelham Street site is an important consideration to achieving viable uses in this location. It will be necessary to provide commercial use on the ground floor of the Pelham Street building, which could be either retail or office use. The ground floor commercial use will provide a buffer to the residential use above, and avoid the need for defensible space that would have to be provided if the ground floor were proposed for residential use.

- 5.20 TfL proposes that the ground floor commercial units in the western section of the Pelham Street site will be occupied by small shops (Class A1). The size of these shops will be limited by the physical constraints of the development, whereby expansion of the shops will be prevented by the residential cores in between each retail section.
- 5.21 In response to comments received from the CWG about the potential impact of retail use on local residents, TfL proposes that the base scheme will include a 3 and 4 storey office building along the eastern section of Pelham Street. TfL may also propose that the end building at the junction of Pelham Street and Thurloe Square will be residential use. The four storey element will be at the corner of Pelham Street and Thurloe Square.
- 5.22 TfL will explore whether the ground floor of the office building could be used for a community use such as a health centre or an art gallery (Class D1).
- 5.23 Careful curation will be required for the commercial space to secure and maintain retail and office types which are considered good quality, commercially sustainable and befitting the residentialnature of the local area.
- 5.24 The selection of retailers will be informed by TfL's retail strategy for the ASD, which anticipates that Pelham Street will be a good location to satisfy local shopping needs. The strategy focuses on providing opportunities for independent retailers,

in small units with front servicing, selling traditional 'high street' retail categories appealing to passing workers and residents.

5.25 Buckley Gray Yeoman's approach to establishing the proposed mass of development on Pelham Street is shown in Figure 11.



Arcade

- 5.26 SKS is accessed via the Arcade, which is lined on either side by a variety of small commercial units. Natural light is provided by a pitched roof light which sits above the majority of the Arcade. The Arcade is identified in the listing description of SKS as possessing special interest as a fine survivor of Edwardian retail architecture.
- 5.27 The base scheme development option for the Arcade will see refurbishment of the existing listed retail units and the reinstatement of historic shopfronts to reflect their original design. The Architectural Proposals Supporting Statement identifies that there are three main historic shopfronts in the Arcade, and includes illustrations for how the refurbished units could appear.
- 5.28 The base scheme for the Arcade is summarised as follows:

The refurbishment of existing units including reinstated historic shopfronts to reflect their original design. The units will primarily be shops (use class: A1) and restaurants and cafés (use class: A3) as existing.

Figure 11: Design approach to Pelham Street

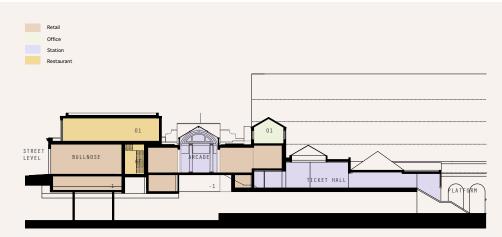
Bullnose

- 5.29 The Bullnose is a later addition to the west of the arcade and is predominantly occupied by retail (use class: A1) and restaurants and cafés (use class: A3). The Bullnose is a single storey building with a rounded facade.
- 5.30 The base scheme development option for the Bullnose is summarised as follows:

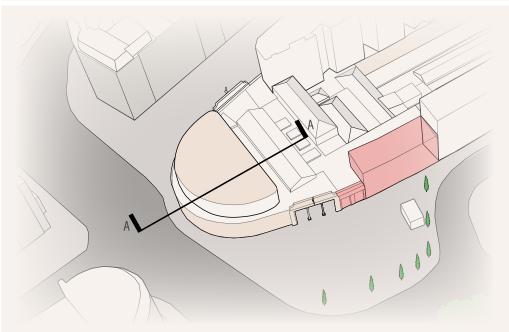
The refurbishment of existing retail units (including reinstatement of historic shopfronts to reflect their original design) and the addition of one new storey. The ground floor units will primarily be shops (use class: A1) and restaurants and cafés (use class: A3) as existing. The new first floor may comprise a destination restaurant (use class: A3), office (use class: B1) or shops (use class: A1).

- 5.31 The base scheme will comprise the refurbishment of all existing units plus the addition of one new storey. At ground floor level, uses will primarily remain shops, restaurants and cafés with new shopfronts introduced.
- 5.32 The mix and size of retail units in the Bullnose will reflect TfL's strategy to provide a range of retail opportunities at SKS. The strategy proposes that smaller units should be provided on Thurloe Street and Pelham Street, to reflect the physical constraints of those streets and their proposed tenant profiles. In contrast, the Bullnose has the potential to provide some larger retail units so that

- TfL is able to accommodate retailer and customer demand in the area.
- 5.33 The massing of the additional first floor on the Bullnose will be very dependent on the quality of design that is proposed. The design should reflect the setting of the adjoining listed building, the Conservation Area and the prominence of the Bullnose.
- 5.34 In response to comments from the CWG, the proposals do not include an accessible external roof terrace around the new first floor unit.
- 5.35 Careful consideration will need to be given to the impact of the first floor extension on the Arcade roof light and how the unit can be accessed and serviced.
- 5.36 TfL intends that the Bullnose project will be undertaken as a single construction phase. The scale of works will require TfL to obtain vacant possession of the retail units, so that it can reinstate the historic shopfronts at the same time as construction the new upper storey.
- 5.37 The scale and mass of the base scheme for the Bullnose and Arcade are shown in Figure 12.



Section AA - Base Scheme



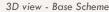


Figure 12: Proposed extended Bullnose and refurbished Arcade

Phasing and Coordination with Station Capacity Upgrade

- 5.38 In 2017, TfL is proposing to submit applications for listed building consent and prior approval for its proposed upgrade to the station's transport capacity. The applications will comprise the following:
 - Application for Prior Approval in accordance with Part 18 of the GPDO "Miscellaneous Development" in accordance with the Railway Clauses Consolidation Act 1845.
 - Application for Listed Building Consent for the emergency exit to Thurloe Square; platform extension and associated canopy, ticket hall extension and internal works to the Station building.
- 5.39 The prior approval and Listed Building Consent applications will be supported by information on design, acoustic impact and the planning balance between the impact on heritage assets and the public benefits that the improvements will deliver.

- 5.40 The public benefits case will include justification relating to the SCU business case linked to station capacity improvements; emergency access; circulation to the Piccadilly line; and facilitating the replacement of escalators.
- 5.41 The SCU applications have been informed by pre-application meetings held with RBKC, discussions with the CWG and by public consultation events.
- 5.42 Future phases of station upgrade will include the delivery of Step Free Access. These works are intended to be phased with the Around Station Development so the SFA for the District & Circle platforms and the new station entrance open simultaneously. SCU and ASD works will be co-ordinated to facilitate these works.

Operational Works

5.43 Development along Pelham Street will need to take account of both TfL's continued utilisation of space beneath Pelham Street for operational purposes and the historic significance of the revetments and surviving Victorian ironwork.

6. Development Principles

6.1 This section outlines the key guidelines for the refurbishment and development of the ASD. It provides guidance for the approach to land use and the form of development for each element. It identifies the main planning policies that should apply to the development proposals.

Site Guidelines

Land Uses

- 6.2 In accordance with the aspirations of RBKC, the CWG and TfL, the ASD will be a truly mixed-use development delivering new and improved office, retail, community and residential space.
- 6.3 The adjacent table identifies the base scheme approach to land uses within each element of the ASD.

Residential

- 6.4 In accordance with the London Plan, RBKC has an annual target of delivering 733 new homes per annum.
- 6.5 The RBKC Planning and Borough Development Monitoring Report 2015 (December 2015) sets out the Council's five year housing land supply requirement from 1 April 2015 to 31 March 2020 to be 4,398 dwellings. Paragraph 10.13 of the Monitoring Report states that this is made up of five years of the Borough's annual supply target of 733 new homes, plus the 20% buffer required in the NPPF where there has been a record of persistent under-delivery against the Borough's target.

Land Uses

Thurloe Street Building	Bullnose
Shops (use class: A1) and restaurants and cafés (use class: A3) will occupy the ground floor level with residential (use class: C3) above.	The ground floor units will primarily be shops (use class: A1) and restaurants and café: (use class: A3) as existing. The new first floor may comprise a destination restaurant (use class: A3), office (use class: B1) or shops (use class: A1).
Arcade	Pelham Street
The ground floor units will primarily be shops (use class: A1) and restaurants and cafés (use class: A3) as existing.	The western section of the building will have shops (use class: A1) on the ground floor, with residential above (use class: C3).
	The eastern section of the building will have office (use class: B1) or community use (use class: D1) on the ground floor, with office (use class: B1) or residential (use class: C3) above.

6.6 Thurloe Street and Pelham Street will deliver new or improved residential dwellings to help RBKC achieve its housing targets.

Retail

- 6.7 SKS is situated within the South Kensington District Centre. The Bullnose is identified in the Consolidated Local Plan (CLP) as a primary shopping frontage, and the Arcade and the Thurloe Street building are identified as secondary shopping frontages.
- 6.8 The Pelham Street site is located outside the designated South Kensington district centre. The site is therefore treated as an "edge of centre" site in retail planning terms.
- 6.9 Paragraph 12.3.7 of the CLP identifies that there is an opportunity to develop further the retail / restaurant / café precinct around SKS to serve the needs of visitors and residents. The '*Key Issues and Potential Opportunities*' diagram also identifies SKS as having the opportunity for development including retail along Pelham Street.
- 6.10 In this context, proposals for the ASD will seek to unify and increase the existing retail / restaurant / café offer within TfL's ownership.
- 6.11 Policy CF 1 *Location of New Shop Uses* explains how the Council will ensure vital and viable town centres through a town centre first approach to new retail

floorspace. The policy confirms that the Council will support the creation of new shop floorspace with town centres, and that new retail development with a floor area of 400 sq m or more should be located within existing higher order town centres or within sites adjoining Knightsbridge, Kings Road (East and West), Fulham Road, Brompton Cross and South Kensington where no suitable sites can be identified within these centres. Part e of the policy requires that for proposals for new retail development outside the town centres it is demonstrated either:

"i. That the development would meet the requirements of the sequential assessment; and the development will not have an

unacceptable impact on existing centres; or

ii. That the new floorspace would underpin the Council's regeneration objectives and the vitality of any existing centre will not be harmed."

- 6.12 Policy CF 2 *Retail Development within Town Centres* sets out measures to promote vital and viable town centres and ensure that the character and diversity of the borough's town centres are maintained. These measures include requiring the scale and nature of development within a town centre to reflect the position of the centre within the retail hierarchy and to assist in the implementation of the vision for that centre as set out the chapter on each Place.
- 6.13 Policy CP 12 *South Kensington* adds that the Council will support proposals to uplift the quality of the retail offer, especially proposals likely to favour local and niche markets.
- 6.14 With regards to mix, the supporting text to Policy CF 3 – *Diversity of uses within Town Centres* states that it is the primary retail frontages which provide the critical mass of shops, and the secondary retail frontages, while still being mostly shops, contain a greater diversity of town centre uses serving non-shopping needs of visitors. Accordingly, there may be an opportunity to provide a greater diversity of town centre uses within the Arcade and along Thurloe Street and Pelham Street which do not form part of

the primary shopping frontage.

- 6.15 The retail component of the development will need to be considered against relevant planning policies at the planning application stage. Due to its edge of centre location, the retail component of the Pelham Street development will need to be supported by a light touch retail assessment, commensurate with the scale of retail floorspace that is proposed. The assessment will demonstrate that the applicant has assessed the impact of the proposed shops on Pelham Street on the South Kensington district centre.
- 6.16 It is acknowledged that there is some local concern about the impact of the proposed retail offer. To address these concerns, it may be necessary to apply restrictions which would be reasonable steps to ensure the development would not have a negative impact on the local area. Such restrictions (through planning conditions or a s106 agreement) could include:
 - Use class restrictions, including prevention of some permitted development rights to change uses;
 - Limitations to opening hours;
 - Limitations on use of musical instruments or amplified music;
 - Restrictions on outside tables and chairs on Pelham Street;
 - For details such as lighting to be approved in writing prior to the occupation of the premises; and

 Provision of a Service Management Plan, to include servicing hours, storage locations and drop-off points.

Office

- 6.17 CLP Policy CF5 *Location of Business Use* seeks to retain office premises to help meet the identified need for new office floorspace in the borough over the Consolidated Local Plan period. Likewise, office uses are particularly supported in 'accessible locations' which RBKC considers to be an area with a PTAL rating of 4 or greater.
- 6.18 SKS has a PTAL of 6b and the Thurloe
 Street building currently provides a small quantum of office floorspace. As such, RBKC would ordinarily expect that TfL should retain and/or re-provide all existing office floorspace as part of the ASD.
- 6.19 TfL proposes that opportunities for replacement office floorspace on the ASD could be the new first floor of the Bullnose (which could also be for retail use) and at the junction of Pelham Street and Thurloe Square.
- 6.20 If office use is not provided in either of these locations, TfL would seek to demonstrate that the overall benefits of the ASD projects would outweigh the loss of two small and poor quality office units that are currently used in Thurloe Street building.

Scale and Massing

6.21 In accordance with the architectural proposals described in Section 5 and the Architectural Proposals Supporting Document at Appendix 1, the adjacent table summarises the proposed scale and massing of the elements of the ASD.

6.22 Given that the buildings have only been designed to RIBA Stage 1, it is not appropriate to set specific heights for each element of the ASD in the Brief. Instead, the Brief proposes each building in terms of the numbers of storeys that are considered to be appropriate.

- 6.23 The exact scale, massing and heights of each element of ASD will be confirmed after more detailed design, and will be informed by an assessment of their townscape and visual impact, and how they respond to their local setting.
- 6.24 CLP Policy CL5 *Living Conditions* requires that all developments should ensure good living conditions for occupants of new, existing and neighbouring buildings. The policy sets out five parts against which the Council will test developments. These relate to taking into account the prevailing characteristics of the area; ensuring that good standards of daylight and sunlight are achieved in new developments and existing properties; requiring reasonable visual privacy for occupants; requiring no harmful increase in the sense of enclosure; and requiring that any reasonable enjoyment of the use of buildings, gardens and other spaces is not harmed due to increases in traffic, servicing, parking, noise, disturbance,

odours or vibration or local microclimatic effects.

6.25 The design and planning applications for the ASD will assess the development against the tests of Policy CL5.

Scale and Massing

Thurloe Street Building

Refurbishment of the existing building, includingRefurbishment of existing units and historicconserved and reinstated historic shopfronts toshopfronts to reflect their original design, and thereflect their original design, and a new entranceaddition of one new storey.to the Station.store

Bullnose

Arcade	Pelham Street
Refurbishment of existing units including conservation and reinstatement of historic shopfronts to reflect their original design.	Stepped development of three and four storey buildings for retail, residential, office and community uses.

Design Objectives

6.26 CLP Policy CL2 – *Design Quality* requires all development to be of the highest architectural and urban design quality, taking opportunities to improve the quality and character of buildings and the area and the way it functions. Specifically, development must be functional; robust; attractive; locally distinctive; sustainable; inclusive; and secure.

6.27 With regards to Conservation Areas, paragraph 34.3.19 of the CLP states:

"The historic environment is central to the character of the borough and the Council has a duty to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas."

- 6.28 Parts of the ASD may constitute major development, so may need to be considered and assessed by the Council's Architecture Appraisal Panel.
- 6.29 The ASD will seek to deliver the following design objectives:

Design Objectives

- To deliver a varied façade that responds to the character of the surrounding area along Pelham Street;
- To deliver a lower scale retail interface building that mediates between the Ox-blood building and the new development along Pelham Street;
- To create an ASD which preserves and enhances the character of the Conservation Area and the setting of the Grade II listed SKS and other nearby listed buildings;
- To respond to the unique character of South Kensington and the context of surrounding buildings;
- To improve the quality of existing retail and commercial units, including the reinstatement of historic shopfronts to reflect their original design, in the Arcade, Bullnose and the Thurloe Street building;
- To deliver a high quality internal and external refurbishment of the Thurloe Street building;
 and
- To deliver a new first storey on the Bullnose that fully considers its relationship to the existing Arcade rooflight.

Accessibility

- 6.30 CLP Policy CP12 South Kensington highlights the importance of delivering step-free access at SKS to cater for the very large number of visitors the area receives. Similarly, paragraph 12.3.9 recognises that SKS requires modernisation to cope with the huge numbers of visitors, students and workers who use it daily.
- 6.31 A recurring theme throughout the CLP is ensuring that new development is inclusive and accessible to all. The CLP defines inclusivity as an environment in which everyone can use equally, regardless of disability or age, where there are no barriers that may create unnecessary separation or special treatment.
- 6.32 Policies including CO3 Strategic Objective for Better Travel Choices, CO5 – Strategic Objective for Renewing the Legacy, CL1 – Context and Character, CL2 – Design Quality, and CL10 – Shopfronts all make specific reference to ensuring that development is inclusive and accessible.

Open Space Provision

- 6.33 CLP CR5 Parks, Gardens, Open Spaces and Waterways requires all major development outside a 400m radius of the closest entrance to the nearest public open space to make provisions for new open space. Where this is not possible for justified townscape reasons, a s106 contribution will be sought.
- 6.34 Policy CP12 *South Kensington* adds that the Council will secure good quality public

open spaces as one way to ensure the continued success of South Kensington as a premier public cultural destination, and as a local shopping centre.

- 6.35 In addition to the townscape impact, the characteristics of SKS and the surrounding area, visitor numbers and operational constraints should all be considered in determining whether or not public open space can be provided as part of the ASD.
- 6.36 Where possible, and in response to the opportunities presented by refurbishing existing buildings and the context of their surroundings, the residential elements of the ASD will seek to incorporate private open / amenity space through roof terraces, roof gardens or balconies.

Heritage Assets

- 6.37 CLP CL3 Heritage Assets Conservation Areas and Historic Spaces requires development to preserve and enhance the cherished and familiar local scene. Policy CL4 – Heritage Assets - Listed Buildings, Scheduled Ancient Monuments and Archaeology requires it to protect the heritage significant of listed buildings.
- 6.38 The following table identifies the principal heritage objectives that will influence the development of each element of the ASD:

Heritage Assets

Thurloe Street Building

Building of landmark quality within the Conservation Area.

Building to be retained with minimal alteration to the external façade and justifiable alteration to the internal layout.

Development should conserve historic shopfronts and reinstate missing shopfronts to reflect their original design.

Arcade

Grade II listed structure. All interventions are likely to attract the requirement for Listed Building Consent.

Development should reinstate historic shopfronts where necessary to reflect their original design with stall risers, appropriately scaled fascias, glazing and appropriate lighting. The semi-circular footprint of the Bullnose as it fronts onto Cromwell Place is the element that should be retained.

Development should reinstate historic shopfronts to reflect their original design.

Bullnose

Pelham Street

Introduction of a first floor element which enhances the Bullnose and preserves the character of the Arcade.

Development should respond to the setting and character of nearby listed buildings and the Conservation Area.

Development should cause minimal harm to the significance of the revetments and ironwork beneath.

Development at the eastern end should respond to the setting of nearby listed buildings, and to the important townscape views from Pelham Place and Thurloe Square.

Residential Density, Type and Mix

Density

6.39 London Plan Policy 3.4 – *Optimising Housing Potential* states:

"Taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Development proposals which compromise this policy should be resisted."

- 6.40 SKS and the ASD have PTAL ratings of 6b which is classed as 'excellent' and are considered to be situated in an 'urban' location. In accordance with the density matrix at Table 3.2 of the London Plan the proposed density range for the redevelopment is thus 200 – 700 hr/ha.
- 6.41 The redevelopment of the ASD site will use Table 3.2 as a guideline while also seeking opportunities to optimise housing potential in accordance with Policy 3.4 of the London Plan.

Residential Type and Mix

- 6.42 CLP Policy CH2 *Housing Diversity* requires new residential developments to include a mix of types, tenures and sizes of homes to reflect the varying needs of the borough, taking into account the characteristics of the site, and current evidence in relation to housing need.
- 6.43 The CLP does not include prescriptive guidance on housing types and mix but paragraph 35.3.10 sets out the size of new homes likely to be required in the borough

over the next 20 years.

- 6.44 The Strategic Housing Market Assessment (SHMA) for the Royal Borough of Kensington and Chelsea (December 2015) provides an update to this guidance.
- 6.45 Chapter 6 *Population and Household Projections* of the SHMA considers the overall objective need for housing in RBKC following CLG Planning Practice Guidance (PPG) and taking account of the London Plan 2015. Chapter 6 concludes that just over 50% of additional dwellings should be smaller units (1-2 bedrooms) and just under 50% larger units (3-4+ bedrooms).
- 6.46 As the most up to date objective assessment of housing need, RBKC has advised that the guidance contained in the SHMA should take precedence over the conflicting elements of the Consolidated Local Plan.
- 6.47 The unit mix to be delivered as part of the ASD should also consider the local context and character and constraints of SKS. As such, policy relating to unit mix should be applied flexibly to ensure that the optimum and most appropriate unit mix for the development can be brought forward. The exact unit mix to be delivered will be determined through detailed design development.

Affordable Housing

6.48 CLP Policy CH2 – *Housing Diversity* requires residential developments in excess of 800 sqm to provide 50% affordable housing (by floor area).

- 6.49 Where the residential floorspace exceeds 800 sqm but is less than 1,200 sqm a commuted sum in lieu of the equivalent amount of affordable housing floorspace will be required. Where the residential floorspace exceeds 1,200 sqm the affordable housing must be provided on-site unless exceptional circumstances exist.
- 6.50 Schemes that provide less than 50% affordable housing must demonstrate that the maximum reasonable amount of affordable housing is being provided through the provision of a viability assessment, using the GLA toolkit or an agreed alternative, and demonstrate the exceptional site circumstances or other public benefits to justify the reduced affordable housing provision.
- 6.51 RBKC's policy position is that affordable housing should be provided on the same site as the market housing in order to ensure a diversity of housing at a local level. However, at paragraph 35.3.17, the CLP identifies possible reasons for an offsite contribution or provision:

"On-site affordable housing may not be feasible due to there only being one entrance (e.g. in a conversion). It is normal practice to have separate service charges for the market and affordable housing, and therefore separate entrances enable the separation of charges for maintenance/heating communal hall ways etc. It may also be the case that on small sites it is not practical from a design or management perspective to provide a small number of onsite affordable units.

It may be easier to provide a particular type of affordable housing, such as large affordable units, off-site rather than on-site."

6.52 The approach to affordable housing will be determined at the detailed application stage and will be subject to the assessment of financial viability and the feasibility of accommodating affordable housing on the ASD. The provision will need to consider the unique costs associated with the development of the ASD and other associated works.

