

TRANSPORT FOR LONDON

ARCHITECTS BRIEF FOR A MASSING &
FEASIBILITY STUDY

SOUTH KENSINGTON UNDERGROUND STATION

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1 INTRODUCTION

- 1.1 South Kensington Station is owned and operated by London Underground Ltd (LUL). The station is situated in the southern half of the Royal Borough of Kensington and Chelsea (RBKC), as shown on the site location plan in Appendix 1. LUL is part of Transport for London (TfL).
- 1.2 The site is approximately 0.77ha in size. Over three quarters of the site area is occupied by South Kensington Underground station, including tracks and ancillary buildings. The western end of the site comprises the station arcade, which incorporates single storey retail shops (with a leasehold from LUL). Further details of the site and its surrounding context are set out in Section 2 of this report.
- 1.3 LUL need to upgrade the station and therefore an improvements programme is currently being prepared, which subject to funding is scheduled to start towards the end of 2009. This programme is likely to comprise the partial enlargement of the ticket hall, the provision of step-free access (such as MIP lifts), the construction of an elevated walkway above the District & Circle lines linking the ticket hall and the MIP lift serving these lines, the refurbishment of existing escalators and the redecoration of the station.
- 1.4 However, large-scale redevelopment proposals have historically been advanced by LUL and TfL with limited success. Although an initial scheme for the site's redevelopment was approved by RBKC in 1999 (following six years of negotiations), a subsequent scheme in 2003 and an application in 2004 to renew the original permission both failed to gain support from RBKC, with local resident groups vociferous in their objection.
- 1.5 Furthermore, since then there has been a major change which substantially reduces the scope of achieving a major redevelopment. In August 2004 The Department for Culture, Media & Sport (DCMS) listed the station as Grade II.

The Need for a Massing and Feasibility Study

- 1.6 There is a strong belief that the successful redevelopment of the South Kensington station could help to transform the surrounding conservation area. One of TfL's ambitions is to improve the way in which its landholding addresses the street along Pelham and Thurloe Street. TfL also wishes to create a more effective interface with the Exhibition Road and South Kensington scheme to allow the station to integrate more effectively with the local area and to act as the 'front door' to one of the most renowned collections of museums in the world and this important part of the borough.
- 1.7 In order to ensure the potential schemes which come forward are viable and deliverable, TfL is looking to move forward in stages starting with this massing and feasibility study to explore what is achievable, before going on to select a partner with whom to progress the detailed design.
- 1.8 An important aspect of this analysis work is an architectural massing and feasibility study. It is intended that the outcomes and conclusions of this study will form an important base, from which viability and other assessments can be undertaken by TfL. The study will therefore act as an important stepping stone in determining whether an

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exciting yet deliverable scheme can actually be achieved upon the site, before going on to select a partner with whom the detailed design can be progressed.

The Aim and Scope of Brief

- 1.9 The aim of this document is to provide background information to help inform the architect selected to undertake the Massing & Feasibility Study. As mentioned above, Section 2 provides details of the site and its context, while Section 3 sets out its recent planning history.
- 1.10 The planning policy framework for the site is discussed in Section 4 and other important constraints such as listed buildings, rights of light, and sunlight and daylight considerations are discussed in Section 5.
- 1.11 TfL wishes to understand the opinions of the selected architect as to what can be achieved upon the site within these specific constraints. Section 6 provides a starting point by setting out some suggestions regarding the location and scale of development the architect may like to consider, although TfL is also interested to understand any other ideas the architect might put forward. A request for a proposal to TfL is made in Section 7, which concludes this Brief.

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2 THE SITE AND ITS CONTEXT

The Site

- 2.1 South Kensington station is located on a long, roughly rectangular strip of land, with its maximum width from north to south being approximately 60 metres and from east to west being 190 metres. The station is located partially above ground with arcaded entrance and shops to the west, and is excavated below street level to form the “cut”, which is approximately 7 metres deep for the District and Circle Underground Lines. These lines are open to the environment across most of the site with the exception of the western end. The Piccadilly Lines are located approximately 20 metres below those of the District and Circle, and are therefore not visible (photographs of the site are included within Appendix 2).
- 2.2 Thurloe Street bounds the longest edge of the site to the north and Pelham Street is to the south. Thurloe Street and Pelham Street converge at the western end of the station in a u-shape, or ‘bull nose’, which has an outward facing perimeter of shops that are single storey in height. A pedestrian arcade links the two streets behind the bull nose, and provides access to the internal shops, the ticket hall a mezzanine below, and ultimately the Underground station platforms. A scheme to introduce step free access at the Station is going ahead, with work on the site due to commence in late 2008/early 2009.
- 2.3 Although linked, the elevation of the station off Pelham Street reflects the piecemeal development of the station over the years. The entrance to the arcade to the west (built for the District Line in 1903) stands one storey tall, rising to one a half storeys at the arcade directly behind, whilst the original entrance to the Piccadilly Line station to the east (built in 1907) stands two storeys tall.
- 2.4 In addition to the main station element, the site contains a terrace of four storey properties numbered 20 to 32 Thurloe Street (Circa 1880), immediately to the north, the freehold of which is owned by LUL. These properties are in very poor condition and therefore a key outcome of the massing and feasibility study will help inform TfL in its decision of whether or not to incorporate them into a potential scheme and the various redevelopment/refurbishment options available.
- 2.5 A pedestrian subway extends northwards from the station concourse, with entrances to the Science Museum, Natural History Museum and the Victoria and Albert Museum. The subway has an arched roof, supported on riveted steelwork and faced in glazed bricks. Although there are plans to upgrade the subway, including proposals to provide a lift between it and the street, these works do not form part of this project and are not included within the scope of this instruction.
- 2.6 The eastern end of the site concludes at Thurloe Square, a much quieter, predominantly residential area, bound on three sides by consistent residential frontages with mature trees and private gardens. Thurloe Square crosses the station’s District and Circle lines via a small bridge. Large hoardings extend along the eastern (Thurloe Square extension) and most of the southern boundaries of the site (along Pelham Street), which have been in place for a number of years, since the buildings along this frontage were demolished. The hoardings restrict the views into the Underground station. The

