SOUTH KENSINGTON STATION

AROUND STATION DEVELOPMENT

PRESENTATION TO CONSULTATIVE WORKING GROUP - NO. 6

14TH SEPTEMBER 2016

BuckleyGrayYeoman

What this presentation covers...

The Site and Context

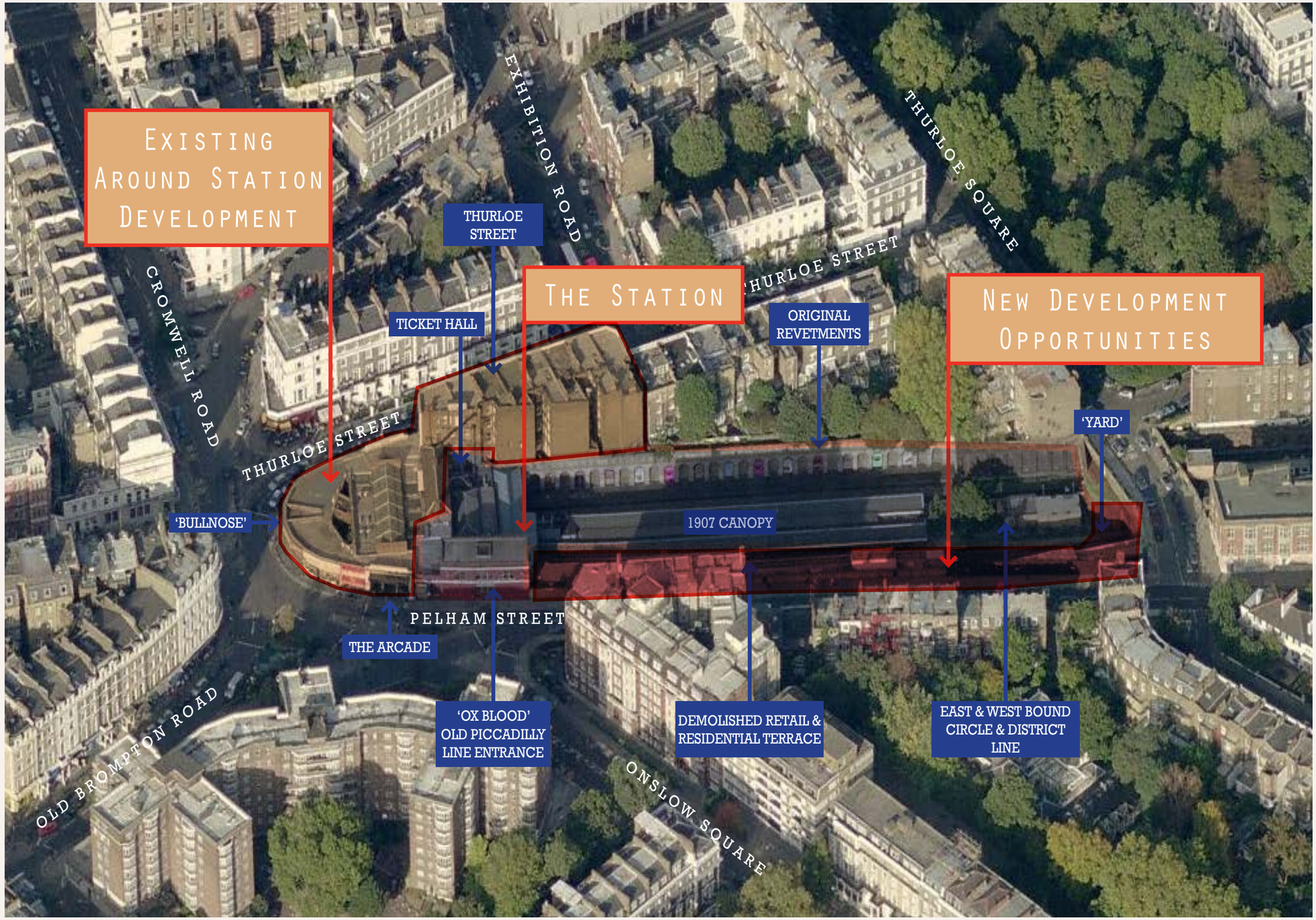
The Architectural Proposals

The 3 Scheme Elements

Retail Considerations

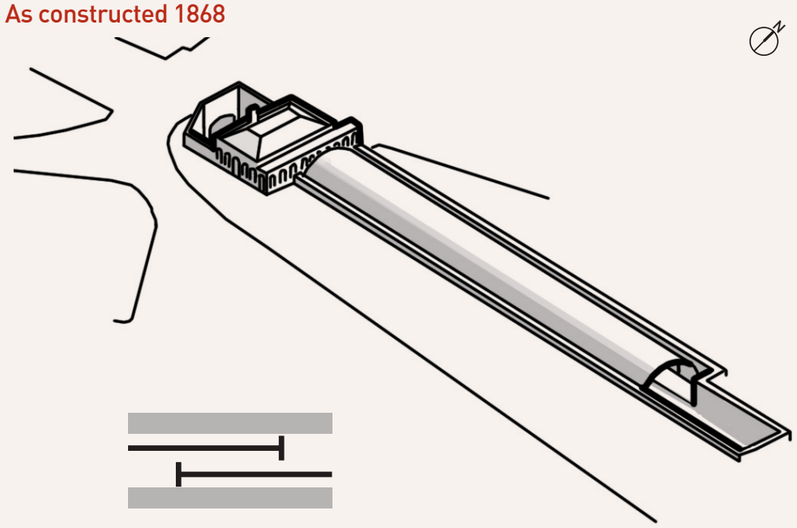
The Site and Context

The Site Context

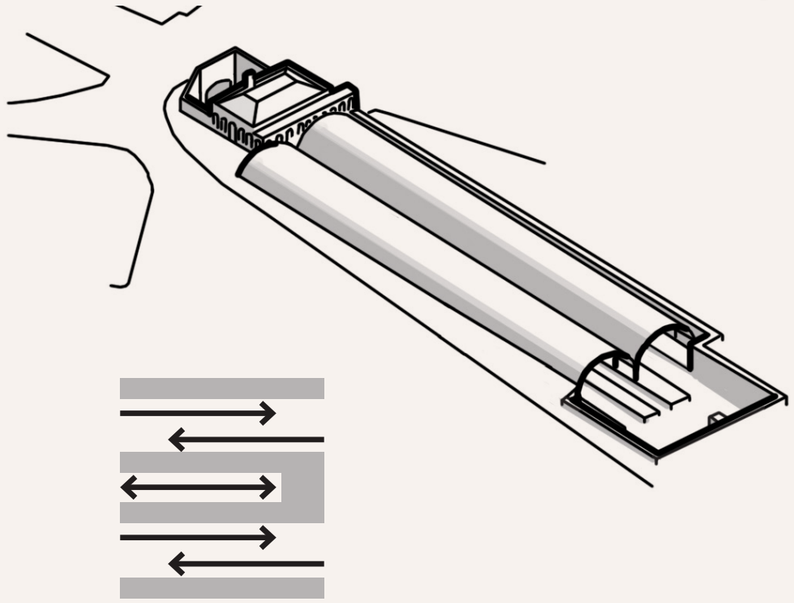


The Station History

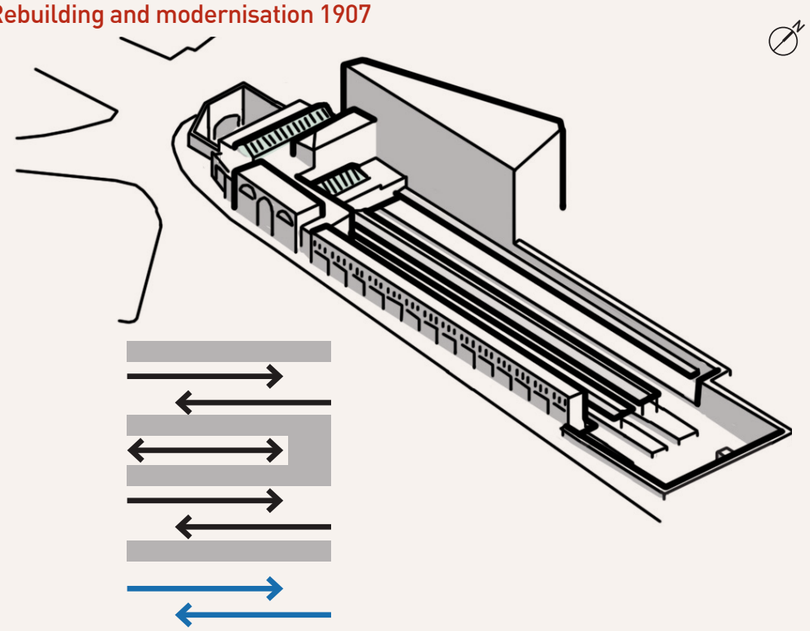
As constructed 1868



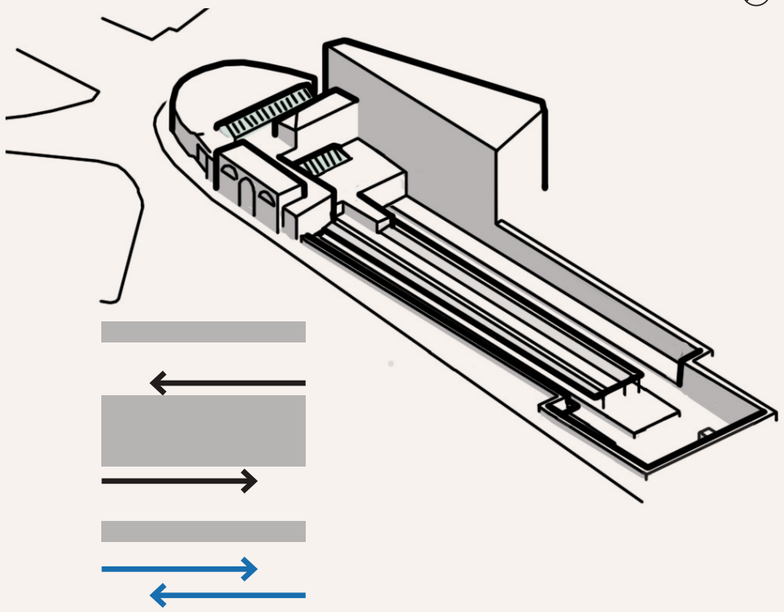
Widening 1871



Rebuilding and modernisation 1907

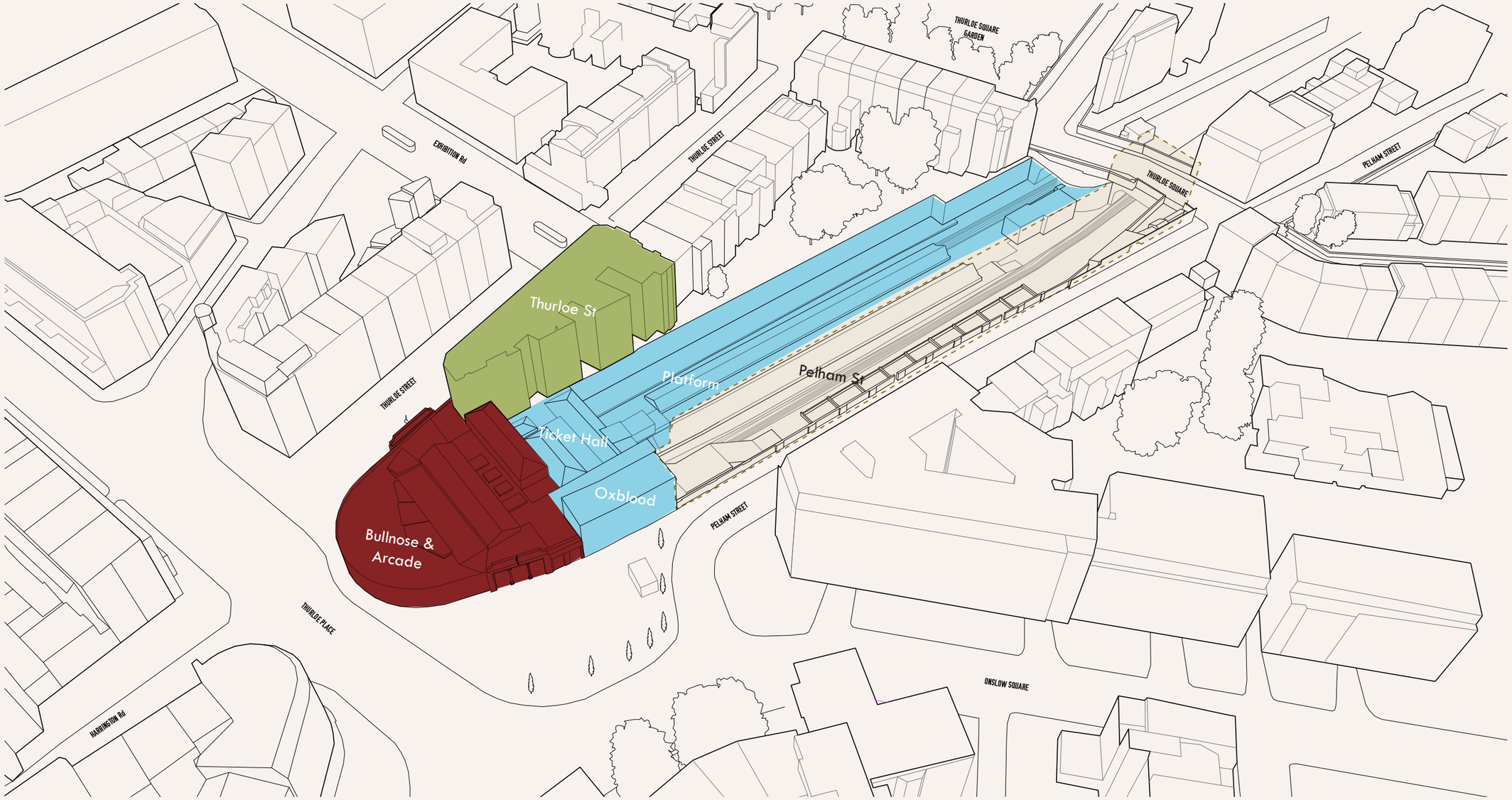


By 1987 - Modern Station



The Existing Station

Existing Massing and Form



Architectural Proposals

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The Aspiration

Our approach to the ASD proposals seeks to:

