



Contact

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Agenda

- Site Context
- Project History & Background
- Objectives
- Existing Site
- Design Approach
- Proposed Designs
- Responding to the local context & heritage features
- Urban Realm
- Operational Interfaces & Constraints
- Stakeholder Feedback
- Next Steps



Site Context



History



- Archaeology
- Archaeological Find Spot
- Building
- Used building
- TDP & TAS
- Nighttime Archaeology
- Registered Parks & Gardens
- Scheduled Ancient Monuments
- World Heritage Sites
- Archaeological Priority Area
- Event Location
- Event Location (priority recorded on the GLHAR database)
- Requested Search Area



Historic England
HER Record of the Station



A multi-period structure.

The ASD will reflect and respect the historic elements of the station, and those buildings immediately around the site, given their cumulative value as a historically significant group of structures.



Background



1989 Scott, Brownrigg and Turner



1997 Terry Farrell & Partners



2002 Terry Farrell & Partners

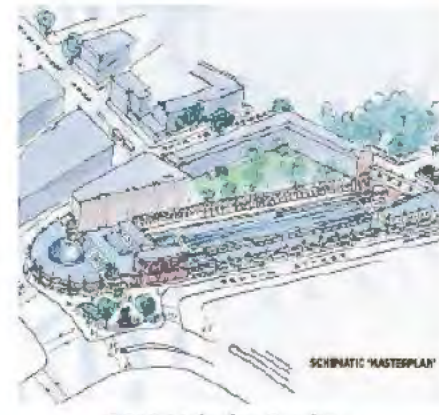
CONSULTATION FATIGUE



2006 Francis Machin | Brompton Assoc.



2009 John McAslan & Partners



2012 Malcolm Reading



Our objectives

- To deliver **exemplary development** that integrates with the SCU project and other operational programmes
- To **preserve and enhance the historic architecture** of South Kensington Station.
- To provide a **good quality and respectful scale** of development and mix of uses that **receives a broad consensus of local community support**.
- To restore the arcade
- To provide **new homes and jobs**
- To restore Pelham Street in **keeping with the local and historical contexts**
- Enable **step free access** to the station
- To complete the **RIBA Stage 1** design in order to procure a TfL development partner



Existing Site

The Bullnose & Arcade
Thurloe Street

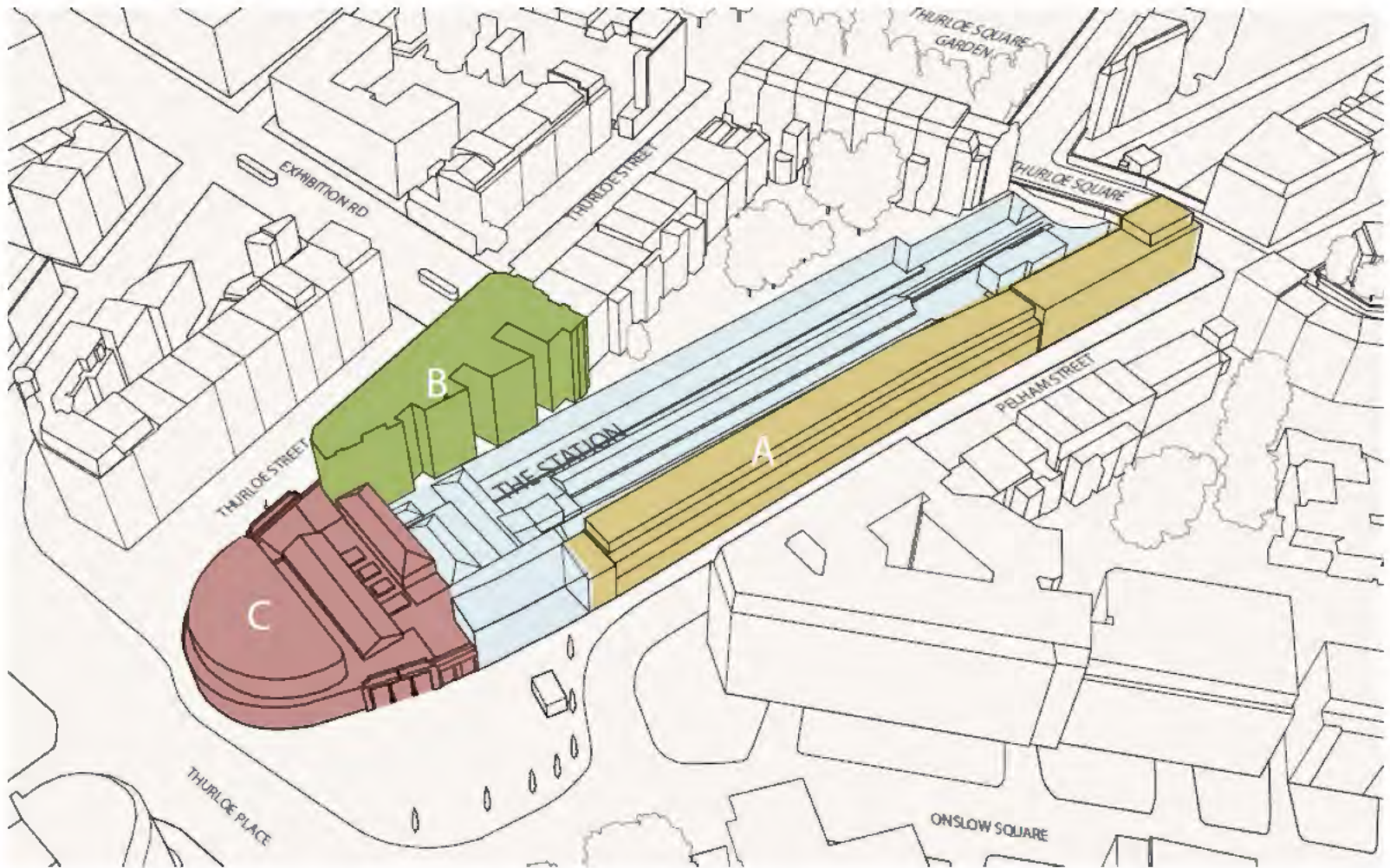


The Arcade
Thurloe Street
Oxblood Building
Belham Street

The Station
Platform Levels

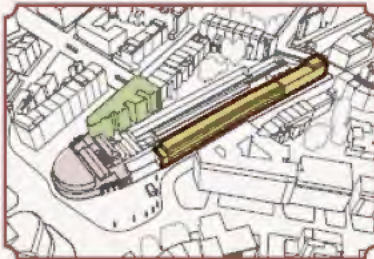


Design Approach



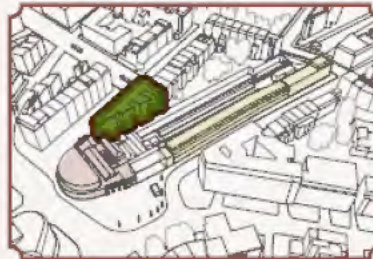
Proposed Design: Overview

Pelham Street *Repairing the streetscape*



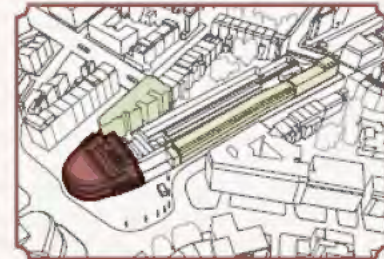
- New massing block responding to the existing context
- Ground floor retail with residential to upper floors along western part of street
- Office block to eastern end
- Generally 3 storeys high (4 storeys to east corner)
- Approx. 11 apartments - Mix of 1 & 2 bed units

Thurloe Street *Light Touch*



- 'Light touch' refurbishment
- Retain the existing facades, building fabric, structure and circulation
- Improve the quality of the existing residential levels
- New heritage style shopfronts
- Incorporation of step free access requirements and new station entrance

Bullnose & Arcade *Enhancing the heritage*



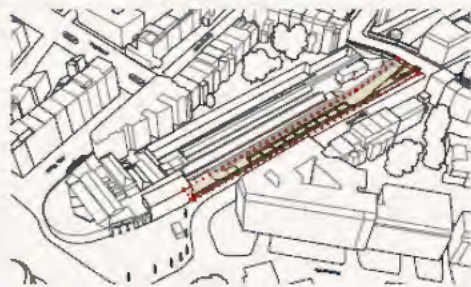
- New storey at first floor over the Bullnose set back from street
- Destination restaurant opportunity
- Heritage shopfronts reintroduced
- Listed arcade enhanced
- Increase to A1/A3 Retail GIA



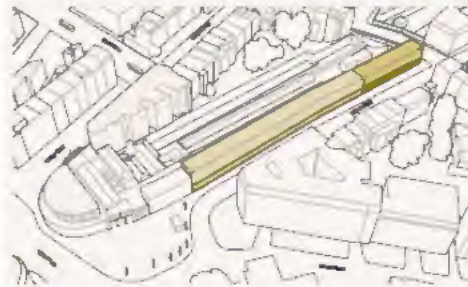
Pelham Street



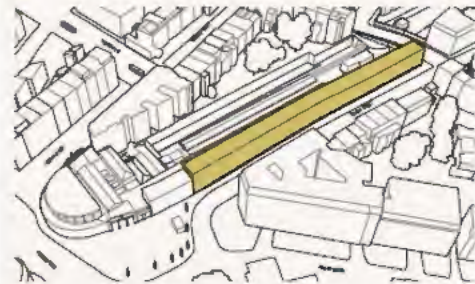
Pelham Street-Design Approach



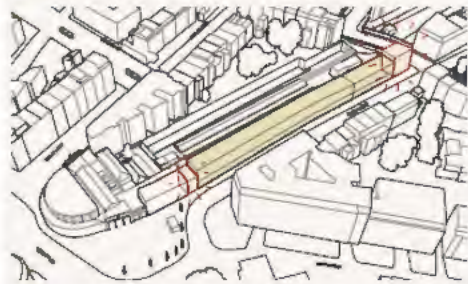
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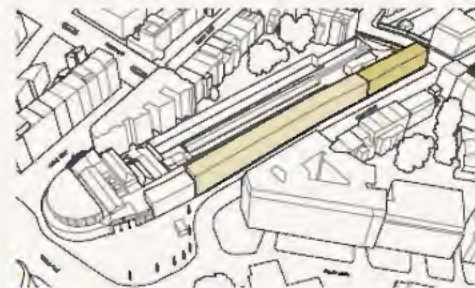
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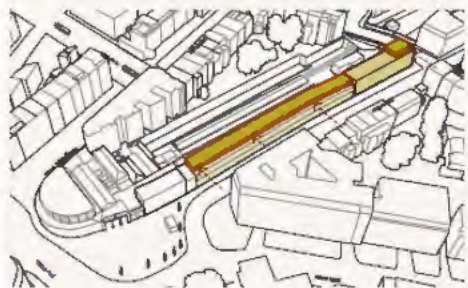
3



4



5



6

1. Existing site: The “missing tooth”
2. Repairing the streetscape
3. Split massing into mixed uses: Retail/Residential and Office
4. Activating the street level; Buffer between railway and residential
5. Addressing the corner interface with the station
6. Sensitive massing, setback levels



Pelham Street- Responding to the local context & heritage



View west towards station - Early thoughts



View from central platform - Early thoughts

Key Interfaces

- The Edwardian ox-blood faience facade on Pelham Street
- The Victorian yellow brick revetments
- The Victorian cast iron columns along the demolished southern platform



Thurloe Street- Responding to the local context & heritage



Proposed Front Elevation - Thurloe Street



Key Interfaces

- New station entrance.
- Unification and reinstatement of heritage style shopfronts.
- Light touch refurbishment of the existing building.



The Bullnose & Arcade- Responding to the local context & heritage



Key Interfaces

- Unification and reinstatement of heritage style shopfronts to reflect their original design.
- Additional storey proposed on the Bullnose.