Sustainability

- 6.53 CLP Policy CE1 *Climate Change* of the CLP requires new residential development or extensions of 800 sqm or more and new non-residential development or extensions of 1,000 sqm or more to meet the following standards:
 - Residential development should meet Code for Sustainable Homes Level 4.
 - Non-residential development should meet BREEAM Very Good with 60 per cent of the unweighted credits available in the energy, water and materials sections.
- 6.54 Conversions and refurbishments of 800 sqm or more for residential development and 1,000 sqm or more for non-residential development are required to meet the following standards:
 - Residential development should meet BREEAM excellent for domestic refurbishment including the following minimum standards:
 - the minimum standards of excellent for energy
 - 80 per cent or more of the un-weighted credits in the waste category
 - Non-residential development should achieve BREEAM Very Good rating.
- 6.55 The Code for Sustainable Homes was withdrawn by Government in a ministerial statement dated 25 March 2015 (Planning update March 2015) and should therefore no longer be applied to planning

applications by Local Planning Authorities.

6.56 TfL will however endeavour to deliver sustainability improvements and to incorporate energy efficiency measures as part of the ASD. It will aim to meet the necessary standards that are in force at the time of planning applications being determined.

Transport, Parking and Servicing Transport

6.57 CLP Policy CT1 – *Improving Alternatives to Car Use* states:

"The Council will ensure that there are better alternatives to car use by making it easier and more attractive to walk, cycle and use public transport and by managing traffic congestion and the supply of car parking."

Car and Cycle Parking

- 6.58 With regards to parking, Policy CT1 adds that car parking provided in new residential development should be at or below the adopted car parking standards while only essential parking should be provide in non-residential development.
- 6.59 RBKC's standards for car parking and cycle parking in new development are detailed at Table 3.1 Maximum Car Parking Standards and Table 3.2 Minimum Cycle Parking Standards of the Transport and Streets Supplementary Planning Document.

Construction Impact

6.60 Policies CL5 and CE6 describe how new developments should control the impacts of noise and vibration on local amenity.

In particular, Policy CE6 – *Noise and Vibration* describes how the Council will carefully control the impact of noise and vibration generating sources which affect amenity both during the construction and operational phases of development.

6.61 The issues raised in Policies CL5 and CE6 will be considered in preparing planning applications for the ASD.

Servicing

6.62 CLP Policy CR7 – *Servicing* states:

"The Council will require servicing facilities and coach parking to be well designed, built to accommodate the demands of new development and sensitively integrated into the development and the surrounding townscape. In particular servicing activities and coach pick-up and drop-off should not give rise to traffic congestion, conflict with pedestrians or be detrimental to residential amenity."

- 6.63 Part b of Policy CR7 requires a Servicing Management Plan to be provided for all sites with on-site servicing space. The Servicing Management Plan will control the hours of servicing, including detail on how vehicles will be managed, and controls on the types and sizes of vehicles to ensure they are appropriate to the local area and are environmentally acceptable.
- 6.64 In preparing the Brief and Architectural Proposals Supporting Document, TfL and its advisers have discussed options for servicing with officers of RBKC.
 Based on the outcome of those informal discussions, the following table sets out

the principles of how the buildings will be serviced. Detailed design and assessment work is required before these solutions can be formally agreed.

6.65 The ASD benefits from excellent public transport accessibility. In this context, the transport, parking and servicing principles for each element of the ASD are described in the table overleaf.

Transport, Parking and Servicing	
Thurloe Street Building	Bullnose
No changes are proposed to existing arrangements for car parking, cycle parking, servicing or waste.	The existing arrangements for the handling of servicing and waste will remain unchanged.
	To support the uses of the potential new first floor, additional cycle parking spaces are proposed for the public realm to the south of the Bullnose.
Arcade	Pelham Street
No changes are proposed to existing arrangements for car parking, cycle parking, servicing or waste.	The Pelham Street element of the development will be car free with cycle parking provided in accordance with the minimum standards set out in the London Plan.
	New residents on Pelham Street will not be able to apply for a parking permit.
	It will be necessary to consider provision of disabled parking to serve the office building.
	To facilitate the efficient operation of servicing and waste activities, TfL proposes the creation of new loadin facilities on the existing public highway.
	The loading facilities have been discussed with RBKC's highways officers, and are proposed to include:
	 Realigning the eastbound carriageway kerb line of Pelham Street to create an 'at kerb' loading facility, allowing a vehicle to load and two vehicles to pass, therefore maintaining the traffic flow along Pelham Street; and
	A new loading bay on Thurloe Square replacing the existing dropped kerb to the roofer's yard.
	Servicing the buildings would take place on-street and a Servicing Management Plan would impose restrictions on servicing hours to reduce conflicts on the Pelham Street footway and ensure vehicle trips are not generated during peak time periods.

7. Planning Application Process

Planning Application Structure

- 7.1 TfL will discuss the structure of future planning applications with RBKC. TfL or its development partner will either submit a single planning application incorporating all four elements of the ASD or separate planning applications for each of the elements. The planning strategy is yet to be determined, but TfL's anticipates that a single planning application will be brought forward for the entire ASD.
- 7.2 Future planning applications will be in broad accordance with the base scheme proposals presented in this Brief and in the Architectural Proposals Supporting Document at Appendix 1, and will take account of the guidance set out in this Brief.
- 7.3 The future timescales for the ASD and SFA to the District & Circle lines are to be confirmed but, at this stage, TfL is broadly targeting:
 - Confirm delivery mechanism / select development partner: 2017
 - Planning application process: 2017 / 2018
 - Commencement of construction: 2019
 - Completion: 2022

Stakeholder and Community Engagement

7.4 TfL has undertaken a sustained programme of engagement with local community groups about its plans for ASD since early 2015. Alongside its selected development partner, TfL will prepare and implement a detailed programme for engaging with local stakeholders and the public prior to the submission of a planning application for the ASD.

South Kensington Station Consultative Working Group

- 7.5 As part of a co-ordinated approach to planning the SCU and ASD, TfL brought together representatives of local community groups to form the SKS Consultative Working Group (CWG).
- 7.6 The CWG has met on a monthly basis since September 2015 and receives presentations about progress with both the SCU and ASD projects, followed by questions and detailed discussion.
- 7.7 The CWG is made up of representatives of the following organisations with around a dozen attendees, most attending every meeting:
 - Brompton Association
 - Kensington Society
 - Knightsbridge Association

- Onslow Neighbourhood Association
- Pelham Residents Association
- South Kensington and Queens Gate Association
- South Kensington Station Tenants Association
- Thurloe Residents Association
- 7.8 It is TfL's intention to continue working with the CWG throughout the lifetime of the ASD project.
- 7.9 The CWG's comments on the Brief are enclosed as Appendix 3.

Community presentation

- 7.10 As part of the above consultative approach, TfL organized a presentation to members of the local community in April 2016, to explain the planned SCU and ASD to members of the local resident associations represented in the CWG. The presentation enabled the discussions with the CWG to be shared and tested with a wider audience.
- 7.11 Held at a local venue, Christie's South Kensington saleroom, the aim of the presentation was to relay the planned upgrades for the station and introduce the approach to ASD.

- 7.12 A forum style Q&A discussion followed the presentation and attendees were encouraged to ask questions.
- 7.13 68 members attended the presentation, of which 17 submitted written feedback on their views on the proposals.

Drop-in event

- 7.14 In addition to the regular CWG meetings and the community presentation, TfL has sought wider public engagement and held an open drop-in event at the London Transport Museum pop-up shop in the Arcade of the Station in July 2016.
- 7.15 Over 3,000 surrounding residential and business addresses were sent invitations to the event via Royal Mail distribution. In addition the event attracted interest from members of the public using the station.
- 7.16 On display were a series of boards that showed the various aspects of the planned SCU and the indicative approach to the ASD. The drop-in event was staffed by members of the TfL project team who were available to discuss the proposals with visitors and answer questions.
- 7.17 Throughout the course of the event, 90 individuals visited and 27 provided their written feedback. Supportive written feedback was received about the proposed form of ASD, and 95% stated that they welcomed the proposed

capacity improvements at the station. The feedback will be summarised in future consultation statements to support the SCU and ASD applications.

Website

7.18 A project website was set up and advertised via the main TfL website and the various consultation events. The website includes details of the proposals, the materials shown at consultation events and a contact page. The website provides accessible updates and further information for the public. The website will be maintained throughout the planning process.

Other Stakeholders

- 7.19 TfL is also engaged in regular dialogue with South Kensington Estates and the Exhibition Road Cultural Group (ERCG).
- 7.20 As detailed proposals for the ASD come forward TfL will hold discussions with other relevant stakeholders such as Historic England and the GLA.

Appendix 1: Architectural Proposals Supporting Document – Buckley Gray Yeoman (November 2016)

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SOUTH KENSINGTON STATION

AROUND STATION DEVELOPMENT

DEVELOPMENT BRIEF :

ARCHITECTURAL PROPOSALS SUPPORTING DOCUMENT

TRANSPORT FOR LONDON

November 2016 | BuckleyGrayYeoman

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- 3.3 Our Approach
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- 3.6 The Bullnose & Arcade

4.0 Architectural Drawings

1.0

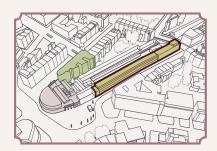
Proposals Overview

SOUTH KENSINGTON STATION : ASD | BuckleyGrayYeoman

1.0 _ Proposals Overview

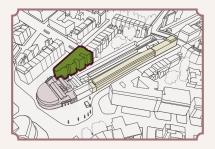
1.1 _ Summary of Proposals

Pelham Street Repairing the streetscape



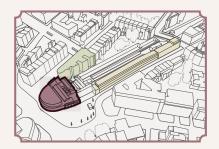
- New massing block responding to the existing context
- Ground floor retail with residential to upper floors along western part of street
- Office block to eastern end
- Generally 3 storeys high (4 storeys to east corner)
- Approx. 11 apartments Mix of 1 & 2 bed units

Thurloe Street Light Touch



- 'Light touch' refurbishment
- Retain the existing facades, building fabric, structure and circulation
- Improve the quality of the existing residential levels
- Reinstatement of historic shopfronts to reflect their original design
- Incorporation of Step free access requirements and new station entrance

Bullnose & Arcade Enhancing the heritage



- New storey at first floor over the Bullnose set back from street
- Destination restaurant opportunity
- Reinstatement of historic shopfronts to reflect their original design
- Listed arcade enhanced
- Increase to A1/A3 Retail GIA

2.0

The Site and Context

SOUTH KENSINGTON STATION : ASD | BuckleyGrayYeoman



The Site in Context



2.0_ The Site and Context

2.1 _ The Site

The Location

South Kensington Station is one of the most important stations in Central London. It is serviced by Circle & District and Piccadilly Lines. As well as being a cultural destination, a threshold to London's internationally famous institutions of 'Albertopolis'/ 'Museumland', the station site provides a vibrant hub to the lives of many residents, workers and retailers.

Key Station Facts

The Station site can be described in summary as follows:

- 0.77 hectare site
- Approx. 60 metres North South, 190 metres East-West
- Approx. 7 metres deep to 'open air' Circle and District Lines
- Approx. 20 metres deep to underground Piccadilly Line
- Bound to North by Thurloe Street and Pelham Street to the South
- These two arteries merge to the west of the site in a U-shape:
 - 'The Bullnose'
 - 'The Arcade' links the two streets providing access to station and retail

2.2 Planning & Heritage Context

Situated in the Brompton and Hans Town ward in the Royal Borough of Kensington and Chelsea (RBKC) the site has long been identified for improvement and redevelopment.

The redevelopment of South Kensington Station benefits from a supportive planning policy context. However, the station has suffered from a history of failed attempts to utilise the site for development. This history has guided RBKC and TfL in how to bring forward the eventual development of the ASD Sites.

The Development Brief prepared by Deloitte Real Estate identifies in detail the relevant planning policy context and the Station's planning history.

The entire area lies within the Thurloe and Smith's Charity Conservation Area. Many of the adjacent buildings are listed in their own right, forming a historically and architecturally rich backdrop to the station itself. Those in the immediate vicinity of the site and which may be considered to have a direct or visual relationship with the subject buildings are as follows:

- South Kensington Station (inc. shopping arcade) Grade II listed
- South Kensington Subway Grade II listed
- Nos. 2–18 Thurloe Street Grade II listed
- Nos.15-18 Cromwell Place Grade II listed
- No. 52 Thurloe Square Grade II listed
- Nos. 16-18 Pelham Place Grade II listed
- Nos. 1-29 & Nos. 2-14 Pelham Place Grade II* listed

The Grade II listed station includes a range of structures of varying significance. The most significant parts of the station are:

- the Victorian yellow brick revetments, for their historical and architectural value
- the Victorian cast iron columns along the demolished southern platform, for archaeological value
- the Edwardian arcade, for historical and architectural value

South Kensingtor District Centre

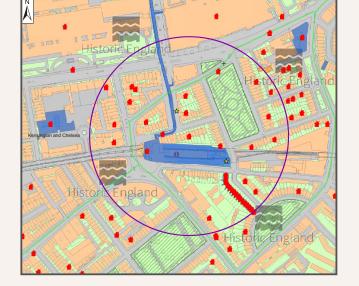
Primary Shopping Frontage 43-97 (odd) Old Brompton Road 1-86 (even) Old Brompton Road 3-31 (odd) Bute Street 4-28 (even) Bute Street 1-19 (odd) Harrington Road 1-11 (odd) Pelham Street 38-48 (even) Thurlo Street

Haf 10d Brompton Road Service 200 Service 200

17-18 (inclusive) Cromwell Place 108-108a Queen's Gate

Extract from RBKC Consolidated Local Plan





Historic England HER Record of the Station



7





2.0_ The Site and Context

2.3 _ The Built Context

The surrounding area comprises a mix of uses including residential, retail, commercial and leisure.

Thurloe Street is situated to the north of the station and is a restricted zone that has a pedestrianised feel. The character of Thurloe Street differs significantly on either side of Exhibition Road. To the west of Exhibition Road, Thurloe Street comprises retail uses at ground floor with residential and office above whilst to the east it is predominantly residential.

Exhibition Road itself extends north to Kensington Road and Hyde Park and thus provides access to the institutions situated to the north of Cromwell Road and Cromwell Gardens.

Residential properties and railway lines lie to the east of the Station, beyond which Brompton Road, Sloane Avenue and Walton Street provide a variety of uses.

To the south of the Bullnose is Melton Court which comprises a variety of commercial uses at ground floor level with 7 storeys of residential above. Residential properties which range between 2 storeys (+mansard) and 8 storeys in height are located on Pelham Street which lies to the south of the Station.

To the west, Old Brompton Road and Harrington Road predominantly comprise retail or restaurants and cafés at ground floor with residential above.

Local use plan - Ground plan

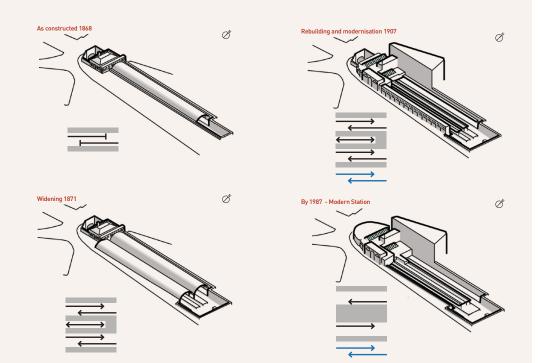
2.4 _ The Station History

The station was designed and built in 1868 under the direction of Sir John Fowler, the designer of the world's first underground railway, to form a link between the original 'Underground' line of the Metropolitan Railway and a new Inner Circle railway built by the newly formed Metropolitan District Railway to link London's great railway stations. The station cutting, a bridge linking Thurloe Square to Pelham Street at the east end of the site, and a station building linking Thurloe Street to Pelham Street were all completed together. Houses which survived the construction of the railway include Grade II* listed twin terraces of Pelham Place, Grade II listed Nos. 2-18 Thurloe Street and Grade II Nos. 15-18 Cromwell Place.

Many existing houses were demolished to make way for the station cutting. When the railway sold off unused plots, new structures were built to replace the original homes. One of these, No. 52 Thurloe Square, built in the Queen Anne style, is Grade II listed. Unlisted structures including Nos. 20-34 Thurloe Street are good quality Victorian buildings which make positive and valued contributions to the Conservation Area.

Edwardian remodelling of the station included the construction of a new ticket hall and shopping arcade. Shops were also built along the northern side of Pelham Street, over the railway cutting. These have since been demolished and the station cutting is bounded by a brick wall.

The buildings immediately west of the station occupying the rounded area between Thurloe Street and Pelham Street are known as the 'Bullnose'. These shops were built between 1908 and 1916 and after the construction of a replacement ticket hall and shopping arcade in 1908. Whilst they occupy a prominent space at the junction of several busy routes, the shops themselves are of limited architectural or historical significance.



Evolution of the Station

2.0 The Site and Context

${\bf 2.5}$ _ The Existing Station



The Bullnose & Arcade Thurloe Street

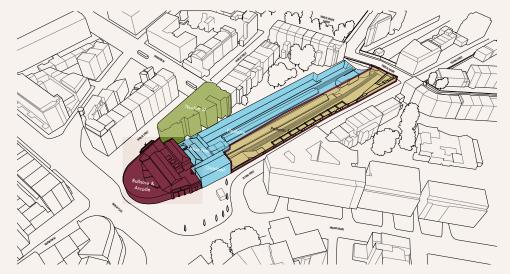


The Arcade Thurloe Street Oxblood Building Pelham Street



The Station Platform Levels

SOUTH KENSINGTON STATION : ASD | BuckleyGrayYeoman



Existing Station / Around Station building massing

2.6 _ The Existing Massing and Form

TfL is the freehold owner of the Station, together with land and properties within close proximity of the Station including:

Thurloe Street

20-34 Thurloe Street currently comprises a 4 storey (plus basement), 19th century building that largely comprises retail units at ground floor and basement levels with residential and office uses above.

The building has a prominent, mainly brick, façade which dominates the southern side of Thurloe Street whilst the rear of the building presents a brick façade of varied quality which overlooks the Station platforms.

Bullnose & Arcade

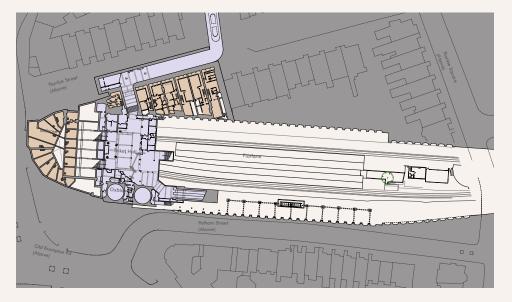
The Bullnose and Arcade element to the west of the Station site is generally single storey retail units (plus basement), with the arcade lit from above by a full length rooflight. The arcade is an important part of the Grade II listing. The Bullnose is semi-circular in form with largely unremarkable detailing to its facade. A small area of office space is located over the eastern retail units within the arcade.

Pelham Street oversite

Adjacent to the Pelham Street site is the Oxblood Station building, 2 tall storeys high with rich red tiled finish. The Piccadilly line escalator roof massing takes over the most westerly portion of the site. Heritage beams and columns spring up from platform level through the central portion. The revetments continue along the whole site edge to the underside of the pavement level. At the most easterly corner of the site, in a triangular form, is the existing roofers yard.



Existing _ Ground Floor / Entrance Level



Existing _ Basement / Ticket Hall Level

2.0_ The Site and Context

2.7 _ The Existing Arrangement

Ground Floor / Street Level

The Bullnose, arcade and Thurloe Street all contain retail units at ground floor level with a direct interface with the street. The arcade links directly to the ticket hall stairs and is therefore considered part of the station entrance sequence.

The residential units within Thurloe Street are accessed off separate entrances adjacent to the retail units.

The Oxblood building no longer provides public access to the station and largely houses staff and ancillary accommodation.

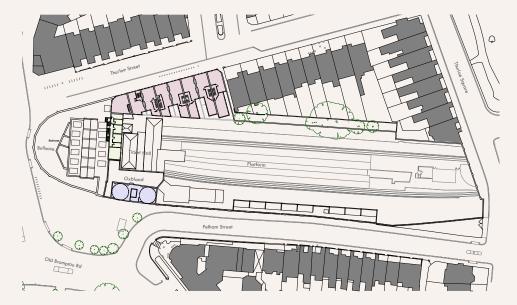
Basement / Ticket Hall Level

The ticket hall area of the station is accessed directly off two staircases from the arcade above. It further links into the museum subway and down to the District & Circle line platforms plus the subterranean Piccadilly line.

Thurloe Street, Bullnose and the arcade units contain basement storage and ancillary accommodation areas.

The SCU design team are currently progressing proposals for the station upgrade which include:

- Rebuilding the disused platform on the north side of the District and Circle line, providing a dedicated platform for eastbound services
- A new contemporary canopy adjacent the historic north revetments
- New stairs and step free access lifts from the ticket hall (later phase of works)
- To the east end of the D&C Platform, a new emergency fire exit to the road bridge leading on to Thurloe Square
- An enlarged ticket hall and centralised gateline, created by removing offices and relocating ticket machines.



Existing _ First Floor

2.0_ The Site and Context

2.7 _ The Existing Arrangement

First Floor - Arcade & Bullnose

A small area of office space is located over the eastern retail units of the arcade. This is the only existing first floor massing to the Bullnose & Arcade.

Upper Floors - Thurloe Street

Generally the upper floors of the Thurloe Street block are largely residential apartment units. It is known that there is at least one office space (located at first floor level)

3.0

Architectural Proposals

SOUTH KENSINGTON STATION : ASD | BuckleyGrayYeoman

3.1 _ Introduction

3.2 _ The Aspiration

is statement outlines the early architectural approach for the Around Station evelopment.

ne proposal for the ASD has been considered as a whole entity, however the roposals contain three distinct elements:

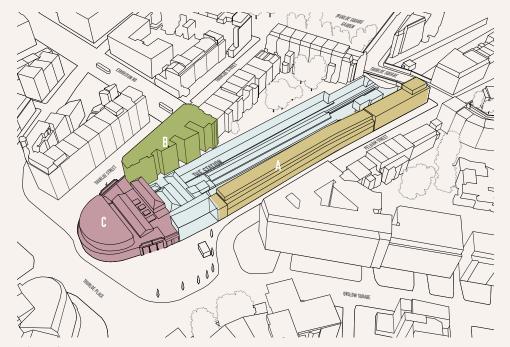
- Pelham Street over-site development
- Thurloe Street building
- The Bullnose & Arcade

he design development for these three elements are described individually within is statement. Options have been considered and developed into the "Base heme" proposals for each element in respect of the massing and layouts, taking insideration of the site constraints and heritage. In carrying out the previous study on South Kensington Station during the "Pilots Projects" phase in 2013, it became quickly apparent to Buckley Gray Yeoman that TfL and previous developers have faced a lot of resistance to proposals that have been brought forward for this site over recent decades. That is the case for both the station improvements and perhaps more particularly in relation to Around Station Development.

TfL have learned lessons from the previous approaches to mass, context and heritage on the site and have sought to address these issues in how station improvements and development are brought forward under the new proposals.

