

12 OCTOBER 2016

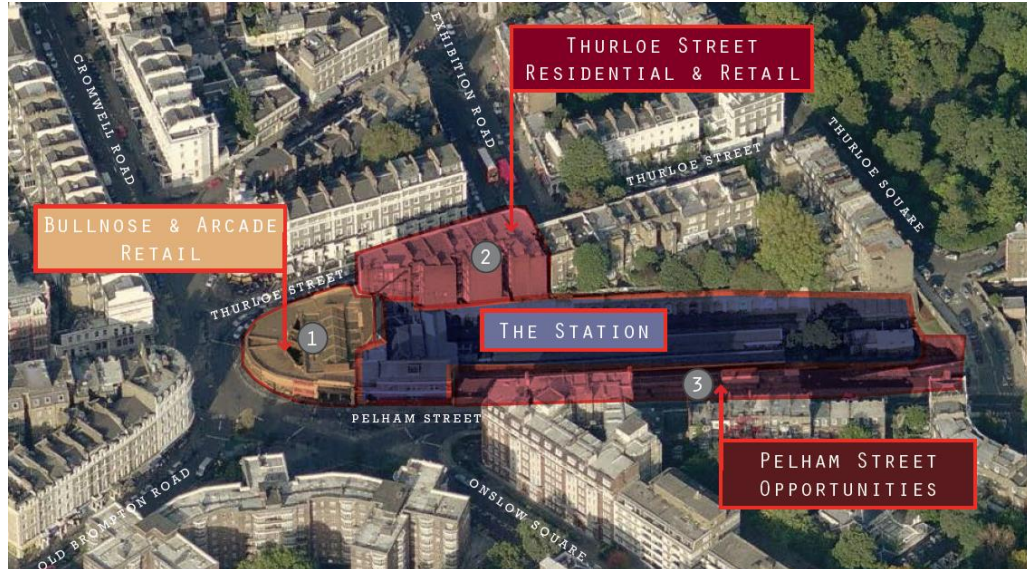
South Kensington CWG: Around Station Development

12 October 2016



EVERY JOURNEY MATTERS

Our collective opportunity



Where we've come from...



1989 Scott, Brownrigg and Turner



1997 Terry Farrell & Partners



2002 Terry Farrell & Partners



2006 Francis Machin



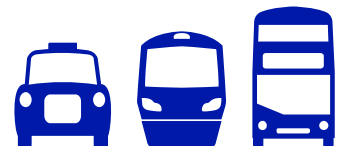
2009 John McAslan & Partners



2012 Malcolm Reading

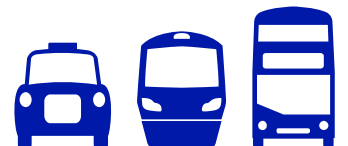
This session

1. Our approach
2. Our objectives
3. Respond to your feedback
4. Present updated design
 - Concentrate on key issues
 - Aim to establish principles and build consensus
5. Outline what happens next
 - Development brief
 - Procure development partner



Our approach: Development Brief

- Development brief and your responses
 - Will inform future design development
 - Will aid procurement of development partner
 - Seeks to establish a broad consensus of support
- No statutory planning status but will inform designs and decisions
- Establishes a framework of design and land use principles
 - Subject to further analysis and investigation
- Showcases the opportunity for development at South Kensington