The Bullnose & Arcade- Responding to the local context & heritage



Existing arcade with features

Tiffany style pendant
light fittings

Wrought iron arches

Decorative cornice

Doric columns

Original shop fronts



Existing shopfront with features

Urban Realm



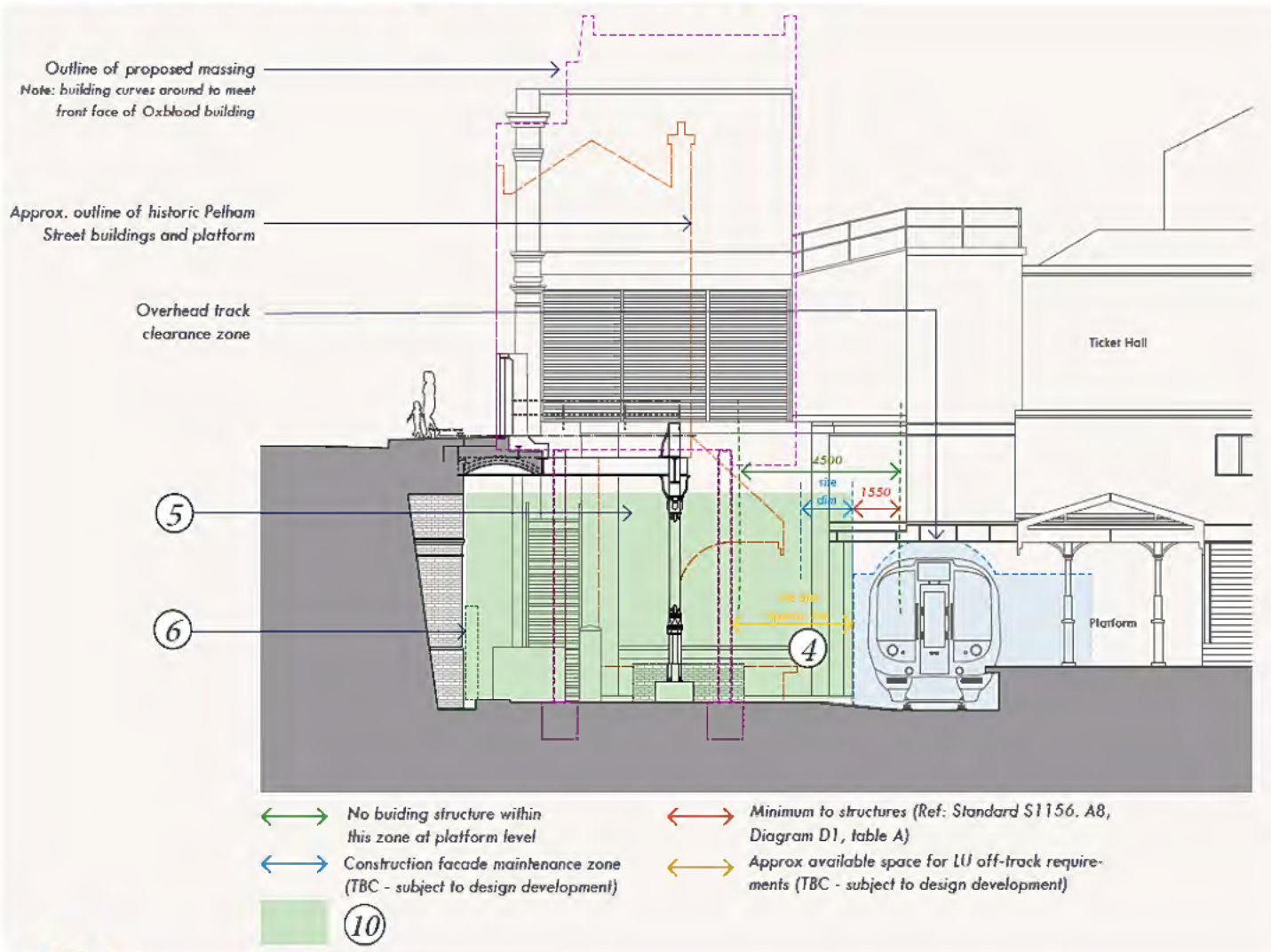
Thurloe Street new pedestrianised streetscape

Pelham Street new road layout; highly endorsed by RBKC

Opportunity to enhance Pelham Street streetscape by relocating the florist



Operational Constraints

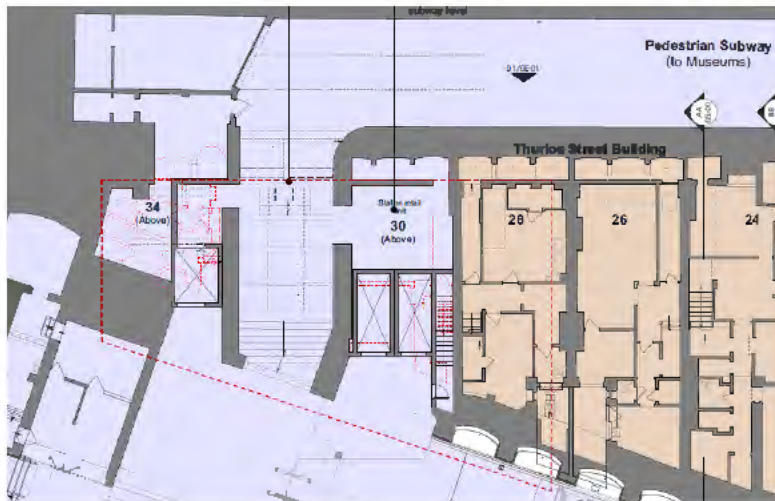


Key operational constraints:

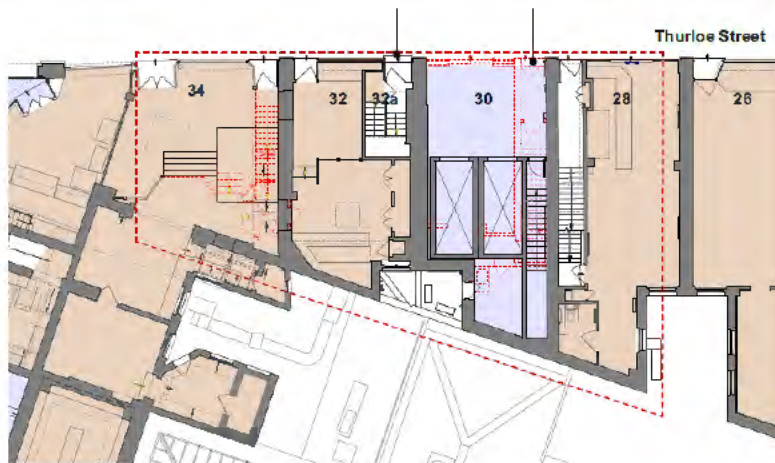
1. Distance from trains (4)
2. SFA in Thurloe Street building
3. Road Rail Vehicle space
4. Piccadilly Line escalator (5)
5. Signalling design co-ordination (6)
6. Ox-blood building ventilation



Operational Interfaces



Proposed basement floor plan subject to SFA design under review by SCU team



Proposed ground floor plan subject to SFA design under review by SCU team

Key operational Interfaces

1. Station Capacity & SFA
2. Piccadilly Line escalator replacement
3. Track Partnership (RRV Requirements)
4. 4LM
5. Cooling the Tube (Piccadilly Line cooling)
6. Deep Tube Upgrade Programme
7. Infrastructure Protection



Stakeholder Feedback

The Brompton Association has long argued for a “conservation led” approach to development at South Kensington and it is very encouraging to see many of the concepts we and others have advanced in recent years being incorporated into the present ASD brief.

The Brompton Association

We support TfL’s intention to develop the site in a manner that respects and enhances the historic architecture and character of the station as well as enhancing the station’s role in supporting local residents, workers, students and the visitors to local museums.

Onslow Neighbourhood Association



Next Steps

- **Approval to launch the site:** January 2017
- **Market launch:** March 2017
- **Appointment of Development Partner:** March 2018
- **Submit planning application:** October 2018
- **Complete ASD:** 2022





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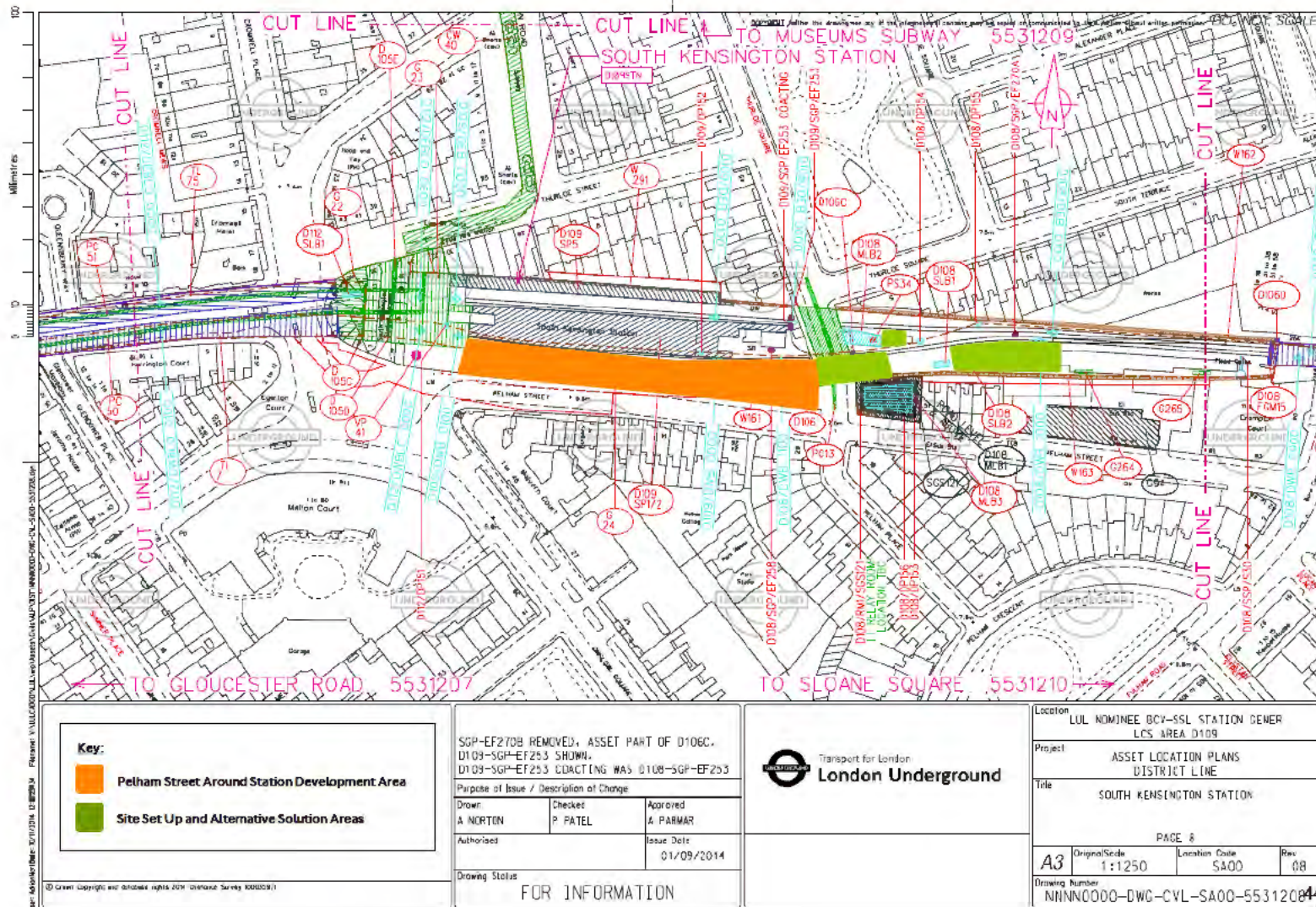


South Kensington ASD Space Allocation

**Key:**

-  Pelham Street Around Station Development Area
-  Site Set Up and Alternative Solution Areas