Buckley Gray Yeoman's approach to the ASD proposals, working closely with TfL, is one which seeks to:

- Celebrate the existing station heritage
- Improve the station entrance and retail experience
- Provide a more sensitive scale of development to the site
- Engage the local community and residents in the design development



Scheme Elements

3.3 _ The Approach - 3 Elements

In developing proposals for each element of the ASD, the following have been key considerations in our approach:

A _ Pelham Street :

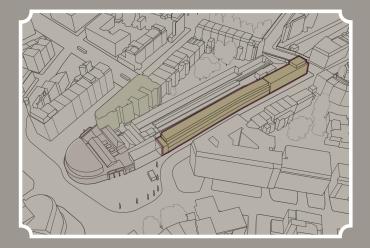
- Potential for new-build development
- Appropriate scale and massing
- The existing street context
- Building use, density and mix
- Constraints posed by building over the station

B _ Thurloe Street Building :

- Understand the existing building
- Extent of refurbishment to make improvements
- The retail opportunities
- Step Free Access integration
- Potential to extend upwards

C _ The Bullnose & Arcade :

- Understanding the station heritage
- Improve the retail shopfronts
- Celebrate the arcade
- Potential for massing on the Bullnose





Pelham Street

SOUTH KENSINGTON STATION : ASD | BuckleyGrayYeoman



The Existing Context - Street level

3.4.1 _ **The Existing** The Buildings

The proposed site along Pelham Street is currently unused with the exception of a substation located on the central suspended concrete slab and the portion towards the east edge of the site at street level, which contains a roofers yard.

The open site sits above the disused District & Circle line platform along the south boundary of the station. The west portion of the Pelham Street site houses the Piccadilly Line escalators and abuts the Oxblood building.

On the opposite south side of this portion of Pelham Street, the uses are largely residential and have a varied scale and massing, generally 3-4 storeys, up to 8 storeys. Further to the east along Pelham Street beyond the site, the uses include office and retail.

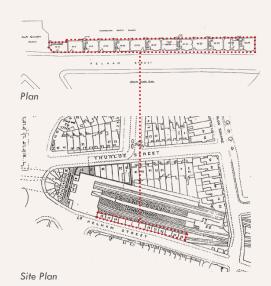
The opposite residential blocks are generally townhouses with a mixed material palette including brick, stonework, some render and tiled mansard roofs. The footpath directly adjacent the site is generally quite wide (varies across the site).

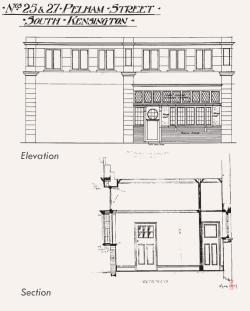


The Existing Context - view over platforms



Historic photographs





3.0 _ The Architectural Proposals

3.4.1 _ **The Existing** Historic Context

In terms of the historic context for the Pelham Street site, this can be described under three main headings:

1

The historic revetments located along the south boundary, rising from platform level and terminating underneath the public footpath. A large portion of the revetments are considered part of the station listing.

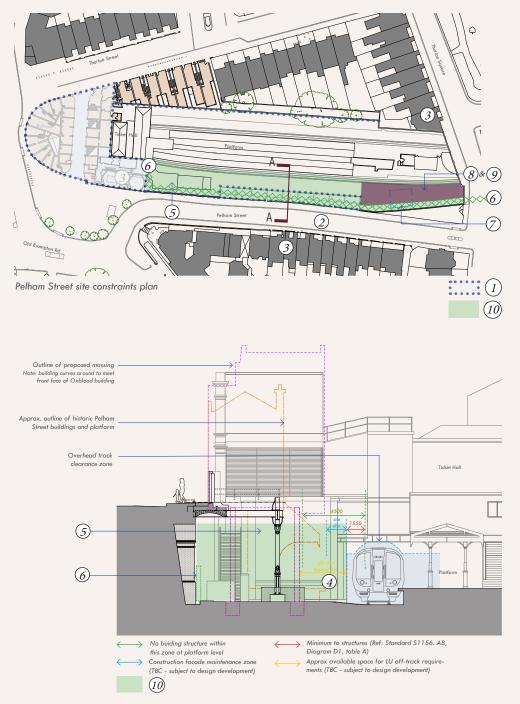
2

Listed retained existing steel beams and cast iron columns rising from platform level to street level, part of the original station.

3

There is historic precedent for development on this site in the form of a two storey block which extended approximately two thirds of the way along Pelham Street. The retail units at ground floor included the first Laura Ashley store in London. The entire block was demolished in the 1970s to make way for the Piccadilly Line escalators and a potential future development.

Historic Context - Previous Pelham Street Development



3.4.1 _ **The Existing** Constraints

The site presents a number of challenging constraints, both in planning/townscape terms and due to its location over an open station.

The main constraints are identified below:

Planning / townscape considerations

- 1. Station heritage
- 2. Footpath provision, parking and building servicing
- 3. Surrounding context and massing

Station / LU, TfL stakeholder spatial requirements at existing platform/ground levels, including, but not limited to:

- 4. Key distance requirements for new development from outer train line
- 5. Existing Piccadilly Line escalator location
- 6. Station cabling on revetments
- 7. 'Cooling the Tube' future service provision
- 8. LU/TfL storage and maintenance provision
- 9. Rail road vehicle spatial provision (RRVs & RRAPs) (alternative location options under consideration)
- 10. Existing and future operational requirements



3.4.2 _ Our Approach Key Moves

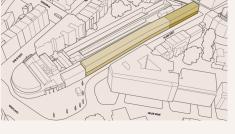


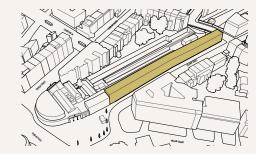


The "MissingTooth"



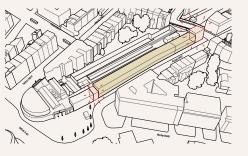
Activating the street level Buffer zone between railway and residential

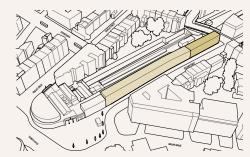




Repairing the streetscape

5 Addressing the corner

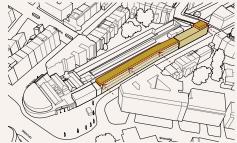




3 Split massing into mixed uses: Retail / Residential and Office

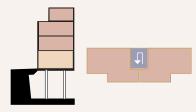
Interface with station





Option I G. Floor Retail

+ 3 Storeys Residential

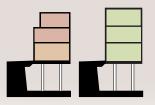


Retail at Ground Floor & Residential above

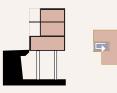
10no. retail units Single storey apartments above - over 3 floors Approx. 32no. apartments - 1, 2 & 3 bed units Taller 5 storey block to east corner

Option 2 G. Floor Retail + 2 Storeys Residential Separate Office block





Option 3 3 Storey Townhouses



Retail - Ground Floor & Residential above Separate office block

Base Scheme :

6no. retail units Single storey apartments above - over 2 floors Approx. 11no. apartment units Separate 3 storey office block to east edge of site, 4 storeys at corner

Residential throughout

Terrace townhouses, no retail units 3 storeys, private entrance Approx. 20no. units - 3 Bed, 5 person 3.0 _ The Architectural Proposals

3.4.2 _ **Our Approach** Options Considered

A number of options were considered during the early phases of feasibility design. Opposite is a summary of the main options and key characteristics.

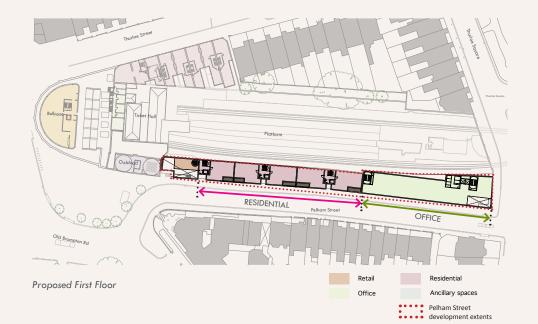
At an early stage, the potential of residential apartments at ground floor level was considered an inappropriate solution due to the narrow depth of the site, lack of opportunity for defensible space, the lack of a "buffer" element between the station platform level and also along Pelham Street, among other reasons.

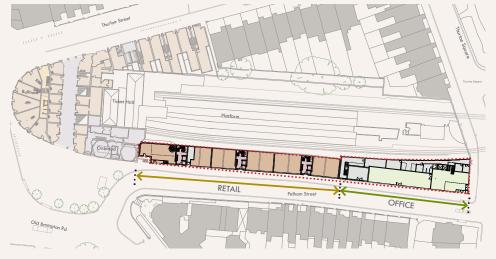
Option 1 proposed ground floor retail with three storeys of residential apartments above, the third storey of residential being set back from the street. At the east corner the height was increased to respond to the height of the adjacent buildings. Following consultation, the scale of the development and the extent of retail was deemed inappropriate.

Option 2 proposed a reduced height from Option 1 by one storey, with ground floor retail over the western portion of the site and 2 storeys of residential above, again with the upper level set back. The eastern portion of the development proposed 3 storeys of office, with an additional set-back storey to the eastern corner.

In **Option 3** the suitability of townhouses was explored, with a number of variations for the layouts considered. Whilst there is a precedent for individual townhouses based on the local character, there are a number of constraints on this site which have led to the informed conclusion that it is not the right solution here. The site overlooking the station does not provide a desirable location, particularly at the ground floor level. There is limited opportunity for defensible space off the street and garden/amenity space.

Option 2 has been taken forward as the **Base Scheme** and is described in the following pages. The scale and massing is considered appropriate in its context. The reduction in the extent of retail at ground floor, the introduction of office space and the reduced massing height throughout have all been made in response to consultation feedback. It is considered that this provides the right balance between maintaining the residential character of this portion of Pelham Street and the challenges of the development's close proximity to the operational railway.





3.4.2 _ Our Approach Block Plans

The proposed Pelham Street block is approximately 130 metres long and extends up to the site boundary (back edge of the footpath). The plot depth is approximately 8.5 metres, extending over the existing disused platform. The site widens towards the east edge of the site at the junction of Pelham Street and Thurloe Square in the zone of the existing roofers yard.

At street level, retail units extend across the central and west portion of the site. Generally, the units are paired around the central residential entrance cores and are approx. 800-900sqft. The central residential cores provide a natural break which prevent the possibility of larger combined units in the future across the site. The east edge abuts the station's Oxblood building and sits over the Piccadilly line escalators.

Above the retail units are two storeys of residential apartments, with the upper level set back in keeping with the mansard tradition of the immediate context. The units are accessed via central circulation cores with lifts and stairs throughout. There is a mix of 1 and 2 bedroom apartments, with a total of 11 units.

To the eastern portion of the site, a 3 storey office block is proposed with an additional set back storey at the east corner. At street level, an office unit is combined with a corner office reception and ancillary service spaces towards the rear, accessed from the other end of the office block.

The proposed mix of the office, residential and retail proposals addresses feedback during the consultation process, as does the scale of the development and specifically the extent of retail across the site.

Proposed Ground Floor

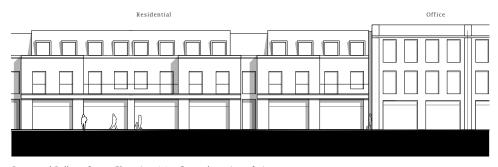


3.4.2 _ Our Approach Massing & Elevation

In considering the massing, the design approach has been to provide consistent and sensitive scale to the development, taking special consideration of the end conditions. Both the retail/residential and office block are built over the station disused platform below on a grid of structural columns.

In the residential block, the upper 2nd floor is set back to reduce the massing directly on to the street and relate to the height of the buildings opposite. The residential circulation entrances are set back from the main facade to provide a hierarchy.

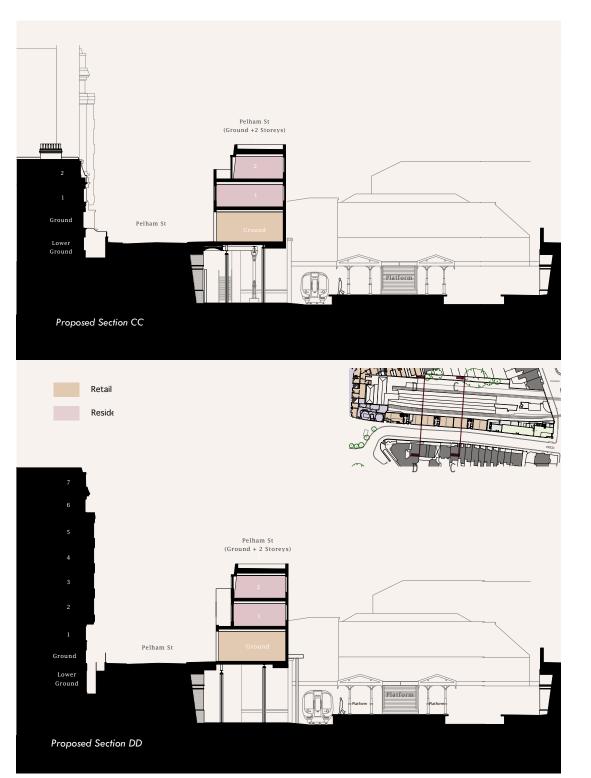
The office block has 3 storeys with the upper level parapet set back to respond to the street context.



Proposed Pelham Street Elevation AA - Central portion of site



Retail

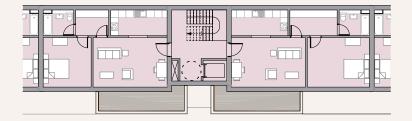


3.4.2 **Our Approach** Massing & Elevation

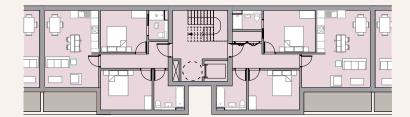
The height and massing relates to opposite townhouses along the south of Pelham Street. The existing buildings along Pelham Street vary in scale, from 8 storeys on the east edge at Malvern Place, down to 3-4 storeys (plus basement in the central portion) and then back up to 4 tall storeys on the west edge facing on to Pelham Place.



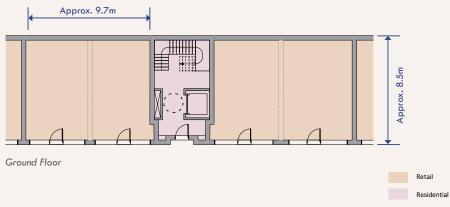
Aerial view - Pelham Street



Set Back Second Floor



First Floor



3.0 _ The Architectural Proposals

3.4.2 _ **Our Approach** Typical layouts

The typical layouts for the retail and residential typologies consider the following key moves :

- At street level, retail units (approx. 800-900sqft, with the potential to be split again into smaller or larger units) are paired around the central residential entrance core.
- The central circulation core contains passenger lift, stair and services distribution on all floors. Two residential units are accessed off the core at each level.
- The residential units to the first floor are generally 2 bedroom 4 person units. The set-back second floor generally contains one bedroom units. The apartments are well proportioned and designed to meet modern space standards with open plan arrangement to the main living spaces.



Massing view looking west along Pelham Street











Oxblood Heritage and Existing Context

3.4.3 _ **Oxblood Interface** The Context

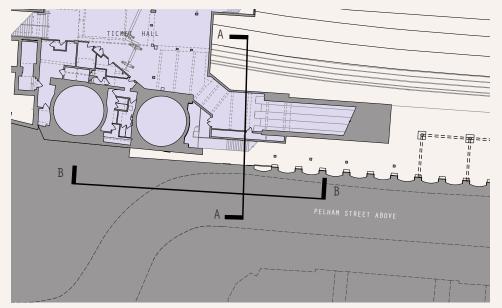
It is proposed that the new Pelham Street development terminates to the west by abutting the existing Oxblood building. This is considered a special condition and an important one in defining the relationship with the existing station.

There are a number of key interfaces to consider:

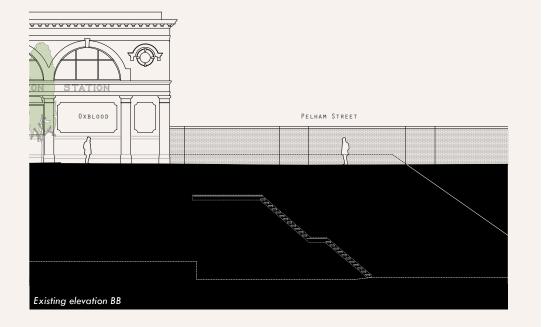
- East edge of the Oxblood building
- Piccadilly line escalators
- Station Capacity Upgrade and stakeholder requirements
- Adjacent extended public space and florists
- Tall mansion block opposite on South Pelham Street

Historic Context

The Oxblood building was originally introduced as the main entrance to the new Piccadilly line. This entrance has since been closed and the east portion of the Oxblood building was demolished along with the original two storey retail units along Pelham Street, all as part of the introduction of the Piccadilly line escalators.



Existing plan - Ticket Hall Level

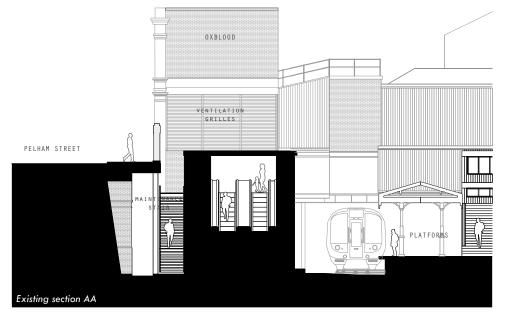


3.4.3 **Oxblood Interface** Existing

The roof to the current Piccadilly line escalators sits higher than the Pelham Street pavement level and this needs to be considered specifically in the development of the proposals in this area.

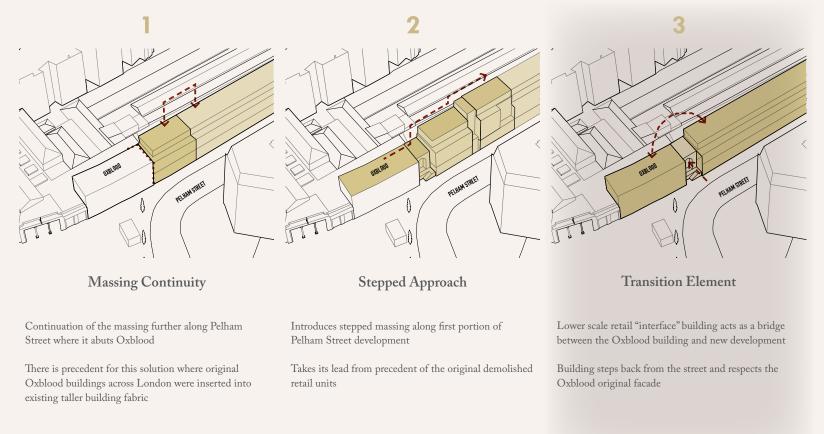
There are also ventilation grilles located to the east (side) elevation of the Oxblood building. It is proposed to relocate these ventilation grilles as part of the new-build proposals.

To the south of the Piccadilly line escalator is an open steel staircase providing station maintenance access to the disused platform.



3.4.3 **Oxblood Interface** Options Considered

Various options developed for the approach to the Oxblood interface



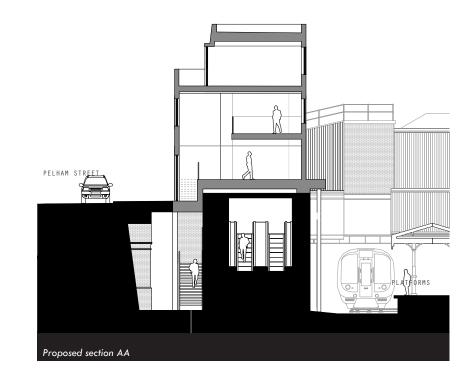
Base scheme



3.4.3 _ **Oxblood Interface** Proposed Approach

The lower scale retail "interface" building takes its language from the original Oxblood building. The key constraint to address is the level changes required in order to bridge over the existing Piccadilly line escalator. External steps link up to the "interface" building podium level. The adjacent retail unit frontage matches the language of the main Pelham Street development and allows level access off the street. Within the unit, stairs and a platform lift would bring the customers up to the raised level, which links directly into the "interface" unit. A mezzanine level is also introduced.

One option to consider is whether this could house the current adjacent florist stand (or part thereof), thus releasing some of the existing urban space fronting the south arcade exit.



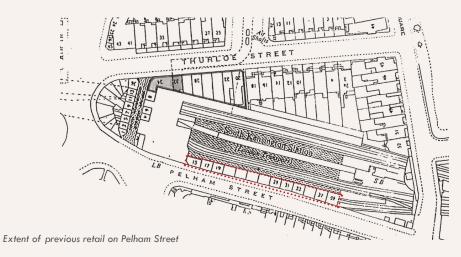
3.4.3 _ **Oxblood Interface** How it Might Look





Heritage photographs

Existing photographs



3.0 _ The Architectural Proposals

3.4.4 _ Heritage Integration The Existing Heritage Elements

The proposed new development is located directly above the disused station platform.

There are two key heritage elements within this area of the station that the proposals interface with and are considered an important part of the listing:

THE HISTORIC REVETMENTS

2

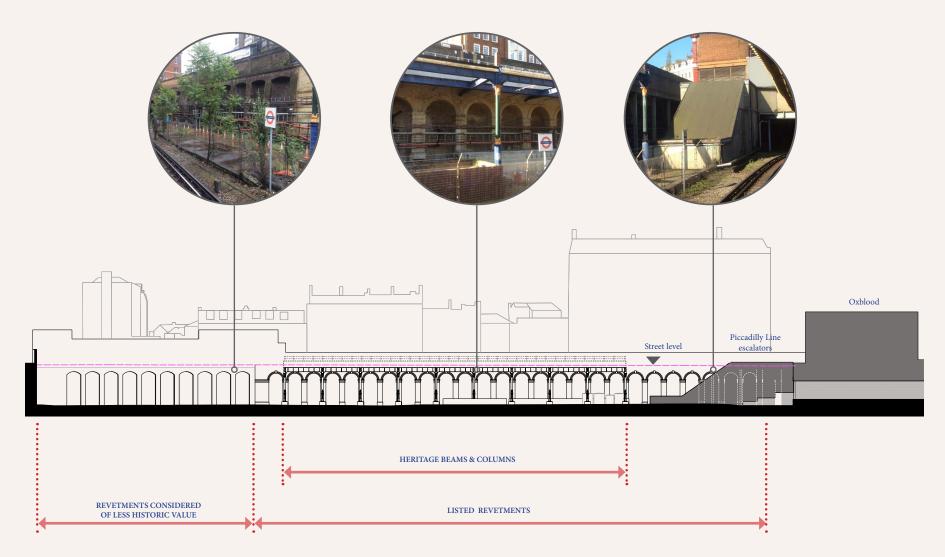
HERITAGE STEEL BEAMS AND CAST IRON COLUMNS

Both are located at station platform level and extend up to street level. The existing steel beams link directly into the top edge of the historic revetments.