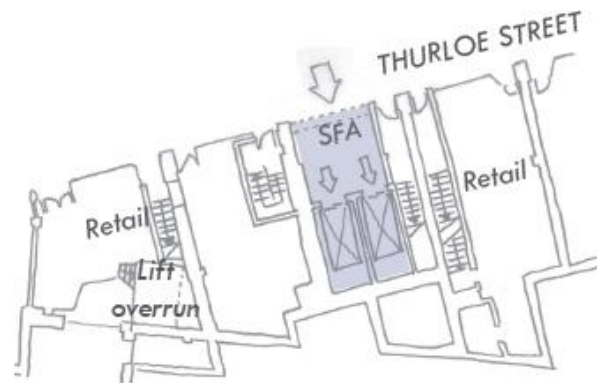


Our objectives

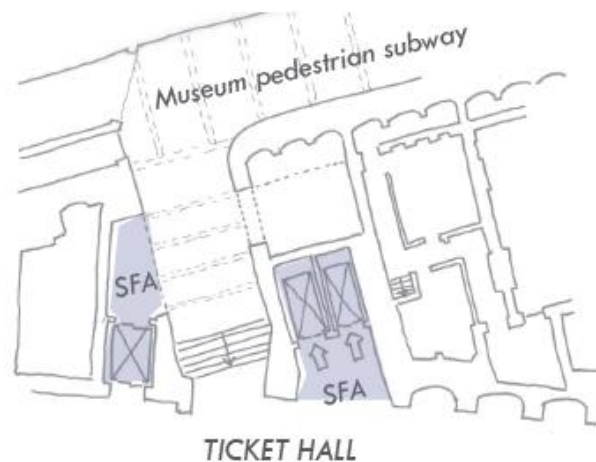
- To deliver **exemplary development**
- To **preserve and enhance the historic architecture** of South Kensington Station.
- To provide a **good quality and respectful scale** of development and mix of uses that **receives a broad consensus of local community support**.
- To restore the arcade
- To provide **new homes and jobs**
- To restore Pelham Street **in keeping with the local and historical contexts**
- Enable **step free access** to the station



Step Free Access



Ground Floor Entrance Level



Basement / Ticket Hall Level

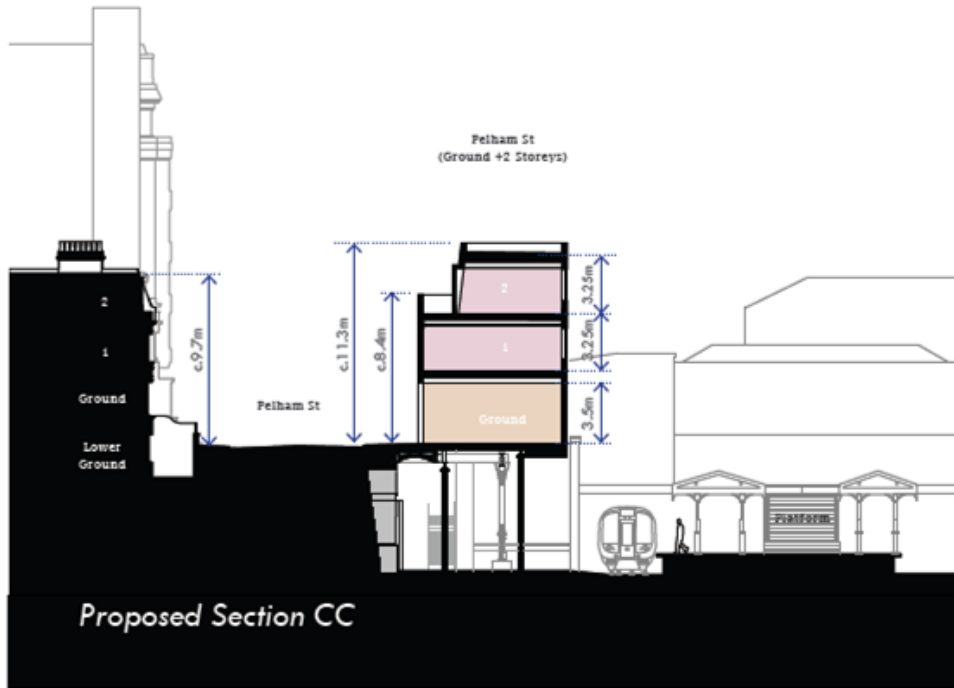
Pelham Street



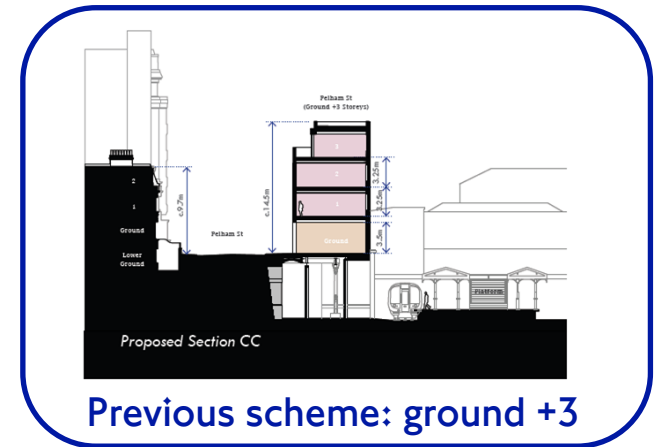
Your feedback – Pelham Street

- Concern over height
 - Canyon like effect
- Concern that retail stretches too far along Pelham Street
 - Unwanted connection to Brompton Cross
 - Requests to consider office use
- Concern pavement width is too narrow on Pelham Street
- Potential impact on residents car parking spaces
- Servicing of retail units on Pelham Street