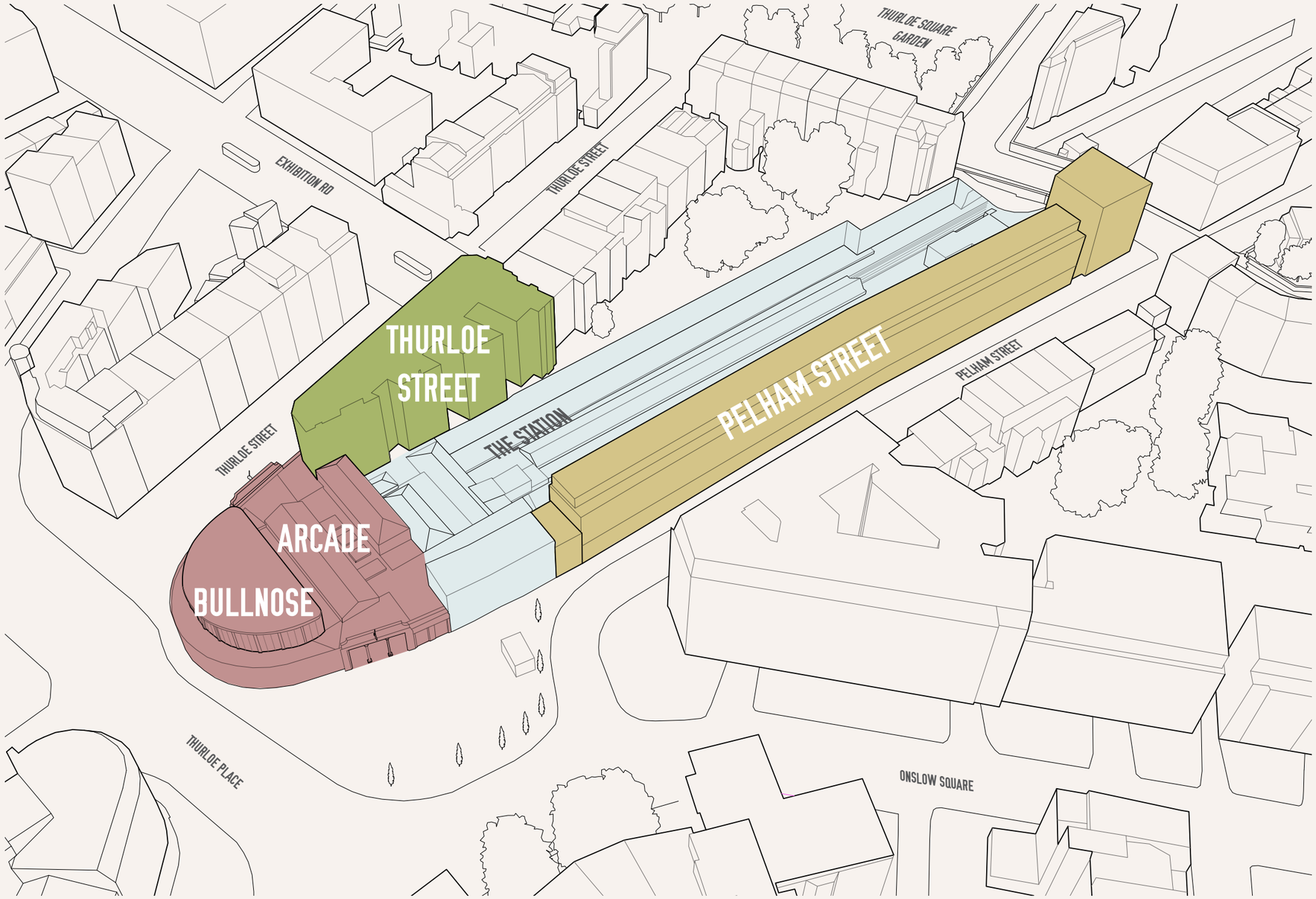
- Celebrate the existing station heritage

- Improve the station entrance and retail experience

- Provide a sensitive scale of development to the site

- Engage the local community and residents in the design development

Our Approach - 3 Elements



Pelham Street

Repairing the streetscape

BuckleyGrayYeoman

Existing Buildings

The Existing Context - Street level

The Existing Context - Station

Historic photographs

Historic drawings - Previous Pelham development

Historic Context

3 main aspects:

1

Historic revetments located along the south boundary, rising from platform level and terminating underneath the public footpath

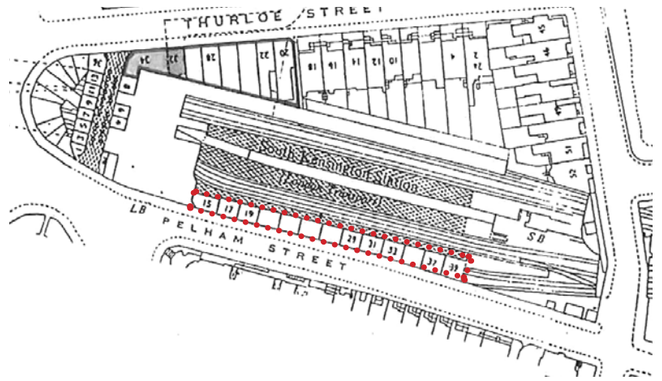
2

Listed retained existing steel beams and cast iron columns rising from platform level to street level, part of the original station

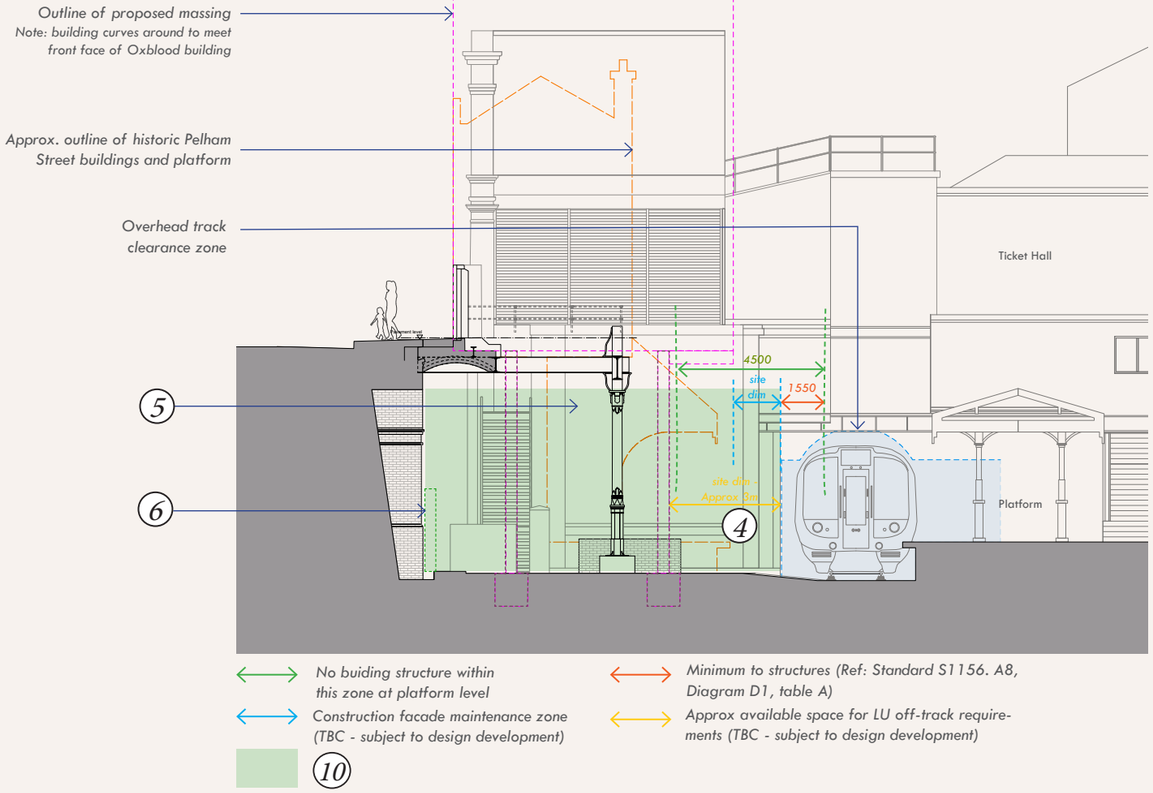
3

Historic precedent for development on site - two storey block - extended along Pelham Street

Entire block demolished in the 1970s for Piccadilly line escalators



Pelham Street site constraints plan



Stakeholder constraints section AA - looking west

The Existing
Constraints

Main constraints are identified below:

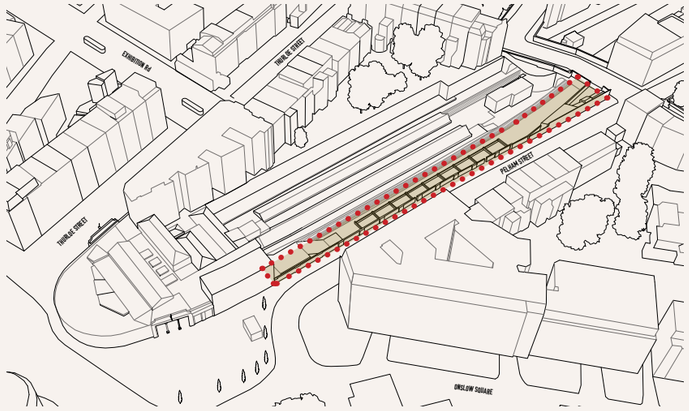
Planning / townscape considerations

1. *Station heritage*
2. *Footpath provision, parking and building servicing*
3. *Surrounding context and massing*

Station / LU, TfL stakeholder spatial requirements at existing platform/ground levels, including, but not limited to:

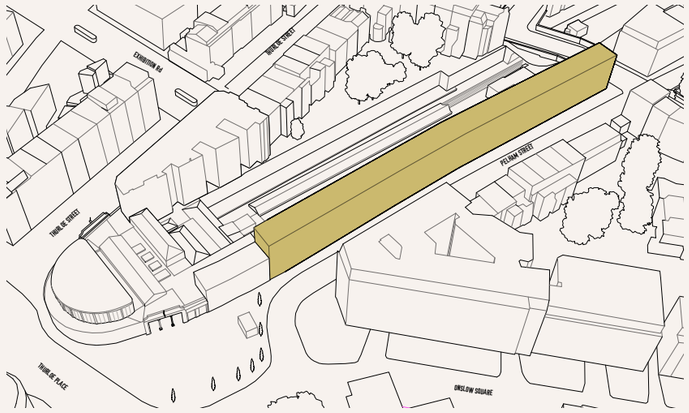
4. *Key distance requirements for new development from outer train line*
5. *Existing Piccadilly Line escalator location*
6. *Station cabling on revetments*
7. *'Cooling the Tube' future service provision*
8. *LU / TfL storage and maintenance provision*
9. *Rail road vehicle spatial provision (RRVs & RRAPs) (alternative location options under consideration)*
10. *Existing and future operational requirements*

Key Moves



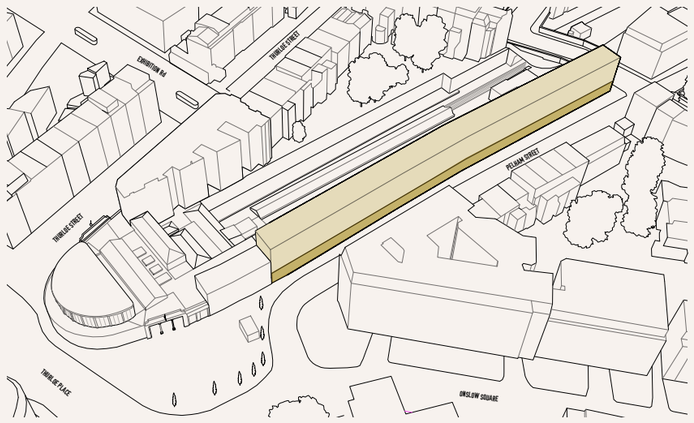
1

Existing site
The "Missing Tooth"



