

MEETING NOTE

SUBJECT	South Kensington Station (SKS) redevelopment Consultative Working Group (CWG) Meeting No. 8
VENUE	Ampersand Hotel, Harrington Road, SW7
DATE	Wednesday 6 July 2016, 3 pm – 5 pm

ATTENDEES	<p>TfL Team: Jeremy Castle, Commercial Development, TfL (JC) Scott Anderson, Senior Property Development Manager, TfL (ScottA) Mike McMorrow, Property Development Manager, TfL (MM) Christopher Phiniefs, Principal Project Sponsor, LU (CP) Richard Zavitz, Project Sponsor, Station & Interchange Development (RZ) Paul Frater, The Retail Group (PF) Matt Yeoman, Buckley Gray Yeoman (MY) Nick Sutcliffe, Director, HardHat (NS) Georgina Garland, Account Manager, HardHat (GG)</p> <p>Local Representatives: Amanda Frame, Kensington Society (AF) Edward Davies-Gilbert, Knightsbridge Association (ED-G) Sophie Andreae, Brompton Association (SA) Jan Langmuir, Thurloe Residents Association (JL) Claire Brisby, Thurloe Residents Association (CB) Susanna Trostdorf, Onslow Neighbourhood Association (ST) Gillian Berg, Pelham Residents Association (GB) Victoria Bergman, South Kensington & Queens Gate Association (VB) Eva Skinner, Onslow Neighbourhood Association (ES) Amy Krisber, South Kensington Station Tenants Association (AK)</p>
MINUTES	<p>1. Welcome</p> <p>NS from HardHat welcomed everyone to the meeting and noted the apologies from Caryl Harris, Robert Berg, Loesje Roele-van Hellenberg</p>

Hubar, Guy Bondonneau and Justin Holland.

Each participant around the table introduced themselves.

2. Minutes of the previous meeting

There were no matters arising from the minutes and they were agreed.

It was noted that the September CWG date was incorrect on the agenda, stating 15th instead of the 14th. NS reiterated that meetings are held on Wednesday and apologised for the confusion. The next meeting will be held on 14th September.

3. Station arcade roof repair update

ScottA confirmed that Ed Morton and Katherine Hassle have been fully engaged in the specification of the materials and detailing for the roof repairs. SA expressed her satisfaction and stated that Katherine is an expert in historic colours.

ScottA stated that the temporary 'crash deck' structure for the roof repair work has been completed and the work itself will commence soon. SA added that it is excellent news that the glazing will be clear.

4. Pelham Street flower stall

The group discussed the planning application which has been made to expand the Pelham Street flower stall. It was stated that all the local groups will be objecting because of the scale of the proposed expansion compared to the original unit size and boundary and the consequent impact on sight lines for the road.

AF said that The Kensington Society had obtained the pre-application advice letter which indicated that the applicant should engage with TfL. It was confirmed that there was no knowledge within TfL of any such consultation. ScottA confirmed that TfL does plan to submit representations.

SA said that the flower stall barrow outside Sloane Square station was a better example of an appropriate outdoor retail unit.

5. Station upgrade proposals

CP explained that they have had a meeting with the design officer and case officer. In total they have had four pre-app meetings with the officers and have discussed how the design of the canopy and brickwork ties into the 'original' features of the Edwardian station. The result is that the design has evolved from modern to a balance with the later Edwardian platform heritage in addition to the listed revetments.

CP stated that the intention is to have a slender canopy design, steel structure and brickwork colour for the ticket hall extension, stair and overbridge that ties in with the existing and pulls the old and new together simultaneously. CP also noted that Southfields station has a good example of platform barriers.

AF questioned the two supports at the foot of the new stair supporting the canopy above and that they are out of proportion with other supports. CP said that Mike Ashworth was reviewing this.

CP said that there would be fine tuning of the glazing on the ticket hall extension.

VB asked about disabled access. CP stated that provision for a lift to and from the east and west bound platforms is being safeguarded for delivery at a later phase of the upgrade works.

CB questioned the scale of the emergency stairwell being planned for Thurloe Square and asked if it is planned to be used for every day access. CP explained that due to fire and health and safety regulations a secondary means of escape is required from the District line platforms as part of the capacity improvement works. It is not designed for day-to-day use and will only be used in the event of emergency as an escape route. The width of the emergency exit is not wide enough for a gate line and the door to the street will be locked unless the main station fire alarm is triggered, to prevent casual misuse.

AF asked if the removal of the dog leg on the emergency exit staircase had been investigated. RZ explained that it has been explored and the staircase is now straight up to the overbridge. Once on the overbridge, passengers will need to turn back on themselves to continue their journey over the tracks, because there is not enough space for the staircase without the turn due to the operational room. AF asked if a plan of the

staircase can be circulated. CP agreed.

AF commented on the provision of lights and the interface with the cladding tiles in the ticket hall. Suggest that light are located on tiles, instead of between joints of tiles. Also suggested that the tiles are perpendicular to flooring tiles, instead of inline with floor tiles.

CP stated that following the meeting with officers on 29 June the programme for the submission of the listed building application is now in danger of over running such that the upgrade cannot be delivered by 2018 for the escalator renewal.

AF said she and other representatives do not want to see the project delayed as a consequence of written feedback taking time or differing from the substance of the discussions during the meetings. SA added that it is TfL's scheme not RBKC's and they have consulted with this group for many months to get to this point. AF said that comments from RBKC could take too long to come back and added that there is a new conservation officer coming to RBKC as Head of Conservation. CP will check that all previous pre-app letters have been circulated. Planning advice received from the meeting on 29 June attached in addition to advice received from meeting in April.