Pelham Street – reduced height

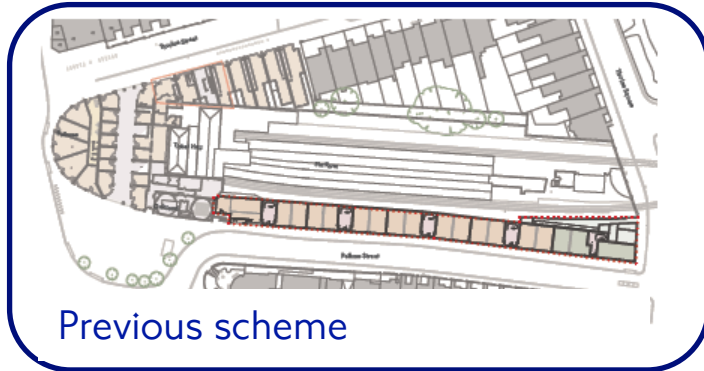


Revised base scheme: ground + 2



- Reduced height to ground+2 storeys
- Corner rises to ground+3 storeys
- Flexibility for modulation to respond to existing context

Pelham Street – reduced retail offering



- Removed 4 retail units
- Included office building at corner of Pelham Street and Thurloe Square
- Potential for other uses to be explored in the future e.g. medical clinic, gallery (DI use)



Revised base scheme

Pelham Street – retail use class restrictions

- Removed A3 use class from Pelham Street units
- Proposes time restrictions on trading and servicing
- Propose use class restrictions
- RBKC will impose and enforce planning controls

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 or 5~~ storey buildings providing ~~retail shops~~ (use class: A1), ~~restaurants and cafés (use class: A3), and offices/office~~ (use class: B1) ~~at ground floor level with 2, 3 and 4 storeys of and residential (use class: C3) above, and possibly community use (class D1).~~

5.20 TFL proposes that the majority of the ground floor commercial units will be occupied by small shops (Class A1). The size of these shops will be limited by the physical constraints of the development, where by expansion of the shops will be prevented by the residential cores in between each retail section.

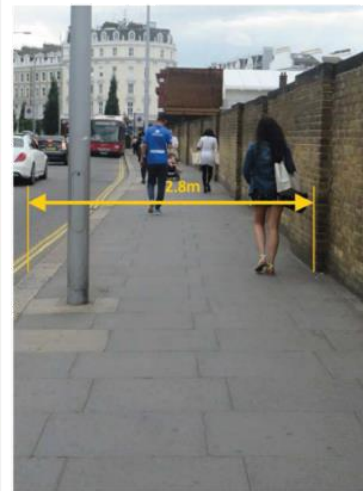
5.22 TFL will also explore whether the ground floor of the office building could be used as a community use such as a health centre or an art gallery (Class D1).

5.195.23 Careful curation will be required for the ~~ground floor~~ commercial space to secure and maintain retail and office types which are considered good quality, commercially sustainable and befitting the residential nature of the local area.

Image: Extract from revised development brief

Pelham Street – pavement, parking and servicing

- Confirmed that pavement widths meet council standards, average 2.8m
 - Footpath width doesn't preclude shops or residential options
- Car-free commitment
 - Future residents won't qualify for parking permits
- Servicing strategy
 - Early work indicates loading bays, with restricted hours (no impact on Pelham Street residential parking spaces)



SKS Pelham Street footway:
view looking West

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 vehicle crossover.

Servicing the units 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.

