

Kensington Forum



Rockwell



simpsonhaugh

Kensington Forum Hotel – London

DESIGN AND ACCESS STATEMENT | JUNE 2018



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INTRODUCTION

1.1 Purpose of the Document

The Design and Access Statement has been prepared by SimpsonHaugh to be submitted in support of the planning application for the redevelopment of the Kensington Forum Hotel to re-establish the historic Garden Square and provide a new hotel and residential building of outstanding quality.

The statement explains how the design proposal has evolved from an analysis of the site and its context and describes the final proposals of the proposed development. This document should be read in conjunction with the application drawings and other material that accompanies this application.

1.2 The Project: scheme overview

SimpsonHaugh were appointed by the new owners of the hotel Queensgate Investments in the summer of 2016 to assess the potential for the redevelopment of the Kensington Forum Hotel on Cromwell Road. The hotel was built between 1971 and 1972 primarily to house air crews using Heathrow Airport and contains 906 hotel bedrooms. Having considered the possibilities for renovation of the existing building both financially and technically as well as consulting with local residents a preference for demolition of the existing building and a comprehensive renovation of the whole city block was decided upon.

The proposed scheme will provide two tower buildings (of ground plus 29 and ground plus 22 stories) above a podium building (ground plus 7 storeys with part mezzanine level above ground floor). The development is hotel led containing 749 hotel bedrooms and 340 serviced apartments in addition to front of house restaurants and conference facilities at ground, mezzanine and first floor as well as in the two storey basement. In addition there is a residential apartment building at the southern end of the podium building that contains 46 residential homes, both affordable and market. A small car stacker system is included in the scheme which provides a total of 48 spaces. Cycle parking for 75 residential bikes and 55 hotel bikes is provided within the building and 44 short stay bike stands will be included in the public realm.

The proposed development also includes significant public open space elements; an arrivals square for the drop-off and collection by cars and taxis of hotel guests and a 2700m² London Garden Square

The total application area is 7,630 m² which equates to approximately 0.76 hectares.

The overall areas for the proposed development are:

GEA: 80,976 m²

GIA: 77,235 m²

1.3 The Applicant

The applicant for the development is Queensgate Bow UK Holdco Limited who have been supported by Queensgate Investments and Rockwell Property who are the Development Partners of the applicant.



Fig. 1.1 Aerial view of the site looking north



Fig. 1.2 One Blackfriars, London



Fig. 1.3 Two St. Peter's Square, Manchester



Fig. 1.4 Project Soyuz, Moscow



Fig. 1.5 Chambers Wharf, London



Fig 1. 6 Manchester Museum, Manchester



Fig 1.7 South Village, St. John's, Manchester



Fig. 1.8 Queen Elisabeth Hall, Antwerp



Fig. 1.9 Buckingham Gate, London

1.4 The Architect

SimpsonHaugh were founded by Rachel Haugh and Ian Simpson in 1987 and the practice has compiled an impressive portfolio of award winning projects. It originated from a shared belief in the power of high quality design and craftsmanship in detail to lead the regeneration and repair of our urban centres and initiate appropriate contemporary identities.

As projects have varied in scale over the last 20 years, these original values have matured and have been reinforced such that they remain the practice's guiding principles. The underlying themes of urban renewal, sustainability and design excellence unite an otherwise diverse range of building functions and solutions.

2.1 The Site

The site is located in the south-east part of the Royal Borough of Kensington and Chelsea, near to Gloucester Road tube station. It is bounded by Cromwell Road, Ashburn Place, Ashburn Gardens and Courtfield Road.

The site is a single urban block of 0.76 hectares and is currently occupied by the Kensington Forum Hotel. The hotel was developed in 1972 by Penta, a group formed by five major airlines to primarily provide housing for their air crews using Heathrow Airport. Prior to this the site was occupied by the original Victorian terraces that fronted Ashburn Place and Cromwell Road.

To the east of the site is the Gloucester Road tube station and the Gloucester Arcade shopping centre that was built over the station in the mid 1980's. On the other side of Cromwell Road is the Point West apartment building that occupies the site of the former West London Air Terminal building. This building was a link in central London to the increasingly important Heathrow Airport to the west.

The buildings to the south and west of the site are characterised by a mix of lower rise historic residential terraces and hotels that lie within the conservation areas that adjoin the site to the south and west.



Fig. 2.1 Site Plan

2.2 Historical Context

The area that the site forms part of underwent significant change during the later part of the 19th century as London was developed and expanded through industrialization and the building of the railways.