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northern boundary of the site is defined by the station's revetments on that side, which form the supporting wall for the gardens of Nos. 2 to 18 Thurloe Street, situated directly above them.

- 2.7 There are no permanent buildings located within the site along either the Pelham Street or Thurloe Square boundaries. However, a small number of temporary Portakabins have been erected along the southern boundary of the site, occupied by both LUL and a small building firm.
- 2.8 The site is bound by Conservation Areas established over the years, with the station itself and the properties on Thurloe Street being included within the Thurloe Estate/Smiths Charity Conservation Area that was established in 1990. The station was listed in 2004, whilst a number of other listed buildings are located adjacent to the site.

Site Context

- 2.9 The buildings surrounding the site vary greatly in size, from approximately two to eight storeys, whilst also varying in age from the residential terraces of Thurloe Square developed during 1833-38, to Malvern Court, developed in 1932, the latter being outside the conservation area. In order to identify the specific variances in the surrounding site context, each adjacent street is discussed in detail below (photographs of the site context are included within Appendix 3).

Pelham Street

- 2.10 The south side of Pelham Street houses a distinct clash of scales, styles and materials. The most prominent building on Pelham Street is that of Malvern Court, which stands eight storeys tall. This residential building is not included within the Conservation Area. Directly to the east of Malvern Court, the built scale alters quite significantly, with the adjacent property standing only two and a half storeys. Properties located further east rise to four and a half storeys on the corner of Pelham Place. The majority of these properties are residential.

Pelham Place

- 2.11 Pelham Place runs south from Pelham Street to Pelham Crescent, and therefore does not adjoin the site, except on its northern end. Both sides of Pelham Place are lined with terraced housing, predominantly four storeys in height, set slightly back from the road. It is residential in character and mature trees contribute to the street scene.

Thurloe Square

- 2.12 Thurloe Square has a mixed character in terms of both building lines and heights. The south eastern corner of Thurloe Square is defined by a three storey building which houses an electricity substation. A large gap containing the District and Circle Line cutting extends between this building and a four storey triangular shaped building, situated on the corner of Thurloe Square itself.
- 2.13 The buildings located towards the north east of the site; on the western edge of Thurloe Square (Nos. 45-51), have a far more consistent buildings line, all of which stand

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approximately four and a half storeys. Constructed in 1843, the frontages of these buildings look directly onto Thurloe Square Gardens. These properties are all listed, in addition to the remainder of the properties situated around Thurloe Square.

Thurloe Street

- 2.14 Above the yellow brick revetments of the site's northern boundary are a number of mature trees in the gardens of Nos. 2-18 Thurloe Street. Constructed between 1845-47, these terraced properties stand approximately three and a half storeys high, all of which are listed. Of a similar style to these properties are Nos. 1-13 Thurloe Street (north). Standing three and a half storeys, and constructed in 1845, these buildings are also listed.
- 2.15 The character of Thurloe Street alters once it extends beyond its junction with Exhibition Road which leads to the Natural History and Victoria & Albert Museums. The street is bound by three to four storey buildings, the majority of which have active frontages on their ground floors, occupied predominantly as small shops and café/restaurants.
- 2.16 The buildings located along Thurloe Street stand approximately 4 storeys tall and the western end have retail on the ground floor with residential on the upper levels.

Cromwell Street/Harrington Road

- 2.17 The scale and character of the buildings alters quite noticeably to the west of the site, with properties located on the corner of both Cromwell Street and Harrington Road and Harrington Road and Old Brompton Road reaching five to six storeys. Constructed in the 1870's, the majority of these buildings are in commercial use, with a number of cafes and restaurants located at ground floor level with some residential on the upper levels. Circulation (vehicular and pedestrian) around this area is made difficult by the complicated traffic gyratory system which is in operation. This makes access to the station particularly awkward.

Old Brompton Road

- 2.18 Old Brompton Road is situated to the south west of the station and extends onto Onslow Square. Located to the south of Old Brompton Road is Melton Court which stands 8 storeys tall, although this is outside the Conservation Area.

Proposed Local Highway Improvements

- 2.19 As noted above, the road network around South Kensington Station and leading up to Exhibition Road is complicated. The pavement in front of Thurloe Street is particularly affected owing to its narrowness, the location of the bus stops, and the position of the arcade. This means that people coming out of the north exit of the shopping arcade and wanting to go east or north, and those doing the reverse journey, compete with those waiting for buses and visiting the shops along this frontage. The same is also true of the southern shopping arcade exit, where congestion is created by those waiting to cross Pelham Street. Owing to this, RBKC, in partnership with the City of Westminster and the Mayor of London, has been developing and funding the Exhibition Road project, which aims to transform Exhibition Road and the surrounding road network. RBKC has recently been successful in obtaining the funding to enable this project to go ahead, the

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first phase of which is due to start later this year. A plan providing an overview of the proposals is included within Appendix 4.