2

Repairing the streetscape

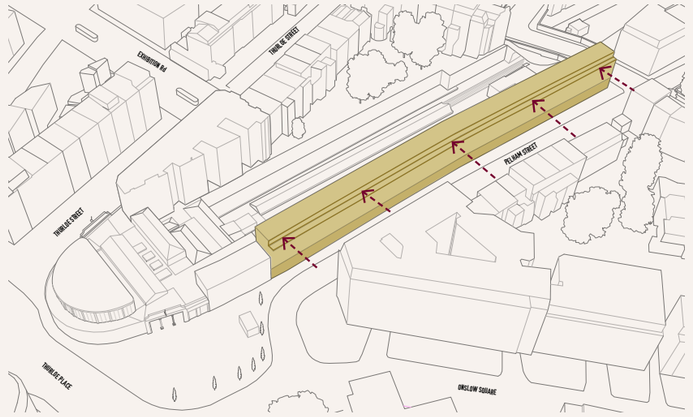


3

Activating the street level
Buffer zone between railway and residential

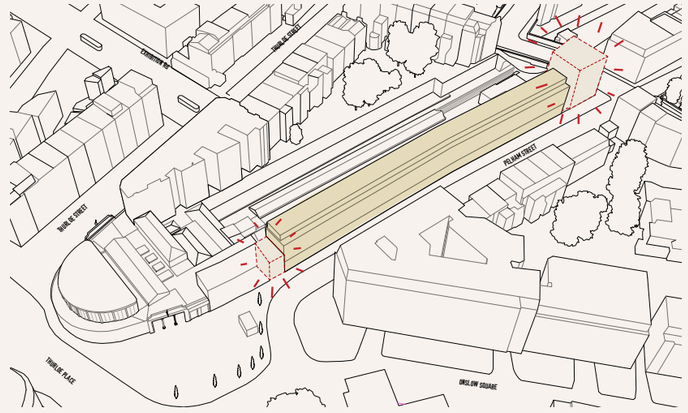
4

Sensitive massing
Mansard levels



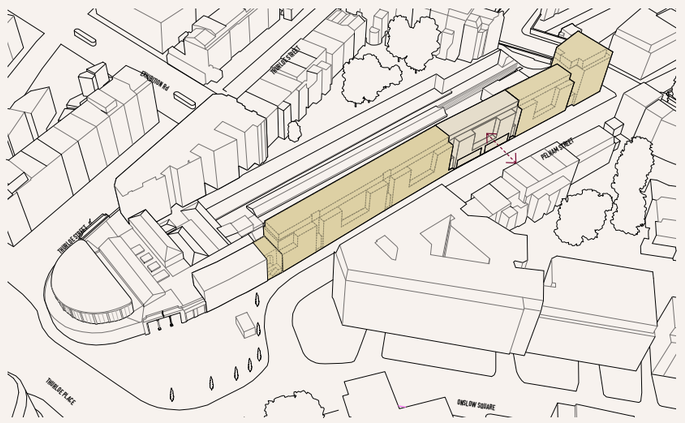
5

Addressing the corner
Interface with station



6

Responding to the residential facade variation opposite

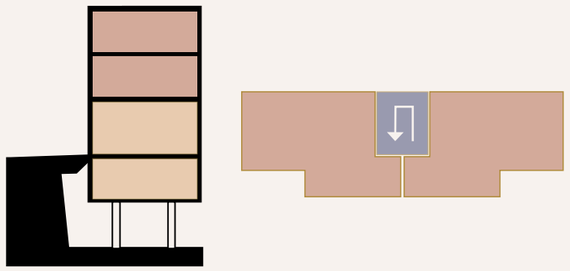


Our Approach

Options Considered

Option 1

G. Floor Retail
+ 2 Storeys Residential
+ Basement



Total Retail GIA : 8,850sqft
Total Residential GIA : Approx. 20,500sqft

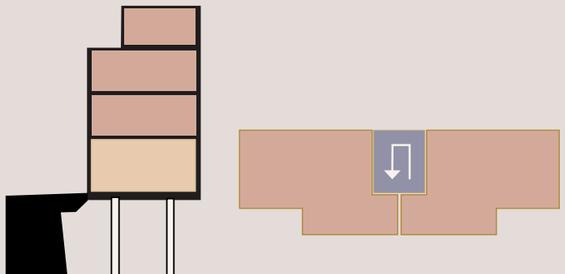
10no. retail units approx. 840sqm
Retail basement suspended over platform

Single storey apartments above
22no. apartment units

- *Basement not feasible due to implications to station heritage and space allocation*

Option 1a

G. Floor Retail
+ 3 Storeys Residential



Total Retail GIA : 7,265sqft
Total Office GIA : 1,595sqft
Total Residential GIA : Approx. 30,795sqft

8no. retail units & 2no. office units
Generally approx. 800-900sqft each

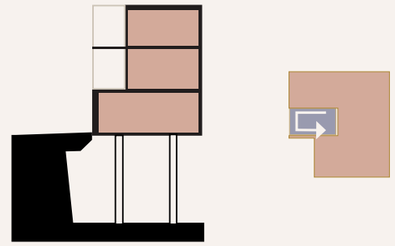
Single storey apartments above - over 3 floors
32no. apartments - 1, 2 & 3 bed units

- *Appropriate use and scale*

Base scheme

Option 2

3 Storey Townhouses



Total Residential GIA : 23,000sqft

Terrace townhouses
No retail units

3 storeys, private entrance
20no. units - 3 Bed, 5 person

- *Ground floor residential undersirable*
- *Narrow plot depth*
- *Lack of defensible space and amenity*

Proposed Second Floor (Typical Upper)

Retail
Office/Retail
Ancillary spaces
Residential
Pelham Street development extents

Proposed Ground Floor

Our Approach

Block plans

Approximately **130 metres long**
Plot depth approx. **8.5 metres**, extending over the existing disused platform

Site widens towards east edge of site

At street level, retail and office units extend across the full block. Units paired around central residential entrance cores

Special conditions to the east and west edge of the site.

East edge includes proposed location for substation, refuse/recycling, main plant and cycle provision

Proposed Elevation (central portion)

Our Approach

Massing & Elevation

Design approach - provide consistent and sensitive scale to the development, taking special consideration of the end conditions.

Built over the station disused platform below on a grid of structural columns.

Responds sensitively to the street scale - third floor mansard level set back to reduce massing to the street

Retail
Office/Retail
Residential

Pelham St
(Ground +3 Storeys)

3
2
1
Ground
Lower Ground

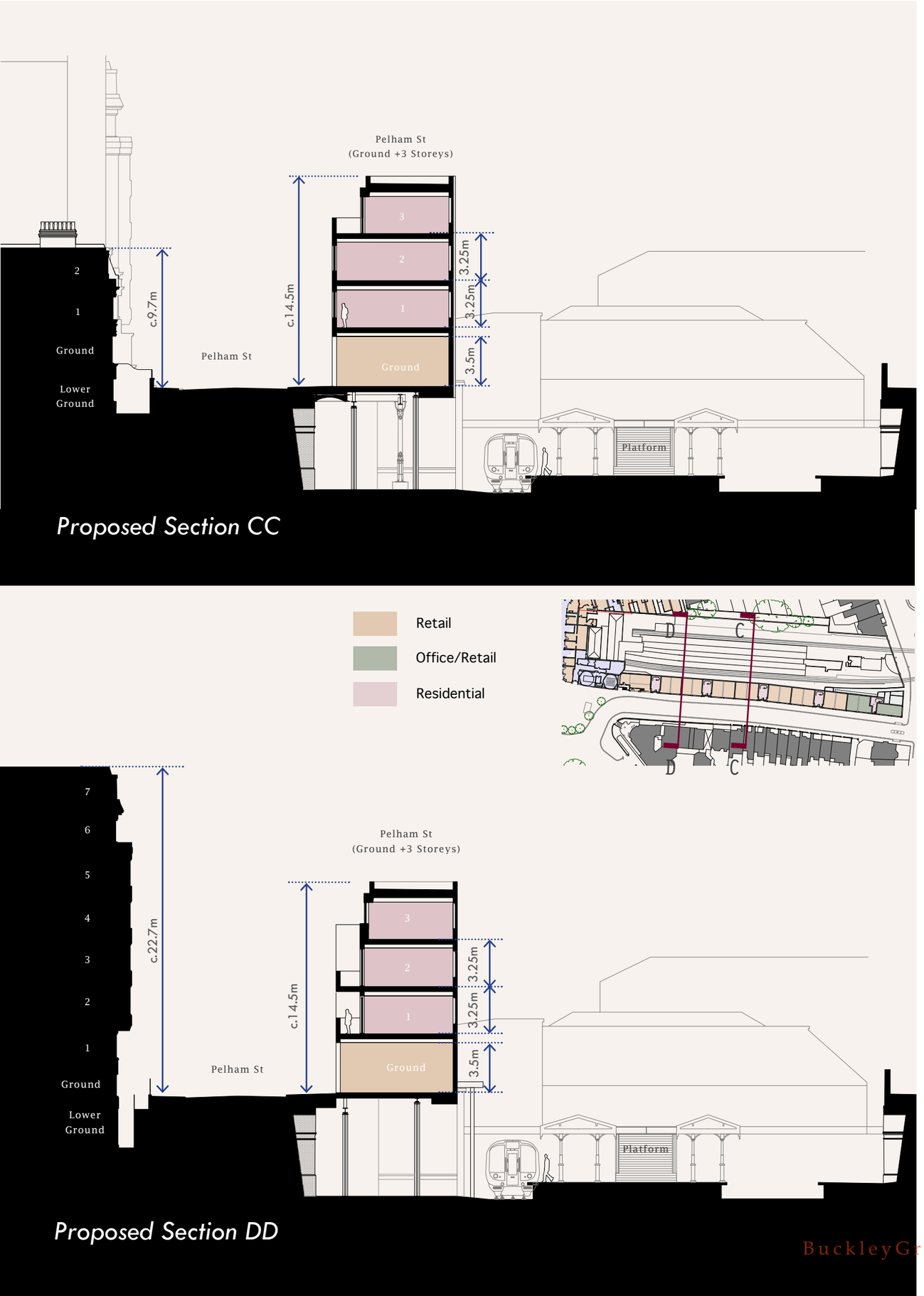
c.12.5m
c.14.5m
c.11.5m
3.25m
3.25m
3.5m

Pelham St

Platform

Thur

Proposed Section BB



Proposed Section CC

Proposed Section DD

Our Approach

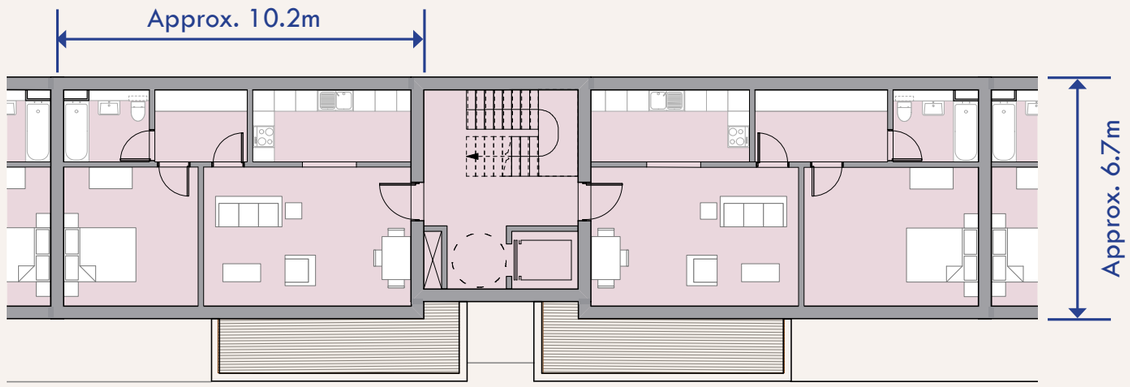
Massing & Elevation

Height and massing relates to opposite townhouses along the south of Pelham Street.

Existing buildings along Pelham Street vary in scale, from 8 storeys on the east edge at Malvern Place, down to 3-4 storeys (plus basement in the central portion) and then back up to 5 storeys on the west edge facing on to Pelham Place.

South facing terraces introduced to the street elevation to animate the massing and reflect the variety of the houses opposite.

