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Architecture & Building Surveying

Osterley Station - **Design & Access Statement**

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Rev: 0

Assessment

Background

Taylor Woodrow BAM Nuttall has been appointed by TfL to design and construct a step-free access intervention for London Underground's Osterley Station. Under this proposal step free access will be provided from the booking hall, across the existing overbridge and connecting via new upper lift lobbies and lifts down to the platforms.

Robinson Kenning & Gallagher have been appointed as sub consultants to provide architectural design elements for this new step-free access scheme. Working with the lead consultant, Ramboll, two new lift towers and link lobbies have been developed.

This Design & Access Statement has been prepared to support the planning application for providing step free access at Osterley station.

A previous Listed Building Application (00505/BV/L11) was granted on 30th June 2009. The design proposed in this new application is for lift towers and access link bridges in the same location as those approved in 2009 but to a more refined design which is considered to complement the original 1930s station to a higher degree. There have been on-going correspondence and site meetings to discuss how to take forward the original scheme and potential design changes to the scheme, which has cumulated in us recently being advised that a brand new application is required in order to progress the scheme. Agreements such as the exact brickwork to be utilised and other design changes have been discussed and agreed.

Site Location

Osterley station was designed by Stanley Heaps and Charles Holden and built in 1934. The existing station is a Grade II Listed Building, including platforms (26th May 1987 - Entry Number: 1240806).

The station's main entrance and exit is located off the A4 Great West Road. Currently the only access to station's platforms is via the main station building, overbridge and stairs leading down to platform level.

View looking from Booking Hall towards overbridge.

View looking North West from Booking Hall towards existing Overbridge.

View looking North of existing Overbridge viewed from Public footpath.

View looking North to Platform 2.

View looking East to Platform 1.

View looking East indicating both platforms and embankment.

View looking South from Overbridge at approx. position of new lift to serve Platform 1.

View looking South East along existing Overbridge.

View looking North along existing Overbridge towards Platform 2.

Scope of proposed Works

The scope of works consists of the following:

- New Lift Towers providing access to platform level from existing Overbridge.
- New Lobbies forming linkway and level access to new lifts from Overbridge level.
- Conversion of an existing Platform 2 store room into an electrical equipment room to service the new lifts.

Design

Project Background

The Step-Free Access Programme (SFA) is driven by the London Mayor's mandate to significantly increase accessibility across the London Underground network as well as reduce current SFA delivery times, thus enabling the delivery of at least 15 stations within the Mayoral Term.

The previous granted listed building application (00505/BV/L11) was for new lift towers and link lobbies located in the same position. As part of the continued development and ongoing discussions with London Underground and Conservation Officer the previously granted application has been reviewed and material and design changes to reflect these discussions proposed. These changes are listed below.

General Arrangement

The design reflects on the previous granted listed building application and follows the basic principles of the lift positioning and link lobbies providing access from the original overbridge.

The new lift towers are to be sited at the south west end of the station beyond the existing overbridge and will form new freestanding structures linked to the existing overbridge via new link lobbies at overbridge level.

Access to the new lifts will be created by the partial removal of existing windows and brickwork wall to the overbridge to provide level access.

Materials, Scale and Form

The new lifts are to be Secondary Means of Vertical Transport (SMVT) lifts in accordance with LU's *Specification for Surface Station SMVT Lifts (July 2017)* with lift cars suitable for accommodating up to 17 persons.

Based on the listed status of the existing station building, the design and location of the new lift towers has been carefully considered to achieve not only the best operational location but also visual impact. Their positioning will be set based on the existing window mullion positions on the Overbridge. This will minimise the impact of the existing window setting out.

The lift towers are set back from the platform edge and avoid interference with the existing station building and boundary fence lines.

As part of this new design the following materials are presented:

- Lift towers – Steel frame structure with brickwork cladding to match existing station building both in finish and brick bond coursing (Monk Bond).
- Lift tower roofs– the tops of lift towers to have mono pitched roof comprising metal profile composite cladding. Each roof will be obscured by extending the lift tower brickwork above roof level to form brickwork parapets with a concrete capping surround to the tops of parapets to replicate similar detailing atop the existing station tower structure.
- Steel support structure to lift linkways with concrete window cills, brickwork to match existing and concrete apron.
- Windows to link lobbies to match existing 'Crittal' type windows.