Image: Extract from the revised development brief

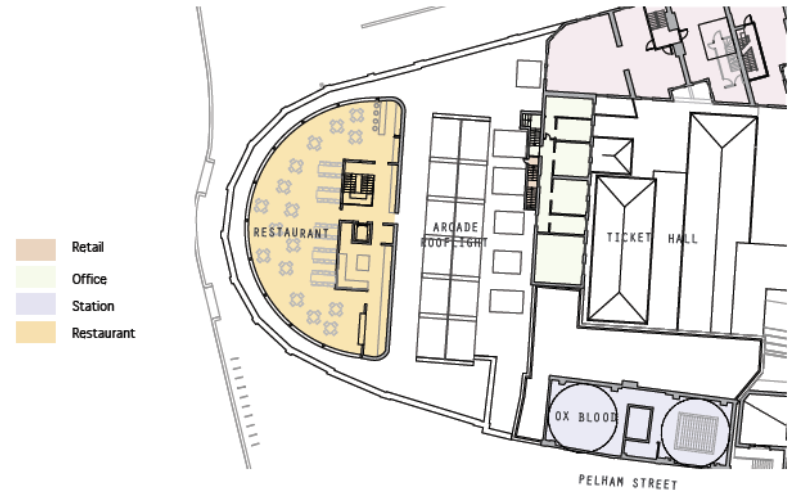
Bullnose and Thurloe Street



Your feedback – Bullnose and Thurloe Street

Concerns raised:

- Open air roof terrace on first floor of Bullnose would impact residential amenity
- Existing retail leases would make it difficult to achieve uniform shop fronts on Thurloe Street



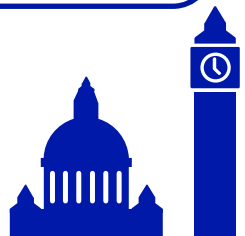
We have:

- Removed roof terrace from proposals
- Committed to ensure shop fronts are done in timely manner

5.31 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.

5.32 In response to comments from the CWG, the proposals do not include an accessible external roof terrace around the additional first floor.

Image: Extract from revised development brief



Daylight/Sunlight and Rights of Light

Daylight/Sunlight

- **Planning** consideration
- Impact of any new building in relation to existing buildings – apply Policy CL5 of RBKC Local Plan
- Assessments to evaluate potential effects of daylight/sunlight
- Consideration that a development wouldn't harmfully increase sense of enclosure

Rights of Light

- **Legal** consideration
- Based on an individual's right and the impact on their home/business
- Resolved through private legal treaty between developer and individual



Design update: in detail

BGY presentation

Summary of key revisions

Previous proposals

Thurloe Street:

- Various including retain facade, with complete rebuild behind, or refurbishment
- Enable step free access

Pelham Street:

- Ground floor retail along whole street (10 units, A1/A3 use)
- Four storeys rising to five at corner
- 1, 2, and 3 bed apartments

Bullnose:

- First floor restaurant with roof terrace

Revised base scheme

Thurloe Street:

- Light touch refurbishment of existing units
- Enable step free access

Pelham Street:

- 6 shops (A1 use)
- Three storeys rising to four at corner
- Corner now multistorey office use
- 1 and 2 bed apartments

Bullnose:

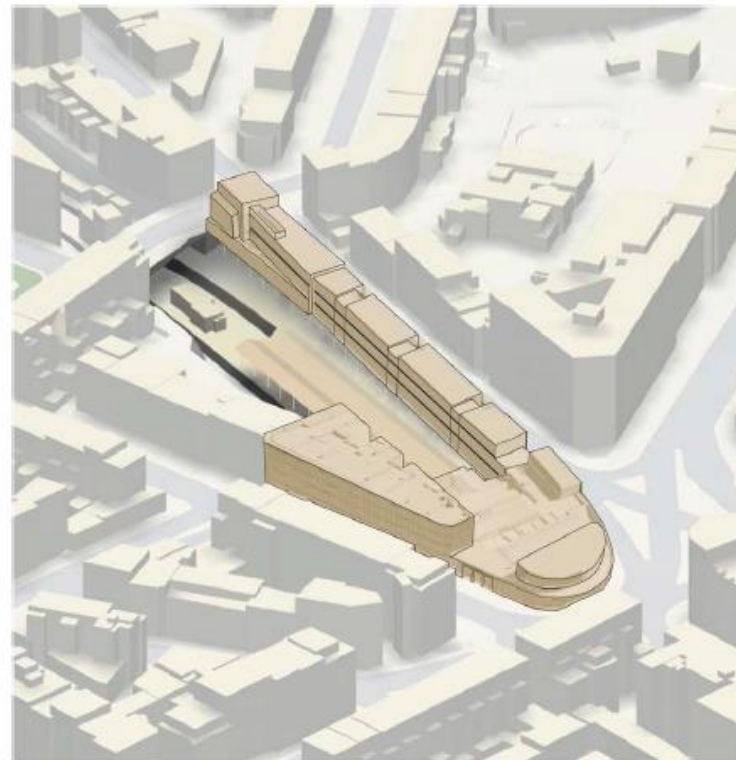
- First floor without roof terrace (potential for restaurant)