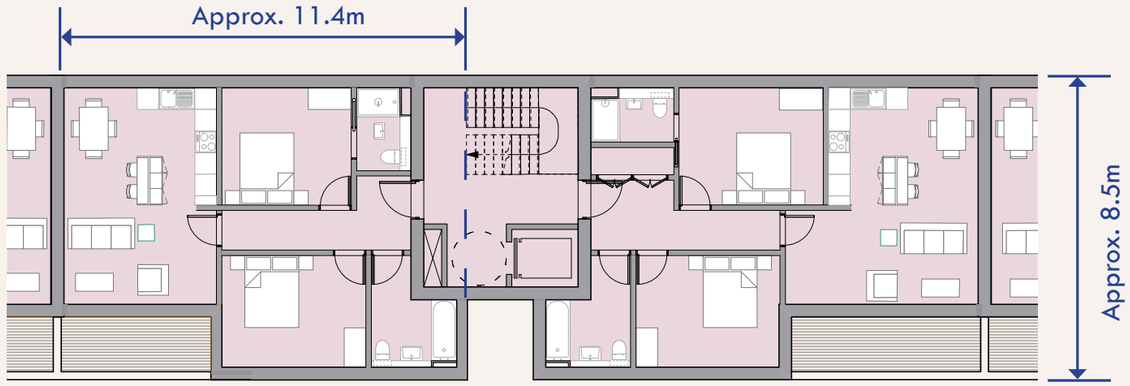
Aerial view - Pelham Street



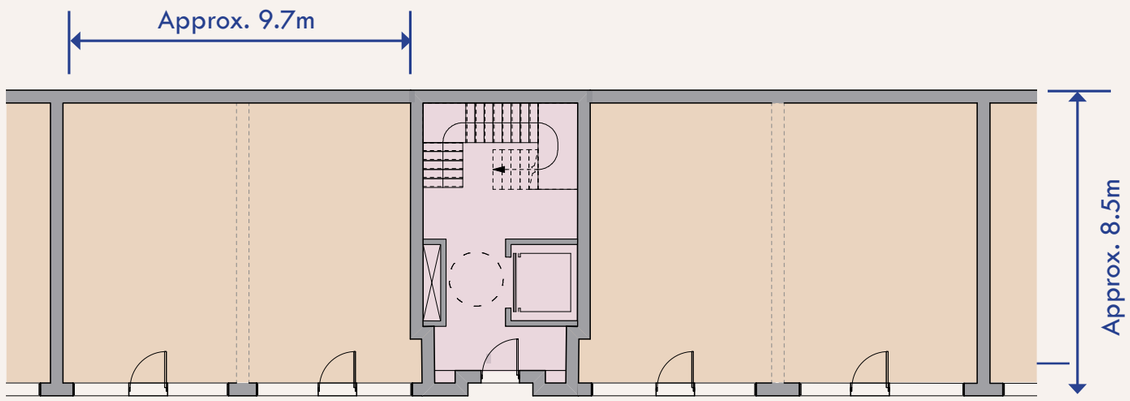
Set Back Third Floor

Retail

Residential



First and Second Floor



Ground Floor

Proposed Typical Plan Layouts

3.4.2 _ Our Approach

Typical layouts

The typical layouts for the retail and residential typologies consider the following key moves :

- At street level, retail and office units (approx. 800-900sqft, with the potential to be split again into smaller or larger units) are paired around the central residential entrance core.

- Central circulation core contains passenger lift, stair and services distribution on all floors. Two residential units accessed off core at each level.

- Residential units to first and second floor generally 2 bedroom 4 person units. The set-back third floor generally contains one bedroom units.

- Apartments well proportioned and designed to meet modern space standards with open plan arrangement to the main living spaces.

- South facing terraces open directly off the living spaces and provide visual links back to the street below.

Our Approach

How it might look

Massing view looking west along Pelham Street

View east towards Oxblood and Pelham Street

View west towards Oxblood along Pelham Street

Original shop units along Pelham Street
©TfL from London Transport Museum

View from platform of Piccadilly escalator

Original shop units along Pelham Street
©TfL from Royal Borough of Kensington & Chelsea

Oxblood Heritage and Existing Context

Oxblood Interface

Context

New Pelham Street development terminates to the west by abutting the existing Oxblood building

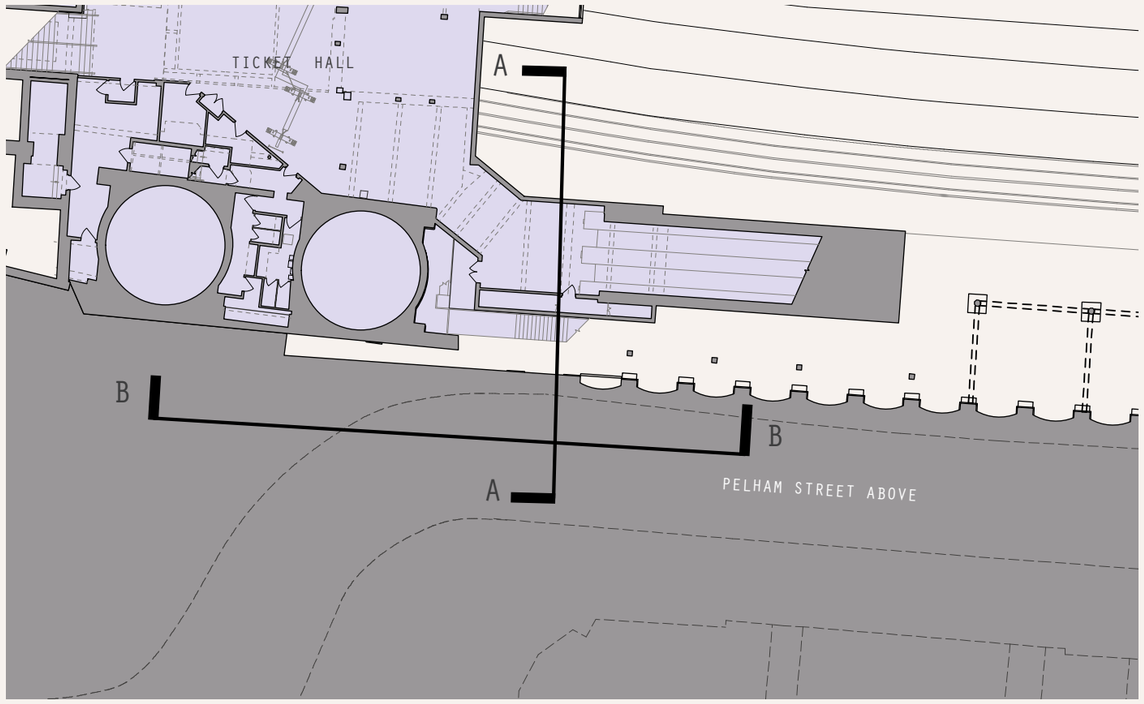
Special condition - important in defining the relationship with the existing station

Key interfaces to consider:

- *East edge of the Oxblood building*
- *Piccadilly line escalators*
- *Station Capacity Upgrade and stakeholder requirements*
- *Adjacent extended public space and florists*
- *Tall mansion block opposite on South Pelham Street*

Historic Context

The Oxblood building originally introduced as the main entrance to the new Piccadilly line. Entrance has since closed and east portion demolished along with the original two storey retail units along Pelham Street, all as part of introduction of Piccadilly line escalators.



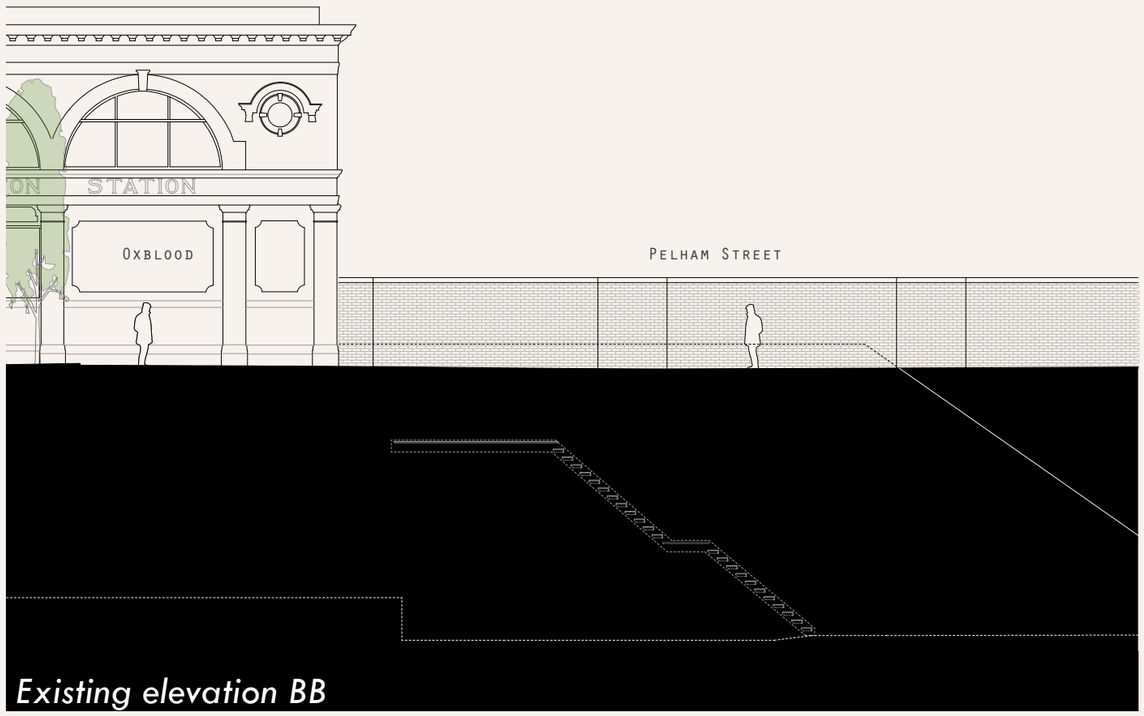
Existing plan - Ticket Hall Level

Oxblood Interface

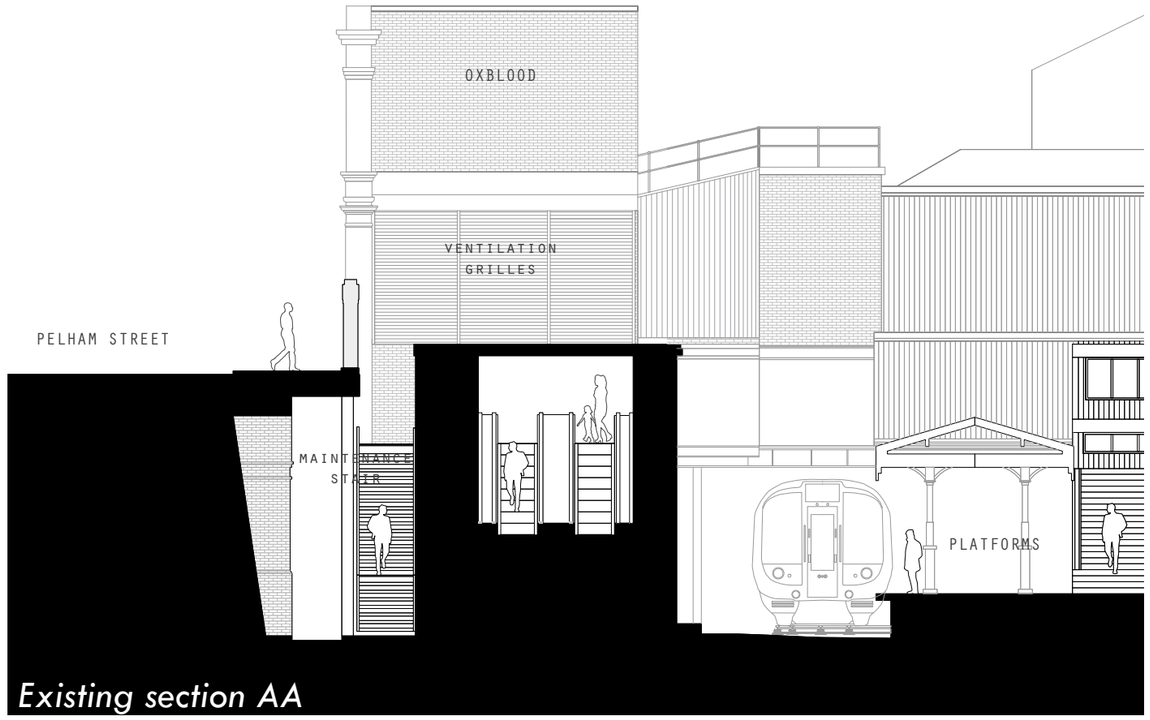
Interface

Roof to the current Piccadilly line escalators sits higher than the Pelham Street pavement level - needs to be considered specifically

Ventilation grilles located to the east (side) elevation of the Oxblood building - proposed to relocate