- 2.20 The purpose of the scheme is to make the area around South Kensington station and the museums more user friendly through the rearrangement of traffic flows. The new design proposes to eliminate congestion points by increasing the amount of space for pedestrians. This is to be achieved by the relocation of parking, the reduction of street clutter and the better use of road space for traffic.
- 2.21 The Exhibition Road project proposes to change the access to bus services from South Kensington station. In addition, London Buses is due to re-route one bus service onto Exhibition Road, giving people the option of using buses to get to the northern end of the street.
- 2.22 The proposed highway improvements will in effect unravel the one-way system around the station. The northern side will benefit, with Thurloe Street becoming an access only road and to the south an area of public amenity space will be created directly adjacent to the southern site entrance.
- 2.23 Below ground, the project proposes restoration and improvement of the pedestrian tunnel and step-free access at a number of points along its extent.
- 2.24 Whilst some of the Exhibition Road proposals relate to the station and its immediate context, TfL's objectives for the station are separate from these. The architect should nonetheless be aware of the Exhibition Road proposals insofar as they might affect the thinking on the South Kensington site.

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3 PREVIOUS HISTORY OF THE SITE

3.1 In recent times, three major applications have been submitted for the site, all of which have proposed comprehensive redevelopment. The details of each application are discussed below, including a brief overview of the main design elements of each proposal. Whilst no single set of application drawings relevant to the three applications is provided within this Brief, should the architect require drawings to be provided, a number of elevation drawings can be requested from TfL. However, the architect should look to consider the potential of the site from afresh.

3.2 **TP/93/0831 (1993)** - Submitted by LUL in May 1993, this application received a resolution to grant in 1997 for the:

“Demolition, redevelopment, and refurbishment to create a mixed-use scheme for shopping (including retail, professional office and food and drink uses), business (including Class B1 uses), residential, new underground station and facilities, engineering works and ancillary uses.”

3.3 Formal approval of this application was received in January 1999 following the completion of a Section 106 Agreement. This permission was not implemented.

3.4 The 1993 application was amended a number of times before it was deemed acceptable by RBKC, highlighting the sensitivity of the local area. The individual design elements of this application are set out below:

- A “mews” development at the eastern end of Pelham Street comprising 14 two-storey houses, 8 with integral single garages, around a mews courtyard accessed from the south-west corner of Thurloe Square.
- A four storey residential terrace situated at the eastern end of Pelham Street, providing 51 self contained flats, and an underground car park accessed from Thurloe Square.
- A new Underground station concourse and booking office at ground (street) level, new escalators to platform level, new stairs to the Exhibition Road pedestrian tunnel to the museums, and new entrances from Thurloe Street and Pelham Street via a new relocated north-south arcade. A further new entrance was proposed via a second new arcade on the east-west axis, of which part of the existing arcade formed part.
- New retail space (approximately 1,411m²) on the Thurloe Street and Pelham Street frontages, and within the new arcade, together with a new restaurant (approximately 880m²) at the western corner of the development located within a circular “bullnose” building standing three storeys tall. An off-street service area, with internal turntable, was proposed with access from Pelham Street.
- An office development to provide 9,484m² of Class B1 office space. This was proposed on the western section of the site with a large central block including a

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Rotunda (29 metres above ground) at its centre, a six storey block constructed behind the existing Thurloe Street façade, and a new five storey block along Pelham Street.

- 3.5 **PP/03/01504 (2003)** - On the back of the extant 1999 permission, LUL entered into a joint venture with Stanhope/Hutchison Whampoa who submitted an application in June 2003. This sought approval for the:

“Demolition of existing buildings and redevelopment and refurbishment to provide: buildings for offices (B1); retail (A1, A2, A3); residential (C3); works of hard and soft landscaping; ancillary car parking and service areas together with other works incidental to the application proposals, including improvement works to the foot tunnel running beneath the site under Exhibition Road.”

- 3.6 Although this application was similar to that of the extant permission, it proposed a more intensive form of development and included taller buildings. This application failed to gain support, largely on the grounds of “over development” and was withdrawn in December 2003. The principle design elements were as follows:

- A residential element consisting of 125 units located to the east of the site along Pelham Street and Thurloe Square, located within a five storey block of accommodation situated along Pelham Street, and accessed from a raised internal mews at first floor level. Twelve mews houses located to the north of the raised mews, accessed from Thurloe Square. A total of 85 car parking spaces were proposed at ground and mezzanine level.
- A new Underground station concourse and booking office at ground (street) level, new escalators to platform level, new access to the Exhibition Road pedestrian tunnel leading to the museums, and new entrances from Thurloe Street and Pelham Street via a new relocated north-south arcade.
- New retail space (approximately 2,265m²) on the Thurloe Street and Pelham Street frontages, situated on the ground floor of a 4-storey plinth structure, which formed the western section of the site. The majority of the retail units were to be serviced by an access road running from Thurloe Square.
- An office development to provide 16,670m² of Class B1 office space, situated above the ground level ticket hall within three large plinth floorplates. A seven storey structure enclosing 7 elliptical floorplates was incorporated above this.

- 3.7 **PP/04/00085 (2004)** - The withdrawal of the 2003 application and the elapse of time, prompted LUL to renew the extant permission from 1999 in an effort to keep alive the permission. This again proposed the:

“Demolition, redevelopment, and refurbishment to create a mixed-use scheme for shopping (including retail, professional office and food and drink uses), business (including Class B1 uses) residential, new underground station and facilities, engineering works and ancillary uses.”