Massing comparison



1997 - Terry Farrell & Partners I



2016 - base scheme

Massing comparison



2002- Terry Farrell & Partners



2016 - base scheme

Massing comparison

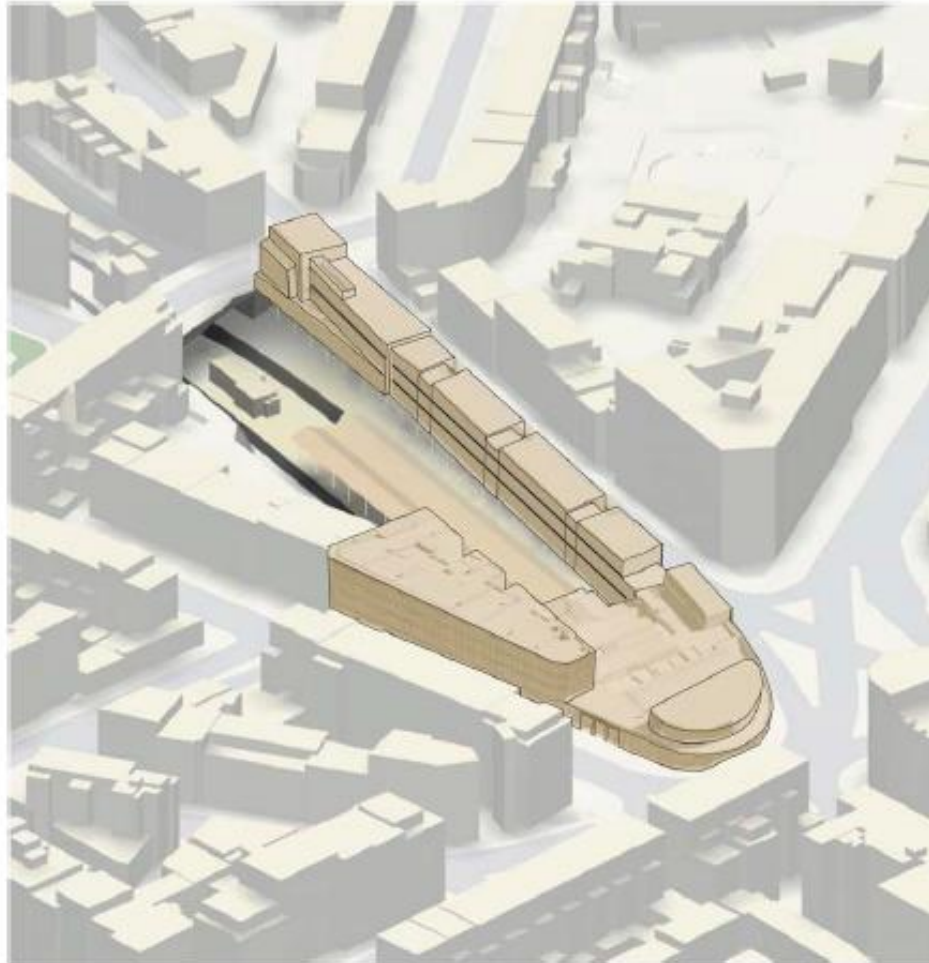


2009 – John McAslan and Partners



2016 - base scheme

The base scheme



What happens next?

- Final brief issued next week
- Comments on development brief by **6 November**
 - CWG response/s?
 - RBKC response
- Procure development partner
 - RBKC and CWG responses will form part of procurement pack
 - TfL starts informal developer discussions in **November 2016**
- Update CWG on procurement process **2016-17**
- Development partner on board **2017**
- Planning application **late 2017/2018**
- Completion of ASD works by **2022**



Questions?

Website: [Tfl.gov.uk/improving-south-kensington](https://tfl.gov.uk/improving-south-kensington)