The design has been kept sympathetic to the existing station fabric and where possible looks to blend in with the surrounding station fabric. The new self finished materials also help minimise future maintenance requirements as opposed to the more maintenance heavy traditional materials/elements.

Design changes from granted listed building application

The following elements have been revised as part of this new application.

- New Link lobby steelwork column supports

The purpose of the proposed brickwork panel around lift lobby slab supporting steelwork is unclear, except to mask the existence of the steelwork itself. Masking the steelwork will prevent its regular inspection and the undertaking of preventative maintenance and will also reduce the apparent size of the lower lift lobby areas. It is proposed the masking brickwork be excluded from the scheme and the proposed

supporting steelwork thus exposed be encased in concrete. The removal of the brick panel wall will also mean that the existing historic brickwork will not be covered over and remain visible.

- Brickwork panel to rear of platform lift lobbies
  The currently consented scheme provides solid, full-height brick panels to the rear of each platform lift lobby resulting in lobby spaces at platform level that are enclosed by brickwork on three sides with a solid ceiling above. Externally these full-height brick panels create a solid mass of brickwork without visual breaks. It is proposed the upper sections of the brick panels be removed above the level of the rear wall required to retain the embankment behind. This will provide additional benefits of natural lighting within the lower lift lobby areas and through ventilation. Aesthetically the omission of this area of brickwork will also reduce the massing of the new lift and lobby and provide a visual separation between the lift shaft and existing overbridge. The proposal would also be to incorporate the fairfaced concrete apron present on the platform facing elevation to the rear elevation to provide symmetry.

- External GRC cladding finish to upper lift tower elevations
  The currently consented scheme indicates GRC composite cladding panels arranged horizontally on the upper elevations of each lift tower. Such panels do not currently feature within the existing station's materials palette. Also, given the limited quantity of GRC panels that would be required, the production of will be disproportionately expensive. It is proposed that a finish more representative of the current materials palette and design of the station might be more appropriate; thus, the proposal is to build the lift shaft entirely of brickwork of matching colour and brickwork bond as the existing station. The top of the lift shafts will be topped with a concrete capping. This will reflect the design of the existing tower feature of the main station building.

- Dummy roof support columns within new lift lobby at Overbridge level
  Each new upper lift lobby will be created by removing a section of the existing overbridge brickwork, concrete cill and glazing. The width of each new lobby entrance is limited by the existence of an existing circular roof support column, which extends from the structure below, through the brickwork and concrete cill and behind the glazing to the underside of the overbridge roof edge beam and shall be retained. Each roof support column is matched by the same immediately opposite on the other side of the overbridge corridor. The currently consented scheme proposes a dummy column to be installed to the corner of the newly formed link junction with the overbridge on the opposite side of the new lift lobby opening. Arguably the dummy column might help frame the entrance to the lift lobby but otherwise it appears to serve no purpose and in close proximity to the new structural circular hollow sections within the new lift lobby. Thus, it is proposed the dummy column to each lobby is removed.

- Lift door elevations and architraves
  The previously-consented scheme is based upon a pan-TfL lift type. LU has since updated its lift requirements and specified a new Surface Station SMVT lift, which offers a lift car cost saving and eliminates providing an additional room for lift equipment. The

lift, supplied by Otis, requires the introduction of full-height stainless steel cabinets to either side of the upper lift lobby lift door architraves.

- Rainwater pipework
  The original scheme depicted rainwater pipework from the lift tower roofs within a brickwork recess. The new specification SMVT lifts proposed for the scheme have equipment cabinets located to the sides of the upper lift landing entry doors; thus recessed rainwater pipework can no longer be provided as previously shown. The existing station rainwater pipework is mounted externally to the existing station fabric; hence it is proposed to provide new lift tower rainwater pipework attached to the outside of the lift tower brickwork instead.

- Fire riser cabinets and pipework
  A need for firefighting equipment installed between the two levels of each lift has been identified by LU Fire Engineering, which was not included within the original scheme. Fire riser cabinets will need locating in the vicinity of each lift tower. Cabinets are proposed within the low-level wall at overbridge level and within the new brick-face retaining wall at platform level. Connecting pipework would be attached to the existing external station fabric.