

Jacob Gemma

From: Alessandro Beccaluva <[REDACTED]@AKT-UK.COM>
Sent: 07 January 2019 09:33
To: Ione Varela; Anderson Scott
Cc: Maguire Susanne; Nicholas Mitchell; Lucie Olivier; 3841 - South Kensington Station; Easton Fraser; Phiniefs Christopher; Enson Tu; [REDACTED]@native-land.com; Geary Rick; David Easton; Speer Michael; Gray Kate; Narita Anda
Subject: RE: 3841 - South Kensington station - Record information and design items

Scott/All,

In addition to the requests of clarification as per Ione's email below, I would be grateful if you also clarify this additional point:

5. in the TfL Standard S1053 the derailment zone is defined as the area within 4.5m **horizontally** from the nearest running rail.

What is the minimum **vertical** distance from the rails for a structure to be considered outside the derailment zone ?

Thanks and regards,

Alessandro

From: Ione Varela
Sent: 13 December 2018 18:32
To: Anderson Scott
Cc: Maguire Susanne; Nicholas Mitchell; Lucie Olivier; 3841 - South Kensington Station; [REDACTED]@tfl.gov.uk; [REDACTED]@tube.tfl.gov.uk; Enson Tu; [REDACTED]@native-land.com; [REDACTED]@tfl.gov.uk; David Easton; [REDACTED]@tfl.gov.uk; [REDACTED]@tfl.gov.uk; [REDACTED]@tfl.gov.uk
Subject: 3841 - South Kensington station - Record information and design items

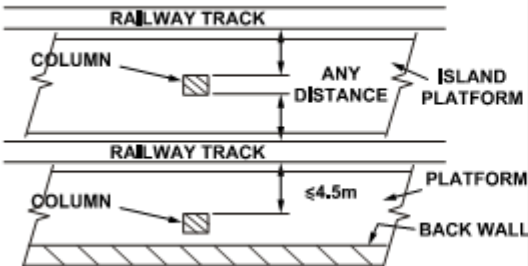
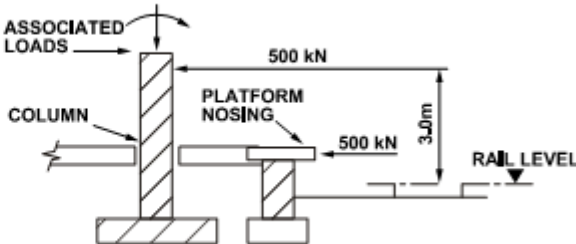
Scott / All,

Further to our meeting yesterday, please find attached a sketch showing the main areas of development and the items that we are seeking available record information on. Due to the complexity of the site we view this as a live document that will feed into our Site Constraints drawing.

In terms of design, please clarify the following:

1. Accidental impact loads on all columns within the derailment zone on platforms are as stated in Figure 1 in TFL document S1053 (see extract below).

This is namely that the platform itself is designed by TFL to withstand a 500kN impact and provided the proposed building columns are suitably isolated as they thread through the platform they only need to withstand a design accidental load of 500kN at 3.0m above rail level in any direction non-concurrently. Please confirm that this understanding is correct.

		<table><tr><td>C1</td><td>HORIZ</td></tr><tr><td>C2</td><td>HORIZ THE P AND T</td></tr><tr><td>C3</td><td>ASSO STRU</td></tr></table>	C1	HORIZ	C2	HORIZ THE P AND T	C3	ASSO STRU
C1	HORIZ							
C2	HORIZ THE P AND T							
C3	ASSO STRU							

2. In areas where rail-road vehicles can circulate (see attached RSH&P sketch 11460_SK_0016) – do columns need to be designed for errant road vehicle protection loading as per paragraph [3.2.16.9](#) in TFL document S1053?
3. We have agreed that design life of structures within the station needs to be 120years. In the proposed development along Pelham Street this will be applicable to the podium deck and its support (i.e. street level and below), however the building above deck level can be designed for a normal building design life (the exact location of the split is to be agreed). The 120 year design life will not be applicable to the new bullnose structure, please confirm.
4. [REDACTED]

We would be grateful if we could have confirmation / comments on the design items as well as estimated timeframes for the record searches.

Kind Regards,



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