

TRANSPORT ARCHITECTURE



JOHN MCASLAN + PARTNERS

THE PRACTICE HAS, FROM THE OUTSET, BEEN INVOLVED IN SIGNIFICANT INFRASTRUCTURE PROJECTS. ITS FIRST RAIL SCHEME, THE REDEVELOPMENT OF REDHILL STATION IN SURREY, WON AN INTERNATIONAL BRUNEL AWARD.

SINCE THEN, THE PRACTICE HAS PLAYED CENTRAL ROLES IN SOME OF BRITAIN'S MOST IMPORTANT RAIL PROJECTS. IN EACH CASE, THE VERY DIFFERENT CHALLENGES REQUIRED RESPONSES THAT ADDRESSED NOT ONLY ARCHITECTURE, BUT THE EQUALLY IMPORTANT ISSUES OF PLACEMAKING AND REGENERATION.

IN LONDON AT KING'S CROSS STATION, NOW ON SITE, ACTING AS LEAD ARCHITECT FOR NETWORK RAIL, THE PRACTICE IS DELIVERING A DETAILED, MULTI-LEVEL SCHEME THAT WILL TRANSFORM A KEY EXAMPLE OF VICTORIAN RAILWAY ARCHITECTURE, AND REPROGRAMME THE STATION IN RELATION TO BOTH EUSTON ROAD, THE NEW EUROSTAR TERMINAL AT ST PANCRAS, AND THE FORTHCOMING KING'S CROSS CENTRAL REGENERATION SCHEME.

IN DELHI, INDIA, THE PRACTICE SET OUT AND IS CURRENTLY DELIVERING A REGENERATIVE SCHEME FOR A SERIES OF 10 NEW STATIONS FOR THE DELHI METRO.

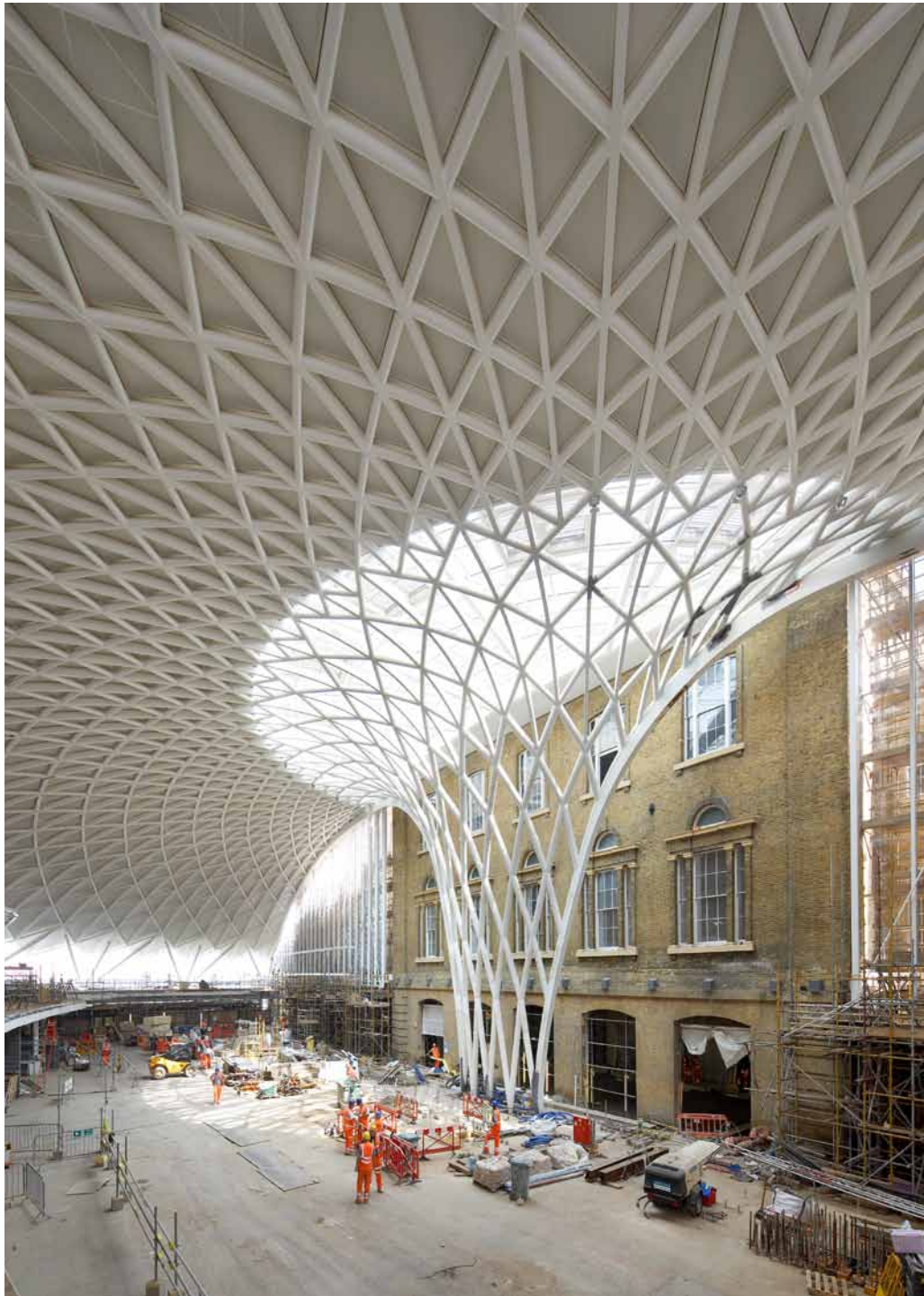
WHETHER IN LONDON OR DELHI, ATTENTION TO PUBLIC REALM HAS BEEN AT THE HEART OF THE PRACTICE'S DESIGN PHILOSOPHY TO OPTIMISE THE SIGNIFICANT INFRASTRUCTURAL INVESTMENT THESE PROJECTS REPRESENT.