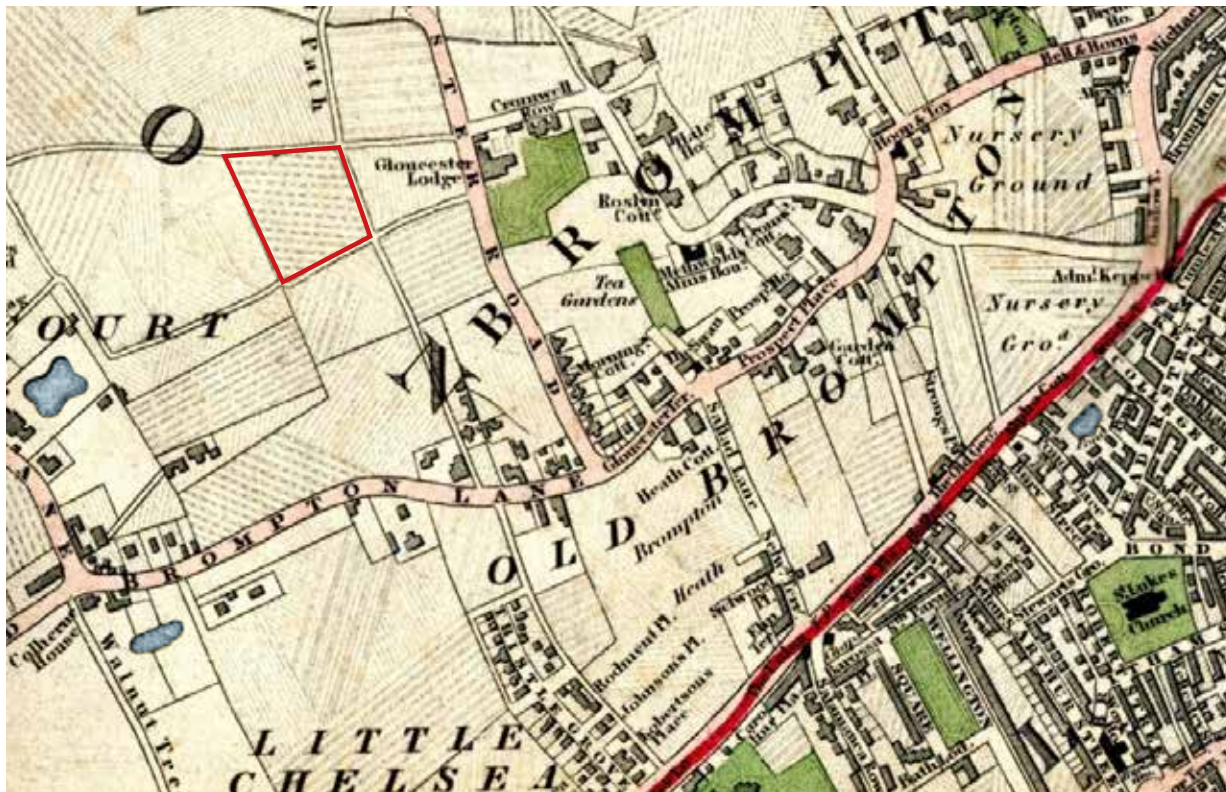
The area of land of which the site forms part was historically known as 'Daniel's Field'. This land was used as market gardens during the 1800's before the area began to be developed with its current street pattern in the 1860's.

The site forms part of the Alexander Estate, a large area of land to the west of Gloucester Road that was owned by Henry Browne Alexander. This land was gradually developed during the mid-Victorian period into streets of high standard speculative housing. The nearby Gloucester Road tube station opened in 1868 which supported the development of the Baileys Hotel in 1875 which started to establish the mix of hotels and residential uses that continues to define the area.

Following the opening of the train station Alexander collaborated with the two other landowners neighbouring his estate in order to widen and extend Cromwell Road westwards, which had the advantage of improving access to all three estates. As a result of this cooperation, there was a railway station, a church and a good main road which provided good infrastructure for laying out and building a successful Victorian residential development.

The site was developed during the 1870's as a garden square with large residential terraces enclosing the square on 2 sides. The houses that were built on the west side of Ashburn Place were unusual in that they presented their best rooms to the garden side of the house, giving the street elevation an irregular appearance with projections and narrow extensions breaking up the elevations.

The area continued to be a location for hotel development with the construction in 1957 of the West London Air Terminal on the north side of Cromwell Road, this was a remote, city based terminal to Heathrow airport and plans were developed in the early 1960's to link this building to a new hotel on the site, although this scheme was not realised.



1820



1841



1869

Fig. 2.2 Historic Maps from the early 19th Century when the site was used as a market garden

SITE CONTEXT AND APPRAISAL

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In 1962 the freeholds to 97 - 109 Cromwell Road and nos 1 - 23 Ashburn Place were purchased by Grand Metropolitan Hotels with a view to building a new hotel, embassy and apartments that were linked to the air terminal across Cromwell Road. Although this scheme was granted conditional planning permission, an alternative design for a new hotel was developed by Richard Seifert and Partners. This building started construction in 1971 and was completed in 1972, it was initially called the London Penta or 'Penta' and came to be called the Forum Hotel.



Fig. 2.6 The West London Air Terminal building (demolished)



Fig. 2.5 Historic Site Plan (c.1893)



Fig. 2.7 Ashburn Place Elevations and Section (demolished)



Fig. 2.5 City Context Map

2.3 City Context

The site is located on the southern side of Cromwell Road, the main arterial road and red route from central London leading west to the M4. It is positioned at a key node in this part of the Borough; close to transport links and the commercial activities that are supported by this infrastructure and with established residential areas nearby.

The site has good connections to the cultural and visitor attractions of nearby South Kensington and is well served by public transport with good underground and bus services. The underground lines pass just to the north-east of the site, with the station giving access to the Piccadilly and Circle and District lines. The Piccadilly line provides the area's historic link to Heathrow airport to the west.

The site is close to several conservation areas but is not in one itself and it does not contain any listed buildings. The site is part of a group of buildings that are taller than the typical building typology of South Kensington, the site however does not occupy any strategic view corridors as defined in the London Plan.