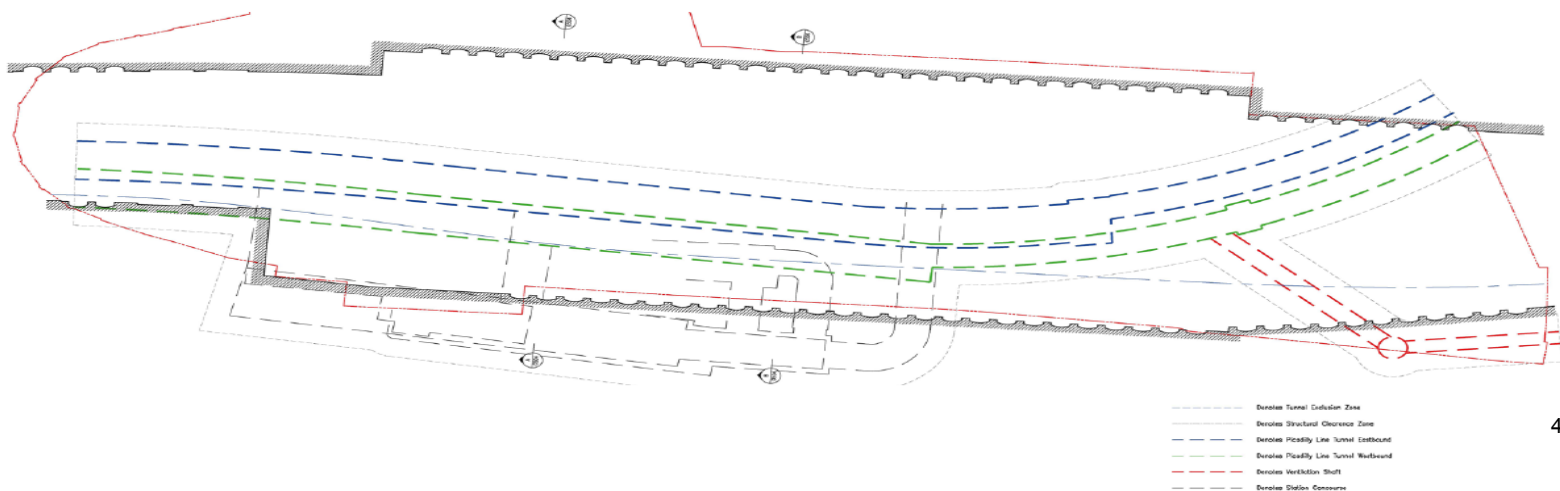
South Kensington ASD Space Allocation



South Kensington ASD Space Allocation

Space application:

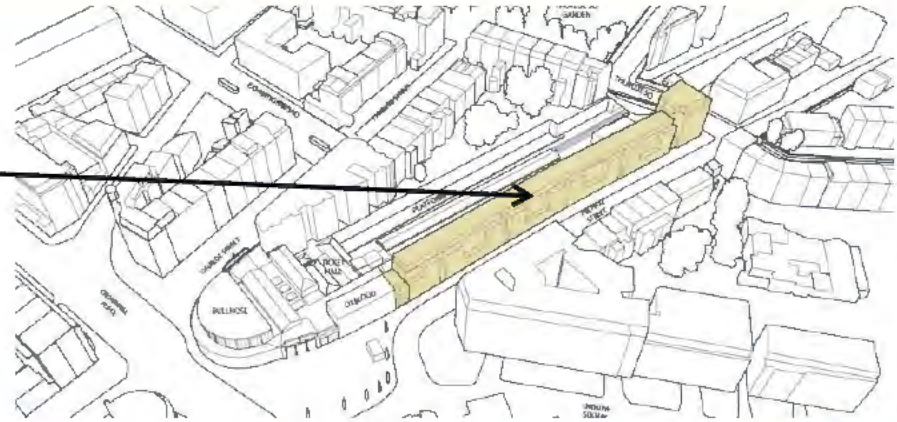
- This 'Space Allocation' relates to the Around Station Development (ASD) proposals along Pelham Street. The proposed development will oversail the disused platform.
- Expected use of the area will commence – **Q2/2018** (orange area – see previous slide). Assume commencement beginning May 2018 for 'Space Allocation' purposes.
- Expected period of use – **INDEFINITE**. Note: the area at track level will be required for circa 2 years only while construction is underway. The new proposed structure will remain indefinitely. Exact programme dates will be confirmed later and when a Main Contractor is on-board.
- The design is currently at 'Feasibility Stage' (RIBA Stage 1).
- The proposed development will be subject to Planning Permission.
- We are aware of the below ground tunnels (image below).



South Kensington ASD Space Allocation

Intended use of space:

- To design and construct a building of approximately 2 to 5 storeys from street level upwards on the disused platform along Pelham Street as indicated on the image to the right.
- Current assumption - 11 retail units. GIA circa 9,280sqft (circa 860sqm) & 32 apartments. GIA circa 30,800sqft (circa 2,860sqm).



Key:



Angle of photo



Pelham Street
Around Station
Development Area



Aerial view of the
proposed 2-5 storey
building area along
Pelham Street



South Kensington ASD Space Allocation

Intended use of space (continued):


- Photographs - orange area indicating the proposed area of the ASD.




Indicative columns
only – subject to
further design



Key:

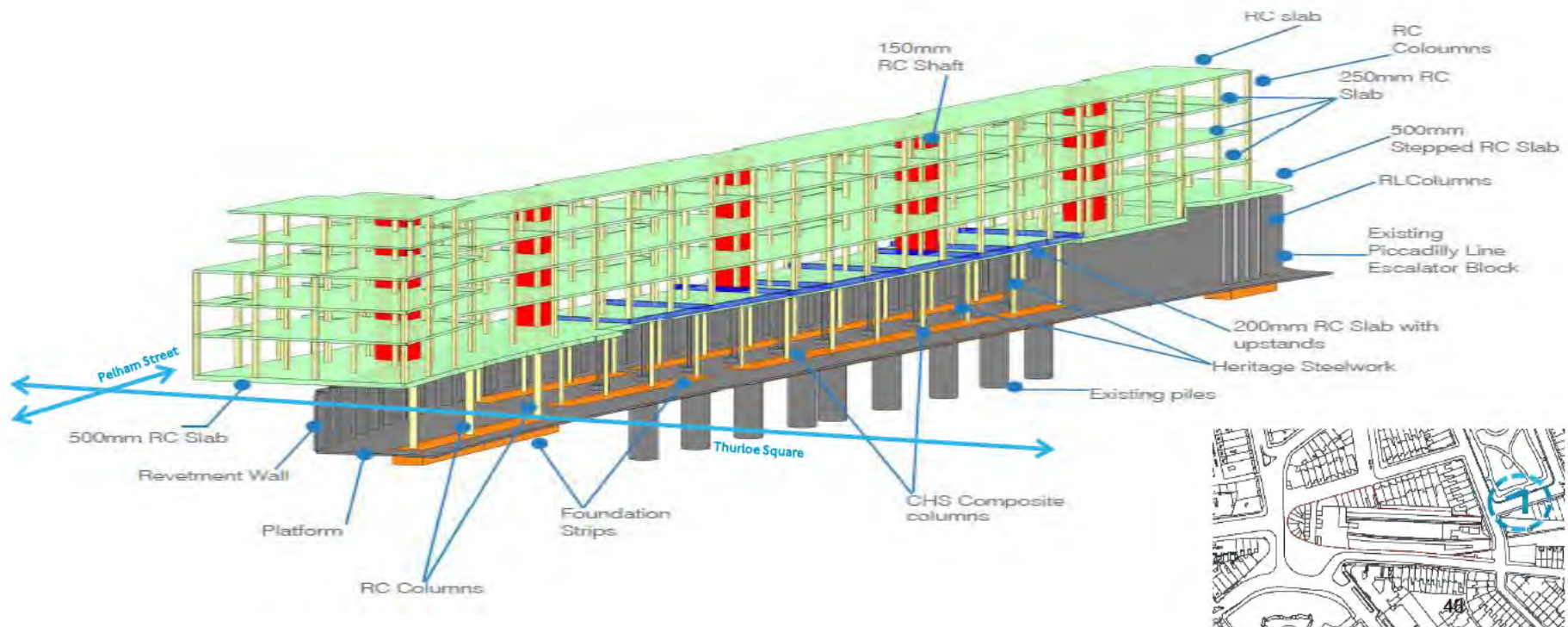
 Pelham Street Around Station Development Area

 Angle of photographs

South Kensington ASD Space Allocation

Siting of fixed asset:

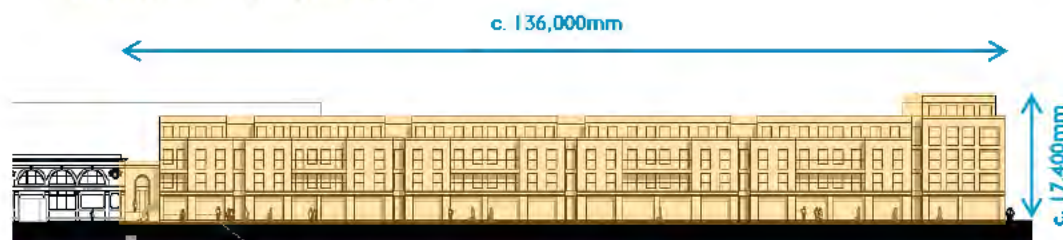
- The proposed development will oversail the existing disused platform along Pelham Street.
- The new structure will predominately be supported by columns positioned at track level.
- The illustration below shows a structural image of the proposed Pelham Street development from platform level (i.e. the rear view of the proposed scheme).



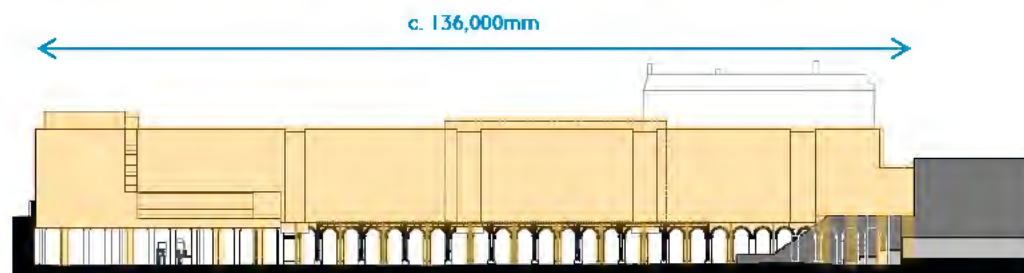
South Kensington ASD Space Allocation

Dimensions / placement of asset:

- Street level upwards (mid point): circa 14,500mm
- Street level upward (Thurloe Square end): circa 17,400mm
- Depth (mid point): circa 8,450mm.
- Depth (Thurloe Square end): circa 14,500mm (widest end)
- Width: circa 136,000mm.



