

**MEETING NOTE**

<b>SUBJECT</b>	<b>South Kensington Station (SKS) redevelopment Consultative Working Group (CWG) Meeting No. 1</b>
<b>VENUE</b>	Games Room, Ampersand Hotel, Harrington Road
<b>DATE</b>	Wednesday 9 September 2015, 3 pm – 5 pm

<b>ATTENDEES</b>	<p><b>Development Team:</b></p> <p>Jeremy Castle, Commercial Development, TfL (JC)  Michael Crabtree, Lead Sponsor Station Development, TfL (MC)  Christopher Phiniefs, Principal Project Sponsor, TfL (CP)  Richard Zavitz, Project Sponsor, TfL (RZ)  Nick Sutcliffe, Director, HardHat (NS)  Georgina Garland, Account Executive, HardHat (GG)</p> <p><b>Local Representatives:</b></p> <p>Amanda Frame, Kensington Society (AF)  Michael Bach, Kensington Society (MB)  Edward Davies-Gilbert, Knightsbridge Association (ED-G)  Caryl Harris, South Kensington &amp; Queens Gate Association (CH)  Sophie Andreae, Brompton Association (SA)  Bob Mabon, Brompton Association (BM)  Traci Weaver, Thurloe Residents Association (TW)  Jan Langmuir, Thurloe Residents Association (JL)  Eva Skinner, Onslow Neighbourhood Association (ES)  Laura Mosedale, Onslow Neighbourhood Association (LM)  Robert Berg, Pelham Residents Association (RB)</p>
<b>MINUTES</b>	<p><b>1. Welcome</b></p> <p>Nick Sutcliffe (NS) from HardHat welcomed everyone to the meeting and</p>

each participant around the table introduced themselves.

Jeremy Castle (JC) provided an update on TfL's progress since his meeting with local representatives earlier in the year. JC outlined that London Underground (LU) have been carrying out feasibility studies for the station upgrade and that TfL are now at the stage of securing procurement partners.

## **2. Composition & terms of reference**

NS outlined the terms of reference for the group and stated the focus of the SKS CWG will be to provide updates on the station upgrade and redevelopment and discuss planning and listed building aspects of the station. NS stated that local councillors, GLA member and Chelsea Society will be invited later on in the consultation as the project moves forward.

Jan Langmuir (JL) asked for Guy Bondonneau from the South Kensington business association to be invited which was noted.

## **3. Forward meeting dates**

NS proposed and the group agreed monthly SKS CWG meetings at the Ampersand Hotel, Harrington Road (3pm - 5pm) on 14/10, 11/11 and 9/12

## **4. TfL overview**

JC explained role of members on the development team and stated that the approach is to join TfL and London Underground (LU) together as one contact point team for the station upgrade.

Michael Bach (MB) asked for clarification about the way the different sections of TfL would work together. JC explained that there would be a joined up single team approach.

Traci Weaver (TW) asked what was meant by Project Sponsor? Michael Crabtree (MC) explained that as a Project Sponsor, his role is to oversee redevelopment of site stations and identify project requirements such as issues, remedial action, budgets and delivery of programme.

## **5. Station Upgrade presentation**

Michael Crabtree (MC) and Christopher Phiniefs (CP) provided a

presentation on the station upgrade and answered questions.

MC explained the need for the removal of the Pelham Street 'slab' which is above the scaffold on the south side of the station. Scaffold will need to be installed in the arcade in order to facilitate repairs to the roof.

MC went on to explain the need for the replacement of the Piccadilly Line escalators. The previous 40 year old bespoke escalators need to be replaced by a standard product of the type being used for the Crossrail fit out, but this would require extensive modification to the plinths on which they sit.

Laura Mosedale (LM) asked if it was possible to maintain access via stairs which Sophie Andreae (SA) said had been done at other stations. MC explained this was not possible owing to the need to take all the escalators out of service at the same time which would prevent an exit escalator being maintained in use.

Robert Berg (RB) requested disclosure of TfL's papers regarding the options and decision to go for a one year closure of the Piccadilly Line. MC agreed that information could be shared.

Bob Mabon (BM) expressed concern about the importance of the station for the Royal Brompton and Marsden Hospitals in considering the non-stopping of the Piccadilly Line.

Amanda Frame (AF) asked what would be lost from using the bespoke escalators such as less width? CP confirmed there would be no visible difference in the user experience.