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- 3.8 As the permission was extant at the time, the principal consideration for RBKC was whether circumstances, including the policy background, had changed to a material degree which would support a different decision being made. The planning application was due to be heard at a Planning Committee meeting in March 2004, but was removed from the agenda shortly before the meeting took place, due primarily to a request that an Environmental Impact Assessment be provided. An Environmental Impact Assessment was formally requested by RBKC in April 2004. The station was then listed so the planning application was withdrawn by LUL in February 2005.
- 3.9 Given that this application was a resubmission, the design details were the same as those set out above for the 1993 application.
- 3.10 For the avoidance of doubt, the site does not currently benefit from an extant planning permission.

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4 PLANNING POLICY CONTEXT

- 4.1 Whilst it is not considered necessary for the purposes of this Brief to run through every local planning policy relevant to the site, there are a number of key policies that are worth noting, against which proposals would be considered. These are described below.

Planning Brief – South Kensington Station Site (1980)

- 4.2 The site is included within an extension to the Thurloe Estate/Smith's Charity Conservation Area for which a Conservation Area Proposals Statement was approved in 1980. This document includes a Planning Brief relating specifically to the South Kensington station site. A copy of the Planning Brief is included within Appendix 5.
- 4.3 The Planning Brief suggests that development should be carried out comprehensively and simultaneously with the upgrading of the Underground station. Any development is expected to be:

"...in scale and sympathy with the nearby residential street and squares and have regard to the fact that the east and west ends of the site exhibit different characteristics. The east end is more elegant and residential while to the west, commercial and traffic influences predominate. For this reason, a mixed development may well be appropriate, allowing an architectural expression to more than one building" (para 6, page 85).

- 4.4 Paragraph 13 of the Planning Brief considers that the massing of any development on the site should pay special regard to its impact on the sensitive skylines. Paragraph 13 of the Planning Brief makes particular reference to three critical views, these being:

"...the museum towers from Onslow Square and views out of Thurloe Square. From Exhibition Road the rich heavy terrace facades making up this view must be satisfactorily related to any part of the new development which is seen above them"

Royal Borough of Kensington and Chelsea UDP (2002)

- 4.5 The architect in preparing their massing and feasibility study will need to pay particular regard to the RBKC Unitary Development Plan (UDP), adopted in May 2002. Although a small number of policies contained within the adopted UDP have recently been dropped as a consequence of the Planning and Compulsory Purchase Act (2004) the majority of those against which both the 2003 and 2004 planning applications were considered remain.

Land Use

- 4.6 The South Kensington site is specifically identified in the UDP as a 'Major Site' (Site No. 24) with development opportunity. It recognises the intrinsic character of the Royal Borough of Kensington & Chelsea as being of an intensely developed, primarily residential area, and states the site is one of the few highly accessible locations within

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the borough that is capable of accommodating and supporting a varied mix of uses. Given its potential for accommodating such a mix of uses and its importance in serving the museums, the UDP considers it demands presence within the local area. The UDP lists the following land uses as being acceptable:

“Business (Offices, Light Industrial, R&D), Retail, Hotel, Leisure, Residential including affordable housing with improvements to station.”

- 4.7 As the site is identified as a Major Site, the UDP states that proposals should be in compliance with Policies E4, H15, and H23 (although Policy H23 has recently been dropped).
- 4.8 Policies E4 and H15 require a substantial proportion of housing to be provided on Major Sites.
- 4.9 The site is also included in the South Kensington Principal Shopping Centre. Policy S2 of the UDP advises that RBKC would normally seek to permit new retail floorspace and extensions to shop units, whilst Policy S3 seeks the replacement of shop floorspace and frontage in redevelopment schemes.

Conservation Area

- 4.10 Located within the Thurloe Estate/Smith’s Charity Conservation Area, the site would need to comply with a number of conservation area policies. The principal policy in respect of the conservation area is that of Policy CD60, which seeks to resist the demolition or substantial demolition of buildings in conservation areas unless:
 - a) the building or part of the building structure makes no positive contribution to the character or appearance of the area; or
 - b) the condition of the building is proved to be such that refurbishment is not possible; and
 - c) a satisfactory scheme for redevelopment has been approved.
- 4.11 Whilst the architect should be mindful of this policy it should not preclude what happens to 20-32 Thurloe Street. English Heritage and the local authority, in their letters which are included in Appendix 12, have expressed their preference for the terrace to be retained and refurbished rather than redeveloped. Their views should be considered. TfL is also interested to understand whether the character of the terrace can be retained whilst incorporating a wider redevelopment.
- 4.12 Policy CD61 seeks to ensure that any development in a conservation area preserves and enhances the character or appearance of the area.
- 4.13 In respect of the bulk and scale of proposals within conservation areas, Policy CD62 seeks to ensure that all development in conservation areas are to a high standard of design and is compatible with the:

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- a) character, scale and pattern;
- b) bulk and height;
- c) proportion and rhythm;
- d) roofscape;
- e) materials; and
- f) landscaping and boundary treatment of surrounding development.

4.14 Policy CD63 considers the effect of proposals on views identified in the Council's Conservation Area Proposals Statements (as discussed in paragraph 4.4 above), and generally within, into, and out of conservation areas, and the effect of development on sites adjacent to such areas.