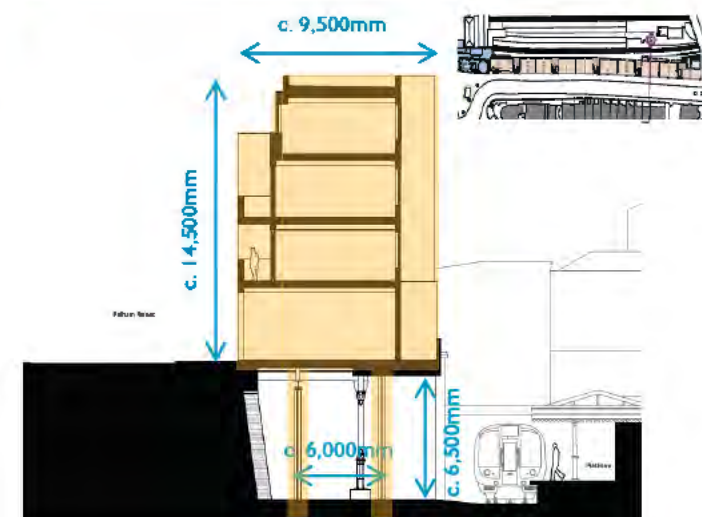
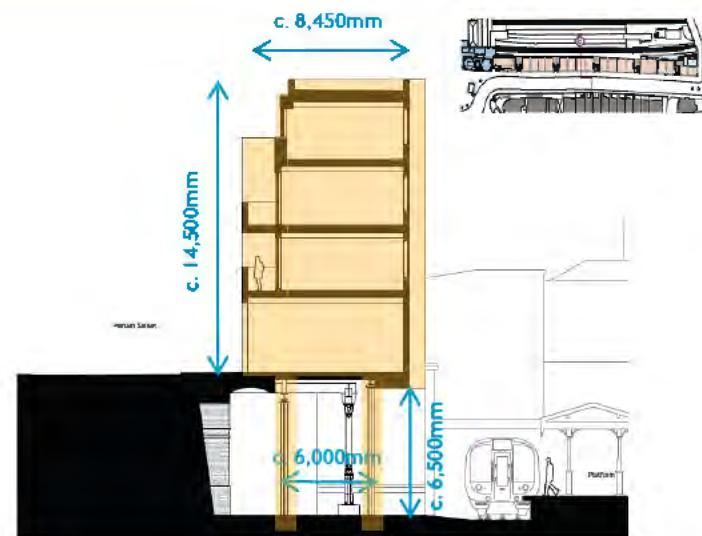
Front Elevation of Proposed Pelham Street development – Massing Only



Rear Elevation of Proposed Pelham Street development – Massing Only

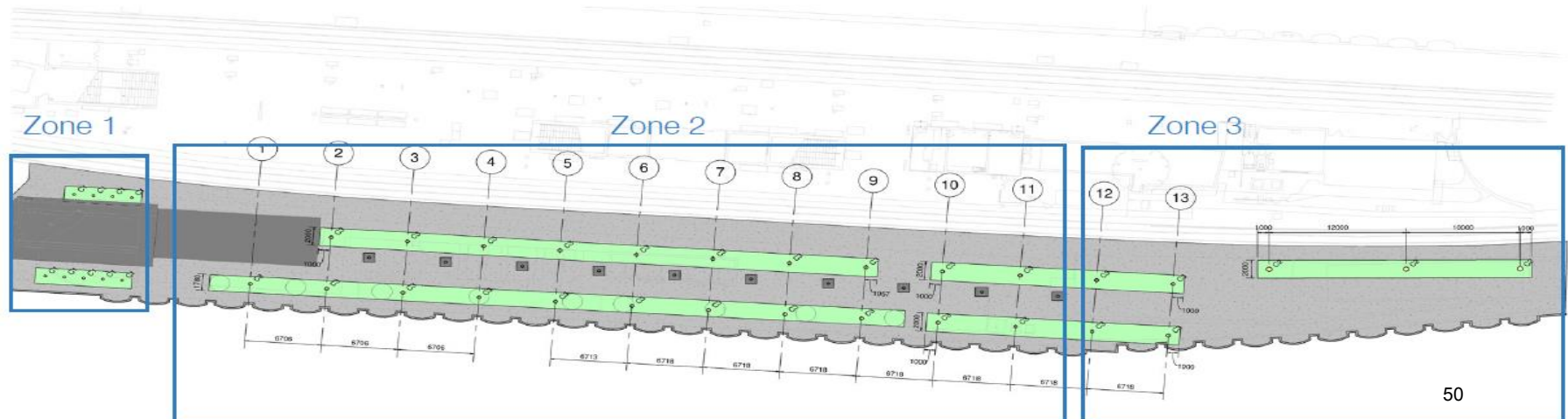
Key

Application Area



Dimensions / placement of asset (continued):

- The new structure will predominately be supported by new columns positioned at track level to a general column grid of circa 6x6m. The exact location / dimensions are still subject to further design development.
- Zone 1 – Piccadilly line escalator: A bridging transfer slab will be supported by two parallel groups of new columns (or walls). The columns nearest to the revetment wall will be founded on existing piles, with the columns (wall) near track side on a strip foundation.
- Zone 2 – Heritage steel structure: A slab will be supported by two parallel groups of new columns over the existing structure. The columns nearest to the revetment wall will be founded on the existing capping beam, with the columns near track side on strip foundations c. 4,500mm clear from the track (S1053 – avoids derailed train impact loads).
- Zone 3 – RRV/RRAP & roofers yard: A slab will be supported by using the revetment wall as vertical support and shallow strip foundation at platform and street level (street level strip not shown on image below).



South Kensington ASD Space Allocation

Impact of intended use:

- The design is currently at feasibility stage. Concept and technical design will follow to ensure key impacts are identified and resolved. We are aware of the following matters:-
 - Staircase access – Alterations will be required to the external staircase wrapping around the Piccadilly Line concrete box (head height clash with new proposed ground floor).
 - Ventilation grille – The ventilation grille on the side of the Oxblood building will require re-location (subject of a separate Space Application – to follow)
 - General maintenance access – Access for maintenance will be required to the area during construction.
 - Timings of key programmes – Close liaison with other programmes in relation to access and works will be required.
 - General design – Detailed design development will follow to ensure matters such as EMC, heat, maintenance, vibration, etc. get reviewed. Separate design meetings will be arranged with relevant stakeholders.

South Kensington ASD Space Allocation

Intended use of space by others:

- The Commercial Directorate are aware of the following competing programmes / projects at South Kensington:
 - Rail Road Vehicle (RRV) & Rail Road Access Point (RRAP).
 - Cooling the Tube (Chillers).
 - Signalling Works (4LM / Thales).
 - Other smaller works such as new cabling.



South Kensington ASD Space Allocation

Intended use of space by others (continued):

- Alternative solutions:
 - Rail Road Vehicle (RRV) & Rail Road Access Point (RRAP) – alternative 'green' areas below.
 - Cooling the Tube (Chillers) – two alternative 'blue' areas below.
 - Signalling Works (4LM / Thales) – can be accommodated within the ASD design.
 - Other smaller works such as new cabling – not currently impacting on ASD design.



From: [Wong Li-Fong](#) on behalf of [SSL Space Allocation](#)
To: [VanVuuren Schalk](#); [Maguire Susanne](#); [Anderson Scott](#); [Penderis Lynette](#); [Godwin Paul \(CD\)](#); [McMorrow Mike](#); [Lovatt Daniel](#); [Castle Jeremy](#); [Godwin Paul \(CD\)](#)
Cc: [SSL Space Allocation](#); [Fernihough Anthony](#); [Area Manager South Kensington \(Abdul Rahim\)](#); [TOM Earl's Court \(Brenda Ani\)](#); [Space Allocation Requests](#); [Terribili Peter](#); [Dennis William](#); [Boot-Handford Nicholas](#); [Broughton Martin](#); [Doherty Martin](#); [Rawlings Ian](#); [Broughton Martin](#); [Li Mark](#); [Lemon Paul](#); [Lees Matthew](#); [Henderson Jennifer](#); [Lemon Paul](#); [Phiniefs Christopher](#); [Skinner Bruno](#); [Butler Steve](#); [Burgess Nick](#); [Choules Dean](#); [Scorza Roberta](#)
Subject: SA29402 South Kensington – Sloane Square (D109, D108) - Space Approved U21
Date: 20 December 2016 14:12:36
Attachments: [SK Space Allocation Form FINAL_incl Asset Plan_rev.pdf](#)
[ASD - SK Space Allocation FINAL_incl Asset Plan.pdf](#)
[South Kensington - File Note of Meeting Cooling the Tube - 17.10.2016.pdf](#)
[South Kensington - File Note of Meeting DTUP - 17.10.2016.pdf](#)
[South Kensington - File Note of Meeting RRV - 26.10.2016 FINAL PDF](#)
[South Kensington - File Note of Meeting LE- 14.10.2016.pdf](#)
[RE_Track Partnership use of RRV point at South Kensington.pdf](#)

With reference to your request for space at **South Kensington – Sloane Square** under Reference **SA29402**

Space applied for: **To design and construct a building of approximately 2 to 5 storeys from street level upwards on the disused platform along Pelham Street as indicated on the image to the right. Refer to the attached presentation – “ASD - SK Space Allocation FINAL”.**

The S1472 Standard for the allocation of space on operational property has been applied as far as practicable and I can confirm that no objections have been raised by any of the Stakeholders consulted. Therefore, the requested space is reserved for a period of two months from the proposed start date, and for the purpose of the application received.

CAVEAT IMPOSED ON SUCCESSFUL APPLICATIONS

An allocation of space is a means of reserving space for a possible specific use. An agreement to allocate space does not carry any warranty or other representation that the space is fit for the intended use.

Please also note that before using the space allocated, it will be necessary to comply with relevant LUL standards. You should seek guidance from those responsible for compliance within your company or organisation.

The applicant or their representative will be responsible for ensuring that where appropriate TLF 187 (JNP Stations) and S1088 (formerly known as Bb224) processes are in place prior to the applicable assurance and gates processes.

Applicant responsibilities

-
The Applicant shall occupy the space or commence work in a tangible way during the first two months of the expected start date otherwise the allocation shall lapse. The two month period may be varied only with the agreement of the SAA or the SAP at the time the allocation is made. An Applicant may seek to change the expected start date or extend the period of allocation, if appropriate, by reapplying according to this procedure. It is the Applicants' responsibility to keep track of expected start dates, latest dates by which use

must start and any date by which use of the space must cease.

Once the permitted use of the space allocated has actually taken place or work has properly commenced on site, the Applicant shall notify the Applicant's Space Allocation Representative within one month or before the latest date by which use must start. Failure to do this will cause me to revoke the allocation.

Confirmation from the Applicant that the space allocated is being used as permitted shall be recorded by the Applicant's Space Allocation Representative in the Space Allocation Database within two days of receipt of this advice.

Specific Caveats relating to this application

Space Approved - Subject to RRV, SER (DTUP), Cooling The Tube, SFA and Commercial Development etc all being able to co-exist. The RRV access is essential for our track works.

Ian Rawlings/Martin Broughton (Principal Project Engineer - Track Plant and Depot Portfolio)

As a feasibility study this is acceptable and seems to provide a workable solution for the storage of RRV's and associated trailers whilst limiting or eliminating lifting under the proposed development.

Colin Gerrard (4LM, ATC CRMS)

No Objections from me regarding this space app. We will be either running on the wall with the rest of the existing cables or installing new CRMS near the track, both options are not affected by this proposed work.

Steve Butler (Senior Client Engineer - Stations & L&E) - > DIRECT PROJECT CO-ORDINATION REQUIRED

I am not 100% sure about the details of SA29402 and the proposed columns or walls (ref: ASD Space Allocation - page 8 zone 1) to support the escalator block bridging slab. I did have discussions in July'16 with Commercial Development to the effect that we would continue with our immediate plans to modify the external staircase with a view to revisit the construction at some point in the future; when the ASD plan is more advanced and detailed.

Com Dev are aware that we need the staircase for future UMC access and that this doorway will be constructed as part of the escalator replacement works i.e. well before their ASD works begin.

The cable entry point is still at the back of the UMC 4&5, it is now just under

the top landing of the existing external staircase, instead of running around the back wall of the station building. We will bridge across the gap between the revetment wall - adjacent column structure to the UMC at the end of the Picc Line Escalator Block, thereby avoiding the planned column/walls for the aforementioned bridging slab – which appear not to go as far as the end of the escalator block. So, we should be OK (hopefully). The part on SA28553 that would change slightly is image 19 section FF - for which the cable will bridge across the gap just before the corner and in this instance we will normally just red line the local drawings.

- Peter Terribili (Deep Tube Upgrade Programme, SER) - > **DIRECT PROJECT CO-ORDINATION REQUIRED**

Only one very minor comment, its 'SER' (Signaling Equipment Room) not SCR. Doesn't change the conclusions though so you can leave as is if you like.

Essentially, our space allocation describes a specific area. So long as that area is safeguarded I have no issue. We will need to devise a cable route to the pic line but I cant see that being an issue and not much point working that up now.

The track maintenance people may have more of an issue as they need much more space, presumably off the road bridge to crane in materials/RRVs. Helen Dixon was the person I liaised with to make sure my proposal was out of their way.

- William Dennis (Cooling the Tube) - > **DIRECT PROJECT CO-ORDINATION REQUIRED**

- No objection from Cooling, provided CD work with us to develop an integrated design, as per the remainder of the meeting minutes referred.

- Anthony Fernihough (Profession Head, Pumps & Drainage) - > **DIRECT PROJECT CO-ORDINATION REQUIRED**

I have no objection with this. Please keep me informed for future assurance requirements.