Existing elevation BB

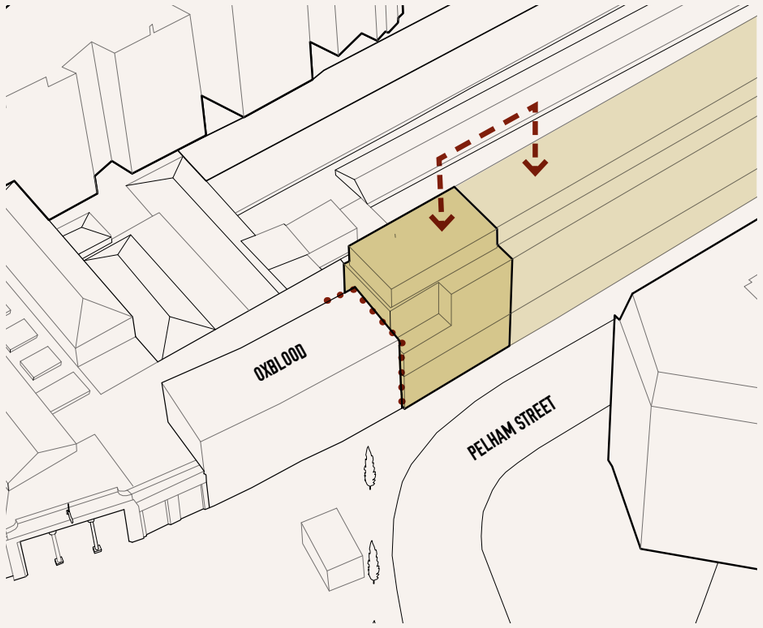


Existing section AA

Oxblood Interface

Options Considered

1

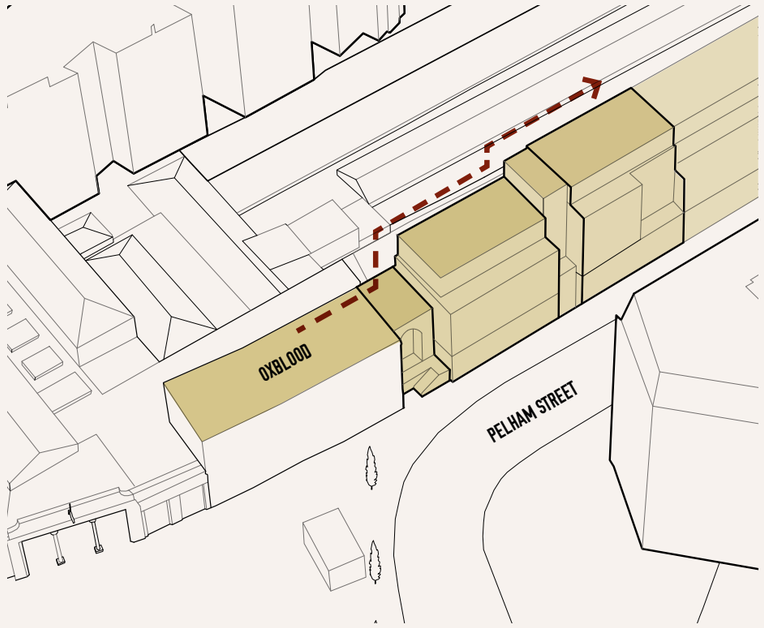


Massing Continuity

Continuation of the massing further along Pelham Street where it abuts Oxblood

There is precedent for this solution where original Oxblood buildings across London were inserted into existing taller building fabric

2

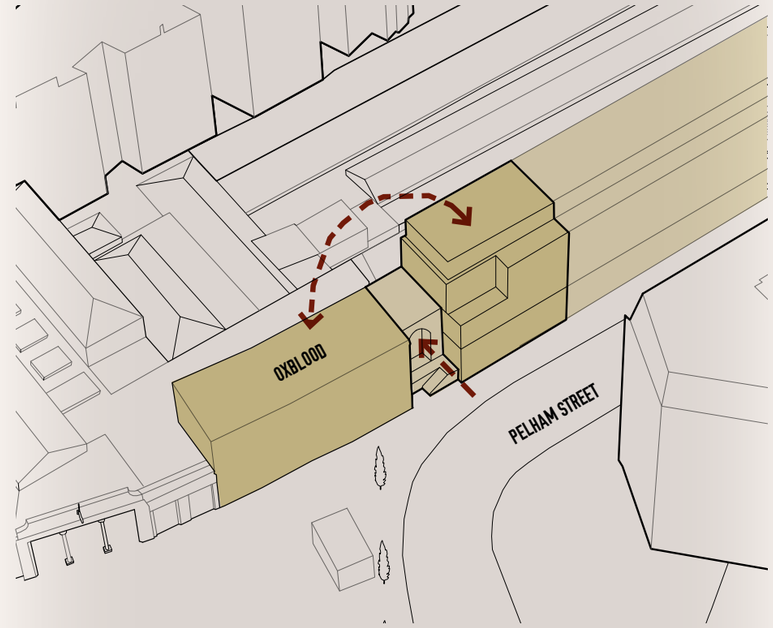


Stepped Approach

Introduces stepped massing along first portion of Pelham Street development

Takes its lead from precedent of the original demolished retail units

3



Transition Element

Lower scale retail “interface” building acts as a bridge between the Oxblood building and new development

Building steps back from the street and respects the Oxblood original facade

Base scheme

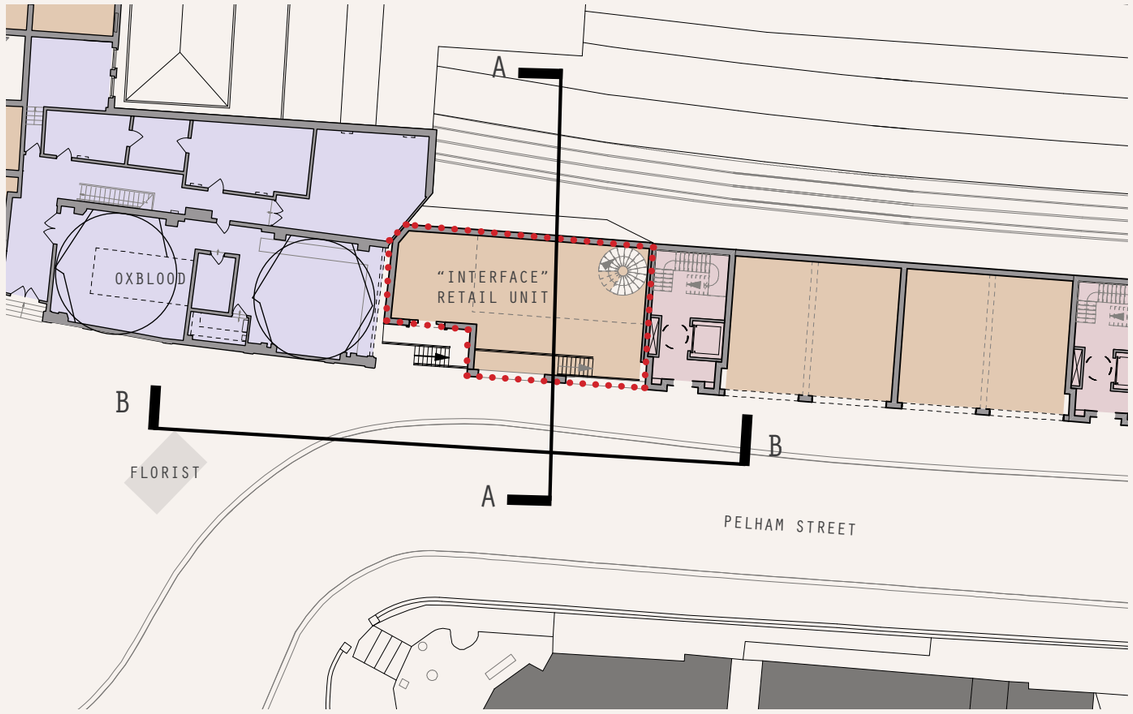
Oxblood Interface

Proposed Approach

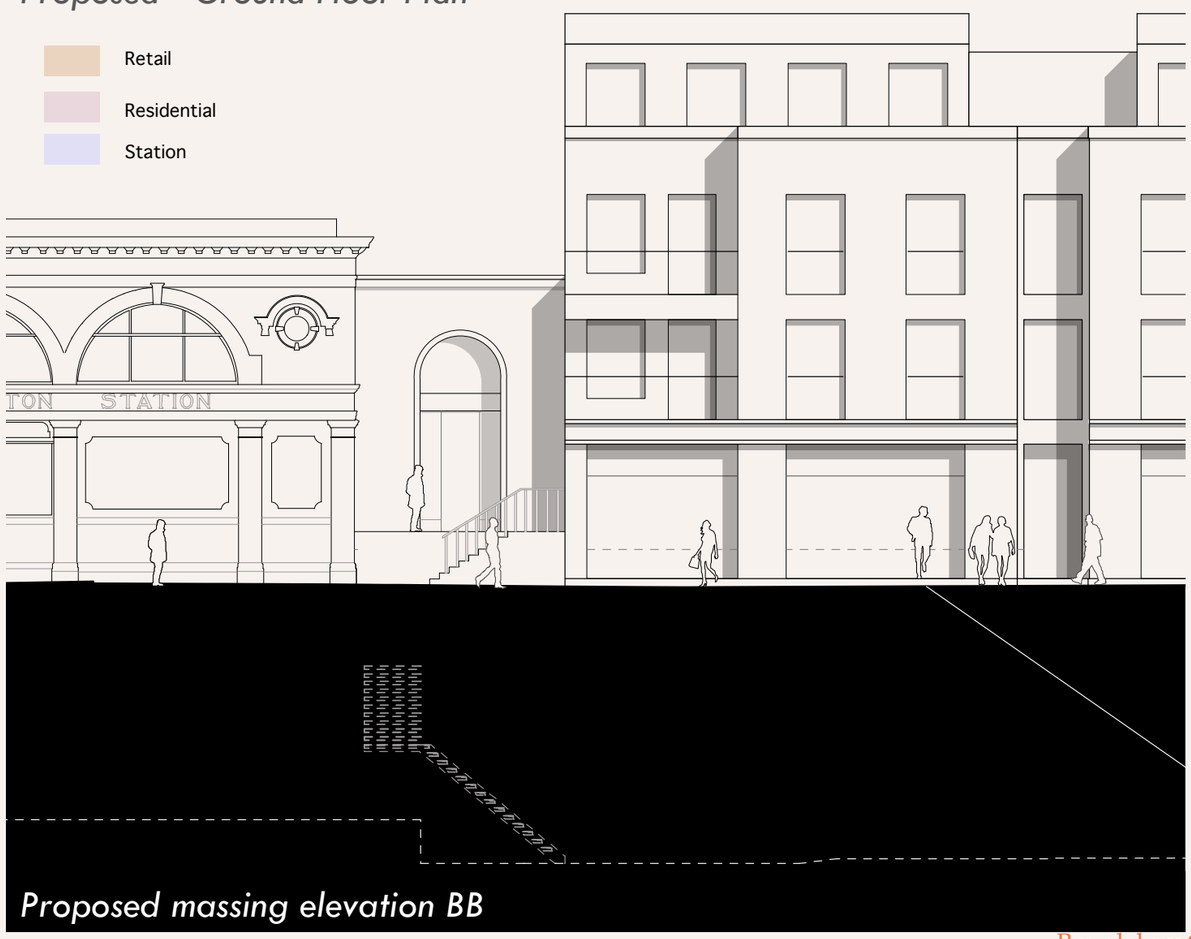
Lower scale retail "interface" building takes its language from original Oxblood building.

Key constraint - level changes required to bridge over the existing Piccadilly line escalator

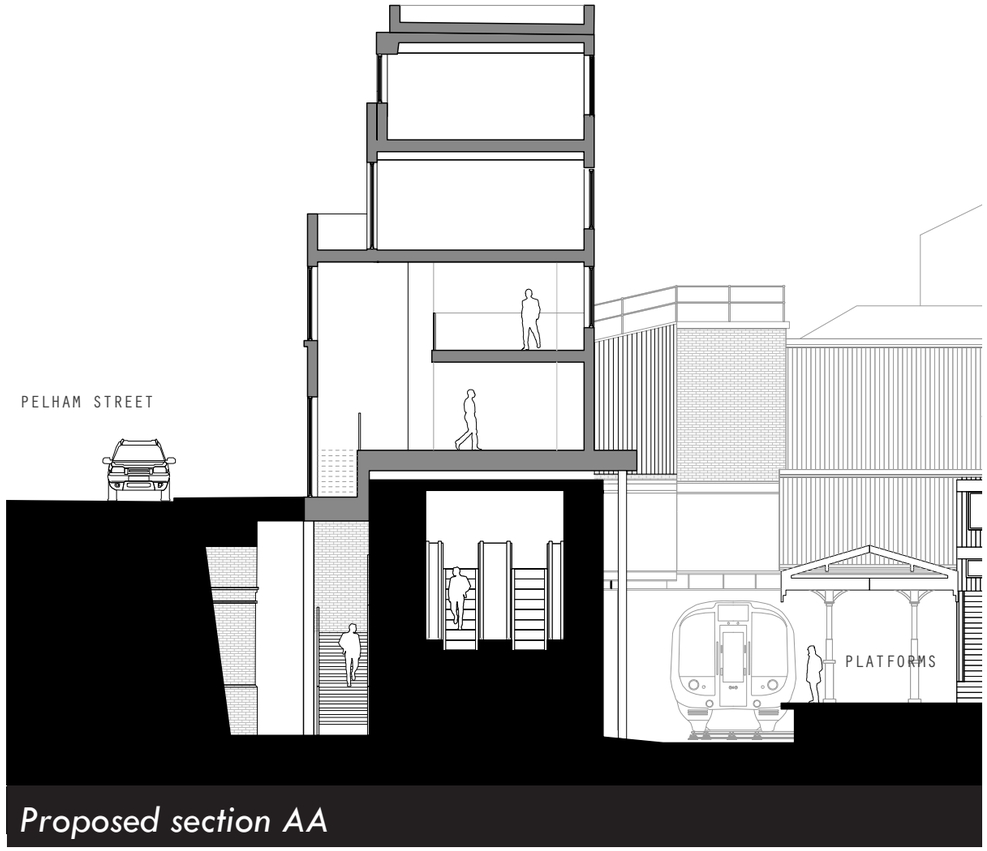
External steps link up to the "interface" building podium level