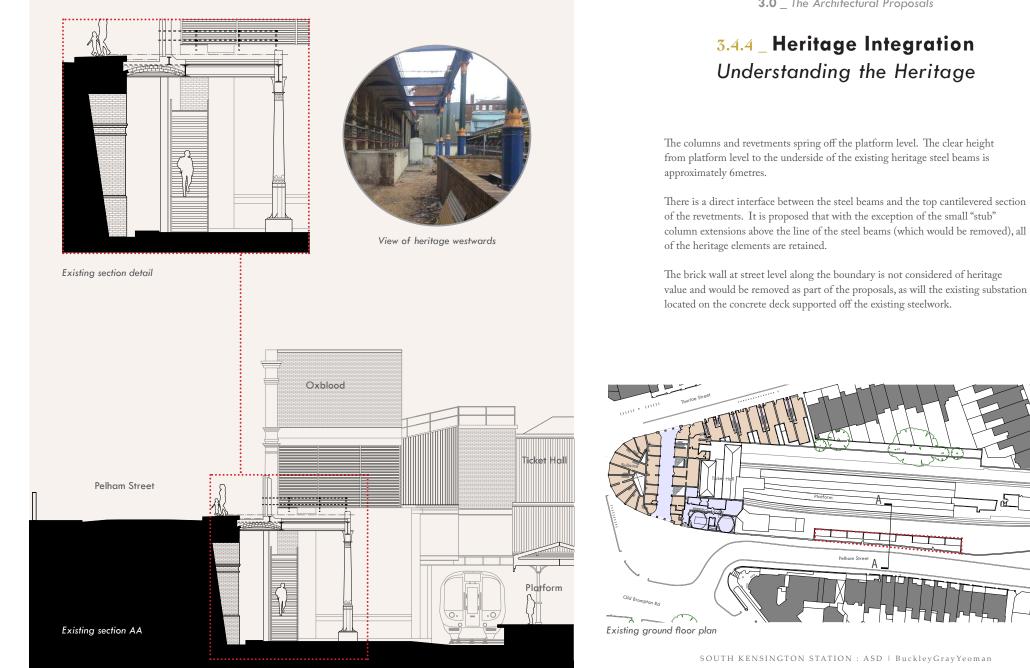
The existing steel and cast iron elements are part of the original station and therefore considered of particular heritage value. The beams and columns were subsequently used to support the later retail units built above along Pelham Street. They also supported the station canopy at platform level.

The proposals have been developed with a view to ensuring that the existing heritage elements are respected and taken into consideration.

3.4.4 **_ Heritage Integration** The Existing Heritage Elements



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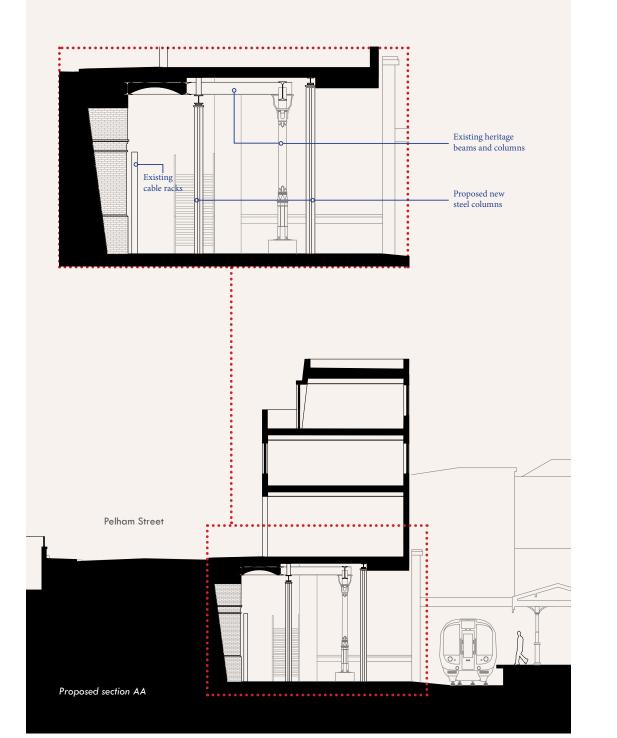


35

3.0 _ The Architectural Proposals

column extensions above the line of the steel beams (which would be removed), all

The brick wall at street level along the boundary is not considered of heritage value and would be removed as part of the proposals, as will the existing substation

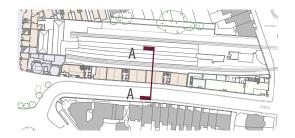


3.4.4 _ Heritage Integration Initial thoughts

The new structure for the proposals work around the heritage, particularly at ground floor slab level. Subject to the confirmation via measured survey information, the intention is to provide level access to the new ground floor retail units.

Where possible, existing obtrusions would be removed at low level. Slim profile steel columns support the new block and they are sensitively positioned around the existing columns.

On the revetment walls there is a significant amount of cabling running horizontally, serving the station. Operationally, these cannot be removed. Consideration was given to introducing a screen to conceal them and highlighting the best of the heritage. However on reflection and following input from RBKC, it is deemed that the most appropriate proposal is to expose these "working station" elements, whilst improving the condition of the original heritage.



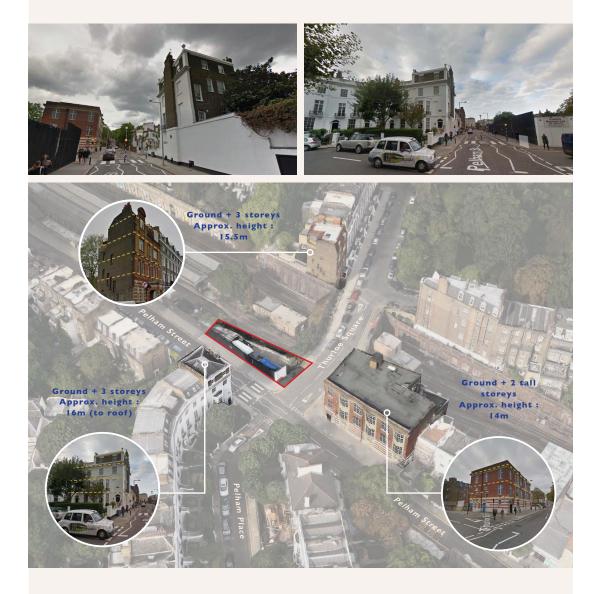
Proposed ground floor plan

3.4.5 _ Pelham Corner Massing Existing Context

The east end of the Pelham Street block presents a key junction in the new proposed new-build development.

As well as the physical constraints in terms of TfL stakeholder requirements there are potential servicing, plant, delivery and substation requirements in this location. These are described elsewhere and this section concentrates on the massing and townscape aspects.

There are a number of taller buildings at the junction of Pelham Street, Thurloe Square and Pelham Place. A number of these buildings are also considered of particular heritage value and therefore sensitive treatment of the facade and massing is important.



1

Retail at ground floor 3 storeys apartments above

Continuation of proposals along Pelham Street

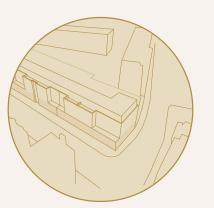
> Ground + 3 storeys Top floor set back

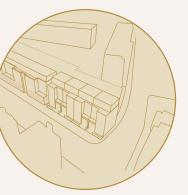


4 Storey Townhouses

To east end of Pelham Street

4 storeys Set back top floor





3

3 Storey Office block with set-back additional storey on corner

Office reception on corner location

Base scheme



3.0 _ The Architectural Proposals

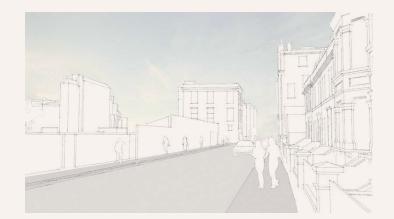
3.4.5 _ Pelham Corner Massing Options Considered

A number of options have been considered during the feasibility stage.

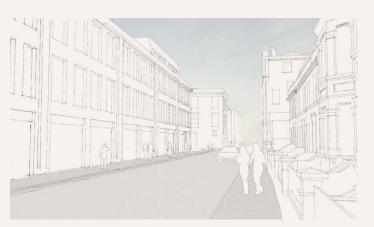
During early discussions with RBKC it has been recognised that the corner is a special condition which needs to be addressed in a different manner to the main block along Pelham Street in terms of its setting in massing terms.

Townhouses were investigated due to the increased depth of the site at the corner block. However there are potentially similar issues as addressed previously in this section, including the lack of defensible space and a buffer level to the working station below.

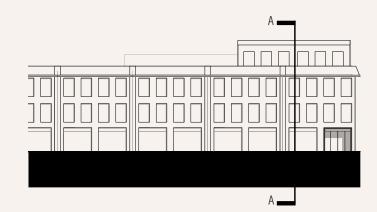
For the Base Scheme approach, it has been considered appropriate to introduce an office block and increase the scale at the corner with the introduction of an additional storey. There a number of taller buildings in the immediate context.



Existing view eastwards from Pelham Street



Proposed massing - view eastwards from Pelham Street

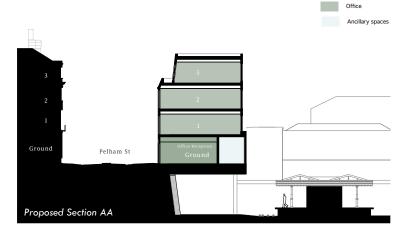


Proposed Pelham Street elevation of corner condition **3.0** _ The Architectural Proposals

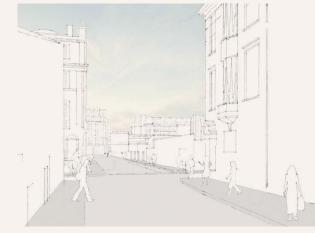
3.4.5 _ Pelham Corner Massing Base Scheme

The street sketch views suggest that the additional storey at this corner of Pelham Street sits well in the context of the adjacent buildings. It also gives prominence to its important corner location.





3.4.5 _ Pelham Corner Massing Base Scheme



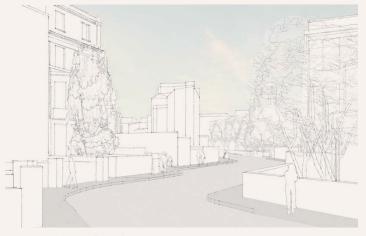
Existing view westwards from east part of Pelham Street



Proposed massing - view westwards from east part of Pelham Street

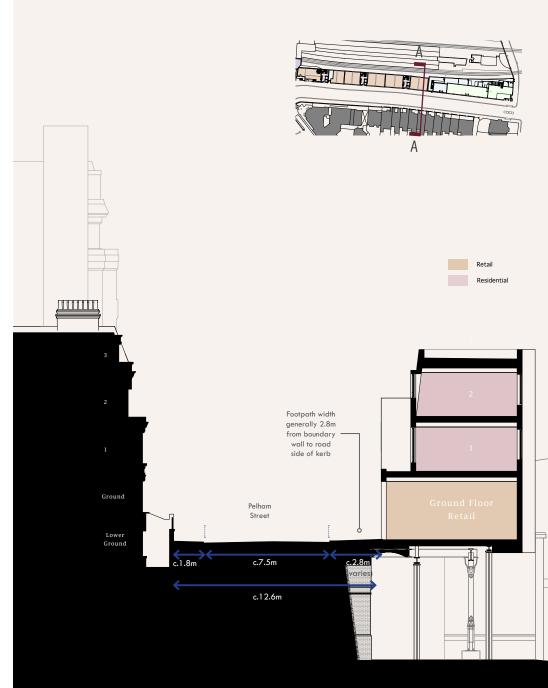






Existing view from Pelham Place





3.4.6 _ Pelham Retail Contextual Analysis

During the feasibility stage, TfL have given careful consideration to reintroducing retail along the central and western portion of Pelham Street, in conjunction with proposing the office use class towards the east edge.

In townscape and massing terms, retail is considered by the design team to be an appropriate solution at ground level for reasons identified earlier in this document. An important aspect is that the retail units would act as a buffer between the busy railway and the residential apartments above.

The Retail Group have been commissioned by TfL to carry out a research-based assessment on the retail opportunities. Their report is a separate document to this feasibility study.

The design team has assessed scale, look and feel of the retail and relevant precedents, in order to identify appropriate solutions in the context of the current residential nature of this portion of Pelham Street.

Alongside this work, the design team have also been assessing retail requirements for footpath widths, parking, deliveries and servicing/waste collection.

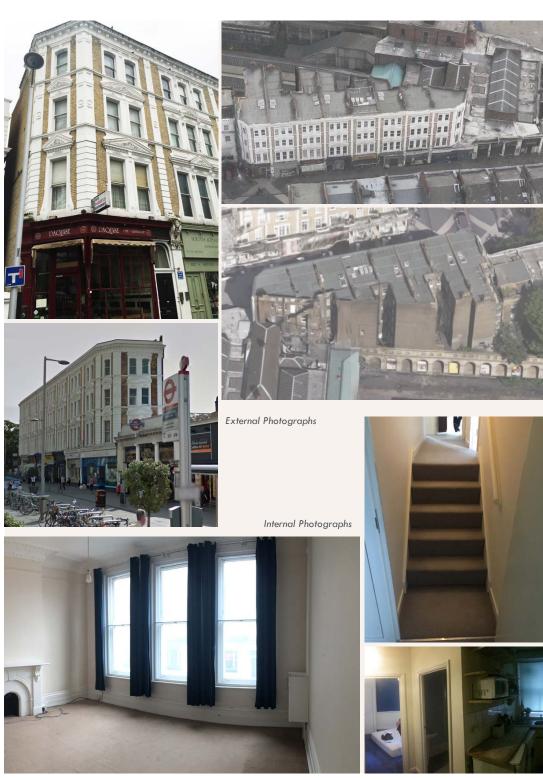
Consultation with RBKC and key stakeholders has informed the assessment of the different retail types and highlighted the importance of curation, control and management of the retail offer for it to endure. Consultation is expected to continue going forward.



3.5

Thurloe Street

SOUTH KENSINGTON STATION : ASD | BuckleyGrayYeoman



3.5.1 _ The Existing Building

The Exterior

The exterior is a well detailed 19th century 4 storey building. Its prominent front facade faces on to Thurloe Street. There are separate residential and retail entrances at ground floor level. The shopfronts on to Thurloe Street lack any kind of continuity or presence on the street.

The rear of the building has been the subject of various alterations over the years

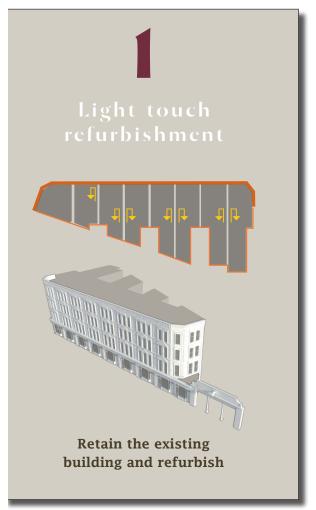
In heritage terms, 20-34 Thurloe Street is considered a relatively attractive but an ultimately ordinary, good quality late Victorian building which makes a positive contribution to the Conservation Area.

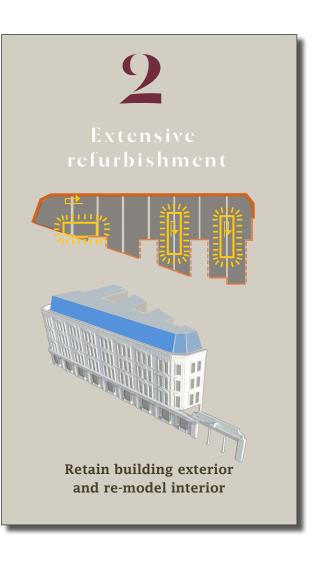
The Interior

Retail units are located at ground floor with retail storage and ancillary spaces at basement level. At the upper floors the use is largely residential with some commercial office units. The residential apartments (where access was provided to inspect) appear to be of varying size and quality.

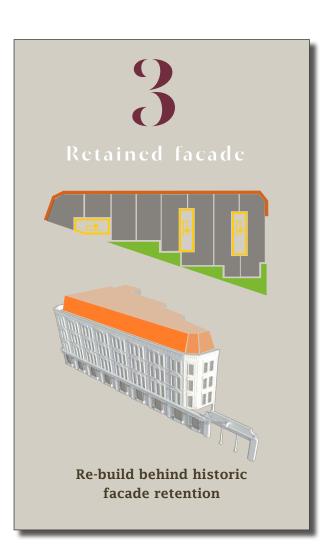
There are a mix of dual aspect and single aspect units. Large front rooms with full height windows overlook Thurloe Street, in contrast to reduced height rooms to the rear where stepped levels occur.

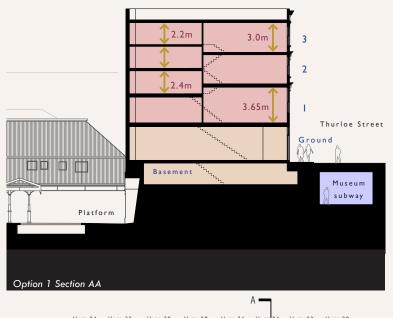
3.5.2 _ **Options Considered** Overview

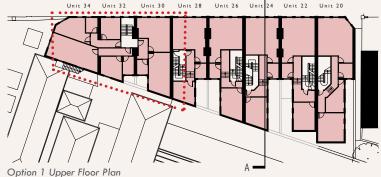




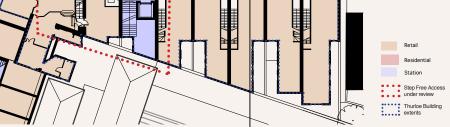
Three options considered











3.5.2 **Options Considered** Option 1 - Light touch

Retain the existing building and refurbish

Opportunities & Constraints

- Existing facades and building structure & fabric retained
- Good floor to ceiling heights fronting Thurloe Street

but

- Low ceiling heights to rear above first floor
- Stepped levels to rear new lifts not viable
- No level access from the street to retail and residential units limitation with retained existing floor levels

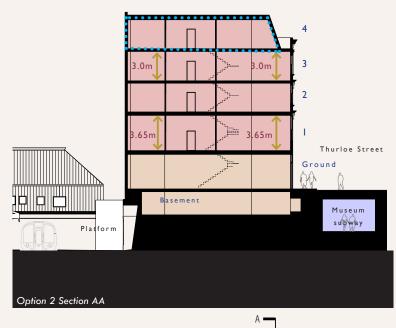
Key Moves

Ground Floor

- Retain and restore entrances to residential
- Existing footprint of retail units retained
- Step free access down to ticket hall

Upper Residential Floors

- Retain and upgrade the existing building
- Modernise the existing apartment layouts
- · Constraints to meeting modern plan standards





3.5.2 Options Considered Option 2 - Extensive Refurbishment

Retain building exterior and re-model interior

Opportunities & Constraints

- Level the floors throughout to create improved floor to ceiling heights
- Add an additional storey
- Install a new lift to create accessible accommodation
- Dual aspect flat layouts generally

but

- Re-alignment of window positions at rear required to incorporate new levels
- · Some compromises to meet modern plan standards

Key Moves

Ground Floor

- New residential entrances positions retained
- Existing footprint of retail units retained (some loss due to cores)
- Step free access down to ticket hall

Upper Residential Floors

- Retain and upgrade the existing building
- Create accessible apartments and install a new lift and stairs
- Meet current housing standards



3.5.2 Options Considered Option 3 - Retained Facade

Re-build behind historic facade retention

Opportunities & Constraints

- Retain the historic facade to Thurloe Street
- Install a new lift to create accessible accommodation
- Level the floors throughout to create improved floor to ceiling heights
- Dual aspect flat layouts throughout
- Add an additional storey
- New south facing terraces/winter gardens

but

- Requires demolition of existing rear facades and building structure
- · Proposals would require justification in relation to relevant planning policies
- Feedback from CWG resistant to facade retention
- Consideration of sequencing and construction implications

Key Moves

Ground Floor

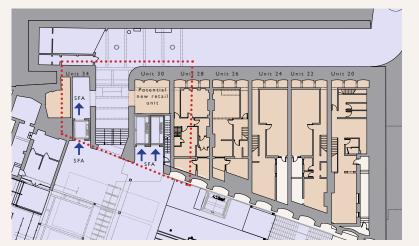
- New residential entrances positions retained
- · Footprint of retail units increased
- Step free access down to ticket hall

Upper Residential Floors

- Create accessible flats with new lifts and stairs
- Improve the quality and size of living spaces
- Provide terrace spaces to the rear



Proposed Ground Floor Plan



Proposed Basement / Ticket Hall Level Plan

3.5.3 _ Our Approach Base Scheme Proposals

Light Touch Refurbishment (Option 1)

Proposed Uses - Each Level

Retail and Restaurant Units

Ground Floor and Basement Level

Residential

• 1st Floor to 3rd Floor Mezz. & Common parts - Ground to 3rd Floor Mezz

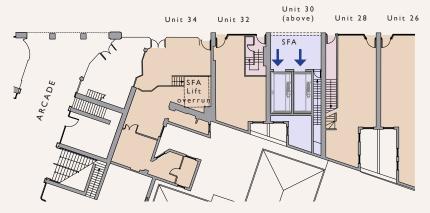
The Proposals : Scope & Extent of Works

Facade - Upgrade and replacement windows to match existing style, to upper floors. Reinstatement of historic shopfronts to match their original design (some shopfronts are original). Other minor facade works, roof upgrading.

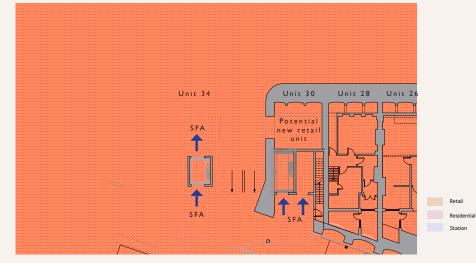
Retail units - No works beyond new shopfronts and incorporation of Step Free Access requirements. Retail units to remain with stepped access. Allow making good around the area of shopfront replacement and façade treatment. Retail units left as shell.

Residential floors - Reconfigure apartment layouts where necessary, extend in some cases to improve size/layouts (extent TBC) to include some new partitions, new bathrooms and kitchens, internal redecoration, new wall and floor finishes New buildings services installations as required. Retain where possible. Changes in levels to residential floors towards rear of building to remain.





Proposed Ground Floor Plan - Step Free Access



3.5.3 Our Approach Step Free Access

New station entrance & Step Free Access

A new, additional station entrance with Step Free Access (SFA) is required. Having assessed operational and physical constraints, a part of the Thurloe Street building (blocks 28 to 34) has been identified as the most appropriate location.

The proposed solution will include SFA from ticket hall to street pavement level, and from ticket hall to subway level. It is being configured to limit heritage impact and mitigate the effect on existing building occupants.

Provision of the solution is planned to coincide with the completion of the SFA link between the ticket hall and the two District and Circle Line platforms.

The proposals indicated on the adjacent plans indicate the early design principles for SFA which are currently being developed by the Station Capacity Upgrade design team and being incorporated into the design for the Around Station Development. The proposals are subject to further testing following receipt of detailed survey information and detail design coordination.

In summary, the proposals for SFA from Thurloe Street to ticket hall level are to provide two lifts through what is currently the retail unit in No. 30 Thurloe street, to the east of the museum subway steps.