AF stated that the representatives could put in a joint letter of support for the design to RBKC. RZ said that RBKC focus is on a replication of an Edwardian canopy. SA said it needed to be a coherent design from the arcade to the platforms rather than pastiche as the station is multi-period. ED-G agreed that the design of the new canopy is more in keeping than that suggested by RBKC officers. AF and SA agreed that they do not want a replica and perceive it as a 'multi-period' station rather than a unified whole.

CB asked about the new escape route into Thurloe Square because the scale looks the same scale as the rest of the overbridge. CP explained that the capacity is based on the need to completely evacuate a train at full capacity within the required time limit of 4 mins to clear the platforms and 6 mins to reach a place of safety. The final stair to the new emergency door is the constraining element of the route. The passageway width is dictated by the width of the stair. The emergency route is designed to be consistent, though subsidiary, to the other elements of the platform.

AF questioning the use of railings along the side of the new stair from the

ticket hall. Brick balustrades could be used instead. SA said she likes the design because it avoids graffiti but should be painted a colour consistent with the rest of the station.

ST said it would be good to keep the colour of the brickwork of the overbridge consistent with the rest of the station. SA reminded the group that red brick is being used in the overbridge to pick up the red brick in the ticket hall above the columns. CP said that TfL are working to resolve the look and feel of the canopy first and then the rest of the station upgrade design will follow what is agreed for the canopy.

AF said that the group should write a letter to RBKC and ES said that this was similar to the experience with the Natural History Museum. TfL will consider an appropriate timescale for writing letters after meeting with the senior officers.

6. Around station development proposals

The Retail Group

PF provided an interim presentation on the research and data collected through footfall surveys, a questionnaire to retailers and the on-line questionnaire.

PF explained they have had an excellent response rate from local retailers with 50 responses from 70 questionnaires and 240 responses from the online survey among residents, workers and visitors.

PF went through the emerging conclusions and proposed retail strategy for South Kensington station.

Five footfall counts were made. On a Thursday Pelham Street footfall was 1,000 an hour which is higher than at Marylebone High Street. The peaks were outbound AM and inbound PM showing that this footfall is outward commuters.

AF asked about the affect of school children on the counts. ED-G asked if weekends are busier in the holiday period. PF responded that the area is busy all the time but the busiest days are Friday and Saturday.

PF discussed feedback from traders. The challenge is having various groups passing by with different needs. In the study, operators said local residents were most important group for traders.

PF summarised the feedback from the on-line survey which showed that residents want more independents and a top up food store. There is a broad support for 'aspirational shops' such as Oliver Bonas and Whistles instead of restaurants and cafes. Focus should be on better quality services and variety for day-to-day needs i.e. bookshops.

SA said all the local groups are anti Wellcome Trust because of their proposed conversion of offices to retail and GB endorsed this. SA added there is not much support for more delivery lorries along Pelham Street.

AK said that there is already a Waitrose nearby. SA said the convenience of the location depends on where you live. The same applied to the request for a chemist when there was already one in the arcade. ST asked if there would be any further opportunity to comment about the potential types of retail. ScottA said they will assess the need for a further survey after full analysis of data.

ES said she was pleased to see the results reflect the need for services, better quality retail and no more cafes / restaurants. SA said that the museums have their own in house restaurants, cafes and services for tourists so do not need these at the station too.

VB asked how many shops could be envisaged. PF said it depends on the mix of shops and the size they will require. VB said that Pelham Street at 8.30 am had high numbers of people on foot.

BuckleyGrayYeoman & The Retail Group

MY and PF presented several retail street images as examples of existing London streets that might inform the vision of Pelham Street. These examples were both residential only examples and examples of retail frontages combined with residential above. It was noted that some were more applicable to the Pelham Street than others. MY explained that they are digesting and understanding the results from the Retail Group to further progress the design.

Key observations included:

- Streets with parking on both sides of the street are different to Pelham Street
- Store Street is a good example of retail because it is curated by a manager; and its design is such that the retail windows don't dominate the street.

- Many of the example streets are front-serviced at controlled times.
- The residential examples illustrate the importance of “defensible space” between the pavement and the front door.

ES noted that the pavements are wider in the example retail locations than Pelham Street. ScottA pointed out that the example retail locations have streets with similar pavement widths. MY said he will share pavement width comparisons at the next meeting.

ScottA asked for views on the retail examples and their applicability to Pelham Street. SA said it was a good idea. AF pointed out that GB was against but had left the meeting. ES said retail made sense for the ground floor where there had been shops previously.

SA referred to the Brompton Association proposals in 2004 which included new retail and the Pelham Association had supported it then after lots of consultation and reducing it.

JL reiterated there are already issues with servicing in the area and can TfL guarantee they will achieve a row of quaint little shops. What will happen if that doesn't materialise? ES said that if the property was well managed then it could work. JL asked TfL to contact the Pelham Association to seek their views given that they can't get to these meetings.

AF asked how many shops could be expected. ScottA reiterated that it depends on whether the corner is upgraded but expect around 10. AF recommended obtaining clear pre-app advice on the proposed retail in this location given the experience at Brompton Cross.

ST asked about the rental yields for the shops. ScottA said it is viable relative to the residential alternative as explained in the summary comparison provided a few weeks ago..

ScottA explained that once development has taken place longer leases can be given so traders can invest in long term businesses.

7. Future meeting dates

Wednesdays at 3 pm: 14 September, 12 October and 16 November.