The site does not sit within any of the strategic views identified in the London View Management Framework Supplementary Planning Guidance (March 2012).



Fig. 2.8 Aerial view of the site looking west

2.4 Local Context

The existing hotel is part of a cluster of hotel buildings that are all in close proximity to the nearby Gloucester Road tube station. These are part of a string of hotels that stretch along Cromwell Road, benefiting from their access to Earls Court and South Kensington tube stations. In addition to these short stay hotels are longer stay serviced apartments, such as the Cheval Gloucester Park on the opposite side of Ashburn Place.

Some of these, such as the Millennium Gloucester Hotel and the Cheval, are purpose built, large occupancy buildings. They were developed during the last two decades and together they form a group of higher density, commercial buildings that are in contrast to the historic residential terraces nearby. On these residential streets and once inside the conservation area, the hotel use is continued but at a smaller scale in the historic townhouses that have been converted into hotels.

To the south of the site the number of hotels reduce and the streets are predominantly residential, varying in density between the wider streets of the Boltons with their historic townhouses and the more tightly grained streets of Victorian mansion blocks to the south and east.

Cromwell Road, which defines the northern edge of the site, dominates the local area and is a highly trafficked, major artery that links central London to the west. The volume and density of traffic experienced on this road contributes to noisy and unwelcoming environment, which is a contrast to the quieter, residential streets to the north and south. This is reinforced by the poor condition of the existing streetscape on the key approaches to the Site from the immediately adjacent Gloucester Road underground station and facilities in the Gloucester Arcade.

The nearby cultural buildings of South Kensington are in walking distance with the Natural History Museum a 10 minute walk away. Further to the east is Knightsbridge with the shopping attractions of Harrods and Selfridges.

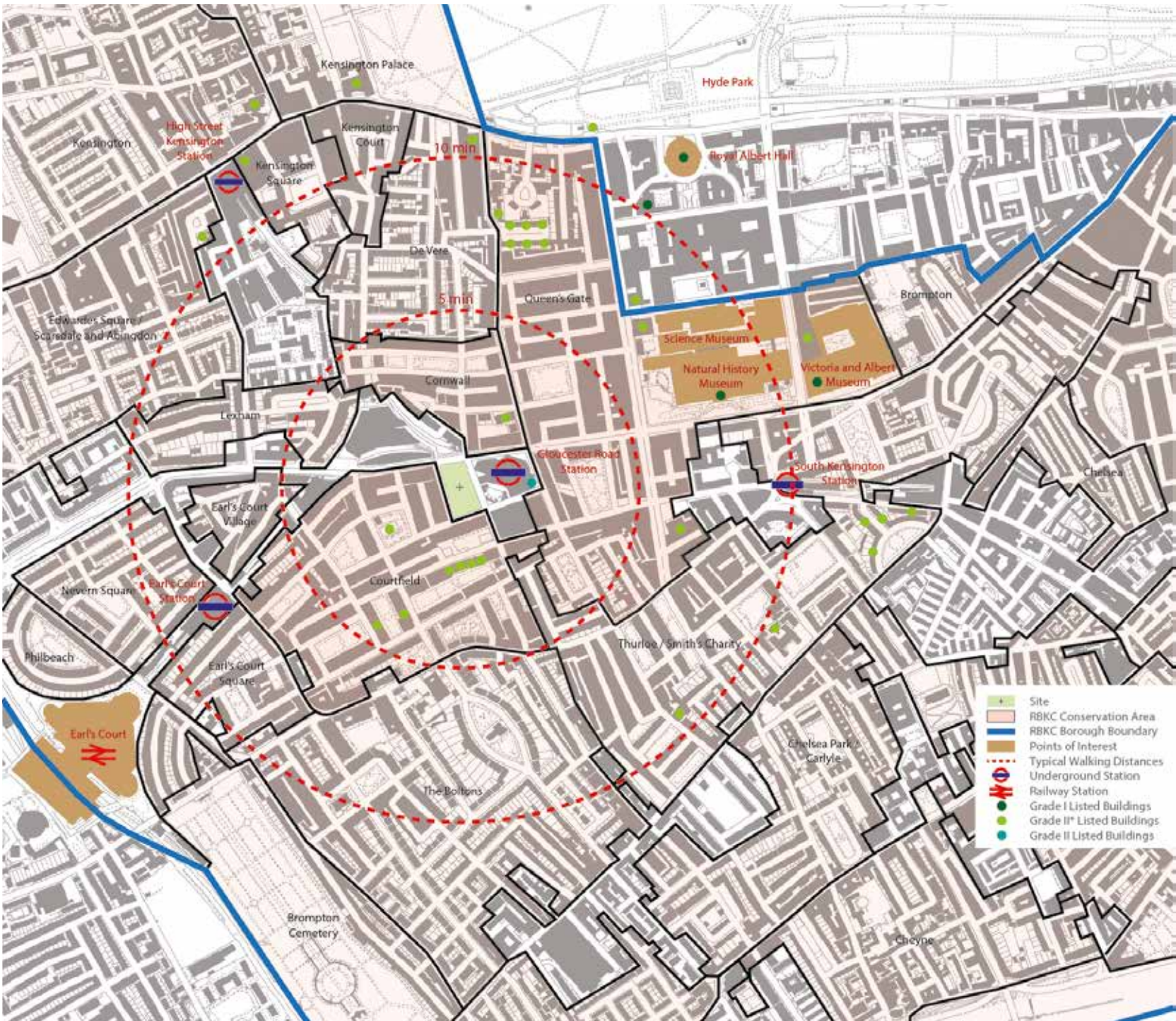


Fig. 2.9 Royal Borough of Kensington and Chelsea (RBKC) Areas Map



Royal Albert Hall



Victoria and Albert Museum



Kensington Palace



Fig. 2.10 Arial view of the site looking north with typical uses indicated.