Listed Buildings

4.15 With the station having now been listed by English Heritage, proposals for South Kensington station must take into account restrictive policies in relation to the protection of listed buildings. The adopted UDP reiterates the general thrust of national planning policy contained within PPG15, stating that there will be a presumption in favour of the preservation of listed buildings owing to their architectural or historic interest. UDP policy CD65 seeks to resist the demolition of listed buildings in whole or in part, or removal or modification of features of architectural importance.

4.16 Policy DC66 considers works to listed buildings. In this respect, the policy again sets out a presumption firmly in favour of preservation. The policy seeks to resist proposals to alter listed buildings unless:

- a) the original architectural features, and later features of interest, both internal and external, would be preserved; and
- b) Alterations would be in keeping with the style of the original building; and
- c) all works, whether they be repairs or alterations, are carried out in a correct scholarly manner, under proper supervision, by specialist labour where appropriate; and
- d) the integrity, plan form and structure of the building including the ground and first floor principal rooms, main staircase and such other areas of the building as may be identified as being of special interest are preserved.

4.17 In English Heritage's recently published "Conservation Principles" document, paragraph 15 sets out the criteria against which changes that would harm the heritage values of a significant place must be assessed and that they would be unacceptable unless:

- (a) the changes are demonstrably necessary either to make the place sustainable, or to meet an overriding public policy objective or need;
- (b) there is no reasonably practicable alternative means of doing so without harm;
- (c) that harm has been reduced to the minimum consistent with achieving the objective;

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- (d) it has been demonstrated that the predicted public benefit decisively outweighs the harm to the values of the place, considering: its comparative significance; the impact on that significance, and; the benefits to the place itself and/or the wider community or society as a whole.

Sunlight and Daylight

- 4.18 The site is bound closely on each of its boundaries by varying scales of development, the majority of which currently benefit from good levels of sunlight and daylight. Given that any proposal would almost certainly impact on these levels, regard should be given to both policies CD33 and CD34 of the adopted UDP.
- 4.19 Policy CD33 aims to resist development, which significantly reduces sunlight or daylight enjoyed by existing adjoining buildings and amenity spaces. Policy CD34 requires development to be designed to ensure good light conditions for its building spaces. Paragraph 4.3.15 states that in considering development proposals, the Council will not be seeking to ensure that they meet any particular minimum or maximum standards. However, where proposals affect the light conditions in and around adjoining property, the extent to which it involves a significant and unreasonable worsening of light conditions for those properties will be assessed, taking account of the prevailing general standard of light in that local environment.

The Local Development Framework (2005)

- 4.20 RBKC has begun the process of replacing the adopted UDP with a Local Development Framework (LDF). The LDF together with the Mayor's Spatial Development Strategy (The London Plan) will form the Development Plan for RBKC.
- 4.21 To date, RBKC has undertaken an information gathering exercise, assessing issues such as housing and employment need and have also sought the views of local people and interest groups on the direction of future policy. As part of this process, a Site Specific Allocations Issues and Options document was produced and placed on consultation in June 2006
- 4.22 The Site Specific Allocations document identifies the site as having potential for redevelopment. However, the range of land uses which are suggested as being acceptable by the Council are less extensive than those set out in the adopted UDP, incorporating only residential, retail and offices. This document also suggests that development would have to be "small scale" as a consequence of the majority of the landholding being listed in 2004, as will be discussed in Section 5.
- 4.23 The Site-Specific Allocations Document is to be consulted on again at the Issues & Options stage on January 2010. Once the Council's principal policy document, the Core Strategy, has been formally adopted.

5 DESIGN & OTHER CONSIDERATIONS

5.1 During RBKC's consideration of each of the three major planning applications, four key issues, common to each arose. Whilst the 1993 application overcame these issues, the two subsequent applications failed to gain support from RBKC. Given their nature, these issues would still remain relevant in the design of a further proposal and should therefore be fully assessed by the architect. These issues are discussed below, before going on to discuss the additional constraints arising as a result of the station having now been listed. This section also provides details of the station upgrade proposals which are scheduled to be carried out by LUL from 2009.

Rights of Light

5.2 From the historic work undertaken by Gordon Ingram Associates, it is apparent that the scale of development that can be achieved will be limited in some locations by rights of light enjoyed by some properties.

5.3 TfL has commissioned Gordon Ingram Associates to update their previous assessment work, in order to establish the scale of development that could be achieved across the site. The architect will therefore need to engage with the rights of light consultant to better understand the outcomes of this assessment, as proposals will need to respect the rights of light envelope identified.

Sunlight and Daylight

5.4 A further consideration in the three planning applications has been the impact of each on the daylight and sunlight of surrounding properties.

5.5 The site is surrounded on virtually all sides by residential property, most of which extends all the way to the ground floor. Due to the site's open nature, existing properties surrounding it enjoy unusually high levels of daylight and sunlight (where applicable) and any proposal is likely to impact on the sunlight and daylight of adjacent properties; the Council has accepted previously that some reduction would be acceptable.

5.6 Therefore, the height of proposals would need to take into account sunlight and daylight standards to ensure that that sufficient light is able to reach those buildings located adjacent to the site. To provide a clearer indication of potential impacts on light levels, Gordon Ingram Associates has undertaken an assessment of the daylight and sunlight impact with reference to standards that residents could normally expect to enjoy.

5.7 The architect should again engage with Gordon Ingram Associates to consider the outcomes of this assessment and ensure that any proposals are designed to keep within the parameters set out to ensure that the outcomes from the massing and feasibility study are defensible.