Mark Li (SFA)

Comment from South Ken SCU and SFA project:

- As per previous liaison with Commercial Development, the SCU and SFA project has space-proofed a DNO substation at Pelham Street for the future SFA scheme at South Kensington Station. This will need to be further developed together with the ASD scheme.

Helen Dixon (Project Engineer | Rolling Stock Renewals | Renewals | CPD) -
> **Project to liaise/co-ordinate with areas of Discipline**

1. There is a substation/ electrical room which I believe is behind the retaining wall – I saw some access doors in the wall so you might want to track down who uses the rooms and check what their access requirements are for maintenance and renewal.
2. Drainage assets in the area – Anthony Fernihough is a good contact
3. There are what looks like power assets on a raised metal platform just past the bridge – you will need to speak to the owner of this asset to find out what access requirements they have for maintenance and renewal.
4. Fire escape – there is a Fire alarm/ flashing light at the end of the steel framework. It is not clear exactly why this is there but it is possible to walk from Pelham Street and then have to pass through South Ken to exit. Perhaps it is there to make sure people walking along will not enter the station if the fire alarm is on. As the area under the building will still be accessible, Fire will need to be consulted to find out if the sign is still appropriate or if it needs to be moved. They will also need to be consulted about what level of fire protection will be needed to the structure and if there are any restrictions on materials which can be used. Eg an excavator or stored item could catch fire.
5. Power were lowering cable drums of cable from the bridge to the open area which is currently the road rail access point compound. It looks like that would not be possible once the development is built. You may need to speak to Power/ other cable installing bodies to check they have an alternative lowering point in the area. I have spoken to Chris Powell in the past re. Power – he might know who to speak to.
6. Track Maintenance Team probably use the current RRAP – Contact Dean Choules, Track Infrastructure Manager South, [REDACTED] B), [REDACTED]@tube.tfl.gov.uk
7. Local Civils team, Roberta Scorza (Area Manager, Civil Maintenance, District line), [REDACTED], [REDACTED]@tube.tfl.gov.uk - she is likely to have information re. the existing remaining steelwork structure. She was involved in the removal of the concrete slab earlier this year.
8. Overall Civils Design Approvals, Nick Burgess, Principal Engineer - Bridges & Structures , Civil Engineering, London Underground ([REDACTED]) [REDACTED], [REDACTED]@tfl.gov.uk – it would be worth speaking to him to obtain input into the design and he may know people who can advise on buildability and access from other projects which may have done something similar.
9. I think there is a risk of the columns holding the new building up being struck by the excavator arm.

General Caveats

Heritage Plaques - London Underground- New assets that are to be placed on London Underground stations must consider existing Heritage Plaques. The overall context of the

space must be given serious consideration before applying for space through the existing process, and an exclusion zone of at least 2 metres around the plaque must be maintained. For queries relating to LU Heritage Plaques, please contact: [Mike Ashworth](#) (Design & Heritage Manager Customer Service Strategy, Strategy, (020) 3054 8516)

Art on the Underground (Labyrinth)- Consideration should be given by planning teams, when seeking to install new equipment/assets, to ensure that the area immediately surrounding the Labyrinth artwork (approx. 2 metres square) is left clear. Request to relocate the Labyrinth to accommodate equipment will only be considered in exceptional circumstances where there is a strong business case and no alternative sites can be identified.

For queries relating to Labyrinth locations, please contact

[\[redacted\]@tfl.gov.uk](#) / [\[redacted\]@tfl.gov.uk](#) direct line [\[redacted\]](#)

Relay Rooms, IMR and SER Works- Projects working in Relay Rooms, IMRs or SER must contact the numbers below to register their intention before commencement of work:
- 6818748 (Bak & Vic) 51292 (Central Line) 681-8747 (SSL) (DSIM), 45014 (District) (SOM: Signal Operations manager)
(Ron Skillet/Mark Hambelton)

SCR (Station Control/Computer Room)/POM, Secure Suite, Ticket Office, Mess Room, Secure Suites works – Projects must consult with Alan Mundy/David Nix prior to using space under LUL S1375 – Planning for Ticket Issuing Facilities.

Connect- No objections, subject to works not impeding on or causing damage to any Connect assets and maintaining access to any Connect equipment 24/7.

In addition, the project is requested to take into consideration any potential/ future Radio coverage changes or requirements at Operational locations, including secure rooms that may come about as a result of their works.

Connect's existing assets such as cabling / containment & associated equipment (including radio leaky feeder, cable along with legacy) must be suitably protected from the risk of any damage and must not be re-routed in any way.

The project/contractors undertaking the work will be therefore responsible for any issues resulting in bad workmanship.

Station radio and access to all Connect equipment must be maintained at all times

Maintenance and Installation considerations

-
Road Rail Access Points- New track Installations must not block or restrict access to existing/temporary Road Rail Access Points. Gantries over RRAP are also not acceptable. If in doubt, please contact Rod Laird ([REDACTED]@tube.tfl.gov.uk)
- All types of access points to the railway should be protected, and these are captured in these diagrams- **[Access Team SharePoint site](#)**

Please ensure that maintenance access is not impeded to ANY existing assets and / or power supplies. This includes lighting, power, signage and LV power.
Where applicable; adequate space must be provided to enable access equipment to be safely erected so that reactive lighting and power maintenance can be maintained
(Dave Williamson/Mark Reeve)

Track clearance approvals should be in place for all temporary, permanent and replacement equipment or structures to be installed within 3m of the track, 2m of the platform edge and within running tunnels in accordance with 1-156 prior to any work taking place. This includes cables to be installed on existing hangars and within existing OTX or UTX
(Peter Barber)

Dr Keith Bowers ([REDACTED]@tube.tfl.gov.uk [REDACTED] Principal Tunnel Engineer, must be consulted If any equipment has to be attached to the tunnel lining prior to any installation

Standard S1063 must be complied with when existing civil structures are cut drilled, fixings made to them or support taken from them. Any open joints or missing pointing must be made good before the new fixings are made. A clearance certificate must be obtained before the fixings are made- (Nick Burgess)

Baker Street- Any applicant applying for space at Baker Street must check the Asbestos Register before undertaking any activity or utilising the space. Please ensure you contact [REDACTED]@tfl.gov.uk

Defibrillator (AED)- If any AED's are to be moved please let us know as over 50% of the AED's and cabinets are the property of LAS and they need to be notified of any movement. All AED's should be positioned in high visibility areas.
(Sam Parekh/Geoff Dunmore)

In accordance with LUL Customer Service Delivery Standard 1-311 A5, Station signing for customers, space allocation requests must not have a negative effect on any customer

signage. Should you have any doubts as to the effect this space allocation request will have on customer signage please contact the LU Customer Information Planner on: auto [REDACTED], telephone [REDACTED] or contact [REDACTED] [@tube.tfl.gov.uk](mailto:[REDACTED]@tube.tfl.gov.uk)

TfL Signs Provision must be made in any space allocation request so that adequate LUL Customer Information poster frames and information are displayed, in accordance with LUL Customer Service Delivery Standard 1-313 & 1-311. Consideration must also be given to Sightlines, visual clutter and visual space planning Standard 1-356. Should you have any queries regarding these locations, please contact Geoff Beardsell, Customer Service Strategy

The applicant should be aware there may be 3rd party commercial cables in the area. Any unauthorised movement or damage will deem the applicant liable for any financial compensation or criminal prosecution. The applicant should liaise with the Revenue Development Services team to ascertain what is in the vicinity

Copies of S1472 approvals and applications are available on the [Access Team SharePoint site](#) for a minimum of 14 days.

Approved by- **Li-Fong Wong**

File Note

project title	South Kensington – Around Station Development																																							
meeting type	File Note – 4LM/Thales																																							
notes no	01	job ref	33776																																					
held at	60-80 Pelham Street	held on	14 th June 2016																																					
present	<table><tr><td>Scott Anderson</td><td>SA</td><td>Transport for London</td><td>TfL</td></tr><tr><td>Mike McMorrow</td><td>MM</td><td>Transport for London</td><td>TfL</td></tr><tr><td>Schalk van Vuuren</td><td>SVV</td><td>Transport for London</td><td>TfL</td></tr><tr><td>Paul Godwin</td><td>PG</td><td>Transport for London</td><td>TfL</td></tr><tr><td>Mark Errington</td><td>ME</td><td>London Underground</td><td>LU</td></tr><tr><td>David Tough</td><td>DT</td><td>London Underground</td><td>LU</td></tr><tr><td>Justin Holland</td><td>JH</td><td>Buckley Grey Yeoman</td><td>BGY</td></tr><tr><td>Mauro Bono</td><td>MB</td><td>Pell Frischmann</td><td>PF</td></tr><tr><td>Richard McGeehan</td><td>RM</td><td>Butler & Young Associates</td><td>BYA</td></tr></table>				Scott Anderson	SA	Transport for London	TfL	Mike McMorrow	MM	Transport for London	TfL	Schalk van Vuuren	SVV	Transport for London	TfL	Paul Godwin	PG	Transport for London	TfL	Mark Errington	ME	London Underground	LU	David Tough	DT	London Underground	LU	Justin Holland	JH	Buckley Grey Yeoman	BGY	Mauro Bono	MB	Pell Frischmann	PF	Richard McGeehan	RM	Butler & Young Associates	BYA
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apologies	<table><tr><td>Lee-John Allen</td><td>LA</td><td>London Underground</td><td>LU</td></tr><tr><td>Raj Anjay</td><td>RA</td><td>London Underground</td><td>LU</td></tr><tr><td>Jennifer Henderson</td><td>JH*</td><td>London Underground</td><td>LU</td></tr><tr><td>Eddie Jump</td><td>EJ</td><td>Pell Frischmann</td><td>PF</td></tr></table>				Lee-John Allen	LA	London Underground	LU	Raj Anjay	RA	London Underground	LU	Jennifer Henderson	JH*	London Underground	LU	Eddie Jump	EJ	Pell Frischmann	PF																				
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Eddie Jump	EJ	Pell Frischmann	PF																																					
distribution	As above																																							

ITEM

ACTION

1. INTRODUCTION/APOLOGIES

1.1. Introductions were made.

1.2. Apologies were received from Lee-John Allen (LU), Raj Anjay (LU), Jennifer Henderson (LU) and Eddie Jump (PF).

2. BACKGROUND

2.1. Purpose of the meeting was to understand the respective scopes of the 4LM/Thales and ASD projects. Both teams will need to consider each others designs. It was agreed in principle that a co-ordinated design solution that benefit both projects could be found.

note

Notes of Meeting

South Kensington – Around Station Development

33776

14th June 2016

<u>ITEM</u>	<u>ACTION</u>
2.2. SVV and JH briefed the LU attendees on the ASD proposals. The main interface challenge between LU (4LM/Thales) and TfL (ASD) will be on the 'west bound' platform. It is worth noting that there are several other LU/TfL stakeholders' projects at South Kensington that will need careful co-ordination.	note
2.3. JH tabled a set of constraint drawings illustrating the proposed 'projects' that the ASD team is currently aware of. 4LM/Thales to note that they are one of a few other projects that have an interest at South Kensington.	note
2.4. JH explained the constraints and listed aspects that 4LM/Thales need to be aware of. All had a good understanding of what the drawings reflected.	note
2.5. JH to issue a design pack to DT and ME for the proposals to Pelham Street.	JH
2.6. It was agreed that it would be best not go over the existing cable racks height to protect the heritage aspects of the revetments on the 'west bound' platform.	note
2.7. 4LM/Thales to provide initial locations and spatial requirements, even if only notional at this stage. This needs to include for cable runs, masts, equipment, etc. ideally outside the footprint of the proposed building(s) for ASD. It is to ensure we have a workable strategy showing minimal clashes. Ideally strategic routes for cabling away from the revetments needs to be agreed. 4LM/Thales to mark up a sketch/drawing and advise by return email.	ME / DT
2.8. 4LM/Thales to investigate capacity/spares and look at submitting a space allocation request for the cable racks.	ME/DT
2.9. ME/DT to forward contact details for any other Thales/4LM individuals that the ASD team needs to make contact with.	ME/DT
2.10. ME/DT to advise on clear signaling route. At the site walk around it appeared that this will not be a problem. It will be good for ME/DT to confirm this.	ME/DT
2.11. ME/DT to forward drawings/information tabled at the meeting	ME/DT
2.12. No initial concerns were raised and there was a general consensus that the two projects can be accommodated at South Kensington with minimum impact.	note
2.13. No concerns were raised over the ASD structural proposals. MB advised that a solution can be found if worst case something needs to be fixed to the new proposed ASD structure.	note
2.14. ME/DT to forward their high level indicative pre-construction and anticipated construction programme. It will assist with strategic planning.	ME/DT

Notes of Meeting

South Kensington – Around Station Development

33776

14th June 2016

<u>ITEM</u>	<u>ACTION</u>
2.15. ME/DT to advise re maintenance requirements or direct the ASD	ME/DT
2.16. <u>Post Meeting Note</u> : ASD current anticipated forecast programme:-	
2.16.1. Pre-construction programme, i.e. design, planning, JV negotiation & procurement: Q1/2016 to Q1/2019	note
2.16.2. Anticipated Construction Start: Q1/2019	

END

Post Meeting Note received by email (06/12/2016):

The PM for this is now Stacy Benson and I have spoken to Stacy, this space app was submitted prior to contract award with Thales and when were trying to anticipate our storage needs.