Step free access between the ticket hall level and the museum pedestrian subway is via a dual access lift located to the west of the existing retained subway steps.

Proposed Basement / Ticket Hall Level Plan - Step Free Access



Rear Elevation - overlooking the station

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E EE EEE EEE		

Existing Front Elevation - Thurloe Street



Proposed Front Elevation - Thurloe Street

3.0 _ The Architectural Proposals

3.5.3 **Our Approach** Facade

Key Moves

As described above, the proposals are to retain to the existing facades throughout. The proposals can be summarised as follows:

Thurloe Street elevation

- Repair and restore the existing Thurloe St facade.
- Retain and upgrade the shopfronts to unify the retail offering
- Strengthen and improve the retail identity

Rear elevation

• Retain and repair the existing rear elevation



View of Thurloe Street building



Front Elevation - Thurloe Street

3.5.3 _ **Our Approach** Facade & Shopfronts

How it might look...



d Front Elevation - Thurloe Street







Original shopfront

Ornate details



Proposed Thurloe Street shopfronts

3.0 _ The Architectural Proposals

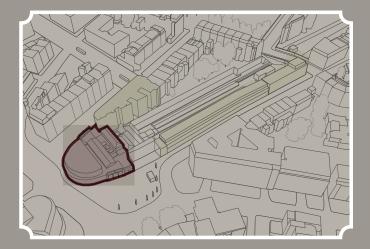
3.5.3 **Our Approach** Shopfronts

Key Moves

- Reinstatement of original shopfronts to match heritage detail Medici Gallery shopfront is considered to be original.
- New retail and residential entrances respect the original facade locations the retail entrance is recessed, with the residential entrance flush to the main shopfront. Both have large fanlights above.
- Generally the shopfronts are timber framed, with the exception of the most westerly unit, which contains some bronze detailing where it meets the curved arcade shopfront.
- Residential and retail entrances will maintain stepped access into the units as the existing floors are being retained.
- The overall intent is to introduce a unified approach to the shopfronts whilst respecting the original heritage.



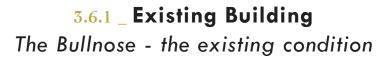
Unified shopfront approach



3.6

The Bullnose & Arcade

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The "Bullnose" refers to the semi-circular single storey massing block abutting the arcade to the most westerly point of the station site. The Bullnose was commenced (but not completed) at the same time as the station arcade.

Historic photographs show some of the original shopfronts having curved Edwardian style frontages, so it is likely that at one stage they all had the same heritage style. Over the years the shopfronts have been subject to various piecemeal additions / replacement.

Today, the Bullnose suffers from a lack of legibility, unity and consistency. The relationship to the listed arcade has also been diluted by changes in height of shopfront fascias. Cornices and pilasters are the only remnant of original design.

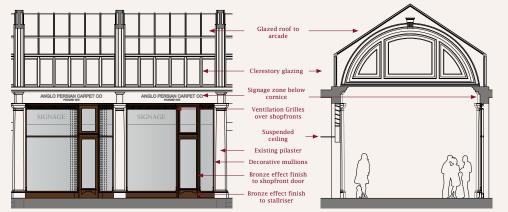
The statutory list description on Historic England's website does not identify the Bullnose (or the individual shops that it forms) as being listed.



Existing site photographs

Existing Elevation - Thurloe Street, Arcade and Bullnose interface





light fittings

Existing shop front elevation & section

Existing arcade section





Existing arcade with features

Existing shopfront with features

3.0 The Architectural Proposals

3.6.1 _ Existing Building The Arcade - The Heritage

The shopping arcade, designed by George Sherrin in the same location as the original station building, was built in 1907 and maintained the station's pedestrian link between Alfred Place West (now Thurloe Street) and Pelham Street and provided covered shops. The arcade and ticket hall were designed as a single architectural experience by George Sherrin.

The arcade in its current form is identified by a number of key Edwardian features, which remain from the original building, a number of which are referred to in the listing, including:

- Original retained shopfronts, finished in dark stained wood and bronze, • with four units retaining their historic shopfronts today. The internal layouts do not appear to preserve historic fabric (investigations and recording may be required to determine the extent of any surviving material).
- Wrought iron lettering at the north and south entrances
- Original iron and glass vaulted roof along the length of the arcade
- Decorative cornicing and Doric columns
- · Tiffany-style pendant light fittings

The western facade of the arcade is aligned exactly with that of the original station and small basement alcoves that exist today underneath Thurloe Street appear to be of Victorian origin. If these foundation elements have been retained, it is very possible that the foundation walls of the original building across the tracks were also reused.



3.6.1 _ **Existing Building** The Arcade - Recent Alterations

As with the Bullnose, the existing shopfronts have been subject to various piecemeal alterations over the years. There is a lack of legibility, unity and consistency.

Through the removal of the original shopfronts, little regard has been paid to the arcade's listed features. The large majority of the original shopfronts have been removed.

In the replacement shopfronts, the verticality and proportions of the original design has been reduced. Shop signage and roller shutters have been installed with little or no consideration of the size, scale and aesthetic.



Unsightly ventilation grilles

Inconsistent graphic styles

Various store fronts

TREATS

Varied signage and shop openings

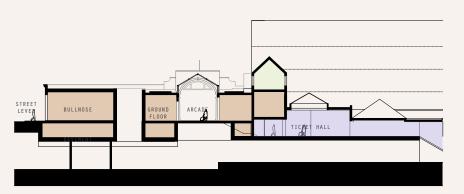
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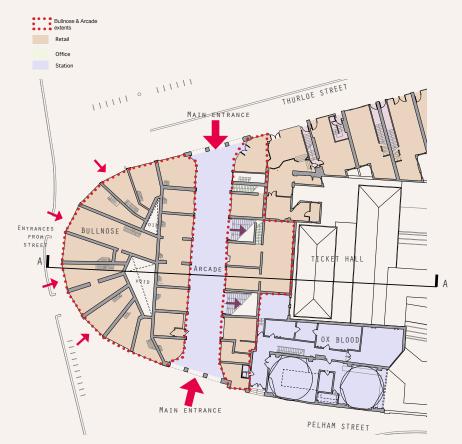
Finla

Inconsistent signage

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Existing Section AA



Existing Ground Floor Plan

3.0 _ The Architectural Proposals

3.6.1 _ **Existing Building** Entrance Level

Whilst considered together, the Bullnose & Arcade are essentially two distinct elements which abut along the back wall of the west arcade units, understood to be the rear wall of the original Metropolitan Railway station.

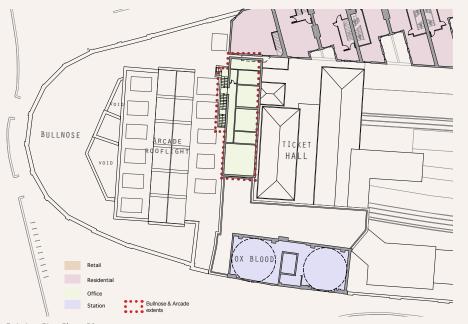
At entrance level, these elements consist of one storey retail units (with most linking to basement storage). There are over 20 retail units in total, ranging in size from approx. 190sqft to 900 sqft (ground floor only).

The Bullnose retail units are arrayed in a fan shape around a central point and are quite deep in plan. The arcade retail units are typically approx. 4.5m deep and 3.5m wide, though some have been opened up to take more than one of the original units.

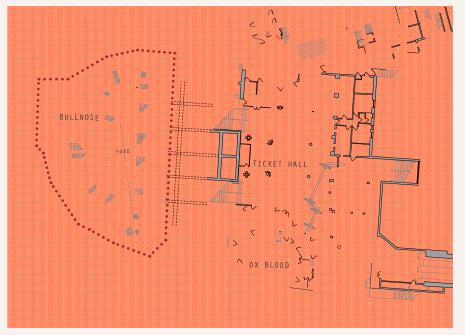
The arcade is the main entrance to the station with two sets of stairs linking directly off the arcade down to the ticket hall level. The station entrance experience has been impacted by the reduction in the quality of the retail look and feel.



Aracde view looking north



Existing First Floor Plan



Existing Basement Plan

3.0 _ The Architectural Proposals

3.6.1 _ Existing Building

First Floor Level

The Bullnose and Arcade is generally limited to a single storey, with a flat roof construction. The arcade shopfronts originally had rooflights, most of these now covered over.

The arcade vaulted glass roof is currently undergoing maintenance works, with the glazing being replaced and upgraded.

There are a limited number of first floor units accessed via stairs from the arcade entrance level. These are currently understood to be office space / storage and are located over retail units and the ticket hall.

Basement Level

At basement level, there are retail storage spaces linked to the ground floor units above in the Bullnose and the west edge of the arcade.

Units are accessed via steep stairs from ground floor and also constrained by a reduced head height. Large girder beams provide the structure for the Bullnose basement floor plate above the railway line. The beams project above the finish floor level. The opportunity to reconfigure these spaces is therefore limited.

3.6.2 _ Options Considered

Two options have been progressed further following consideration from TfL and positive feedback from consultees:

Option 1

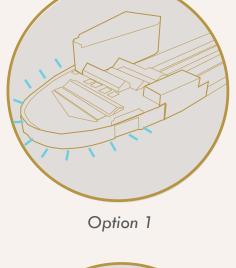
Light Touch

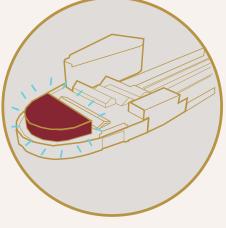
- No additional massing at first floor level
- The existing retail layouts of the Bullnose and arcade largely retained
- Heritage shopfronts reintroduced

Option 2 - Base Scheme

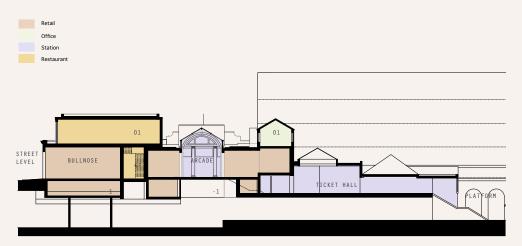
Additional Setback Storey

- New storey at first floor over the Bullnose set back from street
- Opportunity for restaurant or office linked from ground floor
- Essence of existing retail layout of Bullnose retained
- Heritage shopfronts reintroduced

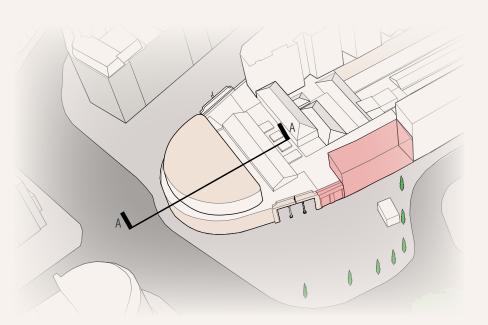




Option 2



Section AA - Base Scheme



3D view - Base Scheme

3.0 _ The Architectural Proposals

3.6.3 **Our Approach** Base Scheme

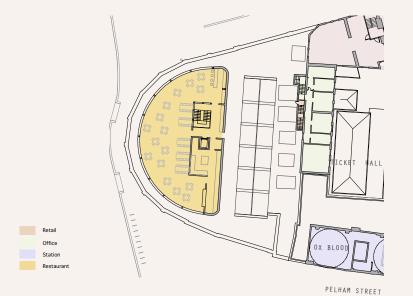
Key Moves:

The Base Scheme proposes the following:

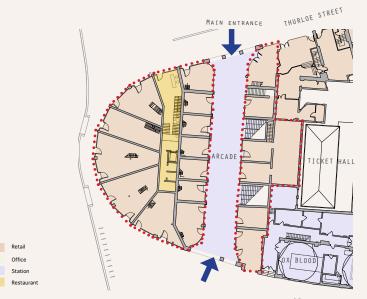
- New massing element at first floor level set back from the street
- Opportunity to provide space for a signature restaurant, with access from the Bullnose entrance level
- Retail space to Bullnose ground floor
- Arcade rooflight height maintained
- Reintroduce heritage shopfronts to Bullnose and arcade
- Basement retail storage maintained where feasible (no alterations to existing layouts)
- Existing office space at first floor level retained



Signature restaurant precedent



Proposed First Floor Plan - Base Scheme



Proposed Ground Floor Plan - Base Scheme

PELHAM STREET

3.0 _ The Architectural Proposals

3.6.3 _ **Our Approach** Base Scheme

Ground Floor - Entrance Level

- Retention of the fan-shaped essence of the Bullnose retail unit layouts larger units introduced
- Infill of void to the rear of Bullnose at ground floor level
- New structure and facade retention above ground floor structural slab
- One retail unit and void infill space used to create entrance space and circulation link for first floor restaurant
- Access to basement retail storage maintained where feasible no alterations to existing layouts
- Arcade retail unit layouts largely retained Minor rationalisation and improvements

First Floor

- One large restaurant at first floor linked to ground floor entrance level
- Potential for alternative use as office space circulation works with similar principles
- Refurbishment of existing office space to east of arcade

3.6.4 _ Celebrating the Heritage Arcade heritage shopfronts

The proposals for the arcade seek to understand the detail of the existing heritage shopfronts and reinstate / replicate these throughout

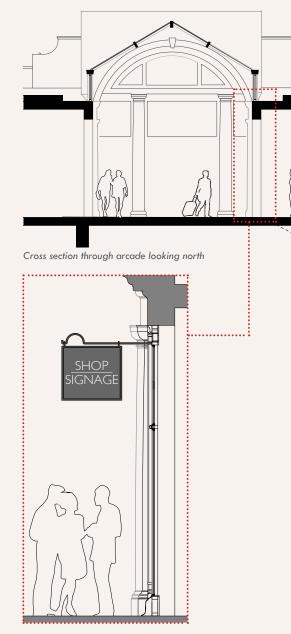


Type 1 Offset door entrance

Type 2 Recessed curved entrance

3 main heritage shopfront types:

Type 3 Special Conditions - Towards arcade entrances



Shopfront section detail

Original signs





Tiffany style pendant lights

3.0 _ The Architectural Proposals

3.6.4 _ **Celebrating the Heritage** The Arcade

As well as upgrading the existing shopfronts the intention is to enhance the listed George Sherrin Arcade and its heritage features.

Removal of ad-hoc fittings and reconsideration of inappropriate decoration of original elements will also be part of this process



3.6.4 _ Celebrating the Heritage The Arcade - Elevations

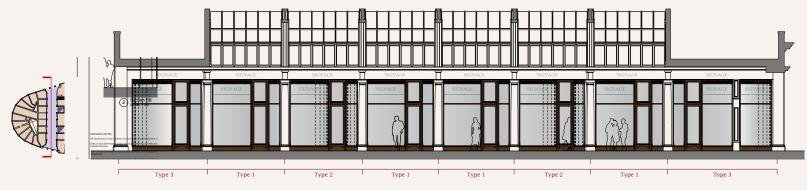
Heritage shopfronts (encompassing the 3 types identified previously) are proposed to the entire elevation of the arcade, enhancing the station entrance experience.

 Image: state stat

Type 1 : Offset door entrance

Type 2 : Recessed curved entrance

Type 3 : Special Conditions - Towards arcade entrances



Proposed West Elevation / Section

Proposed East Elevation / Section

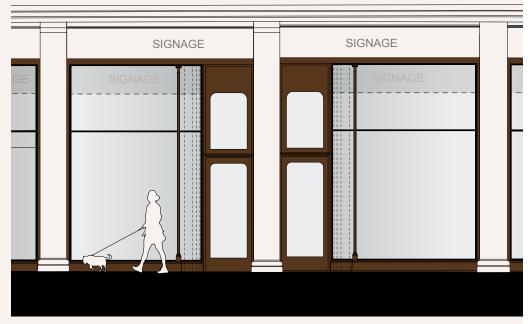
3.6.4 _ **Celebrating the Heritage** The Arcade - How it might look



3.6.4 _ Celebrating the Heritage The Bullnose Shopfronts

The proposals seek to reinstate the original Bullnose shopfronts, thus creating a stronger link with the arcade shopfronts.

The full height glazed shopfronts bring back the verticality of the original Bullnose bays. Curved entrances are reintroduced and a palette of bronze and timber is proposed for the materials.



Bullnose typical shopfronts from Thurloe Street

Bullnose Elevation from Thurloe Street- Proposed shopfronts





Existing shopfronts

Original shopfronts



Existing view south east towards Bullnose from Cromwell Place

(1)

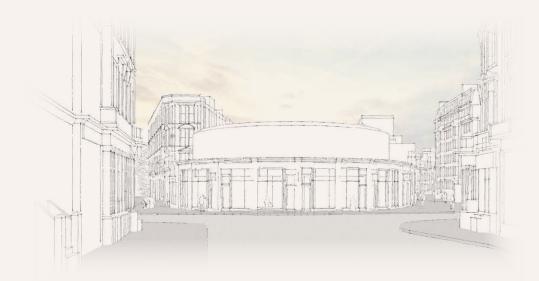


3.0 _ The Architectural Proposals

3.6.5 _ **The Bullnose Massing** How it might look

A series sketch massing views of the Bullnose have been developed to assess the impact of the proposed additional storey, from key views around the station.





(2) Proposed view east towards Bullnose from Harrington Road



Proposed view north west towards Bullnose from Onslow Square

3

3.0 _ The Architectural Proposals

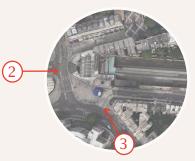
3.6.5 _ The Bullnose Massing How it might look



Existing view east towards Bullnose from Harrington Road



Existing view north west towards Bullnose from Onslow Square



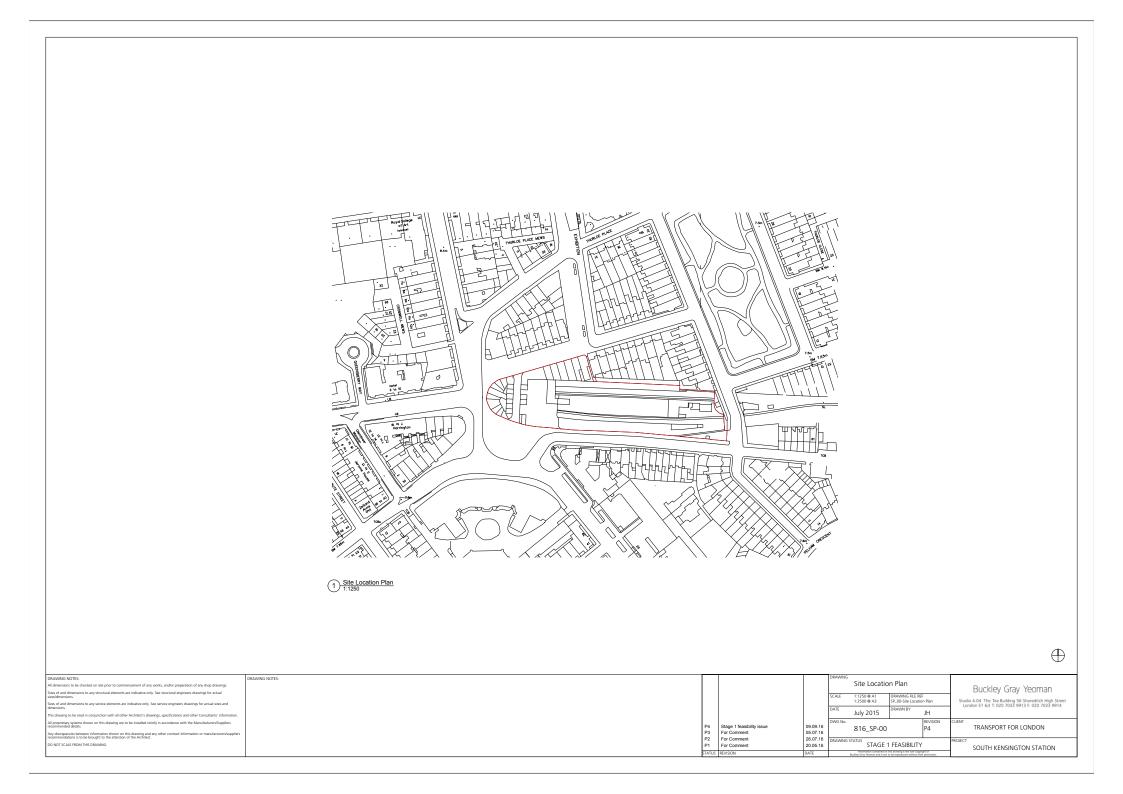
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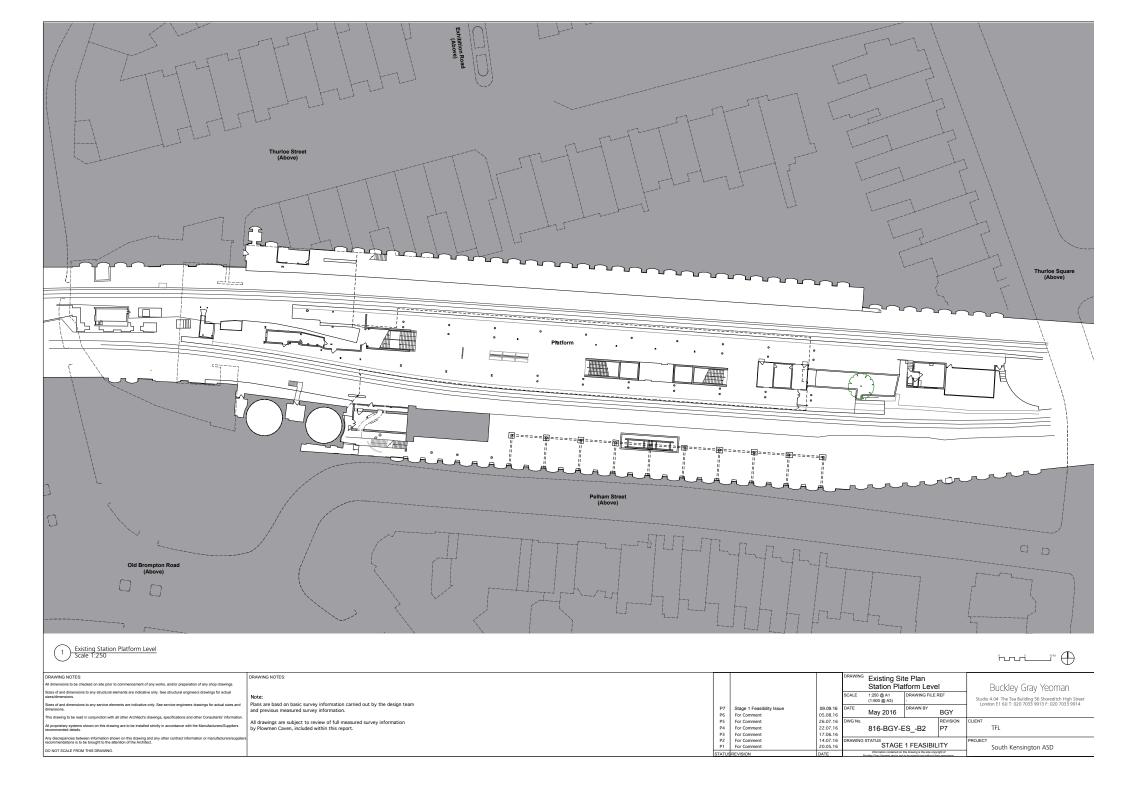
Architectural Drawings