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The Listing of South Kensington Station

- 5.8 The station was listed by DCMS on 27 August 2004 (see Appendix 6 for listing description). This listing constitutes a very significant material change in circumstances since the initial approval in 1999 and subsequent 2003 and 2004 applications. This makes it far more difficult to find an acceptable form of development which ensures that the areas of special interest are retained and are not adversely affected. It is also appropriate to note that the foot tunnel is the subject of a separate listing, which is reproduced in Appendix 7.

Details of Station's Special Interest

- 5.9 The whole of the footprint of the station, including the 'bull-nose' is included within the listing of the station. Whilst this is not clearly stated within the listing description itself, verbal confirmation on this point has been received from English Heritage. However, the listing identifies two main areas of importance. The first of these relates to the arcaded revetments (dating from 1867-1868), and the second the shopping arcade (dating from 1903).

The Revetments

- 5.10 In respect of the revetments, these are identified as belonging to the first generation of Underground architecture. Constructed from yellow brick, these form the retaining wall along the edges of the cutting and run the full length of the platform with the exception of the Thurloe Square end. These are visible on both the eastbound and westbound platforms of both the District and Circle Line, particularly on the eastbound side. Both English Heritage and RBKC have expressed a strong desire to see the revetments kept open, and have stated that a total enclosure with a deck over the top of the cutting would not be supported. However, the style of the revetments changes at the Thurloe Square end. These are constructed from red stock brick and are considered by English Heritage to be less important than the yellow brick revetments. Owing to this, there is some scope for these to be covered.

The Shopping Arcade

- 5.11 The shopping arcade acts as the entrance to the ticket hall and is considered to be a good example of Edwardian retail architecture. Of the eleven shops within the arcade, two are identified as possessing the original high quality glazed shop fronts.
- 5.12 English Heritage has stated that it does not wish to see either the entrances to the arcade from Thurloe Street and Pelham Street, the glazed barrel-vaulted iron roof, the Doric pilasters or the layout of the arcade altered. However, English Heritage has acknowledged that many of the original shop fronts have previously been lost, and therefore some limited change will be allowed.

Rest of the Station

- 5.13 Whilst the rest of the station is not regarded as being of significant interest, the frontage on Pelham Street is identified as making a positive contribution to the conservation area. Faced in oxblood tiles, the frontage also has a number of recessed bays, originally

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used for the display of public material. Of particular note on this façade is the presence of raised black lettering displaying the station's name.

- 5.14 As set out in section 4 of this report, a restrictive planning policy framework is in place at both national and local level to protect listed buildings and their specific features. Although the approved scheme from 1999 and the subsequent proposals from 2003 and 2004 involved the demolition of much of the station, it had not been listed at that time. Therefore, LUL and Stanhope/Hutchison Whompoa were only required to consider the design of their proposals (including the demolition of the station and the rafting over the revetments) in the context of the surrounding conservation area.
- 5.15 The effect of English Heritage listing the station is significant and greatly reduces the scope for a large-scale redevelopment. As such, the architect will need to carefully consider the key areas of importance and the effects that any options could have on them. Although discussions have taken place with English Heritage subsequent to the station's listing, this was over two years ago. It may therefore prove useful for the architect to meet on site with senior Officers from English Heritage to allow them to better understand exactly the degree of flexibility that might be available. Such a meeting would be set up by TfL, who would also have representatives in attendance.
- 5.16 Following the listing of the station, the Brompton Association produced their own vision of how the station could be (a copy of this is attached for background information in Appendix 8).

Public Opposition

- 5.17 Although not a quantifiable constraint, the fourth issue which was very relevant in the consideration of the three previous applications was that they attracted much interest and opposition from local residents and interest groups.
- 5.18 As part of the 2003 planning application, the applicant Stanhope/Hutchison Whampoa undertook a thorough pre-application consultation exercise prior to the submission of their application; presenting proposals to residents, Ward Councillors and resident groups. Whilst the consultation exercise itself received much praise, the opposition raised was well organised and was a key feature in influencing the Council in deciding to no longer support the redevelopment.
- 5.19 To help understand the issues raised, King Sturge has produced a summary table of the objections, which is attached in Appendix 9.
- 5.20 As TfL is now looking to start afresh with the site, it is eager to work with both RBKC and local residents to understand their views on the station's redevelopment. TfL would then look to address as many of the issues arising from this in coming up with a new scheme. Therefore, during the course of their instruction the architect may be required to attend early consultation events to provide feedback to local residents whilst also taking on board any relevant comments.
- 5.21 TfL has conducted a consultation exercise on this brief with local stakeholders. The submissions made to the consultation, along with a summary of issues and TfL's response can be found in Appendix 12.

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2009 Station Upgrade Proposals

- 5.22 An improvements scheme has been prepared by LUL to upgrade the station and provide step-free access to the various platforms. This work was scheduled to commence in late 2009 with completion set for 2012. However in November 2008 the Mayor of London announced that there was no funding available for step-free access at this station, resulting in the scheme not progressing.
- 5.23 The upgrade work which includes the redecoration of the station and the refurbishment of the existing escalators will now be progressed by the INFRACO at an unscheduled point in the future.
- 5.24 The step-free access works, included the provision of four new MIP lifts within the station. The details of each of the lifts are discussed in more detail below:
- **Lift 1:** The provision of step-free access from street level to the ticket hall/museum subway levels, utilising the current existing retail space at all arcade/ticket hall levels. In addition, a new tunnel at subway level will connect a vacant Science Museum unit to the new lift.
 - **Lift 2:** The provision of step-free access between the ticket hall and District & Circle line platforms 1 and 2 via the construction of an elevated walkway above the platform linking the ticket hall to the lift.
 - **Lifts 3 and 4:** The provision of step-free access between the ticket hall and the Piccadilly line platforms, and will be located in an existing lift shaft.
- 5.25 The purpose of the study is to help TfL determine whether a viable and deliverable development can actually be achieved upon the site. Given the recent news that there is no funding for the step-free access project, the Architect is required to highlight opportunities to incorporate improvements to the station which could be funded by the development. At the very least the Architect should safeguard the proposed step-free scheme being implemented at a later date.
- 5.26 The programme for the station's upgrade and Stage D drawings are included within Appendix 10.