Proposed - Ground Floor Plan



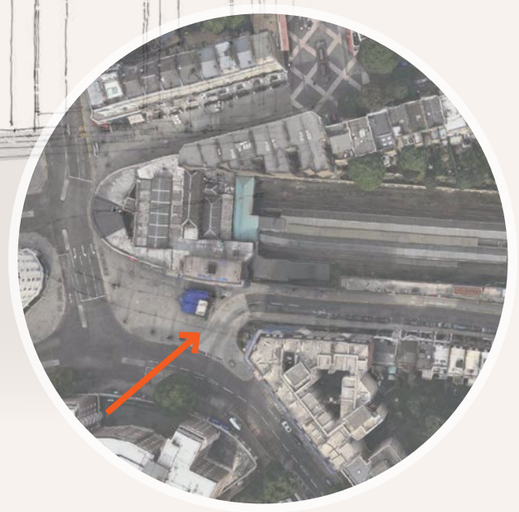
Proposed massing elevation BB



Proposed section AA

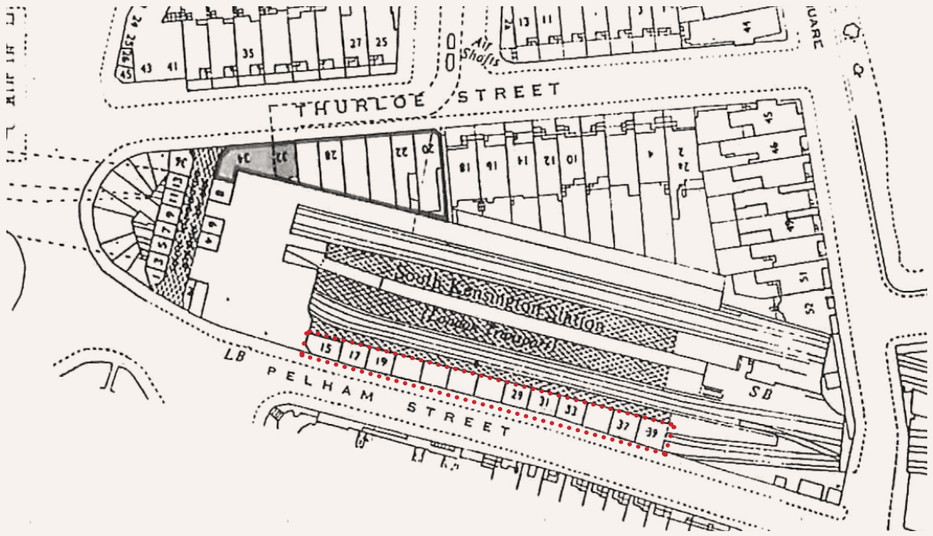
Oxblood Interface

How it might look



Proposed Massing

Heritage photographs *Existing photographs*



Extent of previous retail on Pelham

Heritage Integration

Existing Heritage Elements

Proposed new development located directly above the disused station platform. Two key heritage elements within this area, considered an important part of the listing:

1

THE HISTORIC REVETMENTS

2

HERITAGE STEEL BEAMS AND CAST IRON COLUMNS

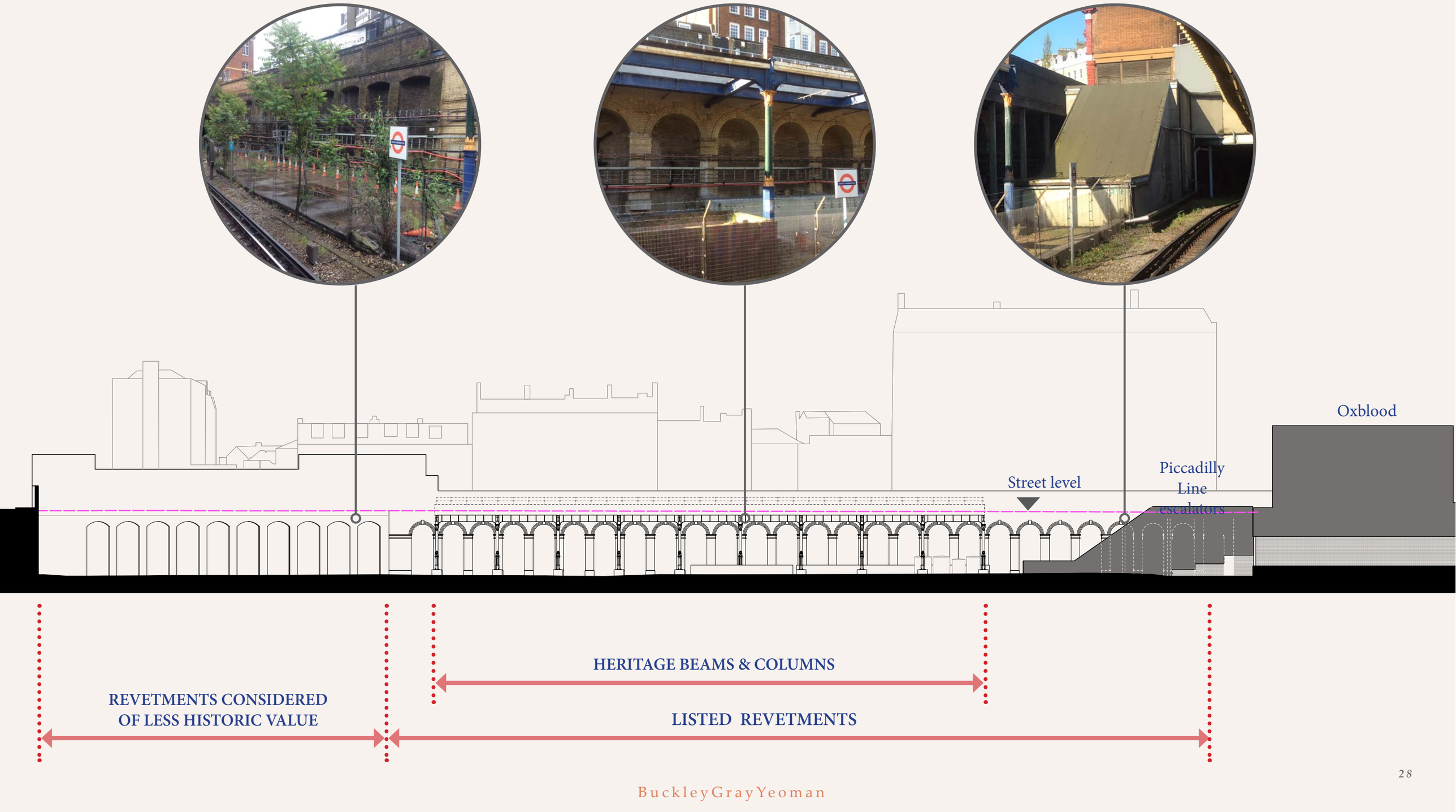
Both located at station platform level and extend up to street level.

Existing steel and cast iron elements part of original station - considered of particular heritage value.

Subsequently used to support the later retail units built above along Pelham Street. They also supported the station canopy at platform level.

Heritage Integration

Existing Heritage Elements



Existing ground floor plan

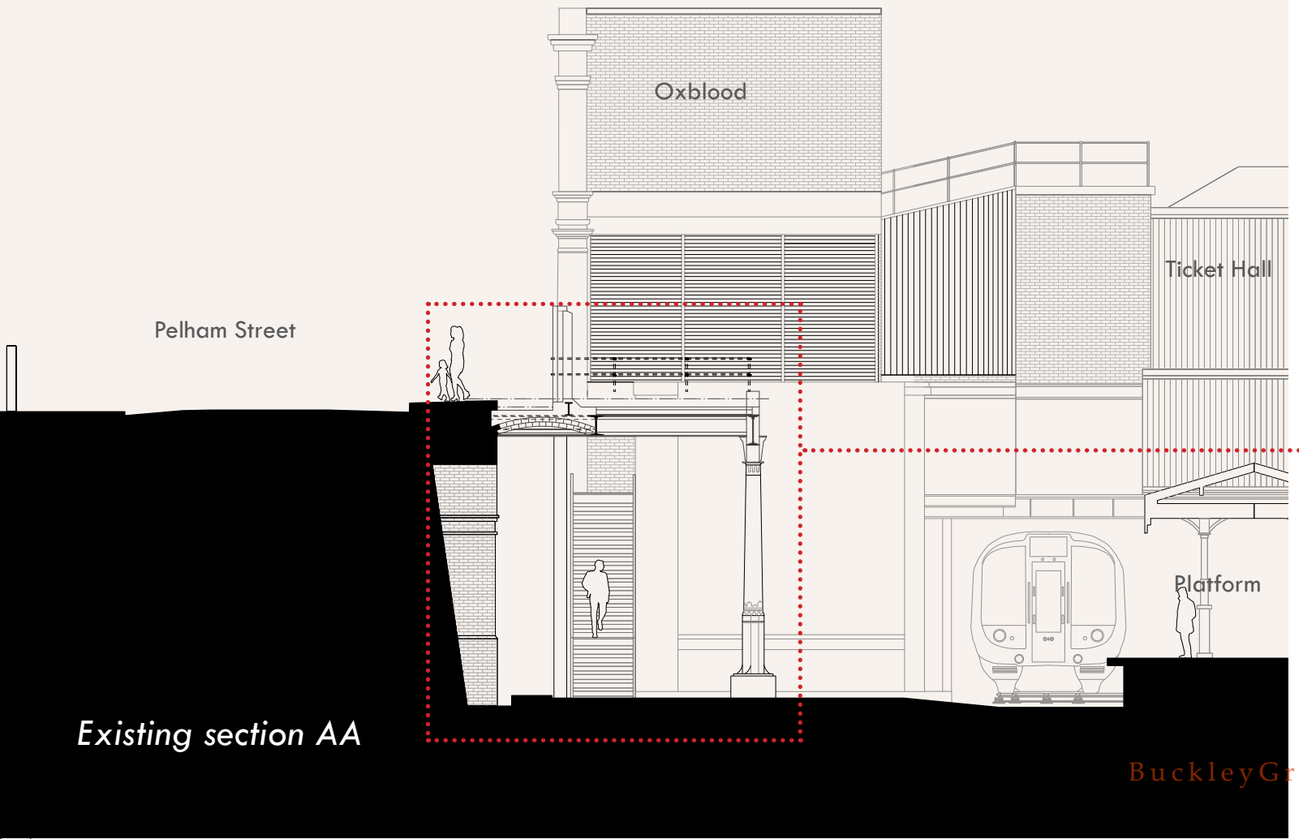
Heritage Integration

Understanding the Heritage

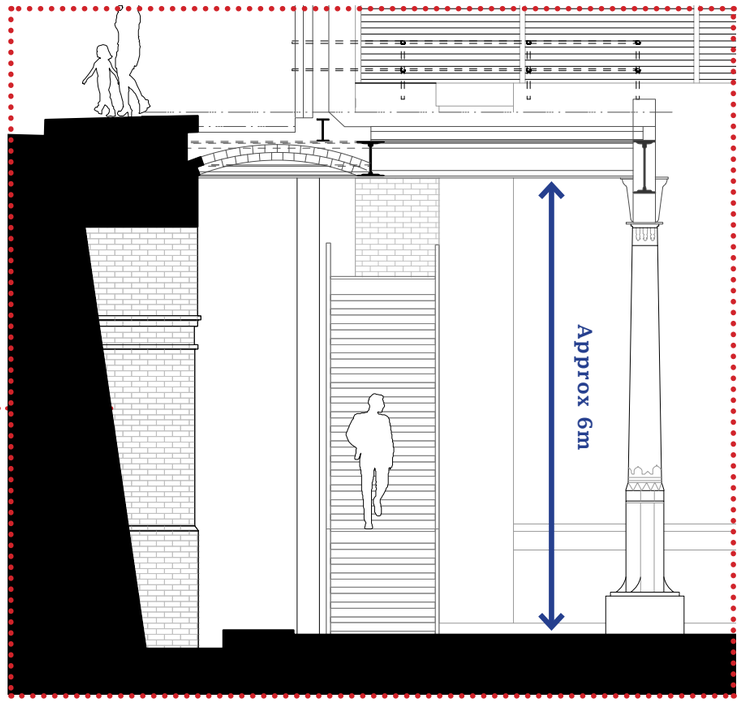
Columns and revetments spring off the platform level

Direct interface between steel beams and the top cantilevered section of the revetments