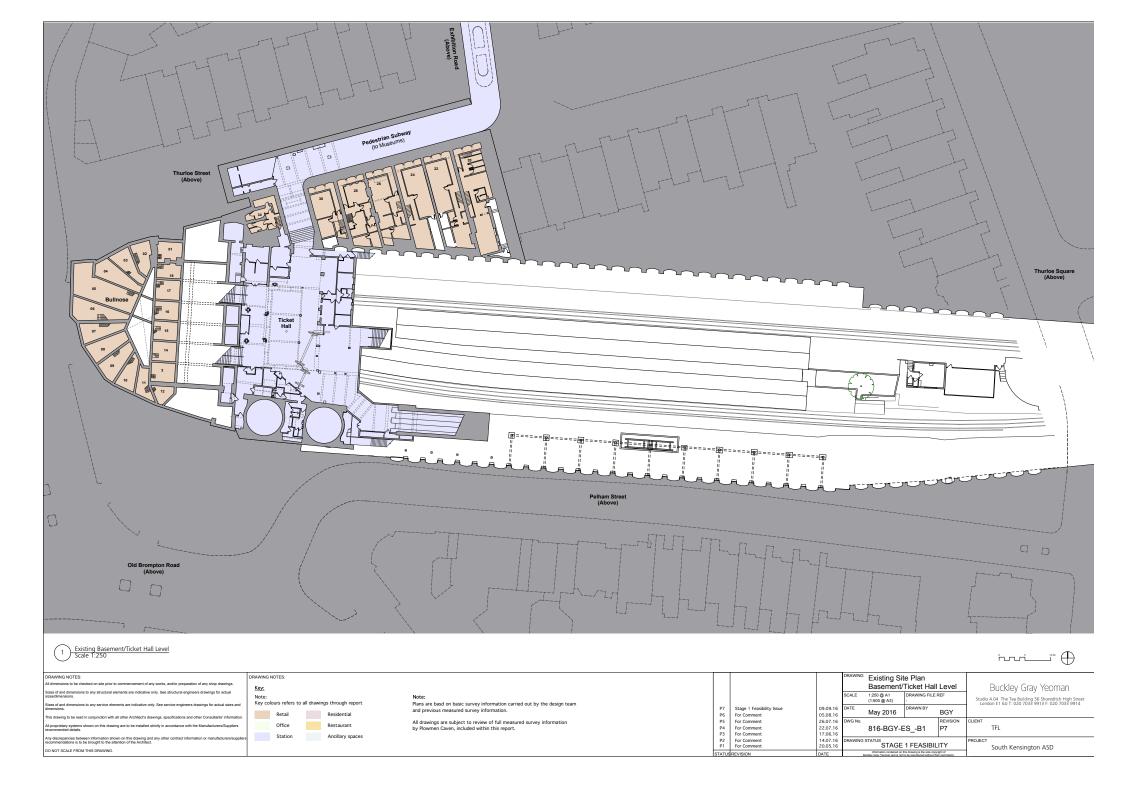
SOUTH KENSINGTON STATION : ASD | BuckleyGrayYeoman

4.1 _ **Drawings** Existing and Proposed

00	Site Location Plan	1:1250
B2	Existing Site Plan Platform Level	1:250
B1	Existing Site Plan Basement/Ticket Hall Level	1:250
00	Existing Site Plan Street Level Plan	1:250
01	Existing First Floor Site Plan	1:250
02	Existing Site Plan Second Floor	1:250
03	Existing Site Plan Third Floor	1:250
04	Existing Site Plan Third mezz Level	1:250
05	Existing Site Plan Roof Level	1:250
B2	Proposed Site Plan Platform Level	1:250
B1	Proposed Site Plan Basement /Ticket Hall Level	1:250
00	Proposed Site Plan Street site Floor	1:250
01	Proposed Site Plan First Floor	1:250
02	Proposed Site Plan Second Floor	1:250
03	Proposed Site Plan Third Floor	1:250
04	Proposed Site Plan Fourth Floor	1:250
05	Proposed Site Plan Roof Level	1:250
	B2 B1 00 01 02 03 04 05 B2 B1 00 01 02 03 04	B2Existing Site Plan Platform LevelB1Existing Site Plan Basement/Ticket Hall Level00Existing Site Plan Street Level Plan01Existing First Floor Site Plan02Existing Site Plan Second Floor03Existing Site Plan Third Floor04Existing Site Plan Roof Level05Existing Site Plan Roof Level08Proposed Site Plan Basement /Ticket Hall Level09Proposed Site Plan Basement /Ticket Hall Level00Proposed Site Plan Street site Floor01Proposed Site Plan First Floor02Proposed Site Plan First Floor03Proposed Site Plan Foor04Proposed Site Plan Foor05Proposed Site Plan First Floor06Proposed Site Plan Foor07Proposed Site Plan Floor08Proposed Site Plan Floor09Proposed Site Plan Floor01Proposed Site Plan Floor03Proposed Site Plan Floor04Proposed Site Plan Floor









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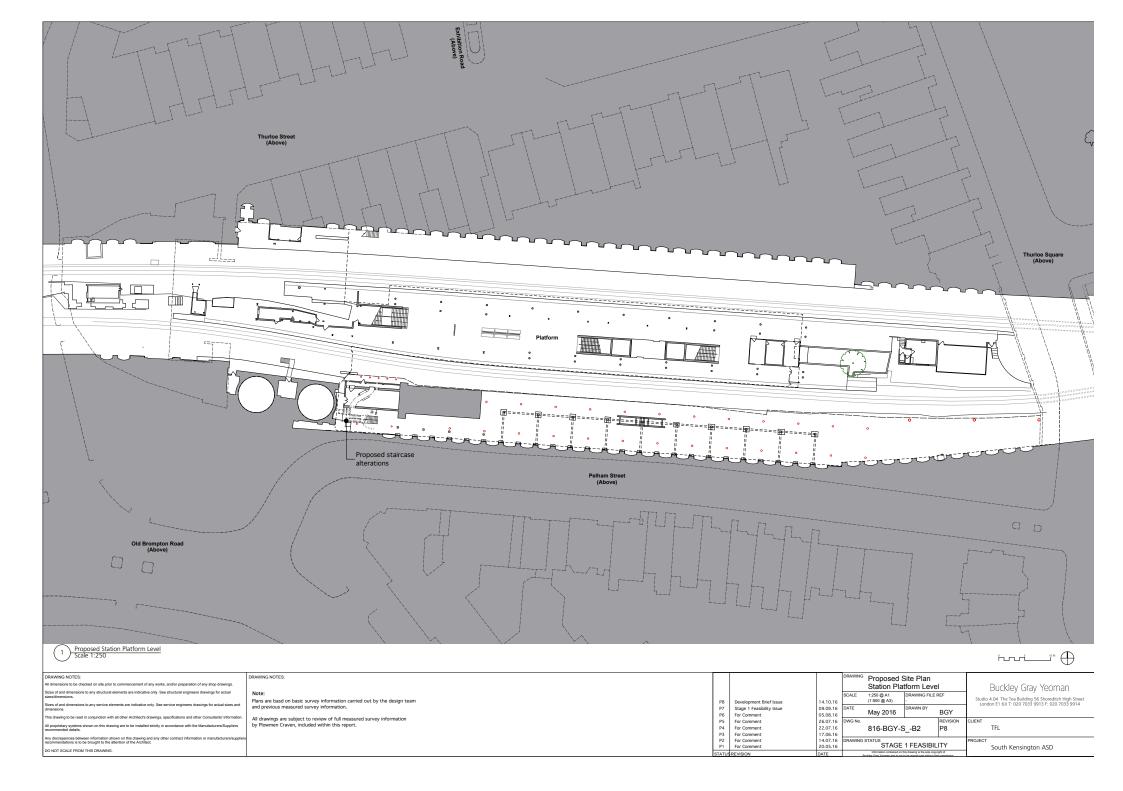


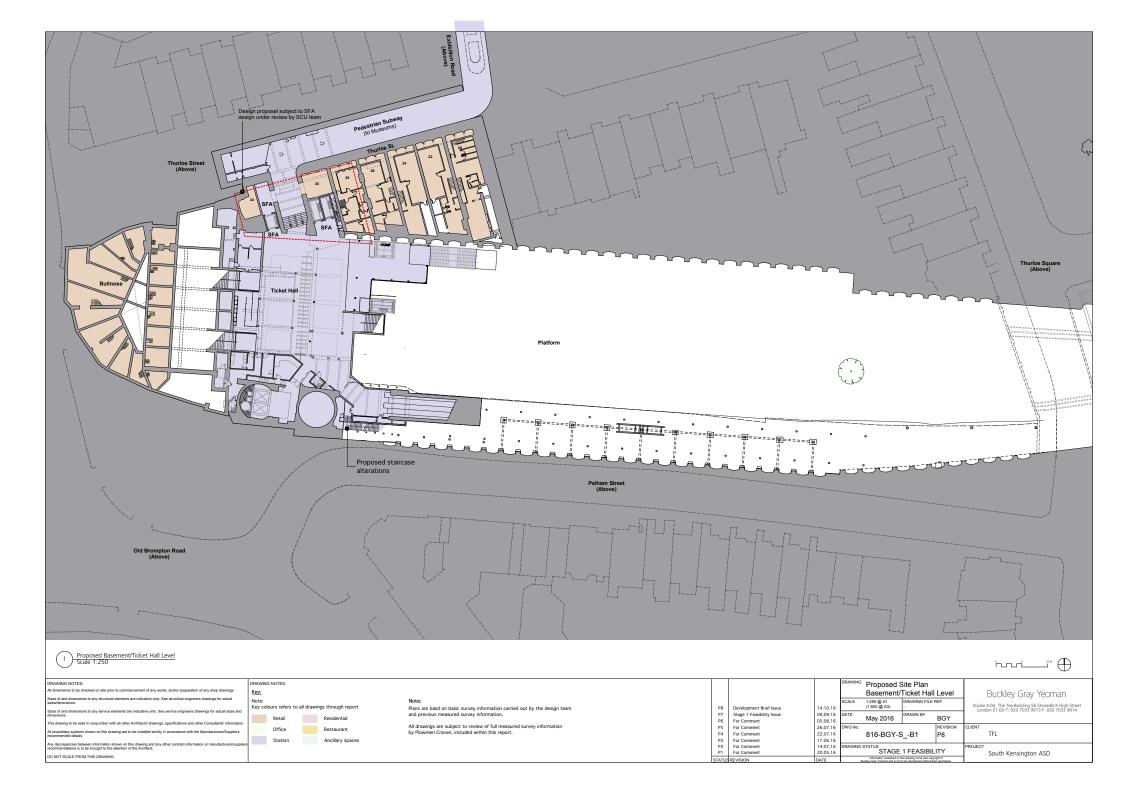




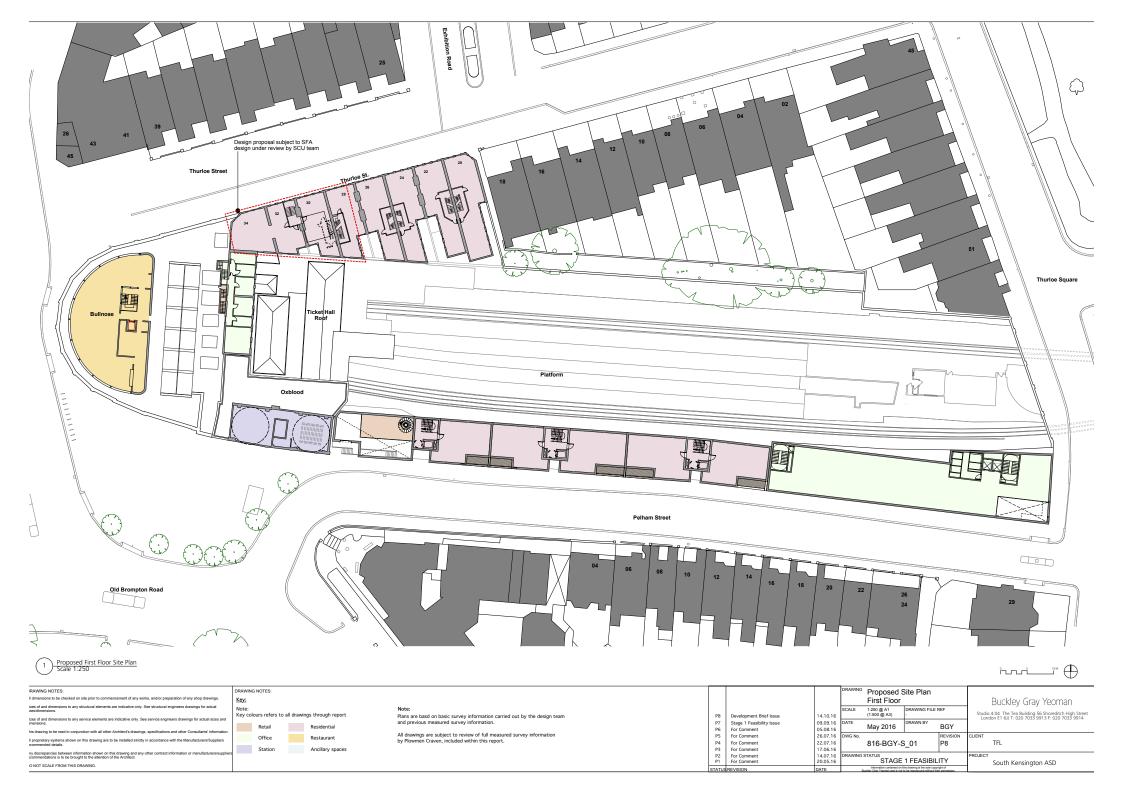
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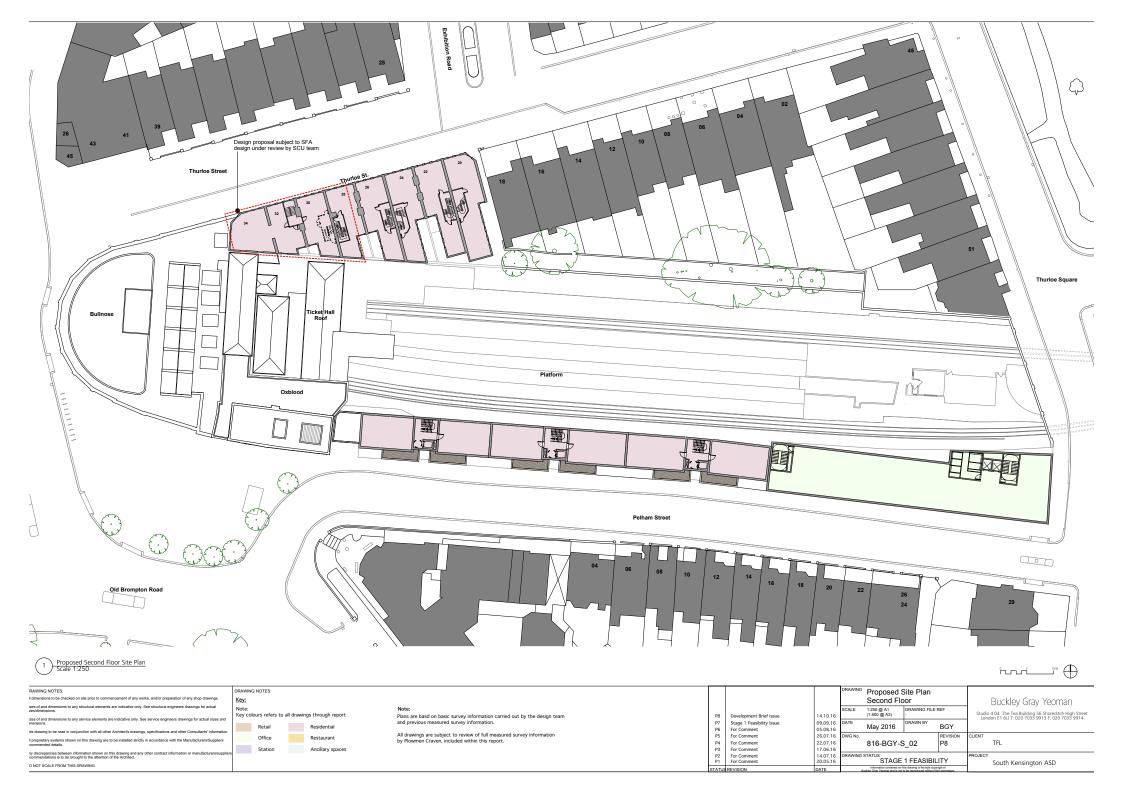
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BuckleyGrayYeoman

Studio 4.04 The Tea Building 56 Shoreditch High Street London E1 6JJ

T +44 20 7033 9913 E mail@buckleygrayyeoman.com W buckleygrayyeoman.com

Appendix 2: Pre-application letter from Royal Borough of Kensington & Chelsea dated 2 December 2016

Planning and Borough Development Kensington Town Hall, Hornton Street, LONDON, W8 7NX



AND CHELSEA

Executive Director Planning and Borough Development Graham Stallwood

Mr J Castle Deloitte LLP Athene Place, 66 Shoe Lane, London, EC4A 3BQ

My Ref PRE/AR/16 /04562/LEV 4

Please ask for: Mr. M. Lomas, Development Management Team Leader

Date: 02/12/2016

TOWN AND COUNTRY PLANNING ACT 1990

Dear Mr Castle

Address: South Kensington Underground Station, Pelham Street, LONDON, SW7 2ND Proposal: Redevelopment around South Kensington Station

Attached is my Level 4

advice on your proposal. The levels of advice we provide are explained in our guide *Getting advice before making an application*, which can be viewed on our website at: http://www.rbkc.gov.uk/advice

If you would like further advice to develop your proposal, *Getting advice before making an application* also explains how you can ask as to advise further.

Yours sincerely

Martín Lomas

Martin Lomas Development Management Team Leader

Email: Planning@rbkc.gov.uk Web: www.rbkc.gov.uk/planning THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA tion, Pelham Street, LONDON, SW7

South Kensington Underground Station, Pelham Street, LONDON, SW7 2ND

Advice report for Redevelopment around South Kensington Station

Our reference: /AR/16/04562 Date: 29/11/2016

1.0 Summary

1.1 In summary I advise:

- Considerable discussion has been held in relation to the Brief and TfL and their representatives have responded positively to suggestions and advice throughout the process.
- ii. The approach to the ASD and the Development Brief are broadly supported.
- It is recognised that significant engagement with local community groups has taken place and this has been a positive and welcome part of the process.
- More detailed advice on the most pertinent matters in the Brief is set out below.
- 1.2 The advice is given in good faith, it is based on the information provided and the assessment of the proposals has not been subject to public consultation by the Council. It does not bind the Council to a particular course and is made without prejudice to any formal determination which may be given in the event of an application being submitted.
- 1.3 As the scheme evolves you are strongly encouraged to seek further advice and I would welcome the opportunity to be of further assistance. Information on the advice service is available at: www.rbkc.gov.uk/advice. If you refer to our advice in public consultation events or marketing please ensure that you accurately reflect the full extent of the advice provided.

2.0 Relevant planning history

The planning history for the site is set out in section 4 of the Brief and no further comment in required.

3.0 Main relevant strategies and policies

The Development Plan

3.1 Section 4 of the Brief sets out some of the policies and considerations relevant to the ASD. The list is not exhaustive although this is recognised in the document and it is not considered necessary to be exhaustive at this early stage. It gives an overview of some of the important considerations. However, it is notable that many Local Plan policies are not referred to and worth highlighting here, although again not exhaustive at this early stage:

	Consolidated Local Plan
Conservation Area &	CL3, CL4
listed buildings	
General townscape	CL1, CL2, CL6, CL8, CL9, CL10, CL11, CL12, CR2, CR4
Living conditions	CL5, CE6
Housing	CH1, CH2, CH3
Office	CF5
Retail	CF1, CF2, CF3
Transport	CT1, CR7

These documents can be found at:

Consolidated Local Plan:

https://www.rbkc.gov.uk/planning-and-building-control/planning-policy/local-plan/localplan

Supplementary Planning Documents and Guidance

- 3.2 Supplementary planning documents (SPDs) adopted by the Council relevant to the proposal are:
 - Transport and Streets
 - Planning Obligations
 - Shopfront Design Guidelines

More information on these documents can be found at: http://www.rbkc.gov.uk/planningandconservation/planningpolicy/supplementaryplanning.aspx

Other Strategies or Publications

- 3.3 Other local strategies or publications relevant to the proposal are:
 - Thurloe Estate and Smith's Charity Conservation Area Appraisal view at: <u>https://www.rbkc.gov.uk/planning-and-building-control/heritage-and-conservation-area-appraisals</u>
 - Mayor's Housing SPG
 <u>https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/s</u>
 <u>upplementary-planning-guidance/housing-supplementary</u>

4.0 Explanation

Overview

- 4.1 The Development Brief, as a whole and in general, is supported. The four elements of the proposals are broadly acceptable and the around station development (ASD) would deliver some significant benefits, such as step free access to the station, repairing the townscape on Pelham Street, improvements to the shopfronts along Thurloe Street, the Bullnose and within the arcade, and provision of housing.
- 4.2 The advice set out in this letter deals with the most pertinent matters and does not attempt to comment on the document in its entirety. Where comment is not made, this is because it can be broadly supported and is not considered necessary for wider reflection at this stage.