Fig. 2.11 Ashburn Place towards Cheval Gloucester Park



Fig. 2.12 Ashburn Gardens



Fig. 2.13 Ashburn Gardens towards Cromwell Road



Fig. 2.14 Courtfield Road



Fig. 2.15



Fig. 2.16 Cromwell Road west of the site looking east

2.4.1 Local Character

The local area is defined by a mixture of historic Victorian residential terraces and newer commercial buildings developed over the last four decades. The commercial buildings to the north and east of the hotel occupy sites that were formed by the construction of the underground train network and the redevelopment of these sites in the 1970's and onwards. These buildings, such as the Cheval Gloucester Park and the Point West Apartments are nondescript brick clad apartment buildings of little architectural quality. These buildings do however serve to define a 'node' of taller buildings around the Gloucester Road tube station and to help define a commercial 'edge' to Cromwell Road.

To the south and west of the site the character of the area changes to one of quiet residential terraces, mews, gardens and squares that have become part of the iconography of south Kensington. The six storey terraces on Ashburn Gardens and Courtfield Road define the residential edge of the adjacent Courtfield Conservation Area. The architectural language and character of these residential streets is an elegant mixture of white stucco and crafted brickwork terraces with well proportioned bay windows and portico entrances.

The area is therefore in a location of diverse character changing across the site from the south west to the north east, a change emphasised by the existing hotel building on the site.

2.4.2 Social Context

Cromwell Road is a busy, commercial thoroughfare with a predominance of hotels, restaurants and convenience stores that are in use throughout the day and into the evening. To the east of the site, the Gloucester Arcade provides a supermarket and shops to pedestrians as they enter and leave the tube station. The hotels, retail and restaurant uses support a mobile population that chooses to stay in the area for it's good links to Heathrow and the cultural buildings nearby.

2.4.3 Existing Public and Private Realm

There are a significant number of green spaces within the vicinity of the site as shown on the context plan (fig. 2.9). The majority of these open spaces are private garden squares with access restricted to residents living in the immediate vicinity. These garden squares exist throughout the borough with particular concentrations around Notting Hill and in the residential streets of South Kensington. Whilst access to these squares is controlled, they do provide areas within the streetscape where the street opens up and everyone can benefit from the improved air quality and environment that the squares provide.

The green spaces that are open to the public are the much larger parks and cemeteries within the borough, such as Hyde Park and Holland Park which are approximately 15 minutes walk from the site.

The existing streetscape on the key approaches to the Site from the immediately adjacent Gloucester Road underground station is in generally poor condition and reflects the opportunities that exist around the Site for improved legibility and sense of place as part of a high quality mixed use quarter.