6 THE SCALE OF DEVELOPMENT

- 6.1 Given the constraints set out in the previous two sections, the scope for any significant redevelopment has been reduced. However, to achieve a viable scheme that is deliverable, there will need to be sufficient value generated.
- 6.2 From discussions that TfL has had with English Heritage and the Conservation and Design Team Leader at RBKC, it has been made clear that any future scheme would need to be smaller in scale and extent than those previously proposed, to have a realistic prospect of success. This is due to the subsequent listing of the station and the need to protect both the station's revetments and the shopping arcade in particular.
- 6.3 In respect of the former, it has been made clear that the majority of the revetments must be kept open, and that complete enclosure with a full deck over the top of the cutting would not be supported (the construction of a full deck above the revetments was an approach adopted as part of both the previous proposals). Alternatively, there may be a different solution where the revetments can still be appreciated even with a greater amount of enclosure, which could be explored.
- 6.4 It is suggested that the architect should consider the site's potential in terms of individual component parts, as set out in more detail below (a plan showing the approximate location of the component parts is included within Appendix 10). Whilst the site's constraints need to be carefully considered, the architect should use their own judgement to assess how the site could be redeveloped as ultimately it will be the quality of design that will provide the way forward for finding an acceptable scheme.
- 6.5 Whilst TfL therefore does not wish to prescribe what an appropriate massing would be, the architect needs to be mindful of the scale of existing buildings in the area and note that tall buildings would not be welcomed by RBKC.

A deck confined to the eastern end of the site, fronting Thurloe Square with new buildings above

- 6.6 The structure of the revetments on the north and south of the cutting alters towards its eastern end. Whilst the bulk of the revetments are constructed from yellow brick, approximately 20 metres from the Thurloe Square bridge crossing, this changes to red stock brick, which are considered to be less important.
- 6.7 Given that the station platforms do not extend fully up to the bridge, the architect should consider the scope to create a small deck fronting Thurloe Square with the construction of buildings above it. The extent of any raft in this location will probably need to be confined to the area above the red brick revetments.

New development along Pelham Street

- 6.8 Remnants of the original development above the station along the Pelham Street frontage are still visible. These are in the form of columns, which support a cast iron raft above, known as the Pelham Street Colonnade. Although this is now structurally

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unsound, English Heritage has expressed no reason why this should not be replaced at ground level, as the revetments beneath were partially enclosed historically.

- 6.9 The architect should therefore consider the opportunity to provide a raft onto Pelham Street running the length of the cutting from the station building to Thurloe Square, but not extending across the full width. Based on advice previously received from English Heritage it is likely that such a raft may need to be restricted in depth, which would cover the cutting up to the point of the western Circle and District line track.

Extension of Ticket Hall with development above

- 6.10 An integral part of any future redevelopment scheme would be the need to improve passenger access with development between the ticket hall and the platforms and to provide for the operational requirements of the station. As a consequence, it would be necessary to increase the capacity of the ticket hall concourse in order to accommodate the new step-free access functions - including four MIP lifts - and to help reduce congestion.
- 6.11 At present, supporting walls are located on the disused platform, upon which the existing ticket hall raft has been constructed. English Heritage has previously considered that there may be some potential for the limited extension of the raft supporting the ticket hall. The potential that this offers for new development should be explored by the architect.
- 6.12 This element is therefore considered to be very important, as direct improvements to the operations of the Station would be welcomed, particularly the opportunity to extend and widen the concourse to accommodate another staircase down to the platforms.
- 6.13 A limited number of additional storeys above the existing shopping arcade (if this is structurally possible).
- 6.14 Although included within the listing, TfL wish to understand whether it would be possible to develop over the existing ticket hall and shopping arcade, possibly through the formation of a light-weight supporting raft above the existing buildings. Whilst this would be less problematic above the ticket hall, there is a glazed barrel vaulted roof above the arcade. The height of any such structure would need careful consideration as the scale of the listed station would need to be respected. TfL will commission consultants to advise on the structural issues raised by any proposal, together with the costs involved.

Redevelopment/refurbishment of the existing buildings fronting Thurloe Street

- 6.15 The redevelopment or refurbishment of the existing buildings on Thurloe Street could be a component of a redevelopment proposal.
- 6.16 The scheme approved in 1999 proposed the retention of the existing building facades with new development to their rear. An additional level was added through the creation of a mansard roof. In respect of the 2003 proposal, the complete demolition of these buildings was proposed, in order to accommodate a four storey plinth around much of the western perimeter of the site.

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- 6.17 Given that two alternative approaches have been proposed in the past, TfL would like to explore whether a proposal for the redevelopment of these buildings would allow a suitable structure to be built or whether it would be more viable to concentrate on a more straight forward refurbishment.