Land Use

<u>Retail</u>

- 4.3 With reference to paragraphs 5.12 to 5.25, the principle of the extension of the town centre along Pelham Street is broadly supported. However, as an "edge of centre" location, such an extension must be subject an impact assessment so that we can be satisfied it will not have a detrimental impact upon the vitality of South Kensington, and indeed of any nearby centre. The need for such an assessment is recognised in paragraph 6.15 of the Brief. This must be submitted as and when an application is made to reflect the nature of the borough's retail sector, and the health of its centres, at this time. However, it is agreed with paragraph 6.15 of the draft brief in that such as assessment should be "light touch." At 600 sqm the proposal extension to the centre is modest in scale. The impact assessment can be similarly modest. A formal sequential assessment will unlikely be necessary in this case. The centre has a low vacancy rate, it does not appear that there are large scale vacant units, or readily available sites within the centre, which could accommodate a proposal of this scale and nature.
- 44 The proposal is for the provision of what is described as "small separate shops" with an intention to "provide opportunities for independent retailers, in small units with front servicing, selling traditional high street real categories." This ambition is supported. Such a parade of units could strengthen the vitality and the viability of the South Kensington District Centre. However, it will be extremely difficult to secure these ambitions through the planning system. Nonetheless, the proposed retail units are of a size which would appear appropriate and likely to support, rather than harm, the vitality of the existing centre. In addition, this part of Pelham Street is more residential in character and therefore the introduction of commercial uses could impact upon the living conditions of the nearby residents. Small units serving local need are unlikely to create the footfall that could be argued to harmfully impact on living conditions. The physical layout of the proposed building, although indicative, would appear to prevent future expansion and amalgamation into larger units through the positioning of the residential cores. Conditions controlling the size of units and the number of units are tools that are available if they are justified in planning terms. This is something that would require more detailed exploration on the back of an impact assessment.
- 4.5 Specifically on the use of the new retail units, the principle of the provision of Class A1 retail units only is however supported. Such a parade of units could strengthen the vitality and the viability of the South Kensington District Centre. The approach within paragraph 1.15 and the development principles in section 6 for the retail units across the site not being weighted towards food and beverage is supported. Whilst there is a place for such uses within a centre such as South Kensington, it is generally expected that these are in more periphery areas. It must be recognised that it is not normally within the remit of the planning system to specify the nature of the Class A1 units proposed. An A1 shop can sell whatever goods the owner feels to be appropriate, be this goods catering for the tourist market or goods catering for 'local need' or indeed food.
- 4.6 The use of a retail management plan or the like for a proposal of this modest scale is likely to be difficult to justify. Where justified, conditions can be used to ensure development does not change in ways that would create a development that would have been refused due to its impact on the vitality and viability of an existing centre.
- 4.7 Paragraph 6.16 of the brief identifies the potential restrictions that could be used to control the impacts of the retail use on Pelham Street. These are appropriate but may also include those discussed above where justified.
- 4.8 Elsewhere across the site, the Bullnose is categorised as primary retail frontage within the CLP, with the units within the Arcade itself as secondary frontage. Any

subsequent applications will be assessed against CLP Policy CF3 which requires 80% of all units with the primary frontage to remain as A1 uses. Greater diversity is, however, supported in the secondary frontages, where 66% of units must remain in A1 use. This reflects the supporting role that such frontages can have to a centre – providing they are uses which may encourage a visitor to linger.

- 4.9 With reference to paragraph 5.29 the intention to refurbish the units within the Bullnose is supported. It is recognised that these units do provide the opportunity for the provision of larger units however, and notwithstanding the fact that amalgamation of retail units does not ordinarily require planning permission, the preference would be for the provision of a number of units in the Bullnose, rather than just one or two very large units. Smaller units are part of the character of this part of this centre, a character which should be support and reinforced through the redevelopment scheme.
- 4.10 Turning to paragraphs 5.7 to 5.11, the principle of the retention of the existing A class uses within Thurloe Street is supported. As secondary retail frontage the provision of a mix of A class uses is supported, as long as at least 66% of the units do remain in an A1 use.
- 4.11 Finally on the retail use, at paragraph 4.6 it is recognised that Council is expected to publish a consultation document on its new policies in October 2016. This consultation is currently underway. It started at the end of October, and will run to the 11th December 2016. It should be noted that these draft policies have very limited weight in determining planning applications. However, they are useful as they indicate a direction of travel, a direction of travel which may be of more relevance as and when the brief is adopted and a subsequent planning application is made. The draft policies do not signal a dramatic change of policy approach for the South Kensington Station site. However, your attention is drawn to the amended Draft CLP Policy CF3 which will allow greater flexibility for town centre uses within secondary frontages. The 66% figure has been reduced to 50%. This reflects the recognition that these more peripheral areas can play a particular role in adding to the diversity or the Borough's centres.
- 4.12 The Draft Policy does introduce what is termed "a service retail frontage", a small area where greater freedoms for uses within the A classes is offered. The South Kensington Station site does not lie within this area.

Offices

- 4.13 The retention and refurbishment of the office premises in this location is supported. South Kensington has traditionally provided a significant proportion of the Borough's stock, providing a type of office not generally provided in the north of the Borough or within the three employment zones. The retention and expansion of offices on this site will help maintain the desired diversity.
- 4.14 It is also noted that a highly accessible location such as South Kensington is inherently suitable for a potentially high trip generating use such as an office. The offices, in turn, can have a beneficial impact upon the centre, attracting visitors, and adding to the centres footfall. For this reason an expanded office provision in the Pelham Street development would likely be supported.

Residential

4.15 National, London, and Local policy seeks to significantly boost the supply of housing. The provision of new residential development in this location would be supported and would assist the Borough in meeting its housing targets. However, a note of caution is raised regarding the refurbishment of the Thurloe Street building. Any reduction in residential units here would in itself require planning permission. In this respect the benefits of the scheme and overall planning balance would be better served by treating all parts as a single development site and application.

- 4.16 All residential units should meet London Plan standards set out in policy 3.5 and advice in the Housing SPG. With regard to the mix of units, the latest Strategic Housing Market Assessment (December 2015) has identified a need in the borough for both smaller (1-2 bedrooms) and larger units (3-4+ bedrooms) with the split approximately 50/50. Ideally this should be reflected in the mix of units proposed. However, it is recognised that the site constraints such a limited depth, position above the railway etc, may impact on the mix. It is noted that this is recognised in paragraphs 6.42 to 6.47. It is also recognised that the development brief takes note of the density requirements in London Plan policy 3.4. This is a positive.
- 4.17 Paragraphs 6.48 to 6.52 of the Brief deal with affordable housing. The brief notes that the level of affordable housing will be subject to the overall viability of the scheme. This will be assessed as and when a subsequent application is made.

Design, Scale & Massing

Thurloe Street

- 4.18 This unlisted terrace is a positive contributor to the conservation area, and a significant element of the existing historic ASD. The terrace is well preserved to the front and rear, although contemporary shopfronts and signage detract at street level. At ground level the retail facade was originally a continuation of the Arcade frontages, and the unit occupying the corner of the splay retains parts of its original frontage (34) as does 36 (Medici Gallery).
- 4.19 The refurbishment of this building is supported which would see the retention of internal floor level, and therefore original position of fenestration along with the main footprint of the building. It would see the loss of one of the shop units to provide the step free access, however this would be relatively discreet and would preserve the continuity of the retail frontage.
- 4.20 The new shopfronts, shown in the Architectural Proposals Supporting Document, would respect the original facade locations, with recessed shop entrances and flush residential entrance. This would be a significant townscape improvement, although it would be preferable to also retain original frontages where these survive. Overall, the success of the scheme will depend on the quality of materials and workmanship
- 4.21 The future signage will play an important role in the overall design aesthetic and its relationship with the arcade. A design code for the signage would be useful to ensure this.

Pelham Street

- 4.22 Pelham Street is primarily residential, and relatively narrow, although a busy thoroughfare. Building heights vary significantly from modest two storey houses with roof additions, to Malvern Court, and eight storey mansion block at the western end. Although the buildings along the south side of Pelham Street are not listed, the west side of Pelham Place is listed at II* with the northern end of the eastern terrace listed at Grade II No. 49 Pelham Street, which also faces the proposed corner site, is unlisted and not in a conservation area. However, it is functionally linked to the station historically; an electricity sub-station was built in 1904 to serve the railway, and the ground floor of a design by Leslie Green was built, with two further floors added in red brick and stone. These feature bow windows to the south facing facade and were built to house a company dining club in the early 1920's to the designs of Stanley Heaps, architect to the Underground Electric Railways Company.
- 4.23 The Brief sets out an approach for a stepped development of three and four storey buildings for retail, residential, office and possibly community uses. Any development

along Pelham Street needs to take into account the scale of the surrounding development, particularly the terrace opposite. Point 6 (Figure 11) suggests the massing will respond to the residential facade opposite. Paragraphs 5.15 and 5.16 are particularly welcomed in respect of the approach required. Generally the approach taken is supported and the Brief has responded to discussions on this matter. The massing of the Pelham Street corner site should relate to the relatively modest height of the Pelham Place properties (two storey and ground plus three) and 49 Pelham Street (ground plus two). However, it should also offer a definite termination to the terrace at the junction. Additional height in this location may be achievable, however this would be somewhat dependent on the modulation of the terrace as a whole, and the extent to which the additional storey extends along Pelham Street.

- 4.24 The link building proposed would be subordinate to, and set back from, both the proposed Pelham Street Terrace and the Oxblood building. This approach is supported and subject to the detailed design would provide a successful transition between these buildings. The set back should be sufficient to clear the return of the oxblood faience on the flank wall, leaving it visually unobstructed.
- 4.25 As the brief deals only with scale and massing and not detailed design, the indicative details will not be commented on. However, the following points are made in relation to the design of the Pelham Street development:
 - Consideration should be given to the vertical hierarchy and regularity of fenestration and other features at the upper storey which if not carefully designed can over emphasise the scale and mass of the development. The facades of the 19 century dwellings opposite, by virtue of their modest vertical hierarchy could appear diminished by the scale of the building opposite if not carefully designed.
 - The final scheme would also need to carefully consider the design of the rear facades which overlook and would be visible from the listed station.
 - The shopfronts should reflect the secondary and small scale nature of the proposed retail and its location in a predominantly residential environment.
- 4.26 The Victorian columns will need to be necessarily strengthened to carry the new structure. The spacing of the columns as proposed is acceptable, and minimises visual harm to the historic columns. Whilst the area below the existing framework is used to house plant and cabling, this is consistent with the functional use of the site, despite the fact that many of these fittings obscure views of the historic revetments.
- 4.27 Lastly, the brief recognises the need to assess the impact the Pelham Street development is likely to have on living conditions for the occupiers of the building opposite. This is welcomed and these considerations should inform the overall height, scale and massing when detailed design work is undertaken.

Bullnose and Arcade

- 4.28 Both the Arcade and Bullnose have been inappropriately altered to some extent. Almost all the shopfronts to the Bullnose appear to have been lost, although the structural frame, cornice, pilasters and corbels remain, and the floor plate, and roof structure also appear to have survived. However, original shop frontages survive to the splay at the south end of the Arcade, and to the splay and street frontage immediately adjacent to the north entrance. Some internal walls have been removed, or opened up, but largely the premises consist of small units separated by 2.5 brick thick walls. Modern timber cladding may conceal further historic fabric – this is not yet known. The Arcade has fared rather better.
- 4.29 A modest, lightweight single storey extension to the Bullnose is considered acceptable and supported. Height is considered to be a critical issue; the existing structure has substantial headroom, and any further structure should appear

subordinate and set back from the main facade.

- 4.30 However, the enabling works required for the additional storey may amount to substantial demolition which would not be supported by the Council. The Bullnose is considered to be curtilage listed. Further advice on this is set out in the heritage section below. However, even if further research demonstrates that it is not curtilage listed this structure makes a positive contribution to the conservation area and therefore the harm arising from its substantial demolition would need to weighed against the public benefits of the scheme. Prior to detailed design stage, you are advised to approach Historic England formally so that a considered analysis of the site's significance can be undertaken; this would fully inform future proposals.
- 4.31 Notwithstanding this, the Council maintains its support for the additional storey, if this can be achieved within existing structural constraints, or within an appropriate level of adaptation of the existing structure. Additionally, the use of one unit to provide access to the upper floor could be supported provided the design of this unit does not disrupt the integrity of the frontage as a whole.
- 4.32 Whilst the reinstatement of the original shop fronts (where appropriate) to both the Bullnose and Arcade would be supported, elements of the original facade should be retained, together with any concealed features. Given the prominence of the Bullnose and Arcade, any historic evidence which supports a detailed design proposal and selection of appropriate materials would be welcomed.
- 4.33 Given the relationship between the arcade and Bullnose, a comprehensive approach to sensitive signage would be welcomed, and would reduce the future risk of unsuitable facade additions which would erode the heritage benefits gained from the current proposal.

Highways and Transportation

- 4.34 The Brief deals specifically with these issues in paragraphs 6.57 to 6.65, although the considerations arise throughout the document.
- 4.35 Paragraph 6.64 of the Brief notes the discussions held with RBKC in relation to servicing. The principles on servicing are yet to be agreed however, servicing the eastern end of the development from Thurloe Square is likely to be acceptable subject to the details. Servicing for the western end remains unresolved. This is likely to be one of the largest challenges for this development as servicing the Pelham Street development is difficult. Further work is required on options and design work in order to find a solution. The options presented in the table on page 40, in particular the creation of a loading facility on Pelham Street, has not been agreed nor any details presented to RBKC. As such it is not possible to support this aspect of the proposals, however, it is recognised that a more detailed service management plan and agreement on servicing arrangement would be subject to further consideration once a detailed scheme is proposed.

Heritage Significance

- 4.36 Page 21 of the Brief includes a section on the relative significance of the elements within the site. This is generally supported however, the Bullnose is not attributed any significance.
- 4.37 The Bullnose is connected by wide ornate splays to the North and South entrances of the Sherrin arcade, which would otherwise terminate disappointingly with earlier structures. Some of the bronze shop fronts survive to the corner units. The curved parade is a typically late Victorian/Edwardian device to terminate a narrow plot near a junction, and there was clearly an intention to produce an integrated facade of a similar quality and style of shopfront to the arcade, although different materials appear to have been used. The alignment of the cornice and spacing of the pilasters

is visually contiguous with the station entrance, although the facade itself is not continuous, and appears to have been built in phases. For these reasons, RBKC has historically expected Listed Building Consent applications for the Bullnose which is considered to be curtilage listed. You are strongly encouraged to obtain an enhanced listing from Historic England to inform the future evolution of the scheme.

Planning Application Process

4.38 With reference to paragraph 7.1, you are strongly encouraged to submit a single application for all four elements of the ASD. There are many considerations that arise from the various aspects of the scheme and balancing these across the site would appear paramount. The benefits delivered in one aspect of the scheme could not be used to balance against consideration of another aspect of the scheme if submitted separately for consideration.

Community Infrastructure Levy

4.39 Were the development permitted and built the landowner may be liable to pay the Mayor of London's and the Borough's Community Infrastructure Levy (CIL) to contribute towards infrastructure. This figure is dependent on comprehensive floorspace information being submitted for the Council to calculate an accurate CIL liability. CIL liability is not fully confirmed until planning permission is granted when a CIL Liability Notice is served, and then when development commences when a CIL Demand Notice is served. More information about CIL can be found at: www.rbkc.gov.uk/cil

Appendix 3: Responses to the Development Brief from members of the South Kensington Station Consultative Working Group

Brompton Association

Mr Scott Anderson, Senior Development Manager, Transport for London, 5th Floor, West Wing, 55 Broadway, London SW1H 0BD.

November 6th 2016.

Dear Scott,

SOUTH KENSINGTON STATION: AROUND STATION DEVELOPMENT BRIEF

Thank you for your letter of October 21st and for sharing with us TfL's development brief for the Around Station Development (ASD) at South Kensington. Can I say at the outset how very much we have appreciated being involved with the consultation process as part of the Consultative Working Group (CWG) over many months.

We trust that our contributions have been helpful in the formulation of your brief and we would like to thank you and your colleagues for sharing your emerging thinking with us so fully and for your time and patience in listening to our concerns. It has also been extremely helpful to have been able to participate in the discussions about the Station Capacity Upgrade work. We do feel that with the Base Schemes that now form the basis of the ASD brief many of our fundamental concerns about over-development and lack of respect for the historic environment, are being addressed.

South Kensington Station is not a site for large scale development. It is a highly complex site with many constraints which requires a sensitive, low key approach combined with a proper understanding of historic context. This was not understood in the past and it was not surprising that earlier schemes met strong opposition. The Brompton Association has long argued for a "conservation led" approach to development at South Kensington and it is very encouraging to see many of the concepts we and others have advanced in recent years being incorporated into the present ASD brief. We have long argued that with the many constraints facing this site a smaller scale approach is needed based on dividing the site into its logical component parts. We are very pleased to see this concept now adopted. Whilst we note that a single planning application is envisaged for the entire ASD by approaching the site in this way it would be possible to implement the scheme incrementally which seems to us to be a much more sustainable approach than the kind of comprehensive redevelopment which characterised all previous schemes.

We are particularly pleased that TfL now considers the refurbishment of the Thurloe Street building to be the way forward. This terrace makes an important contribution to the Conservation Area and its rear elevation sits well above the listed revetments and thus in views from the station itself. It will be an extremely handsome building when it is refurbished. We do not consider there is any necessity to gut the building and we are wholly opposed to facadism. The light touch approach to refurbishment as proposed seems to us entirely appropriate to the context and eminently viable. We would like to see the historic shop fronts properly reinstated, based on the complete existing example at the Medici shop and small shops retained. As you know, one of our contributions to the CWG was to illustrate - with drawings kindly provided by Peregrine Bryant Architecture and Conservation - how these shop fronts and the entrances to the flats above were originally designed to work.

The Arcade and the Booking Hall were both designed by George Sherrin. They need to be regarded as an architectural entity. We are delighted that the Booking Hall is now to be retained and we would urge that a colour scheme is devised that unifies these two spaces. The proposal to replace the historic shopfronts in the Arcade is also most welcome. Important, too, is the retention of other features including the lights and signage. We were pleased that TfL took up our suggestion made at a CWG meeting and retained specialist conservation engineer Ed Morton of the Morton Partnership to advise TfL on repairs to the Arcade roof, and also for him to arrange historic paint sampling to ascertain the original colour scheme. We are pleased there are now plans to restore the little office structure immediately to the east of the Arcade roof.

The Base Scheme for the Bullnose also seems to us to be heading in the right direction. A single storey addition would in our view be acceptable provided there is no terrace. Whilst referred to in the Buckley Gray Yeoman Architectural Proposals Supporting Document, the brief itself does not make reference to the possibility of the west wall of the Arcade shops being (at least in part) the original exterior wall of the original Victorian Station. Viewed from the roof, there is a section of brick wall with decorative arched recesses. We have suggested that further research needs to be done and that this potentially attractive feature could be incorporated into the new development. We would not support additional development beyond one storey, not least because this would interfere with the magnificent view of the towers of the Natural History Museum from Onslow Square.

We would like to see shop fronts reinstated around the Bullnose that are based on what existed before as we feel this will complement the Conservation Area. We do not consider the insertion of bland modern shop fronts appropriate in this location. The retention of small shop units is also welcome.

There has been much discussion about how development along Pelham Street might be taken forward and how much retail is desirable given the residential nature of the neighbourhood, particularly at the eastern end of the site alongside Pelham Place and Thurloe Square. The Grade II* terraces that comprise Pelham Place and Pelham Crescent are amongst the finest listed buildings in the Borough. Their setting is of paramount importance. We would not support retail uses in close proximity to Pelham Place/Thurloe Square and we share the concern of other groups that A1 retail can, these days, become A3 restaurant and café use all too easily, bringing with it a whole host of very serious amenity issues for residents with night time licensing, tables and chairs outside, noise and quantities of refuse on pavements. This has become a real issue for local residents in just the past few years as cafés have proliferated exponentially in both South Kensington and Knightsbridge. A low scale terrace in Pelham Street along the lines illustrated in the Base Scheme has the potential to enhance the street scene, but it will require high quality design and great sensitivity and care. There are also issues around servicing this terrace which will need careful consideration.

Lastly, we are pleased to see that the provision of step free access to the District and Circle platforms is at the top of TfL's land use principles.

In summary, the Brompton Association is pleased to support the principal objectives of the ASD brief and commends TfL in their aspiration to deliver an exemplary development that respects and enhances the historic architecture of South Kensington Station and the character of the Conservation Area.

We look forward to working with you and your colleagues as your timetable advances and more detailed proposals emerge.

Yours sincerely,

Sophie Andreae DSG, FSA, IHBC Chair

Brompton Association 23 Brompton Square London SW3 2AD

South Kensington Station | Development Brief

THE KENSINGTON SOCIETY

PATRON - HIS ROYAL HIGHNESS THE DUKE OF GLOUCESTER, K.G., G.C.V.O.

President – Nick Ross Vice Presidents – The Rt.Hon. The Earl of Snowdon, G.C.V.O. General The Lord Ramsbotham, G.C.B., C.B.E. Chairman – Amanda Frame 23 St James's Gardens, London, W11 4RE Telephone: 020 7603 8217 Email: amandaframe@bauencorp.com

Scott Anderson Senior Development Manager Transport for London Commercial Development Directorate 5th Floor, West Wing 55 Broadway, London SW1H 0BD

7 November 2016

Dear Scott,

Development Brief for development around South Kensington Station

The Kensington Society strongly supports the valuable process that Transport for London has used in developing this brief which has managed to bottom out most of the issues that arose. We congratulate you on being willing to listen and, for the most part, to act on our concerns.

However, for the avoidance of doubt, our requirements are that:

- the development must <u>deliver</u>, not just "enable", step-free access to the District and Circle Lines by 2022 and the Piccadilly Line by 2025. The use of the word "enable" is potentially misleading, such as making provision for future access when what we want a firm commitment to delivering step-free as an integral part of the scheme. This is our number one requirement.
- the mix of shops (A1 uses) will be weighted <u>against</u> food and beverage outlets, which, we agree, dominate South Kensington. This would require a reduction in the number of these uses within the TfL portfolio around the station to help rebalance the mix in South Kensington District Centre;
- the shops in Pelham Street will be limited to the western section, with the eastern section including an office block. There needs to be an established height limit expressed in metres rather than storeys;
- · the historic shopfronts in Thurloe Street will be restored;
- the occupants of the residential development on Pelham Street will be ineligible for residents' parking permits; and
- with regard to bullnose, we consider that there should be a height limit

in metres if an additional storey is to be proposed and there be no accessible terrace. We would object to any proposal for the bullnose to become any commercial food service including as TfL assigns "a destination restaurant". This would not be in line with our requirement to have any further "food and beverage" uses, including A3 uses, in this location. As noted and re-emphasised we are seeking a reduction of such uses (see above).

This represents a very high degree of agreement, but we regret that this has not been accepted as changes to para 1.15 of the development brief.

Yours sincerely,

Amanda Frame Chairman Michael Bach Chairman: Planning Committee

Kensington Society

SOUTH KENSINGTON STATION: DEVELOPMENT BRIEF FOR AROUND STATION DEVELOPMENT

Key comments:

The document need to stress the high degree of agreement on key issues, even if there remain areas of disagreement.

Now that we can see a near final document, our original proposal to list the CWG's specific asks may not be necessary, or rather that the list at para 1.15 is translated into the <u>agreed</u> pre-requisites for any development. It would appear that, after a small number of changes this will be entirely consistent with the rest of the document. As far as I can see, the only point of disagreement is the additional storey on the Bullnose (see comments below on Section 5: Development Opportunities).

We consider that since we have reached a high level of agreement, this should be the key message of the development brief. At present para 1.15 does not even say anything about this level of agreement. The revised document should stress the high level of agreement, whilst noting the CWG's strong objections to the proposed additional storey to the Bullnose. This would make the proposed annex 3 unnecessary

In addition to minor redrafting/sharpening the list of areas of agreement and noting the CWG's strong objections to the additional storey, we have proposed that wherever the additional storey is mentioned we propose deleting these references.

We have proposed changes to the paragraph 1.15 - see annotated "clean copy".

The Annexes may not be necessary, unless you feel this should be set out fully. We would want to agree these comments.