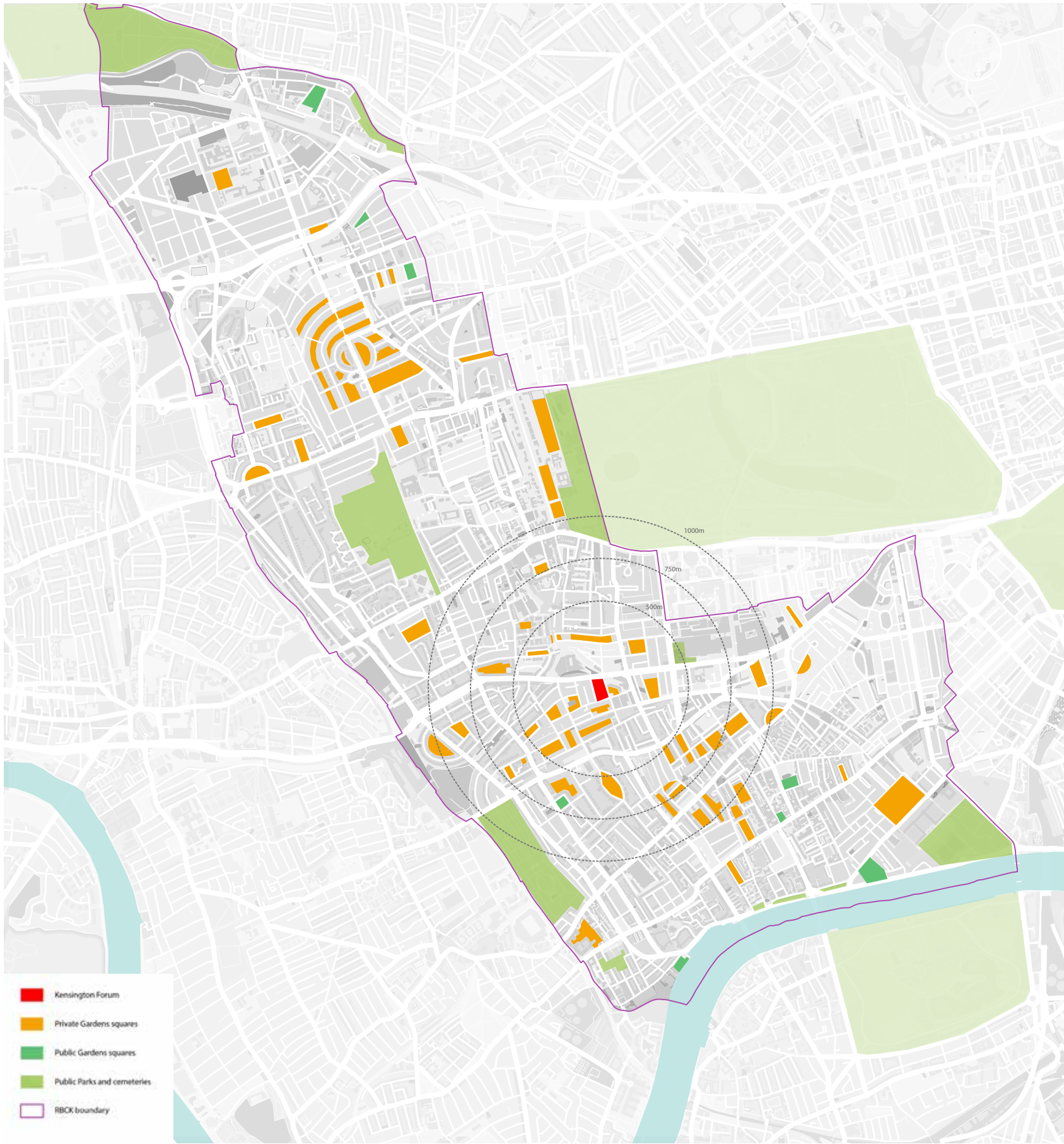


Fig. 2.17 Context Plan with Public and Private green



Fig. 2.18 View 1: East Along Cromwell Road



Fig. 2.19 View 2: South-East



Fig. 2.20 View 3: South-West



Fig. 2.21 View 4: Towards vehicle drop-off and main entrance

2.5 Existing Building

Construction of the existing Kensington Forum hotel started in 1971 and was completed in 1972. Designed by Richard Seifert and Partners and initially called the London Penta or 'Penta', it is 29 storeys (including plant level) in height and contains 906 rooms for short term stays. The hotel has two storeys of basement, conference facilities, a lobby cafe and a pub and restaurant on the lower levels.

The building was designed as a cruciform plan that cuts across the urban grain and forms a conspicuous landmark as the tallest building in South Kensington. At over 91 metres in height and more than 4 times the typical building height of the adjacent terraces, the building is defined as a 'Metropolitan Landmark' in the RBKC document 'Building Height in the Royal Borough'. This cruciform plan creates a series of under-utilised, and ill defined spaces around the building that have little clear purpose. The green spaces around the hotel are also generally inaccessible and contribute little as amenity spaces. These factors combine to give an impression of a building that contributes little to the street scene, is bulky and out of context with its surroundings.

The building is constructed from in-situ reinforced concrete, with strip windows set into pre-cast concrete cladding panels of the type that were commonly used in high rise construction in the early 1970's. The elevational treatment of exposed concrete adds to the overall effect of the building being an anomaly that is not in keeping with its surroundings. The partition walls between rooms also constructed in concrete, making re-modelling of the existing building difficult.

As a consequence, the building is generally regarded as being of low architectural value and has been categorized as an eyesore in the RBKC Core Strategy.

