

**MEETING NOTE**

<b>SUBJECT</b>	<b>South Kensington Station (SKS) redevelopment Consultative Working Group (CWG) Meeting No. 6</b>
<b>VENUE</b>	Games Room, Ampersand Hotel, Harrington Road
<b>DATE</b>	Wednesday 18 May 2016, 3 pm – 5 pm

<b>ATTENDEES</b>	<p><b>TfL Team:</b>  Jeremy Castle, Commercial Development, Transport for London (JC)  Scott Anderson, Senior Property Development Manager, TfL (ScottA)  Michael Crabtree, Lead Sponsor, Station Development, LU (MC)  Christopher Phiniefs, Principal Project Sponsor, LU (CP)  Jennifer Henderson, SCU Project Engineer, LU (JHen)  Justin Holland, BuckleyGrayYeoman (JH)  Nick Sutcliffe, Director, HardHat (NS)  Georgina Garland, Account Manager, HardHat (GG)  Paul Frater, Retail Group (PF)</p> <p><b>Local Representatives:</b>  Edward Davies-Gilbert, Knightsbridge Association (ED-G)  Sophie Andreae, Brompton Association (SA)  Caryl Harris, South Kensington &amp; Queens Gate Association (CH)  Traci Weaver, Thurloe Residents Association (TW)</p>
<b>MINUTES</b>	<p><b>1. Welcome</b></p> <p>NS from HardHat welcomed everyone to the meeting and noted the apologies from Edward Butler-Ellis, Amanda Frame, Michael Bach, Robert Berg, Bob Mabon, Susanna Trostorf, Jan Langmuir and Eva Skinner.</p> <p>Each participant around the table introduced themselves.</p> <p>ScottA introduced Paul Frater, The Retail Group who is an independent</p>

consultant employed to investigate the retail options and solutions for Around Station Development (ASD).

## **2. Minutes of the previous meeting**

NS noted that the previous minutes, the questions asked at the Christie's presentation and the Pelham Street options comparison paper had been all circulated ahead of the meeting.

The minutes from April CWG meeting were agreed. It was agreed to discuss the ASD Pelham Street options comparison later on in the meeting.

## **3. Station arcade roof repair update**

NS noted that the scaffolding crash deck is now up in the arcade and asked for an update from the project team. TW requested the estimated time the crash deck would be up. ScottA said it will take an estimated four months from the moment the crash deck was erected. Project team will report back findings to CWG in due course. SA expressed her satisfaction on consultation for the roof repair.

## **4. Station upgrade proposals**

CP discussed the latest station upgrade concept design, the progress of project and presented the analysis of feedback received during and after the presentation at Christie's. CP explained that the main responses concerned the ticket hall and the new platform canopy.

CP noted an interesting question that came up regarding station capacity and the impact of the delivery of Crossrail 2. CP explained that impact is negligible with an estimated decrease of 1,000 users each day in the week and an increase of around 500 users each day at the weekend. This will be reviewed as plans progress.

NS reiterated that the Christie's presentation information and feedback will be on the project website ([www.southkensingtonstation.co.uk](http://www.southkensingtonstation.co.uk))

TW said that residents at Thurloe Street are concerned about the emergency exit and that members of the Thurloe Owners and Leaseholders Association (TOLA) are under the impression that it could become a general exit. TW asked for clarification. CP and MC confirmed that it will be an emergency exit only and it is likely to be linked to a fire

alarm system so that it is locked when not required for emergencies to prevent users from exiting at that access point.

ScottA said that this issue was raised at the TOLA meeting he attended. ScottA said that it will be designated as an emergency exit only in the planning application. CP further clarified this by stating that there will not be a ticket line at this exit and in any case the area available would be inadequate for ticket barriers to be accommodated.

TW asked how information on emergency exit will be fed back. It was agreed that TfL will contact TOLA regarding confusion over the emergency exit.

TW said that step free access (SFA) at the station is also a top concern for residents and wanted clarification on delivery time and design. CP explained that SFA at the proposed Thurloe Street entrance will not be delivered in phase 1.

TW asked about the lifts. MC explained that the lifts will be traction not hydraulic because they are more reliable and safer in respect of fire risk. There is a pan-TfL lift contract and the usual standard is to install 17-person lifts. For South Kensington TfL is working with the lift manufacturer to design up to 26-person lifts to serve the D&C platforms albeit they are likely to be a bespoke floor plan. For the Piccadilly line we are looking to provide two 17-person lifts which is the maximum we can install in the existing lift shaft.

TW asked for clarification about using the old Piccadilly line lift shafts for SFA. MC explained that the old lift shafts currently come up above street level and any ramp would be too steep. MC explained the concept design of the new fire fighting lifts and how they will operate in an emergency along with an overview of the evacuation strategy for disabled exit. CP added that South Kensington Station does not evacuate frequently and has had two to three evacuations in the last six months. These lifts will have smoke doors and are classed as 'relative safe space' with an hour smoke protection. These lifts and their associated lobby areas will have an hour smoke protection provided by smoke doors to classify the space as a 'place of relative safety'.

CP went on to show latest concept design images for station upgrades and explained that TfL are not looking at either a full pastiche or modern canopy design but a convergence of design. CP explained the ticket hall CGI's have just been received and TfL will review and pass comments back to architects. CP explained TfL are unsure if a glass canopy for the over bridge will receive planning approval because they can be high maintenance over time aesthetically.

NS added that due to progress in concept design evolution, the public consultation on the station upgrade has been postponed to June/July and more details will be available at the next meeting.