Step-free access:

Completion of step-free access to the District and Circle Line is absolutely essential and we consider that this should be stated in clear, unambiguous terms so that there is a deadline for completing these elements of the scheme. This is non-negotiable. This should be part of the key principles – it is covered in paras 1.09 and delivery of step-free access to in the Piccadilly Line in para 1.11.

1. Executive Summary

Key principles:

Para 1.1: still does not refer to the site is lying within and is surrounded by the Thurloe/Smith's Charity Conservation Area. **New para 1.14** says that it "takes account" of our input and **new para 1.15** attempts to summarise our "requirements".

As far as we can see, and without prejudice to anything that may have been omitted, all of these items are agreed and as such these principles/priorities should be presented as agreed/shared. As it stands, that is not clear and can only be deduced from what the document subsequently says.

If these are agreed, this should be made clear in new para 1.15, stating these are **our agreed pre-requisites for any scheme** and then the subsequent text must reflect this faithfully.

We have detailed comments on the text of new para 1.15 and this should be what we both sign up to.

Scope of the Development Brief

New para 1.19: It is not clear what the status of this brief will be, how it represents what TfL will do and how it guide the proposals and be used to assess the applications. Is that any different to a planning brief/development brief agreed among the parties?

New para 1.22: (BOX) We want the maximum height of these storeys to be specified, so that the maximum height stated in metres not in storeys of the Pelham Street buildings is clearly understood by your development partner. In addition, if you were to persist with an additional floor on the Bullnose this would need to be strictly limited in height stated in metres.

2. Introduction:

Para 2.5: This suggests that the principles are "sufficiently flexible" – it is hard to reconcile that with TfL's commitment to those listed in New para 1.15. Is TfL committed to these principles?

Development Objectives

The objectives should be grouped /regrouped into:

- TfL's reputation management (1st bullet) + financial objective 8th bullet (2nd part)
- Heritage objectives (bullets 2-4)
- Step-free access needs to be extended to making provision for Piccadilly Line (5th bullet)
- Strengthening the role of South Kensington Place (6 and 10) to enhance the South Kensington's role a district centre, meet needs of the local community through a rebalanced retail mix and enhance South Kensington as a place
- Sensitivity to context 1st part of 6th bullet, 8th and 9th bullets

 8^{th} bullet – remove "where necessary" – 6^{th} bullet of CWG principles, but more importantly box under Para 5.9 and the boxes under para 6.23, 6.29 and 6.38 which reinforce this.

3. Site Description:

Existing Land Uses: Figure 4: This shows all A Use Class uses as "retail" – this does not convey the degree to which the "food and beverage offer" dominates the centre. A map showing this would help support the principle of seeking a better mix.

4. Planning Background:

New Para 4.14: Where do these bullets come from?

New para 4.26: Reinstate "South Kensington District Centre" it is specifically listed in Annex 2, Number 141 in the London Plan (March 2016)

Figure 8: RBKC could produce a better map showing conservation areas and listed buildings.

5. Development Opportunities

Thurloe Street:

Para 5.9/5.10: Strongly support the reinstatement of historic shopfronts – the rest of the document needs to checking to reflect this. As well, signage must be considered and controlled.

However, the "retail mix" is **not agreed** – needs to be primarily retail, with reduction of food and beverage uses.

Pelham Street

Para 5.13; Agree

Para 5.20/21/22: Agree

Arcade

Para 5.27/28: Agree - but should be less A3 uses

Bullnose:

Para 5.30/5.31/5.33 + figure 12 + Para 6.3: Additional storey and a destination restaurant <u>not agreed.</u> See also para 6.19 which suggests that this could be used as offices! The box under para 6.29 also mentions a new first storey. The box after para 6.65 needs amending.

Para 5.32: Not sure about larger retail units?

Para 5.42: This should mention step-free access to Piccadilly Line and provide a possible date.

6. Development Principles:

Para 6.3/Box: Disagree with 1st floor destination restaurant on Bullnose

Para 6.10; There should be **no increase – in fact a decrease** – in the restaurant/café offer in TfL's ownership.

Para 6.16: There is not merely "<u>some</u> local concern" about the impact of the retail offer. Most of the matters that we want controlled are within the power of the landlord – TfL – to curate the mix so as to reduce the dominance of the food and beverage offer around the station – rather than rely on planning conditions or a S106 agreement. The issues with the landlord's control could include the mix of uses, maintaining the historic shopfronts, signage controls, the lighting of the fascia, tables and chairs, and opening hours. In addition this could be reinforced by conditions or S106 agreements. Perhaps there should be a further annex to the brief setting out the conditions that TfL would place on leases.

Para 6.65: Parking permits – residents will be <u>ineligible</u> to apply for residents' parking permits

7. Planning Application Process

Para 7.3: Add Piccadilly Line step-free access timescale.

KNIGHTSBRIDGE Association

Mr Scott Anderson Senior Development Manager Transport for London 55 Broadway SW1H 0BD

4th November, 2016

Dear Scott

Around Station Brief.

Thank you for asking the Knightsbridge Association (KA) to comment on your Around Station Brief. We are pleased that so much of what was discussed over the last 18 months is now contained in the Brief.

I have seen the comments by the Kensington Society and I would ask you to refer to them to avoid repetition. It's clear they would like the wording to be tightened up to avoid any ambiguity. I agree with their submission with the exception of the storey over the Bullnose.

As I recall at the last meeting there was a broad consensus about the additional floor dependant on several conditions being met, principally: to limit the height of the proposed additional storey, that it's an enclosed space and there wouldn't be an open air terrace. As always the devil-is-in-the-detail and we would like to see these points being emphasised with an idea of scale. I imagine any developer would want to see its viability and would want more information.

I also have a concern that there is little on the Piccadilly line being stepfree. I note that you say it forms part of a separate programme but there should be a definite statement of commitment and a date for completion, after all it forms part of the same station! I hope it will not be kicked-into-



the-long-grass where it would be allowed to fade away. The Piccadilly line serves Heathrow airport, King's Cross station and St Pancras for Eurostar and it's important that it is step-free sooner rather than later.

Pelham Street has come someway since it was first discussed but I would refer to the points raised by the Pelham Residents' Association who's members would be most affected by your proposals. They do question if retail is the right solution and what study has been made to find an alternative? They are also concerned about deliveries, with justification. I am sure you are aware that white-van-man pays little or no attention to parking restrictions while making a delivery. Pelham St is narrow and it wouldn't take more than a parked van to block the entire street. They have also expressed a concern over the height and bulk of any development as it would cause a sense of enclosure. All these are valid points and should be addressed in the final Brief.

Best wishes,

Regards,

Edward Davies-Gilbert Chairman Planning and Conservation Committee.

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President Julian Lloyd Webber charity number: 264296

Mr Scott Anderson, Senior Development Manager, Transport for London, 5th Floor, West Wing, 55 Broadway, London SW1H 0BD.

5th November 2016

Dear Scott,

I have now had a chance to study the Final (revised) version of the 'Around Station Development (ASD) Brief' and would like to make the following comments on behalf of Onslow Neighbourhood Association.

We, and I am sure all the other members of the Consultative Working Group(CWG), are grateful for your listening to us and for taking our concerns, suggestions, and proposals on board and for including them in your ASD Brief. It is not easy to please everybody, but I can confidently say that our Association is of the view that we have made considerable progress since our first meeting in January 2015.

We are very pleased at TfL stating that the development objectives of ASD Brief will be respectful of the local context and local heritage assets. We support this.

For clarity, I will set our comments in the order suggested by you. The Site

We are pleased to see that TfL realise the importance of the Grade II listed station and its setting within the Thurloe Estate and Smith's Charity Conservation Area; and we are pleased to see that TfL intends the proposed development to be conservation led. We support TfL's intention to develop the site in a manner that respects and enhances the historic architecture and character of the station as well as enhancing the station's role in supporting local residents, workers, students and the visitors to local museums. We would like, however, to see more attention paid to the residents of the area and their needs. We are looking to TfL to create a mix of retail which would balance the dominance of the 'food and beverage offer' around the station, a mix of retail which would prevent, after a number of years, A1 changing into A3.



President Julian Lloyd Webber charity number: 264296

1. Pelham Street(PS) over-site development.

The reduction in the number of retail units at Ground Floor, the introduction of office spaces, and the overall reduction in massing height throughout is welcomed and supported. We would like however to see the maximum height of these stories to be specified in meters. We support the idea of new residents of 1+2 bedroom flats on the new development on PS, to be ineligible for residents' parking permits.

We support the proposed mix of the office, retail, residential, but are looking for reassurance from TfL, as the landlord, that the shop units will have some condition attached to their leases which will prevent them turning into more F&B at the later date.

We are still not sure how the servicing of both retail and residential is going to be handled.

2. Thurloe Street

We support reinstatement of historic shopfronts to reflect their original design and the retention and repair of those original shopfronts which survive. We are looking forward to the station new entrance forming part of the Step Free Access to District and Central Lines, as well as conservation led refurbishment of the existing terrace. We are looking forward to uplifted quality of the 'retail offer' and to see more opportunities for small independent local shops, like the existing Medici shop which we would like to see retained, instead of fast food units. It is important not only that the terrace is sensitively refurbished but that the individual shops are kept as single units with no attempt that amalgamation. We are keen to see small shops retained in and around South Kensington as they contribute to the character of the Conservation Area.

3. The Bullnose and Arcade

We support and are looking forward to seeing the original Bullnose shopfronts reinstated with their curved entrances and the full height glazed shopfronts. It is excellent that historic photographs have come to light showing how these were designed. We very much support the reinstatement of the original shopfronts to the shopping Arcade designed by George Sherrin. Signage both within the arcade and along Thurloe Street and around the Bullnose all needs to be careful considered so that it fits the character of the architecture and the character of the Conservation Area. The architecture and character of the Booking Hall, also designed by George Sherrin, also needs to be respected and the Arcade and the Booking Hall should not be regarded as separate elements in terms of design. They are and should be treated as part of a considered design.

We accept an additional floor above the Bullnose, and note TfL's undertaking,



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in this final ASD Brief, that the additional floor must not include an accessible external roof terrace around the new 1st floor unit. The amenity of residents overlooking this part of the staton would be seriously impacted if a restaurant were to have such a terrace. As with Pelham Street massing, we would like information on the maximum height of that floor to be specified in meters, although we see that the height was reduced so it is clearly not as tall as the existing ground floor.

We hope the idea of creating a gallery(D1) on top of the bullnose, mentioned at several meetings, will materialise, instead of a 'destination' restaurant(A3). We consider Ground Floor mix of types and sizes of retail units reasonable, but we would oppose the amalgamation of the retail space into 1 or 2 large single shops. The Association is committed to seeing the retention of small shops.

We are looking forward to continue working with you in the future. Yours sincerely,

eve lang /.

Eva Skinner Onslow Neighbourhood Association c/o 8 Neville Street SW7 3AR

Pelham Residents Association

18 Pelham Place London SW7 2NH

Scott Anderson Transport for London 5th Floor, West Wing 55 Broadway London SW1H 0BD

6 November 2016

Dear Mr Anderson,

Thank you for your letter of 21 October and its enclosures.

In your letter, and at our meeting on 17 October, you asked residents' associations to let you have their responses to TfL's revised proposals for South Kensington Underground Station and its surroundings by 6 November. This letter sets out the response of the Pelham Residents Association ("PRA").

You have asked for something "impactful and prominent", and so we will start with some bullet statements setting out our main points:

- Before making further plans, or involving a commercial partner, TfL should carry out research into both residential and office development on the north side of Pelham Street. The present proposals for Pelham Street are based only on a report into retail development. That report is by the Retail Group, and is itself internally inconsistent. You, and we, need a better basis for such important decisions.
- Retail is impractical on Pelham Street, because retail units cannot be adequately or safely serviced. It is not an answer to this objection to say, as the revised proposals do, that there will be a service plan which will impose restrictions on the hours permitted for servicing.
- TfL's stated objectives, to develop the site in a manner that respects and enhances the historic architecture, to provide a good quality and respectful scale of development, and to restore Pelham Street in keeping with the local and historical contexts, show that development along the north side of Pelham Street should consist of ground and first floors only.

That would be consistent with the scale of the previous development on the site, which was demolished over 40 years ago, and would be consistent with the proposed scale of development of the bullnose.

 We welcome TfL's objectives for the Around Station Development as set out in paragraph 2.9 of the revised proposals, including particularly improved and step free access to the platforms. Our more general comments, and the reasons behind the bullet points, are as follows:

We are grateful to TfL for providing documents which helpfully identify the differences between their revised proposals and all previous proposals. We have relied on TfL's identification of the differences, and have not made our own comparison of the documents.

We acknowledge that TfL's revised proposals have paid some attention to the concerns that the PRA, and other associations, have expressed over the previous proposals, and in particular that TfL now proposes:

- office rather than retail development at the eastern end of Pelham Street up to Thurloe Bridge
- a development along Pelham Street of 3 or 4 storeys, rather than one of 4 or 5 storeys.

We will divide our response into three sections, consisting of Pelham Street, Thurloe Street, and the station itself.

Pelham Street

In our letter of 23 September, and at the meeting on 17 October, we made the point that TfL's proposal to build retail shops in Pelham Street is unbalanced, since it is based on a report by the Retail Group, but is not based on any equivalent study of office or residential use.

The report by the Retail Group is itself unbalanced, since the surveys it refers to assumed retail development, and not office or residential development, and only asked about different types of retail. In addition, the objectivity of the Retail Group report is questionable, since the report's recommendations (*"retail/restaurants/cafes"*) were diametrically opposed to the evidence it cited of what residents and locals wanted (*"Typically respondents do not want more restaurants or bigger shops"*).

TfL's revised proposal, providing for office and not retail use at the eastern end of the site, is a step in the right direction; but it is not based on principle, nor on research into the relative advantages and disadvantages of residential, office or retail uses. We urge TfL, before making further plans or applying for planning permission, to carry out research into residential and office use of Pelham Street.

In our letter of 23 September we pointed out that retail shops in Pelham Street could not be adequately or safely serviced. The revised proposals do not face up to the difficulties of servicing retail shops. They only say that there will be a servicing plan, which will impose restrictions on the hours during which the shops can be serviced. That seems to be an irresponsible approach for TfL to take: TfL will create the problem, by building and letting retail shops in a location without servicing facilities, but it will not provide a solution, leaving it to the retail tenants, local residents and perhaps RBKC to argue over the terms of, and enforcement of, a servicing plan.

We have a further objection to retail development in Pelham Street. TfL's retail policy is driven by the report it has commissioned from the Retail Group. That report, as we have already indicated, concluded that "there is an opportunity to develop further the retail/restaurant/café precinct around SKS" and "proposals for the ASD will seek to unify and increase the existing retail/restaurant/café offer". That policy has been roundly rejected by every local association, and TfL's revised proposals say that they have "Removed A3 use from Pelham Street units". That – sensible – conclusion should lead TfL to reconsider the retail use of Pelham Street, and compare

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it with office and residential use. As TfL must know, retail other than restaurants and cafes has not been successful at the other end of Pelham Street. If the retail units TfL now proposes were in turn not successful, nothing would prevent the tenants from applying to RBKC to change the use class to A3.

We now turn to the scale of the proposed development along Pelham Street.

Historically, there is no precedent for development taller than two storeys (ground plus one) on the proposed site on Pelham Street.

The development at the bull nose is not proposed to be taller than two storeys, despite the fact that the roadways at the bullnose are wide whereas Pelham Street is very narrow.

No justification has been put forward for a development taller than two storeys. All that the architects have said is that a taller building *"has been considered appropriate"*. We do not believe that architects are so devoid of imagination and skill that they cannot produce a design for the corner of Pelham Street and Thurloe Bridge which marks the corner other than by scale.

Thurloe Street

Our only comment is to be pleased to note that TfL intends to reinstate the historic shop fronts.

The bull nose

We are pleased to note that TfL's revised proposals do not include an accessible external roof terrace.

Yours sincerely

Nicholas Gould

Chairman, Pelham Residents Association

South Kensington Station | Development Brief

South Kensington & Queen's Gate Residents Association – 14 November 2016

Dear Amy & Scott,

I have reviewed the second, revised document once again, and apart from the slow introduction of the full station's Step Free it appears to me that the points we raised in our previous overview (our notes sent prior to this presentation) that they have been noted and addressed.

The Summary Key Revisions indicate all of our Association concerns and like Sophie (Brompton), my understanding was that as long as the terrace was to be removed the additional floor on top of the existing Bull nose was designated as retail/gallery or restaurant. Which I believe we all on SKQGRA accepted. The massing clearly shows the considerable reductions made from the three schemes beginning in 1997 through to your base scheme in 2016.

Reducing the height and mass on Pelham Street and the retail shops to 6 appears to be an acceptable compromise also.

Our document sent originally was placed before all our group and we stand by these and I believe many of our points raised have been noted in this revised presentation.

With kind regards,

Caryl

Caryl Harris Chair South Kensington & Queen's Gate Residents Association southkengueensgatera.com

South Kensington & Queen's Gate Residents Association – 8 October 2016

We strongly support TfL's intent to modernise, improve the safety regime, and to visually revitalise South Kensington Underground Station and its surrounding area. We are however alarmed to note that step-free access is merely an aspiration and has not been firmly built into the plans despite being originally portrayed to the Working Group. We advocate that the elements of the long-term financial plan that cover the step-free access, to all platforms, should be ring-fenced and approved before any Phase 1 construction work is initiated.

Arcade and Bullnose: We fully support the current proposals, including the additional storey over the bullnose, set back from the façade and without a public terrace. We especially note TfL's intent to refurbish these areas with shop fronts that are sympathetic with the original design.

Thurloe Street: We support the current proposals to refurbish the existing property rather than the earlier options of demolition and new-build or new-build while retaining the existing façade. Again, we especially note TfL's intent to refurbish these areas with shop fronts that are sympathetic with the original design. We are concerned about the potential impact of the refurbishments on existing retailers, and in particular on Medici. We urge TfL to develop programmes that minimise any disruption to such commercial activities.

Pelham Street: We have serious criticisms of various elements of the current proposal, while recognising the commercial importance to TfL of developing this site and generating a long-term revenue stream. We also appreciate the need, because of the Grade 2 listing of the station, to erect the four-storey building on piles which will penetrate the southern area of the station. However we oppose:

- The scale of development and its insensitive architectural design on the north side of Pelham Street. It respects neither the scale of the small residential houses opposite nor the historical atmosphere of this street.
- The inclusion of retails outlets in development of the north side of Pelham Street. We feel offices would be far preferable as this is a residential street and should visually remain as such.

In addition, we note:

- The narrow pavement along the east side of Pelham Street, which is not conducive to retail activities. Retail might become appropriate if RBKC were to pedestrianise Pelham Street.
- Pelham Street is currently a significant north/south arterial two-way road with considerable traffic and is a bus route. It is not conducive for the deliveries and waste collection to and from retail premises.
- The current plans lack dedicated areas for the residents of the proposed flats to store their waste prior to collection by RBKC. We advocate a significant redesign of the street level entrances to accommodate this need and to provide a facility for bicycle storage.
- The southern side of the station, with its Grade 2 listed revetments and the proposed block of retail and accommodation units on the piles through the station level, looks decidedly under-designed. Indeed, see page 32, there has been no attempt to free the revetments from the horizontal power cables, and the overhanging building will mean that the area is permanently in shadow. TfL could, given imagination, develop this area to maximise the impact of the revetments, as it has during other station refurbishments (e.g. Gloucester Road, Paddington, Baker Street).

South Kensington Station | Development Brief

Thurloe Residents Association & South Kensington Tenants Association

The Thurloe Residents Association (TRA) and the South Kensington Tenants Association endorse TFL's plans for the Around Station Development of South Kensington Station. Nonetheless, residents continue to have concerns about the proposals as noted in our initial response to the brief in October.

The issues of most importance to residents are as follows:

- 01. Step-free access should be a commitment, not an aspiration.
- 02. The Pelham Street development must be appropriate for a conservation area and practical for the site itself. The 1970's building on the street followed the height of the station building not the residential buildings on the other side of Pelham Street. The historic precedent for ground and first floor building would be far preferable and answer many of residents concerns about the structure as mentioned in TRA's previous submission.
- 03. The ground floor units should provide only limited retail (A1) use. Allocating a very few units near the station would be acceptable but the majority should be offices. Residents are strongly opposed to food outlets/cafes on Pelham Street
- 04. There is a strong preference for the corner building at Thurloe Square/Pelham Street to be residential above the ground floor.
- 05. Restoration of the historic shop fronts on Thurloe Street.
- 06. The loading bays proposed by TFL in response to concerns about servicing the Pelham Street building could cause more problems than they solve and need to be thoroughly assessed. The Thurloe Square loading bay needs to include restrictions to reduce conflicts on the footway as has been noted for the one proposed on Pelham Street.
- 07. Residents do not support the idea of having a restaurant on top of the bullnose and are not convinced that an additional floor is desirable.

Residents are pleased that TFL has adopted a more consultative approach to the process of providing the desperately needed station upgrade and step-free access. The Around Station Development has always been the most contentious part of past development and continues to be somewhat problematic. The engagement with residents has contributed to the development of a suitable plan for the area. It is our expectation that this dialogue will continue and include TFL's development partner.

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Appendix 4: References and sources of figures

References

- Cobweb Consulting Strategic Housing Market Assessment for the Royal Borough of Kensington & Chelsea (December 2015)
- Department for Communities and Local Government National Planning Policy Framework (March 2012)
- Department of Communities & Local Government Ministerial Statement Planning update March 2015 (https://www.gov.uk/government/speeches/planning-update-march-2015)
- Greater London Authority London Plan (March 2015)
- Historic England Historic Environment Record for South Kensington
- Royal Borough of Kensington and Chelsea Consolidated Local Plan (July 2015)
- Royal Borough of Kensington and Chelsea Planning and Borough Development Monitoring Report 2015 (December 2015)

Sources of Figures

- Figure 1 Buckley Gray Yeoman Architectural Proposals Supporting Document (November 2016)
- Figure 2 Transport for London Station Capacity Upgrade team
- Figure 3 Buckley Gray Yeoman Architectural Proposals Supporting Document (November 2016)
- Figure 4 Buckley Gray Yeoman Architectural Proposals Supporting Document (November 2016)
- Figure 5 Buckley Gray Yeoman Architectural Proposals Supporting Document (November 2016)
- Figure 6 Royal Borough of Kensington and Chelsea Consolidated Local Plan (July 2015)
- Figure 7 Royal Borough of Kensington and Chelsea Consolidated Local Plan (July 2015)
- Figure 8 Historic England Historic Environment Record for South Kensington
- Figure 9 Buckley Gray Yeoman Architectural Proposals Supporting Document (November 2016)
- Figure 10 Buckley Gray Yeoman Architectural Proposals Supporting Document (November 2016)
- Figure 11 Buckley Gray Yeoman Architectural Proposals Supporting Document (November 2016)
- Figure 12 Buckley Gray Yeoman Architectural Proposals Supporting Document (November 2016)

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