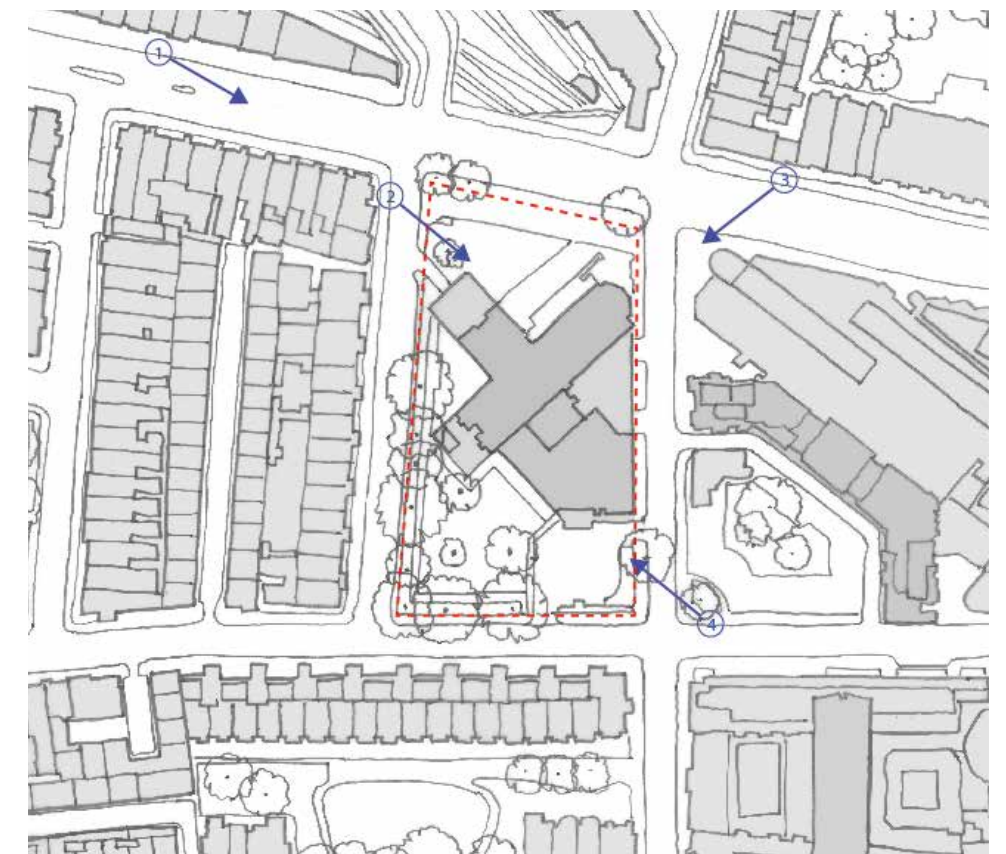


Fig. 2.22 Site Photos Key Plan

2.6 Land Use and Urban Grain

There are a wide range of land uses around the site although the principal uses continue to reflect the area’s historic development as a neighbourhood of private residences and hotels.

Alongside these more established uses, commercial development has resulted in the larger, mixed and single use buildings closer to the tube station. These include the Gloucester Arcade, with ground floor retail and offices above and newer single use office and serviced apartment buildings which contrast in scale and use with the locality.

Cromwell Road has generally retained it’s historic terraces although they have undergone widespread conversion and redevelopment to a range of commercial uses. Many have been converted and merged to form hotels, others have been subdivided into apartments with ground floor retail and commercial uses. The concentration of these commercial uses along Cromwell Road helps to contain these activities along an east-west ribbon, also maintaining the quieter character of the residential streets to the north and south.

The key approaches to the Site from Gloucester Road tube station currently do not make a positive contribution to overall environmental quality, legibility and the sense of place for visitors and residents. The condition of the existing streetscape tends to reinforce, rather than soften, the effect of the traffic on Cromwell Road and limit the sense of arrival and destination.



- Key:
- Site
 - Hotel
 - Residential
 - Cultural/ Public
 - Commercial/ Retail
 - Education/ Health
 - Transport
 - Road

Fig. 2.23 Context Plan illustrating the land uses in the neighboring buildings

2.7 Transport and Movement

The site benefits from excellent public transport connectivity with a PTAL rating of 6a (on a scale where 0 is poor and 6b is the highest level of connectivity). Gloucester Road tube station is within a 4 minute walking distance which provides connections to the District, Circle and Piccadilly lines. Earls Court station is a 9 minute walk to the west.

The site is well served by bus routes with regular bus services and bus stops on Cromwell Road adjacent to the site for the 74, N74 and N97.

Cromwell Road is a major arterial road, with two lanes in each direction. It has high traffic volumes throughout the day and is defined as a 'red route' in the Transport for London Road Network where parking and loading are prohibited. The secondary streets that surround the site experience much lower traffic volumes, with the busiest being Courtfield Road which is generally used to provide vehicle access to the hotel.

The site has good pedestrian links to public transport nodes and to local destinations such as Hyde Park or the museums and galleries of South Kensington.

The pedestrian network linking the site to the nearest London Underground Station at Gloucester Road, together with the commercial facilities in the Gloucester Arcade, are particularly important; pedestrian visitors use both Cromwell Road and Courtfield Road as routes to and from the hotel entrances in Ashburn Place. The quality of their experience is poor as the urban environment in this area of Kensington has been allowed to deteriorate and does not match the experience on offer in nearby newly renovated streets, in other parts of the Borough.