Heritage elements are retained

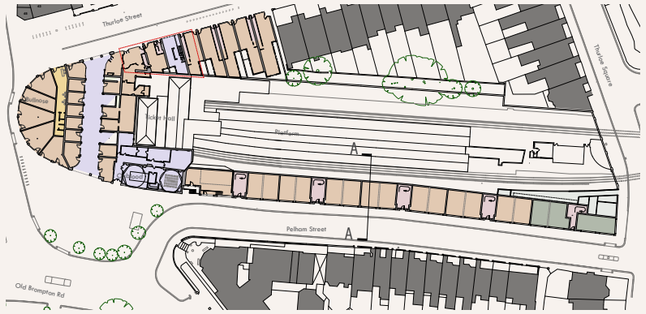


Existing section AA

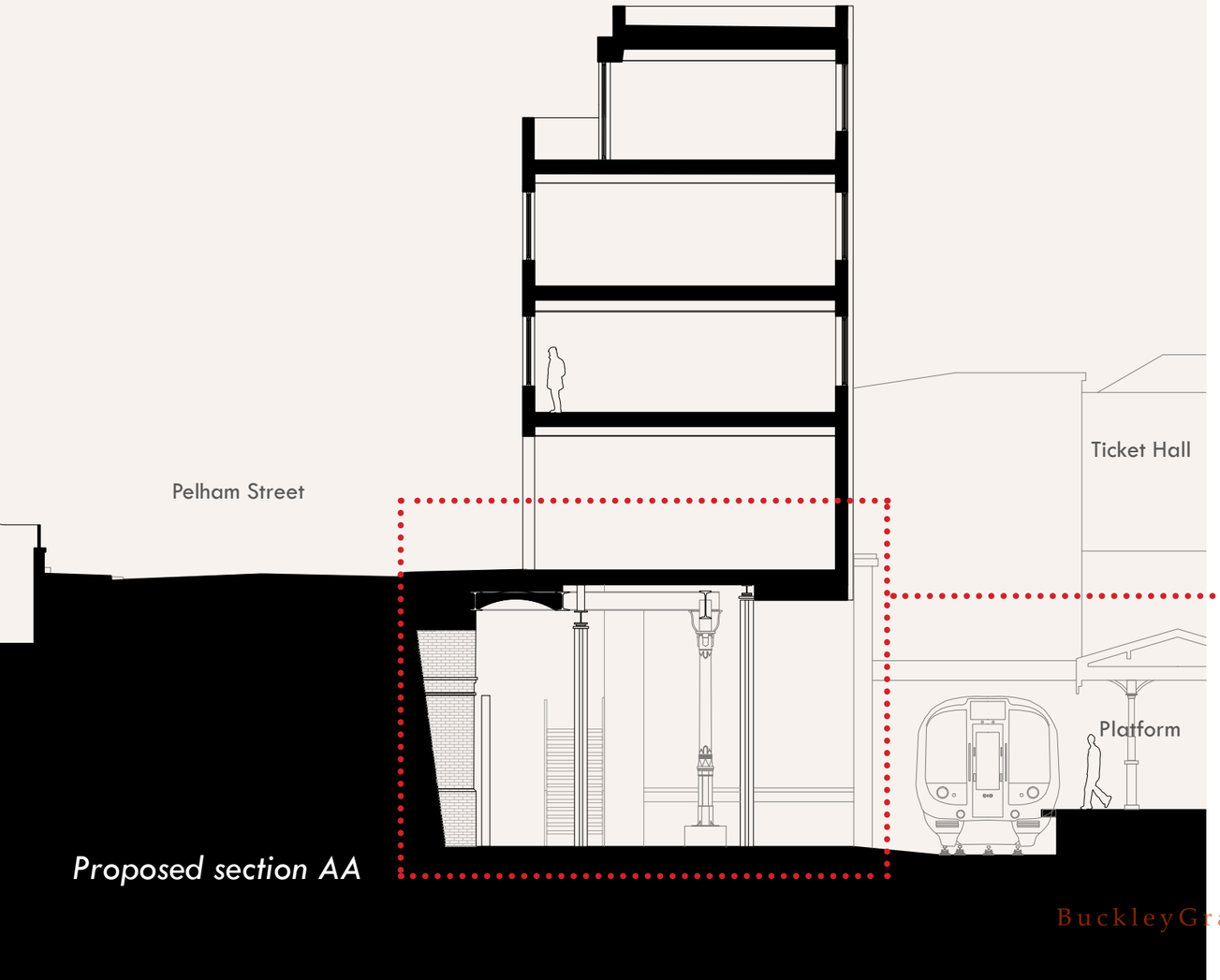


Heritage Integration

Initial thoughts



Proposed ground floor plan

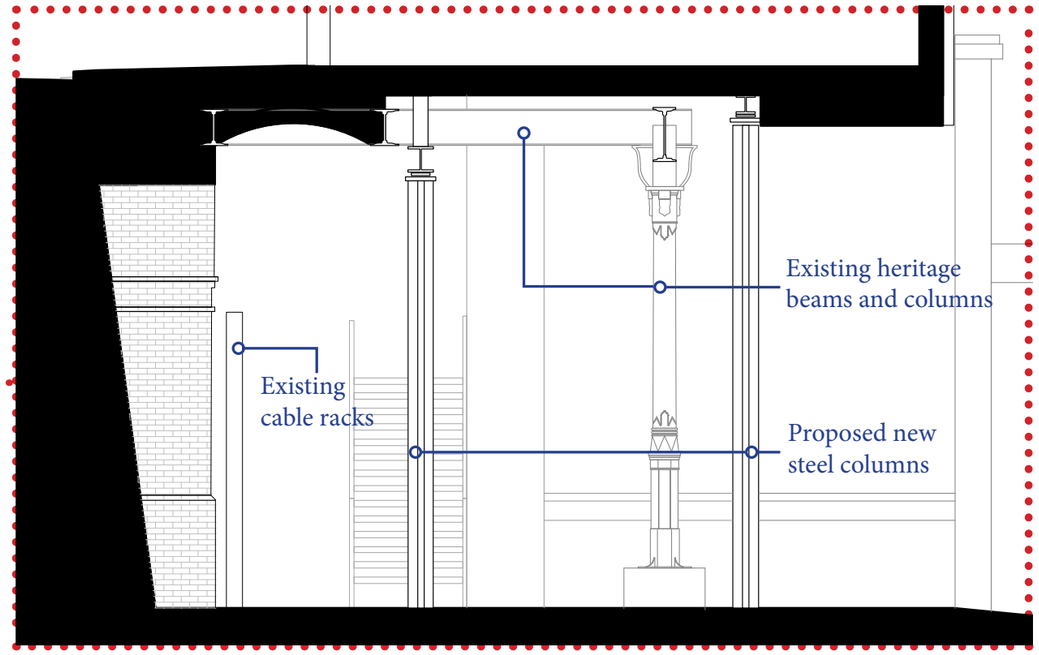


Proposed section AA

The new structure for the proposals work around the heritage, particularly at ground floor slab level.

Slim profile columns support the new block - sensitively positioned around the existing columns.

On revetment walls there - significant amount of cabling running horizontally, serving the station. Operationally, these cannot be removed



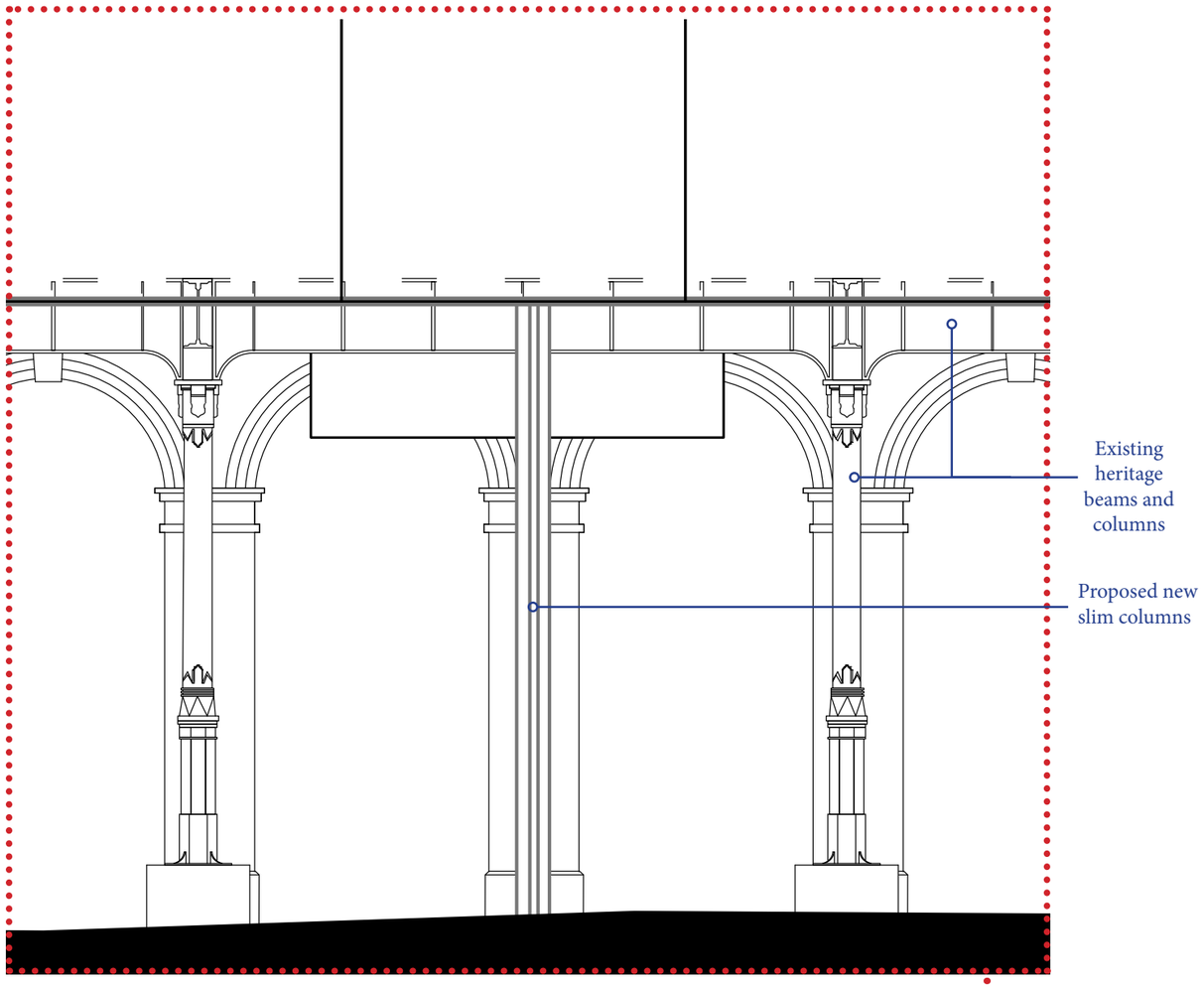
Heritage Integration

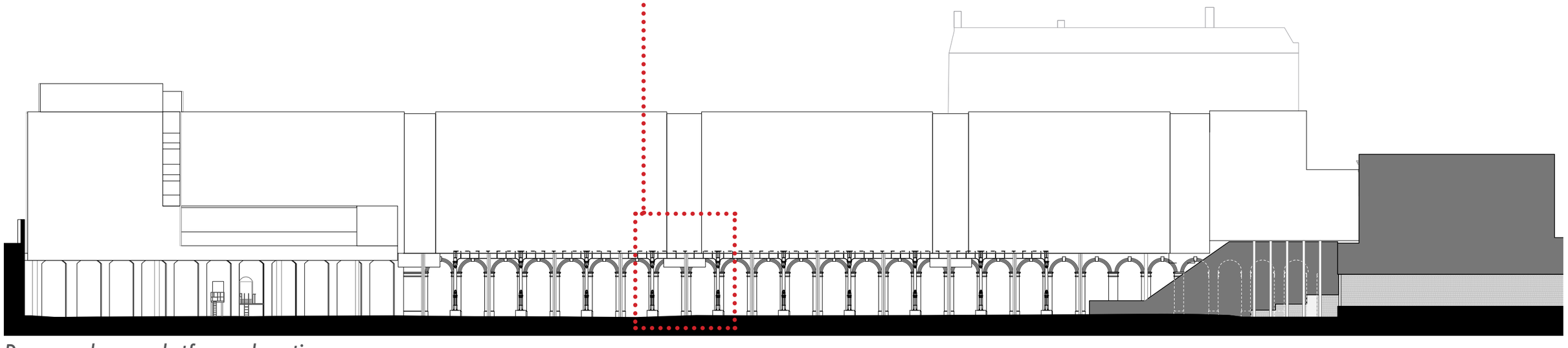
Elevation principles

Structural grid and massing block elevations considered carefully

Working with the rhythm of the original heritage elements. Heritage columns align with the revetment columns and occur every second bay.

New columns occur every second bay, offset one bay from the heritage columns, thus creating a coherent rhythm.





Proposed rear platform elevation

Heritage Integration

How it might loook

Visualisations intended to provide as early indication of how the existing and proposed elements interface.

