

MEETING NOTE

SUBJECT	South Kensington Station (SKS) redevelopment Consultative Working Group (CWG) Meeting No. 13
VENUE	Ampersand Hotel, Harrington Road, London SW7
DATE	Tuesday 20 June 2017, 3 pm – 5 pm

ATTENDEES	<p>TfL Team: Dan Moor, Associate Partner, Weston Williamson + Partners (DM) Richard Zavitz, Project Sponsor, TfL (RZ) Chris Phiniefs, Principal Sponsor, TfL (CP) Scott Anderson, Senior Development Manager, TfL (ScottA) Susanne Maguire, Project Manager, TfL (SM) Amy Thompson, Communications and Engagement Manager, TfL (AT) Nick Sutcliffe, Director, HardHat (NS)</p> <p>Local Representatives: Michael Bach, Kensington Society (MB) Edward Davies-Gilbert, Knightsbridge Association (ED-G) Sophie Andreae, Brompton Association (SA) Jan Langmuir, Thurloe Residents Association (JL) Eva Skinner, Onslow Neighbourhood Association Guy Bondonneau, South Kensington Station tenants association (GB) Viorica Bergman, South Kensington & Queens Gate Association (VB) Nicholas Gould, Pelham Residents Association (NG) Michael Goar, Pelham Street Residents Association (MG)</p> <p>Apologies: Amanda Frame, Kensington Society (AF) Caryl Harris, South Kensington & Queens Gate Association (CH) Robert Berg, Pelham Residents Association (RB) Claire Brisby, Thurloe Residents Association (CB)</p>
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MINUTES

1. Welcome

NS from HardHat welcomed everyone to the meeting. Each participant around the table introduced themselves.

2. Minutes of the previous meeting

MB asked for his strong comments regarding future advertising to be noted as these are not emphasised in the previous minutes. He gave as an example of his concern the digital advertisement screens now on display at High Street Kensington Station, and stressed that the adverts at South Kensington station were too large and not appropriate.

3. Station upgrade proposals

Richard Zavitz (RZ) introduced the presentation by Dan Moor of Weston Williamson + Partners, which would follow up on the design concepts presented at the May meeting.

There was positive feedback at the May meeting and now there is a presentation of the look and feel and the finishes.

Security will be designed in to the fixtures and finishes which was a question raised by AF at the last meeting.

RZ informed the CWG that TfL had met with RBKC officers to discuss the update to the design approach and timelines for submission of an application. A pre-application meeting will be set up to review with the officers the design progress to date. RZ confirmed that there would be a combined date in September for another CWG followed by a drop in event to which all residents and local community would be invited.

EDG requested dates were made public as soon as possible ahead of the holiday season. MG queried whether a single day presentation would be sufficient. Others thought one afternoon / evening was sufficient.

Dan Moor (DM) from Weston Williamson & Partners presented the further work on the holistic approach encompassing the ticket hall,

stair, canopy, platform furniture, escape and safeguarded interchange bridge.

VB asked when the lifts would be completed and RZ confirmed this was 2022 for the District and Circle access in conjunction with the development around the station, with the Piccadilly upgrade expected by 2025.

DM explained that the revised canopy would align with the top of the principal arches within the revetments and also the top ridge height of the island canopy. The revetments are primary and the new canopy is secondary.

The materials for the canopy would be a combination of a metal roof finish with a timber baffle on the underside.

MB asked if this approach would make the station feel more enclosed compared to the openness at present. DM explained the canopy was set back from the revetments, and roof design included modules with glass, this would make sure the platform and station still felt light and airy.

MB asked about the overpopulation of advertisements on the disused platform, which compared poorly to Gloucester Road. MG asked how much control there would be in the future. CP confirmed that advertising introduced on the new eastbound platform would be an improvement that what is currently within the revetments. It is proposed that fewer and smaller boards will be provided. Exterion's approach to advertising is that less is more.

MB said there should be a bespoke approach at South Kensington. CP confirmed that the illustration showed only 6 advertisements and CP confirmed this was a significant reduction in both quantity and size from the existing.

DM used an illustration of other stations to show how the roundel could be featured without the white background plate as currently used on the disused platform. Examples shown were from Notting Hill Gate and Barbican which just included the roundel (without background plate). SA agreed that this was an elegant approach to the roundel.

EDG said that planting would raise a concern about maintenance.

NG asked how deep the planting would be against the revetments and this was said to be about one metre. MG raised a concern about planting attracting litter, and CP confirmed that the maintenance of any green features will be included in the regular maintenance of the station. The group agreed that landscaping is a good idea though maintenance considerations will need to be confirmed.

DM said that seating would be included in the canopy module that includes a green feature and skylight panels.

GB asked if rubbish bins will be provided on the new platform. DM confirmed that the provisions of facilities on the platform will be considered.

DM explained that an escape stair would like the new platform to an existing opening in the wall.

DM said there would be a barrier on the unused edge of the island platform. Height would be determined by how close it needed to be to the edge. SA said that transparent barriers had been used at Farringdon between the underground and Thameslink platforms and having unused space on the platform would not be ideal.

In respect of the ticket hall, options are being explored with the Mechanical and Engineering team for the roof and flooring. The flooring material is linked to the load bearing limitations.

SA asked what the lighting strategy would be and whether the arcade lighting could be carried down to the ticket hall.

MB asked what provision would be made for train departure information screens in the ticket hall. RZ said that the approach was evolving with a shift to network status information rather than next train information.

EDG asked what the objective was for the works. DM said that the aim was to reinstate clarity to the ticket hall. The gateline would be positioned under the skylight and the aspiration was to treat this with clear glass. The ticket hall structure would be pulled away from the revetments so they could be opened up and celebrated being more visible at the intermediate level. The height would be maximised with a consistency across the ticket hall.

EDG said the approach shown was very encouraging. ES said this was a significant change for the better. EDG asked whether it would be possible to use the small revetment windows at the upper level as a style reference.

SA suggested that the external façade of the ticket hall should not be too dark and recommended referring to the paint analysis from the arcade restoration so that the ticket hall could follow the same approach.

MB asked how the approach outlined would relate to the south-side space below Pelham Street. MG asked if there would be space for a basement element off Pelham Street.

ScottA said the space is needed for operational requirements but the objective would be to ensure the revetments are visible.

MG asked if the materials proposed for the canopy roof would accentuate rain noise on a tin roof. DM confirmed the materials are being considered, and that the canopy would help muffle tannoy noise.

VB asked about the materials to be used on the stairs. DM said this was still being development at the moment.

ES said that the view of what had been presented remained very positive.

4. Around station development (ASD) – verbal update

ScottA said the OJEU procurement is still on track with six bidders now competing. Since the last meeting some site tours have taken pace.

Submissions will be reviewed in July and a shortlist prepared with a partner in place by the end of the year.

The scaffolding on the building at the back of the arcade will be coming down in July.

EDG asked if there was any news about the arcade shop fronts refurbishment.

ScottA said the plan was to have an extensive refurbishment and a lot of change of occupation as a consequence, for the better. The current lettings are part of the status quo management, with leases that included the ability for them to be terminated with 6 month notice. There is an opportunity to curate a new place through a long-term approach.

MB reiterated the local desire to see a reduced reliance on food and drink retail.

5. Future meeting dates

- Public Exhibition for the station upgrade proposals to take place on **Tuesday 19th September 2017** in the Games Room of the Ampersand Hotel:

Preview for CWG members - 2.30 pm - 3.30 pm

Public session 3.30 pm – 7.30 pm