CROSSRAIL BOND STREET, LONDON

John McAslan + Partners is appointed to design and deliver Crossrail Bond Street Station – one of the busiest central stations along the Crossrail line - as part of Europe's largest construction project. The project comprises the creation of two deep east-west platforms which emerge at street level via two new ticket halls south of Oxford Street in the heart of London's West End with connections to the existing London Underground Station.

The interchange will serve 230,000 people daily once complete in 2017.





KING'S CROSS STATION, LONDON

John McAslan + Partners won Planning, Conservation Area and Listed Building Consent Approvals for the masterplan and design proposals for the comprehensive redevelopment of the Grade I listed King's Cross Station in 2007.

This complex £500 million multi-phased project commissioned in 1998 focuses on transforming the station into a world class 21st Century transport interchange. This includes providing refurbished office accommodation, improving passenger facilities, rationalising operational activities and optimising commercial opportunities at the station. Major remodelling at King's Cross will optimise TOC facilities, incorporate improved links with LUL, rationalise taxi and bus connections, provide a new western concourse, incorporate substantial restoration and refurbishment within the existing trainshed, and create a city square in front of the listed station.

The project also serves to improve interchange facilities with St. Pancras Station, the location for the Channel Tunnel Rail Link and Thameslink services.

Construction started in 2007 for completion of the transformed station ready for the 2012 London Olympics.