Accessibility and parking

- 6.18 As discussed in section 2, proposals are currently being put forward by RBKC to improve the road network surrounding South Kensington station.
- 6.19 The architect should assess these proposals and consider how each of the component parts of the site can be effectively serviced, as well identifying the scope for car parking. The location of any servicing areas would need to take into account the impact on the amenity of surrounding properties.
- 6.20 While the Exhibition Road pedestrian subway lies outside the scope of this study the architect should include as part of his work an assessment of any implications a development may have on access to the subway from the station ticket hall.

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7 INVITATION TO TENDER

- 7.1 TfL seeks proposals for undertaking this initial Massing and Feasibility Study, having regard to this brief and having visited South Kensington Station and undertaken relevant assessments, they invite you to tender by 19th December 2008.
- 7.2 The proposal should include an allowance for the following meetings:
- Six with TfL/LUL.
 - Two with Kensington & Chelsea Borough Council.
 - One with English Heritage.
 - Design Team Meetings
- 7.3 In assessing the different site components, the architect should seek to produce a number of massing options that consider the site in parts and in whole. Given the relative complexity of the site constraints, it is envisaged that this will be an iterative process with detailed assessments of each option being fully considered by TfL.
- 7.4 The resultant Massing and Feasibility Study will help TfL to determine whether some of the elements would be viable, or whether the returns would be so limited (or indeed negative) that the time, effort, and resources of TfL would be better directed elsewhere across the network. It will not be necessary for the selected party to undertake financial appraisals of each of the options they produce; this will be carried out by the Development Consultant.
- 7.5 If it is determined that a comprehensive approach to the redevelopment of the site can be achieved within the constraints, and that this is financially viable, TfL would then look to hold a short competition to select a Developer/architect team to undertake the detailed design required to support a planning application.

CONSULTANTS ACTIVITIES AND OUTPUTS

- 7.6 The Architect will be supported by a consultant team (yet to be appointed). The team will include but not be limited to a Structural Engineer, Development Agent and Quantity Surveyor and be managed by a Project Manager.
- 7.7 Due to the provision of the works as part of the scheme it is anticipated that the procurement of a JV Partner will have to comply with the OJEU procurement process.

Activities and Outputs

- 7.8 The architect is required to:
- Identify massing options.
 - Collaborate with the Team in producing viable massing models.
 - Compile a comprehensive report on options and viability.
 - Present to TfL, RBK&C and the stakeholder groups the findings at the end of the study. The study output should be a PowerPoint presentation and report

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with graphical representations. A number of hard copy reports will be required together with a PDF.

Key Interfaces

- Corporate Finance Property Development.
- London Underground.
- Design Team.
- Royal Borough Kensington & Chelsea Planners.
- English Heritage.

CAPABILITY STATEMENT

7.9 The following is sought from the firms invited to undertake this work:

- Practice experience especially that focused on schemes within conservation areas and over or around transport nodes.
- Details of suitably experienced and qualified Architects who will work on the project with a brief résumé and relevant rates.
- Comment on their timescales and other commitments.
- A description of support facilities.
- A fixed fee proposal for undertaking this work, exclusive of VAT and disbursements, based on an appointment in line with TfL's standard terms and conditions or if hourly rates are suggested, the provision of a justified budget figure is sought.

7.10 Tender submissions are to be split in to two documents; 1) Approach, company and team experience, and 2) Commercial and financial information. Both documents have to be in PDF format and be submitted via BravoSolutions.

TIMESCALE

7.11 The closing date for this tender is 19 December 2008.

7.12 TfL will notify the successful party by 9 January 2008.

7.13 The architect and team are required to complete the study by 10 April 2009.

EVALUATION CRITERIA

7.14 TfL will award a score between 1-5 on the following criteria; weighting has been indicated in brackets:

- Specific experience of working on over-station developments (3).
- Relevant experience of working with listed buildings in conservation areas (3).

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- Team members and their experience of delivering studies of a similar nature to programme (3).
- Other evidence of understanding the brief and ideas and suggested approach to the study (2).
- Capacity to undertake work (1).
- Enthusiasm from submission and presentation at interview (1).
- 'Fit' with TfL and ease of working with (2).
- Cost (2).

FREEDOM OF INFORMATION

7.15 TfL is a public body and is subject to Freedom of Information requests.

APPENDIX 1
SITE LOCATION PLAN

APPENDIX 2
SITE PHOTOGRAPHS

APPENDIX 3
SITE CONTEXT PHOTOGRAPHS

APPENDIX 4
EXHIBITION ROAD PROPOSALS PLAN

APPENDIX 5

SOUTH KENSINGTON STATION PLANNING BRIEF

APPENDIX 6

LISTING DESCRIPTION FOR STATION

APPENDIX 7

LISTING DESCRIPTION FOR FOOT TUNNEL

APPENDIX 8

BROMPTON ASSOCIATION VISION DOCUMENT

APPENDIX 9

LOCAL RESIDENT GROUPS CONSULTATION RESPONSES

APPENDIX 10

**SOUTH KENSINGTON STATION UPGRADE PROGRAMME & STAGE D DRAWINGS
(AWAITED)**

APPENDIX 11
SITE COMPONENT PARTS PLAN

APPENDIX 12

AUTUMN 2008 CONSULTATION SUBMISSIONS AND TFL RESPONSES

PELHAM STREET

THURLOE SQUARE

THURLOE STREET

CROMWELL STREET / HARRINGTON ROAD

OLD BROMPTON ROAD