Fig. 2.24 Context plan indicating the local Transport Routes

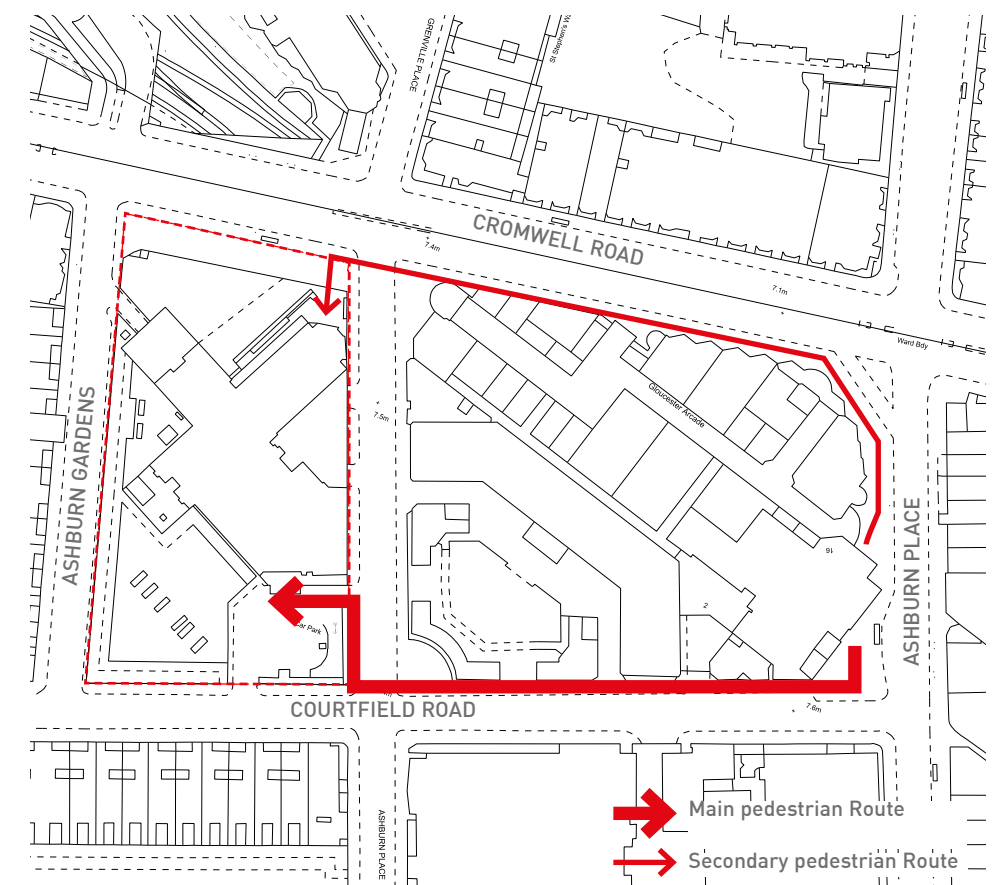


Fig. 2.24 Existing plan describing pedestrian routes between station and the site

3.1 Planning Policy Context

This section sets out the relevant planning policies that have been considered in the development of the design and the public and stakeholder consultation process that has been entered into.

3.1.1 Planning Considerations

The design proposal has been prepared with regard to current planning policy at the national, regional and local level. The following is a summary of the planning policies relevant to the Application that are discussed in more detail in the accompanying Planning Statement.

At a national level, the National Planning Policy Framework (NPPF) was adopted in March 2012, this sets out the Government’s economic, environmental and social planning policies for England that are interpreted at a local level.

The design has considered key regional planning documents that include;

- › The London Plan 2016 (consolidated with alterations since 2011). This sets out the overall strategic plan for the development of London.
- In addition to the London Plan, relevant supplementary planning guidance that expands on the policies outlined in the London Plan) includes;
- › The Mayors Shaping Neighbourhoods: Character and Context SPG
- › The Mayor’s Transport Strategy (2010)

The Local Planning Policy documents that will be considered as relevant to the proposal will include;

- › Consolidated Local Plan (RBKC) July 2015
- › Supplementary Plannning Notes and Guidance that provide further guidance on policies set out in the Local Plan.

3.2 Planning History

A planning application for the site was recently submitted on 24th December 2014 (ref: PP/14/08952) for a two storey building for use as a casino with ancillary restaurant and bar facilities. This application was refused permission on 6th March 2015.

3.3 Stakeholder Consultation

The Applicant has undergone a comprehensive pre-application consultation process with Officers at Kensington and Chelsea Borough Council. Thirteen meetings took place between October 2017 and May 2018

As part of this process, the Applicant also undertook a wider consultation process with the local community, with two public exhibitions held in February and November 2017.

The Applicant has also engaged in formal pre-application meetings with the planning authorities and statutory consultees including;

- › The Greater London Authority
- › Transport for London

The feedback received from this consultation process has helped the Applicant and the design team understand the community, stakeholder and local authorities aspirations for the site. Many of the comments received have been used to inform key decisions about the design, such as the scale and massing, relationship to the neighbouring buildings, improvements to access and servicing of the site and the creation of the new, public Garden Square.

The key issues raised during the pre-application consultation process are summarised as follows;

3.3.1 Demolition of Existing Buildings

It has been generally accepted by the Officers that the existing building is detrimental to it’s surroundings and has a poor relationship with the surrounding streetscape. The replacement of the existing building is therefore a significant opportunity to address these underlying problems with the current buildings.

3.3.2 The Garden Square

The reinstatement of the Garden Square in it’s approximate historic location is supported. This will consolidate the existing area of open space into a single, more usable, publicly accessible entity. The Officers have also expressed the preference that the existing plane trees are retained and design of the square and it’s enclosure follows a traditional approach.

3.3.3 Form and Massing

The Officers have supported the development of the massing of the buildings so that the accommodation is concentrated towards the Cromwell Road corner of the site. There is a consensus of opinion supporting the strategy that the building forms should step progressively down in height towards Courtfield Road. The building mass has been pulled back from and reduced in height on Courtfield Road, in response to comments from local residents.

3.3.4 Elevation Design

As the design has developed, the proposals for the design and materiality of the elevations has been considered and discussed with the Officers. The Officers have expressed their views regarding the importance of the quality of the materials and detailing to the success of the architecture. The elevations have been developed with this in mind and a rich palette of materials was used to create an architecture of a high standard. 3.3.5 Mix of Uses

At the start of the consultation process the proposal was for a mix of hotel rooms

with a significant number of residential units. This principle of a hotel use is already established on site and a continuation of this current use, with the provision of residential floor space was supported. During the consultation period the brief has changed to include an element of serviced apartments (C1) with a reduced residential (C3) component.