## **5. Around station development proposals**

ScottA explained the ASD retail and residential options comparison plan that had been prepared as requested by Robert Berg. He stated that the planning regime broadly supports retail and residential on Pelham Street. Townhouses on Pelham Street are an option but there is limited space for gardens. Other use options are also being considered.

TW said that local residents are concerned about servicing for retailers on Pelham Street and Thurloe Square and the explanation on this consideration in the Royal Borough's local plan is vague. CH added that the street is narrow and congested. ScottA stated that TfL have engaged a transport consultant to look at this in more detail.

TW asked if there is an alternative service access? ScottA explained that access from Thurloe Square bridge isn't wide enough so it is likely to need to be from Pelham Street. JC added that the shops will only be small so likely to not have frequent deliveries but they may end up with a form of restriction on delivery times.

ScottA outlined that the constraint facing the townhouses option is the width of the site isn't suitable for provision of gardens. On balance, the constraint facing commercial is that of servicing. Of these two options, the retail and residential option is a more commercially attractive approach than townhouses because it provides a better long term return on investment. ScottA concluded that the approach is to select around station development at Pelham Street that best fits and compliments the area.

Justin Holland (JH) from BuckleyGrayYeoman then presented an update on the ASD design. JH explained the three options for ASD and the various considerations i.e. height and projected views of the site. JH said the smallest retail units will be 200 sq. ft. and there are issues to assess such as acoustic impact and views. JH outlined the difference in height between the options and the relation to the surrounding area.

CH asked what the height is of the buildings opposite Pelham because they are likely to be most impacted. JH explained that they vary in height

from 3-4 storeys and 8 storeys for the mansion with an average of about 12 m height. Height for the different ASD options range from 13 m – 15 m.

TW asked why the comparison report does not include all three options. ScottA said that Robert Berg requested an analysis of the first two options.

JH said that option 3 could have a 1,200 sq. ft. retail unit with a gallery. TW asked if this will be big enough for a mini Waitrose, because local residents do not want a supermarket? PT said that a small supermarket could not use the space because the minimum they require is three times this size.

ED-G said he hoped there is a demand for the proposed retail units because there is nothing worse than a row of empty shops which can attract scruffy pop-up shops or antisocial behaviour. SA added that she felt the range of suggested blocks in the options is a sensible approach. SA said that the height of the corner of Thurloe Square should be looked at.

NS asked for any further comments on the options. TW said that the options with lower overall heights would be a preference for Thurloe residents. ScottA said the views haven't been considered yet. TW added that the feeling of openness in the area is pleasant and expressed concern that the scheme should be sympathetic with and contribute to the surrounding architecture and massing at Thurloe Square. ED-G said that they will wait for more detail on the options as it progresses.

TW wanted clarification that there isn't underground parking proposed. SA said that it was proposed under the previous scheme in 2003, not this one. CH and JC further reassured on this matter.

The discussion moved to the retail users at Pelham Street. ScottA introduced Paul Frater (PF) of The Retail Group. PF explained that The Retail Group is an independent consultancy that provides advice for retailers, property companies and public sector organisations across London. They have been recently employed and will begin market analysis and desk based research and will report back findings to the July CWG.

CH questioned 'desk based research' and asked if qualitative focus groups will be carried out to inform findings. PF said that at this stage they will analyse the local retail market but welcome feedback from the group

and residents at a later stage. TW asked if residents will be surveyed in respect of what they would like on offer at the retail units. PF confirmed not at this stage but happy to have steer on this from CWG members at the next meeting.

TW said residents would want something on offer for them, not just visitors as per what is commonly on offer in the area. CH and TW added that there are already plenty of food and drink outlets i.e. ice cream parlours. CH added that the site is a dead end and already has lots of food, so this should be considered.

It was agreed that PF will send a survey to the group members to enable the views of their local residents to be canvased.

## **6. Programme timeline**

JC gave an update on the planning guidance. JC said that following BuckleyGrayYeoman's input on the options, a brief will be prepared in the next few months which inform the selection of the development partner.

TfL are meeting RBKC officers to discuss the brief and will share with the CWG. Procurement will begin in October and the brief will be formally submitted to the Council at the beginning of September. TW asked when the CWG will be able to view and comment on the brief. ScottA said that the brief should be drafted July / August so will be shared then.

## **7. A.O.B**

SA asked if there is an update on the bullnose since the previous meeting. ScottA said the plans are still in process but nothing to report. Hope to have a preferred option to present at the next meeting.

NS asked if there are any other matters.

MC explained that the new Mayor of London wants an outline note on all planned station upgrades. MC said that South Kensington station is in the top ten stations that TfL want to upgrade. TW asked if the Mayor has a preference for SFA. The Mayor's main commitments were summarised.

TW asked if the group and the residents are able to directly obtain details on the station upgrades and redevelopment. NS said that all documents and presentations from the CWG are on the project website, which residents can access ([www.southkensingtonstation.co.uk](http://www.southkensingtonstation.co.uk)). TW asked if

residents can leave feedback? NS confirmed there are contact details on the website if residents wish to obtain further information or require any clarification.

TW reiterated the need for TOLA to be briefed on the scheme to ensure they have the right information. NS explained that they are kept informed through separate meetings. TW suggested that a representative from TOLA attends the CWG meetings. NS said that it was considered but it was decided that the group is large enough and should be for amenity societies not management committees. TfL will follow this up to ensure TOLA have correct information regarding the emergency exit.

#### **8. Future meeting dates**

NS reiterated forthcoming meeting dates which are 15 June, 6 July, 14 September and 16 November.