We are happy to relinquish this space application and find another storage location when we are in a better position to know what our storage requirements are.

Ian Sharp, Project Engineer

File Note

project title	South Kensington – Around Station Development			
meeting type	File Note – L&E Space Allocation Meeting			
notes no	01			
held at	55 Broadway	held on	14 th Oct 2016 @ 13:30	
present	Schalk van Vuuren	SVV	Transport for London	TfL
	Susanne Maguire	SM	Transport for London	TfL
	Steven Butler	SB	London Underground	LU
apologies	None			
distribution	As above			
	Scott Anderson	SA	Transport for London	TfL
	Mike McMorro	MM	Transport for London	TfL
	Paul Godwin	PG	Transport for London	TfL

ITEM

ACTION

- SVV & SM briefed SB as to the South Kensington ASD design proposals along Pelham Street. SVV informed SB that the ASD design is currently at RIBA Stage 1 (Feasibility). A copy of the report was tabled for information purposes. **note**
- SB briefed SVV & SM as to the scope and delivery of the L&E renewal project. Four main elements were identified for consideration;
 - Staircase modifications incorporating a new external entrance into the concrete box. The current entrance is at ticket hall level within the station near the Piccadilly line escalators. **note**
 - Vertical ventilation grille below the new proposed steel staircase structure. **SB** may want to consider circulation of air from the extract vent on the basis that a permanent structure will be built over the escalator box. **SB**
 - New proposed cable run along the revetments and behind the escalator concrete box. SVV requested that the proposed cable run be kept as low as possible. **SB** to consider. **SB**

<u>ITEM</u>	<u>ACTION</u>
<p>2.4. A possible temporary works platform underneath the steel staircase. SB advised that this may not occur as a result of budget constraints, but will confirm in due course (currently under review). SVV advised that if such a structure were to be introduced co-ordination will be required to ensure the proposed columns for the ASD structure could be placed in appropriate locations. Removable panels to the mesh platform were mentioned as a consideration. SVV also mentioned that the construction works for the ASD will likely require excavation in this area (below the staircase/near the vent room) and that there could be an opportunity with the spoil of the excavation or even a more robust material, to level the area out when the ASD works are complete. This could negate the need for a platform, but will need to be discussed going forward. SVV/SM to consider.</p> <p>Post Meeting Note: L & E have established a safe system of work using standard scaffold towers and lifting equipment and are eliminating the crash deck/works platform (subject to pull tests) to execute the site works for the new access stair. CD-ASD project to level the rough ground during to provide better access to the vent equipment room.</p>	<p>SB</p> <p>SVV/SM</p>
<p>3. SB & SVV were of the opinion that the two programmes/projects (i.e. ASD and L&E) will have little impact on each and where any clashes are identified these could be easily resolved in design and technical terms. One such an example is the alterations to the steel staircase to overcome the head height issue. It is currently too early in the design process for the ASD team to recommend any alterations as there could be a danger of making alteration that will be incorrect.</p>	<p>note</p>
<p>4. SB advised that the L&E programme/project is currently targeting a construction start date of Q1/2017 for the steel staircase. The remainder of the L&E works are subject to the SCU works programme. It is understood that the SCU programme has slipped. SB advised that guidance on programme will be required from the SCU Sponsors. SB to enquire.</p>	<p>SB</p>
<p>5. SVV advised that the ASD are targeting the following construction dates:-</p> <p>5.1. Start on Site – beginning Q1/2019</p> <p>5.2. Completion – end Q4/2022</p>	<p>note</p>
<p>6. It is understood that 24 hour access will ideally be required during construction of the ASD to the disused platform along Pelham Street. This will be for general LU use such as maintenance. SVV explained that this requirement (i.e. access) could be included in the contract documents when a contractor gets appointed. Commercial Development (CD) will need to take note of this general requirement.</p>	<p>SVV/SM/ SA/MM/ PG</p>
<p>7. There was general consensus that the proposal will not adversely affect the L&E project. SB advised that L&E have no objection to the proposed ASD design/scheme.</p>	<p>note</p>

END

File Note

project title	South Kensington – Around Station Development			
meeting type	File Note – CTT Space Allocation Meeting			
notes no	01			
held at	200 Buckingham Palace Road	held on	17 th Oct 2016 @ 13:00	
present	Schalk van Vuuren	SVV	Transport for London	TfL
	Susanne Maguire	SM	Transport for London	TfL
	William Dennis	WD	London Underground	LU
	Rose Rami	RR	London Underground	LU
	Angelina Bate	AB	London Underground	LU
apologies	None			
distribution	As above			
	Scott Anderson	SA	Transport for London	TfL
	Mike McMorrow	MM	Transport for London	TfL
	Paul Godwin	PG	Transport for London	TfL

ITEM

- SVV briefed all in attendance on the South Kensington ASD design proposals along Pelham Street and explained that the ASD design is currently only at RIBA Stage 1 (Feasibility). A copy of the report was tabled for information purposes.
- The meeting was arranged to ensure 'Cooling the Tube' and the 'ASD' projects/programmes are co-ordinated as far as reasonably possible. WD advised that 'Cooling the Tube' may possibly not be required at South Kensington, but that it was too early to confirm this. Therefore, it would be advisable to still safeguard an area for the potential delivery of plant and pipework required for 'Cooling the Tube', specifically for the Piccadilly line, at South Kensington. **WD** to advise in due course.

ACTION

note

WD

<u>ITEM</u>	<u>ACTION</u>
<p>3. It was understood that the plant can be accommodated under the current proposed ASD design. WD will resend drawing. (Post Meeting Note: WD issued drawing, SEE BELOW). WD advised that 'Cooling the Tube' requirements (i.e. chillers) still clash with the RRV requirements which could also impact on the ASD project. SVV/SM advised that a meeting with RRV has been scheduled for next week to review and discuss. WD is happy to attend any coordination meetings required going forward. SVV suggested ASD first meet with RRV to understand their requirements. If a follow up meeting is required, WD will be invited. SM to note.</p>	<p>WD</p> <p>SM</p>
<p>4. WD highlighted the opportunity to use waste heat to heat the ASD and will forward details. SM & SVV to discuss with SA.</p>	<p>WD/ SVV/SM</p>
<p>5. WD advised that the SCU project plans to use one of the existing vent shafts for the Piccadilly line to incorporate Step Free Access (SFA), leaving one shaft for ventilation. WD explained that this could pose a challenge on air velocity mitigation and could possibly trigger the need for a new shaft to the Piccadilly line on the disused platform. The shaft will need to be 3.0m internal diameter (or 3.5m external diameter). WD did state that this shaft requirement is still very much only an early discussion on what options are available to mitigate air velocity and appreciate the impact of such a proposal on other programmes at South Kensington. WD to keep Commercial Development informed.</p>	<p>WD</p>
<p>6. SVV advised that the ventilation grille to the Oxblood will need relocating as the ASD development will be built up against the Oxblood. SVV mentioned that the grille could be located on the roof or an alternative side of the Oxblood. This will be developed at the next stage of design. It is understood that the relocation will not cause any issues to 'Cooling the Tube' programme.</p>	<p>note</p>
<p>7. 'Cooling the Tube' programme will commence circa 2024 subject to item 2 above (i.e. may not be required).</p>	<p>note</p>
<p>8. SVV advised that the ASD team is targeting the following construction dates:-</p> <p>8.1. Start on Site – beginning Q1/2019</p> <p>8.2. Completion – end Q4/2022</p>	<p>note</p>

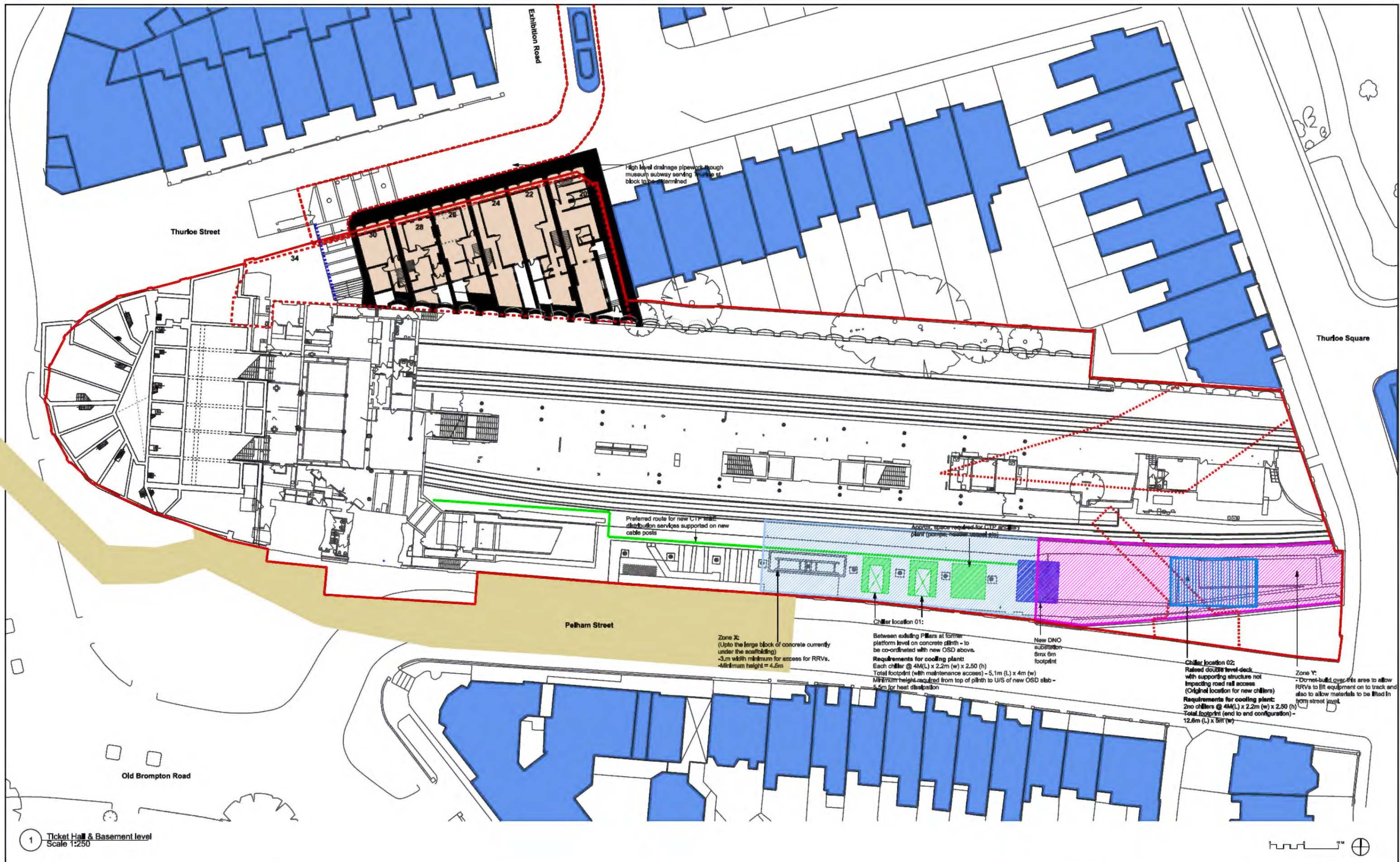
ITEM

9. There was general consensus that the ASD proposal will not adversely affect the 'Cooling the Tube' programme. WD advised that 'Cooling the Tube' have no objection to the proposed ASD design/scheme at this stage.