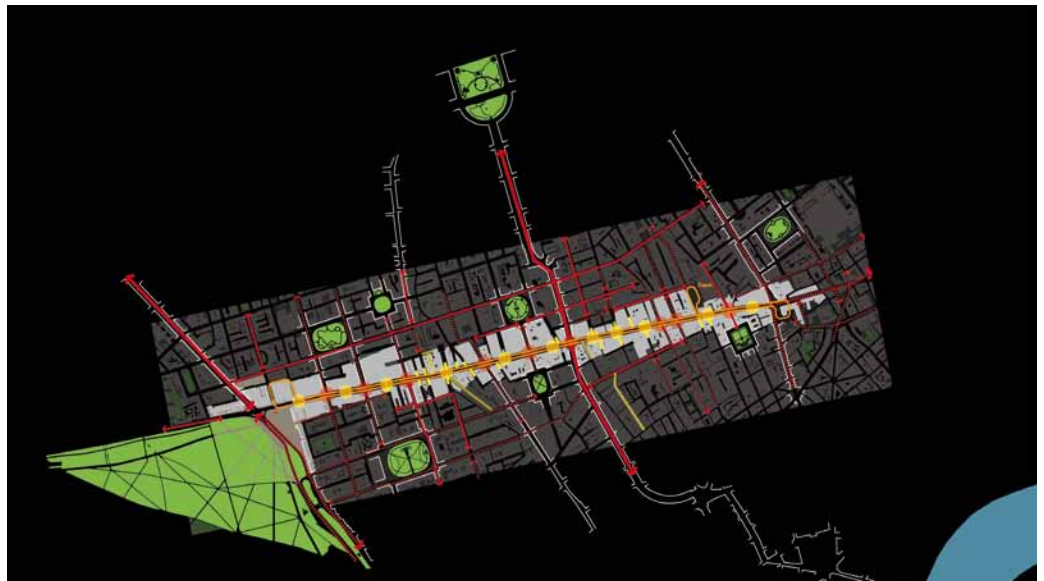


OXFORD STREET TRAM FEASIBILITY STUDY, LONDON

The Oxford Street Transport Feasibility study, commissioned by Transport for London, investigates how public transport and public realm can be improved along Oxford Street's entire 2.4km length. Remodelling the public realm coordinated with the new transport mode is a key aspect of improving the overall experience and realising a new vision for Oxford Street.

There are 5.3ha of public realm along Oxford Street plus the two bookend public spaces of Marble Arch and St Giles Circus included in the study. The public realm study looks at introducing

new high quality pavement, a strategy for tree planting and a new system of high quality urban lighting.



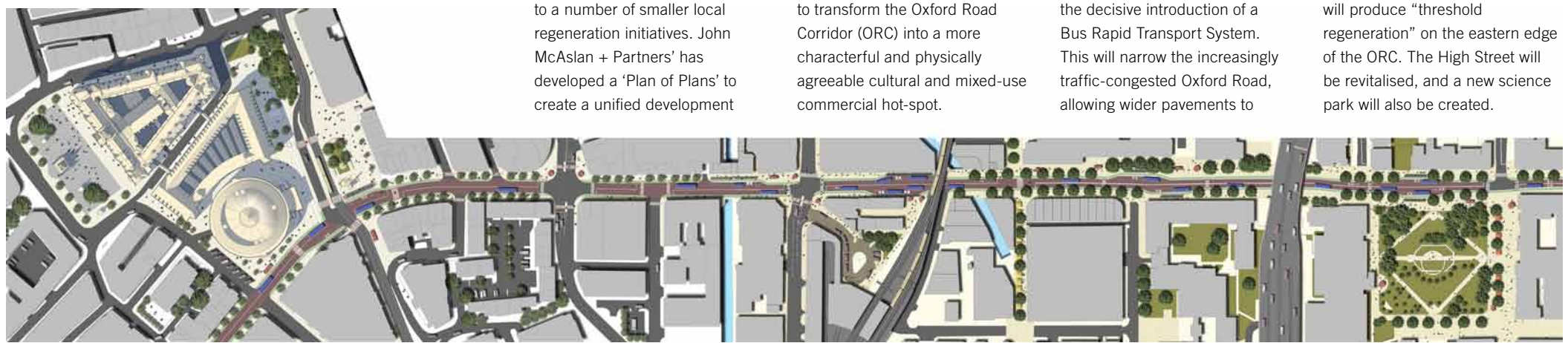
OXFORD ROAD CORRIDOR, MANCHESTER

This ambitious masterplan for a 214ha tranche of Manchester will bring urban coherence to a number of smaller local regeneration initiatives. John McAslan + Partners' has developed a 'Plan of Plans' to create a unified development

strategy based on spatial and economic impact analyses. It links local institutional masterplans to transform the Oxford Road Corridor (ORC) into a more characterful and physically agreeable cultural and mixed-use commercial hot-spot.