Column and beam shapes and profile to be developed further in next stage - sympathetic to the heritage

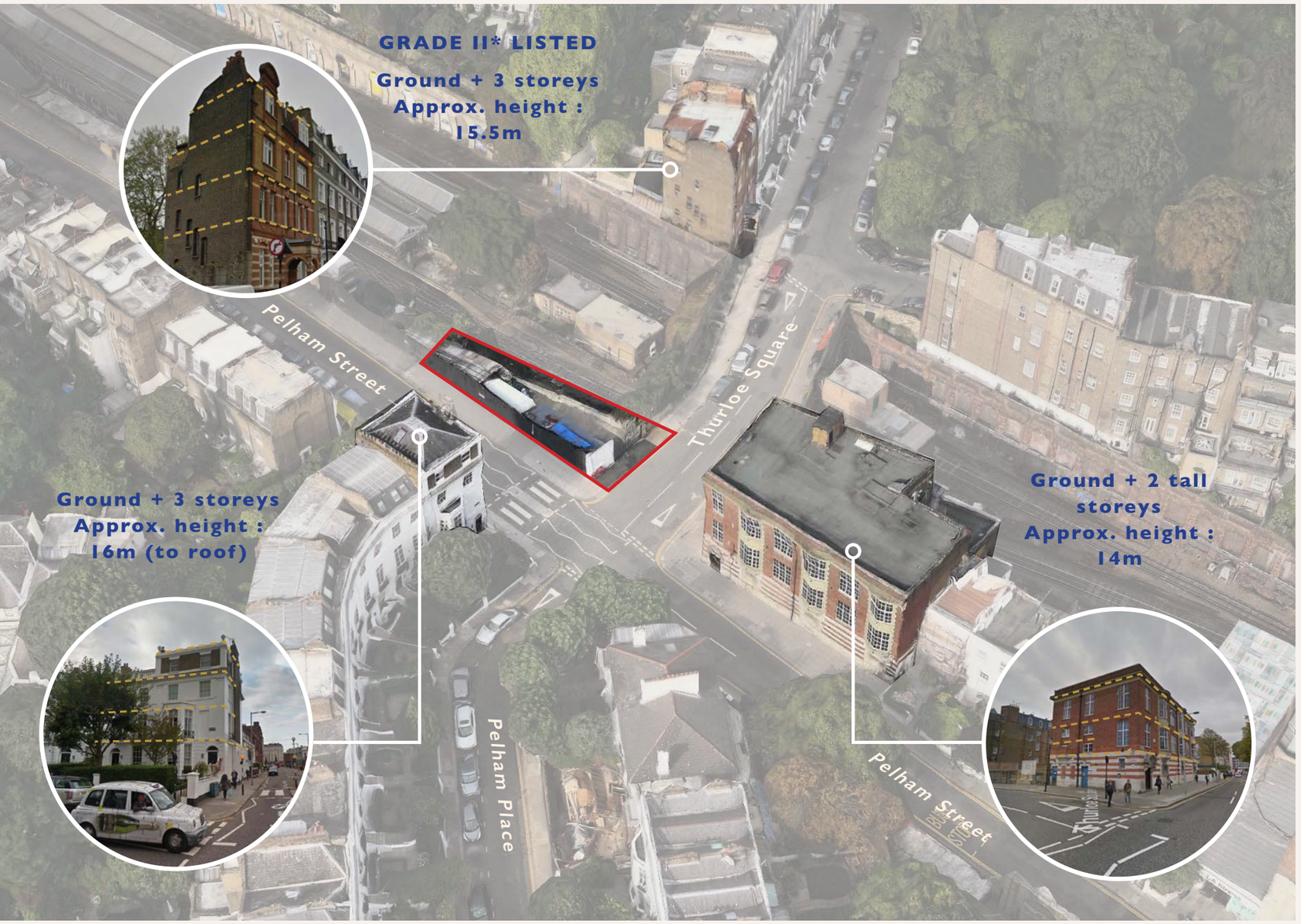
Opportunity to celebrate the heritage by use of lighting and colour.

View west towards station - Early thoughts

View from central platform - Early thoughts

Pelham Corner Massing

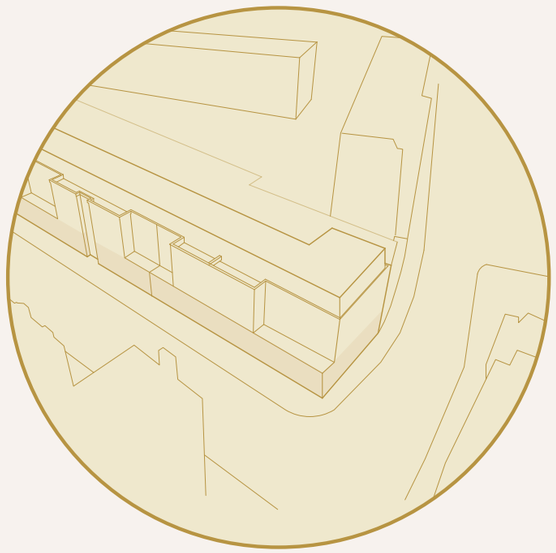
Existing Context



Pelham Corner Massing

Options Considered

1

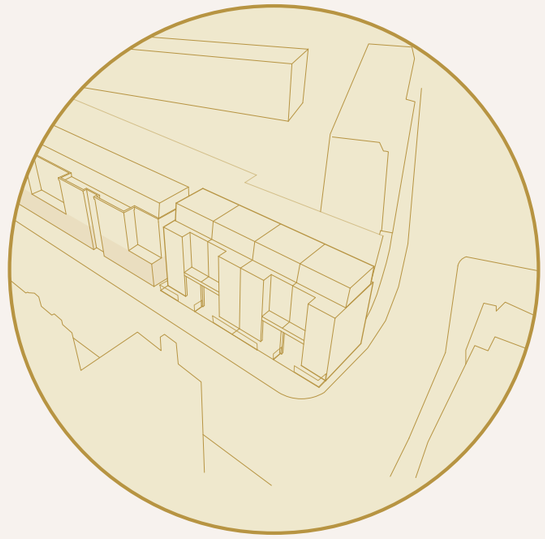


Retail at ground floor
3 storeys apartments above
Continuation of proposals
along Pelham Street

Ground + 3 storeys
Top floor set back

Continuation of proposals
along Pelham Street

2



4 Storey Townhouses
To east end of Pelham Street

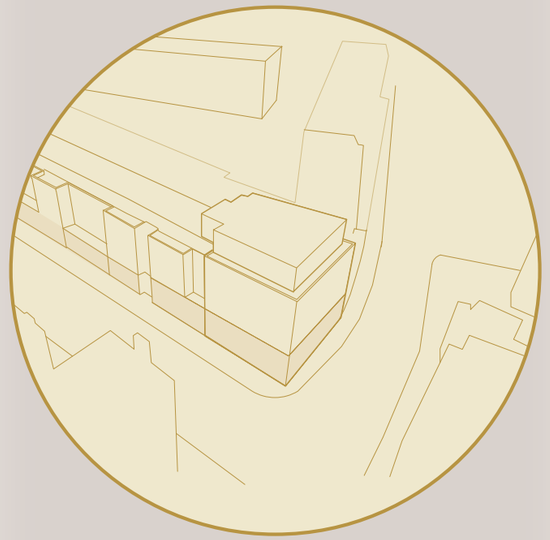
4 storeys
Set back top floor

Lack of defensible space

Lack of buffer level to station below

Base scheme

3



Retail & Offices at ground floor
4 storeys apartments above
To east end of Pelham Street

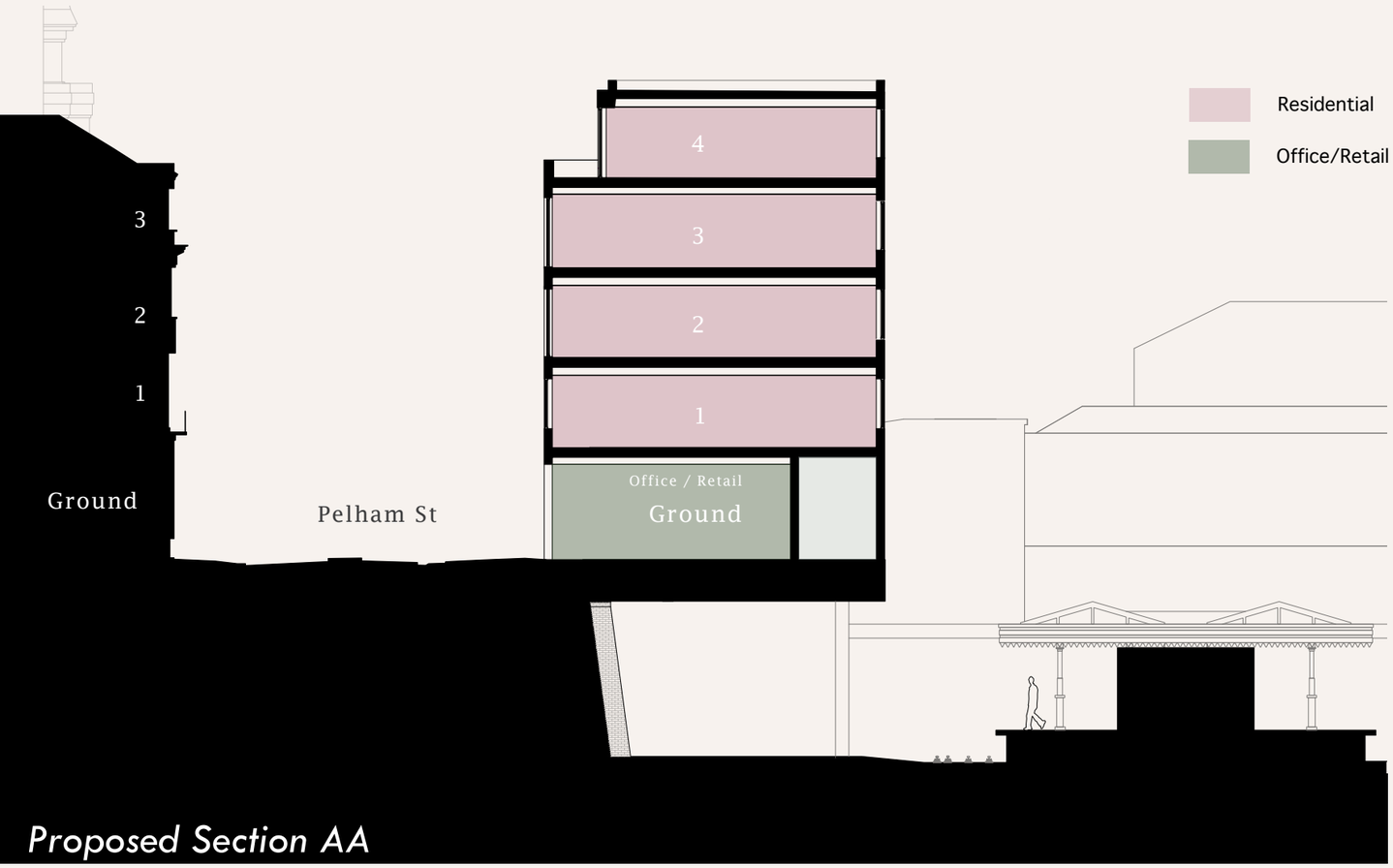
Ground + 4 storeys
(Top floor set back)

Increased scale at the corner with the introduction of additional storey

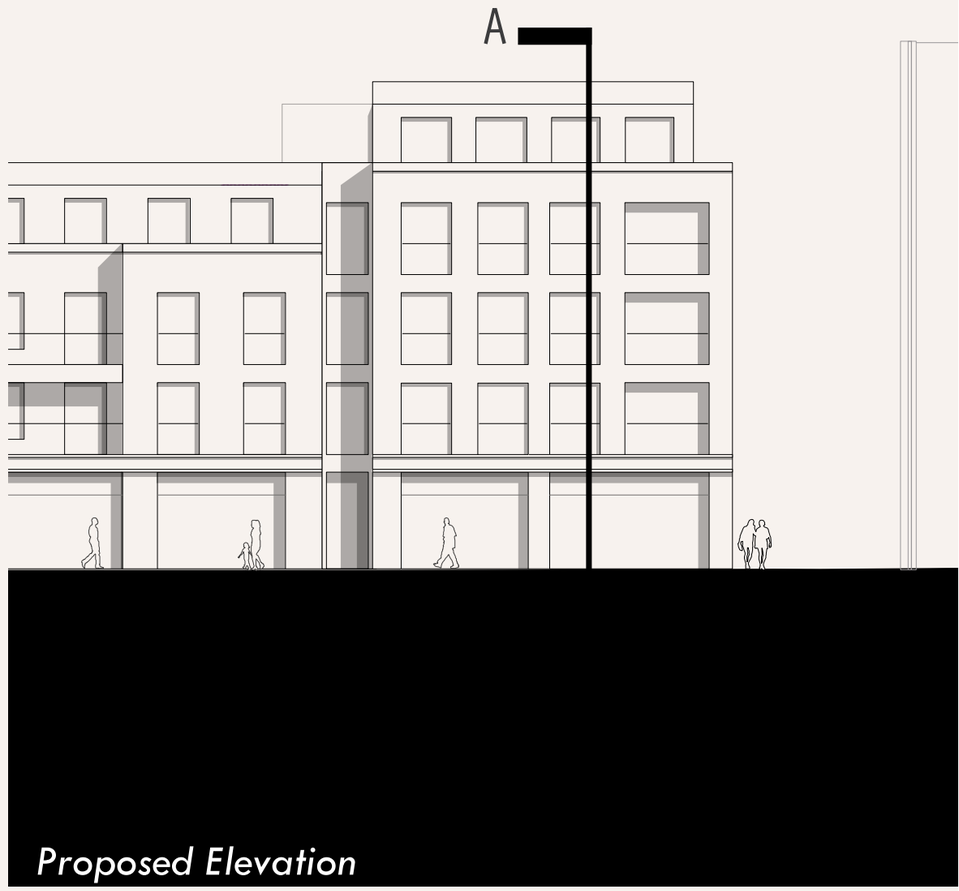
Taller buildings in immediate context

Pelham Corner Massing

Base Scheme



Proposed Section AA



Proposed Elevation