ACTION

note

END



1 Ticket Hall & Basement level
Scale 1:250

DRAWING NOTES:
All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.
Size of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual size and dimensions.
Size of and dimensions to any service elements are indicative only. See service engineers drawings for actual size and dimensions.
This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information.
All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details.
Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect.
DO NOT SCALE FROM THIS DRAWING.

DRAWING NOTES:
KEY:
— Site Boundary
--- Separate title plan boundaries
Footprint for CTP Plant (inc. access)
Footprint of CTP chiller
Zone X Access for RRVs
Zone Y Access no build zone

Drawing - Land Registry
CAR LIB1 No. 7587006 v1 Plan 2
(Subject to clarification)
DNO substation

DRAFT

Tender Addendum Issue Stage E Issue Draft Stage E Issue Revised for Stage D Issued for Stage D Stage E Design Process		01.04.16		DATE	
STATUS/REVISION		DRAWING		CONSTRANTS Drawing Ticket Hall & Basement Level Buckley Gray Yeoman	
		SCALE 1:250 @ A1 (1:900 @ A3)		DRAWING FILE REF Studio 4.04 The Tea Building 56 Shoreditch High Street London E1 6JJ T: 020 7033 9913 F: 020 7033 9914	
		DATE Mar 2016		DRAWN BY BGY	
		DWG No. 816_CD-006		REVISION -	
		DRAWING STATUS FOR REVIEW		CLIENT TFL	
				PROJECT South Kensington ASD	

File Note

project title	South Kensington – Around Station Development			
meeting type	File Note – DTUP Space Allocation Meeting			
notes no	01			
held at	55 Broadway	held on	17 th Oct 2016 @ 15:00	
present	Schalk van Vuuren	SVV	Transport for London	TfL
	Susanne Maguire	SM	Transport for London	TfL
	Peter Terribili	PT	London Underground	LU
apologies	None			
distribution	As above			
	Scott Anderson	SA	Transport for London	TfL
	Mike McMorrow	MM	Transport for London	TfL
	Paul Godwin	PG	Transport for London	TfL

ITEM

ACTION

1. SVV briefed PT on the South Kensington ASD design proposals along Pelham Street and explained that the ASD design is currently at RIBA Stage 1 (Feasibility). A copy of the report was tabled for information purposes. **note**
2. The meeting was arranged to ensure 'DTUP and the 'ASD' projects/ programmes are co-ordinated. SVV explained the purpose of requesting the 'green area' in the space allocation was to understand whether any other programme/project had a 'claim' on the area. Going forward the intention will be to investigate the possibility of using the 'unclaimed' area to alleviate any future constraints in the 'orange' area at platform level (if required). PT advised that the brick housings in the 'green area' have been safeguarded for the potential delivery of an 'SER' for the Piccadilly line. (Note: Refer to the ASD space allocation). **note**
3. PT advised that if the 'SER' programme commences it will be earliest 2018/19 but may run as late as 2026 **note**
4. PT advised that if any pump, equipment or associated housing is planned to be removed or moved that Vince Hancock should be contacted. **note**

<u>ITEM</u>	<u>ACTION</u>
5. SVV advised that the ASD team is targeting the following construction dates:- 5.1. Start on Site – beginning Q1/2019 5.2. Completion – end Q4/2022	note
6. There was general consensus that there was no conflict on the space allocation in relation to the ASD proposal. PT had no objection to the proposed ASD design/scheme at this stage.	note

END

File Note

project title	South Kensington – Around Station Development			
meeting type	File Note – SCU Space Allocation Meeting			
notes no	01			
held at	55 Broadway	held on	18 th Oct 2016 @ 14:00	
present	Schalk van Vuuren	SVV	Transport for London	TfL
	Richard Zavitz	RZ	London Underground	LU
	Mark Li	ML	London Underground	LU
	Matthew Lees	*ML	London Underground	LU
apologies	None			
distribution	As above			
	Scott Anderson	SA	Transport for London	TfL
	Mike McMorrow	MM	Transport for London	TfL
	Paul Godwin	PG	Transport for London	TfL
	Susanne Maguire	SM	Transport for London	TfL

ITEM

ACTION

- Matthew Lees was introduced. SVV explained the purpose of the meeting was to discuss the ASD space allocation. SVV advised that the design is currently at RIBA Stage 1 (Feasibility). A copy of the report was tabled for information purposes. **note**

- Three main elements were identified for consideration;

- Substation location - ML/RZ/*ML mentioned that for LU the substation needs to be as close as possible to the Oxblood. SVV explained that there may be technical challenges surrounding this proposal and will have an undesirable impact on the streetscape. SVV advised that there are two locations that the ASD development along Pelham Street can offer at this stage, but it will depend on the type of development, i.e. a.) retail/residential only scheme or b.) retail/residential/offices scheme. **SVV** to forward drawings to illustrate the two proposed substation locations. (**Post Meeting Note:** Refer to the attached supporting note/drawings for this file note). **RZ/ML/*ML** to review and advise by return in two weeks (1st Nov 2016). **SVV**
***ML/ML**

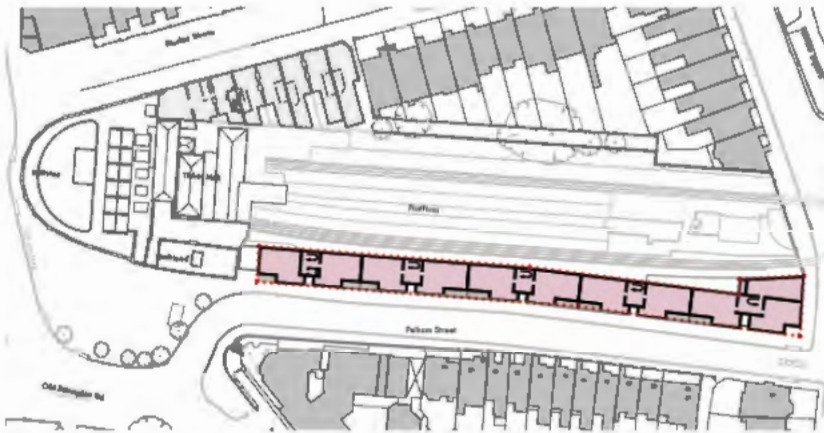
Post Meeting Note: Email received from Mark Li 11.11.2016:

- Both options provided by commercial development are technically feasible. Option 2 is preferred over option 1.
- The main issue of longer distances is one of cost. For the low voltage cable between the DNO and equipment: the longer the distance the longer the cable, the greater the diameter, the greater the power loss, etc which all result in higher costs.
- For the high voltage cable between the network and DNO: the distance does not have such big impact on diameter and power loss.
- A DNO supply closer to the oxblood building remains the preferred option due to the shortest cable lengths and minimised heritage impact.

<u>ITEM</u>	<u>ACTION</u>
2.2. <u>Fire escape from back of house at ticket hall level</u> - RZ enquired as to the introduction of a possible fire escape route between the Oxblood and the new proposed ASD development along Pelham Street. SVV explained that this will not be ideal and will have serious implications on retail value. *ML/ML to investigate further and confirm the overall fire escape strategy including escape distances. RZ did qualify this enquiry by stating it needs to be further scrutinized.	*ML/ML/RZ
2.3. <u>Bridging structure over the Piccadilly line concrete box</u> - *ML enquired as to whether the bridging structure over the Piccadilly line box for the ASD could form part of the future structure. In short, using it as the new roof structure. *ML felt this will increase the head height internally and reduce the floor level for the ASD. SVV was not adverse to the idea, but explained it will come with its own set of challenges such as warranties, how far the structure will then need to extend, cold bridging, extend of impact into the ticket hall, etc. SVV also reconfirmed that the ASD is only at RIBA stage 1, so a bit early in the design process to consider/discuss this level of detail.	note
3. SVV to forward latest measured survey to ML.	SVV
4. ML to confirm SCU programme dates.	ML
5. SVV advised that the ASD are targeting the following construction dates:- 5.1. Start on Site – beginning Q1/2019. 5.2. Completion – end Q4/2022.	note
6. In summary the following other topics were briefly discussed:- 6.1. Ventilation shaft challenges as a result of the Step Free Access (SFA) lifts to the Piccadilly line. RZ explained he was aware of this and in discussion with Will Dennis.	note
6.2. RZ enquired as to the progress by BGY on the SFA. SVV advised that they are underway and will be able to provide an update on progress later this week.	note
6.3. ML will forward SVV the final WYG report once received.	ML
7. RZ/ML/*ML had no objection to the proposed ASD design/scheme but would like to continue liaising on the items listed above in point 2.	note

September CWG Presentation

Ground Floor Retail + 3 storeys residential above



Proposed Second Floor (Typical Upper)



Proposed Ground Floor

Substation location 1

BuckleyGrayYeoman

October CWG Presentation

Scheme split into two separate elements

Height reduced generally by one storey

Ground Floor Retail + 2 storeys residential above

3 storey Offices to east



Proposed First Floor



Proposed Ground Floor

Substation location 2

File Note

project title	South Kensington – Around Station Development			
meeting type	File Note – RRAP/RRV			
notes no	01	job ref	33776	
held at	60-80 Pelham Street	held on	16 th June 2016	
present				
	Scott Anderson	SA	Transport for London	TfL
	Schalk van Vuuren	SVV	Transport for London	TfL
	Paul Godwin	PG	Transport for London	TfL
	Ashok Nanu	AN	London Underground	LU
	Justin Holland	JH	Buckley Grey Yeoman	BGY
	Mauro Bono	MB	Pell Frischmann	PF
apologies				
	Mike McMorrow	MM	Transport for London	TfL
	Ian Rawlings	IR	London Underground	LU
	Helen Dixon	HD	London Underground	LU
	Jennifer Henderson	JH*	London Underground	LU
	Eddie Jump	EJ	Pell Frischmann	PF
distribution	As above			

ITEM

ACTION

1. INTRODUCTION/APOLOGIES

1.1. Introductions were made.

1.2. Apologies were received from Mike McMorrow (TfL), Ian Rawlings (LU), Helen Dixon (LU), Jennifer Henderson (LU) and Eddie Jump (PF).