3.3.5 Access and servicing

During the consultation process the arrival square moved from the Ashburn Place side of the site to Ashburn Gardens. The officers accepted this location of the arrival square which will be used for vehicle drop off for arriving guests to the hotel. The design if this important piece of public realm has been developed to create a new public space that is part of the street scene



Fig 3.1 Photograph of the public exhibition at the Kensington Forum Hotel

3.4 Community Consultation

The Applicant has made a concerted effort to ensure a positive dialogue with as many local stakeholders as possible throughout the evolution of the design process.

Engagement Timeline

6th October 2016 – Community Liaison Group Meeting

13th- 15th October 2016 – Public Exhibition 1

13th December 2016 – Community Liaison Group Meeting

24th May 2017 – Community Liaison Group Meeting

6th July 2017 – Community Liaison Group Meeting

7th & 9th November 2017 – Public Exhibition 2

w/c 23rd April 2018 – Re-engagement on finalised scheme with Ashburn Gardens and Courtfield Road residents, the Ashburn Garden Square Gardens Association and the Community Liaison Group

w/c 23rd April 2018 - Letter sent to all exhibition attendees who were not met with individually, to outline the main changes to the scheme in response to residents feedback

As part of the consultation process, there is also a dedicated Kensington Forum website (www.kensingtonforum.co.uk), which includes contact details for the project team as well as all the materials from both the 2016 and 2017 public exhibitions available for view and download.



Fig 3.3 Photograph of the public exhibition at the Kensington Forum Hotel

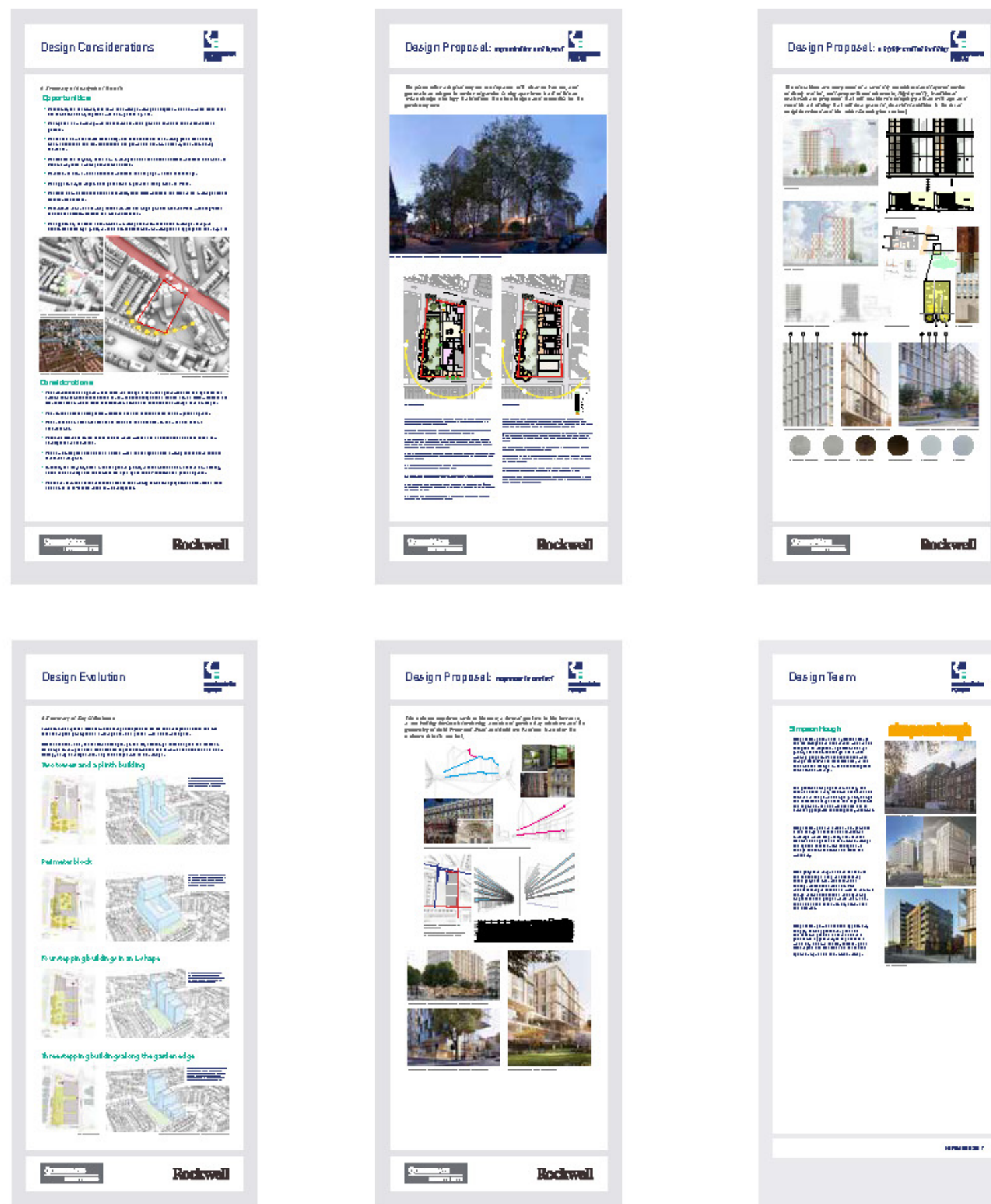


Fig 3.2 Illustrations of a selection of the material used at the Public Consultation