TW asked when the Piccadilly Line closure would take place. This was confirmed as 2018. MB asked whether John McAslan and Partners had completed their work and it was confirmed that this was the case. RB asked for a copy of the pre-application submission to the Royal Borough. The letter will be provided.

AF asked if there will be engagement with Historic England. MC confirmed that the site was only Grade II listed so the Royal Borough's case officer would manage liaison. Eva Skinner (ES) asked who the case officer would be. The case officer is Lara Peter and the managing supervisor is Elen Richards.

MC explained that the procurement for the next stage of detail would seek an engineering led practice rather than architect led.

SA asked about the provision of conservation advice and AF about a heritage statement. It was confirmed this would be included within the tender for the next stage. MB sought assurance that these reports would be shared in draft form so that the expertise of the group could be used when it was still of value. This was agreed.

MB asked about timings for an application and it was confirmed that currently this was targeted for January 2016.

CP explained the proposals for the new Eastbound Platform. AF asked how the revetments would be used as a feature.

ES asked about the size of the lifts. Presently they are 17 person lifts but MC indicated 22 person lifts were being looked at. Restricted space may require a rectangular lift on the Westbound platform.

JL asked about direct access from the new Eastbound platform to the Piccadilly Line. MC explained that extending the current subway would be difficult owing to columns installed for development in the 1970s and the rising gradient in the subway. Also, there are better locations to change for eastbound services such as the adjacent platforms at Hammersmith and Barons Court. Interchange to and from the eastbound platform at South Ken is proposed to be via the ticket hall level.

MB suggested the revetments could provide a theme for the station and AF referred to the Albertopolis idea. MB suggested a future presentation.

CP explained the constraint in respect of step free access to the subway and SA asked for clarification of where the beam under the Thurloe Street buildings runs.

CP explained the location of the proposed lift to Thurloe Street which would occupy the space currently taken by a retail unit at street level.

SA asked for confirmation that the ticket hall would remain top lit with natural light which would continue to be the case.

There was a discussion about the proposed relocation of the ticket machines to between the two stairs where ticketing facilities had traditionally been located. New machines proposed that have increased functionality over current machines. Questions about the number of machines and sufficient space for operational staff to help customers who are not familiar the machines. ES suggested signage was important.

MB asked for clarification about whether the ticket hall area was being reduced. CP explained that by removing facilities and extending the raft to the new staircase, the area is increasing and the future layout better utilized the space created.

AF expressed concern about relying on officers at RBKC for guidance in respect of the design for the new platform canopy because there is a lack of resource at RBKC.

RB asked if the SFA would be contingent on Pelham Street development. MC said this was not the case but it cannot be fully funded and the station development around the station would assist both physically and financially in delivering SFA. Discuss phasing strategy for station upgrade and linkages with development around the station.

Discussed the location of the lift and the new additional entrance. AF expressed some concern that the lift will not be visible from the main entrance. Some discussion about signage and that the location will become known with appropriate notice. Discussed access through the Pelham Street frontage through though not considered feasible due to the level different from the street and the access through the historical oxblood frontage. Confirmed that pneumatic lifts are no longer used on the LU network due to safety issues.

MB requested thought be given to bringing forward interim SFA for the D&C line as good public relations. MC explained that the Mayor has allocated just £76 million for step free access across the network and has recently written to the London Borough leaders asking for co-funding to deliver local projects.

RB asked to see a copy of the Mayor's letter which MC agreed to forward.

## **6. Redevelopment Around the Station**

JC presented the visuals produced as part of the previous BuckleyGrayYeoman work which was now being taken to the next stage.

AF requested that future images should show the before and after as had been done with the station upgrade material.

SA expressed concern about raising the arcade roof. MB added concern about a second storey to the bullnose. AF expressed concern about running the fascia line of the bullnose form into the Thurloe Street façade as if it was all one building.

ED-G said the plans had come a long way since the previous meeting including showing SFA to the Piccadilly Line.

### **7. AOB and items for future meetings**

It was agreed to discuss the project timeline and initial route map at the next meeting. In the meantime TfL will provide:

- soft copy of today's presentation suitable for onward distribution to residents
- the pre-app pack submitted to the Council
- evidence for Piccadilly non-stopping decision
- Letter from Mayor of London regarding SFA Borough co-funding

### **8. Next meeting**

Wednesday 14<sup>th</sup> October 2015 (3pm - 5pm) at the Ampersand Hotel.