2. BACKGROUND

2.1. Purpose of the meeting was to understand the respective scopes of the RRAP/RRV and ASD projects. Both teams will need to consider each others designs. It was agreed in principle that a co-ordinated design solution that benefit both projects could be found.

note

2.2. SVV and JH briefed the AN on the ASD proposals. The main interface challenge between LU (RRAP/RRV) and TfL (ASD) will be on the 'west bound' platform. It is worth noting that there are several other LU/TfL stakeholders' projects at South Kensington that will need careful co-ordination.

note

Notes of Meeting

South Kensington – Around Station Development

33776

16th June 2016

ITEM	ACTION
2.3. JH tabled a set of constraint drawings illustrating the proposed 'projects' that the ASD team is currently aware of. RRV/RRAP to note that they are one of a few other projects that have an interest in South Kensington.	note
2.4. JH explained the constraints and listed aspects that RRV/RRAP needs to be aware of. All had a good understanding of what the drawings reflected.	note
2.5. JH to issue a design pack to AN showing the current proposals to Pelham Street.	JH
2.6. AN to provide information on the tracking and turning circles for the RRVs. This is to assist in finding the most rational column positions for the ASD and RRAP/RRV teams. AN advised it would be best to look at the Balfour Beatty website to understand what the largest RRV could be. AN to forward the link of the website.	AN
2.7. AN to forward contact details of other relevant parties in relation to RRAP/RRV. (Post Meeting Note: AN forward two emails including the contact details of Helen Spranger and Martin Higgins. AN to advise if there are any other contacts we need to be aware of. PG to make contact with both to ascertain their requirements).	AN/PG
2.8. AN to advise on maintenance/operational requirements for RRAP/RRV or direct us to the appropriate individuals. PG to follow up.	AN/PG
2.9. AN advised that the RRAP/RRV team will likely only require material handling from street level and not the actual lifting of RRVs etc. AN to advise on the likely maximum size of these material 'packs' or forward a list of likely materials. It should be noted that the residents of South Kensington may object to this process of material dropping/off-loading.	note
2.10. ASD and RRAP/RRV to investigate the possibility of utilising the area for RRAP/RRV on the "other side" of Thurloe Square bridge, i.e. the area currently accommodating temporary offices. This may require further discussion on funding and budgeting.	SA/SVV/ PG/AN
2.11. It was understood from discussions on the site walk around that a 12m clear width from column to column was not unusual and could be considered sufficient. The clear height of 6.5m from existing ground level to underside of new proposed soffit as indicated on the architects drawings were also understood to be sufficient. Previous requirements advised a minimum of 4.5m.	note
2.12. MB to provide guidance on the structural impact if columns were to be positioned nearer the tracks. MB and JH to also forward a considered structural grid at ground level following this meeting.	MB/JH
2.13. AN to forward the RRAP/RRV high level indicative pre-construction and anticipated construction programme. It will assist with strategic planning.	AN

Notes of Meeting

South Kensington – Around Station Development

33776

16th June 2016

ITEM

ACTION

2.14. **Post Meeting Note**: ASD current anticipated forecast programme:-

2.14.1. Pre-construction programme, i.e. design, planning, JV
negotiation & procurement: **Q1/2016 to Q1/2019**

note

2.14.2. Anticipated Construction Start: **Q1/2019**

END

File Note

project title	South Kensington – Around Station Development			
meeting type	File Note – RRV Space Allocation Meeting			
notes no	01			
held at	55 Broadway	held on	26 th Oct 2016 @ 11:00	
present	Schalk van Vuuren	SVV	Transport for London	TfL
	Paul Godwin	PG	Transport for London	TfL
	Susanne Maguire	SM	Transport For London	TfL
	Martin Broughton	MB	London Underground	LU
apologies	Ashok Nanu London Underground Ghalib Fehimy , London Underground Joe Keegan , London Underground Gulsah Albayrak , London Underground			
distribution	As above			
	Ian Rawlings	IR	London Underground	LU
	Scott Anderson	SA	Transport for London	TfL
	Mike McMorrow	MM	Transport for London	TfL

ITEM

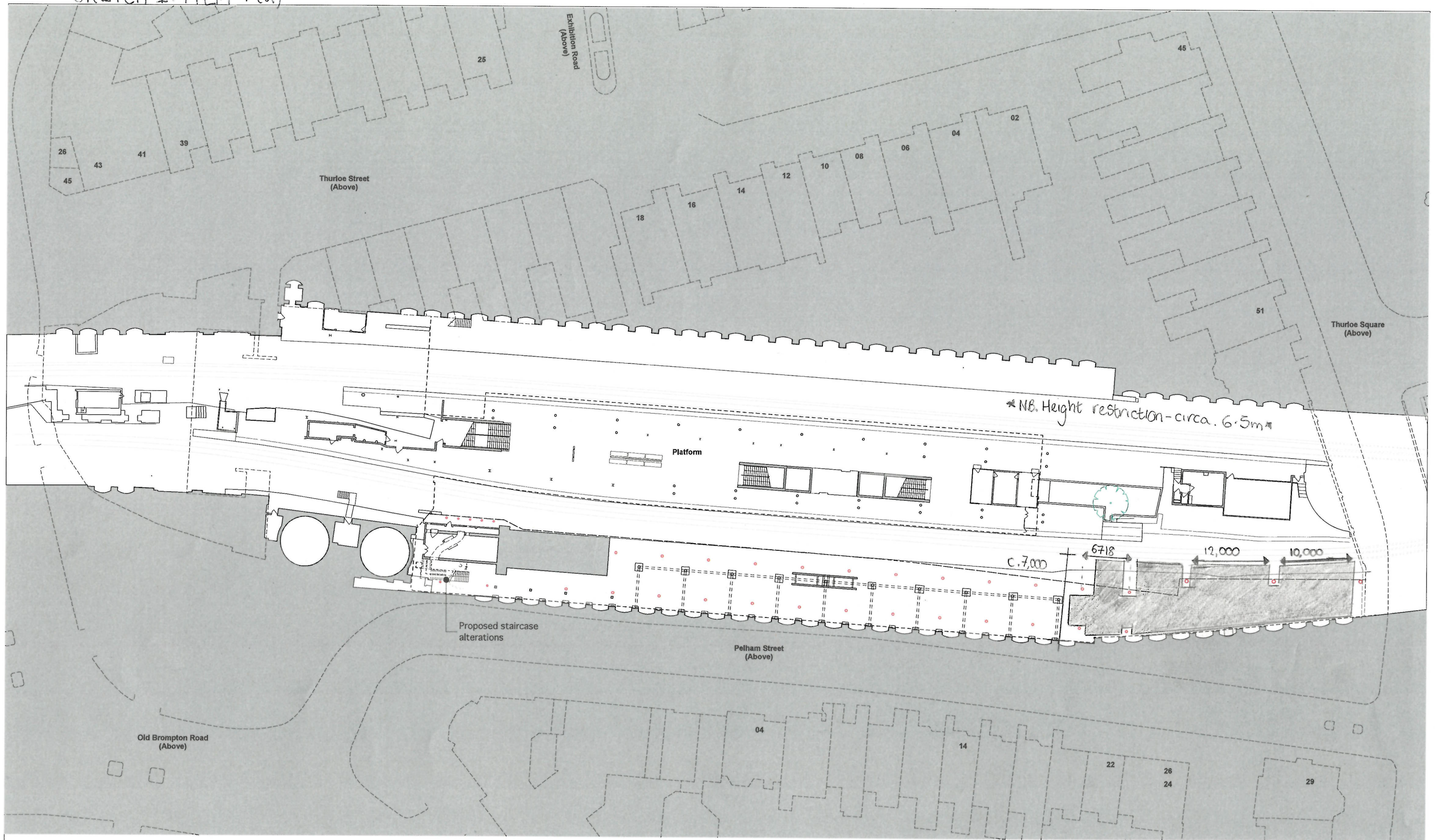
ACTION

1. Introductions were made.
2. SVV briefed all in attendance on the South Kensington ASD design proposals along Pelham Street and explained that the ASD design is currently only at RIBA Stage 1 (Feasibility). A copy of the report was tabled for information purposes. note
3. The meeting was arranged to understand the RRV requirements and to establish that a solution could be delivered in line with the South Kensington ASD project. It was clarified that RRV requirements will be ongoing for maintenance and track renewals and that the South Kensington ASD project team were supportive of the need to maintain an area for hardstanding and operation.

<u>ITEM</u>	<u>ACTION</u>
4. A number of potential opportunities were discussed that will require further interrogation (refer to the sketches below):-	
a) Using the hard standing area between the proposed column positions under the new transfer deck. Consideration will need to be given to a safety barrier / goal post arrangement to avoid any RRVs or material hitting the new structure while being lifted. It was previously acknowledged that 12m clearance between columns is a sensible allowance (as currently assumed on the ASD design). This option is considered as the base case (Sketch 1).	note
b) Introducing a new siding with permanent or temporary connections to the running line. This in theory prevents the need for trollies to be lifted and moved by the RRV's. Material handling will still need to be considered. MB advised it is best to liaise with Ian Rawlings in relation to turning circles for material and RRV handling (Sketch 2). It was acknowledged that 12m clearance between columns were a sensible allowance. (Post Meeting Note: Dimensions need checking. Proposal will impact on maintenance strategy. New building structure may need to be designed for derailment impact loading)	note
c) The potential opportunities outlined above (Items 4a and 4b) may be delivered in distinct packages across multiple areas. That is, the hard standing area may not have to be co-located. Therefore the area east of Thurloe Bridge, not currently reserved under the space allocation process, should be considered as an opportunity and is worth exploring.	note
d) Post Meeting Note: Consideration could be given to the incorporation of overhead lifting gantries under the new proposed structure. This could possibly be used to handle trailer and material lifting. In theory, it could minimize the RRV space requirement.	note
e) The above opportunities need to be explored by both ASD and RRV/RRAP/Track partnership ASAP.	ALL
5. MB suggested that Ian Rawlings would be best placed to supply the dimensions of the plant and their spheres of operation, i.e. turning circles, etc. The ASD design team will then be able to assess the spatial requirements for the base case. SM/MB to liaise with Ian Rawlings in order to confirm this. The current design assumes a 12m clear width (between columns) and circa 6.5m clear height. This has been based on previous conversations with RRV/RRAP representatives.	MB/SM
6. MB to forward the headline dates of the planned use of the existing RRV point. This will enable the ASD team to plan for access requirements of other programme during the ASD construction.	

<u>ITEM</u>	<u>ACTION</u>
7. SVV advised that the ASD team is targeting the following construction dates:- a) Start on Site – beginning Q1/2019 b) Completion – end Q4/2022	note
8. There was general consensus that the ASD proposals could be delivered whilst maintaining a sufficient space for RRV hardstanding and operation.	note
9. Post Meeting Note: PG-Email Dated 16/11/16	note
<p>It is the lifting of the trolleys that presents the greatest design challenge. The proposed space under the ASD is tight and the ASD columns and beams present several 3D constraints on movement. It would help enormously to eliminate the need for the RRV's to lift & carry trolley's under the development and thus eliminate the risk of jib and swinging load collision with the ASD structure.</p> <p>So, here is a possible solution: I propose we explore the idea of laying a short track (siding) for the daytime storage of the trolleys. Such siding would be alongside the westbound line stretching either way (mostly eastwards to under the bridge) from the existing RRV pad position. The siding would be inset into a paved or pad parking area alongside the existing westbound RRV pad and then follow a route both clear of the ASD columns and at safe distance from the westbound. It is envisaged that the siding would be long enough to accommodate at least the trolley fleet and possibly some RRV's – at least one - that can push/pull the trolleys up and down the siding to/from their parked positions.</p> <p>Folded RRV's would be freely driven to a non-tracked hard standing parking area under the development.</p> <p>Operationally - any RRV arriving with a trolley would lift it (in the open air) to the adjacent storage track for daytime storage. The track would ensure there are no degrees of freedom (except along the siding) in the positioning of the trolleys. The RRV in question, and all other arriving RRV's, would then drive itself to the parking lot under the ASD in its "folded" position. Provided there is an unloaded trolley on the siding then, prior to transferring the trolley, any trolley loads could also be transferred from a full to an empty trolley on the siding.</p>	

SKETCH 1: ITEM 4(a)



1 Proposed Pelham Street Station Platform Plan
Scale 1:250



<p>DRAWING NOTES:</p> <p>Note: Plans are based on basic survey information carried out by the design team and previous measured survey information.</p> <p>All drawings are subject to review of full measured survey information by Plowmen Caven, included within this report.</p>	<p>DRAWING NOTES:</p>	<p>P6 Stage 1 Feasibility Issue P5 For Comment P4 For Comment P3 For Comment P2 For Comment P1 For Comment</p>	<p>DRAWING: Proposed Station Platform Plan Pelham Street</p> <p>SCALE: 1:250 @ A1 (1:500 @ A3)</p> <p>DATE: Mar 2016</p> <p>DWG No.: 816-BGY-P-P-GA-B1</p> <p>DRAWING STATUS: STAGE 1 FEASIBILITY</p> <p>Information contained on this drawing is the sole copyright of Buckley Gray Yeoman and is not to be reproduced without their permission.</p>	<p>DRAWING FILE REF: -</p> <p>DRAWN BY: BGY</p> <p>REVISION: P6</p> <p>CLIENT: TFL</p> <p>PROJECT: South Kensington ASD</p> <p>81</p>
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