The ORC's so-called Cultural Axis of universities, colleges and hospital will be re-energised by the decisive introduction of a Bus Rapid Transport System. This will narrow the increasingly traffic-congested Oxford Road, allowing wider pavements to

boost retail presence. And a new creative media zone, housing, and community business development will produce "threshold regeneration" on the eastern edge of the ORC. The High Street will be revitalised, and a new science park will also be created.



DALSTON JUNCTION INTERCHANGE, LONDON

John McAslan + Partners is commissioned to deliver this regenerative project by Barratt, the residential development partner, following detailed planning permission in 2006.

The 33,000sqm residential and mixed-use scheme is arranged around the proposed rail and bus stations and is based on a development masterplan, also undertaken by the practice, which identified development opportunities in this neglected

part of the City. The project is also a key component within the proposed extension of the East London Line, which will link Hackney to the north with Croydon to the south.



METRO STATIONS, DELHI

John McAslan + Partners, working alongside engineers Pell Frischmann, has completed ten new stations for the Delhi Metro Rail Corporation (DMRC).

The stations are strategically sited south of the city centre at Udyog Bhavan immediately adjacent to Edwin Lutyens' Government buildings at the heart of the 1911 campus, through significant commercial, residential and institutional districts over a 20km distance.

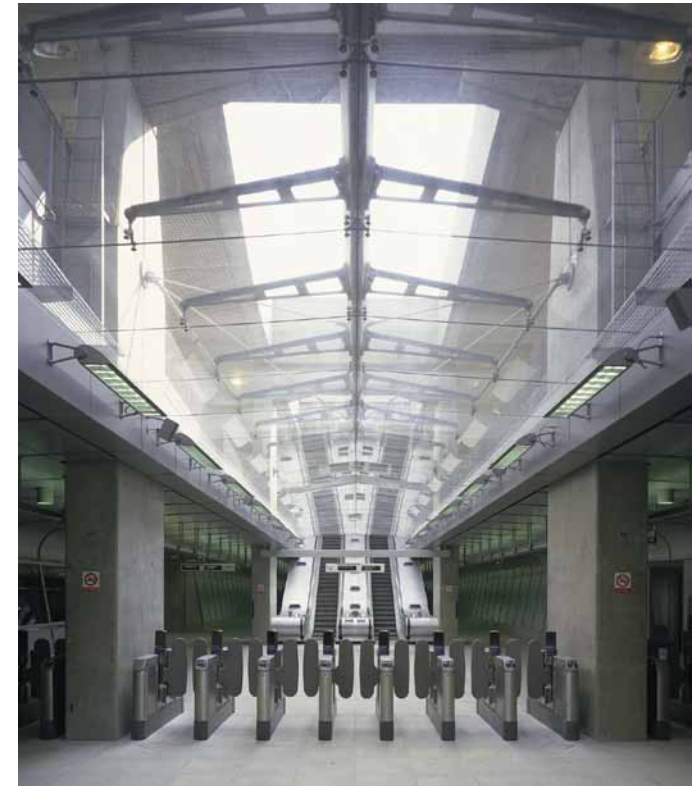
This fast track commission was completed in advance of the Commonwealth Games in 2010.



JUBILEE LINE EXTENSION, CANNING TOWN, LONDON

John McAslan + Partners completed two new stations for the Jubilee Line Extension in East London.

The award winning scheme at Canning Town comprises a six-platform interchange facility for London Underground, North London Line and Docklands Light Rail, served from an expressive three level reinforced concrete viaduct structure with lightweight steel and glass enclosures constructed whilst ensuring operational continuity of the DLR. In addition, there are passenger and operational facilities and an underground concourse linking with the separate new London Transport bus station at ground level. The bus station forms a distinctive new entrance to the station.



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